-NOTICE OF A PUBLIC MEETING-
Governmental Body: Van Meter City Council
Date of Meeting: Monday, August 26, 2024
Time/Place of Meeting: 6:00PM – United Methodist Church, 100 Hazel Street, Van Meter, IA 50261

NOTE: All public comments require that an individual sign in at the beginning of the meeting. ***Comments will generally be limited to a maximum of three (3) minutes per person.*** *Under Iowa law, the City Council is prohibited from discussing or taking any action on an item not appearing on its posted agenda. Any issue raised by public comment under the Citizen Hearing will be referred to staff for a decision on whether it should be placed on a future agenda. All comments from the public, Council, and Staff shall address the presiding officer, and upon recognition by the presiding officer, shall be confined to the question under debate, avoiding all indecorous language and references to personalities and abiding by the following rules of civil debate. • We may disagree, but we will be respectful of one another. • All comments will be directed to the issue at hand. • Personal attacks will not be tolerated.*

Business Meeting Agenda:

1. Call to Order
2. Approval of Agenda
3. Discussion and Possible Action: Resolution #2024-98 Approval of Trindle Ridge Plat 2 – Preliminary Plat & Construction Drawings
4. Discussion and Possible Action: Future Land Use Map Review
5. Discussion and Possible Action: Comprehensive Plan Review
6. Adjournment

Date Posted: August 25, 2024

AGENDA ITEM #1

Call to Order

Mayor: ***The time is 6:00pm on Monday, August 26, 2024.***

I hereby call this meeting of the Van Meter City Council to order.

AGENDA ITEM #2

Approval of the Agenda

Submitted for: **ACTION**

Recommendation: **APPROVAL**

Sample Language:

Mayor: ***Do I hear a motion to approve the agenda?***

Councilmember: _____ ***So moved***.

Councilmember: _____ ***Second***.

Mayor: ***Roll Call Please.***

City Clerk: **Akers____ Brott____ Grolmus_____ Pelz_____ Westfall____**

Mayor: ***The agenda is adopted.***

AGENDA ITEM #3

Discussion and Possible Action: Resolution #2024-98 Approval of Trindle Ridge Plat 2 – Preliminary Plat and Construction Drawings, Waiver of Paving Requirements and Waiver of Storm Water Management Regulations

Submitted for: **ACTION**

Recommendation: **APPROVAL**

All necessary documentation has been received and reviewed by City Staff, the City Engineer and Planning & Zoning. The City Engineer submitted an additional letter of review after the August 12 regular business meeting. No one contacted City Hall to request additional information regarding Trindle Ridge Plat 2. City Staff did discuss the concerns regarding paved driveways meeting a non-paved road with the developer's engineer of record. The recommendation from PW Director McCombs was to require that the driveway approaches remain gravel until such a time that the City paves the road (SAME SITUATION AS RICHLAND CIRCLE EAST OF RICHLAND ROAD ON THE CEMETERY ROAD). The engineer of record agreed. Since the action in front of council now relates to the public improvements, not the building requirements of the plat, the appropriate steps to enable the driveway setback is to note on the Final Plat (which won't be approved until the public improvements have been completed) and to work with the building inspectors to ensure this happens. City staff provided additional information in the packet & via email to council members.

Sample Language: **Motion to adopt Resolution #2024-98 Approval of Trindle Ridge Plat 2 – Preliminary Plat and Construction Drawings, Waiver of Paving Requirements and Waiver of Storm Water Management Regulations**

Councilmember: _____ ***So moved***.

Councilmember: _____ ***Second***.

Mayor: ***Roll Call Please.***

City Clerk: **Akers____ Brott____ Grolmus_____ Pelz_____ Westfall____**

RESOLUTION #2024-98

"A Resolution Granting Approval of Trindle Ridge Plat 2 – Preliminary Plat and Construction Drawings, Waiver of Paving Requirements and Waiver of Storm Water Management Regulations"

WHEREAS, the City has received a Preliminary Plat and Construction Drawings for Public Improvements for Trindle Ridge Plat 2, a subdivision within the city limits of the City of Van Meter; and

WHEREAS, the City Engineer has reviewed the submission for conformance with City Code and noted that 2 items required further attention, and

WHEREAS, the Planning & Zoning Commission of the City of Van Meter reviewed the Preliminary Plat and Construction Drawings and recommended approval of the Preliminary Plat and Construction Drawings, a waiver of the storm water management requirements and a waiver of the paving requirement for the unpaved portion of Richland Circle that abuts 2 of the 3 driveways for Trindle Ridge Plat 2 contingent on a satisfactory review of a storm water management study by the City Engineer, and

WHEREAS, the City Engineer reviewed the storm water management study provided by Orca Consulting on July 25 and deemed the study satisfactory, and

WHEREAS, City Staff provided the recommendation of approval & granting of waivers to the Van Meter City Council on August 12, 2024 and the majority of Council requested to table the action item to give time for additional review of the waivers, and

WHEREAS, City Staff & the City Engineer performed further review and recommended Approval of Trindle Ridge Plat 2 – Preliminary Plat and Construction Drawings, Waiver of Paving Requirements and Waiver of Storm Water Management Regulations at the August 26, 2024 City Council Workshop; now

THEREFORE, be it resolved by the City Council of the City of Van Meter that the Preliminary Plat and Construction Drawings for Trindle Ridge Plat 2 are approved and that the City Council of the City of Van Meter grants the following waivers: Storm Water Management Requirement and the Requirement to upgrade Richland Circle to a paved surface.

Passed and approved this 26th day of August, 2024.

_____

Joe Herman, Mayor

ATTEST:

_____

Jessica Drake, City Clerk

VEENSTRA & KIMM INC.
3000 Westown Parkway
West Des Moines, Iowa 50266

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July 25, 2024

Liz Faust
City Administrator
City of Van Meter
310 Mill Street
P.O. Box 160
Van Meter, Iowa 50261-0160

VAN METER, IOWA
TRINDLE RIDGE PLAT 2
STORMWATER MANAGEMENT PLAN

The writer has completed a review of the Stormwater Management Plan prepared for Orka Consulting for Trindle Ridge Plat 2. The Stormwater Management Plan evaluates the 2.556 acre area of Trindle Ridge Plat 2.

The City of Van Meter requires any new development to limit the runoff rate in a 100-year storm event in the developed condition to no greater than the release rate from a 5-year storm event in the current condition. While the City requires all residential subdivisions and commercial site plans to address stormwater management, it is at the discretion of the City to waive the requirement in certain instances. For example, in areas where there are minimal increases in the runoff and providing stormwater detention would be costly or physically very difficult, waiver is often considered appropriate.

The City's stormwater management requirement combines two separate components. The first component requires stormwater management to limit the release rate in the developed condition to no greater the release rate in the underdeveloped condition for the same storm event. The second component is to require the stormwater management to reduce the runoff rate to less than the runoff rate in the current condition for the same storm event.

The information in the Stormwater Management Plan indicates in a 5-year recurrence interval storm event the current flow rate is 1.116 CFS. In the developed condition in a 5-year recurrence interval storm the runoff rate would be 2.75 CFS, or an increase slightly more than 1.6 CFS.

In a 100-year storm event the current runoff rate is calculated to be 4.715 CFS. In the developed condition the runoff rate would increase to 7.004 CFS. In a 100-year storm event the development would increase the runoff rate slightly less than 2.3 CFS.

The Trindle Ridge Plat 2 area involves the development of three single family residential lots with areas ranging from 0.74 acres to 1.00 acres. The topography of Trindle Ridge Plat 2 includes a north south ridge line located at approximately the midpoint between Richmond Road and Richmond Circle. Areas to the east of the ridge line drain easterly. Areas to the west generally drain westerly and northwesterly. For each of the three lots there is a portion of the area that drains easterly and a portion of the area that drains westerly. It appears slightly more than half the area drains westerly and slightly less than half the area drains easterly.

The increase in the runoff as a result of the development of Trindle Ridge Plat 2 would be no more than 1 CFS to the east and 1 CFS to the west in a comparable storm event, either 5-year or 100-year. The increase in the runoff as a result of the development would appear to have no identifiable impact on downstream property owners to the east or to the west.

Constructing stormwater detention in Trindle Ridge Plat 2 would appear to require at least two, and possibly more individual stormwater detention basins. The cost for providing stormwater detention would be considered significant given the limited increase in the runoff rate.

For Trindle Ridge Plat 2 Veenstra and Kimm, Inc. would recommend the City consider waiving the requirement for stormwater detention. The basis for the waiver would be the relatively small increase the runoff rate, the minimal to no impact on downstream property owners; the need for multiple detention basins and the cost for providing stormwater detention.

If you have any questions or comments concerning the project, please contact the writer at 515-225-8000, or bveenstra@v-k.net.

VEENSTRA & KIMM, INC.

H. R. Veenstra Jr.

HRVJr:mmc
193

TRINDLE RIDGE PLAT 2
FINAL PLAT

INDEX LEGEND

PROPERTY DESCRIPTION:
PARCEL 24-18, INST# 2024-03839

OWNER:
KJIRSTEN VAN PELT

PREPARED FOR:
MICHAEL WAHLERT PE
ORCA CONSULTANTS
3512 RICHLAND ROAD
VAN METER, IOWA
50261

PREPARED BY:
LARRY HYLER PLS
BISHOP ENGINEERING
3501 104TH ST
URBANDALE, IA 50322

PROPERTY DESCRIPTION:

PARCEL 24-18 INST # 2024-03839
AN IRREGULAR SHAPED PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 78 NORTH, RANGE 27 WEST OF THE 5TH P.M., DALLAS COUNTY, IOWA, ALL MORE PARTICULARLY DESCRIBED AS:
BEGINNING AT THE SOUTHEAST CORNER OF THE NORTH 200 FEET OF THE PARCEL DESCRIBED IN THE DEED RECORDED IN BOOK 2024 AT PAGE 01854; THENCE S33°00'41"E ALONG THE SOUTHWESTERLY RIGHT OF WAY LINE OF RICHLAND ROAD AS IT IS PRESENTLY ESTABLISHED, A DISTANCE OF 249.83 FEET; THENCE N86°11'40"W, A DISTANCE OF 221.34 FEET; THENCE S03°48'20"W, A DISTANCE OF 144.07 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF RICHLAND CIRCLE AS IT IS PRESENTLY ESTABLISHED; THENCE N86°54'37"W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 107.65 FEET; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID RICHLAND CIRCLE AND ALONG A 142.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY, A DISTANCE OF 219.74 FEET, SAID CURVE HAVING A CHORD BEARING OF N42°49'50"W AND A CHORD LENGTH OF 198.46 FEET; THENCE N01°30'00"E ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID RICHLAND CIRCLE, A DISTANCE OF 32.82 FEET; THENCE N06°59'00"E ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 176.62 FEET TO THE SOUTHWEST CORNER OF THE NORTH 200 FEET OF THE PARCEL DESCRIBED IN SAID DEED RECORDED IN BOOK 2024 AT PAGE 01854; THENCE S86°11'40"E ALONG THE SOUTH LINE OF SAID NORTH 200 FEET, A DISTANCE OF 315.08 FEET TO THE POINT OF BEGINNING.
SUBJECT TO AND TOGETHER WITH ANY AND ALL EASEMENTS AND RESTRICTIONS OF RECORD.
SAID TRACT CONTAINS 2.56 ACRES (111,322 SQUARE FEET)

ZONING:

INFORMATION OBTAINED FROM CITY MAPS
R-1 (SINGLE FAMILY DISTRICT)

FRONT YARD SETBACK	35 FEET
REAR YARD SETBACK	35 FEET
SIDE YARD SETBACK	10% OF OVERALL WIDTH 8 FOOT MINIMUM

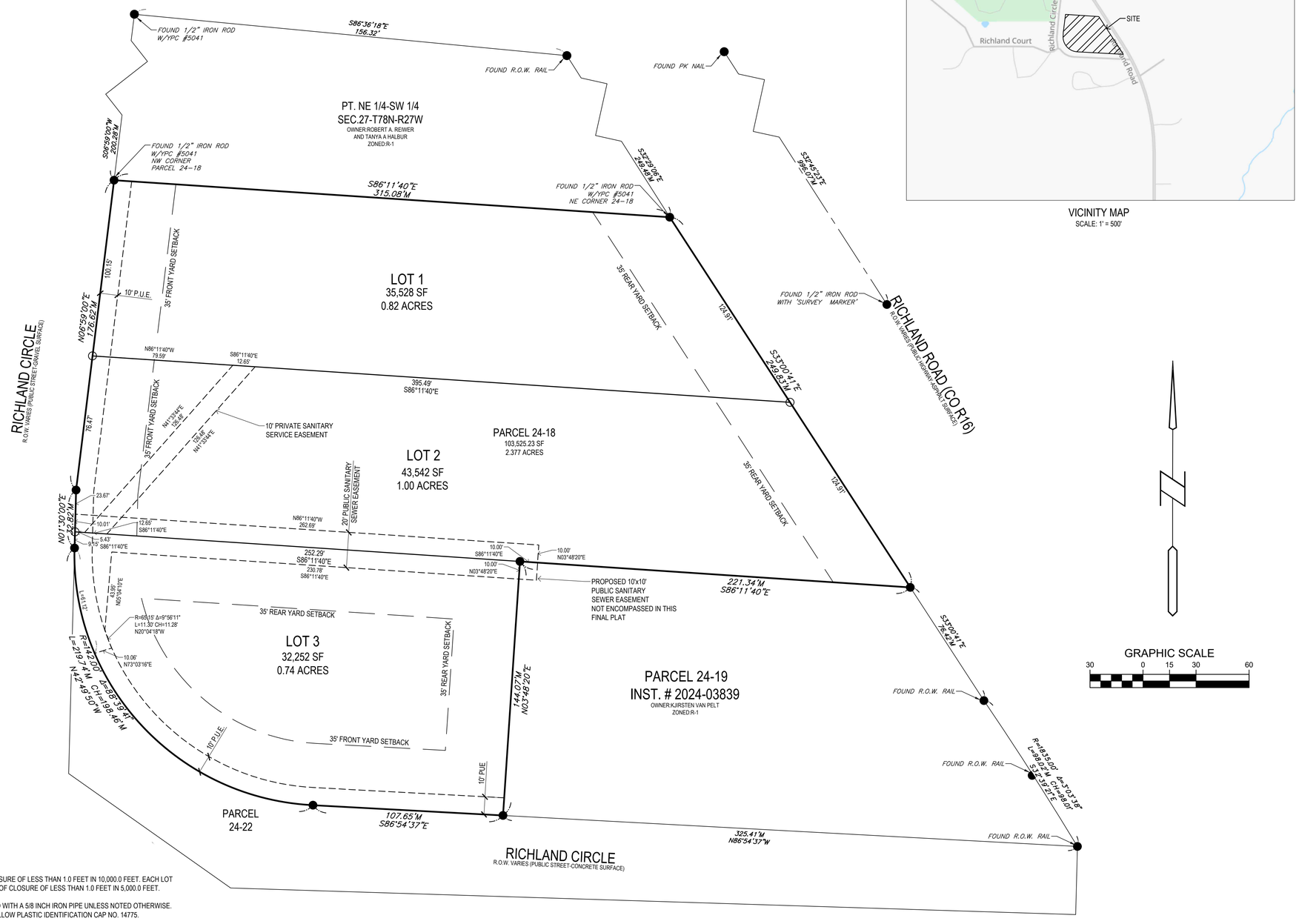
FOR AN OFFICIAL ZONING REPORT PLEASE CALL CITY OF VAN METER AT 515-996-2644

LEGEND:

- PROPERTY CORNER - FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP ID#14775 OR AS NOTED
- PROPERTY CORNER- PLACED 5/8" IRON ROD WITH YELLOW PLASTIC CAP ID #14775
- SECTION CORNER - FOUND AS NOTED
- CUT "X" IN PAVEMENT
- ADDRESS

ABBREVIATIONS:

AC	ACRES
PUE	PUBLIC UTILITY EASEMENT
TYP	TYPICAL
N	NORTH
S	SOUTH
E	EAST
W	WEST
YPC	YELLOW PLASTIC CAP
MPE	MINIMUM PROTECTION ELEVATION
SF	SQUARE FOOTAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT



VICINITY MAP
SCALE: 1" = 500'

GRAPHIC SCALE
30 0 15 30 60

NOTES:

THIS PLAT HAS AN ERROR OR CLOSURE OF LESS THAN 1.0 FEET IN 10,000.0 FEET. EACH LOT WITHIN THIS PLAT HAS AN ERROR OF CLOSURE OF LESS THAN 1.0 FEET IN 5,000.0 FEET.

ALL CORNERS HAVE BEEN PLACED WITH A 5/8 INCH IRON PIPE UNLESS NOTED OTHERWISE. ALL CORNERS PLACED HAVE A YELLOW PLASTIC IDENTIFICATION CAP NO. 14775.

THE USE OF A PUBLIC UTILITY EASEMENT IS SUBORDINATE TO THE CITY'S USE OF A DESIGNATED
UTILITY EASEMENT AND ANY USER OF THE PUBLIC UTILITY EASEMENT WOULD NEED TO RELOCATE AT NO COST TO THE CITY IF THAT USE IS IN CONFLICT WITH THE CITY'S USE OF ITS DESIGNATED EASEMENT.

DRIVEWAY APPROACH TO BE GRAVEL FOR 10.00' FROM EASTERN FACE OF EXISTING RICHLAND CIRCLE THENCE THE REMAINDER OF THE DRIVEWAY TO BE PAVED WITH EITHER PCC OR HMA AT TIME OF CONSTRUCTION OF DWELLING.

CULVERT DESIGN OF DRIVEWAY TO SUBMITTED AND APPROVED BY CITY OF VAN METER STAFF BEFORE CONSTRUCTION ACROSS EXISTING ROAD DITCH FOR STORMWATER CONVEYANCE.

LICENSED PROFESSIONAL LAND SURVEYOR
LARRY D. HYLER, P.L.S.
No. 14775
IOWA

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNED: PRELIMINARY DATE:
LARRY D. HYLER, P.L.S. 14775

LICENSE RENEWAL DATE: DEC. 31, 2024
PAGES OR SHEETS COVERED BY THIS SEAL: THIS PAGE ONLY

BISHOP ENGINEERING +
3501 104th Street, Urbandale, IA 50322 Ph: 515-276-0467

FINAL PLAT
TRINDLE RIDGE PLAT 2
3568 RICHLAND CIRCLE
VAN METER, IOWA

REFERENCE NUMBER:

DRAWN BY: JPN

REVISION DATE:

PROJECT NUMBER: 240051

SHEET NAME: FINAL PLAT

SHEET NUMBER: 1 OF 1

8/19/2024 7:45:19 AM L:\LAND PROJECTS 2024\240051 VAN METER SUBDIVISION - ORCA\DWG\FINAL PLAT.DWG

VEENSTRA & KIMM INC.
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August 15 2024

Liz Faust
City Administrator
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310 Mill Street
P.O. Box 160
Van Meter, Iowa 50261-0160

VAN METER, IOWA
TRINDLE RIDGE PLAT 2
DRIVEWAY AND STORMWATER MANAGEMENT ISSUES

This letter is a follow-up to the discussion at the August 12, 2024 City Council meeting concerning Trindle Ridge Plat 2. It appears the two issues are the driveway construction in relationship to the future paving of Richland Circle and the requirement for stormwater management.

Both Lot 1 and Lot 2 have access to Richland Road on the east and Richland Circle on the west. The grading plan for these two lots would imply a walkout on the east. This suggests the frontage of the lot would be to the west toward Richland Circle.

The existing surface on Richland Circle is variable, but is typically in the range of 18 to 20 feet. The anticipated width of a paved Richland Circle is 26 feet. If a concrete driveway is required on Lot 1 and Lot 2 abutting Richland Circle the paving should stop far enough to the east of the existing street to allow the street to be paved at a future date without the need to remove and replace a portion of the driveway. The nonpaved portion of the driveway should encompass widening area of the street and an area beyond the future street to make a transition between the street and driveway.

In the area of Trindle Ridge Plat 2 Richland Circle slopes fair uniformly to the north. It is not anticipated the elevation of the pavement on Richland Circle will vary significantly from the existing road surface. With no significant elevation changes the transition area can be limited.

The writer would suggest a granular area from the existing street to the paved driveway in the range of 10 feet. A 10 feet section would accommodate a 3 foot widening and a 7 foot transition section. The 7 foot transition section would accommodate a reasonable flair from the driveway to the street to accommodate vehicle turning movements.

The majority of Lot 3 adjoins the existing paved section of Richland Circle. The only portion of Lot 3 that does not adjoin the paved portion of Richland Circle is the far northwesterly corner.

With respect to Lot 3 the City should not allow a driveway in the existing intersection area. As a result, the driveway will either extend south to the existing paved portion of Richland Circle or would connect to the to Richland Circle in the far northwest corner of the lot. The ground slope in the northwest corner of the lot is steeper than the ground elevation extending southerly to Richland Circle. It would appear the preferred location for the driveway would be to the south to Richland Circle. However, if the driveway extends to the unpaved portion of Richland Circle the same parameters for the driveway that are used for Lot 1 and Lot 2 should apply to a driveway connection to Lot 3.

The second question posed is whether stormwater management would be required. The City's stormwater management policy is intended to mitigate increases in the peak runoff rate as a result of development activities. The stormwater management requirements do not impact the increase of volume in the runoff. The construction of hard surfaced areas will inevitably increase the total volume of runoff. The goal of stormwater management is to ensure there is not an increase in the peak runoff rate that would adversely impact downstream property owners or existing stormwater drainage facilities.

Lots 1 to 3 are designed as single family residential lots. There is a natural ridge line that runs north-south through Trindle Ridge Plat 2. Assuming the residence is constructed relatively close to the high point of each lot, a portion of the runoff would be to the west and a portion of the runoff would be to the east.

For a typical residential lot it is assumed there would be about 4,000 square feet of impervious surface including roof and driveway. For the Trindle Ridge Plat 2 the areas of impervious surface would be greater as the driveways will be longer.

If typical assumptions regarding single family lots are utilized and adjusted for the longer driveway it would be anticipated the increase in the runoff rate from a five year storm in the current condition to the one hundred year storm in the developed condition would be less than 0.5 cfs per lot. This increase discharge rate will likely not occur at a singular location for each lot as it appears there will be some impervious area that slopes easterly and some impervious area that slopes westerly.

The topography of the area is not conducive to a consolidated stormwater detention facility.
If stormwater management is required for Trindle Ridge Plat 3 it is be anticipated each of the three lots would require two stormwater detention facilities, each designed reduced the peak runoff rate by a few tenths of a cfs. The required volume in each of the stormwater detention basins would likely be a few hundred gallons.

In this instance reducing the runoff rate would likely be less than 1 cfs to the east and 1 cfs to the west would have no identifiable impact on over all stormwater drainage in the downstream area. The total change in the runoff rate from stormwater detention in Trindle Ridge Plat 2 is less likely than the degree of estimation of overall stormwater runoff rate.

For most of the lots in Trindle Ridge Plat 3 the grading plan is not consistent with the concept of a stormwater detention. Grading modifications would be required to convey the runoff to central locations at each lot where a stormwater detention facility could be constructed. Grading the lots to accommodate stormwater detention could be accomplished, but would require additional grading to construct small stormwater detention basins in the northeast and northwest corners of each of the three lots. Also would know experiences shown the likely hood of all of these small stormwater detention basins remaining in good working order over time would be relatively low.

While stormwater management provides tangible benefits in more intensely developed commercial areas and smaller lot residential areas with multiple dwelling units, the benefits of stormwater management in large lot development is generally minimal. While the writer supports stormwater management, there are instances where the cost for construction of stormwater detention and the ongoing obligations to maintain small stormwater detention facilities far outweigh the benefits.

Since adopting stormwater management, the City has used a practical approach to require stormwater management when it has an identifiable benefit and to not require, or to reduce the requirement for stormwater management, in those instances where there is no benefit or where the cost far exceeds the benefit.

If you have any questions or comments concerning the project, please contact the writer at 515-225-8000, or bveenstra@v-k.net.

VEENSTRA & KIMM, INC.

H. R. Veenstra Jr.

HRVJr:mmc
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NOTICE OF PUBLIC MEETING

Governmental Body: Van Meter Planning and Zoning Commission
Date of Meeting: Monday, July 15, 2024
Time/Location of Meeting: 5:30pm – 310 Mill Street (City Hall)

Agenda:

1. Call to Order/Roll Call
2. Approval of Agenda
3. Approval of Minutes – 06/26/2024
4. Discussion and Possible Action: Trindle Ridge Plat 2 Preliminary Plat Review
5. Adjournment

Posted Friday, July 12, 2024.

City of Van Meter, Iowa

Planning & Zoning Commission Meeting, June 26, 2024

1) The Van Meter Planning & Zoning Commission met on Wednesday, June 5, 2024, at City Hall located at 310 Mill St. Chairperson Wahlert called the meeting to order at 6:00PM.
   Roll was called: DeVore, Hulse, Feldman, Miller and Wahlert were present.
   Staff present: Jessica Drake – City Clerk
2) Feldman moved, supported by Hulse, to approve the agenda. Motion carried unanimously.
3) Hulse moved, supported by Feldman, to approve the minutes from the June 5, 2024 Planning & Zoning Meeting. Miller – YES; DeVore – YES; Wahlert – YES; Hulse – YES; Feldman - YES.
4) Discussion ensued regarding proposed Urban Renewal Amendment to extend reimbursement of certain economic development costs with TIF and to amend to add the Trindle Ridge Plat 2 Development Agreement Amendment. City Staff noted that no comments were received during or after the consultation with impacted taxing entities. Feldman moved, supported by Miller, to recommend approval of the proposed Urban Renewal Amendment. Miller – YES; DeVore – YES; Wahlert – YES; Hulse – YES; Feldman - YES.
5) Feldman moved, supported by Wahlert, to adjourn the meeting. Motion carried unanimously. Meeting adjourned at 6:30PM.

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June 27, 2024

Liz Faust
City Administrator
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Van Meter, Iowa 50261-0160

VAN METER, IOWA
TRINDLE RIDGE PLAT 2
FINAL PLAT
CONSTRUCTION PLANS

The writer has completed a review of the final plat and the construction plans for Trindle Ridge Plat 2. Based on review of the final plat the following comments are offered:

1. The final plat is a replat of Parcel 24-18. Issues related to the street right-of-way were addressed as part of the platting of Parcel 24-18 and right-of-way Parcel 24-19.
2. The construction plans show an 8-inch sanitary sewer located near the west line of Lot 3 and along the common lot line of Lot 2 and Lot 3. If the sanitary sewer will be a public sanitary sewer a separate sanitary sewer easement is required. PUBLIC SEWER EASEMENT PROPOSED
3. For the reach of sanitary sewer located near the west line of Lot 3 it appears a portion of the sanitary sewer, whether public or private, is located outside of the PUE and would need a separate easement even if it is private. TO BE PUBLIC, EASEMENT COVERS PUBLIC SAN. SWR.
4. The final plat shows a water main in the PUE along the east side of Richland Circle. If this water main is public, it will require a separate easement. The City will not accept a public water main located in a PUE. WATER MAIN NOW WILLFULLY LOCATED IN ROW!
5. If either the water main or sanitary sewer are public the final plat will need to include a note indicating the use of a public utility easement is subordinate to the City's use of a designated utility easement and any user of the public utility easement would need to relocate at no cost to the City if that use is in conflict with the City's use of its designated easement.

NOTE ADDED TO FINAL PLAT PER COMMENT

6. The final plat includes a private sanitary sewer service easement across Lot 2 to serve Lot 1. Although it is generally preferred to avoid utility service lines crossing adjoining parcels, the use of a designated private sanitary sewer service easement is satisfactory.

7. The final plat shows public utility easements located along the east side of Richland Circle and the south side of Lot 2 and north side of Lot 3.

8. The final plat shows front yard and rear yard setbacks as required.

9. The final plat shows side yard setbacks. The City does not require side yard setbacks to be shown on a final plat. However, it is at the discretion of the applicant whether to show side yard setbacks on a final plat. SIDE YARD SETBACKS ARE REMOVED

Based on review of the construction plans the following is noted:

1. The construction plans show a 6-inch water main connecting to the existing 12-inch water main and extending north along the east side of Richland Circle.

2. The construction plans show a 6-inch by 12-inch tapping sleeve and valve connection to the existing 12-inch water main. The tapping sleeve and valve connection is satisfactory. However, the illustration of the tapping sleeve and valve connection should be corrected to show the tapping sleeve and valve connection is perpendicular to the 12-inch water main and there will need to be an angled fitting on the northerly side of the tapping sleeve and valve fitting. CORRECTION MADE & 90° CONNECTION IS CALLED OUT

    A. The current City policy is that all water mains leading to a hydrant must be a minimum of 8-inch diameter. The water main will need to be increased for its size from 6-inch diameter to 8-inch diameter. UTILITY SIZE UPDATED PER COMMENT

3. The location of the connection of the new water main to the existing 12-inch water main is relatively close to the recently improved Richland Circle. The City should require this connection to be located in an area where it will not disturb the pavement of Richland Circle. EXTENSION OF MAIN TO BE IN ROW. NOTES ADDED COVER CPI 0.1 ADDITIONAL NOTE #17
4. Under City policy the new water main will need to be a public water main.
5. The public water main would trigger the requirement for a designated easement as outlined in the comments on the final plat. MAIN NOW LOCATED IN ROW

6. The construction plans show a blowoff hydrant at the north end of the water main. Under City policy this hydrant would need to be a regular hydrant. Because the construction plans show this hydrant for fire coverage the hydrant could not be relocated at a future date if the water main is extended. HYDRANT CHANGED TO REGULAR HYDRANT

7. The configuration of the north end of the water main will need to be adjusted to show this hydrant with a tee and hydrant valve connected to the main public water main.

PLANS ADJUSTED PER COMMENT

8. A valve is required at the end of the water main to allow the water main to be extended at a future date without the need to temporarily shutoff service to a residential lot. The valve could be located on the north side of the hydrant with a restrained connection to facilitate future extension. Alternatively, the valve could be located on the southerly side of the hydrant with restrained connections. VALVE & RESTRAINED CONNECTION ADDED TO NORTH SIDE OF HYDRANT PER COMMENT
9. The construction plans show an 8-inch sanitary sewer connecting to the existing sanitary sewer manhole at the northwest corner of the intersection of Richland Circle and Richland Court.

10. The construction plans show the sanitary sewer extending east across Richland Circle and north to the common lot line between Lot 2 and Lot 3 and continuing east along the common lot line between Lot 2 and Lot 3.

11. The construction plans will need to designate whether the sanitary sewer is a public sewer or a private sewer. ALL SANITARY SEWER LABELED AS EITHER "PUBLIC" OR "PRIVATE"

12. If the sanitary sewer is a public sewer than comments relative to the easement requirement for a public sanitary sewer set forth in the review of the final plat must be addressed. If the sanitary sewer is private the comment regarding the need for an easement near the northwest corner of Lot 3 would be applicable. SANITARY SEWER LABELED "PUBLIC" IS EITHER WITHIN ROW OR WITHIN PROPOSED PUBLIC SAN. SWR EASEMENT
13. The construction plans show the sanitary sewer to cross under the recently paved intersection on Richland Road. This reach of sanitary sewer should be designated as trenchless installation unless the City approves the open cut construction with the removal and replacement of the street pavement. UTILITY NOTE #17 ADDED TO SHEET CP1 0.1

14. The slope of the sanitary sewer of 1% is satisfactory. The minimum slope for an 8-inch sewer under Iowa Department of Natural Resources requirements is 0.40%

15. The construction plans show a manhole at the northeast corner of Lot 3. If the sanitary sewer terminates at this location, and the sanitary sewer is public, an easement will be necessary at the northeast corner of the existing lot located east of Lot 3. Because this lot is not included in the final plat a separate sanitary sewer easement is required. TWO EASEMENTS PROPOSED IN THIS AREA DUE TO COMMENT
16. The City's current policy is to not allow lots to be platted with access to gravel roads. The options for the City are to require Richland Circle adjacent to Lots 1, 2 and 3 are to be upgraded to current City standards or to waive the requirement to upgrade Richland Circle. REQUESTING WAIVER
17. The final plat of Trindle Ridge Plat 2 would trigger the requirement for stormwater management. It is recognized the single family residence on each of these three lots has minimal impact on overall stormwater drainage. Nonetheless, the current practice would require stormwater management unless waived by the City. With respect to stormwater management the options available to the City are:

REQUESTING WAIVER

a. To require stormwater management.

b. To waive stormwater management.

c. To require the applicant to submit a stormwater management report and following a review of that report determine if stormwater management will be required or waived.

If you have any questions or comments concerning the project, please contact the writer at 515-225-8000, or bveenstra@v-k.net.

VEENSTRA & KIMM, INC.

H. R. Veenstra Jr.

HRVJr:paj
193
Cc: Michael Wahlert, Orca Consulting (michael@orcaconsulting.bix)

TRINDLE RIDGE PLAT 2
FINAL PLAT

INDEX LEGEND

PROPERTY DESCRIPTION:
PARCEL 24-18, INST# 2024-03839

OWNER:
KJIRSTEN VAN PELT

PREPARED FOR:
MICHAEL WAHLERT PE
ORCA CONSULTANTS
3512 RICHLAND ROAD
VAN METER, IOWA
50261

PREPARED BY:
LARRY HYLER PLS
BISHOP ENGINEERING
3501 104TH ST
URBANDALE, IA 50322

PROPERTY DESCRIPTION:

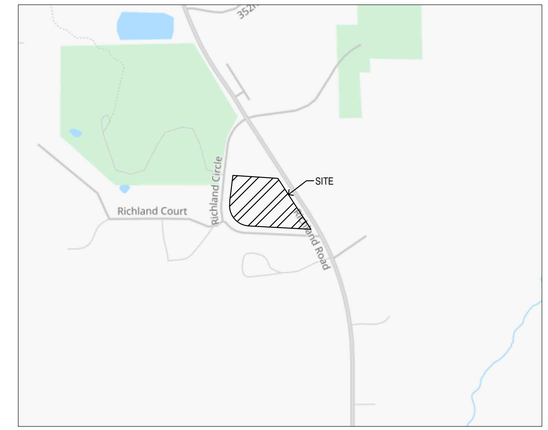
PARCEL 24-18 INST # 2024-03839
AN IRREGULAR SHAPED PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 27, TOWNSHIP 78 NORTH, RANGE 27 WEST OF THE 5TH P.M., DALLAS COUNTY, IOWA, ALL MORE PARTICULARLY DESCRIBED AS:
BEGINNING AT THE SOUTHEAST CORNER OF THE NORTH 200 FEET OF THE PARCEL DESCRIBED IN THE DEED RECORDED IN BOOK 2024 AT PAGE 01854; THENCE S33°00'41"E ALONG THE SOUTHWESTERLY RIGHT OF WAY LINE OF RICHLAND ROAD AS IT IS PRESENTLY ESTABLISHED, A DISTANCE OF 249.83 FEET; THENCE N86°11'40"W, A DISTANCE OF 221.34 FEET; THENCE S03°48'20"W, A DISTANCE OF 144.07 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF RICHLAND CIRCLE AS IT IS PRESENTLY ESTABLISHED; THENCE N86°54'37"W ALONG SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 107.65 FEET; THENCE NORTHWESTERLY ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF SAID RICHLAND CIRCLE AND ALONG A 142.00 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY, A DISTANCE OF 219.74 FEET, SAID CURVE HAVING A CHORD BEARING OF N42°49'50"W AND A CHORD LENGTH OF 198.46 FEET; THENCE N01°30'00"E ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID RICHLAND CIRCLE, A DISTANCE OF 32.82 FEET; THENCE N06°59'00"E ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 176.62 FEET TO THE SOUTHWEST CORNER OF THE NORTH 200 FEET OF THE PARCEL DESCRIBED IN SAID DEED RECORDED IN BOOK 2024 AT PAGE 01854; THENCE S86°11'40"E ALONG THE SOUTH LINE OF SAID NORTH 200 FEET, A DISTANCE OF 315.08 FEET TO THE POINT OF BEGINNING.
SUBJECT TO AND TOGETHER WITH ANY AND ALL EASEMENTS AND RESTRICTIONS OF RECORD.
SAID TRACT CONTAINS 2.56 ACRES (111,322 SQUARE FEET)

ZONING:

INFORMATION OBTAINED FROM CITY MAPS
R-1 (SINGLE FAMILY DISTRICT)

FRONT YARD SETBACK	35 FEET
REAR YARD SETBACK	35 FEET
SIDE YARD SETBACK	10% OF OVERALL WIDTH 8 FOOT MINIMUM

FOR AN OFFICIAL ZONING REPORT PLEASE CALL CITY OF VAN METER AT 515-996-2644



VICINITY MAP
SCALE: 1" = 500'

GRAPHIC SCALE
30 0 15 30 60

LEGEND:

- PROPERTY CORNER - FOUND 5/8" IRON ROD WITH YELLOW PLASTIC CAP ID#14775 OR AS NOTED
- PROPERTY CORNER- PLACED 5/8" IRON ROD WITH YELLOW PLASTIC CAP ID #14775
- SECTION CORNER - FOUND AS NOTED
- CUT "X" IN PAVEMENT
- ADDRESS

ABBREVIATIONS:

AC	ACRES
PUE	PUBLIC UTILITY EASEMENT
TYP	TYPICAL
N	NORTH
S	SOUTH
E	EAST
W	WEST
YPC	YELLOW PLASTIC CAP
MPE	MINIMUM PROTECTION ELEVATION
SF	SQUARE FOOTAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT

SURVEY NOTES:

THIS PLAT HAS AN ERROR OR CLOSURE OF LESS THAN 1.0 FEET IN 10,000.0 FEET. EACH LOT WITHIN THIS PLAT HAS AN ERROR OF CLOSURE OF LESS THAN 1.0 FEET IN 5,000.0 FEET.

ALL CORNERS HAVE BEEN PLACED WITH A 5/8 INCH IRON PIPE UNLESS NOTED OTHERWISE. ALL CORNERS PLACED HAVE A YELLOW PLASTIC IDENTIFICATION CAP NO. 14775.

THE USE OF A PUBLIC UTILITY EASEMENT IS SUBORDINATE TO THE CITY'S USE OF A DESIGNATED UTILITY EASEMENT AND ANY USER OF THE PUBLIC UTILITY EASEMENT WOULD NEED TO RELOCATE AT NO COST TO THE CITY IF THAT USE IS IN CONFLICT WITH THE CITY'S USE OF ITS DESIGNATED EASEMENT.

LICENSED PROFESSIONAL LAND SURVEYOR
LARRY D. HYLER, P.L.S.
No. 14775
IOWA

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNED: PRELIMINARY DATE:
LARRY D. HYLER, P.L.S. 14775
LICENSE RENEWAL DATE: DEC. 31, 2024
PAGES OR SHEETS COVERED BY THIS SEAL: THIS PAGE ONLY

BISHOP ENGINEERING +
3501 104th Street, Urbandale, IA 50322 Ph: 515-276-0467

FINAL PLAT
TRINDLE RIDGE PLAT 2
3568 RICHLAND CIRCLE
VAN METER, IOWA

REFERENCE NUMBER:

DRAWN BY: JPN

REVISION DATE:

PROJECT NUMBER: 240051

SHEET NAME: FINAL PLAT

SHEET NUMBER: 1 OF 1

7/10/2024 11:02:56 AM L:\LAND PROJECTS 2024\240051 VAN METER SUBDIVISION - ORCA\DWG\FINAL PLAT.DWG

NOT FOR CONSTRUCTION

TRINDLE RIDGE PLAT 2

CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

SHEET INDEX:

PROPERTY DESCRIPTION:

(COURT OFFICER DEED BOOK 2024, PAGE 01854)
A TRACT OF LAND CONTAINING 3 ACRES, MORE OR LESS AND WHICH LIES SOUTHWESTERLY OF THE PUBLIC HIGHWAY AS DESCRIBED ON THE EASEMENT TO THE STATE HIGHWAY COMMISSION DATED DEC. 15, 1954, FILED, MAY 4, 1955 AND RECORDED IN BOOK 413 ON PAGE 541 IN THE RECORDER'S OFFICE OF DALLAS COUNTY, IOWA, IN THE FOLLOWING DESCRIBED REAL ESTATE, TO-WIT: THAT PART OF: THE NE 1/4 OF THE SW 1/4 OF SECTION 27-78-27 WEST OF THE 5TH P.M., DALLAS COUNTY, IOWA, DESCRIBED AS FOLLOWS: COMMENCING AT THE NW CORNER OF THE SE 1/4 NW 1/4 OF AFORESAID SECTION; THENCE SOUTH 264 FEET, THENCE EAST 25 FEET, THENCE SOUTH 220.4 FEET, AND THENCE SOUTH 11 DEGREES AND 38 MINUTES EAST, 155.8 FEET, AND THENCE SOUTH, 40 DEGREES AND 58 MINUTES EAST 435.55 FEET, AND THENCE SOUTH, 29 DEGREES AND 40 MINUTES EAST EAST, 83.15 FEET, AND THENCE SOUTH 5 DEGREES AND 31 MINUTES EAST, 303.4 FEET, (AND AT THE POINT THIS LINE INTERSECTS WITH THE NORTH LINE OF THE AFORESAID NE 1/4 SW 1/4, IS THE POINT OF BEGINNING OF THIS DESCRIPTION) AND THENCE SOUTH, 7 DEGREES AND 35 MINUTES WEST, 376.9 FEET, AND THENCE SOUTH, 2 DEGREES AND 6 MINUTES WEST, 160.5 FEET, AND THENCE SOUTH 54 DEGREES AND 9 MINUTES EAST, 112.2 FEET, AND THENCE SOUTH 87 DEGREES AND 36 MINUTES EAST, 869.6 FEET, TO THE EAST LINE OF AFORESAID NE 1/4 OF SE 1/4 OF SECTION 27-78-27, AND THENCE NORTH ON THE SAID EAST LINE OF TO THE NE CORNER OF SAID NE 1/4 SW 1/4, AND THENCE WEST ON SAID NORTH LINE TO THE ABOVE MENTIONED POINT OF BEGINNING OF THIS DESCRIPTION, EXCEPT THE NORTH TWO HUNDRED (200) FEET THEREOF.

ADDRESS:
TBD

OWNER:
TBD

PREPARED FOR:
JON SEIK
2723 GRAND AVENUE
DES MOINES, IOWA 50312-5217

ZONING:
R-1 SINGLE FAMILY RESIDENTIAL DISTRICT
FOR AN OFFICIAL ZONING REPORT PLEASE CALL CITY OF VAN METER AT 515-996-2644

SITE CONTROL & BENCHMARKS:
BASIS OF BEARING OBTAINED FROM GPS OBSERVATIONS
DATUM = NAD 83, IOWA SOUTH
BENCHMARK DATUM = CITY DATUM OR NAVD88, GEOID 18

POINT #9000, 5/8" IRON ROD WITH PINK PLASTIC CAP
NORTHING = 555212.96
EASTING = 1518275.68
ELEVATION = 1006.85
DESCRIPTION:APPROX. 12.5 FEET NNW OF 18" FES AND 16.5 FEET WEST OF MIDDLE OF RADIUS OF SW CORNER OF INTERSECTION OF RICHLAND ROAD AND RICHLAND CIRCLE

UTILITY MAPS PROVIDED BY:
1. ELECTRIC (MIDAMERICAN / 515-252-6972)
2. STORM AND SANITARY (CITY OF VAN METER / 515-996-2644)
3. FIBER OPTIC (LUMEN / 918-547-0147
4. WATER (CITY OF VAN METER / 515-996-2644)

IOWA ONE CALL 1-800-292-8989 www.iowaonecall.com 811 Know what's below. Call before you dig.

UTILITY NOTE:
THE LOCATION OF THE UTILITIES INDICATED ON THE PLANS HAVE BEEN TAKEN FROM THE FIELD SURVEY, EXISTING PUBLIC RECORDS, AND PLANS PROVIDED BY OTHERS. SURFACE UTILITY LOCATIONS HAVE BEEN FIELD LOCATED BY BISHOP ENGINEERING, UNLESS OTHERWISE NOTED. ALL UNDERGROUND UTILITY LOCATIONS ARE APPROXIMATE LOCATIONS ONLY. ORCA CONSULTING DOES NOT GUARANTEE THE UNDERGROUND LOCATION OF ANY UTILITIES SHOWN. IT SHALL BE THE DUTY OF THE CONTRACTOR TO DETERMINE THE LOCATION AND DEPTH OF ANY UNDERGROUND UTILITIES SHOWN AND IF ANY ADDITIONAL UTILITIES, OTHER THAN THOSE SHOWN ON THE PLANS, MAY BE PRESENT. A REQUEST WAS MADE TO IOWA ONE CALL FOR UTILITY PROVIDERS TO VERIFY, LOCATE, AND MARK THEIR UTILITIES IN THE FIELD.

GENERAL NOTES:
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH 2023 SUDAS STANDARD SPECIFICATIONS AND ANY AND ALL CITY/COUNTY SUPPLEMENTAL SPECIFICATIONS. THE CITY OF VAN METER, IOWA MUST BE NOTIFIED BY ALL CONTRACTORS 48 HOURS PRIOR TO COMMENCING WORK.
2. IN EVENT OF A DISCREPANCY BETWEEN THE QUANTITY ESTIMATES AND THE DETAILED PLANS, THE DETAILED PLANS SHALL GOVERN.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES. ANY DAMAGE TO SAID UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.
4. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CURRENT O.S.H.A. CODES AND STANDARDS. NOTHING INDICATED ON THESE PLANS SHALL RELIEVE THE CONTRACTOR FROM COMPLYING WITH THE APPROPRIATE SAFETY REGULATIONS.
5. ALL NECESSARY CONSTRUCTION SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES REQUIRED DURING CONSTRUCTION WILL BE FURNISHED BY THE CONTRACTOR. SIGNS, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES MUST BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS."
6. ORCA CONSULTING SHALL NOT BE LIABLE FOR ANY INJURIES THAT HAPPEN ON SITE. THIS SHALL INCLUDE BUT NOT BE LIMITED TO TRENCH COLLAPSES FROM VARYING SOIL CONDITIONS OR INJURIES CAUSED BY UNDERGROUND UTILITIES INCLUDING UTILITIES THAT ARE NOT SHOWN ON PLAN.
7. THE CONTRACTOR IS LIABLE FOR ALL DAMAGES TO PUBLIC OR PRIVATE PROPERTY CAUSED BY THEIR ACTION OR INACTION IN PROVIDING FOR STORM WATER FLOW DURING CONSTRUCTION. DO NOT RESTRICT FLOWS IN EXISTING DRAINAGE CHANNELS, STORM SEWER, OR FACILITIES.
8. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A SCHEDULE FOR PERFORMANCE OF WORK ITEMS. THIS SCHEDULE SHALL BE PROVIDED BY THE CONTRACTOR AT THE PROJECT PRECONSTRUCTION CONFERENCE. NO WORK SHALL BEGIN UNTIL A SCHEDULE HAS BEEN SUBMITTED AND ACCEPTED. THE CONTRACTOR SHALL THEN PERFORM WORK TO CONFORM TO THE ACCEPTED SCHEDULE.
9. LABORATORY TESTS SHALL BE PERFORMED BY THE OWNER UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL PROVIDE SAMPLES OF MATERIAL REQUIRED FOR LABORATORY TESTS AND TESTING IN ACCORDANCE WITH THE URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS.
10. SOIL IMPORT OR EXPORT ON THIS PROJECT SHALL BE CONSIDERED INCIDENTAL AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.
11. THE CONTRACTOR SHALL PROTECT ALL STRUCTURES NOT SHOWN AS REMOVALS ON THE PLANS.
12. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS PRIOR TO ANY CONSTRUCTION. CONTRACTOR SHALL WORK WITH OWNER OR OWNERS REPRESENTATIVE ON ALL REQUIRED STORM WATER DISCHARGE PERMITS FROM THE IOWA DEPARTMENT OF NATURAL RESOURCES AND THE CITY OF VAN METER, IOWA.
13. GRADING AND EROSION CONTROL SHALL BE DONE IN ACCORDANCE WITH THE APPROVED GRADING PLAN, SWPPP, NPDES DOCUMENTS, AND IOWA DEPARTMENT OF NATURAL RESOURCES REQUIREMENTS.
14. THE CONTRACTOR SHALL PICK UP ANY DEBRIS SPILLED ONTO THE ADJACENT RIGHT OF WAY OR ABUTTING PROPERTIES AS THE RESULT OF CONSTRUCTION, AT THE END OF EACH WORK DAY.
15. THE CONTRACTOR IS RESPONSIBLE FOR THE PROMPT REMOVAL OF ALL MUD THAT HAS BEEN TRACKED OR WASHED UNTO ADJACENT PROPERTY OR RIGHT OF WAY UNTIL SUCH TIME THAT PERMANENT VEGETATION HAS BEEN ESTABLISHED.
16. DISPOSE OF ALL EXCESS MATERIALS AND TRASH IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS. PROVIDE WASTE AREAS OR DISPOSAL SITES FOR EXCESS MATERIALS NOT DESIRABLE FOR INCORPORATION INTO THE PROJECT.

UTILITY NOTES:
1. QUANTITY CALLOUTS ON PIPE LENGTHS ARE APPROXIMATE AND SHOULD BE USED FOR REFERENCE ONLY.
2. THE CONTRACTOR SHALL PROVIDE AS-BUILTS OF ALL UTILITIES, INCLUDING DEPTH AND LOCATION OF ALL SERVICES.
3. THE CONTRACTOR SHALL COORDINATE THE ADJUSTMENT OF ANY AND ALL EXISTING AND PROPOSED UTILITIES TO PROPOSED GRADES. EXISTING UTILITIES SHALL BE RAISED OR LOWERED IN ACCORDANCE WITH THE UTILITY OWNER REQUIREMENTS. ANY NECESSARY ADJUSTMENTS SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION.
4. ACTIVE EXISTING FIELD TILES ENCOUNTERED DURING CONSTRUCTION SHALL BE REPAIRED, REROUTED, OR CONNECTED TO PUBLIC OR PRIVATE STORM SEWER OR SWALE TO REMAIN IN SERVICE.
5. ALL RIP RAP CALLED OUT ON PLANS SHALL BE UNDERLAIN WITH ENGINEERING FABRIC.
6. ALL STRUCTURE SIZES CALLED OUT ON PLANS ARE MINIMUM INSIDE WALL DIMENSIONS.
7. ALL STRUCTURES CALLED OUT AS "MODIFIED" OR "SPECIAL" SHALL BE ENGINEERED BY THE PRECASTER TO ENSURE STRUCTURE STABILITY. MODIFICATIONS INCLUDE ADDITIONAL WALL LENGTH TO ACCOUNT FOR LARGE PIPE DIAMETERS AND ADDITIONAL WALL WIDTH & BASE DEPTH TO ACCOUNT FOR DEEPER STRUCTURES. ANY AND ALL MODIFICATIONS TO STANDARD STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO BID
8. SANITARY SEWER SERVICE CONNECTIONS SHALL BE PLACED AT A SLOPE OF NO LESS THAN 2%. SERVICES SHALL MAINTAIN 18" OF VERTICAL SEPARATION FROM THE WATERMAIN WITH 18" OF COMPACTED LOW PERMEABILITY SOIL BETWEEN THE UTILITIES WITHIN 10' OF THE CROSSING.
9. MANDREL AND PRESSURE TESTS SHALL BE REQUIRED FOR ALL PROPOSED SANITARY LINES. TELEVISING OF THE SANITARY SEWER SYSTEM SHALL BE COMPLETED PRIOR TO PAVING UNLESS OTHERWISE APPROVED BY JURISDICTION.
10. WATERMAINS SHALL BE C-900. SIZE OF WATERMAIN AS SHOWN ON PLANS.
11. THRUST BLOCKS SHALL BE INSTALLED AS REQUIRED AND SHALL BE CONSIDERED INCIDENTAL TO WATERMAIN CONSTRUCTION.
12. PROPOSED WATERMAIN SHALL BE PRESSURE TESTED, BACTERIA TESTED AND CHLORINATED. THE FILLING OF THE WATER MAIN SHALL BE DONE BY THE CITY OF VAN METER, IOWA.
13. TRACER WIRE SHALL BE ADDED TO ALL WATER MAIN, AND BROUGHT TO THE SURFACE AT EVERY HYDRANT.
14. ALL HYDRANTS WILL IMMEDIATELY BE COVERED WITH A BLACK PLASTIC BAG (OR EQUIVALENT) ONCE THE HYDRANT IS INSTALLED. THE CITY OF VAN METER, IOWA WILL NOTIFY THE CONTRACTOR WHEN THE BAGS CAN BE REMOVED.
15. THE MINIMUM HYDRANT LEAD SHALL BE 3.5 FEET.
16. ANY AND ALL HYDRANT AND VALVE EXTENSIONS, TOGETHER WITH VERTICAL BENDS, SHALL BE CONSIDERED INCIDENTAL TO WATER MAIN CONSTRUCTION. NO ADDITIONAL PAYMENT WILL BE PROVIDED FOR INCIDENTAL ITEMS.
17. IF ANY CONSTRUCTION OF PROPOSED UTILITIES DISTURBS EXISTING INFRASTRUCTURE WITHIN CITY OF VAN METER RIGHT-OF-WAY, SAID INFRASTRUCTURE WILL BE REPAIRED OR REPLACED IN KIND .

WETLAND NOTES:
1. BISHOP ENGINEERING DOES NOT PERFORM WETLAND STUDIES OR WETLAND MITIGATION. IT IS THE OWNER'S RESPONSIBILITY TO DETERMINE IF ANY WETLANDS ARE LOCATED ON THE PROJECT SITE AND PERFORM ANY NECESSARY MITIGATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

SURVEY NOTES:
1. SURVEY WORK WAS COMPLETED BY BISHOP ENGINEERING ON 2-20-2024. SEE SITE SURVEY PROVIDED AS PART OF THIS SET OF PLANS FOR EXISTING SITE CONDITIONS AND BOUNDARY INFORMATION.

SOILS REPORT:
1. A GEOTECHNICAL SOILS REPORT IS THE RESPONSIBILITY OF THE OWNER TO OBTAIN AND PROVIDE TO ORCA CONSULTING FOR CONSIDERATION ON PROPOSED DESIGN.
2. ALL RECOMMENDATIONS WITHIN SOILS REPORT ARE TO BE CONSIDERED THE MINIMUM DESIGN CONSIDERATIONS UNLESS SPECIFICALLY NOTED ON THE PLANS.

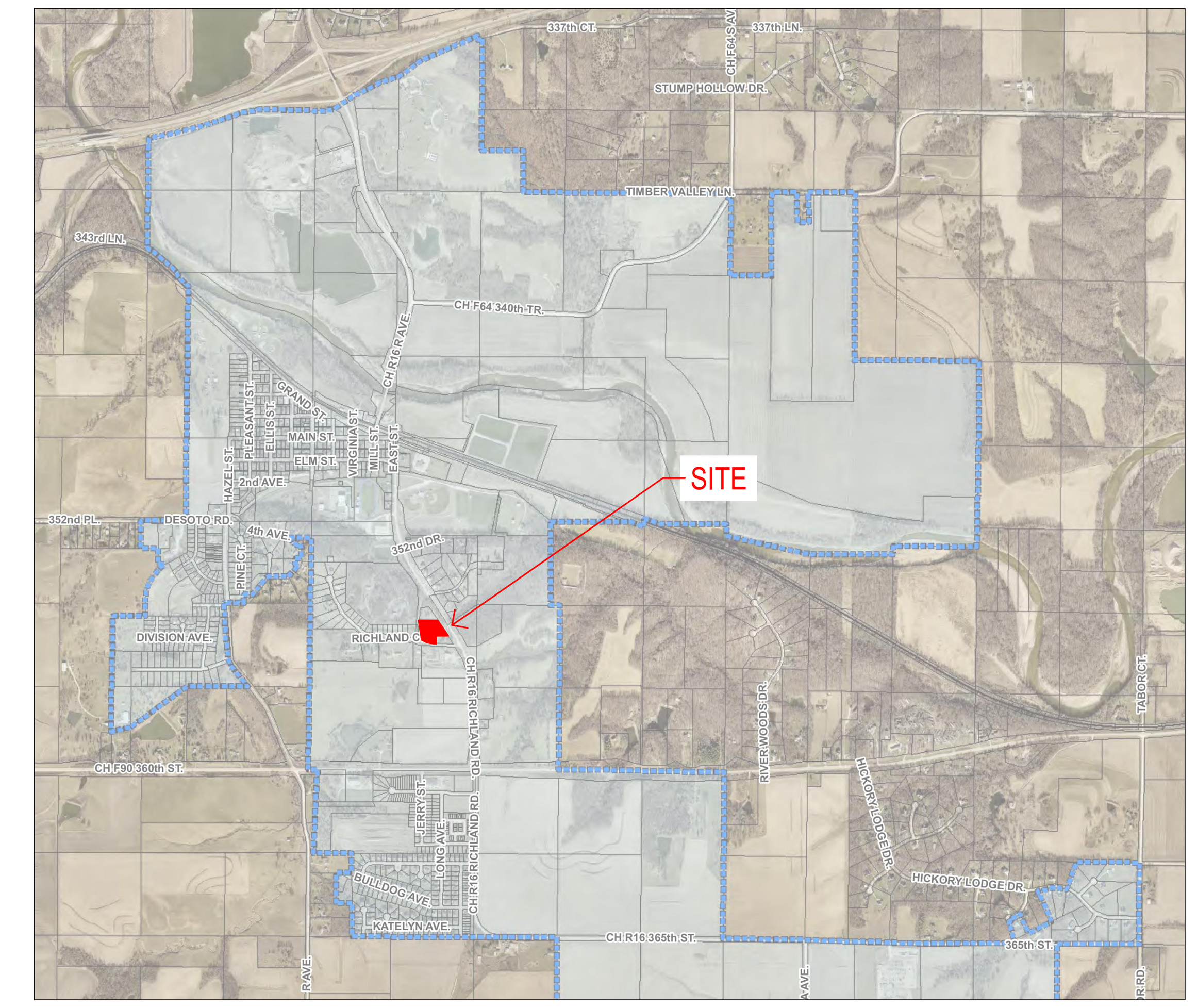
STAKING NOTES:
1. CONTRACTOR IS REQUIRED TO HAVE ALL STAKING DONE UNDER THE SUPERVISION OF A LICENSED LAND SURVEYOR AND IN COORDINATION WITH THE PROJECT ENGINEER.
2. CONTRACTOR IS REQUIRED TO HAVE ALL STAKING DONE DIRECTLY UNDER THE GENERAL CONTRACTOR BY A SINGLE COMPANY.
3. STAKING DOES NOT RELIEVE CONTRACTOR OF ULTIMATE RESPONSIBILITY TO CONSTRUCT THE PROJECT PER PLAN.

SPECIFICATIONS NOTES:
1. IN THE EVENT OF A DISCREPANCY BETWEEN THE PROJECT SPECIFICATIONS AND: CITY OF VAN METER, IOWA REQUIREMENTS AND SPECIFICATIONS, PLUMBING CODE, AND URBAN STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENT (SUDAS 2023), THE CITY OF VAN METER, IOWA STANDARD SPECIFICATIONS SHALL GOVERN.
2. FOR ALL SPECIFICATION DISCREPANCIES, PROJECT ENGINEER SHALL BE CONTACTED PRIOR TO PROCEEDING WITH CONSTRUCTION. IF ENGINEER IS NOT CONTACTED, CONTRACTOR SHALL BE RESPONSIBLE FOR ANY PROBLEMS THAT RESULT FROM SAID DISCREPANCIES.
3. FOR ALL SPECIFICATION DISCREPANCIES, CONTRACTOR MUST OBTAIN WRITTEN APPROVAL FROM THE CITY OF VAN METER, IOWA ENGINEERING DEPARTMENT FOR ANY CHANGES TO PROPOSED SITE INFRASTRUCTURE OR GRADES PRIOR TO PROCEEDING WITH ANY CHANGES.

UTILITY CONFLICT NOTES:
1. UTILITY CONFLICTS MAY EXIST ACROSS THE SITE WITH NEW UTILITIES, GRADING, PAVING ETC. MOST UTILITY CONFLICTS HAVE BEEN CALLED OUT FOR CONTRACTOR CONVENIENCE.
2. CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONFLICTS THAT ARE EITHER CALLED OUT ON THE PLANS OR THAT CAN BE SEEN ON THE PLANS BETWEEN AN EXISTING UTILITY AND PROPOSED CONSTRUCTION.
3. CONTRACTOR SHALL COMPLY WITH ALL DNR REQUIREMENTS FOR PIPE MATERIAL, PIPE JOINTS, AND ANY OTHER APPLICABLE REQUIREMENTS ANY TIME A STORM SEWER OR SANITARY SEWER CROSSES OVER OR LESS THAN 18" BELOW A WATER MAIN.
4. FOR ALL CRITICAL CROSSINGS WITH EXISTING UTILITIES, THE ELEVATION OF THE EXISTING UTILITY SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. NOTIFY BISHOP ENGINEERING PRIOR TO CONSTRUCTION IF A CONFLICT EXISTS.

EARTHWORK BALANCE NOTES:
1. SOIL IMPORT OR EXPORT ON THIS PROJECT SHALL BE CONSIDERED INCIDENTAL AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY. CONTRACTOR RESPONSIBLE FOR MAKING THE SITE EARTHWORK BALANCE.
2. THIS INCLUDES BUT IS NOT LIMITED TO TOPSOIL, POOR SOILS AND STRUCTURAL FILL NECESSARY TO MEET PROJECT PLANS AND SPECIFICATIONS.

REQUIRED AS-BUILT NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COST OF AS-BUILT TOPO OF ALL DETENTION PONDS & DETENTION POND STORM SEWER.
2. CONTRACTOR SHALL CONTACT ORCA CONSULTING LLC (michael@orcaconsulting.biz AT 515-778-6609) TO PERFORM SAID AS-BUILT SURVEYS.
3. IF ANYTHING HAS BEEN CONSTRUCTED INCORRECTLY, CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SUBSEQUENT AS-BUILT SURVEYS UNTIL ISSUES HAVE BEEN RECTIFIED.



VICINITY MAP
SCALE: NONE

LEGEND:

SAN	SANITARY SEWER
ST	STORM SEWER
W	WATER LINE
G	GAS LINE
U/E	UNDERGROUND ELECTRIC
O/E	OVERHEAD ELECTRIC
TELE	TELEPHONE LINE
F/O	FIBER OPTIC
CATV	CABLE TV
Ⓓ	STORM MANHOLE
	CURB INTAKE
	SURFACE INTAKE
	FLARED END SECTION
Ⓢ	SANITARY MANHOLE
CO	CLEANOUT
	FIRE HYDRANT
	SPRINKLER
ICV	IRRIGATION CONTROL VALVE
Ⓦ	WATER MANHOLE
Ⓦ	WELL
WV	WATER VALVE
WSO	WATER SHUT OFF
YH	YARD HYDRANT
Ⓔ	ELECTRIC MANHOLE
EM	ELECTRIC METER
E	ELECTRIC RISER
ELEC	ELECTRIC VAULT
	POWER POLE
	TRANSFORMER POLE
	LIGHT POLE
EJ	ELECTRIC JUNCTION BOX
EP	ELECTRIC PANEL
	TRANSFORMER
	GROUND LIGHT
	GUY WIRE
	ELECTRIC HANDHOLE
GM	GAS METER
GV	GAS VALVE
A/C	AIR CONDITIONING UNIT
T	TELEPHONE RISER
TEL	TELEPHONE VAULT
Ⓣ	TELEPHONE MANHOLE
TS	TRAFFIC SIGNAL MANHOLE
FO	FIBER OPTIC RISER
F/O	FIBER OPTIC FAULT
TV	CABLE TV RISER
	SIGN
⑦	DENOTES NUMBER OF PARKING STALLS
●	PROPERTY CORNER - FOUND AS NOTED
○	PROPERTY CORNER- PLACED 3/4" IRON PIPE WITH YELLOW PLASTIC CAP ID #14775
	SECTION CORNER - FOUND AS NOTED

ABBREVIATIONS:

AC	ACRES
ASPH	ASPHALT
BK	BOOK
CONC	CONCRETE
D	DEEDED DISTANCE
EX	EXISTING
ENCL	ENCLOSURE
FF	FINISHED FLOOR
FL	FLOW LINE
FRAC	FRACTIONAL
M	MEASURED DISTANCE
MH	MANHOLE
OPC	ORANGE PLASTIC CAP
P	PLATTED DISTANCE
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
PRA	PREVIOUSLY RECORDED AS
PUE	PUBLIC UTILITY EASEMENT
ROW	RIGHT OF WAY
RPC	RED PLASTIC CAP
SF	SQUARE FEET
SAN	SANITARY
TYP	TYPICAL
YPC	YELLOW PLASTIC CAP
N	NORTH
S	SOUTH
E	EAST
W	WEST

LICENSED PROFESSIONAL ENGINEER MICHAEL J WAHLERT 25342 IOWA

I HEREBY CERTIFY THAT THIS ENGINEERING DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF IOWA.

SIGNED: PRELIMINARY DATE:
MICHAEL J. WAHLERT, P.E. 25342
LICENSE RENEWAL DATE: DEC. 31, 2024
PAGES OR SHEETS COVERED BY THIS SEAL:

ORCA CONSULTING
3512 Richland Road Van Meter, IA 50261
michael@orcaconsulting.biz
(515) 778-6609

CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

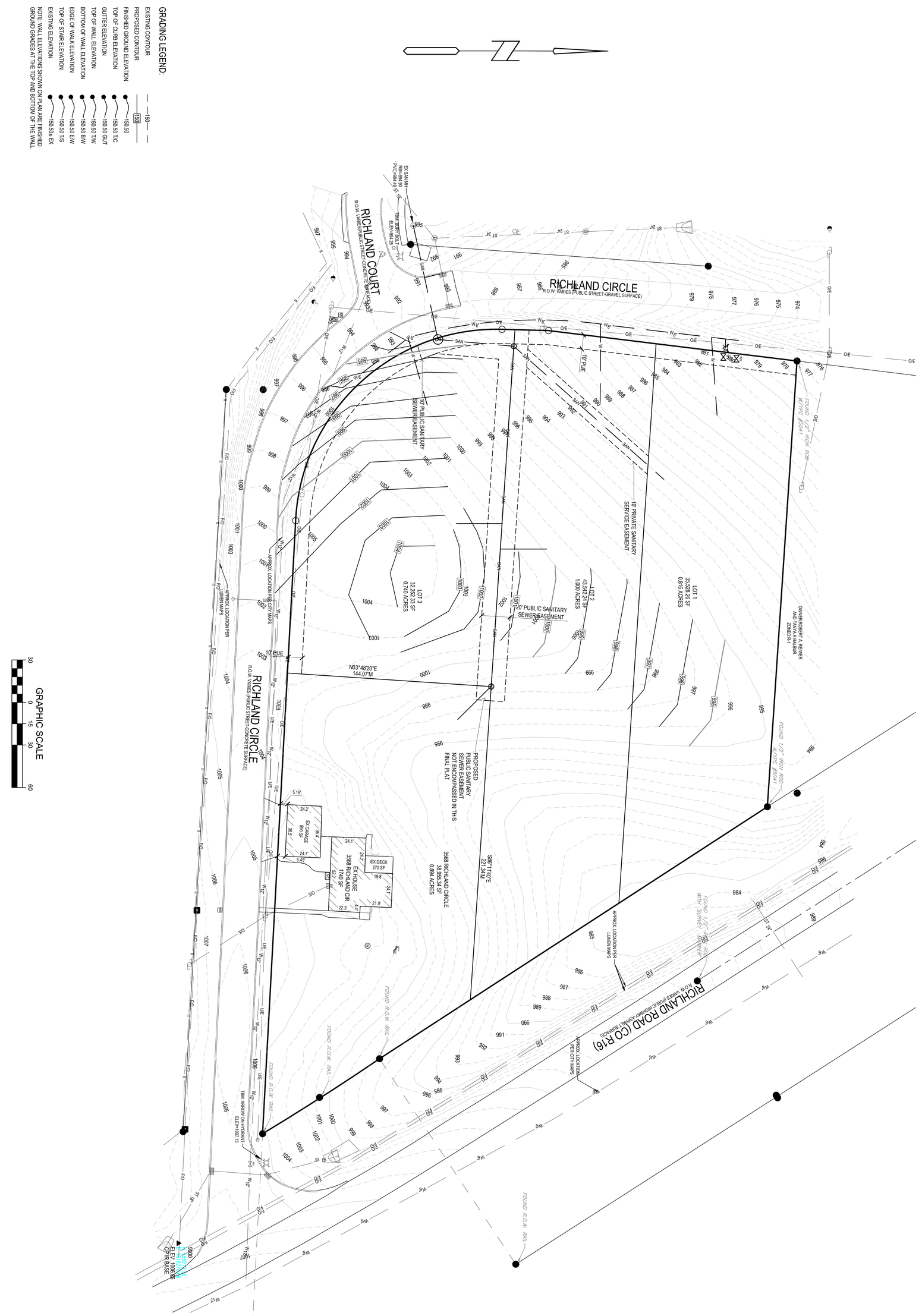
TRINDLE RIDGE PLAT 2
VAN METER, DALLAS COUNTY, IOWA
COVER SHEET

DRAWING DATE:
CONTRACTOR BID SET
4-23-2024
1ST CITY SUBMITTAL
4-29-2024
2ND CITY SUBMITTAL
7-10-2024

ORCA PROJECT #:
230038

SHEET:
CPI 0.1

NOT FOR CONSTRUCTION



GRADING PLAN

TRINDLE RIDGE PLAT 2
VAN METER, DALLAS COUNTY, IOWA

GRADING PLAN

CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

ORCA CONSULTING
3512 Richland Road Van Meter, IA 50261
michael@orcaconsulting.biz
(515) 778-6609

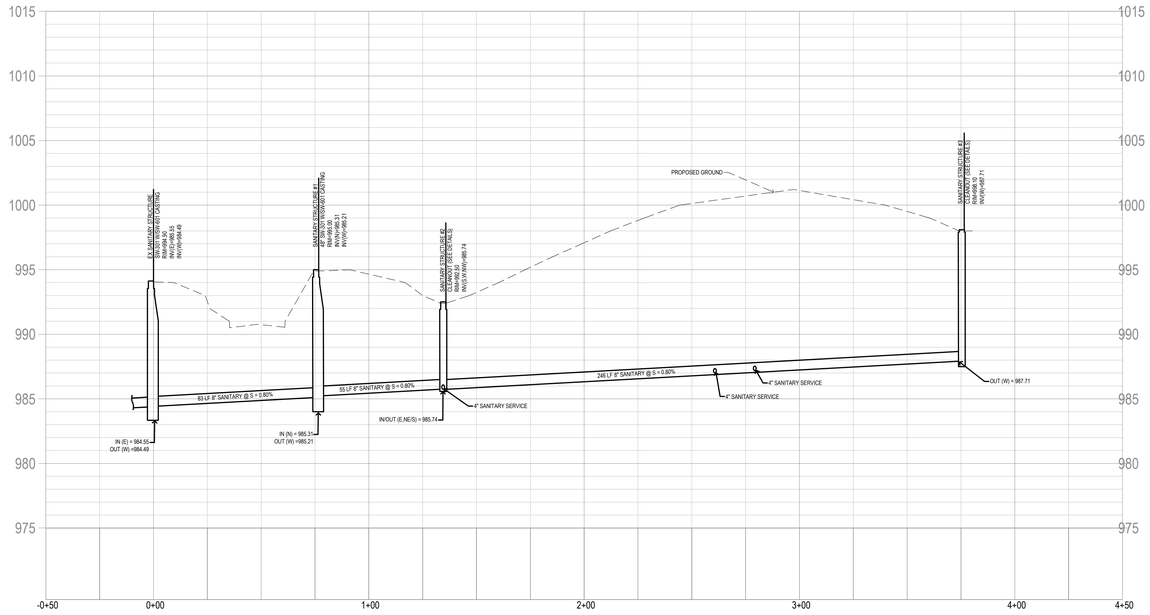
DRAWING DATE:
CONTRACTOR BID SET 4-23-2024
1ST CITY SUBMITTAL 4-29-2024
2ND CITY SUBMITTAL 7-10-2024

ORCA PROJECT #: 230038

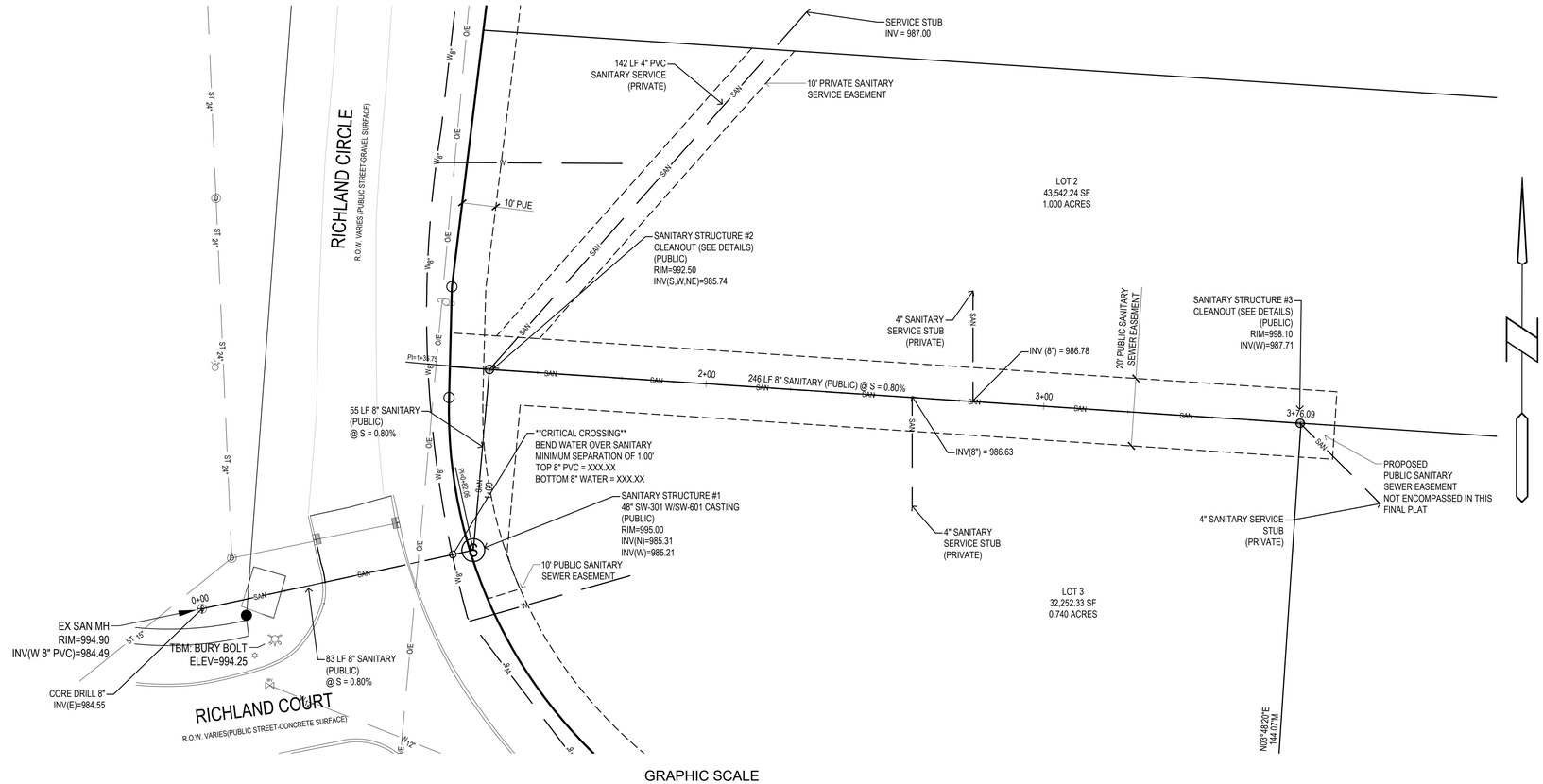
SHEET: CPI 1.1

NOT FOR CONSTRUCTION

PUBLIC SANITARY SEWER PROFILE VIEW



PUBLIC SANITARY SEWER PLAN VIEW



GRAPHIC SCALE
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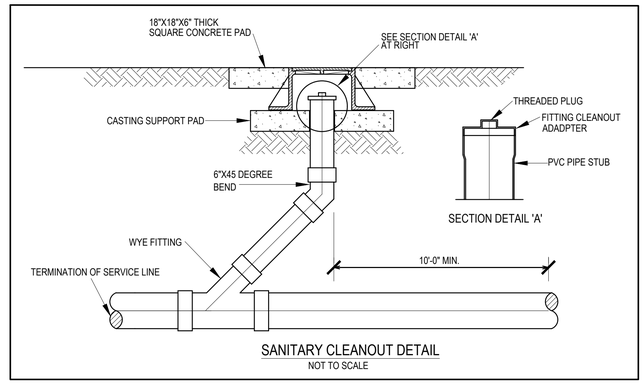
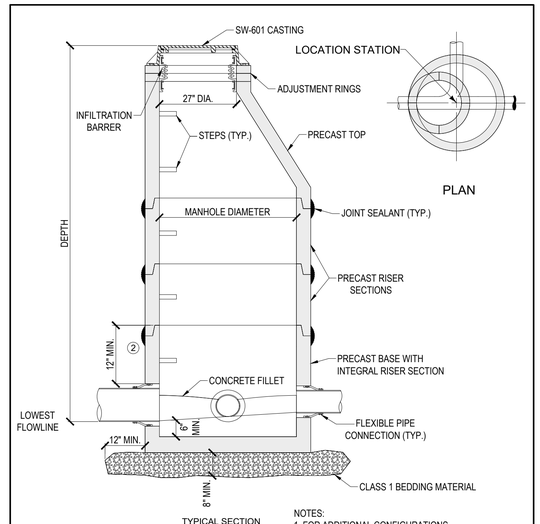


SANITARY CLEANOUT DETAIL
NOT TO SCALE



Manhole Diameter (inches)	Maximum Pipe Diameter (inches) for 2 Pipes (1)	
	At 180° Separation	At 90° Separation
48	24	18
60	36	24
72	42	30
84	48	36
96	60	42

NOTES:
1. FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES OF CONCRETE BETWEEN VERTICAL EDGES OF PIPE OPENINGS.
2. 12 INCH MINIMUM RISER HEIGHT ABOVE ALL PIPE OPENINGS.

SW-301 CIRCULAR SANITARY SEWER MANHOLE DETAIL
NOT TO SCALE

ORCA CONSULTING
3512 Richland Road Van Meter, IA 50261
michael@orcaconsulting.biz
(515) 778-6609

CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

TRINDLE RIDGE PLAT 2
VAN METER, DALLAS COUNTY, IOWA

PUBLIC SANITARY SEWER UTILITY PLAN

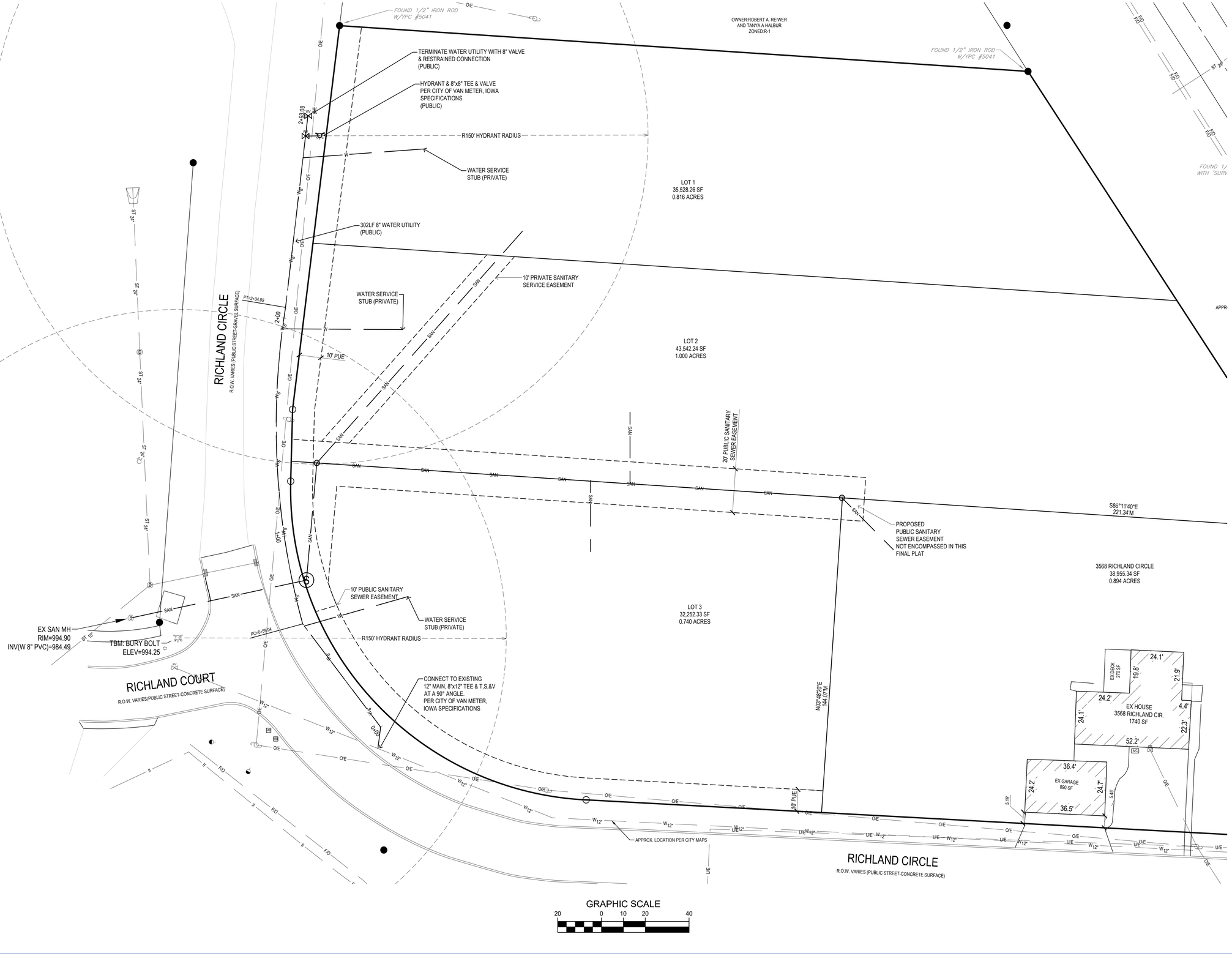
DRAWING DATE:
CONTRACTOR BID SET
4-23-2024
1ST CITY SUBMITTAL
4-29-2024
2ND CITY SUBMITTAL
7-10-2024

ORCA PROJECT #:
230038

SHEET:
CPI 1.2

NOT FOR CONSTRUCTION

PUBLIC WATER UTILITY PLAN VIEW



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CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

TRINDLE RIDGE PLAT 2
VAN METER, DALLAS COUNTY, IOWA

PUBLIC WATER UTILITY PLAN

DRAWING DATE:

CONTRACTOR BID SET
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4-29-2024
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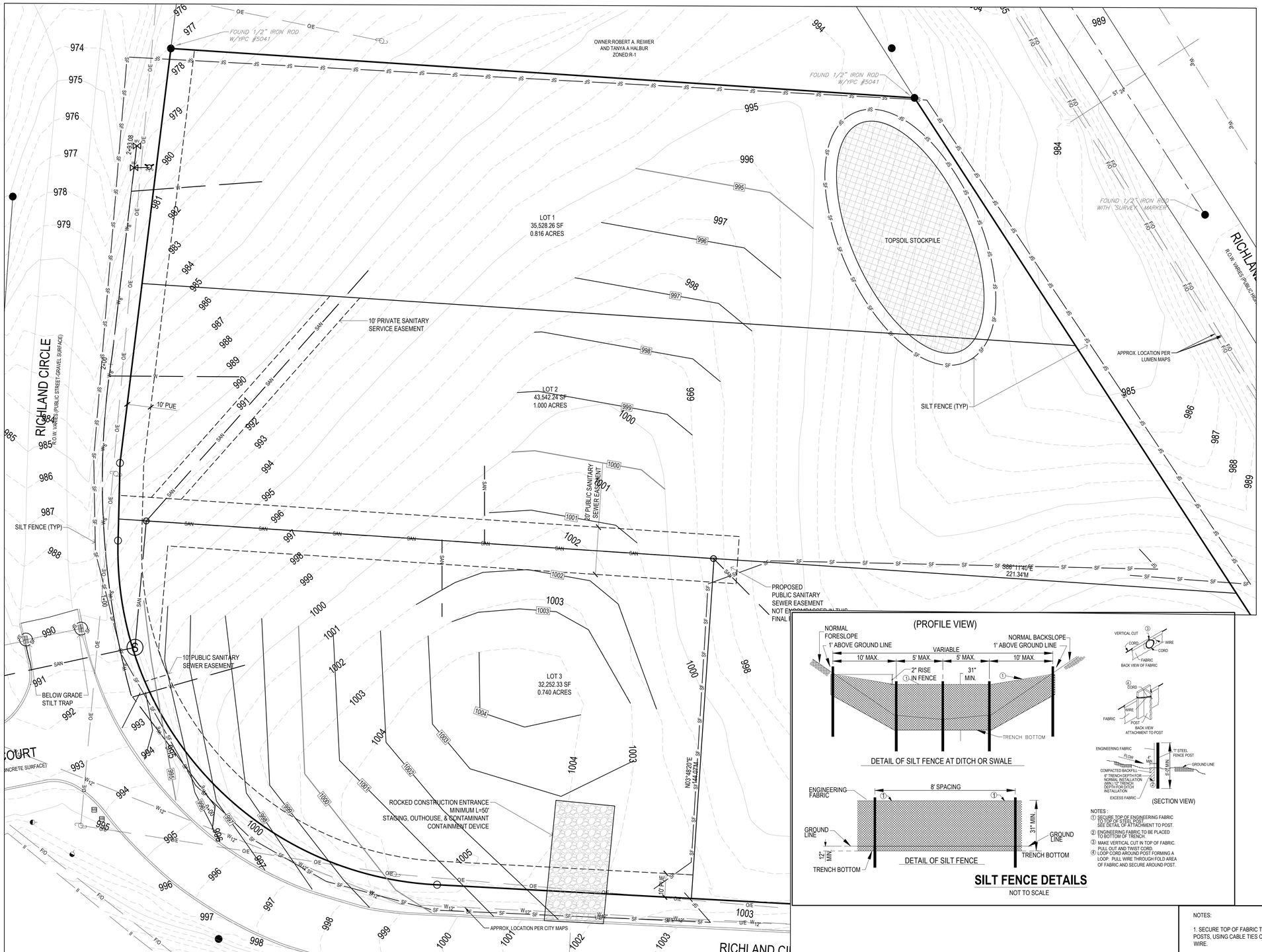
7-10-2024

ORCA PROJECT #:
230038

SHEET:
CPI 1.3

NOT FOR CONSTRUCTION

PUBLIC WATER UTILITY PLAN VIEW



GRAPHIC SCALE
20 0 10 20 40

EROSION CONTROL NOTES:

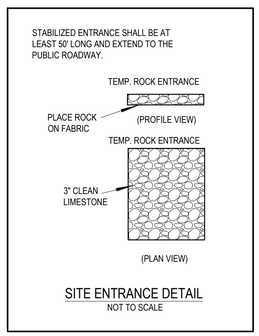
1. SEE SUPPLEMENTAL DETAIL STORM WATER POLLUTION PLAN NARRATIVE FOR ALL EROSION CONTROL MEASURES, ADDITIONAL DETAILS AND NOTE. ADDITIONAL NOTES AND MEASURES IN NARRATIVE SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED IN THE ORIGINAL BID.
2. SWPPP PLAN AND NARRATIVE ARE CONSIDERED A LIVING DOCUMENT AND WILL NEED PERIODIC UPDATES AND ADJUSTMENTS AS NECESSARY DEPENDING ON SITE CONDITIONS TO ASSURE COMPLIANCE WITH NPDES GENERAL PERMIT NO. 2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO UPDATE THE SWPPP AND IMPLEMENT ANY AND ALL MEASURES NECESSARY TO COMPLY WITH SAID PERMIT NO. 2.
3. INSTALL PERIMETER SILT FENCE AS SHOWN ON PLANS PRIOR TO CONSTRUCTION.
4. INSTALL INTAKE PROTECTION WITH SILT FENCE IMMEDIATELY AFTER STORM SEWER CONSTRUCTION.
5. INSTALL FINISHED PAVING INLET PROTECTION IMMEDIATELY AFTER PAVING IS COMPLETED AROUND INTAKE.
6. OTHER EROSION CONTROL TYPES MAY NOT BE SUBSTITUTED FOR SILT FENCE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING A CONCRETE WASHOUT IN ACCORDANCE WITH NPDES GENERAL PERMIT NO. 2 DURING ALL CONCRETE WORK.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING TEMPORARY RESTROOM FACILITIES. SANITARY WASTE SHALL BE DISPOSED OF PER ALL FEDERAL, STATE AND LOCAL REGULATIONS.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING ALL TOPSOIL REQUIREMENTS OF NPDES GENERAL PERMIT NO. 2 ARE MET.

EROSION CONTROL REMOVAL NOTES:

1. AFTER FINAL STABILIZATION HAS OCCURED, AS DEFINED IN NPDES GENERAL PERMIT NO. 2, CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL TEMPORARY EROSION CONTROL DEVICES INCLUDING, BUT NOT LIMITED TO: SILT FENCE, INLET PROTECTION, AND TEMPORARY STANDPIPES.

SILT FENCE DETAILS

NOT TO SCALE

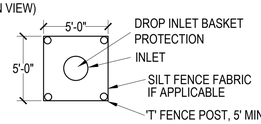


SITE ENTRANCE DETAIL

NOT TO SCALE

NOTES:

1. SECURE TOP OF FABRIC TO POSTS, USING CABLE TIES OR WIRE.
2. FABRIC TO BE BURIED 12", AND FOLDED ALONG BOTTOM.
3. STEEL POSTS TO BE EMBEDDED 28".



INLET PROTECTION DETAIL

NOT TO SCALE

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michael@orcaconsulting.biz
(515) 778-6609

CONSTRUCTION DRAWINGS FOR PUBLIC IMPROVEMENTS

TRINDLE RIDGE PLAT 2
VAN METER, DALLAS COUNTY, IOWA

SWPPP

DRAWING DATE:

CONTRACTOR BID SET
4-23-2024
1ST CITY SUBMITTAL
4-29-2024
2ND CITY SUBMITTAL
7-10-2024

ORCA PROJECT #:
230038

SHEET:
CPI 1.4

July 23, 2024

Re: Trindle Ridge Plat 2 – Van Meter, Iowa

ORCA CONSULTING
3512 Richland Road Van Meter, IA 50261
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(515) 778-6609

This Storm Water Management Plan for the proposed Trindle Ridge Plat 2 is an analysis and comparison of pre and post development runoff flows. It is assumed that the Cover Type and Hydrologic Conditions on the site are to be classified as 'B' soils. The Time of Concentration (T_c) corelating to rainfall intensity is assumed to be 30 minutes. Finally, it is assumed that each of the three proposed lots will average 10,000sf of impervious surface from the construction of a single-family dwelling along with associated pavement for a driveway. All figures are derived from Iowa Statewide Urban Design and Specifications (SUDAS) and tables are attached to this report.

SWMP FOR TRINDLE RIDGE PLAT 2

- **EXISTING CONDITION**

Total Plat Area = 111,322 SF or 2.556 Acres

5-year recurrence interval Composite C-factor:
100% Good Condition (grass cover>75%) @ C_5 = 0.15
Therefore:

$C_5 = 0.15$

100-year recurrence interval Composite C-factor:
100% Good Condition (grass cover>75%) @ C_{100} = 0.35
Therefore:

$C_{100} = 0.35$

Rainfall Intensity for Section 5 – Central Iowa
5-year return period: $I_5 = 2.91$ in/hr
100-year return period: $I_{100} = 5.27$ in/hr

PREDEVELOPMENT FLOWS:
Q = C*I*A

Q_5 = 0.15 * 2.91 in/hr * 2.556acres = **1.116 CFS**
Q_{100} = 0.35 * 5.27 in/hr * 2.556acres = **4.715 CFS**

- **PROPOSED CONDITION**

Total Plat Area = 111,322 SF or 2.556 Acres

5-year recurrence interval Composite C-factor:
Good Condition (grass cover>75%) @ C_5 = 0.15
Impervious Area @ C_5 = 0.95
Therefore:
(81,322sf * 0.15 + 30,000sf * 0.95) / 111,322sf = 0.37

C_5 = 0.37

100-year recurrence interval Composite C-factor:
Good Condition (grass cover>75%) @ C_{100} = 0.35
Impervious Area @ C_{100} = 0.98
Therefore:
(81,322sf * 0.35 + 30,000sf * 0.98) / 111,322sf = 0.52

C_{100} = 0.52

Rainfall Intensity for Section 5 – Central Iowa
5-year return period: I_5 = 2.91 in/hr
100-year return period: I_{100} = 5.27 in/hr

DEVELOPED FLOWS:
Q = C*I*A

Q_5 = 0.37 * 2.91 in/hr * 2.556acres = **2.752 CFS**
Q_{100} = 0.52 * 5.27 in/hr * 2.556acres = **7.004 CFS**

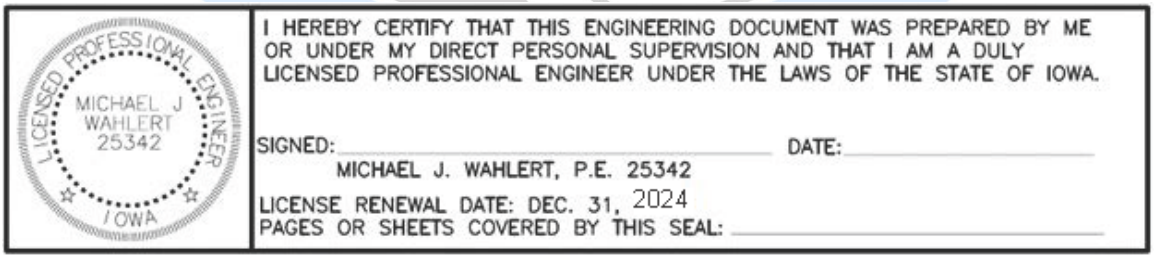


Table 2B-2.06: Section 5 - Central Iowa
Rainfall Depth and Intensity for Various Return Periods

	Return Period															
	1 year		*2 year*		*5 year*		*10 year*		*25 year*		*50 year*		*100 year*		*500 year*	
Duration	***D***	***I***	***D***	***I***	***D***	***I***	***D***	***I***	***D***	***I***	***D***	***I***	***D***	***I***	***D***	***I***
5 min	0.39	4.78	0.46	5.59	0.57	6.91	0.67	8.1	0.81	9.76	0.92	11.1	1.04	12.4	1.33	15.9
10 min	0.58	3.51	0.68	4.08	0.84	5.08	0.98	5.92	1.19	7.16	1.35	8.13	1.52	9.15	1.94	11.6
15 min	0.71	2.84	0.83	3.32	1.03	4.12	1.20	4.82	1.45	5.81	1.65	6.61	1.86	7.44	2.37	9.50
30 min	0.99	1.99	1.16	2.33	1.45	2.91	1.70	3.40	2.05	4.11	2.34	4.68	2.63	5.27	3.36	6.73
1 hr	1.29	1.29	1.51	1.51	1.89	1.89	2.23	2.23	2.72	2.72	3.13	3.13	3.55	3.55	4.62	4.62
2 hr	1.58	0.79	1.85	0.92	2.33	1.16	2.76	1.38	3.39	1.69	3.91	1.95	4.46	2.23	5.88	2.94
3 hr	1.75	0.58	2.06	0.68	2.60	0.86	3.09	1.03	3.82	1.27	4.42	1.47	5.07	1.69	6.76	2.25
6 hr	2.05	0.34	2.40	0.40	3.03	0.50	3.61	0.60	4.47	0.74	5.20	0.86	5.98	0.99	8.02	1.33
12 hr	2.34	0.19	2.74	0.22	3.44	0.28	4.07	0.33	5.01	0.41	5.79	0.48	6.62	0.55	8.79	0.73
24 hr	2.67	0.11	3.08	0.12	3.81	0.15	4.46	0.18	5.44	0.22	6.26	0.26	7.12	0.29	9.37	0.39
48 hr	3.06	0.06	3.49	0.07	4.25	0.08	4.94	0.10	5.96	0.12	6.81	0.14	7.71	0.16	10.0	0.20
3 day	3.34	0.04	3.81	0.05	4.63	0.06	5.36	0.07	6.43	0.08	7.31	0.10	8.25	0.11	10.6	0.14
4 day	3.59	0.03	4.09	0.04	4.96	0.05	5.74	0.05	6.86	0.07	7.78	0.08	8.74	0.09	11.1	0.11
7 day	4.25	0.02	4.83	0.02	5.82	0.03	6.69	0.03	7.93	0.04	8.93	0.05	9.98	0.05	12.5	0.07
10 day	4.87	0.02	5.50	0.02	6.58	0.02	7.52	0.03	8.86	0.03	9.94	0.04	11.0	0.04	13.8	0.05

D = Total depth of rainfall for given storm duration (inches)
I = Rainfall intensity for given storm duration (inches/hour)

Table 2B-4.01: Runoff Coefficients for the Rational Method

Cover Type and Hydrologic Condition	Runoff Coefficients for Hydrologic Soil Group											
	A			*B*			*C*			*D*		
Recurrence Interval	*5*	*10*	*100*	*5*	*10*	*100*	*5*	*10*	*100*	*5*	*10*	*100*
Open Space (lawns, parks, golf courses, cemeteries, etc.)												
Poor condition (grass cover < 50%)	.25	.30	.50	.45	.55	.65	.65	.70	.80	.70	.75	.85
Fair condition (grass cover 50% to 75%)	.10	.10	.15	.25	.30	.50	.45	.55	.65	.60	.65	.75
Good condition (grass cover >75%)	.05	.05	.10	.15	.20	.35	.35	.40	.55	.50	.55	.65
Impervious Areas												
Parking lots, roofs, driveways, etc. (excluding ROW)	.95	.95	.98	.95	.95	.98	.95	.95	.98	.95	.95	.98
Streets and roads:												
Paved; curbs & storm sewers (excluding ROW)	.95	.95	.98	.95	.95	.98	.95	.95	.98	.95	.95	.98
Paved; open ditches (including ROW)	---	---	---	.70	.75	.85	.80	.85	.90	.80	.85	.90
Gravel (including ROW)	---	---	---	.60	.65	.75	.70	.75	.85	.75	.80	.85
Dirt (including ROW)	---	---	---	.55	.60	.70	.65	.70	.80	.70	.75	.85
Urban Districts (excluding ROW)												
Commercial and business (85% impervious)	---	---	---	---	---	---	.85	.85	.90	.90	.90	.95
Industrial (72% impervious)	---	---	---	---	---	---	.80	.80	.85	.80	.85	.90
Residential Districts by Average Lot Size (excluding ROW)[1]												
1/8 acre (36% impervious)	---	---	---	---	---	---	.55	.60	.70	.65	.70	.75
1/4 acre (36% impervious)	---	---	---	---	---	---	.55	.60	.70	.65	.70	.75
1/3 acre (33% impervious)	---	---	---	---	---	---	.55	.60	.70	.65	.70	.75
1/2 acre (20% impervious)	---	---	---	---	---	---	.45	.50	.65	.60	.65	.70
1 acre (11% impervious)	---	---	---	---	---	---	.40	.45	.60	.55	.60	.65
2 acres (11% impervious)	---	---	---	---	---	---	.40	.45	.60	.55	.60	.65
Newly Graded Areas (pervious areas only, no vegetation)												
Agricultural and Undeveloped												
Meadow - protected from grazing (pre-settlement).....	.10	.10	.25	.10	.15	.30	.30	.35	.55	.45	.50	.65
Straight Row Crops												
Straight Row (SR) ..... *Poor Condition*	.33	.39	.55	.52	.58	.71	.70	.74	.84	.78	.81	.89
Straight Row (SR) ..... *Good Condition*	.24	.30	.46	.45	.51	.66	.62	.67	.78	.73	.76	.86
SR + Crop Residue (CR)..... *Poor Condition*	.31	.37	.54	.50	.56	.70	.67	.72	.82	.75	.79	.87
SR + Crop Residue (CR)..... *Good Condition*	.19	.25	.41	.38	.45	.61	.55	.60	.73	.62	.67	.78
Contoured (C) ..... *Poor Condition*	.29	.35	.52	.47	.53	.70	.60	.65	.77	.70	.74	.84
Contoured (C) ..... *Good Condition*	.21	.26	.43	.38	.45	.61	.55	.60	.73	.65	.69	.80
C+CR..... *Poor Condition*	.27	.33	.50	.45	.51	.66	.57	.63	.75	.67	.72	.82
C+CR..... *Good Condition*	.19	.25	.41	.36	.43	.59	.52	.58	.71	.62	.67	.78
Contoured & Terraced (C&T)..... *Poor Condition*	.22	.28	.45	.36	.43	.59	.50	.56	.70	.55	.60	.73
Contoured & Terraced (C&T)..... *Good Condition*	.16	.22	.38	.31	.37	.54	.45	.51	.66	.52	.58	.71
C&T + CR..... *Poor Condition*	.13	.19	.35	.31	.37	.54	.45	.51	.66	.52	.58	.71
C&T + CR..... *Good Condition*	.10	.16	.32	.27	.33	.50	.43	.49	.65	.50	.56	.70

[1] The average percent impervious area shown was used to develop composite coefficients.

Note: Rational coefficients were derived from SCS CN method

AGENDA ITEM #4

Discussion and Possible Action: Review of the City of Van Meter's current Future Land Use Map

Submitted for: **DISCUSSION**

City Staff will lead a discussion regarding the current future land use map.

Recommendation:

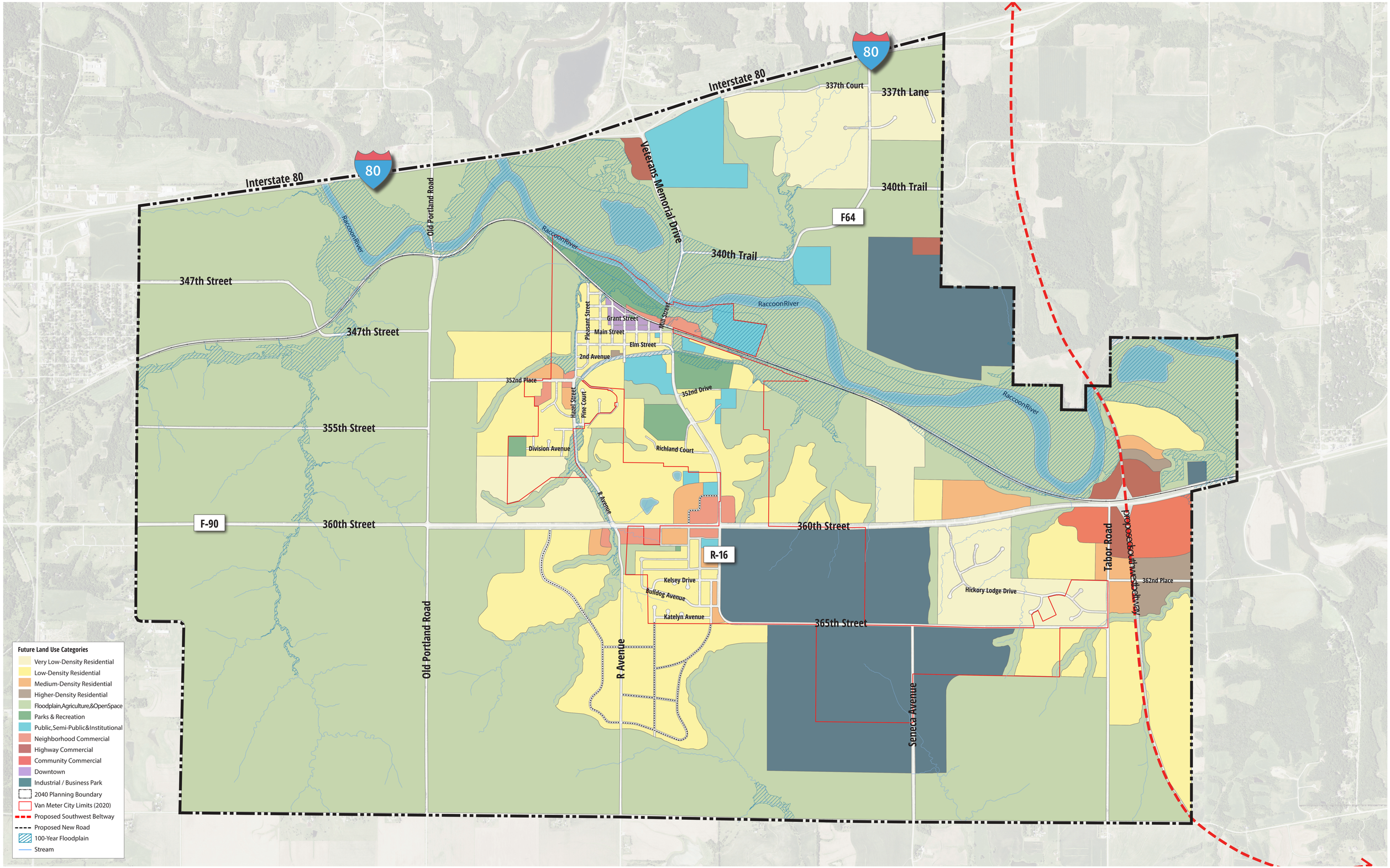
Sample Language:

Councilmember: _____ ***So moved***.

Councilmember: _____ ***Second***.

Mayor: ***Roll Call Please.***

City Clerk: **Akers____ Brott____ Grolmus_____ Pelz_____ Westfall____**



VISION VAN METER 2040 / *COMPREHENSIVE PLAN*

Future Land Use Plan

Adopted November 9, 2020 / Updated November 16, 2023

0 .25 .5 miles

18B.2 Local comprehensive planning and development guidelines.

1. For the purposes of this chapter, unless the context otherwise requires:

a. (1) *"Development"* means any of the following:

(a) Construction, reconstruction, renovation, mining, extraction, dredging, filling, excavation, or drilling activity or operation.

(b) Man-made changes in the use or appearance of any structure or in the land itself.

(c) The division or subdivision of land.

(d) Any change in the intensity of use or the use of land.

(2) *"Development"* does not include any of the following:

(a) Activities on or uses of agricultural land, farm houses, or agricultural buildings or structures, unless such buildings or structures are located in the floodplain of a river or stream.

(b) Installation, operation, and maintenance of soil and water conservation practices.

(c) The choice of crops or a change in the choice of crops on agricultural land.

b. *"Land development regulations"* means zoning, subdivision, site plan, corridor map, floodplain, or storm water ordinances, rules, or regulations, or other governmental controls that affect the use of property.

c. *"Municipality"* means a city or a county.

2. A municipality shall consider the smart planning principles under section 18B.1 and may include the following information, if applicable, when developing or amending a comprehensive plan under chapter 335 or chapter 414 or when developing or amending other local land development regulations:

a. Information relating to public participation during the creation of the comprehensive plan or land development regulations, including documentation of the public participation process, a compilation of objectives, policies, and goals identified in the public comment received, and identification of the groups or individuals comprising any work groups or committees that were created to assist the planning and zoning commission or other appropriate decision-making body of the municipality.

b. Information relating to the primary characteristics of the municipality and a description of how each of those characteristics impacts future development of the municipality. Such information may include historical information about the municipality, the municipality's geography, natural resources, natural hazards, population, demographics, types of employers and industry, labor force, political and community institutions, housing, transportation, educational resources, and cultural and recreational resources. The comprehensive plan or land development regulations may also identify characteristics and community aesthetics that are important to future development of the municipality.

c. Objectives, information, and programs that identify current land uses within the municipality and that guide the future development and redevelopment of property, consistent with the municipality's characteristics identified under paragraph *"b"*. The comprehensive plan or land development regulations may include information on the amount, type, intensity, and density of existing land use, trends in the market price of land used for specific purposes, and plans for future land use throughout the municipality. The comprehensive plan or land development regulations may identify and include information on property that has the possibility for redevelopment, a map of existing and potential land use and land use conflicts, information and maps relating to the current and future provision of utilities within the municipality, information and maps that identify the current and future boundaries for areas reserved for soil conservation, water supply conservation, flood control, and surface water drainage and removal. Information provided under this paragraph may also include an analysis of the current and potential impacts on local watersheds and air quality.

d. Objectives, policies, and programs to further the vitality and character of established residential neighborhoods and new residential neighborhoods and plans to ensure an adequate housing supply that meets both the existing and forecasted housing demand. The comprehensive plan or land development regulations may include an inventory and analysis of the local housing stock and may include specific information such as age, condition,

type, market value, occupancy, and historical characteristics of all the housing within the municipality. The comprehensive plan or land development regulations may identify specific policies and programs that promote the development of new housing and maintenance or rehabilitation of existing housing and that provide a range of housing choices that meet the needs of the residents of the municipality.

e. Objectives, policies, and programs to guide future development of sanitary sewer service, storm water management, water supply, solid waste disposal, wastewater treatment technologies, recycling facilities, and telecommunications facilities. The comprehensive plan or land development regulations may include estimates regarding future demand for such utility services.

f. Objectives, policies, and programs to guide the future development of a safe, convenient, efficient, and economical transportation system. Plans for such a transportation system may be coordinated with state and regional transportation plans and take into consideration the need for diverse modes of transportation, accessibility, improved air quality, and interconnectivity of the various modes of transportation.

g. Objectives, policies, and programs to promote the stabilization, retention, or expansion of economic development and employment opportunities. The comprehensive plan or land development regulations may include an analysis of current industries and economic activity and identify economic growth goals for the municipality. The comprehensive plan or land development regulations may also identify locations for future brownfield or grayfield development.

h. Objectives, policies, and programs addressing preservation and protection of agricultural and natural resources.

i. Objectives, policies, and programs to assist future development of educational facilities, cemeteries, health care facilities, child care facilities, law enforcement and fire protection facilities, libraries, and other governmental facilities that are necessary or desirable to meet the projected needs of the municipality.

j. Objectives, policies, and programs to identify characteristics and qualities that make the municipality unique and that are important to the municipality's heritage and quality of life.

k. Objectives, policies, and programs that identify the natural and other hazards that have the greatest likelihood of impacting the municipality or that pose a risk of catastrophic damage as such hazards relate to land use and development decisions, as well as the steps necessary to mitigate risk after considering the local hazard mitigation plan approved by the federal emergency management agency.

l. Objectives, policies, and programs for joint planning and joint decision making with other municipalities or governmental entities, including school districts and drainage districts, for siting and constructing public facilities and sharing public services. The comprehensive plan or land development regulations may identify existing or potential conflicts between the municipality and other local governments related to future development of the municipality and may include recommendations for resolving such conflicts. The comprehensive plan or land development regulations may also identify opportunities to collaborate and partner with neighboring jurisdictions and other entities in the region for projects of mutual interest.

m. A compilation of programs and specific actions necessary to implement any provision of the comprehensive plan, including changes to any applicable land development regulations, official maps, or subdivision ordinances.

3. A municipality's comprehensive plan developed using the guidelines under this section shall address prevention and mitigation of, response to, and recovery from a catastrophic flood.

2010 Acts, ch 1184, §18; 2019 Acts, ch 24, §104
Referred to in §16.194A, 335.5, 414.3

Thirteen Elements of a Comprehensive Plan from the Iowa Smart Planning Law — *Iowa Code* 18B.2

Subsection 2: A municipality [meaning a city or county] shall consider the smart planning principles under section 18B.1 and may include the following information, if applicable, when developing or amending a comprehensive plan under chapter 335 or chapter 414 or when developing or amending other local land development regulations:

A. Public Participation Element.

Information relating to public participation during the creation of the comprehensive plan or land development regulations, including documentation of the public participation process, a compilation of objectives, policies, and goals identified in the public comment received, and identification of the groups or individuals comprising any work groups or committees that were created to assist the planning and zoning commission or other appropriate decision-making body of the municipality.

B. Issues and Opportunities Element.

Information relating to the primary characteristics of the municipality and a description of how each of those characteristics impacts future development of the municipality. Such information may include historical information about the municipality, the municipality's geography, natural resources, natural hazards, population, demographics, types of employers and industry, labor force, political and community institutions, housing, transportation, educational resources, and cultural and recreational resources. The comprehensive plan or land development regulations may also identify characteristics and community aesthetics that are important to future development of the municipality.

C. Land Use Element.

Objectives, information, and programs that identify current land uses within the municipality and that guide the future development and redevelopment of property, consistent with the municipality's characteristics identified under the Issues and Opportunities Element. The comprehensive plan or land development regulations may include information on the amount, type, intensity, and density of existing land use, trends in the market price of land used for specific purposes, and plans for future land use throughout the municipality. The comprehensive plan or land development regulations may identify and include information on property that has the possibility for redevelopment, a map of existing and potential land use and land use conflicts, information and maps relating to the current and future provision of utilities within the municipality, information and maps that identify the current and future boundaries for areas reserved for soil conservation, water supply conservation, flood control, and surface water drainage and removal. Information provided under this paragraph may also include an analysis of the current and potential impacts on local watersheds and air quality.

D. Housing Element.

Objectives, policies, and programs to further the vitality and character of established residential neighborhoods and new residential neighborhoods and plans to ensure an adequate housing supply that meets both the existing and forecasted housing demand. The comprehensive plan or land development regulations may include an inventory and analysis of the local housing stock and may include specific information such as age, condition, type, market value, occupancy, and historical characteristics of all the housing within the municipality. The comprehensive plan or land development regulations may identify specific policies and programs that promote the development of new housing and maintenance or rehabilitation of existing housing and that provide a range of housing choices that meet the needs of the residents of the municipality.

E. Public Infrastructure and Utilities Element.

Objectives, policies, and programs to guide future development of sanitary sewer service, storm water management, water supply, solid waste disposal, wastewater treatment technologies,

Planning and Zoning Fact Sheet

recycling facilities, and telecommunications facilities. The comprehensive plan or land development regulations may include estimates regarding future demand for such utility services.

F. Transportation Element.

Objectives, policies, and programs to guide the future development of a safe, convenient, efficient, and economical transportation system. Plans for such a transportation system may be coordinated with state and regional transportation plans and take into consideration the need for diverse modes of transportation, accessibility, improved air quality, and interconnectivity of the various modes of transportation.

G. Economic Development Element.

Objectives, policies, and programs to promote the stabilization, retention, or expansion of economic development and employment opportunities. The comprehensive plan or land development regulations may include an analysis of current industries and economic activity and identify economic growth goals for the municipality. The comprehensive plan or land development regulations may also identify locations for future brownfield or grayfield development.

H. Agricultural and Natural Resources Element.

Objectives, policies, and programs addressing preservation and protection of agricultural and natural resources.

I. Community Facilities Element.

Objectives, policies, and programs to assist future development of educational facilities, cemeteries, health care facilities, child care facilities, law enforcement and fire protection facilities, libraries, and other governmental facilities that are necessary or desirable to meet the projected needs of the municipality.

J. Community Character Element.

Objectives, policies, and programs to identify characteristics and qualities that make the municipality unique and that are important to the municipality's heritage and quality of life.

K. Hazards Element.

Objectives, policies, and programs that identify the natural and other hazards that have the greatest likelihood of impacting the municipality or that pose a risk of catastrophic damage as such hazards relate to land use and development decisions, as well as the steps necessary to mitigate risk after considering the local hazard mitigation plan approved by the Federal Emergency Management Agency.

L. Intergovernmental Collaboration Element.

Objectives, policies, and programs for joint planning and joint decision-making with other municipalities or governmental entities, including school districts and drainage districts, for siting and constructing public facilities and sharing public services. The comprehensive plan or land development regulations may identify existing or potential conflicts between the municipality and other local governments related to future development of the municipality and may include recommendations for resolving such conflicts. The comprehensive plan or land development regulations may also identify opportunities to collaborate and partner with neighboring jurisdictions and other entities in the region for projects of mutual interest.

M. Implementation Element.

A compilation of programs and specific actions necessary to implement any provision of the comprehensive plan, including changes to any applicable land development regulations, official maps, or subdivision ordinances.

A municipality's comprehensive plan developed using the guidelines under this section shall address prevention and mitigation of, response to, and recovery from a catastrophic flood.

AGENDA ITEM #5

Discussion and Possible Action: Review of the City of Van Meter's Comprehensive Plan

Submitted for: **Discussion and Possible Action**

City Staff will lead a discussion regarding the Comprehensive Plan.

Recommendation:

Sample Language:

Councilmember: _____ ***So moved***.

Councilmember: _____ ***Second***.

Mayor: ***Roll Call Please.***

City Clerk: **Akers____ Brott____ Grolmus_____ Pelz_____ Westfall____**

vision

Van Meter

2040

Comprehensive Plan

Adopted November 9, 2020

ACKNOWLEDGMENTS

Advisory Committee

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Dan Koster, Van Meter Community School District
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Joel Akers, Planning & Zoning Commission
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Travis Brott, City Council

City of Van Meter

A special thanks for the residents of Van Meter that participated in the Vision Van Meter 2040 comprehensive planning process. Your feedback and guidance were important in the creation of this document.

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City Hall


VAN METER
BULLDOGS

COMMUNITY VISION

1

Community Vision Overview

Vision Van Meter 2040 is a comprehensive plan for the City of Van Meter, Iowa. The purpose of this plan is to help guide growth and development for Van Meter through the year 2040. This plan will assist the city in decision-making as it relates to issues such as land use, housing, transportation, infrastructure, parks and the natural environment. The plan was given the name Vision Van Meter 2040 because it is meant to lay out a shared vision for the community based on an evaluation of existing conditions, feedback from residents as well as best practices for sustainable development.

Plan Purpose

The purpose of the comprehensive plan is to guide growth and development in a community. Comprehensive plans are an inventory of the existing conditions of a community that can act as an information management tool for a city. The process for creating a new comprehensive plan is an opportunity for residents to directly engage in goal setting for a community. It provides an opportunity for a city to gain feedback from residents and local businessowners on a wide set of topics. The engagement exercises can help to identify what aspects of the community help best define the community character, strengths and weaknesses. The engagement exercises and existing conditions analysis should help identify goals, strategies and action items that create a pathway to implementing the vision of the community.

While comprehensive plans are thorough and detailed documents, they should not sit on shelf or remain stagnant. Comprehensive plans should be regularly referenced by the city when making decisions about development proposals, re-zonings, annexation, policy formation or code updates. When faced with a decision regarding issues such as the desire for a certain amenity type, the city should be able to reference the comprehensive plan to obtain guidance on the likely response of the community. Situations may arise over the course of the planning period that require the plan to be updated or amended in part. These revisions are encouraged to make sure the plan continues to represent the collective vision for Van Meter. Every year, the City should review the goals, policies and action items. Every five years, a review of the entire document should be completed.

Plan Horizon Year

Typically, comprehensive plans are future-oriented and long-range with a horizon year set between ten and twenty years in the future. The Vision Van Meter 2040 comprehensive plan lays out a twenty-year timeline for Van Meter that includes short-, mid-, and long-term goals, policies and action items. Projections for population growth, demand for facility and services as well as parks and housing have been calculated for the year 2030 and 2040. The plan lays out a vision for Van Meter through 2040 but should be regularly reviewed by the city to ensure the plan still reflects the needs and wants of the Van Meter community. Every year, the city should review the goals, policies and action items to check-off items they have completed or amend items that need revision. Every five years, the city should review the entire plan to identify conditions that have changed since the initial drafting. These efforts will help ensure the community vision is being implemented.

Plan Boundary

Part of the comprehensive planning process is creating a physical boundary for growth in Van Meter. The planning boundary reflects the geographic area for which Van Meter seeks to either control the growth of or protect the boundaries.
The planning boundary created for the Vision Van Meter 2040 comprehensive plan was based

The planning boundary is shown in Figure 1.1. Please note, the planning boundary is much larger than the expected growth pressures that Van Meter will face by 2040. For this reason, the future land use plan calls for much of the planning boundary, especially to the south and west, to remain undeveloped as agriculture or developed at very low density such as large lot estates. The planning boundary is intentionally larger than needed to provide a variety of areas in which growth can occur. Further, the planning boundary helps protect Van Meter's boundaries from neighbors to the east, north and west. It also can help buffer residential areas from incompatible uses and preserve existing agricultural activity taking place within the planning boundary.

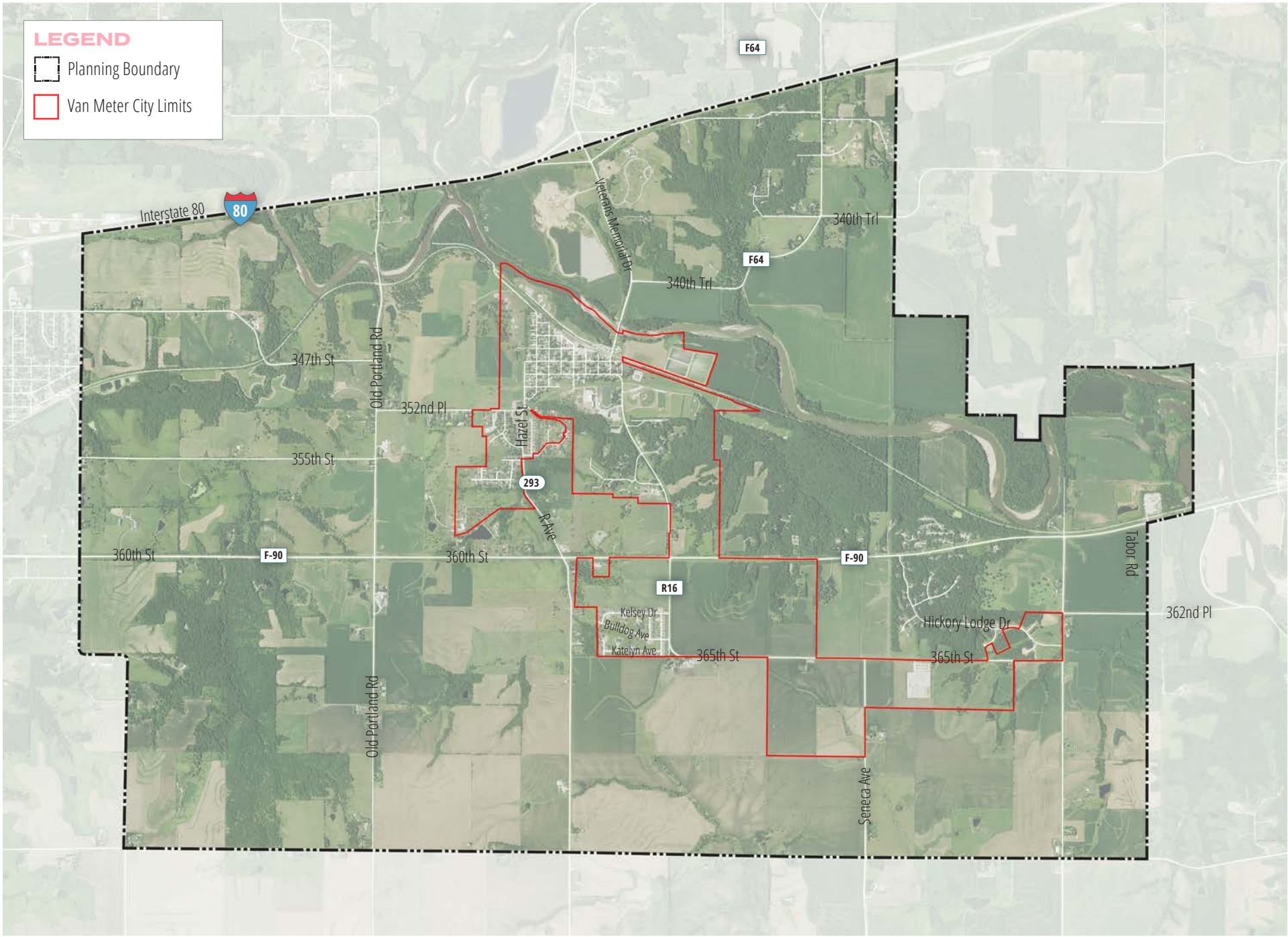

Figure 1.1 - Vision Van Meter 2040 Planning Boundary

Plan Process

The Vision Van Meter 2040 comprehensive plan followed a four-phase planning process.

Phase 1 – Kick-off, Research & Analysis

Phase 1 included a kick-off meeting with the Comprehensive Plan Advisory Committee (CPAC) and the consultant team helping the city with the plan. This meeting included some initial goal setting and visioning exercises for staff, elected officials and residents. During this phase data was collected on the city and an initial analysis of existing conditions was completed.

Phase 2 – Vision, Input & Direction

Phase 2 included a bulk of the public engagement completed for the plan update. The engagement exercises completed will be covered in-depth in Chapter 3 Public Engagement. Exercises completed include a public workshop, key stakeholder interviews, project website, community survey and box city event. There was also another CPAC meeting convened to review the analysis completed during Phase 1.

Phase 3 – Draft Plan & Evaluation

Phase 3 is the longest phase of the process and includes the actual drafting of the plan chapters. During this phase, the CPAC met with the consultant team twice to review drafts of the chapters and future land use plan. Feedback received from the CPAC and city were then incorporated into the draft completed by the consultant team.

Phase 4 – Final Draft Plan & Approval

Phase 4, the final phase of the process, includes the finalization of the draft as well as the public approval process. The CPAC met a final time to review the final draft of the plan. The final draft is given a final review by the CPAC, city and made available online for public comment. First, the planning & zoning commission meet to determine if they will recommend approval of the draft plan to city council. The final step is to get council's approval and adoption of the plan.

Plan Chapters

Comprehensive plans cover a wide range of issues areas that impact the health of a community from housing to the natural environment to economic development. The Vision Van Meter 2040 comprehensive plan includes a set of chapters that incorporate these various elements to address the many issues areas that impact decision-making for growth and development. The plan chapters and components include:

- Community Vision
- Community Profile
- Public Participation
- Natural Resources
- Parks & Recreation
- Public Facilities
- Infrastructure
- Community Character
- Land Use & Future Land Use Plan
- Housing
- Transportation & Mobility
- Implementation
- Appendix

Most of these chapters will consist of an overview of existing conditions on the subject area followed by a set of goals, policies and action items meant to address how Van Meter should address these issues to best prepare for growth and development through 2040. Goals are objectives or aims which may be broad or specific. Policies represent on-going principles by which the City should adhere when approving new development or planning future improvements or investments. Action items are specific steps and activities the City should take.

Future Land Use Plan

One key product of the Vision Van Meter 2040 comprehensive plan is the creation of a new Future Land Use Plan for the City of Van Meter. The future land use plan lays out an ideal vision for land use and development within the city limits and surrounding area, typically extending through to the planning boundary limits. The plan allocates land for a variety of land use types based on a set of future land use categories defined within the Land Use chapter. The Future Land Use plan should be used when making decisions about annexation, re-zonings and development review by comparing how well the proposal matches the vision laid out in the Future Land Use Plan.

While the land use plan should be used to vet decisions, it should also not be inflexible or unchanging. While the Future Land Use Plan

included in Vision Van Meter 2040 represents the ideal land use scenario for the community as of 2020, situations or circumstances may occur that warrant revision to the plan. These situations may come up or organically throughout the year but should also be a consideration during the annual review of the comprehensive plan.

Plan Guiding Principles

During the public engagement process, four main guiding principles were identified to help make decisions about the plan and its recommendations. These principles were identified based on an evaluation of the common themes or ideas brought up by community members during the engagement process. The guiding principles identified for the Vision Van Meter 2040 comprehensive plan include: preserving **community character**, planning for **infrastructure,** protecting the **natural environment**, and prioritizing **land use** decisions.

Community Character

Throughout the public engagement process, the phrase *small-town feel* was dominant. This was consistently listed as the best thing about Van Meter, the reason they moved to Van Meter, and the thing they fear losing the most amidst the growth expected to surround Van Meter in the planning period. A key theme in the plan is to identify ways in which Van Meter and grow and develop in a sustainable way that minimizes any loss of the small-town feel most residents seem to care deeply about. There are ways to try and control the pace and direction of growth in a community and this plan considered these factors throughout its drafting. Another element of community character growth is the continued redevelopment and improvement of the downtown area. Supporting small office and local businesses, boutique retail and retail to support recreation along the Raccoon River will help improve the downtown's functionality. Facade and streetscape improvements will also contribute to the improvements.

Infrastructure

It became clear during the analysis and public engagement process that Van Meter needs substantial infrastructure improvements to continue to accommodate growth - both residential and commercial. Street improvements and expansions are needed to connect new growth safely and efficiently. Sidewalks and trails are needed and desired by residents to improve public safety and quality of life. Grey infrastructure such as improved water / sewer as well as stormwater improvements are needed to help make growth possible and increase the quality of life for residents living in areas without adequate storm sewer infrastructure. Throughout the Vision Van Meter 2040 comprehensive plan special attention has been given to the infrastructure improvements necessary to implement the goals, policies and action items. Further, these recommendations also consider the high cost of these improvements compared to the overall budget of a community the size of Van Meter's today.

Natural Resource Protection

Alongside small-town feel, another major theme listed throughout the engagement process was the natural beauty of the Van Meter countryside. The natural resources present in Van Meter are well-documented throughout this plan, especially in Chapter Five Natural Resources. Many residents enjoy the natural, tranquil environment of Van Meter and most indicated strong support for continued protection of these features whenever possible or practical. Natural resource protection strategies can also support the sustainable, controlled growth desired by most residents.

Land Use

Given Van Meter's proximity to major commercial areas located in West Des Moines and Waukee, there is limited capacity for similar commercial enterprises in Van Meter. Over time, Van Meter will likely grow enough to attract some additional retail within the community. This is especially true if the Southwest Beltway becomes a reality on the east side of the community. A new major interchange would open up additional commercial activities in Van Meter. However, in the mid-term, Van Meter is likely able to attract additional housing based on the quality of life it provides. Additionally, the certified site provides an opportunity for industrial development that can add to the tax base of the community. These two land uses were the main driving factors in decision-making regarding land use and growth policy.


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COMMUNITY PROFILE

2

Community Profile Overview

Van Meter is a small but growing community located at the western edge of the Des Moines metro area in Dallas County. The community is historic, first incorporated in 1877, and has seen its population increase over time from 407 in 1900 to roughly 1,200 in 2019. Most of Van Meter's growth has occurred in the past twenty to thirty years. During this time period, neighboring communities to Van Meter's east have experienced significantly more growth but the expansion of the metro has started to make Van Meter attractive to commuters looking for a small-town feel within easy driving distance to major job centers.

Van Meter is located mainly south of the Raccoon River and is surrounded by a mixture of rolling hills, tree stands and agricultural land. The community can generally be divided into halves on either side of 360th Street / F-90 with the older parts located to the north and newer parts to the south. The historic part of Van Meter was built on more of a traditional grid with a small downtown area. The newer section of the community remains mostly undeveloped at this point aside from a residential subdivision known as Crestview.

Population Change Over Time

Van Meter had an estimated population of 407 in the 1900 Census. Over the course of nearly 120 years, the population has increased to just over 1,200, a change of 199%. For many decades Van Meter's population hovered between 350 to 460 persons. Starting in around 2000, Van Meter's population started to increase more steeply. Over the past twenty years Van Meter has increased its population by 19.6%. Table 2.1 shows the population change in Van Meter from 1900 to 2017 and Table 2.2 shows the population change between 2010 and 2017. The variation in population estimates between 2010 and 2017 is likely due to the small sample size and overall population for annual U.S. Census Bureau estimates.

Table 2.1 - Population Change, Van Meter 1900-2017

Year	Count	PC Change
1900	407	-
1910	386	-5.2%
1920	358	-7.3%
1930	400	11.7%
1940	436	9.0%
1950	364	-16.5%
1960	385	5.8%
1970	464	20.8%
1980	747	61.0%
1990	751	0.5%
2000	866	15.3%
2010	1,016	17.3%
2017	1,216	19.6%

Source: U.S. Census Bureau

Table 2.2 - Population Change, Van Meter 2010-2017

Year	Count	PC Change
2010	1,016	-
2011	1,363	34.2%
2012	1,520	11.5%
2013	1,326	-12.8%
2014	1,463	10.3%
2015	1,549	5.9%
2016	1,256	-18.9%
2017	1,216	-3.2%

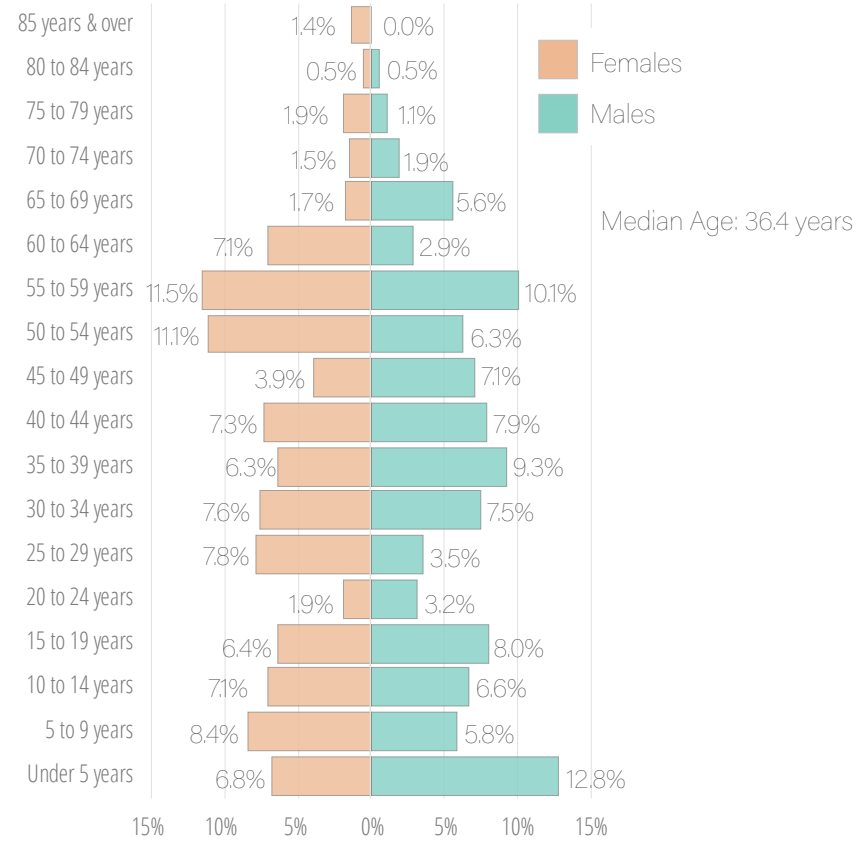
Source: U.S. Census Bureau

Age by Sex

Figure 2.1 shows the breakdown of number of Van Meter residents by age and sex for 2017. Residents have been divided into 5-year age cohorts, or groups. Male residents are shown in orange blocks and females in blue. The largest age cohorts for males are under 5 years (12.8%), 55 to 59 years (10.1%), and 35 to 39 years (9.3%). The largest age cohorts for females are 55 to 59 years (11.5%), 50 to 54 years (11.1%) and 5 to 9 years (8.4%). There are noticeably few males and females in the 20 to 24 years old age cohort.

The median age for Van Meter residents is 36.4 years. For males, the median is lower at 36.1 and for females the median is 38.0 years.

Figure 2.1 - Age by Sex, Van Meter (2017)



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Age Cohort Change

Table 2.3 shows the changes in age cohorts between 2000 and 2010. Analyzing the changes between age cohorts can show what age groups are experiencing shifts above or below what is expected with natural change. Age groups from 2000 (i.e. ages 10-14) are compared to the age group ten year in the future (now ages 20-24) to see how the age cohorts have changed over the ten-year period. The age cohort groups that experienced positive cohort change between 2000 and 2010 were: ages 0-19, ages 25 to 44, and ages 55 to 69 years. These changes indicate that children and prime child-rearing aged adult cohorts are all growing in Van Meter which supports the growth seen in the community and school district. Generally, college-aged cohorts are experiencing net decreases as well as older adults age 70 and above. A lack of higher educational opportunities and senior housing options may be to blame for these net losses.

Table 2.3 - Age Cohort Change 2000-2010

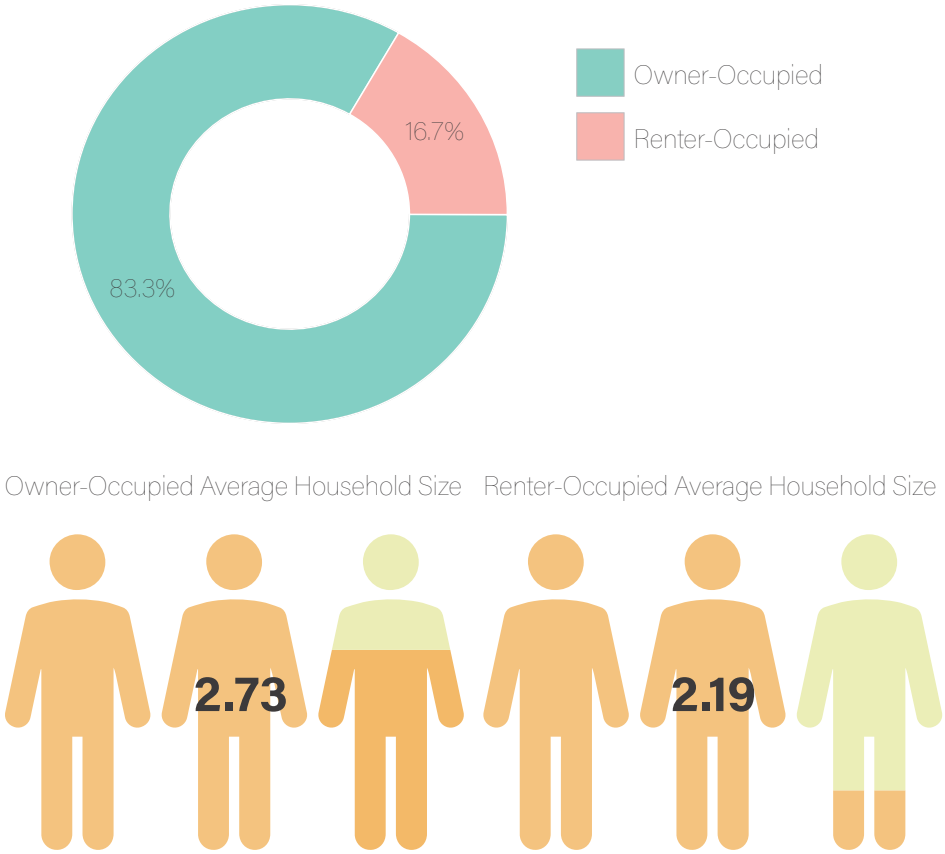
	2000	2010	Net Change	Cohort Change
0 to 4	54	64	10	64
5 to 9	78	108	30	108
10 to 14	90	121	31	67
15 to 19	62	116	54	38
20 to 24	39	37	-2	-53
25 to 29	54	73	19	11
30 to 34	57	52	-5	13
35 to 39	90	84	-6	30
40 to 44	88	144	56	87
45 to 49	69	78	9	-12
50 to 54	45	82	37	-6
55 to 59	45	74	29	5
60 to 64	26	56	30	11
65 to 69	18	55	37	10
70 to 74	23	19	-4	-7
75 to 79	13	10	-3	-8
80 to 84	9	22	13	-1
85+	6	7	1	-6

Source: U.S. Census Bureau

Households & Families

There are approximately 460 households in Van Meter including 354 families. The overall average household size in 2.64 persons and the average family size is 3.01 persons. Approximately 189, or 41%, of households have a child of their own living in the household. Of the 460 households, approximately 83.3% are owner-occupied with the remaining 16.7% being renter-occupied. The average household size for owner-occupied households is 2.73 and 2.19 for renter-occupied units.

Figure 2.2 – Housing Tenure & Average Household Size



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Income

Van Meter has a median household income of $89,875. This is 8.7% higher than Dallas County and 58.9% higher than Iowa's. Only 2.2% of households earn less than $15,000 per year. Nearly 35% earn between $100,000 and $149,999 per year and another 28.5% earn between $75,000 and $99,999. Overall, Van Meter incomes are high with around 70% of households falling into the top three highest income brackets.

Figure 2.3 – Household Income in Past 12 Months (2017)

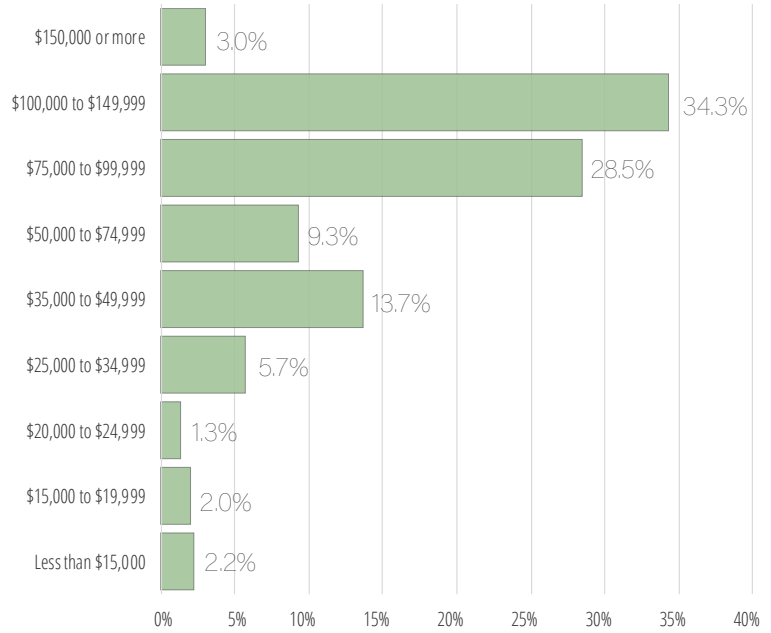
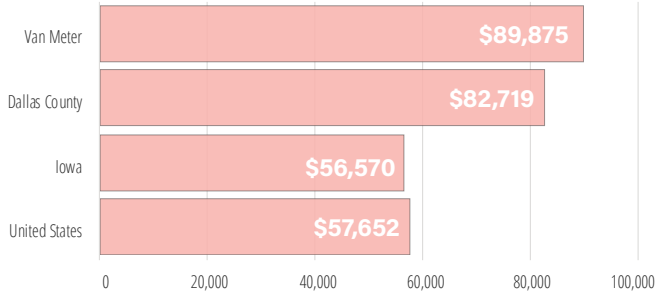


Figure 2.4 – Median Household Incomes (2017)



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Incomes Continued

Income levels vary in Van Meter based on different variables including housing tenure and householder age. Table 2.4 shows the household income breakdown for all occupied housing units, owner-occupied housing units and renter-occupied housing units. In general, owner-occupied households earn more than renter-occupied households with median incomes of $92,604 and $70,625, respectively. However, even the slightly lower renter-occupied households in Van Meter earn well above the median household income for Iowa or the U.S. overall.

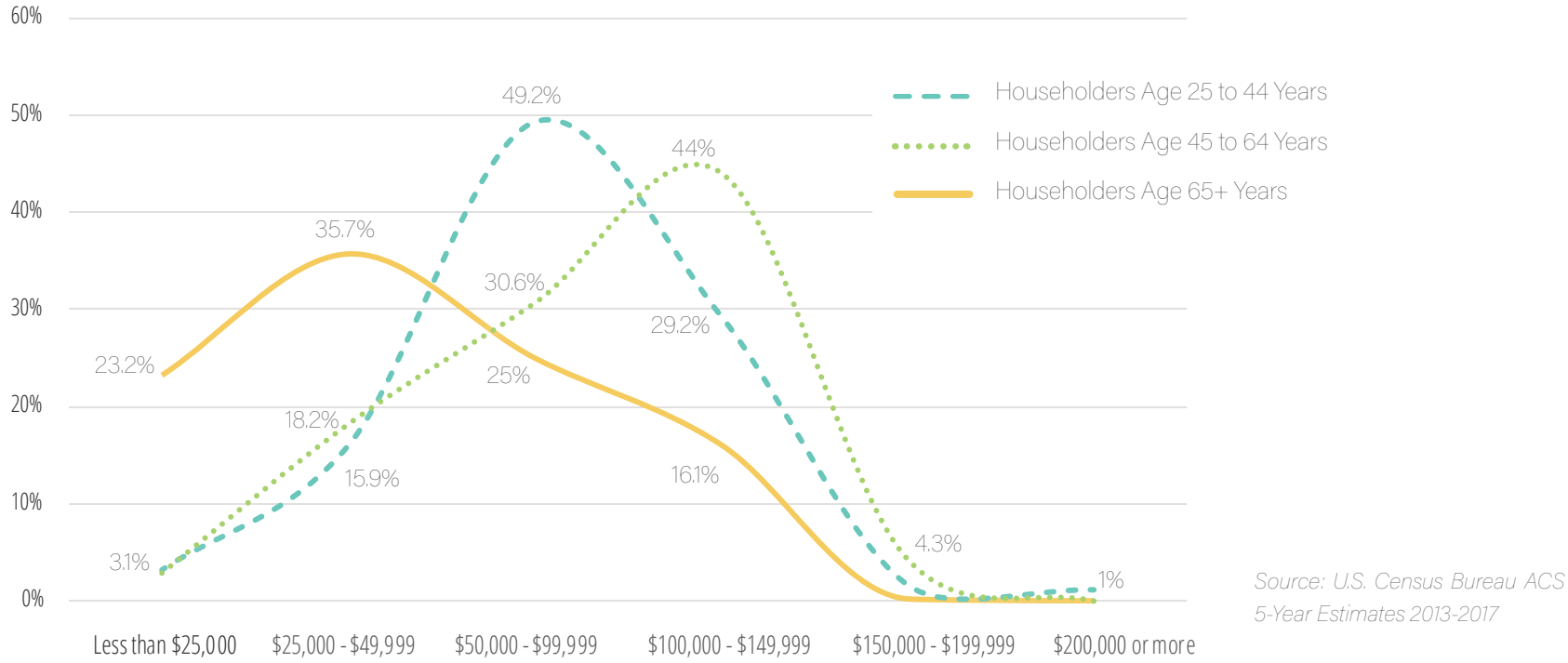
Figure 2.5 also the breakdown of household incomes by householder age. Those householders aged 45 to 64 are more likely to have higher incomes than those aged 25 to 44 or those age 65 and above. The data suggests that seniors (age 65+) in Van Meter are much more likely to fall into the lowest income brackets with nearly a quarter of seniors in Van Meter earning less than $25,000.

Table 2.4 - Household Income by Housing Tenure

Household Incomes in Past 12 Months	Owner-Occupied		Renter-Occupied	
	Total	Share	Total	Share
Less than $15,000	7	1.8%	3	3.9%
$15,000 to $19,999	3	0.8%	6	7.8%
$20,000 to $24,999	3	0.8%	3	3.9%
$25,000 to $34,999	17	4.4%	9	11.7%
$35,000 to $49,999	54	14.1%	9	11.7%
$50,000 to $74,999	30	7.8%	13	16.9%
$75,000 to $99,999	110	28.7%	21	27.3%
$100,000 to $149,999	148	38.6%	10	13.3%
$150,000 or more	11	2.9%	3	3.9%
Median Income	$92,604	-	$70,625	-

Source: U.S Census Bureau ACS 2013-2017 5-Year Estimates

Figure 2.5 - Household Income by Bracket & Householder Age (2017)



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Educational Attainment

Educational attainment for Van Meter is shown in Table 2.5. Just over 32% of residents have obtained a high school diploma or equivalent. Just under 30% of residents have a bachelor's, graduate or professional degree and 21% of workers have a bachelor's degree or some college, no degree.

The overall median earnings for all workers in Van Meter is $47,853. When earnings are divided by education, there is significant variation. Those with less than high school have a median earnings of $21,250. The median for those with a graduate or professional degree increase to $62,813. Males with graduate or professional degrees have median earnings of $85,313 and females $56,250.

Table 2.5 – Educational Attainment, Van Meter (2017)

Educational Attainment	Count	Share
Population Age 25 years and older	808	100.0%
Less than 9th grade	5	0.6%
9th to 12th grade, no diploma	18	2.2%
High school graduate (or equivalent)	261	32.3%
Some college, no degree	167	20.7%
Associates degree	140	17.3%
Bachelor's degree	168	20.8%
Graduate or professional degree	49	6.1%

Source: U.S. Census Bureau

Table 2.6 – Median Earnings by Education Level

Educational Attainment	Total	Male	Female
Population Age 25 years and older	$47,853	$51,429	$43,945
Less than H.S. graduate	$21,250	-	-
High school graduate	$41,250	$46,250	$37,500
Some college or Associates degree	$48,194	$53,047	$44,083
Bachelor's degree	$54,063	$61,250	$48,750
Graduate or professional degree	$62,813	$85,313	$56,250

Source: U.S. Census Bureau

Race / Ethnicity

Van Meter is a predominantly White community with over 98% of residents estimated to be White or Caucasian. Approximately 1.6% of residents identify as Hispanic or Latino. Another 1.5% are Asian. Less than half a percent of people are Black or African American.

Table 2.7 – Race / Ethnicity, Van Meter (2017)

	Count	Share
Total Population	1,216	100.0%
White	1,194	98.2%
Black or African American	5	0.4%
American Indian and Alaska Native	0	0.0%
Asian	18	1.5%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some other race	20	1.6%
Hispanic or Latino	20	1.6%

Source: U.S. Census Bureau

Language Spoken at Home

Most (98.4%) Van Meter residents speak only English at home. Approximately 17 or 1.6% of households speak a language other than English at home. The non-English speaking households are divided between Spanish (13 households estimated0 and other Indo-European languages (4 households estimated).

Table 2.8 – Languages Spoken At Home

	Count	Share
Total Population age 5 years and over	1,096	100.0%
Speak only English	1,079	98.4%
Speak a language other than English	17	1.6%
Spanish	13	-
Other Indo-European language	4	-

Source: U.S. Census Bureau

Travel Time to Work

Figure 2.6 shows the estimated travel time to work for Van Meter residents. The overall mean travel time to work is 20.7 minutes Males have a slightly longer commute with 22.5 minutes compared to females with an 18.8-minute commute. Approximately 27% of workers have a travel time of between 20 to 24 minutes. Another nearly 22% have a shorter commute time of 15 to 19 minutes. Just around 4% of Van Meter residents have very long commutes of over 45 minutes. Just under 24% of residents have short commutes of 14 minutes and under.

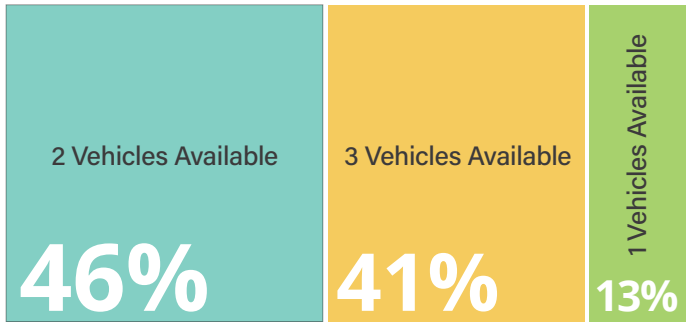
Means of Transportation to Work

Most Van Meter residents get to work using a car, truck, or van (94.1%). Just over 90% of Van Meter residents drove alone and 3.6% carpooled. Nearly 1.5% relied on public transportation to get to work which is somewhat surprising given Van Meter's location within the metro. Another 1.5% of residents worked at home.

Vehicles Available

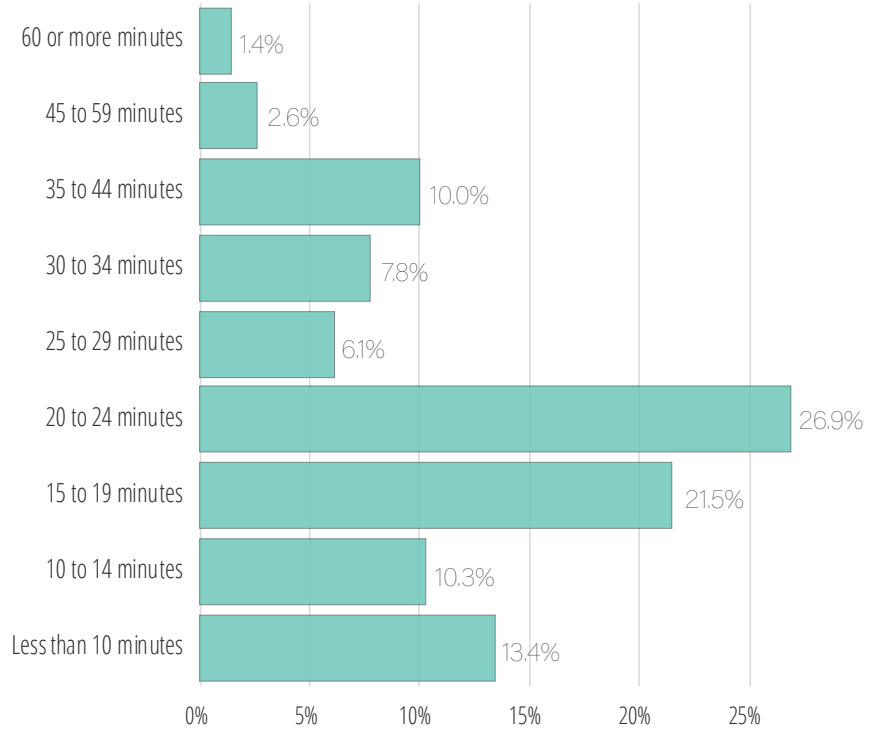
Most households, 46%, have two vehicles available for workers age 16 and over. Another 41% have access to three vehicles available. The remaining households are estimated to have one vehicle available. There are no households in Van Meter that are believed to have zero vehicles available.

Figure 2.7 – Vehicles Available, Van Meter (2017)



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Figure 2.6 – Travel Time to Work, Van Meter (2017)



Source: U.S. Census Bureau ACS 5-Year Estimates 2013-2017

Table 2.9 – Where Van Meter Workers Live

Means of Transportation to Work	Total	Male	Female
Car, truck, or van	94.1%	93.2%	95.0%
Drove alone	90.5%	89.2%	91.8%
Carpooled	3.6%	4.1%	3.2%
Public Transportation (not taxicab)	1.4%	0.0%	2.9%
Walked	0.8%	0.8%	0.9%
Bicycled	0.0%	0.0%	0.0%
Taxicab, motorcycle, or other means	2.1%	4.1%	0.0%
Worked at home	1.5%	1.9%	1.2%

Source: U.S. Census Bureau

Population Projections

Population projections are an important part of any comprehensive plan whether a community is growing, shrinking or remaining stagnant. Regardless of the growth scenario facing a community, it is essential to evaluate what the population of a community might be in the future to help adequately plan for it. Generally, projections are based on understanding how likely past trends are to continue in the future. Several population projection growth scenarios have been calculated for Van Meter through 2040.

In the past few decades, Van Meter has experienced positive growth. There is plenty of anecdotal evidence available to believe growth will continue in the community, however, there are several factors that may impact the rate of growth. Van Meter has more topography changes than other metro communities, the soil types present in much of the developable land is difficult to develop (especially homes with basements) and there is currently not enough infrastructure in place to support or incentivize residential growth in many areas of the planning boundary. These realities must be considered alongside growth trends.

The population estimates from the U.S. Census bureau show that Van Meter has generally seen population growth over the past twenty to thirty years, with a few isolated years where the estimates showed population decline. From previous trends, various growth rates and projection methods were identified, and the population estimates are shown in Table 2.10.

The population projections ranged from a 2040 population as low as 1,229 to as high as 3,346 people. An average population projection was calculated to account for the variation in projections. The average 2030 population projection was 1,773 which increased to 2,172 by 2040. The average population projection would see Van Meter's population almost double in the next twenty years.

Table 2.10 – Population Projection Summary

Means of Transportation to Work	Total
2017 (est.)	1,216
2030 (medium growth)	1,773
2030 (high growth)	2,627
2040 (medium growth)	2,172
2040 (high growth)	3,346

Source: Confluence with inputs from U.S. Census Bureau

Figure 2.8 – Van Meter Population 1980-2015

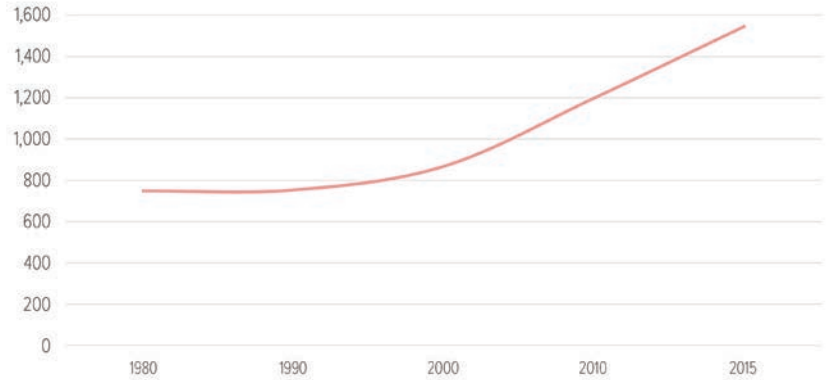
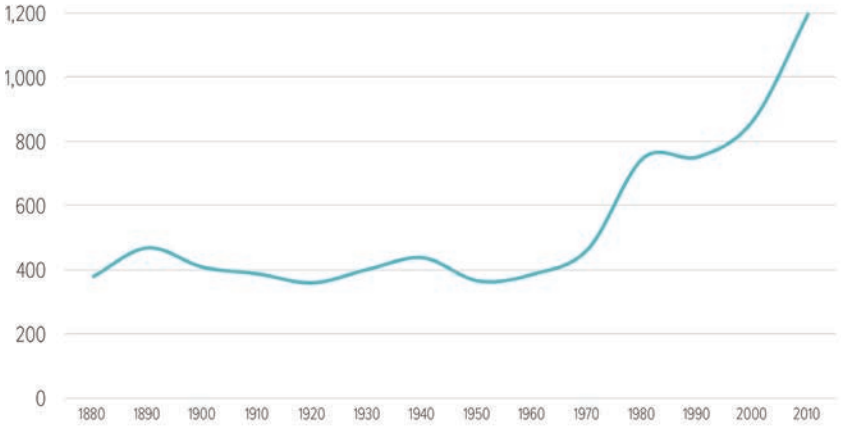
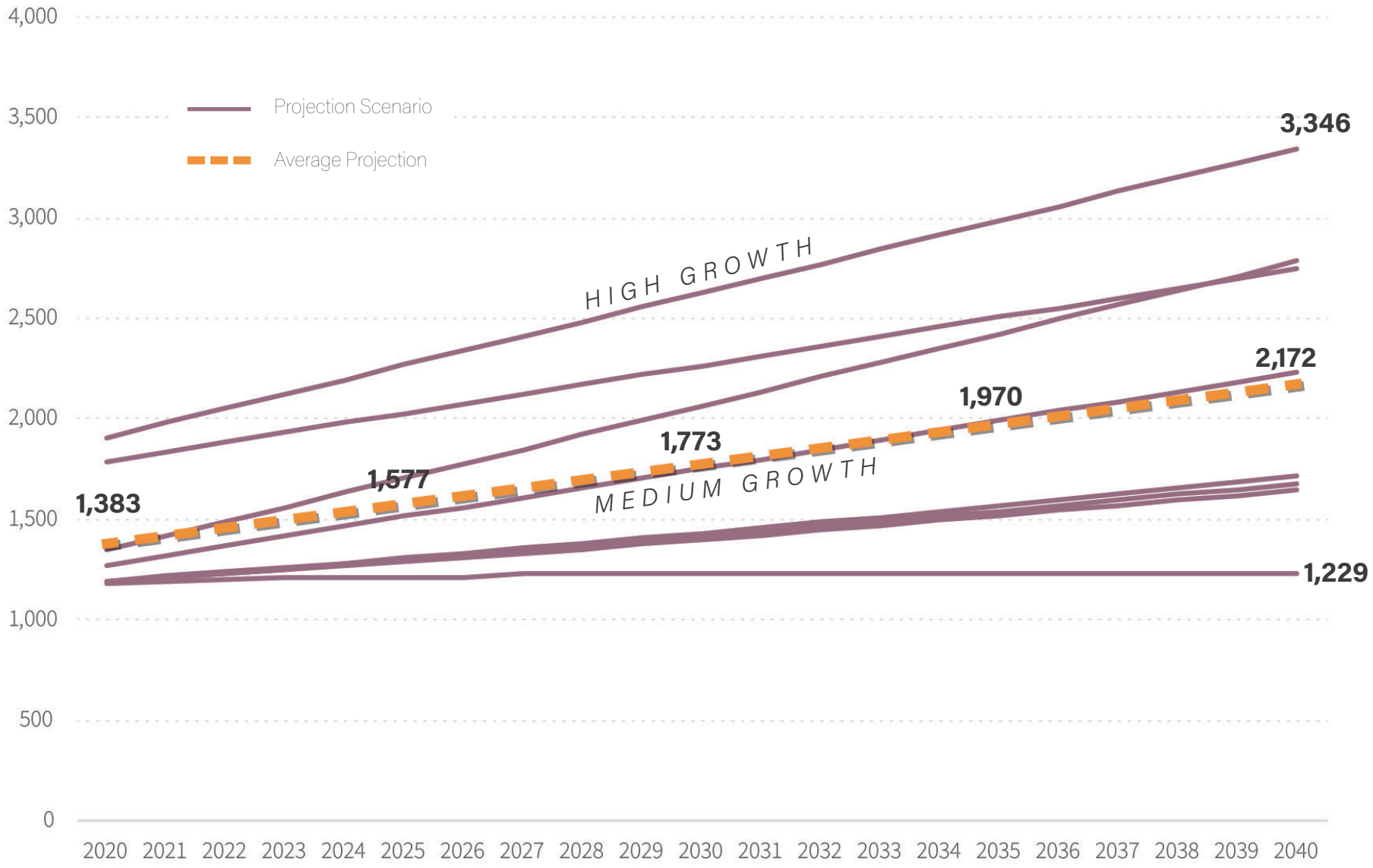


Figure 2.9 – Van Meter Population 1880-2010



Source: U.S. Census Bureau

Figure 2.10 - Van Meter Population Projections 2020-2040



Employment Profile

The following employment data has been gathered from the U.S. Census Bureau's Center for Economic Studies for 2017. The data was retrieved using the OnTheMap web application which relies on the Census Bureau and LEHD Origin-Destination Employment Statistics.

Employment data is divided into two main categories: jobs that are located in Van Meter (Van Meter-based jobs) and jobs held by Van Meter residents (Van Meter resident jobs).

Total Employment

There are approximately 307 jobs located within the City of Van Meter as of 2017. There are approximately 636 Van Meter residents that are employed and live within Van Meter, of which only 21 work in Van Meter. Figure 2.11 shows industries by job count in Van Meter for 2017 including Van Meter jobs and Van Meter resident jobs.

Major Industries

The largest industries in Van Meter by job count are:

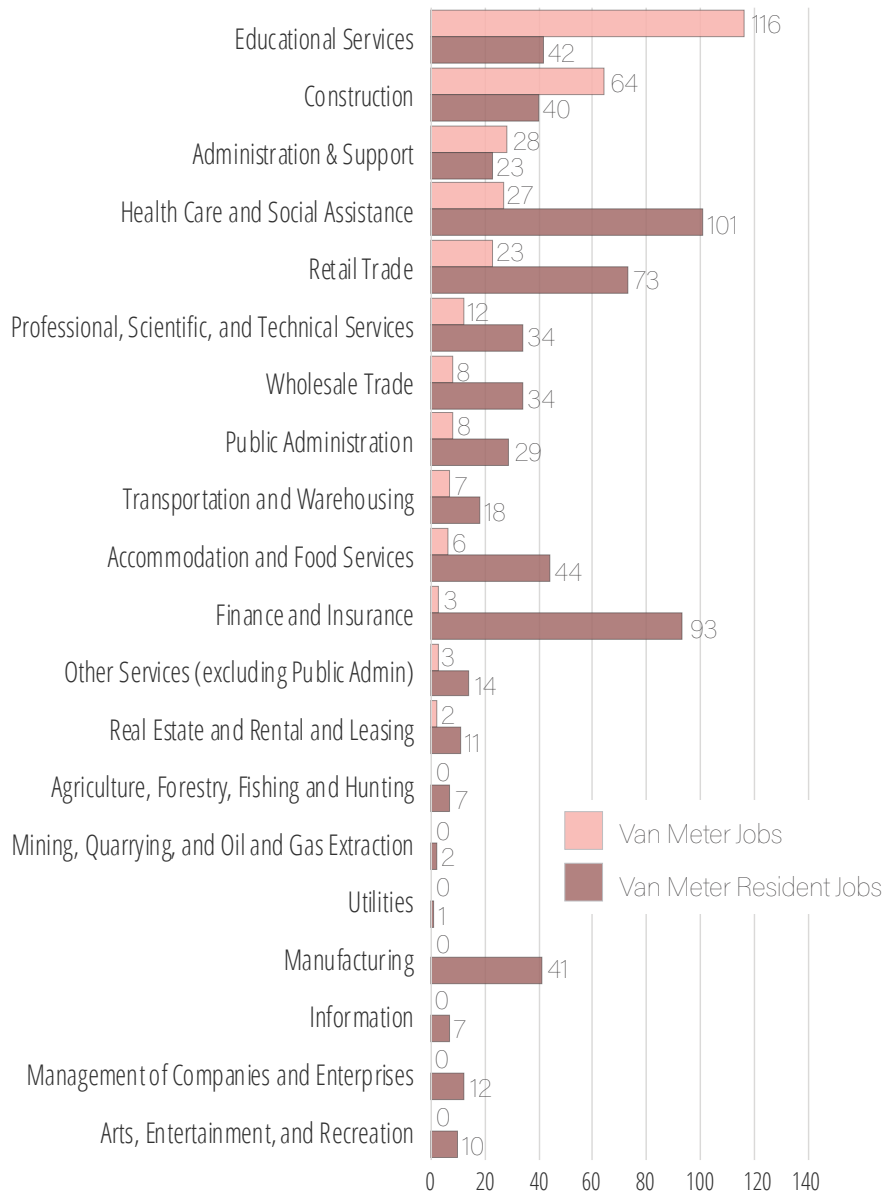
- Educational Services (116 or 37.8%)
- Construction (64 or 20.8%)
- Administration & Support, Waste Management (28 or 9.1%)
- Health Care & Social Assistance (27 or 8.8%)

The largest industries by job count for Van Meter resident workers include:

- Health Care & Social Assistance (101 or 15.9%)
- Finance & Insurance (93 or 14.6%)
- Retail Trade (73 or 11.5%)
- Accommodation & Food Services (42 or 6.6%)

The large size of the educational services industry in Van Meter is not surprising given the growing school district presence. There are many industries that have a lot of resident workers but few local jobs including Finance & Insurance, Health Care & Social Assistance and Retail Trade - these are major industries within the Des Moines and make sense as major industries for residents.

Figure 2.11 – Major Industries by Job Count



Worker Profile

Jobs by Age

Table 2.11 shows the breakdown of worker age for Van Meter-based jobs and Van Meter resident jobs. Over half of Van Meter based jobs are held by workers age 30 to 54 years. Slightly more, 56.1%, of Van Meter residents that work are in that age cohort. Approximately 22.5% of Van Meter jobs are held by workers age 29 or younger compared to 21.7% of residents that are employed. Approximately a quarter of Van Meter Jobs are held by workers aged 55 years or older and slightly less, 22.2%, of resident workers are in that same age group.

Jobs by Wages

Table 2.12 shows the wage categories for Van Meter-based jobs and Van Meter resident jobs. Overall, Van Meter resident jobs are more likely to earn higher wages of more than $3,333 per month. Van Meter-based jobs are much more likely to earn between $1,251 to $3,333 per month. Approximately 22% of both Van Meter-based jobs and resident worker jobs earn $1,250 per month or less.

Jobs by Educational Attainment

Table 2.13 shows the educational attainment levels for Van Meter-based jobs and residents with jobs. The distribution of educational attainment between the two are similar. Around one-quarter of workers in both have obtained a bachelor's or advanced degree. Nearly 30% of each have some college or an associate degree. Around 20% of each have a high school diploma or equivalent. Slightly more Van Meter resident workers have less than a high school degree, 5.7% compared to 3.3%.

Jobs by Worker Race / Ethnicity

Van Meter-based jobs and Van Meter resident workers are largely held by White Alone workers with between 96 and 98%, respectively. Approximately 1.6% of resident workers are Hispanic or Latino.

Jobs by Worker Sex

Overall, there are slightly more females in Van Meter-based jobs and Van Meter resident jobs. Approximately 52% of Van Meter-based jobs are held by females and 54% of Van Meter resident workers are female.

Table 2.11 - Jobs by Worker Age (2017)

Worker Age	Van Meter Based Jobs	Van Meter Resident Jobs
Age 29 or younger	22.5%	21.7%
Age 30 to 54 years	53.1%	56.1%
Age 55 years or older	24.4%	22.2%

Source: U.S. Census Bureau, OnTheMap, LEHD

Table 2.12 - Jobs by Worker Wages (2017)

Earnings	Van Meter Based Jobs	Van Meter Resident Jobs
$1,250 per month or less	22.5%	22.8%
$1,251 to $3,333 per month	34.2%	23.0%
More than $3,333 per month	43.3%	54.2%

Source: U.S. Census Bureau, OnTheMap, LEHD

Table 2.13 - Jobs by Worker Education Level (2017)

Educational Attainment	Van Meter Based Jobs	Van Meter Resident Jobs
Less than high school	3.3%	5.7%
High school or equivalent	20.2%	20.3%
Some college or Associates degree	27.4%	28.1%
Bachelor's degree or advanced degree	26.7%	24.2%
Educational attainment not available (workers aged 29 or younger)	22.5%	21.7%

Source: U.S. Census Bureau, OnTheMap, LEHD

Table 2.14 – Inflow Job Characteristics

	Count	Share
Internal Jobs Filled by Outside Workers	286	100.0%
Workers age 29 or younger	64	22.4%
Workers age 30 to 54	152	53.1%
Workers age 55 or older	70	24.5%
Workers earning $1,250 / month or less	61	21.3%
Workers earning $1,250 to $,3,333 / month	99	34.6%
Workers earning more than $3,333 / month	126	44.1%

Source: U.S. Census Bureau

Table 2.15 – Interior Flow Job Characteristics

	Count	Share
Internal Jobs Filled by Residents	21	100.0%
Workers age 29 or younger	5	23.8%
Workers age 30 to 54	11	52.4%
Workers age 55 or older	5	23.8%
Workers earning $1,250 / month or less	8	38.1%
Workers earning $1,250 to $,3,333 / month	6	28.6%
Workers earning more than $3,333 / month	7	33.3%

Source: U.S. Census Bureau

Table 2.16 – Outflow Job Characteristics

	Count	Share
External Jobs Filled by Residents	615	100.0%
Workers age 29 or younger	133	21.6%
Workers age 30 to 54	346	56.3%
Workers age 55 or older	136	22.1%
Workers earning $1,250 / month or less	137	22.3%
Workers earning $1,250 to $,3,333 / month	140	22.8%
Workers earning more than $3,333 / month	338	55.0%

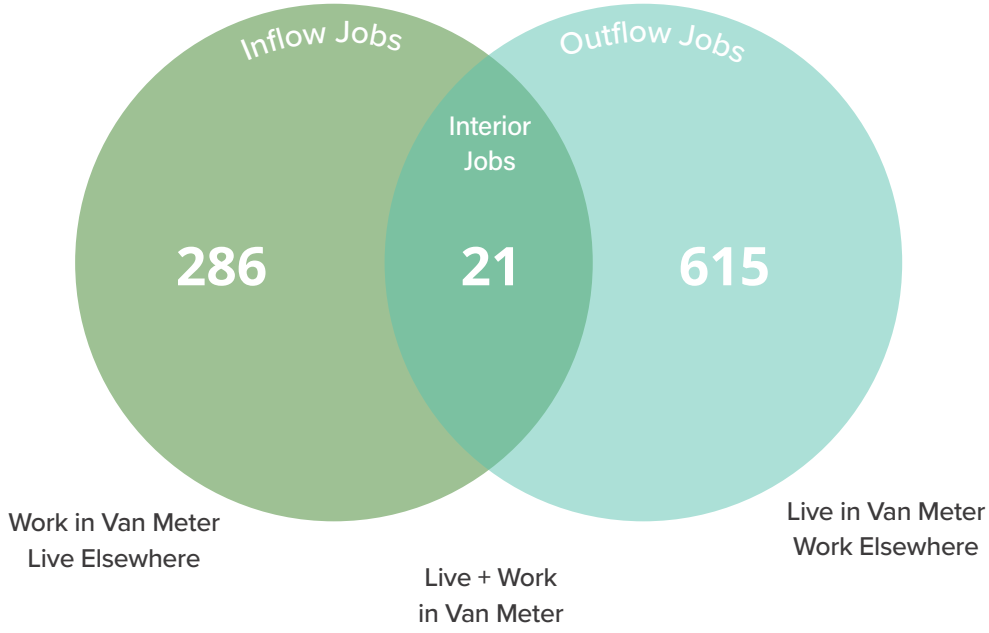
Source: U.S. Census Bureau

Worker Inflow / Outlfow

Figure 2.12 below shows the estimated in- and out-flow of workers in 2017. Inflow jobs are those Van Meter jobs that are held by people who live outside of Van Meter. Approximately 286 people commute to Van Meter for work. Interior jobs are those held by people that live and work in Van Meter. There are approximately 21 interior jobs. Outflow jobs are those held by residents that commute out of Van Meter for work. Approximately 615 Van Meter residents commute elsewhere for work.

The worker profile of inflow, interior and outflow jobs are shown in Tables 2.14-2.16. Outflow jobs are more likely to have wages in the higher $3,333 per month or more category with approximately 55% of outflow jobs in this wage group. A higher percentage of interior jobs earn lower wages ($1,250 or less per month) than inflow or outflow jobs. A higher percentage of inflow jobs are in the mid-range wage category of between $1,250 and $3,333 per month.

Figure 2.12 – Inflow / Outflow of Workers, Van Meter (2017)



Job Destination / Residence Locations

Jobs in Van Meter are most commonly held by people who live in Des Moines, Iowa, representing approximately 10.4% of the total jobs. Adel is another common location for workers to live with 7.5% of workers living there. Van Meter and Waukee are the next most popular places to workers to live with 6.8% each. Other communities where workers live include: De Soto (6.2%), West Des Moines (4.6%), Urbandale (3.3%) and Ankeny (2.9%). Nearly half (approximately 146 jobs) are held by people who live elsewhere in the state and region.

Nearly a quarter of employed Van Meter residents work in the City of West Des Moines, one of the city's eastern neighbors. Another nearly 21% work in the City of Des Moines, the metro's main employment hub. Approximately 8% are employed in Urbandale, Iowa and nearly 5% in Waukee, Iowa. Adel and Clive each claim around 3.5% of resident workplace locations. Just over 3% of Van Meter workers work in Van Meter. The main counties in which Van Meter residents work are: Polk County (54.6%), Dallas County (27.8%), Story County (2.0%), Madison County (1.9%), and Johnson County (1.3%).

Table 2.17 – Where Van Meter Workers Live

	Count	Share
Des Moines, Iowa	32	10.4%
Adel, Iowa	23	7.5%
Van Meter, Iowa	21	6.8%
Waukee, Iowa	21	6.8%
De Soto, Iowa	19	6.2%
West Des Moines, Iowa	14	4.6%
Urbandale, Iowa	10	3.3%
Ankeny, Iowa	9	2.9%
Earlham, Iowa	6	2.0%
Perry, Iowa	6	2.0%
All Other Locations	146	47.6%

Source: U.S. Census Bureau

Table 2.18 – Where Van Meter Residents Work (Counties)

	Count	Share
Polk County, Iowa	347	54.6%
Dallas County, Iowa	177	27.8%
Story County, Iowa	13	2.0%
Madison County, Iowa	12	1.9%
Johnson County, Iowa	8	1.3%
Marshall County, Iowa	7	1.1%
Scott County, Iowa	6	0.9%
Black Hawk County, Iowa	5	0.8%
Warren County, Iowa	5	0.8%
Linn County, Iowa	4	0.6%
All Other Counties	52	8.2%

Source: U.S. Census Bureau

Table 2.19 – Where Van Meter Residents Work (Cities)

	Count	Share
West Des Moines, Iowa	146	23.0%
Des Moines, Iowa	133	20.9%
Urbandale, Iowa	50	7.9%
Waukee, Iowa	29	4.6%
Adel, Iowa	22	3.5%
Clive, Iowa	22	3.5%
Van Meter, Iowa	21	3.3%
Ankeny, Iowa	18.	2.8%
Johnson, Iowa	15	2.4%
De Soto, Iowa	13	2.0%
All Other Locations	167	26.3%

Source: U.S. Census Bureau

VAN METER COMPREHENSIVE PLAN

VAN METER, IOWA

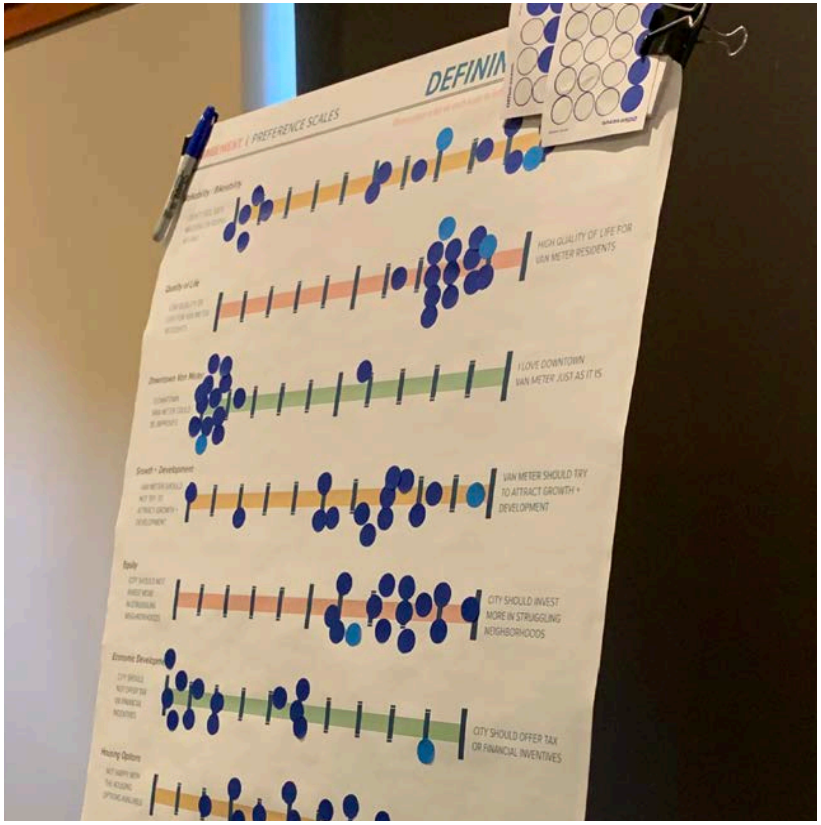
PLACE STAMP HERE

Dear Friend/Family,

It is the year 2040 and you should visit me here in Van Meter because...

We have great parks and an aquatic center. We may have grown but we still feel like the small town we were in 2019. Wonderful bike trails, great parks and recreation department providing lots of community activities.

Van Meter
tradition with a vision



PUBLIC ENGAGEMENT

3

Engagement Overview

Comprehensive Plan Advisory Committee

The group of individuals guiding the development and review of the Vision Van Meter Comprehensive Plan was called the Comprehensive Plan Advisory Committee (CPAC). The CPAC met multiple times throughout the entire planning process to provide input and guidance.

Key Stakeholder Interviews

One-on-one interviews with multiple key stakeholders from Van Meter were held in Spring 2019. These individuals were identified by the CPAC committee and represent a variety of interests and viewpoints.

Project Website

A project website was created for the Vision Van Meter Comprehensive Plan to help provide information to the public about the planning process and to post information related to plan events and draft plan.

Public Workshop

A public workshop was held in June 2019. The purpose of the workshop was to explain the planning process to the public and obtain feedback on a wide variety of topics and issue areas.

Community Survey

A community survey was available for residents and other interested parties to take for several months in the Fall and early Winter of 2019. The survey was available online, but paper copies were available at the Van Meter City Hall.

Box City Kids Event

A series of kid-focused box city exercises were held in early January 2020 at the Van Meter Elementary School. The 5th grade science class participated in a box city interactive event to learn more about what children in Van Meter envision for their community.

Public Open House

After a full draft of the Vision Van Meter Comprehensive Plan was completed, a public open house was held to present the plan findings and recommendations to the public. Residents of Van Meter were encouraged to attend the meeting to learn more about the final draft and provide feedback on the report.

Approval Process

The final step in the planning process is to have the new comprehensive plan approved by City Council. The first step in the public approval process is the recommendation for approval from the Planning & Zoning Commission. The public hearing process was completed in late Spring / early summer 2020.

The engagement exercises and events took place across four phases of planning. Figure 3.1 shows the four major phases and what events happened in each phase.

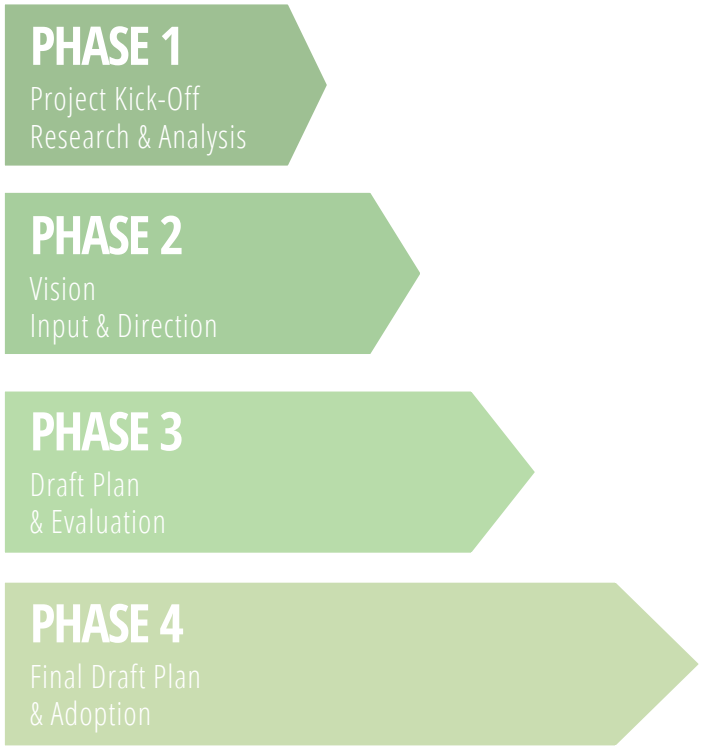
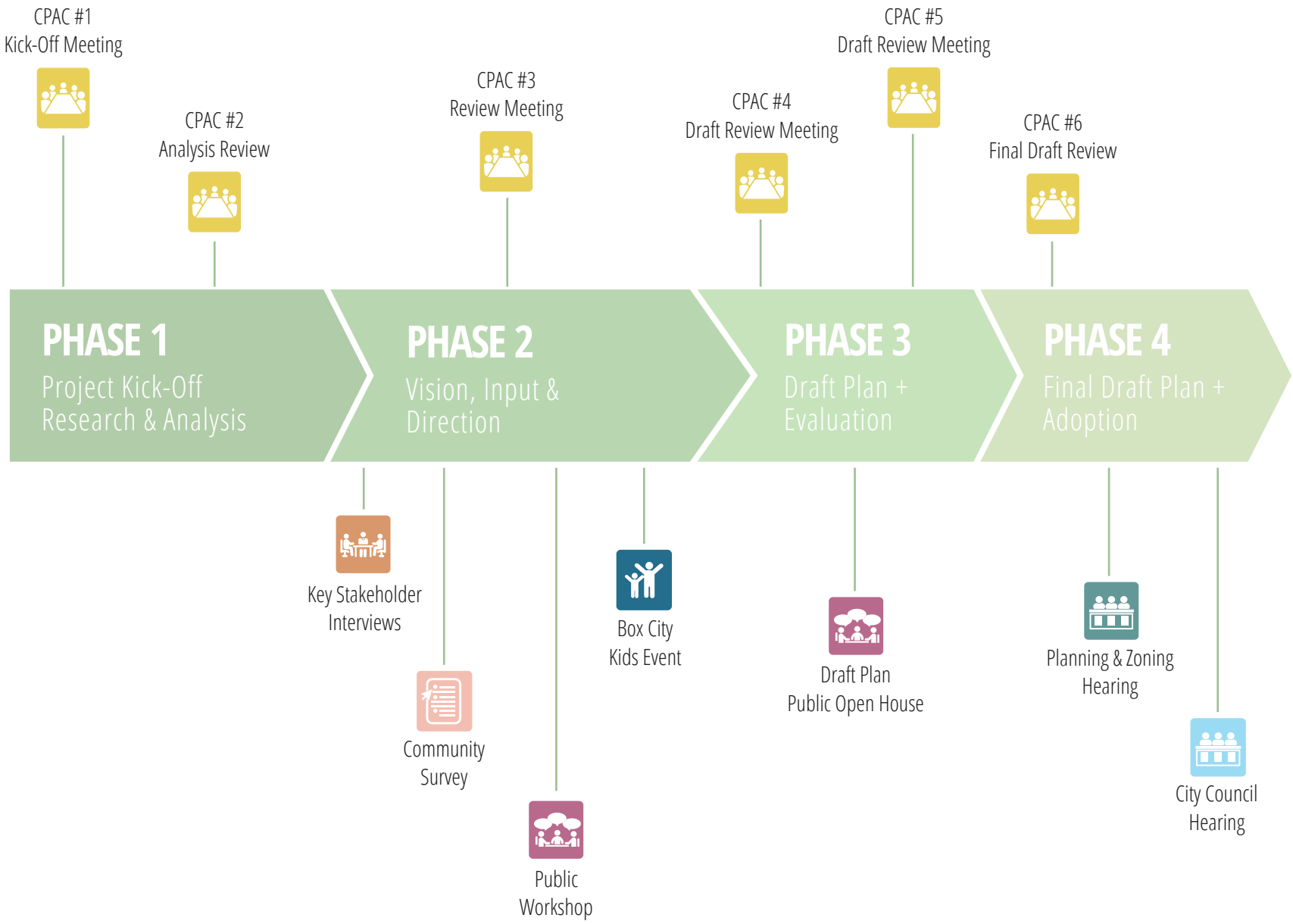


Figure 3.1 – Engagement Process Diagram

Engagement Process Schedule



Comprehensive Plan Advisory Committee

The Vision Van Meter Comprehensive Plan was assisted through the planning process by members of a volunteer Comprehensive Plan Advisory Committee (CPAC). The CPAC met approximately six (6) times throughout the planning process to assist in visioning, steering, direction, and review of the new plan. Their involvement started with a kick-off meeting and ended with a review and discussion of the final draft plan. Members of the CPAC are:

- Deron Durflinger, Superintendent
- Dan Koster, School Board
- Michael Wahlert, Bishop Engineering
- Joel Akers, Planning & Zoning Commission
- Jeremy Rounds, Southern Iowa Council of Governments
- Andrew Collings, Des Moines Area MPO
- Aimee Staudt, Knapp Properties
- Linda Wunsch, Greater Dallas County Development Alliance
- Jeremy Voss, Greater Dallas County Development Alliance
- Allan Adams, Mayor
- Joe Herman, City Council
- Kyle Michael, City Administrator

Key Stakeholder Interviews

Key stakeholder interviews were held with major community groups, individuals, businessowners and property owners throughout Van Meter. The interviews were held one-on-one with members of the consultant team hired by the City to work on the comprehensive plan update. These conversations are meant to be candid discussions about the opportunities and challenges facing Van Meter. The groups and individuals interviewed include:

- Bishop Engineering
- Dallas County Planning & Zoning
- HIRTA
- Downtown businessowner
- Knapp Properties
- Madison County Development Group
- MidAmerican Energy
- Local Property Owner & Resident (2)
- Van Meter Economic Development Corporation
- Van Meter School District

Summary Findings

There were many themes, opportunities and challenges for Van Meter identified by the key stakeholders. These include:

- Need to enforce city code and design standards
- Need to remove gravel roads / parking
- More events should happen at Veteran's Center
- Opportunity for higher-density residential on north side of town
- Zoning ordinances need amendment
- Soil issues facing development in Van Meter
- Buffer area around Interstate exit
- Need more industrial around certified site
- Growth best suited south and east
- Highway commercial off interchange
- Transit opportunities available for residents / businesses
- Need to advertise available services better
- Good schools and small-town feel important factors
- Need to coordinate with volunteer groups to clean up town

- Uniform plan needed for streetscape improvements
- Lack of available property for business development
- Stormwater drainage issues throughout town
- Rental code enforcement / housing rehabilitation needed
- Bike trail along river / connect to regional trails
- More recreational opportunities
- Need a sewer plan to support development
- Flexibility needed to spur residential development
- Low lot prices needed to compete with other suburbs
- Wayfinding signage for river / downtown
- School district / city growth plan
- Amenities needed for families (playfields, rec center, library, parks, trails)
- Potential for joint city facilities (fire, police, city hall etc.)
- Need sidewalk / trail connections in the community
- Van Meter needs more services
- Missing key retail (restaurants, flower shop, etc.)
- Downtown redevelopment / rehabilitation
- City needs a plan / identity / attitude towards growth
- Need to connect more to river
- Need daycare / childcare options
- Water bills are high

Project Website

A project website was created to aid public engagement and communication for the plan. Residents and other interested parties could find information relating to the plan purpose, project schedule, meeting overviews and major project milestones by visiting the website. The website, visionvanmeter.com, was also used to upload a draft of the full plan and made available for public comment.

The Vision Van Meter 2040 website include an about page, news page, uploads page and contact form. The project upload page made presentations and other major project deliverables available for public view and download.

The project website also included several links to the community survey.

Figure 3.2 – Project Website Image

Public Workshop Overview

A public workshop was held on June 27, 2019 at the Veteran's Reception Center from 6:00-8:00 P.M. The workshop started with a brief presentation given by the consultant team working on the comprehensive plan update. The presentation covered an overview of comprehensive planning, a review of the project scope and schedule, and an initial socioeconomic analysis of the community.

Throughout the presentation, meeting attendees were asked to complete a series of quick engagement exercises using a postcard and notecards. After the presentation, attendees had several engagement exercises to complete. There were three (3) visual preference exercise boards, one (1) priority ranking exercise, and one (1) preference scale ranking board. There was also a puzzle mapping land use exercise. The next few pages will overview the feedback received during these exercises.

Postcard Exercise

The first exercise at the public workshop was a postcard exercise. Each attendee was given a postcard with the following prompt:

Dear Friend/Family,
It is the year 2040 and you should visit me here in Van Meter because...

A few responses are shown in Figure 3.3 on the right. Some common themes present in the responses were:

- School district
- Biking & Walking Trails,
- Town Activities / events
- Great neighbors
- Access to river (kayak, canoe, etc.)
- Small-town charm / feel
- Family-friendly
- High quality of life
- Parks and recreation
- Library

Figure 3.3 – Postcard Exercise Results Examples

Public Workshop Overview

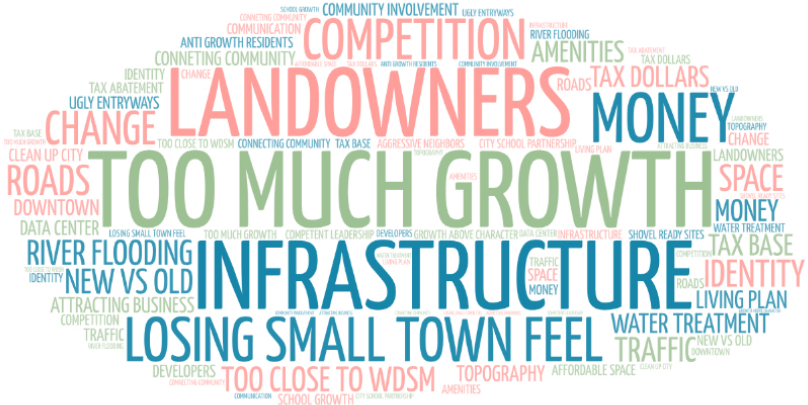
Notecard Exercise

Attendees were asked to fill out notecards for the following questions: what are the biggest opportunities for Van Meter, what are the biggest challenges for Van Meter, what is your one big dream for Van Meter and what is your one big fear for Van Meter. The word clouds below highlight the common themes within the answers. The larger the word in the cloud, the more often the theme or idea was mentioned in the responses.

Figure 3.4 – Notecard Exercise Results

What are the biggest opportunities in Van Meter?

What are the biggest challenges in Van Meter?



What is your one big dream for Van Meter?

What is your one big fear for Van Meter?

Public Workshop Overview

Figure 3.5 shows the results of the preference scales engagement board present at the public workshop.

Walkability / Bikeability
Strong divide between those that feel safe walking and biking in Van Meter and those that do not.

Quality of Life
There was strong agreement on the quality of life in Van Meter which most participants placed between 8 and 9 out of 10.

Downtown Van Meter
Strong agreement that downtown Van Meter could be improved.

Growth & Development
There were mixed views on whether Van Meter should try and attract growth and development. Generally, people skew positively to growth.

Equity
There is general agreement that Van Meter should invest more in struggling neighborhoods.

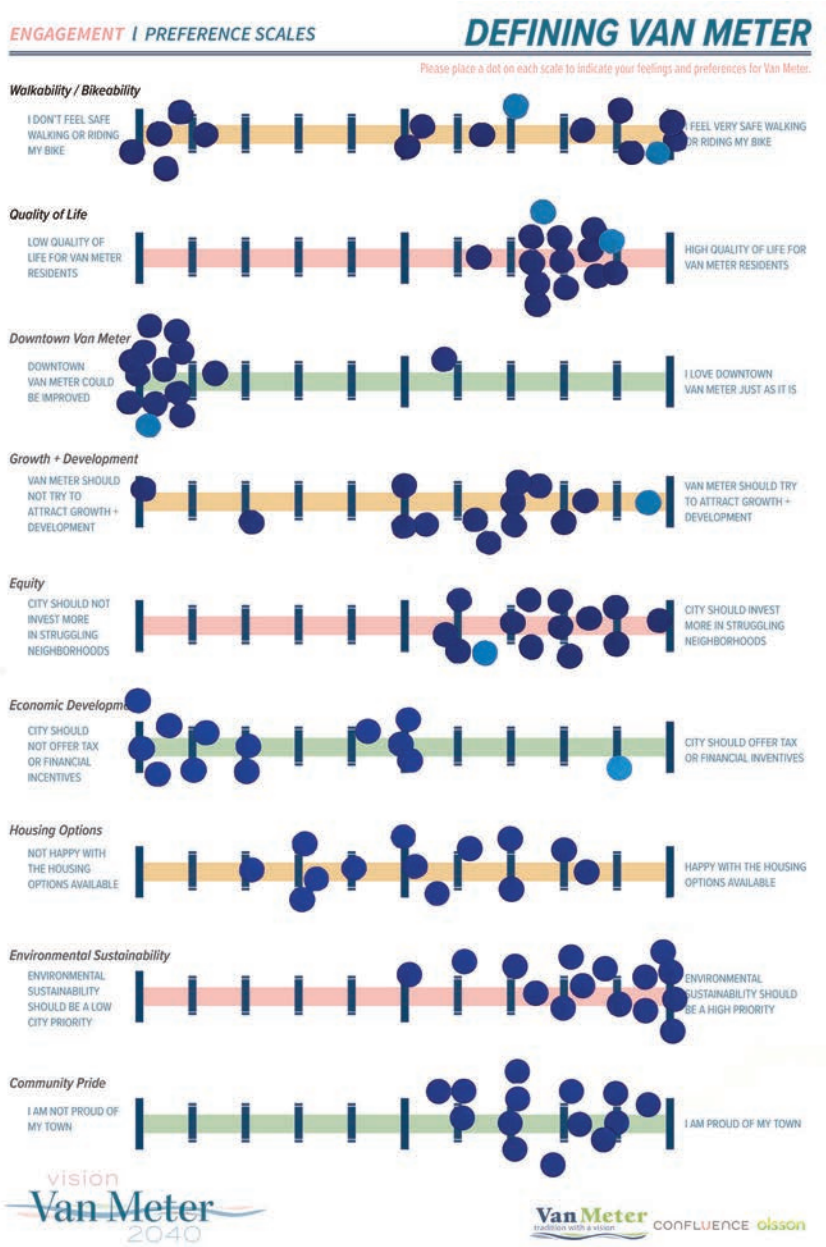
Economic Development
Mixed, but skewed negative, views towards providing tax or financial incentives.

Housing Options
Mixed views on the level of happiness over the housing options available.

Environmental Sustainability
Strong support that environmental sustainability should be a high priority in Van Meter.

Community Pride
Generally, respondents indicated they were proud of their town.

Figure 3.5 – Preference Scale Engagement Board



Public Workshop Overview

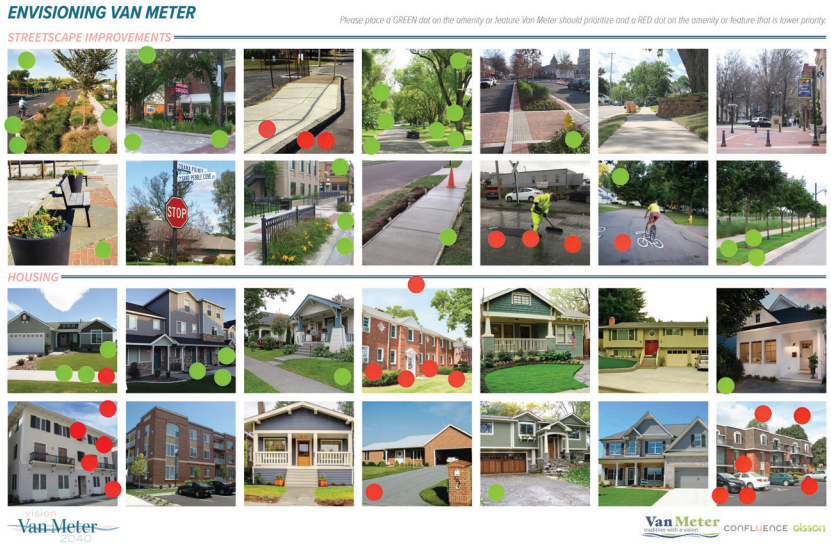
Visual Preference Exercise

Public workshop attendees were given the opportunity to place green and red dots on the images they most and least liked by subject area. The subject areas covered included:

- Streetscape Improvements
- Housing
- Parks & Recreation
- Downtown Revitalization
- Employment / Jobs
- Community Services / Events

There was a significant amount of support for most of the parks & recreation imagery - with the most support gravitating towards more natural, passive recreation options such as tubing/river access, trails and open space. There were also multiple green dots clustered over images of downtown streetscapes with lighting, signage and pedestrian amenities. Less support was seen with images of wind farms, a discount retail store and industrial buildings. There was a lot of support for community events of all types and sizes.

Figure 3.6 - Visual Preference Exercise Results



Public Workshop Overview

The final engagement exercise available at the public workshop was a puzzle mapping land use exercise.

Puzzle Mapping Land Use Exercise

Attendees were asked to complete a puzzle mapping exercise. A large map of the Van Meter area was provided. Participants were given small and large land use rectangles representing different land uses and asked to layout their ideal vision for Van Meter.

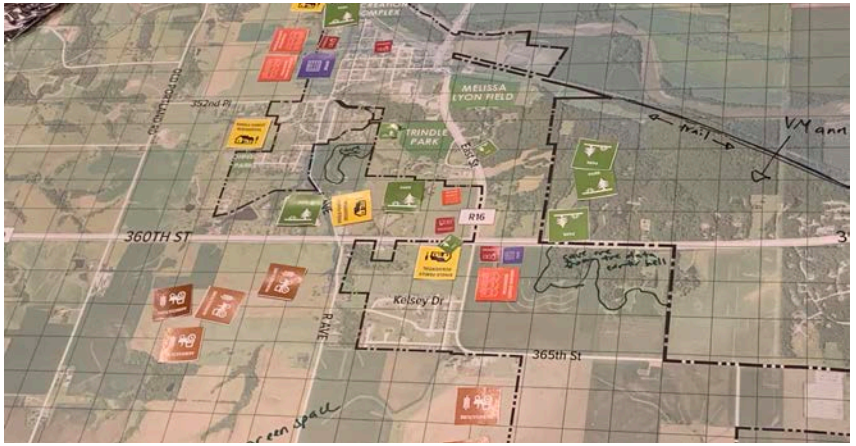
The land use categories were parks, agriculture, industrial, commercial, office, single-family residential, medium density residential, and high density residential.

Some of the key land use takeaways include:

- Keep areas agricultural - not all land needs to be developed
- Preserve areas with significant tree cover
- Medium density residential in NW Van Meter and SE Van Meter
- Support for new single-family residential throughout planning area
- Annex and plan for commercial at proposed beltway intersections
- Add trail to old railroad line
- Single-family residential along F-90 west of Van Meter
- Limited areas for new commercial and office development at key intersections and downtown

Figure 3.7 – Puzzle Mapping Exercise Pieces, Large

Figure 3.8 – Puzzle Mapping Exercise Results



Community Survey Review

The Vision Van Meter Comprehensive Plan included a community survey available for residents to take online or on paper (available at Van Meter City Hall), and covered the following topics:

- Respondent Profile
- Why Van Meter
- Growth & Development
- Housing
- Parks & Recreation
- Connectivity & Mobility
- Economic Development
- Downtown Van Meter
- Natural Resources / Environment
- Public Facilities
- Goals & Priorities

In total, there were 34 questions and 169 responses. The information received from this survey were used to better understand the goals and priorities of Van Meter residents on topics ranging from housing, to the environment to development and growth.

Respondent Profile

The large majority (88%) of survey takers were current residents of Van Meter. The remaining 12% were unincorporated Dallas County residents (5.3%), people who grew up in Van Meter but live somewhere else (3.0%), people who live in another Des Moines metro suburb (1.8%), or are people considering moving to Van Meter (1.8%).

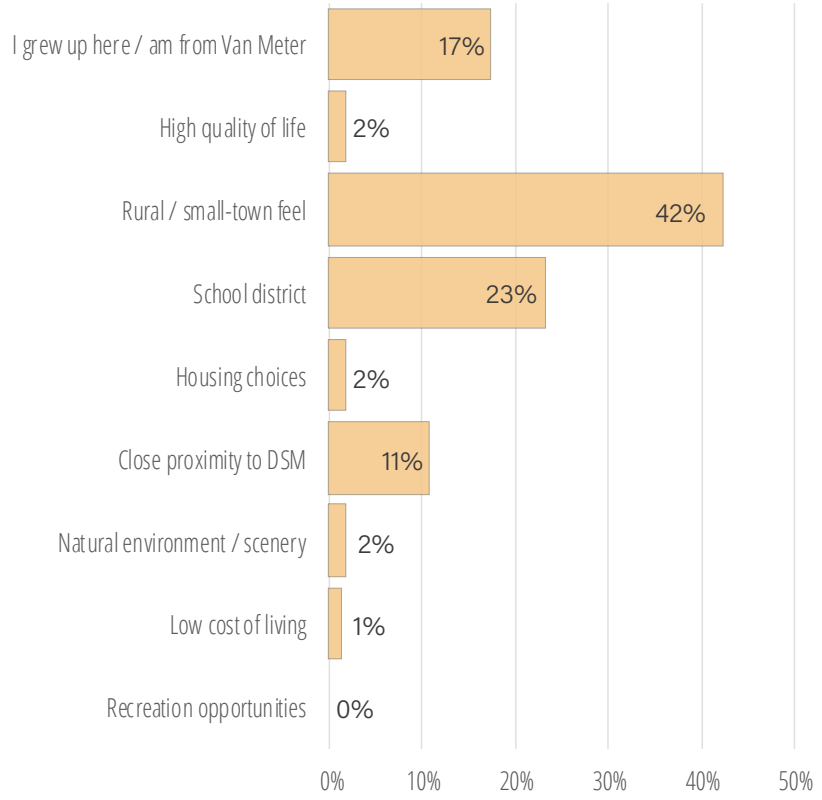
Nearly half of survey takers were between the ages of 35 to 44 years old. The next three largest age cohorts that completed the survey were: age 55 to 64 (16%), ages 45 to 54 (14%), or ages 25 to 34 (13%).

Why Van Meter

Around one-third of survey takers have lived in Van Meter for 20+ years. Another 18% had lived in the community for 2 to 5 years. Seventeen percent (17%) have lived in Van Meter for less than two-years. Overall, there was a decent amount of diversity in the longevity of residents.

The survey asked respondents to select the reason that best describes why the live in Van Meter. There were nine (9) options and Figure 3.9 shows the response summary. The most common answer was rural / small-town feel, with 42% of responses. Other common answers were the school district (23%), they grew up in Van Meter or are from Van Meter (17%), or because of the close proximity to Des Moines/western suburb job centers (10.7%). The least common responses were because of the recreational opportunities (0%), low cost of living (1%), high quality of life (1%), natural environment/scenery (2%) and housing choices (2%).

Figure 3.9 – Which reason best describes why you live in Van Meter?



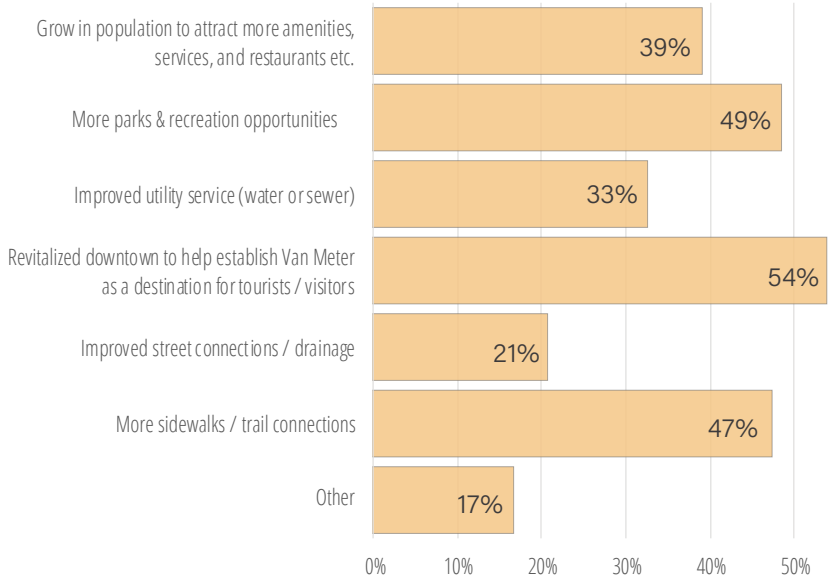
Community Survey Review

Quality of Life

Nearly 70% of respondents ranked Van Meter's quality of life as either High or Very High. All but one other person ranked the quality of life as somewhere between high and low. When asked if the respondent expected the quality of life to improve or decrease over time, nearly 70% indicated they believed the quality of life would improve. Just over 20% said they thought the quality of life would stay the same.

Survey takers were then asked to rank a set of actions that might improve quality of life in Van Meter. Figure 3.10 shows the results. While the results were mixed, the two most selected responses were to revitalize downtown and establish Van Meter as a tourist destination and more park and recreation opportunities.

Figure 3.10 – What actions would improve the quality of life in Van Meter. Select up to 3 responses.



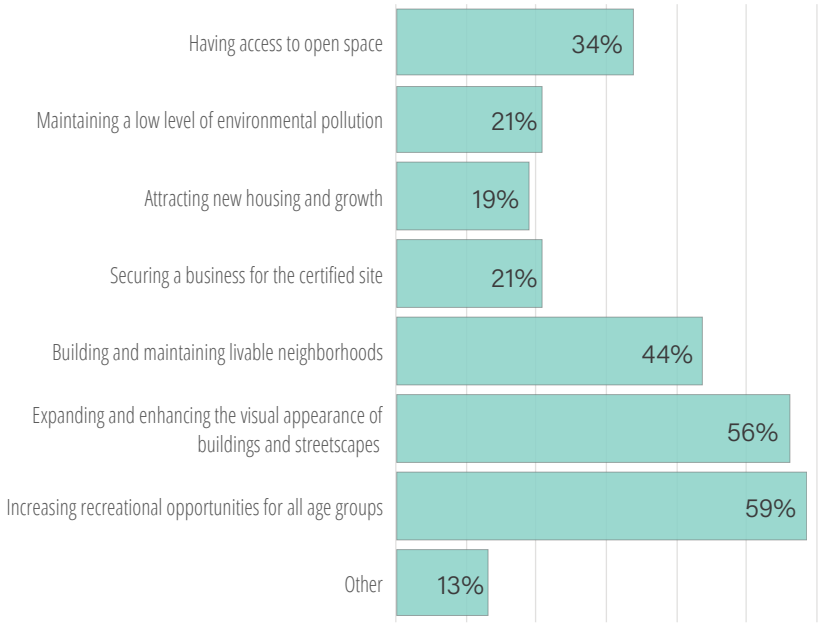
Growth & Development

Survey takers were asked about their feelings towards growth in Van Meter. When asked if they expected significant growth in Van Meter over the next 20 years, 83% of survey respondents selected yes. Another 13% did not know.

When asked to select the answer that best describes their views toward population growth in Van Meter, the most common responses were either some growth is fine but want to keep small-town feel (44%) or growth is inevitable but should be done in a sustainable, intentional way to preserve Van Meter's identity (37%).

When asked to select what objectives should be used to guide growth and development, the most common objectives selected were increasing recreation opportunities for all ages (59%) and expanding and enhancing the visual appearance of buildings and streetscapes (56%). Figure 3.11 shows the overall breakdown of responses.

Figure 3.11 – MOST IMPORTANT OBJECTIVES which should be used to guide future growth and development in Van Meter?



Housing

There were several questions related to housing in the survey. Survey takers were asked to rank a series of housing priorities from 1 (highest priority) and 6 (lowest priority). The housing priority ranking (in order of highest to lowest priority) were:

- Van Meter should focus on existing housing rehabilitation and neighborhood preservation
- Van Meter should provide a mix of housing to attract people at various life stages
- Van Meter should invest in extending streets and utilities to support the development of new residential subdivisions
- Van Meter should allow large-lot single-family subdivisions
- Van Meter should encourage creative low-impact housing options in areas where traditional development is unlikely to occur
- Van Meter should continue the tax abatement program for new single-family homes

Survey takers were also asked if they felt the housing options matched their price range. Nearly 60% of respondents said yes while another 27% said no. When asked what they consider an "affordable" single-family home value range, the most common answer was between $150,000 to $199,999 Figure 3.13 shows the breakdown.

There was a second housing priority question were respondents were asked to rank a set of priorities. The responses (from highest to lowest priority) were:

- Van Meter needs more entry-level ($150-$200k) single-family homes
- Van Meter needs more mid-level ($200-$300k) single-family homes
- Van Meter needs more high-level ($350k+) single-family homes
- Van Meter needs more townhomes / rowhouses
- Van Meter needs more apartments and multi-family options

Figure 3.12 – Do you feel as if the housing options available in Van Meter match your price range?

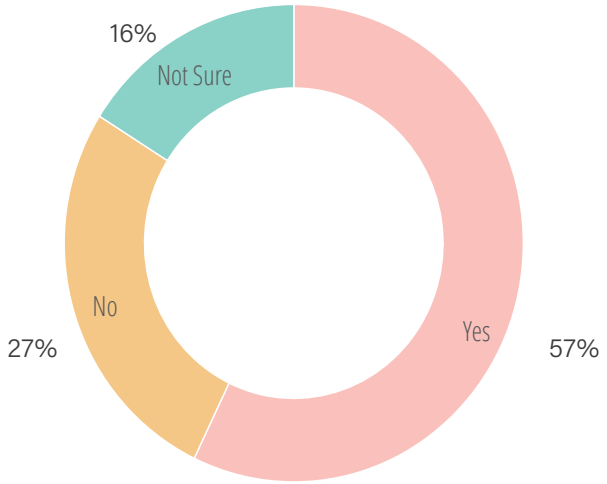


Figure 3.13 – What do you consider an "affordable" single-family home value range?

Community Survey Review

Parks & Recreation

Survey takers were asked if they felt the parks & recreation facilities in Van Meter met the needs of their household. Most respondents said the facilities did not meet their households needs (58%), however, nearly 31% said they did.

Respondents were asked what parks and recreation facilities they most often leave Van Meter to use. Figure 3.15 shows the answer breakdown. The two most common responses were trails for walking/ biking/running (71%) and splash pads / outdoor pools (61%).

Survey takers were asked to select which parks and recreation amenities should be most prioritized from a list of options. The most popular selection was more trails with 35% of all survey responses. Figure 3.16 shows the breakdown of survey responses.

When asked if the City needs more sidewalk or trail connections, there was a strong, nearly 80%, affirmative response.

Figure 3.14 – Do you believe the City needs more sidewalk or trail connections?

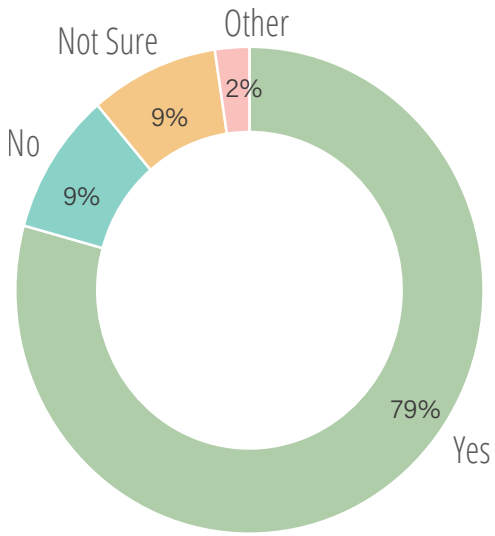


Figure 3.15 – For which type of parks and recreation facilities do you most frequently leave Van Meter to use? Select all that apply.

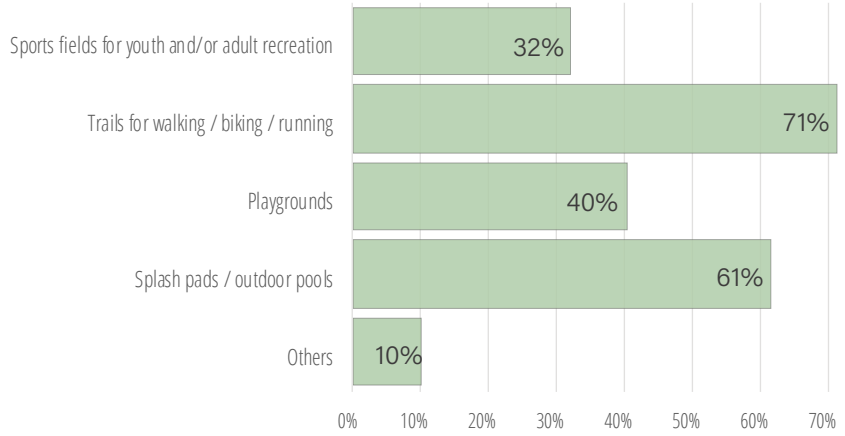
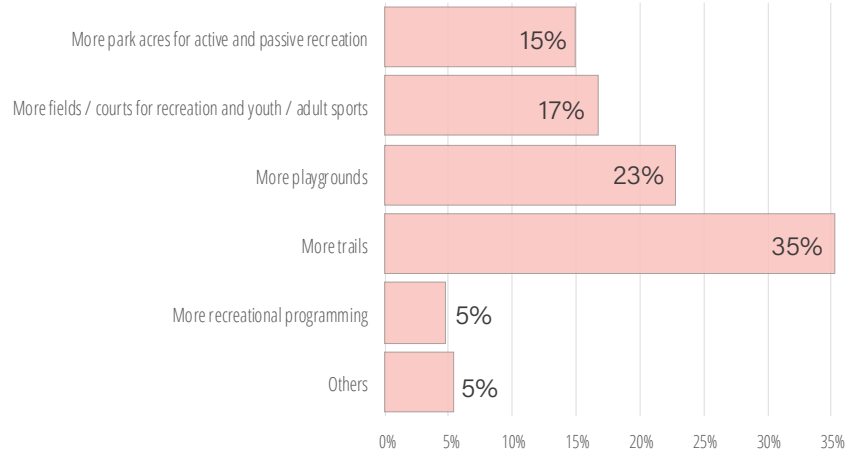


Figure 3.16 – For a town the size of Van Meter, what park and recreation amenities should be most prioritized?



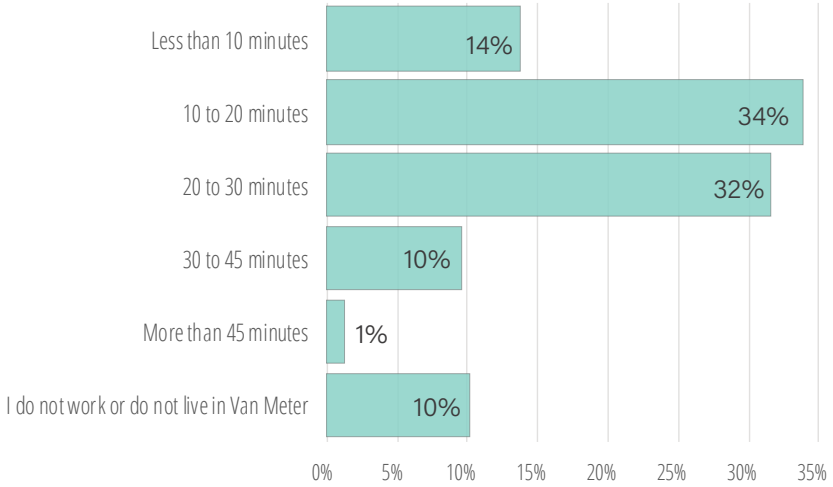
Connectivity & Mobility

Survey takers were asked if they believed the City needs more sidewalks or trail connections as it relates to connectivity or mobility. Close to 80% of respondents said yes.

When asked if the survey taker commuted out of Van Meter for work, the majority (74%) said yes. Approximately 5% indicated they did not work. Another 6% did not live in Van Meter.

When asked how long their commute was (one-way), the most common answers were 10 to 20 minutes (34%) and 20 to 30 minutes (32%). Figure 3.17 shows the breakdown of responses.

Figure 3.17 – How long is your commute (one-way)?



Economic Development

Survey takers were asked what type of retail / commercial development is most needed in Van Meter. The two most common responses selected were sit-down restaurants (85%) and grocery store (75%). Figure 3.18 shows the breakdown. When asked what land use was most needed in Van Meter, the most common response was also retail / services (72%). Figure 3.19 shows the responses.

Figure 3.18 – What type of retail / commercial development is most needed in Van Meter?

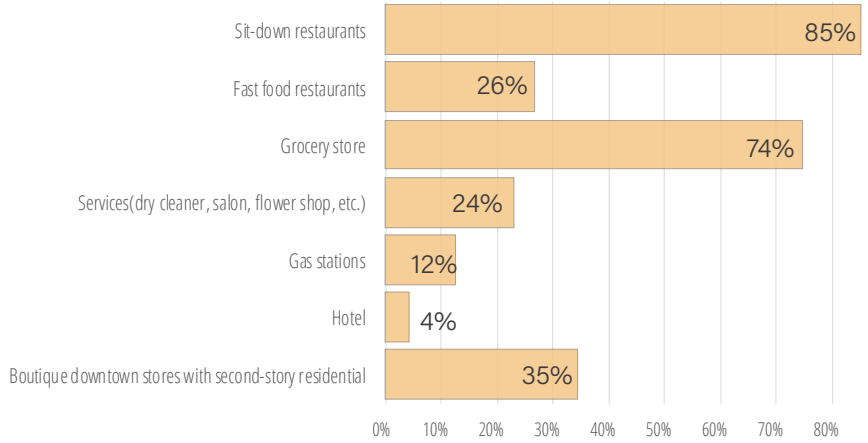
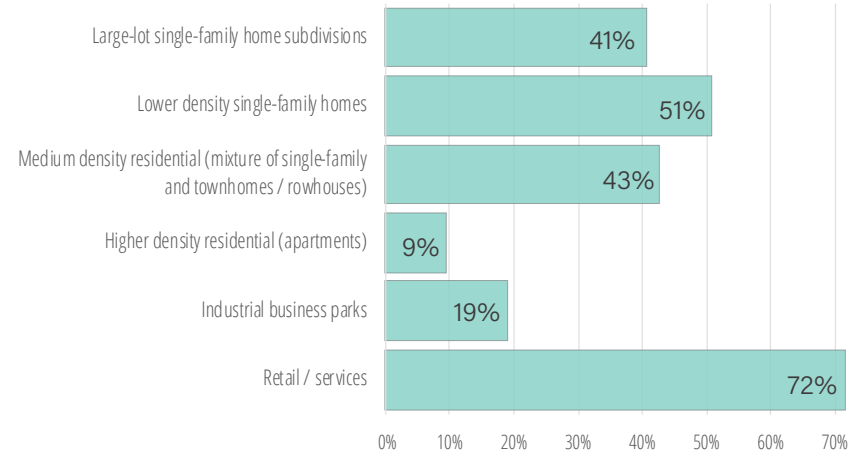


Figure 3.19 – What type of land use is most needed in Van Meter?



Community Survey Review

Downtown Van Meter

Survey takers were asked if they would be supportive of efforts to revitalize and improve the facade, streetscape and redevelopment of downtown Van Meter. Most respondents indicated they either probably would (43%) or definitely would (47%). When asked if they would support revitalizing downtown, creating a new town square somewhere else in town, both or neither, most (57%) wanted to revitalize the existing historic downtown.

Respondents were shown four images of downtown styles and asked to select the one they preferred most for Van Meter. There was not much support for Option B (4%) and fairly even support for Option C (37%) and Option D (38%).

Option A - 22%

Option B - 4%

Option C - 37%

Option D - 38%

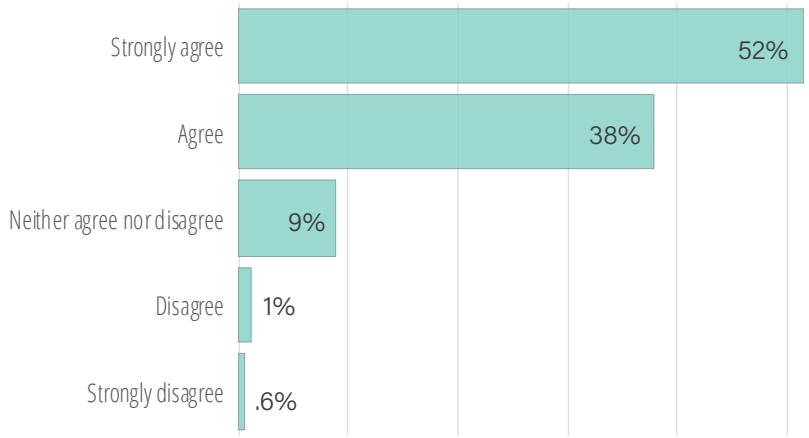
Natural Resources / Environment

When asked if Van Meter should preserve environmentally sensitive land such as hills, floodplains or wetlands, approximately 89% of respondents said they either strongly agreed or simply agreed with the idea.

When asked if Van Meter was doing enough to protect the environment, most people were not sure (61%). Another 26% thought the community was doing enough and just under 14% said they were not doing enough.

When asked if they would support city-led efforts to enhance Van Meter's reputation as a recreation city through improved tube floating / kayak access on the Raccoon River, over 70% said yes.

Figure 3.20 - Do you believe the City of Van Meter should preserve environmentally sensitive land such as the floodplain, hilly areas, areas along stream banks, and areas with significant tree cover?



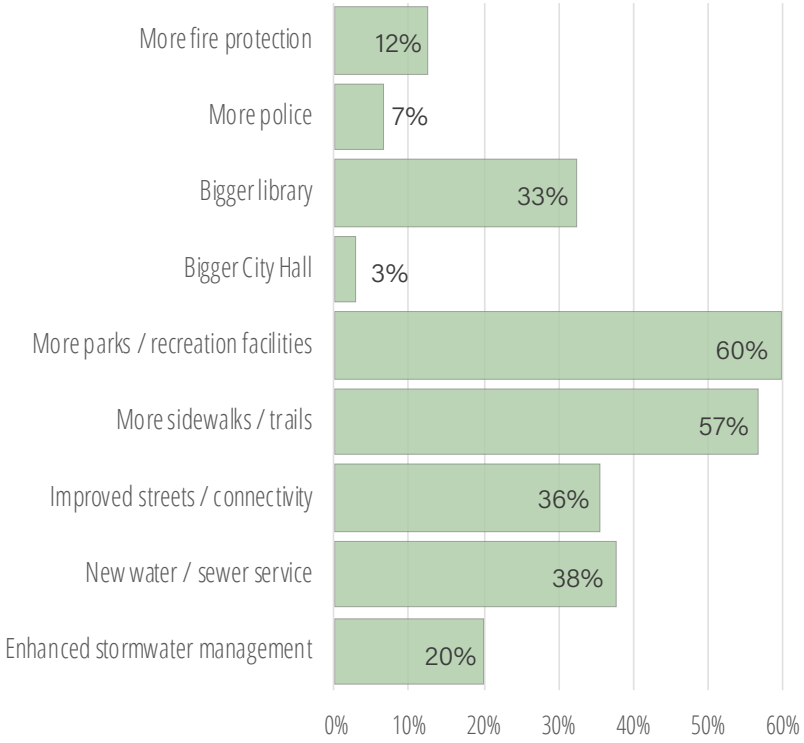
Public Facilities

Survey takers were asked to respond to the question, what type of public facilities are most needed in Van Meter? They could provide up to 3 responses. Figure 3.21 shows the breakdown of responses. The most popular responses were more parks & recreation facilities (60%) and more sidewalks / trails (57%).

When asked if they would support the City improving water trail boat launch access, nearly 60% said yes.

When asked if they had difficulty accessing childcare, most said it was not applicable to them (presumably because they did not need childcare). However, 22% said they did have difficulty and 24% said they did not have difficulty.

Figure 3.21 – What public facilities are most needed in Van Meter? Select up to 3 responses.



Goals & Priorities

Survey takers were asked to indicate their level of agreement with a series of goals and priorities. The goals and priorities with mostly strongly agree or agree responses were:

- There should be an overall plan that directs future growth and development in appropriate locations (92%)
- City should use local tax resources to preserve natural resources (69%)

The goals / priorities with the most strongly disagree or disagree were:

- Individuals and developers should be free to develop with minimal controls from the city (62%)
- City should use local tax resources to attract new businesses (20%)

Table 3.1 – Please indicate your feelings for the following goals and priorities

Total Government Employees	SA*	A*	NA*	D*	SD*
There should be an overall plan that directs future growth and development in appropriate locations	58%	34%	6%	1%	2%
Stronger city role in nearby developments outside the city limits but within 2 miles	22%	37%	29%	8%	4%
Individuals and developers should be free to develop with minimal controls from the city	8%	13%	17%	42%	20%
Economic studies should be driving force for what type of development takes place	10%	46%	33%	9%	2%
City should use local tax resources to protect historic landmarks and buildings	13%	42%	32%	9%	4%
City should use local tax resources to preserve natural resources	17%	52%	21%	7%	2%
City should use local tax resources to attract new businesses	21%	37%	22%	13%	7%

** SA = Strongly agree, A = Agree, NA = Neither agree nor disagree, D = Disagree, SD = Strongly disagree*

Community Survey Review

Favorite / Least Favorite Things About Van Meter

Survey takers were asked to write-in their favorite and least favorite thing about Van Meter. The word clouds below show a summary of the responses. The larger the word or phrase the most common of a response it was.

Figure 3.22 – Favorite Thing About Van Meter

Figure 3.23 – Least Favorite Thing About Van Meter

Box City Event

To obtain feedback from a diverse set of stakeholders, including many age ranges, a box city event was held at the Van Meter Elementary School in January 2020. The 5th grade science classes at Van Meter Elementary were given an opportunity to help design and create their ideal community using boxes and craft supplies. The students were asked to think about what they want in a community and where different land uses and amenities should be placed. Key takeaways from the exercise included:

- Grocery store
- Restaurants
- Merchandise
- Sports fields / complexes

Figure 3.24 – Box City Event Image

Approval Process

The final component of the public engagement strategy utilized during the Vision Van Meter 2040 Comprehensive Plan was the public approval process. This two-part process includes recommendation of approval by the Planning & Zoning Commission and formal adoption by the City Council.

The Planning & Zoning Commission Public Meeting took place on October 5, 2020. After reviewing the plan and hearing an overview presentation, the Planning & Zoning Commission voted to recommend approval of the new plan by City Council.

There were two City Council Public Hearings that took place on October 12 and November 9, 2020. The City Council reviewed the plan and its goals and policies in addition to seeking public comment on the plan's contents. Ultimately, the Van Meter City Council voted to approve the Vision Van Meter 2040 Comprehensive Plan at the November 9, 2020 meeting.

HOUSING PLAN

4

Housing in Van Meter

Single-Family Detached

Single-family detached homes contain one dwelling unit and are completely separate from other units on all sides. Most housing units available in Van Meter are single-family detached homes. Single-family detached homes can be renter or owner-occupied. Single-family detached homes account for around 89% of all housing in Van Meter.

Townhouses

Townhomes or rowhouses are typically horizontally-attached and either be renter or owner-occupied. There are approximately 40 townhomes in Van Meter in two main clusters: along Hazel Street between Desoto Road and Feller Curve (circa 1995) and in the Crestview subdivision between R16 and Tracey Avenue (circa 2006-2012).

Manufactured Homes

Manufactured homes are a type of prefabricated housing that can be renter or owner-occupied. There are approximately 5 manufactured homes in Van Meter. The year built for manufactured homes in Van Meter ranges from 1978 to 2000.

Home Conversion

Home Conversions, or multi-unit home conversions, occur when previously single-family homes are divided into two or more units, which are typically rented to tenants. There are only a few home conversions in Van Meter.

Apartments / Condominiums

Apartments or condominiums are typically vertically-attached dwelling units that can be renter or owner-occupied. Condominiums are usually individually owned but may be rented to a tenant. There are approximately 5 smaller apartment buildings in Van Meter.

Table 4.1 summarizes the housing units by type for Van Meter and Figure 4.1 shows the geographic distribution of housing by type.

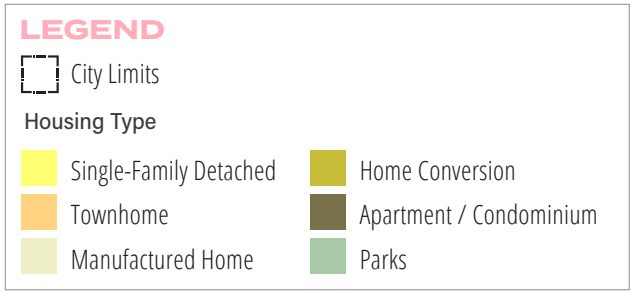
Table 4.1 – Housing Affordability*, Van Meter (2017)

Housing Type	Count	Share
Single-Family Detached	424	89.3%
Townhome	40	8.4%
Manufactured Home	5	1.1%
Home Conversions	1	0.2%
Apartments / Condominiums	5	1.1%

Source: Dallas County Tax Assessor


Single-Family Detached


Townhome



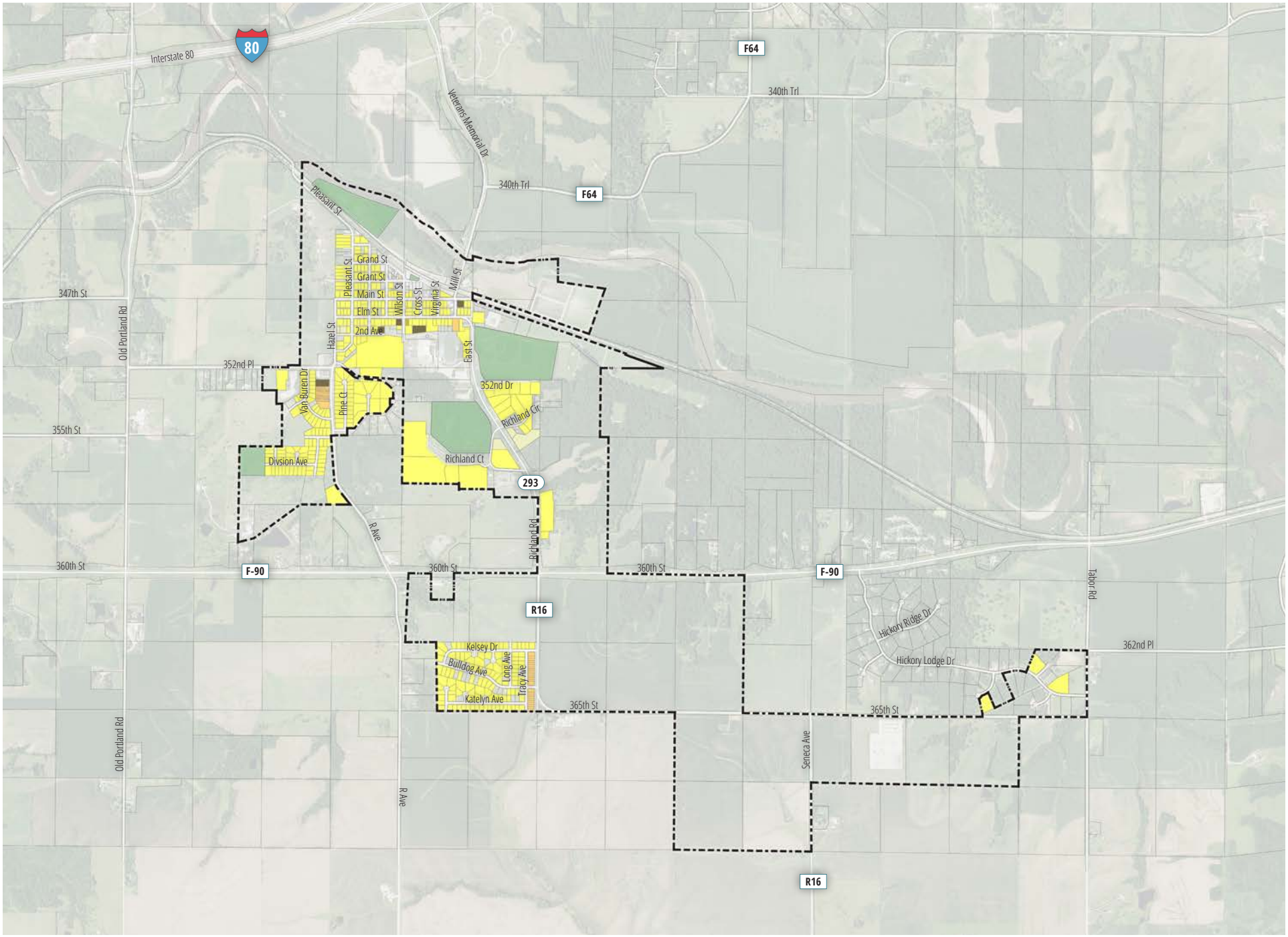


Figure 4.1 - Housing by Type, Van Meter (2017)

Housing Overview

Year Built

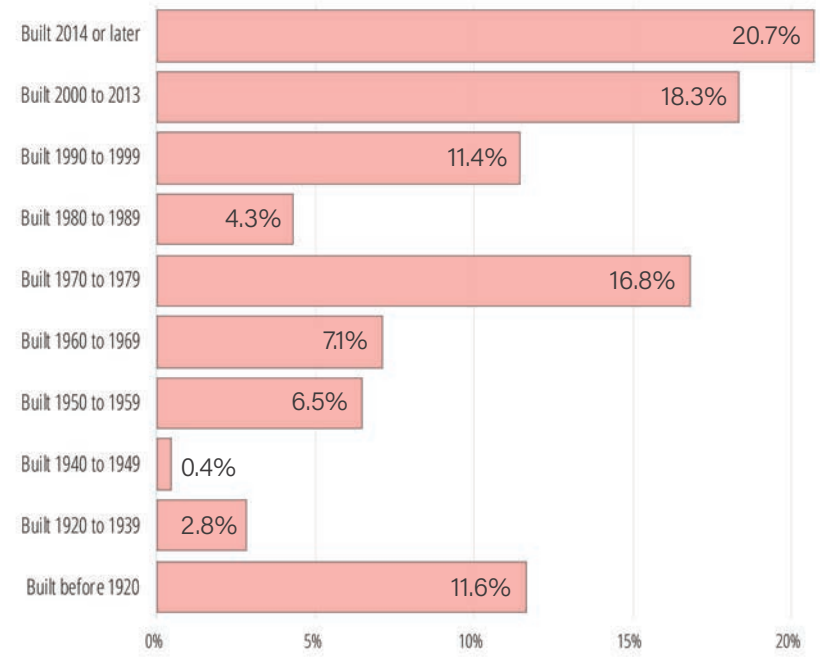
Figure 4.2 shows the distribution of housing by year built in Van Meter as of 2019. Approximately 54, or 11.6%, of homes in Van Meter were built before 1920. The oldest home in Van Meter listed in the parcel data was constructed in 1868. There are several homes built before 1900 in Van Meter and these homes are located along Elm Street, Main Street and Grant Street in central park of the community. Generally, this area of Van Meter has the oldest homes in Van Meter. As of 2019, approximately 1 in 10 homes in Van Meter is 100 years old or older. These homes help contribute to the quaint and charming nature of Van Meter. However, older homes also come with a host of issues related to the need to updates and rehabilitation.

Many Van Meter homes were built between 1970 and 1979, collectively representing nearly 17% of Van Meter homes today. The residential growth in this decade far outpaced that of the preceding and succeeding decades. These later period, mid-century homes are mainly located along Hazel Street, Van Buren Drive and Pleasant Street with a few others scattered throughout the community. These homes, while newer than turn of the century homes, may also begin to see signs of aging and require additional upkeep and rehabilitation to remain quality, affordable housing options for residents.

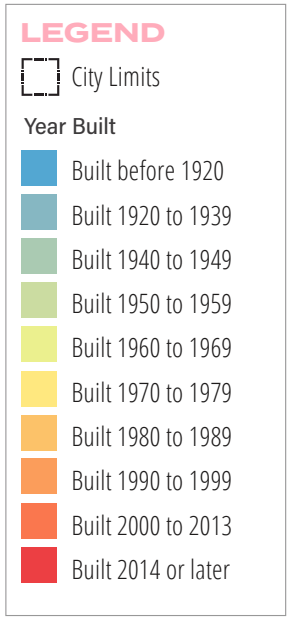
Approximately 20.7% of homes in Van Meter were built since 2014 and another 18.3% were built between 2000 to 2013. Combined, nearly 40% of homes in Van Meter are less than twenty years old. The location of these newer homes are mainly found in the southern areas of the community in the Crestview subdivision south of F-90 and in the residential cluster around Pine Court and east of East Street. The stratification of homes by year built is not uncommon for older communities but it is important for a community to make sure the older, more established neighborhoods do not fall behind in terms of upkeep and overall maintenance. Improvements such as streetscape or stormwater can help ensure older neighborhoods are still desirable and have a high quality of life for residents.

Figure 4.3 shows the geographic distribution of homes by year built.

Figure 4.2 - Year Built, Van Meter (2019)



Source: Dallas County Tax Assessor Data 2019



Year Built Map

Van Meter's distribution of houses by year built is shown in Figure 4.3. The newest homes in Van Meter are generally located south of 352nd Place. The largest cluster of newer homes is in the Crestview housing development south of F-90 and west of R-16. The older homes in Van Meter are generally located in the historic core of the community between Elm Street, Locust Street, Hazel Street, and Mill Street.

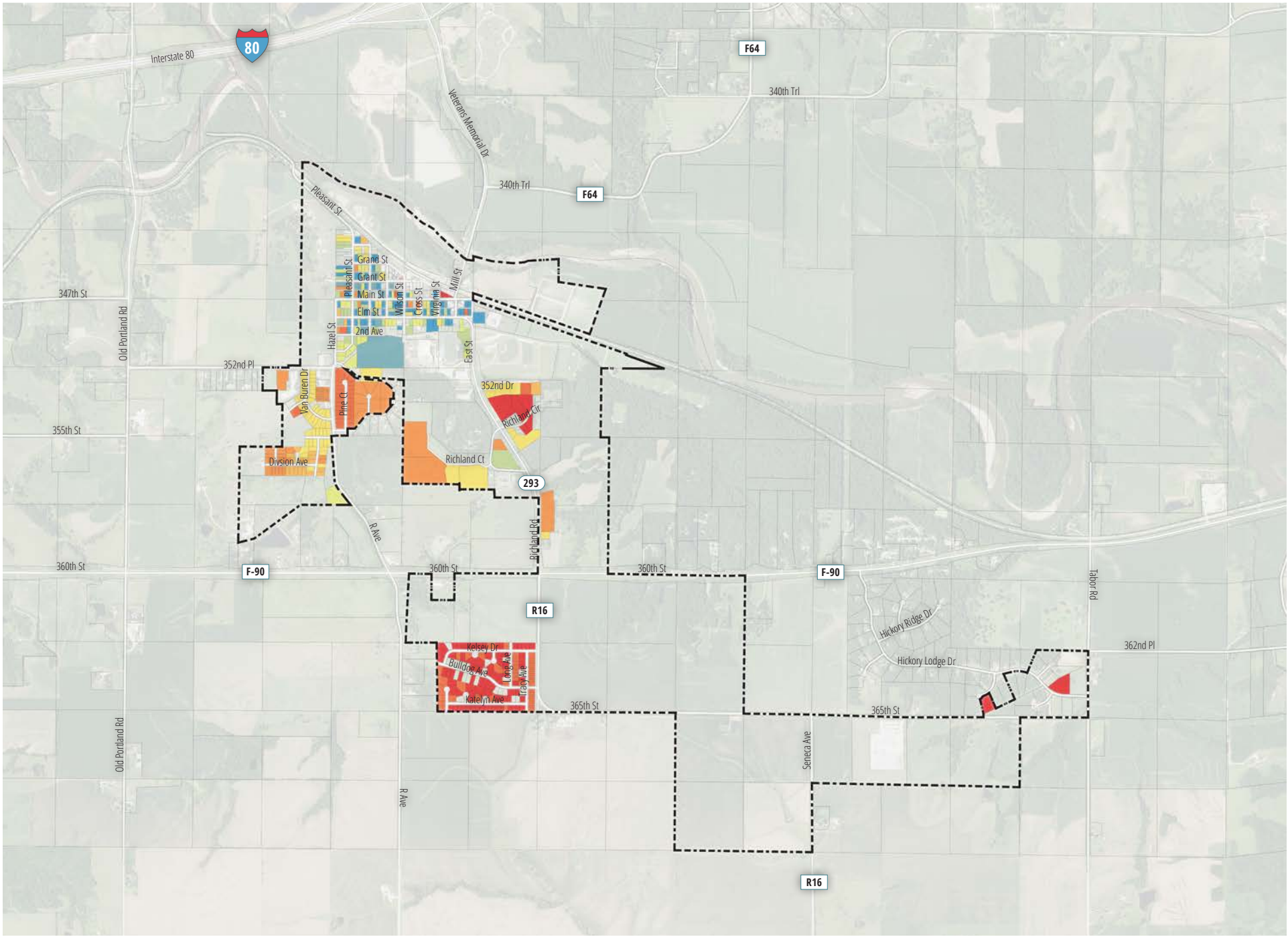


Figure 4.3 – Year Built Map, Van Meter (2017)

Housing Overview

Assessed Values

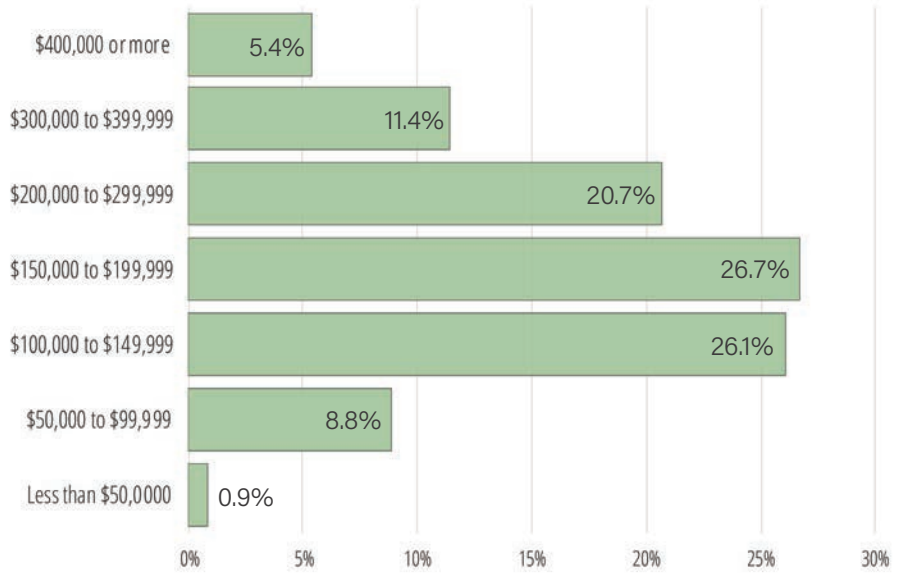
Figure 4.4 shows the assessed values for homes in Van Meter taken from Dallas County tax assessor data. The average assessed value of homes in Van Meter is $202,121. The assessed values range from a low of $7,120 to a high of $542,350.

There are approximately 25 homes, 5.4% of all homes, that are assessed at $400,000 or more. These higher value homes are mostly located in the Crestview development in south Van Meter. Eight of the higher value homes are in other areas of the community, however, none of them are in the older historic core of Van Meter.

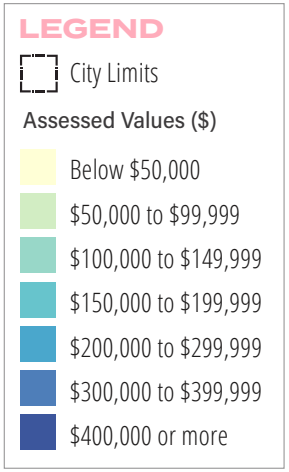
Just over half (52.8%) of homes in Van Meter are assessed at values between $100,000 and $199,999. Most of the homes in western Van Meter near Division Avenue, Hazel Street, and Pine Court are in this value range. The townhomes in the Crestview development are also in this range. Many homes in the central core of Van Meter also fall in this category.

Another 96, or 20% of homes, are valued between $200,000 to $299,999. Slightly less than half of the homes in the Crestview development are valued in this range. There are homes of this value scattered throughout the community in all the neighborhoods. Another nearly 17% are in the highest ranges of $300,000 to $399,999 or $400,000 or more. Most of these higher value homes are located within the Crestview development or in the small subdivision east of Richland Road, across from Trindle Park.

Figure 4.4 – Assessed Values ($), Van Meter (2019)



Source: Dallas County Tax Assessor Data 2019



Assessed Values Map

Van Meter's distribution of houses by assessed value is shown in Figure 4.5. The darker blue the parcel, the higher the assessed value of the home. Generally, the highest value homes are located south of 352nd Place in the newer neighborhoods of Van Meter. This includes the Crestview housing development and the homes within the Hickory Lodge development that are within Van Meter city limits. The lighter parcel lower assessed value homes are largely located in the older core neighborhoods of Van Meter near downtown.

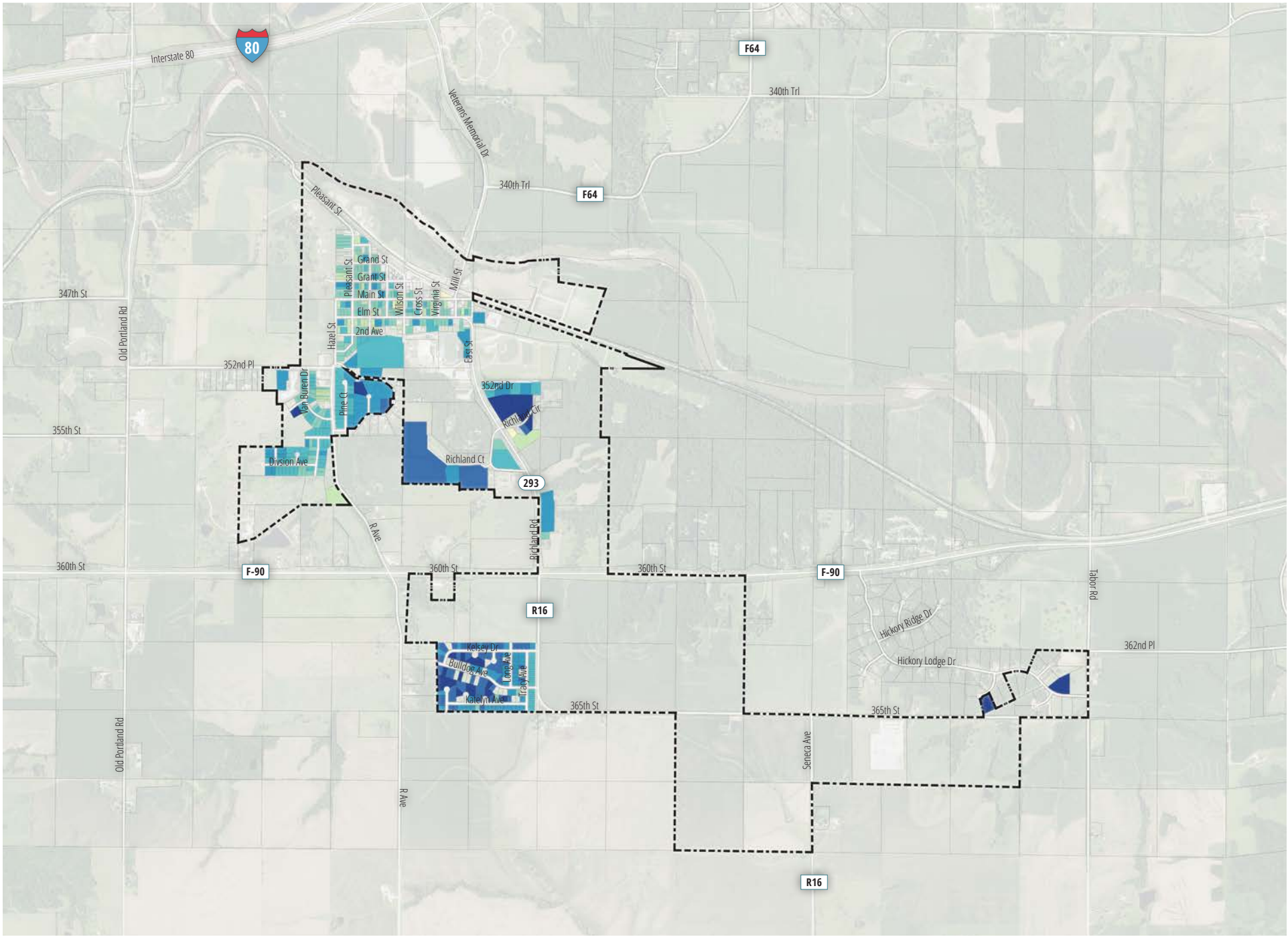


Figure 4.5 – Assessed Values Map, Van Meter (2017)

Housing Character

Housing Tenure

Housing tenure refers to the financial arrangements under which someone pays for housing. Generally, tenure is divided into owner and renter-occupied. Owner-occupied units are when a person owns the home themselves. Renter-occupied units are when tenants pay a homeowner rent to live in the unit. Both housing tenure types include different housing types: detached homes, townhomes, condominiums, apartments, or others such as duplexes.

The housing tenure for Van Meter is shown in Table 4.2. Most (83.3%) Van Meter households are owner-occupied. The remaining 16.7% are renter-occupied. Owner-occupied units in Van Meter have an average household size of 2.73 persons. Renter-occupied units are generally smaller, and in Van Meter, the average household size is 2.19 persons. The overall average household size for both renter and owner-occupied units in Van Meter is 2.64 persons.

Households & Families

There are approximately 460 occupied housing units in Van Meter. Approximately 77% of households are families. The average family size in Van Meter is 3.01. Table 4.2 shows summarizes some descriptive statistics about households and families in Van Meter.

Approximately 43.7% of households in Van Meter have one or more people under age 18 in their house. By comparison, nearly 22% of households have one or more people age 60 years or older in the house. Another nearly 20% live alone.

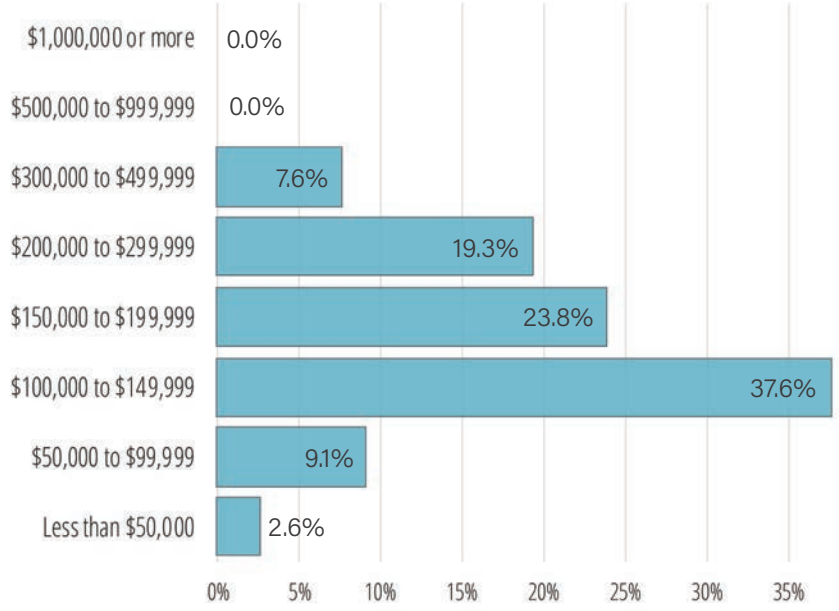
There are approximately 189, or 41% of all households, with children under 18 years living in the home. Of these households, just over half (51.3%) have children age 6 to 17 years only. Around 32% of households have children under age 6 only living with them. The remaining 16.4% of households have children under age 6 and between 6 and 17 years. Overall, this indicates a fairly large percent of households with children have school-aged children living in the home. This supports the growth trends the school district has experienced in recent years.

Table 4.2 - Households & Families, Van Meter (2017)

Household Type	Count	Share
Total Households	460	-
Owner-Occupied	383	83.3%
Renter-Occupied	77	16.7%
Total Families	354	77.0%
Average Size	**Count**	**Share**
Total Households	2.64	-
Owner-Occupied	2.73	-
Renter-Occupied	2.19	-
Families	3.01	-
Households by Type	**Count**	**Share**
Households with one or more people under 18 years	201	43.7%
Households with one or more people 60 years and over	100	21.7%
Householder living alone	84	18.3%
Age of Own Children	**Count**	
Households with own children under 18 years	189	-
Under 6 years only	61	32.3%
6 to 17 years only	31	16.4%
Under 6 years and 6 to 17 years	97	51.3%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2014-2017

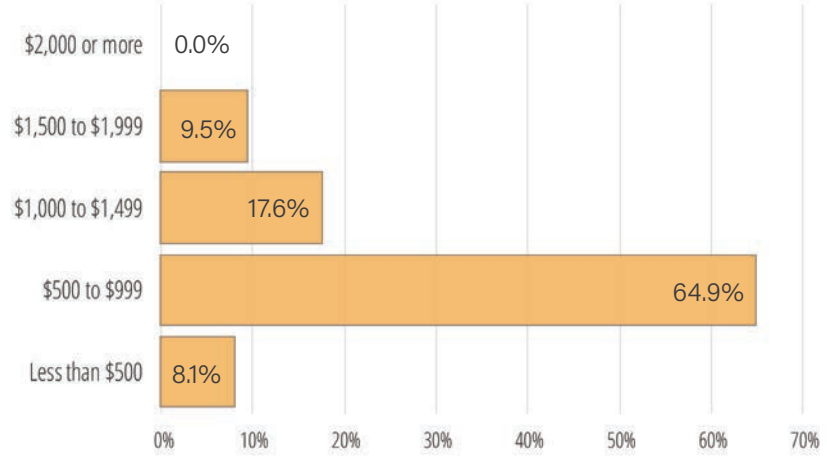
Figure 4.6 – Home Values*, Van Meter (2017)



** Owner-Occupied Home Values*

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2014-2017

Figure 4.7 – Gross Rent, Van Meter (2017)



Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2014-2017

Housing Character

Owner-Occupied Housing Values

The median owner-occupied housing value for Van Meter in 2017 was $150,800. Figure 4.6 shows the breakdown of homes by value. Please note, this chart is taken from the U.S. Census Bureau, American Community Survey 5-year estimates for 2013-2017. The numbers will not exactly match the numbers shown in page XX showing parcel data analysis of assessed values.

The largest home value grouping for Van Meter owner-occupied housing values is $100,000 to $149,999, which accounts for 37.6% of owner-occupied homes. Only 11.7% of homes are valued lower than $100,000. The second largest group of home values are $150,000 to $199,999, which account for 23.8% of all homes in Van Meter. Another 19.3% of homes are valued between $200,000 to $299,999. The remaining 7.6% of homes are valued from between $300,000 to $499,999. No homes are estimated to be valued more than $500,000.

Gross Rent

Figure 4.7 shows the estimated gross rent for renters in Van Meter as of 2017. The median gross rent in Van Meter in 2017 was $722. The majority (64.9%) of renters pay monthly gross rents of between $500 to $999 per month. Another 17.6% pay between $1,000 and $1,499 per month. The remaining 9.5% of renters pay higher rents of between $1,500 to $1,999 per month. Approximately 8% of renters pay below $500 per month in rent. Van Meter does not have any large apartment or condominium buildings so much of the rental housing is likely single family detached homes, townhomes, or multi-unit home conversions.

Housing Character

Housing Affordability - Owner-Occupied Housing

Table 4.3 shows the monthly housing costs for housing units with a mortgage in Van Meter. There are approximately 297 owner-occupied homes with a mortgage in Van Meter. The median mortgage for these units is $1,224 per month. Nearly half of all homeowners pay between $1,000 to $1,499 per month in monthly housing costs. Another 24% pay between $500 and $999 per month. Monthly housing costs are an important part of understanding housing affordability in a community. However, costs alone do not always indicate how affordable housing is in a community. To better understand housing affordability, housing costs as a percentage of household income should also be considered.

According to the Department of Housing and Urban Development (HUD), households are considered cost burdened when they are paying 30% or more of household income on housing costs. In recent years, there has been debate about if the threshold for being cost burdened should be lowered. For this plan, households paying 25% or more of their household income towards rent have been identified as cost burdened.

The majority of homeowners with a mortgage in Van Meter are not considered cost burdened. Nearly 60% spend less than 20% of their household income on monthly housing costs. Another 23% spend between 20% and 24.9%. However, approximately 19.1% of owner-occupied households with a mortgage could be considered cost-burdened.

Table 4.3 – Housing Affordability*, Van Meter (2017)

Selected Monthly Owner Costs	Count	Share
Housing Units with a Mortgage	297	-
Less than $500	4	1.3%
$500 to $999	71	23.9%
$1,000 to $1,499	144	48.5%
$1,500 to $1,999	63	21.2%
$2,000 to $2,499	11	3.7%
$2,500 to $2,999	4	1.3%
$3,000 or more	0	0.0%
Median ($)	$1,224	-
Selected Monthly Owner Costs as a Percentage of Household Income	**Count**	**Share**
Less than 20%	172	57.9%
20% to 24.9%	68	22.9%
25% to 29.9%	34	11.4%
30% to 34.9%	11	3.7%
35% or more	12	4.0%

** Owner-Occupied Housing Units*

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2014-2017

Table 4.4 - Housing Affordability*, Van Meter (2017)

Gross Rent	Count	Share
Occupied Units Paying Rent	74	-
Less than $500	6	8.1%
$500 to $999	48	64.9%
$1,000 to $1,499	13	17.6%
$1,500 to $1,999	7	9.5%
$2,000 to $2,499	0	0.0%
$2,500 to $2,999	0	0.0%
$3,000 or more	0	0.0%
Median ($)	$722	-
Gross Rent as a Percentage of Household Income	**Count**	**Share**
Less than 15%	21	28.4%
15% to 19.9%	20	27.0%
20% to 24.9%	3	4.1%
25% to 29.9%	15	20.3%
30% to 34.9%	9	12.2%
35% or more	6	8.1%

** Renter-Occupied Housing Units*

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates 2014-2017

Housing Character

Housing Affordability - Renter-Occupied Housing

The median gross renter for renter-occupied units in Van Meter is $722 per month. In fact, most renters are estimated to pay between $500 and $999 per month. Close to 10% of renters pay higher rents of between $1,500 to $1,999 per month. As with homeowners, monthly rent payments alone do not assess housing affordability within a community. Table 4.4 shows the gross rent for Van Meter and also shows gross rent as a percentage of household income for renter-occupied housing units in the city.

Similar to homeowners in Van Meter, a majority of renters spend less than 20% of their household income on housing costs each month. This suggests that in general Van Meter may be an affordable place to own and rent housing. However, a larger percent of renter households are cost-burdened in Van Meter. Over 40% of renters in Van Meter are considered cost burdened (paying 25% or more of household income towards housing). This is consistent with national trends that in general, renters are more cost burdened than their homeowning counterparts.

Public Input on Housing

Public engagement was an important component of the Vision Van Meter 2040 Comprehensive Plan. The section highlights the key housing-related takeaways received during the engagement process. This feedback predominantly comes from the public workshop and the community survey.

Public Workshop - Priority Ranking

Attendees were asked to place a dot on the housing priority they believed was most important for the City of Van Meter. They were also given a space to write-in a priority if they felt one was missing from the list. The priorities with the most dots were, in order:

- Mid-level single-family homes (7 dots)
- Entry-level single-family homes (3 dots)
- Home improvement fund (1 dot)

Public Workshop - Preference Scales

Attendees were asked to place a blue dot on a spectrum to indicate how much or how little they concurred with two statements. For housing, participants were asked to pick a level of agreement between "Happy with the housing options available' and 'Not happy with the housing options available.'

There were mixed results on this topic. No participant put a dot indicating they were completely happy or unhappy with housing. Most fell somewhere in the middle. The average level of agreement between 0 (unhappy) and 10 (happy) was around 6 / 10. This result suggests there is room for improvement within the housing options currently available in Van Meter. Figure 4.8 shows the results for housing preference scales.

Public Workshop - Visual Preference Exercise

Attendees were asked to place green and red dots on the images they most liked (green dots) and least liked (red dots). For the housing images, participants liked:

- Mid-level single-family homes
- Townhomes
- Smaller bungalow-style homes

They did not like:

- Apartment buildings
- Ranch-style mid-level homes

Figure 4.9 shows the results of the housing visual preference exercise.

Public Workshop - Notecard Activities

At the public workshop, attendees were asked to complete 4 notecard exercises that asked for opportunities, challenges, one big dream and one big fear for Van Meter. While the notecard and postcard exercises did not specifically ask participants to address housing, many did in their responses. Some themes about housing mentioned in the postcard / notecard exercises include:

- Neighborhoods connected through sidewalks and trails
- Need for new housing developments
- Rental housing as an opportunity
- Added residential growth as an opportunity
- Need to manage growth and not get overcrowded
- Don't want to become cookie-cutter suburb

Community Survey

There were several questions related to housing included in the Vision Van Meter Community Survey.

The survey asked, *Which reason best describes why you live in Van Meter?* The only housing-related option was *Housing Choices*. Approximately 1.8% of survey respondents listed *Housing Choices* as a reason that best describes why they live in Van Meter. The most popular response was *Rural / Small-town feel* (42.3%), which can be a reflection of the housing and neighborhood types.

When asked what objectives should be used to guide future growth and development in Van Meter, 18.9% selected *Attracting new housing and growth* and 43.8% selected *Building and maintaining livable neighborhoods*.

Figure 4.8 – Public Workshop Preference Scales Exercise Results

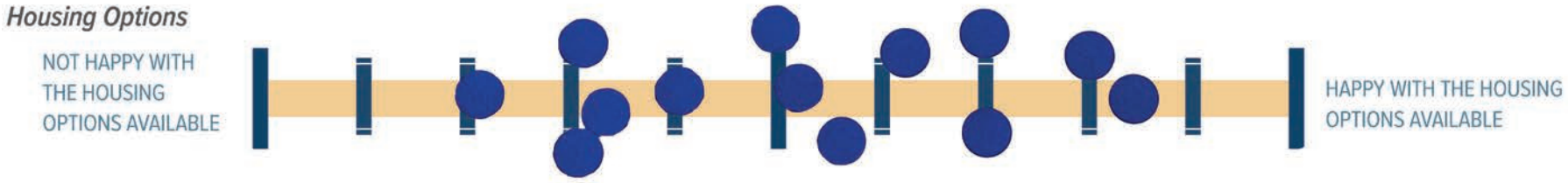
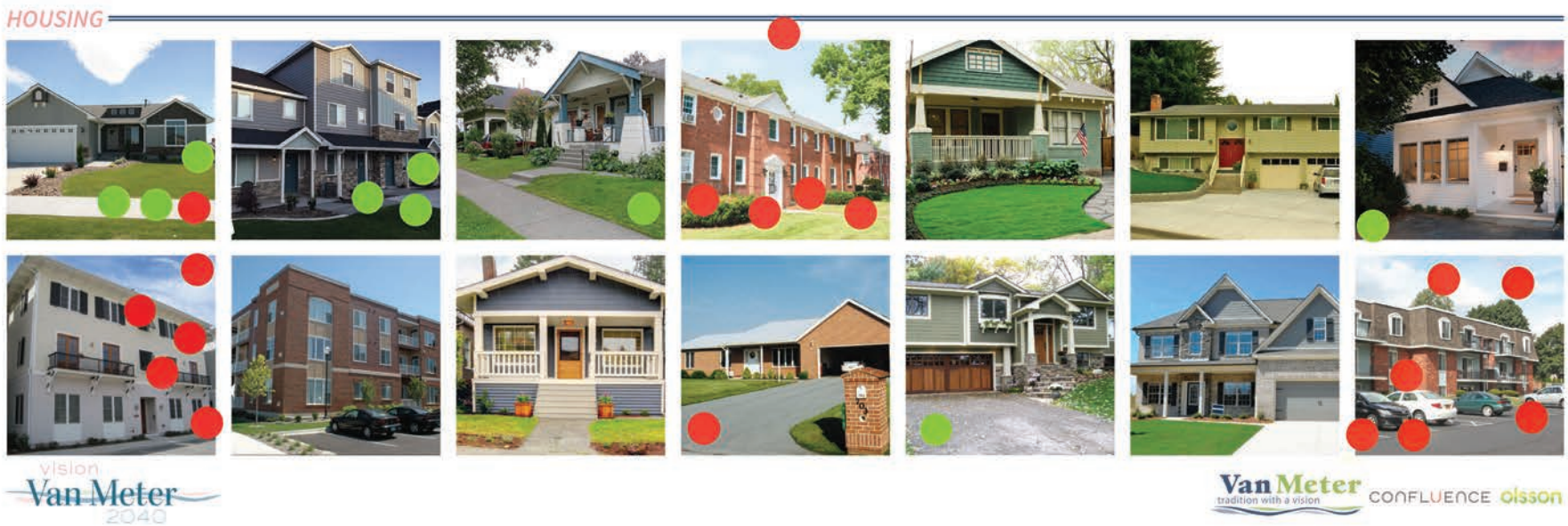


Figure 4.9 – Public Workshop Visual Preference Exercise Results



Public Input on Housing

Community Survey Continued

One survey question was directly related to housing priorities. It asked respondents to rank the following housing priorities for the City. The housing priorities selected by respondents, listed from highest to lowest priority were that Van Meter should:

- Focus on existing housing rehabilitation and neighborhood preservation
- Provide a mix of housing to attract people at various stages of life
- Invest in extending streets and utilities to support the development of new residential subdivisions
- Allow large-lot single-family subdivisions
- Encourage creative low-impact housing options in areas where traditional development is unlikely to occur
- Continue the tax abatement program for new single-family homes.

Another housing question asked, *Do you feel as if the housing options available in Van Meter match your price range?* Nearly 60% of respondents said yes, another 26.8% said no, and the remaining 16.1% were not sure.

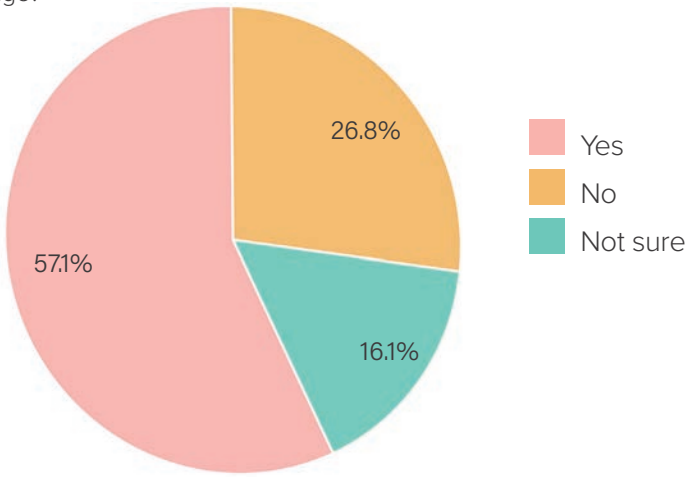
Survey takers were asked, *What do you consider an "affordable" single-family home value range?* Approximately 41.2% said affordable meant between $150,000 to $199,999. Another 32.7% said between $200,000 to $299,999 was affordable. Figure 4.11 shows the results.

Another housing priority question asked, *Please rank the following priorities for Van Meter* (1=highest priority, 5=lowest priority). The priorities listed by ranked priority were:

- Van Meter needs more entry-level ($150,000-$200,000) single-family homes
- Van Meter needs more mid-level ($200,.000-$300,000) single-family homes
- Van Meter needs more high-level ($350,000) single-family homes
- Van Meter needs more townhomes / rowhouses
- Van Meter needs more apartments and multi-family options

Figure 4.10 – Survey Question Results

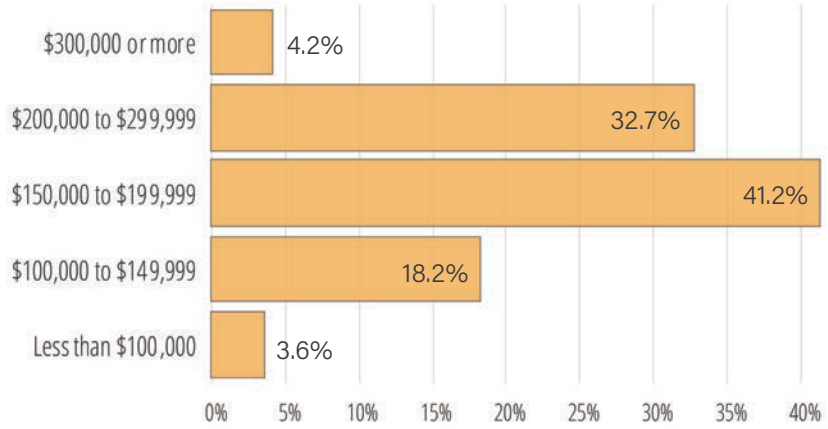
Do you feel as if the housing options available in Van Meter match your price range?



Source: Vision Van Meter Community Survey 2019

Figure 4.11 – Survey Question Results

What do you consider an "affordable" single-family home value range?



Source: Vision Van Meter Community Survey 2019

Housing Key Considerations

Neighborhood Preservation

There are stark differences in the age and distribution of age of housing in Van Meter. Without upkeep, these existing older homes and neighborhoods can begin to decrease in value and negatively impact the quality of life for a neighborhood. Incentivizing or financially assisting certain home improvements can help reduce the risk of neighborhoods falling behind. Rehabilitation programs can help provide money to assist with façade improvements and modernizations to keep older homes appealing to buyers. Modern homes tend to have two-car garages, open floor plans, master bathrooms and larger kitchens. Older homes can have efficiency issues related to heating and cooling, structural problems, and are often smaller than newer homes. If Van Meter is able to identify a funding source for a revolving loan fund to help support owners of older homes to modernize interiors and rehabilitate older facades it could help keep the quality of life even across the community.

Very Low Density Rural Subdivisions

Much of the developable land in the Van Meter area has some sensitive environmental features such as rolling hills, streams, or dense tree cover. These environmental features should be protected and preserved as much as possible. However, if growth is to occur in these areas there are certain land uses that are preferred. Very low density residential subdivisions with large lots should be encouraged in these hilly or densely wooded areas to protect the integrity of these environmental features. A suitable example of this type of development is the rural subdivision of Hickory Lodge on the eastern edge of Van Meter where large-lot homes have been built into the existing tree cover and topography.

Neighborhood Connectivity

New neighborhoods should aim to be connected physically or within a reasonable distance from existing residential land. By connecting new residential areas with existing residential areas, growth can feel more organic. New residents can feel more a part of the community and ideally, have access to existing amenities via sidewalk or trails. Physical connections and circulation with through-streets and sidewalks help promote a sense of cohesion and community between neighborhoods.

NATURAL RESOURCES

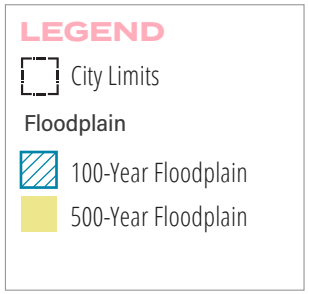
5

Floodplain

Floodplains are typically found in the low-lying areas along streams, creeks and other water bodies. The floodplain consists of those areas where flooding from high water events due to snowmelt or rainfall enters when flows increase beyond the capacity of a stream, creek or waterbody. Ideally, the floodplain should consist of permeable ground cover that can help filter, process and slow floodwater upon inundation. The floodplain is usually biodiverse and home to a variety of different flora and fauna. In addition to the environmental and economic benefits of natural floodplains, these areas can usually be used as an additional source of park or other greenspace. Proper floodplain management can help prevent unnecessary risk to the natural and built environment by preserving environmentally sensitive areas and protecting human lives and property damage caused by flooding.

Floodplain boundaries are defined by the Federal Emergency Management Agency (FEMA) who publish flood hazard area maps for the public. There are several flood hazard zones, but the two more common categories of floodplain are the 100- and 500-year floodplain. The 100-year floodplain are those areas with a 0.1% probability of flooding each year. The 500-year floodplain are areas with a 0.2% probability of flooding each year. The floodplain for Van Meter is shown in Figure 5.1. Due to the city's proximity to the Raccoon River a significant portion of the land north of the Raccoon River falls within either the 100- or 500-year floodplain. Mainly this land is undeveloped with the exception of the quarry north of town near Interstate 80. Within the developed areas of Van Meter, there are several areas impacted by the floodplain. Some parcels along Mill Street, Cross Street, and Virginia Street fall within the 500-year floodplain. The stream channel that runs through Van Meter along Hazel Street also has some property falling within the 100-year floodplain. These areas are close to many existing single-family homes.

Development should be restricted within the floodplain whenever possible. Undeveloped floodplain with natural features can better absorb and process high water events. Permeable ground cover such as trees and shrubs help slow flood water and allow the ground to help reabsorb flood water. Restricting development within the floodplain also helps protect property and lives from dangerous flooding events.



Floodplain Map

The floodplain in Van Meter covers wide swaths of the area north of the current city limits. There are additional areas of both 100- and 500-year floodplains throughout the city limits, especially the lower lying older areas of Van Meter.

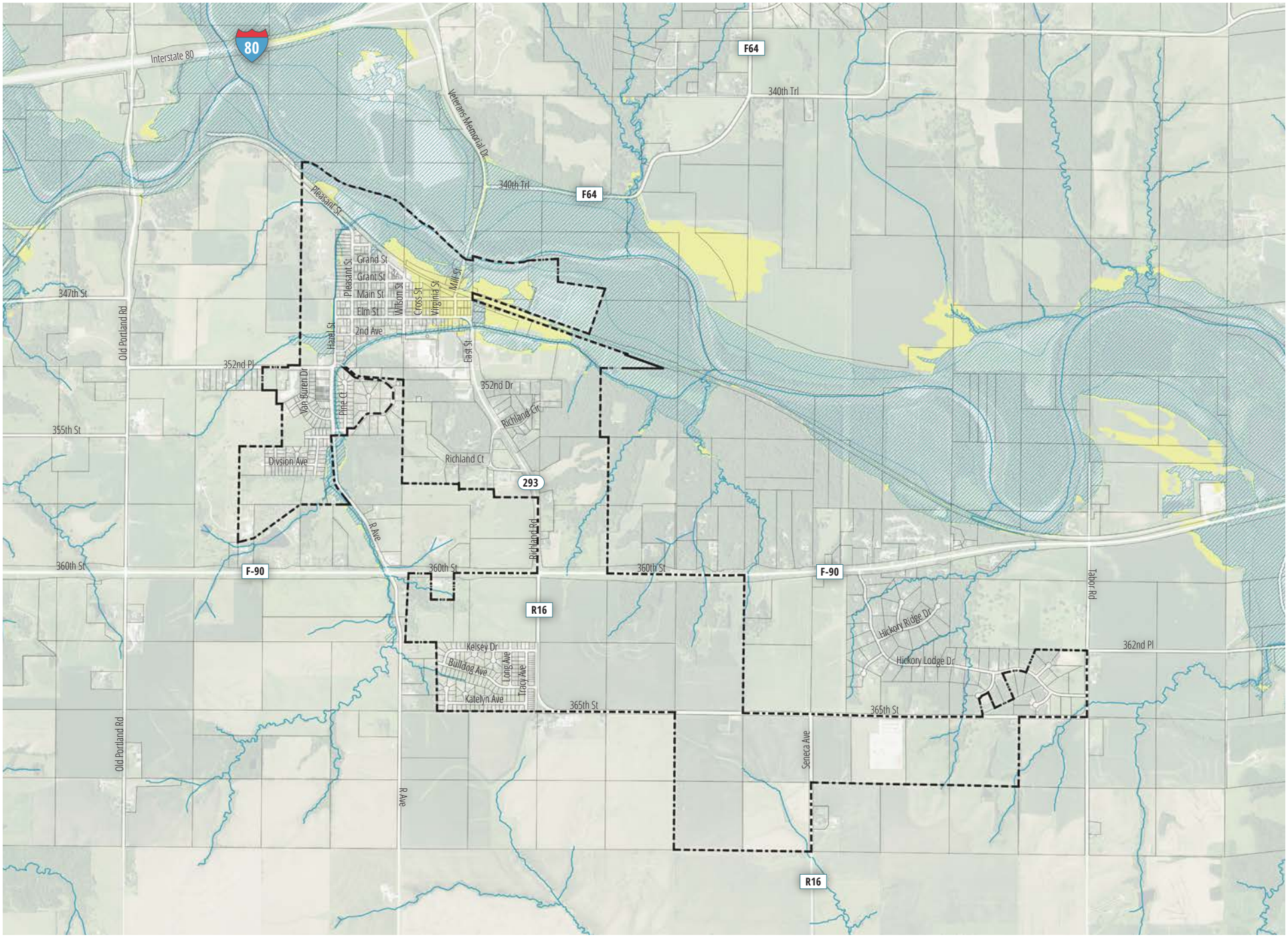


Figure 5.1 – Floodplain, Van Meter (2017)

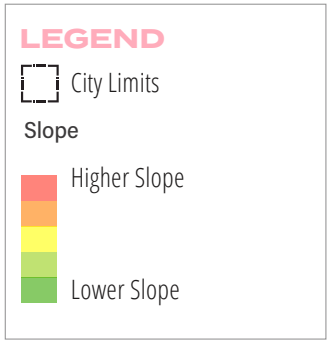
Slopes

Van Meter is surrounded by rolling hills that provide a scenic quality to the community. The aesthetic benefits of steeper slopes are well known and have attracted human settlements for centuries. Sloped areas are environmentally sensitive and vulnerable to erosion and degradation. When hilly areas experience vegetation loss or over development, they can become hazardous and prone to erosion. This is especially true of the sloped areas adjacent to water. When these areas experience erosion, sediments enter the water body and can lead to water quality issues. Having too much sediment in water can increase the turbidity, or transparency, of the water which negatively impacts photosynthesis necessary for organisms living within the water. There is also the potential for silt build-up in rivers, lakes or ponds. Other environmental impacts related to slope include the potential loss of topsoil, disruption of wildlife habitat, alteration of drainage patterns and the intensification of flooding[1].

Figure 5.2 shows the approximate slope for the Van Meter area using hill shade data. The steeper slope areas are shown in shades of red and orange. The flatter land is shown in shades of green. Generally, the steeper areas of the Van Meter area follow the path of the streams and tributaries that run through the area. The areas of steeper slope should be avoided for development purposes from both environmental and economic reasons. Development in hilly areas often has an added cost due to the cost of re-grading large areas of land. The City of Van Meter should consider adopting a steep slope ordinance to codify protections for sloped areas of the community. Typically, the ordinances are enforced when the slope of an areas meets a certain threshold. Regulation for slope begins at between 15% to 25% slope. Others vary regulations based on the proposed use. Possible categories for slope types are:

- Steep (18%-25%)
- Critical (25%-39%)
- Protected (40%+)

[1] Design for Flooding: Architecture, Landscape, and Urban Design for Resilience to Flooding and Climate Change. Donald Watson-Michelle Adams - John Wiley & Sons - 2011



Slope Map

The approximate slope map for Van Meter shows that there are areas with steeper slopes throughout Van Meter particularly around the stream and tributaries. These areas often are lined with trees and other shrubs and should be protected from development pressures.

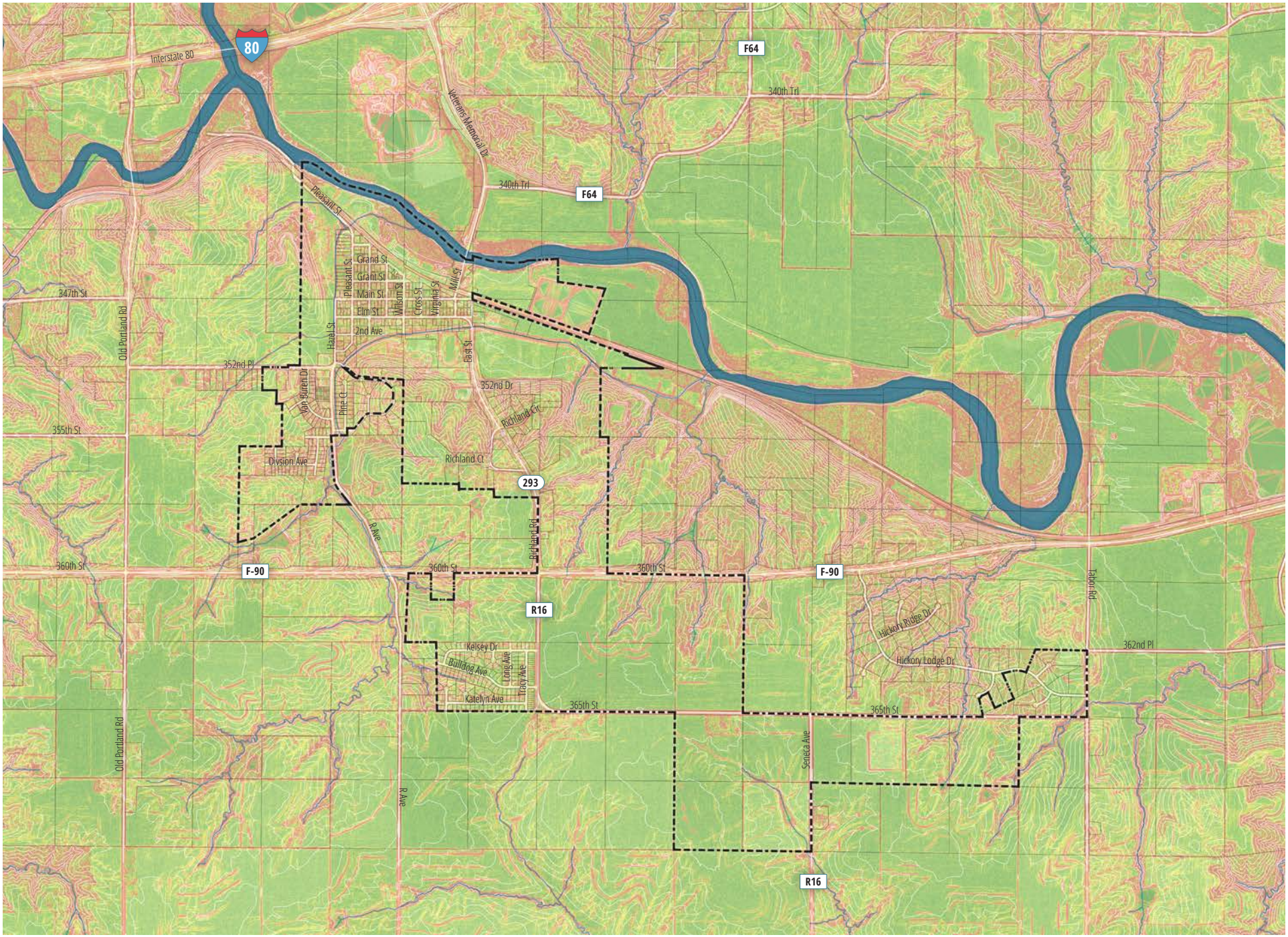


Figure 5.2 – Slope & Streams, Van Meter (2017)

Streams

Streams help convey water, nutrients and organisms through the water system. They are habitat for a variety of wildlife, provide water for use by humans, and help absorb rainwater and snowmelt. There are numerous environmental and economic benefits of streams including:

- Mitigate damage from flood events
- Supply drinking water & irrigation
- Filter pollutants from runoff
- Fish & wildlife habitat
- Recreation & commercial activities for humans

There are many ways that streams are categorized but one common way is by stream type. Type 1 streams are often referred to as perennial streams meaning they have water flowing through them through the entire year including seasonal droughts. Type 2 streams are often referred to as intermittent streams because they only flow during certain times of the year and may increase or decrease in flow depending on weather conditions. These two stream types are often the streams protected by stream buffer ordinances. The Environmental Protection Agency (EPA) of the federal government suggest that type 1 streams are protected by a 100-foot buffer on either side of the stream and type 2 streams with a 50-foot buffer.

There are several major streams that run throughout the Van Meter planning boundary:

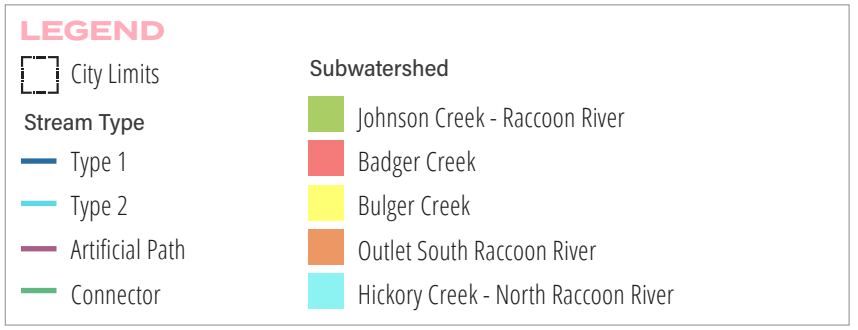
- Raccoon River
- North Raccoon River
- South Raccoon River
- Bulger Creek

Figure 5.3 shows the approximate locations of type 1 and 2 streams within the Van Meter planning area.

Watersheds

Watersheds are loosely defined as the area in which water drains in a given area. There are several levels of watershed that vary in terms of the size of the area. The largest and most general watersheds can be as large as several states. Watersheds include the streams and creeks that carry water downstream to a larger water body such as the Gulf of Mexico. It can also include the water that enters streams and tributaries from events such as rainfall or snowmelt. Figure 5.3 shows the boundaries of the subwatersheds present in the Van Meter. The main watershed in Van Meter is the Raccoon River watershed. There are many regional watershed management coalitions working to protect this watershed that Van Meter should support and join forces with these organizations.

Watershed management requires the collaboration of multiple jurisdictions and entities because by its nature water rarely stays in one place for long. The actions of Van Meter can have impacts further downstream and vice versa. At a local level, best practices for watershed management can include proper land use and stormwater management techniques. Impermeable surfaces such as concrete can alter the natural drainage patterns of an area and increase the amount of runoff entering a watershed. Water runoff that flows over surfaces such as roads or other pavement can pick up various pollutants along the way, negatively impacting water quality. Avoiding land uses with high amounts of impermeable surface near natural drainage areas can help prevent this from occurring. Likewise, ensuring new development provides adequate stormwater management can also help avoid unnecessarily water pollution or flooding.



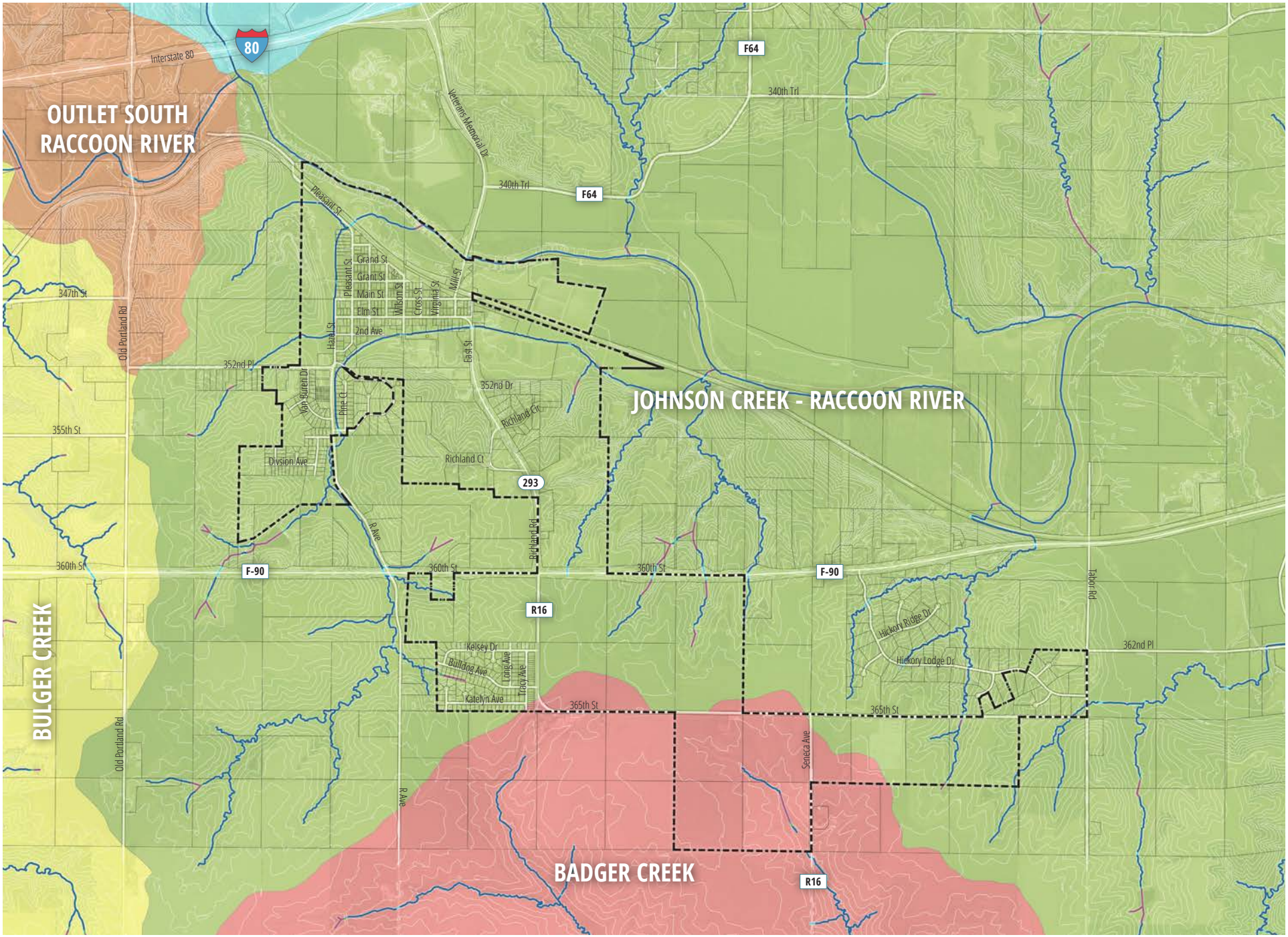


Figure 5.3 – Streams by Type, Van Meter (2017)

Wetlands

Wetlands can be defined as areas of water that are at least partially saturated with water for part of the year. The saturation may only take place during certain times of the year such as during specific seasons. Wetlands most commonly are found along streams, lakes, in the floodplain and in low-lying areas. Wetlands have many important ecological functions including:

- Filter water
- Reduce flooding or severity of flooding
- Provide flood & erosion control
- Recharge groundwater
- Improve water quality
- Fish & wildlife habitat
- Support recreation activities

There are many ways in which scientists classify wetlands but many times they can be defined as one of the following:

- Riverine
- Lacustrine
- Palustrine

Riverine Wetlands

Riverine wetlands are wetlands such as rivers or wetlands found along the edge of rivers and streams in the floodplain.

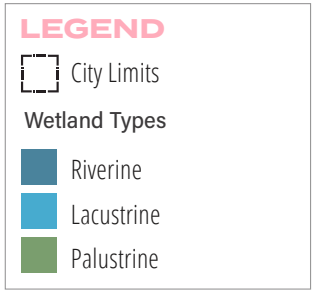
Lacustrine Wetlands

Lacustrine wetlands are wetlands found within lakes or reservoir areas. They are typically associated with lakes.

Palustrine Wetlands

Palustrine wetlands are inland wetlands that are commonly referred to as marshes and swamps, often found alongside rivers or streams.

Wetlands are formally delineated by the U.S. Army Corps of Engineers and protected through the Clean Water Act. Figure 5.4 shows the location of known wetlands in the Van Meter area but there are likely other wetlands not included in the figure.



Wetlands Map

Most of the wetlands in Van Meter occur alongside the river and streams. There are significant amounts of palustrine wetlands on either side of the Raccoon River. There are some known lacustrine wetlands north and east of Van Meter.

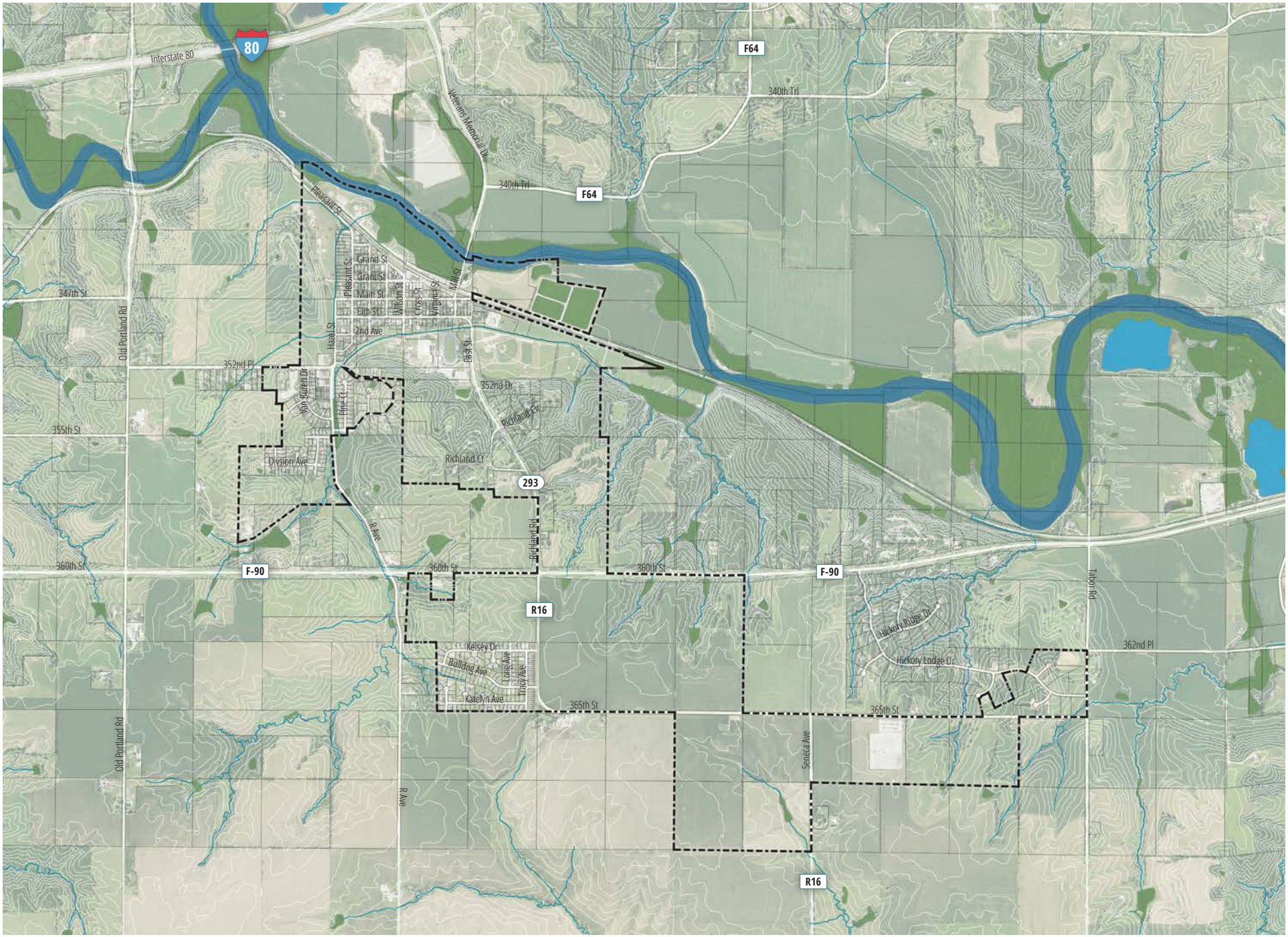


Figure 5.4 – Wetlands, Van Meter (2017)

Tree Cover

Trees provide numerous environmental, economic and societal benefits to communities. Benefits derived from trees include:

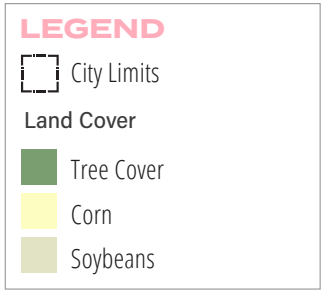
- Prevent urban heat island effect
- Act as a windbreak to reduce heating costs
- Help capture and filter stormwater
- Provide oxygen and absorb carbon dioxide
- Provide shade cover
- Bird and other wildlife habitat
- Scenic / increase property values

Van Meter has a significant amount of tree cover within the planning area. Trees are a precious resource that while technically renewable take years to grow and replace, especially for the mature tree stands found within Van Meter.

Figure 5.5 shows the estimated tree cover in Van Meter based on land cover classification analysis performed by the Iowa Department of Natural Resources (DNR) in 2009. In general, mature tree growths like those found throughout Van Meter should be preserved whenever possible. Very low-density housing developments like that of Hickory Lodge east of Van Meter are an example of how housing can be built into the existing tree cover with minimal loss of trees. This type of development should be one of the few types allowed within these environmentally significant areas.

Agricultural Land

Despite the westward expansion of the Des Moines metro, a large amount of the land surrounding Van Meter, especially to the west and south, remains as active agricultural land. Figure 5.5 shows the estimated agricultural land in the Van Meter area based on the 2009 land use classification analysis completed by the Iowa DNR. Agriculture is an important industry for the state, region and country. Once land has been converted away from agricultural uses, it rarely is converted back into harvestable land. Conversion of agricultural land to the built environment should be done thoughtfully with consideration given to the significance of the natural resource.



Tree Cover & Agriculture Map

There is a significant amount of tree cover surrounding Van Meter, particularly in the area directly south of the Raccoon River. Agricultural land uses dominant the area south and west of the city limits.

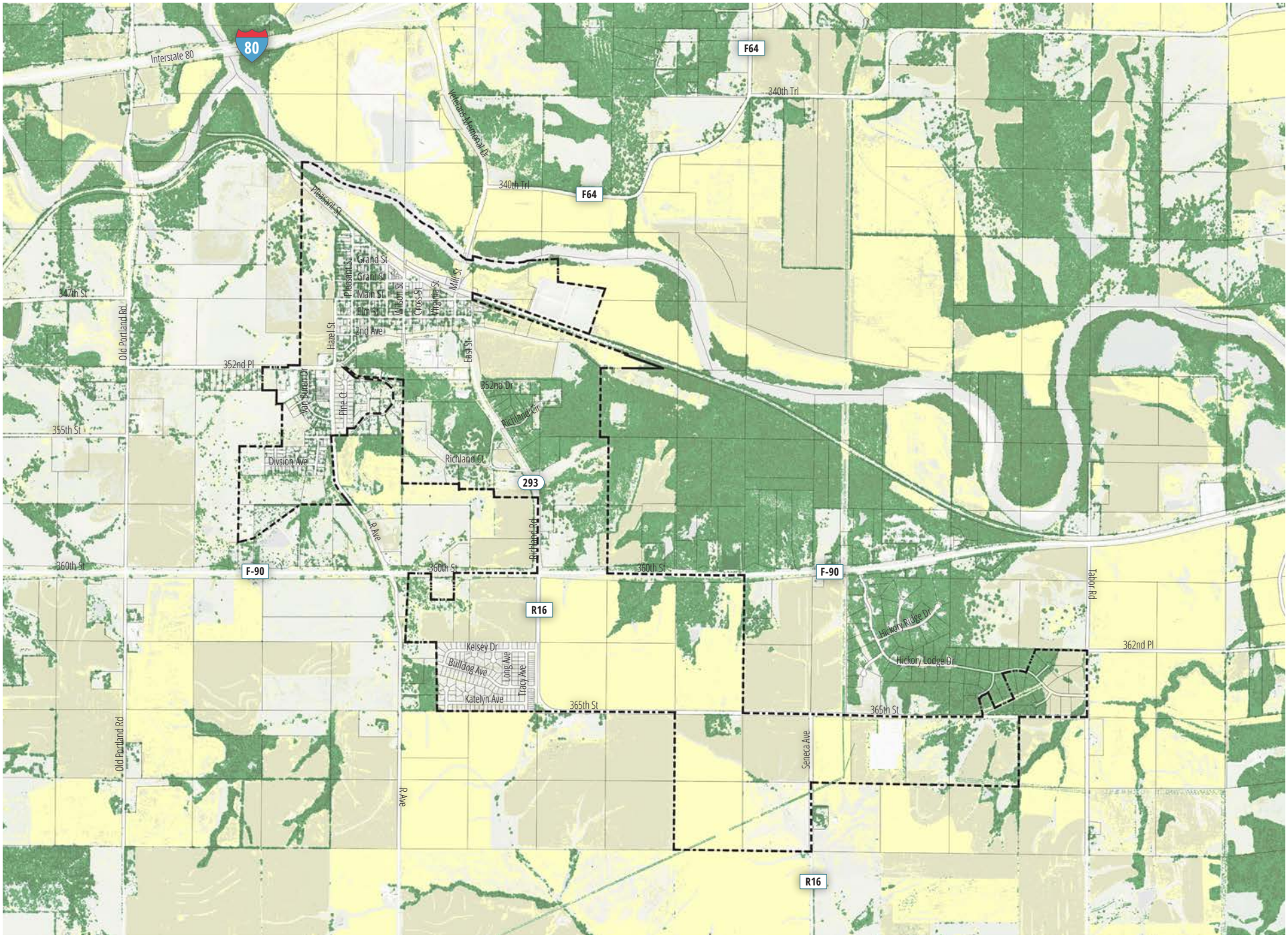


Figure 5.5 – Tree Cover, Van Meter (2017)

Public Input Summary

Public Workshop - Preference Scales

At the public workshop, attendees were asked to place a blue dot on a spectrum to indicate how much or how little they concurred with two statements regarding a variety of topics. For environmental sustainability, attendees were asked to place a dot where the fell between whether environmental sustainability should be a low or high priority.

Generally, the public workshop attendees indicated strong support for listing environmental sustainability as a high priority. There were a few individuals who placed the dot closer to the middle, but no dots were placed on the low priority end of the spectrum.

Figure 5.6 shows the results for preference scales on the environment.

Public Workshop - Visual Preference Exercise

At the public workshop, attendees were asked to place green and red dots on the images they most liked (green dots) and least liked (red dots). There were six (6) different image themes that depicted different development types, style and densities. While there was not a environmental category, several categories included images of environmental features.

For the environmental-related images they liked:

- Agricultural land
- Unpaved trails in a wooded area
- River / river activation
- Tree-filled parkland
- Paved trails in wooded area

Public Workshop - Notecard Activities

At the public workshop, attendees were asked to complete 4 notecard exercises that asked for opportunities, challenges, one big dream and one big fear for Van Meter. While the notecard and postcard exercises did not specifically ask participants to address the environment, many did in their responses. Some themes about housing mentioned in the postcard / notecard exercises include:

- Trails
- River
- Recreation
- Parks
- Topography
- Access to water

Community Survey

There were several questions related to the natural resources / environment included in the Vision Van Meter Community Survey.

The survey asked, *Do you believe the City should preserve environmentally sensitive land such as the floodplain, hilly areas, areas along stream banks and areas with significant tree cover?* Nearly 90% of survey respondents listed *Strongly Agree* or *Agree*. This indicates strong support for the protection of these sensitive ecological resources. Only 2% of respondents did not support environmental protection.

When asked if they believed the City was doing enough to protect the environment the results were more mixed. Over half of the survey takers said they were not sure. Another quarter of respondents said the City was doing enough and 14% said no. It may be that the community is unsure of the current efforts underway by the City to protect the environment.

The survey also asked if they would support efforts to further Van Meter's reputation as a recreation city by expanding river access with an improved floating / kayak launch. Over 70% of survey takers said they would support such an effort. Overall, the river was viewed as a strong asset to the community.

Figure 5.7 shows the survey question results.

Figure 5.6 – Environmental Sustainability Preference Scale

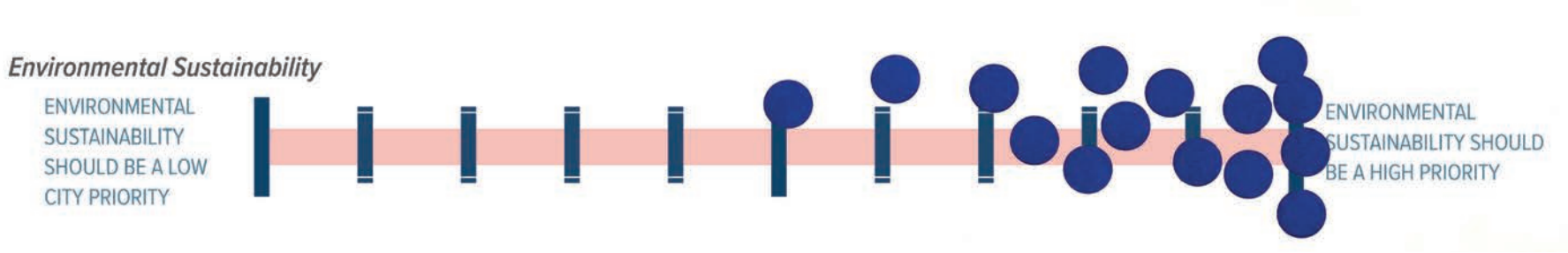
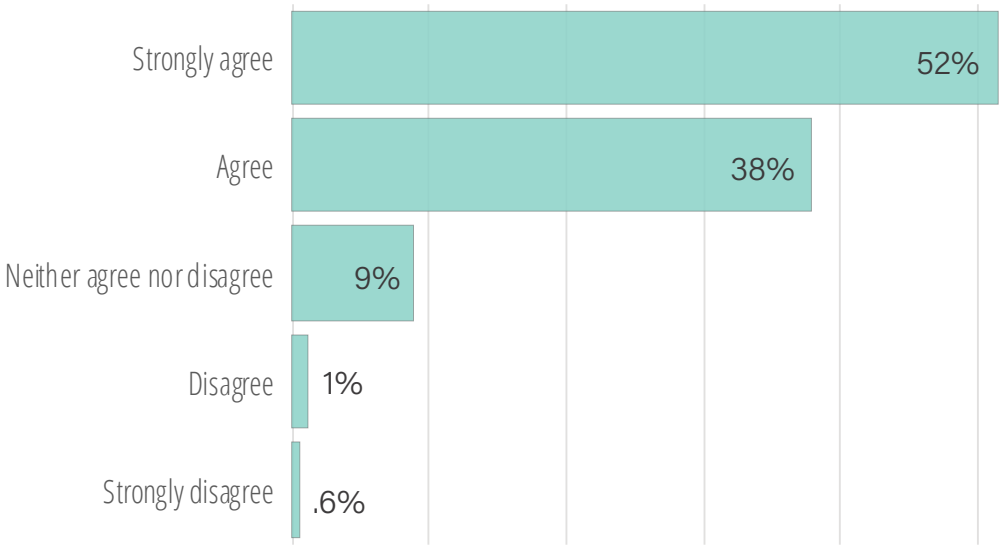


Figure 5.7 – Do you believe the City of Van Meter should preserve environmentally sensitive land such as the floodplain, hilly areas, areas along stream banks, and areas with signficant stree cover?



PARKS & RECREATION

6

Parks & Recreation Overview

Parks and recreation contribute greatly to the overall quality of life in a community. They are places to play, recreate, socialize and celebrate. Parks are often categorized into park types.

Mini Parks

Mini parks are small parks, typically less than an acre. Some will include playground equipment and others may only have benches, public art or a small patch of grass. The service area is usually around 1/4-mile. Van Meter's mini park is the Van Meter City Park located in downtown Van Meter. This 0.3-acre park provides a fenced playground and greenspace for residents.

Neighborhood Parks

Neighborhood parks are generally between 2 and 15 acres in size and are gathering spaces that act as an anchor for neighborhoods. Active recreation facilities are commonly found through playgrounds, trails, basketball courts or other field space. The service area for a neighborhood park is between 1/4 and 1/2 mile. The neighborhood park in Van Meter is Johnson Park.

Community Parks

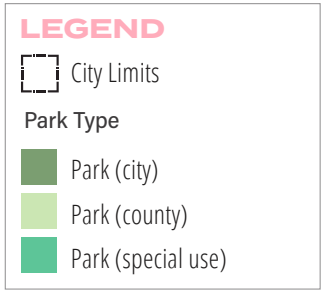
Community parks are typically larger, 16 acres or more, and serve the needs of an entire community. The service area for a community park is at least one-mile but could be larger depending on the park facility and community. Both passive and active recreation opportunities can usually be found in a community park including walking trails, picnic shelters, playgrounds and bathroom facilities. The main community park in Van Meter is Trindle Park. Trindle Park is owned and maintained by Dallas County Conservation Board but is the largest park available in Van Meter at 22.7 acres.

Special Use Parks

Special use parks serve a specific recreation role in a community and as such will vary widely in terms of the facilities available, size and service area. Van Meter's special use parks are facilities dedicated specifically to sports such as the Melissa Lyon Field and the Van Meter Recreation Complex.

Table 6.1 – Parks, Van Meter (2017)

Park Name	Acres	Category
Trindle Park	22.7	Community
Johnson Park	6.2	Neighborhood
Melissa Lyon Field	29.3	Special Use
Van Meter Recreation Complex	14.8	Special Use
Van Meter City Park	0.3	Mini



Park Map

Johnson Park and the Van Meter City Park are the two main traditional parks owned and operated by the City. Trindle Park, operated & owned by Dallas County, is the largest community park. The two special use parks are both recreation-focused sport complexes.

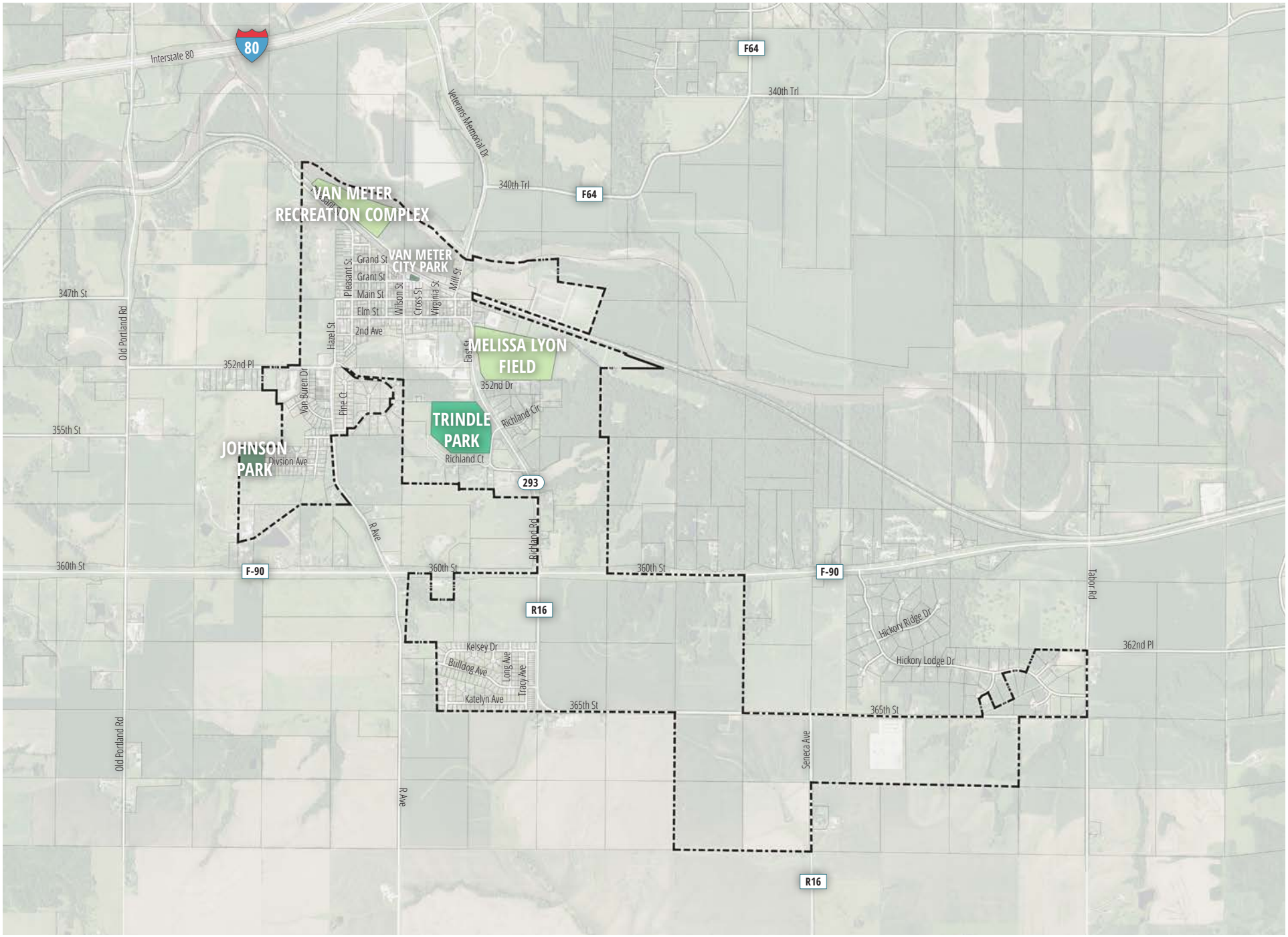


Figure 6.1 – Parks (2019)

Level of Service Analysis

Existing Level of Service Analysis

Table 6.2 shows the existing level of service analysis for Van Meter. Level of service (LOS) analysis looks at the number of park acres available per 1,000 residents. The LOS is compared to the national standards for parkland in the U.S. Park LOS analysis can be done for the total park acres available as well as for park types. Currently, Van Meter meets the national standards for park acres (total and by park category) based on the 2017 population estimate.

LOS Demand Estimates

As Van Meter grows, so will its demand for park acres. Park demand estimates have been calculated for 2030 and 2040 based on the population projections calculated in Chapter 2. Additionally, park demand estimates have been completed for both medium and high growth scenarios. These numbers are just a guide to assess how well Van Meter compares to peer communities. The LOS level alone does not always assess the accessibility of parkland, a topic explored in the next section.

Another point to consider is the impact that school and county-owned parkland and recreation facilities has on Van Meter's calculated LOS. Without the additional parkland acres considered, the LOS for the community would be significantly lower. New parks should still be created as the residential areas of the community grow to ensure adequate access to parkland for all.

Table 6.2 – Existing Level of Service Analysis

Park Type	Total	LOS*	Recommended LOS*
Mini	0.3	0.25	.25 to .50
Neighborhood	6.2	5.10	1.25 to 2.0
Community	22.7	18.67	5.5 to 8.0
Special Use	44.1	36.27	-
TOTAL	73.3	60.28	10.5

Source: Confluence, with inputs from the Planner's Estimating Guide & City of Van Meter

Table 6.3 – Population Projections, 2030-2040

Year	Medium Growth	High Growth
2030	1,773	2,627
2040	2,172	3,346

Source: Confluence, with input from U.S. Census and City of Van Meter

Table 6.4 – Van Meter Medium Growth Park Demand Estimates

Park Type	Total Existing Acres	Total 2030 Acres Needed	Total 2040 Acres Needed
Mini	0.3	.44 to .89	.54 to 1.1
Neighborhood	6.2	2.2 to 3.5	2.7 to 4.3
Community	22.7	9.8 to 14.2	11.9 to 17.4
Special Use	44.1	-	-
TOTAL	73.3	18.6	22.8

Table 6.5 – Van Meter High Growth Park Demand Estimates

Park Type	Total Existing Acres	Total 2030 Acres Needed	Total 2040 Acres Needed
Mini	0.3	.66 to 1.3	.84 to 1.7
Neighborhood	6.2	3.3 to 5.3	4.2 to 6.7
Community	22.7	14.4 to 21.0	18.4 to 26.8
Special Use	44.1	-	-
TOTAL	73.3	27.6	35.1

Accessibility Analysis

The level of service analysis completed for Van Meter does not necessarily address the true accessibility of a park system. The ability of residents to easily and safely access a park is also important to consider. Two way to assess this component of the health of a park system is by a walk time analysis and a buffer analysis

Walk Time Analysis

Ideally, most residents should be able to walk to a park in between 5 and 10 minutes. A GIS analysis of park locations in Van Meter was performed to determined what areas of the community were accessible in a 5- and 10-minute walk time. The service area created was reviewed and the estimated number of people served was calculated based on housing units and average household size data for Van Meter. The results of the walk time analysis are shown in Figure 6.2.

Approximately 543 residents live within a 5-minute walk of a park. This represents roughly half of the estimated population in 2017. The service area of 5-minutes is shown in yellow. Large swaths of the older and newer sections of Van Meter do not fall into the service area.

Approximately 572 people live within a 10-minute walk time of a park. Notably missing, is the Crestview subdivision. Adults and children living in this neighborhood do not live within a reasonable walk time of any park. Even the closest park, Trindle Park, is an approximately 22-minute walk from the entrance to the subdivision. Additionally, there is not a sidewalk or trail available on the route. Table 6.6 summarizes the results.

Buffer Analysis

Ideally, most residents should be located within or close to 1/4 to 1/2-mile of a park. The number of residents living within a reasonable distance to a park was calculated using the buffer service area, estimated housing units and average household size data. Figure 6.3 shows the buffer service areas for Van Meter.

Approximately 685 residents live within a 1/4-mile of a park. When expanded to 1/2-mile, an estimated 880 residents live within the service area. These numbers are better than for the walk time analysis but still do not include the residents living in the Crestview development.

When planning specific locations for future parks, consideration should be given for the accessibility of the park for all sections of the community. Further, the location of sidewalks or trails should also be considered.

Table 6.6 – Walk Time Analysis Population Served

Walk Time	Count	% Population
5-Minute Walk Time	543	44.7%
10-Minute Walk Time	572	47.0%

Source: Confluence, with input from U.S. Census and City of Van Meter

Table 6.7 – Buffer Analysis Population Served

Buffer	Count	% Population
1/4-Mile Buffer	685	56.3%
1/2-Mile Buffer	880	72.4%

Source: Confluence, with input from U.S. Census and City of Van Meter

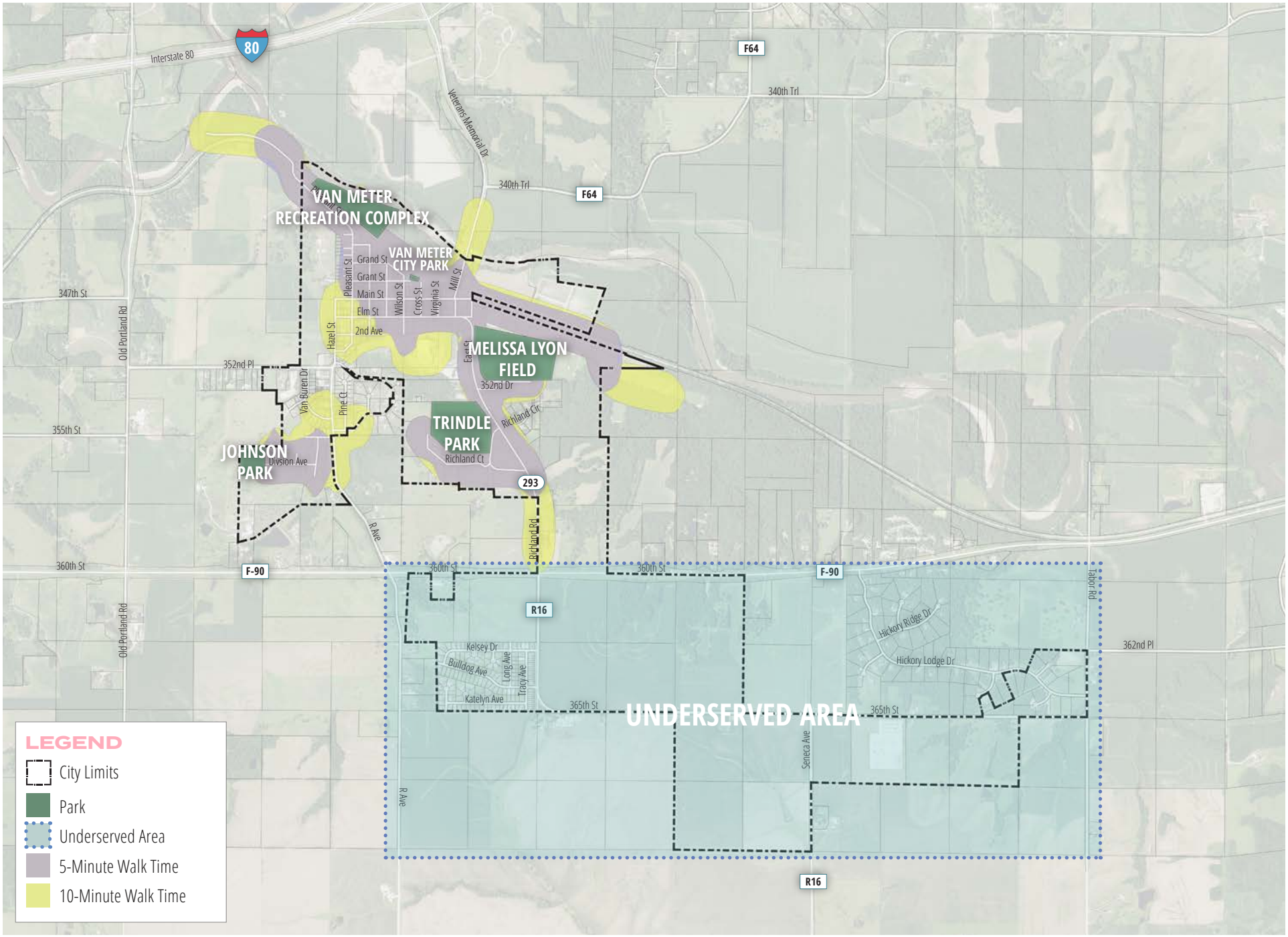


Figure 6.2 – Walk Time Analysis

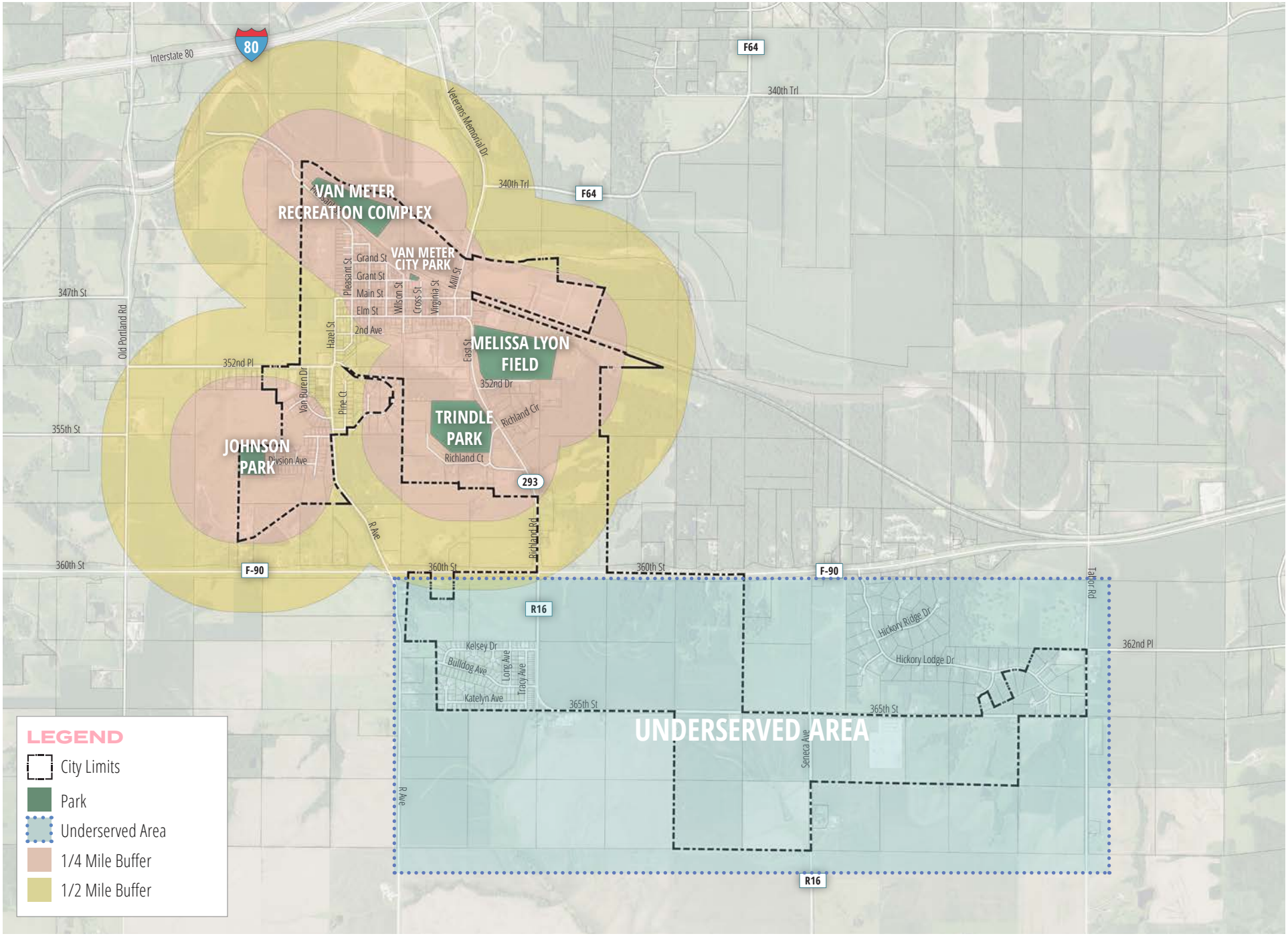


Figure 6.3 – Park Buffer Analysis

Trails & Sidewalk Plan

Van Meter Trails & Sidewalk

Figure 6.4 shows the existing sidewalk and trails system in Van Meter alongside the proposed trail and sidewalk expansion. The existing sidewalk / trails are shown in the thick dark green line. Proposed trails are shown in thick dotted green line. Future trails do not include the complete expected sidewalk coverage in Van Meter - that is expected to be included on any new street. Rather, the dotted green lines show proposed multi-purpose trails.

Included in the proposed trail plan are two possible regional connections: one to De Soto and one to West Des Moines. The DeSoto trail extension follows the existing road network and ultimately connects to De Soto along 347th Street. There are two proposed possible West Des Moines connections. One connection is along the rail line south of the Raccoon River. The other follows F-90 / 360th Street. The ultimate selection of the West Des Moines connection will depend on costs and ability to obtain easements.

Local multi-purpose trails include a loop trail south of the Crestwood development. There are also trail connections along R Avenue and Richland Road. Trail connections between Trindle Park and the school complex are also shown.

Regional Connections

Figure 6.5 shows how the proposed Van Meter trails and sidewalk plan compares to the planned trails for neighboring Waukee and West Des Moines. The closest connection to the regional Des Moines network will be West Des Moines. The City has plans to extend their trail system along F-90 at some point in the future and the community grows. Van Meter should work with neighboring communities like West Des Moines to plan for this upcoming connection.

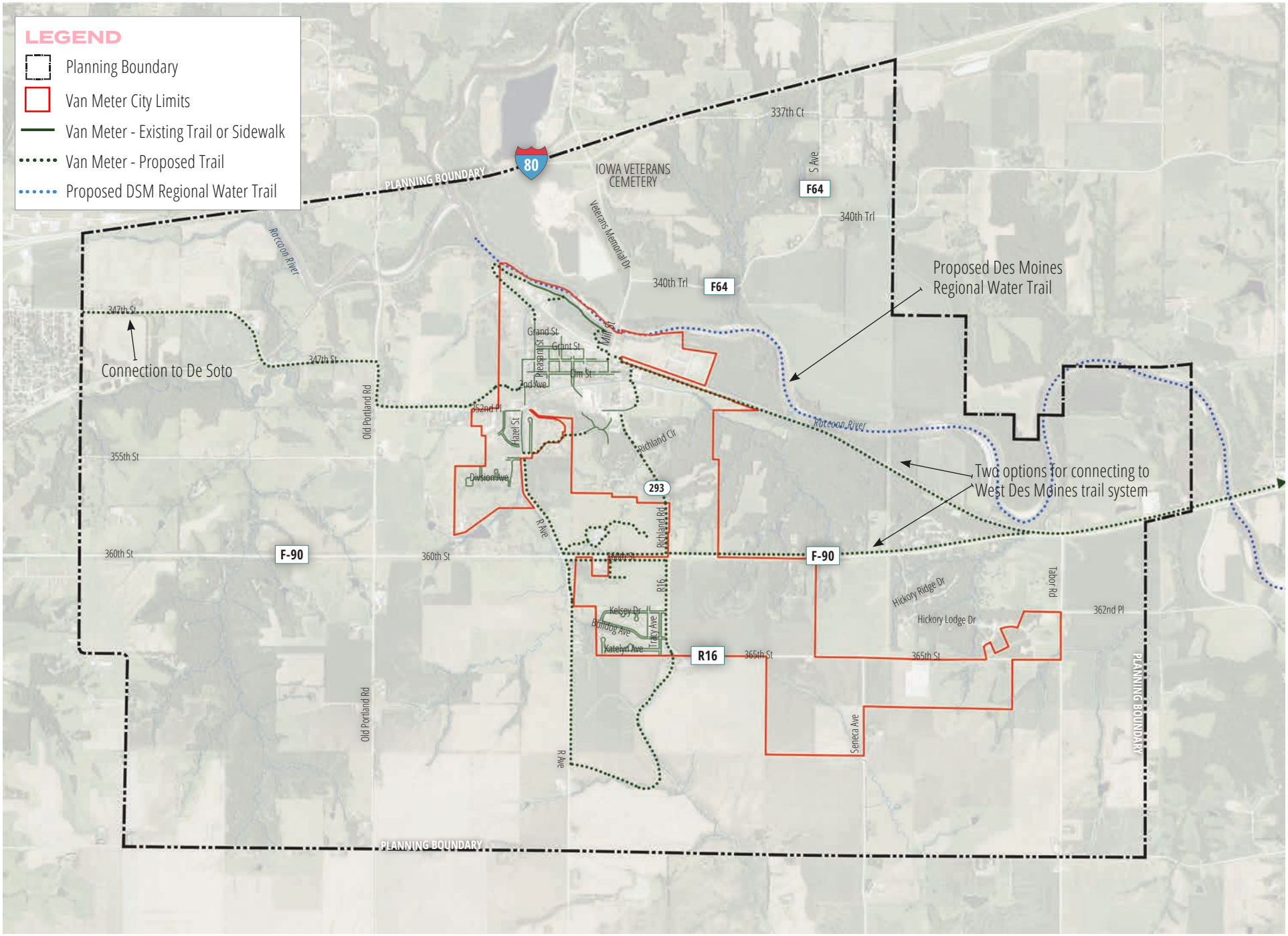


Figure 6.4 - Existing and Future Trails

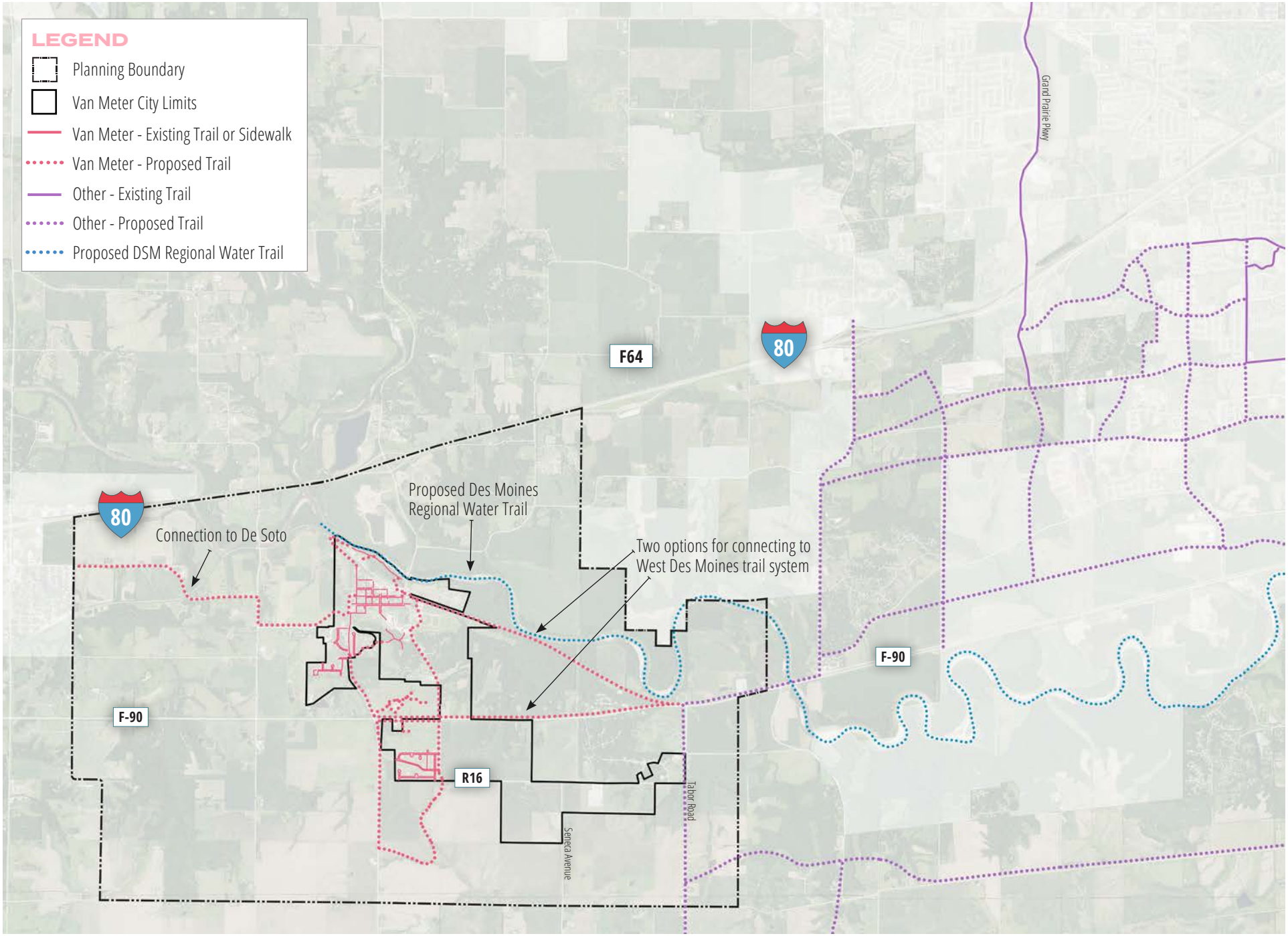


Figure 6.5 – Van Meter + Other City Existing & Planned Trails

Recreation Facility Demand

The demand for outdoor and indoor recreation facilities has been calculated for existing demand as well as 2030 and 2040 using medium growth population projection estimates. Table 6.8 summarizes. By 2040, Van Meter will have population that warrants a picnic shelter, playground, rectangular field, tennis court, baseball fields, and 4,344 square feet of indoor recreation space. Recreation facilities such as indoor recreation was brought up many times in the engagement process alongside trail expansion. Indoor recreation and trail expansion should be future priorities for the community.

Table 6.8 – Recreation Facility Demand Analysis

Outdoor Facility	Recommended Level of Service			Existing Demand	2030 Demand	2040 Demand
Picnic Shelters	1	site per	1,800	1	1	1
Playground	1	site per	2,000	1	1	1
Rectangular Field	1	field per	3,800	0	0	1
Basketball Courts	1	court per	4,400	0	0	0
Volleyball Courts	1	court per	15,000	0	0	0
Backstops	1	field per	15,000	0	0	0
Tennis Courts	1	court per	4,000	0	0	1
Softball Fields	1	field per	6,000	0	0	0
Baseball Fields	1	field per	3,500	0	1	1
Snow Sledding Hills	1	site per	30,000	0	0	0
Dog Parks	1	site per	50,000	0	0	0
Skate Park	1	site per	50,000	0	0	0
Splash Pads	1	site per	15,000	0	0	0
Outdoor Pools	1	site per	40,000	0	0	0
Indoor Facilities	**Recommended Level of Service**			**Existing Demand**	**2030 Demand**	**2040 Demand**
Indoor Pools	1	site per	35,000	0	0	0
Indoor Recreation	2	SF per	person	2,432 SF	3,546 SF	4,344 SF

Public Input Overview

Community Survey

There were three questions related to parks and recreation on the community survey. When asked if they felt the parks and recreation facilities available met their needs, nearly 60% said no. Just over thirty percent said yes and the remaining 11% were not sure.

When asked what parks facilities they most commonly left Van Meter to use, the main answers were: trails for walking/biking/running, (71%) splash pads / outdoor pools (62%) and playgrounds (41%).

When asked, for a town the size of Van Meter, what parks and recreation amenities should be prioritized the most popular answer was more trails (36%) followed by more playgrounds (23%), more fields (17%) and more park acres for passive recreation activities (15%).

Public Workshop

When asked to select the parks and recreation priority amongst a list, the most popular selection was more trails. This confirms the feedback received from the community survey.

During the visual preference exercise for parks and recreation the images with the most positive green dots were:

- River activation (tubing and kayak launch)
- Trails (natural and paved)
- Active recreation (fields and courts)
- Open areas (passive recreation space)

For the priority ranking exercise, the most popular response by far was the desire for additional trails within Van Meter. Trails were are listed as the parks and recreation amenity they most frequently leave Van Meter to use.

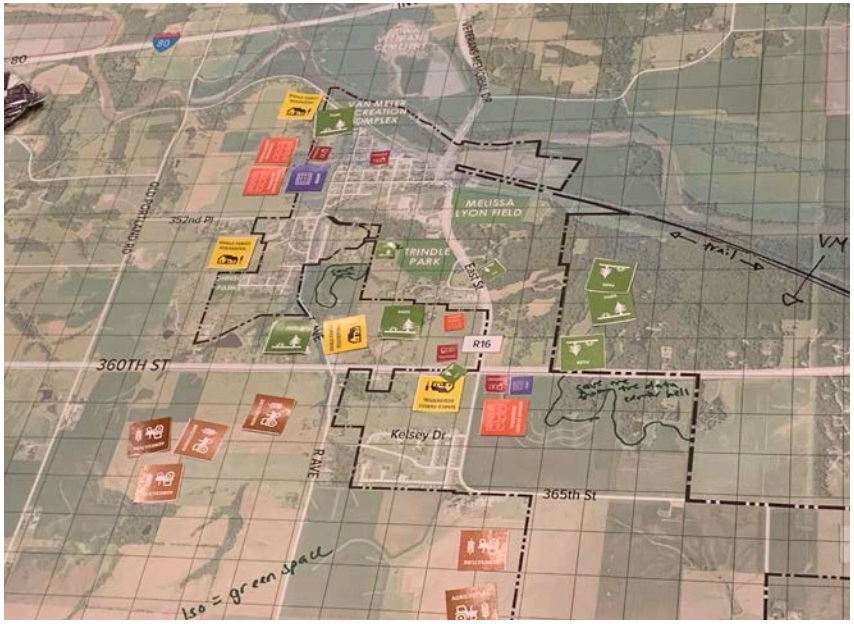


Figure 6.6 – Survey Question 16 Results

For which type of parks and recreation amenities do you most frequently leave Van Meter to use? Select all that apply.

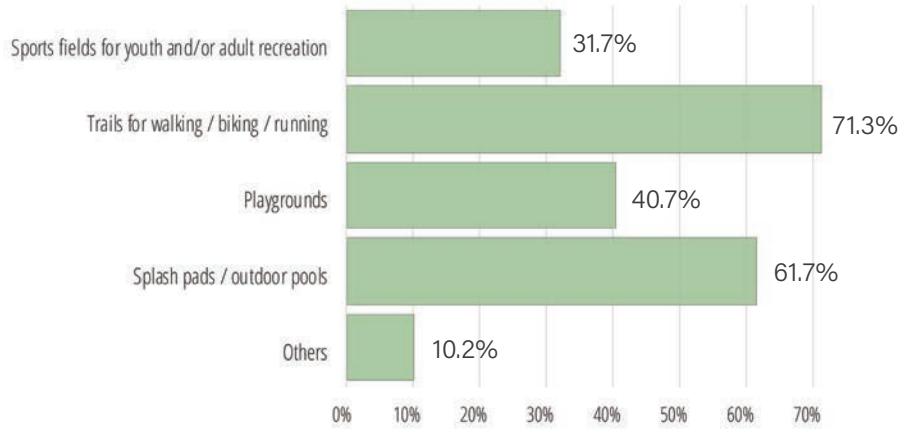


Figure 6.7 – Survey Question 17 Results

For a town the size of Van Meter, what park and recreation amenities should be most prioritized?

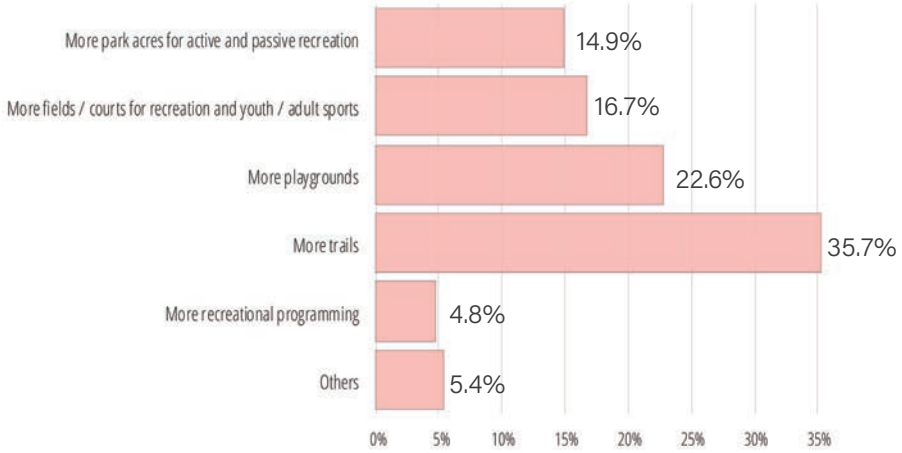


Figure 6.8 – Public Workshop - Parks & Recreation Visual Preference Exercise Results


City Hall


IOWA VETERANS
CEMETERY


TEAM
WELCOME TO
VAN METER
SCHOOLS
BULLDOGS
VAN METER
THE
BULLDOGS
NO
PARKING

COMMUNITY FACILITIES

7

Police Services

The existing and future demand for police services was calculated for Van Meter using the latest population estimate of 1,216 and the medium and high growth scenarios for 2030 and 2040 as identified in Chapter 2. Currently, Van Meter is served by a police chief and an assistant police chief also in charge of fire / ems services. The police work out of a joint facility shared by the fire/ems and the library.

Police Personnel & Facility Demand

Currently, Van Meter has demand for between 2 and 3 full-time police personnel. By 2040, the demand could increase to between 4 to 9 full-time personnel.

Currently, Van Meter has demand for an 800 square foot facility. By 2040, the facility demand could increase to between 1,400 to 2,200 square feet.

Table 7.1 – Police Facility Needs LOS + Demand

Police Facility Needs	LOS	Existing Demand
Facility Size (sq. ft.)	0.65 / resident	790 sq. ft.
Land Area (Sq. Ft.)	3.0 / resident	3,648 sq. ft.
Land Area (Acres)	-	0.08 acres

Table 7.2 – Police Facility 2030 Demand

Police Facility Needs	2030 (medium)	2030 (high)
Facility Size (sq. ft.)	1,152 sq. ft.	1,708 sq. ft.
Land Area (sq. ft.)	5,319 sq. ft.	7,881 sq. ft.
Land Area (acres)	0.12 acres	0.18 acres

Table 7.3 – Police Facility 2040 Demand

Police Facility Needs	2040 (medium)	2040 (high)
Facility Size (sq. ft.)	1,412 sq. ft.	2,175 sq. ft.
Land Area (sq. ft.)	6,516 sq. ft.	10,038 sq. ft.
Land Area (acres)	0.15 acres	0.23 acres

Table 7.4 – Police Personnel LOS Standards

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	1.98	2.65
West North Central Cities	1.69	1.97

Table 7.5 – Police Personnel Existing Demand

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	2	3
West North Central Cities	2	2

Table 7.6 – Police Personnel Demand 2030 (med.)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	4	5
West North Central Cities	3	3

Table 7.7 – Police Personnel Demand 2030 (high)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	5	7
West North Central Cities	4	5

Table 7.8 – Police Personnel Demand 2040 (med.)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	4	6
West North Central Cities	4	4

Table 7.9 – Police Personnel Demand 2040 (high)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	7	9
West North Central Cities	6	7

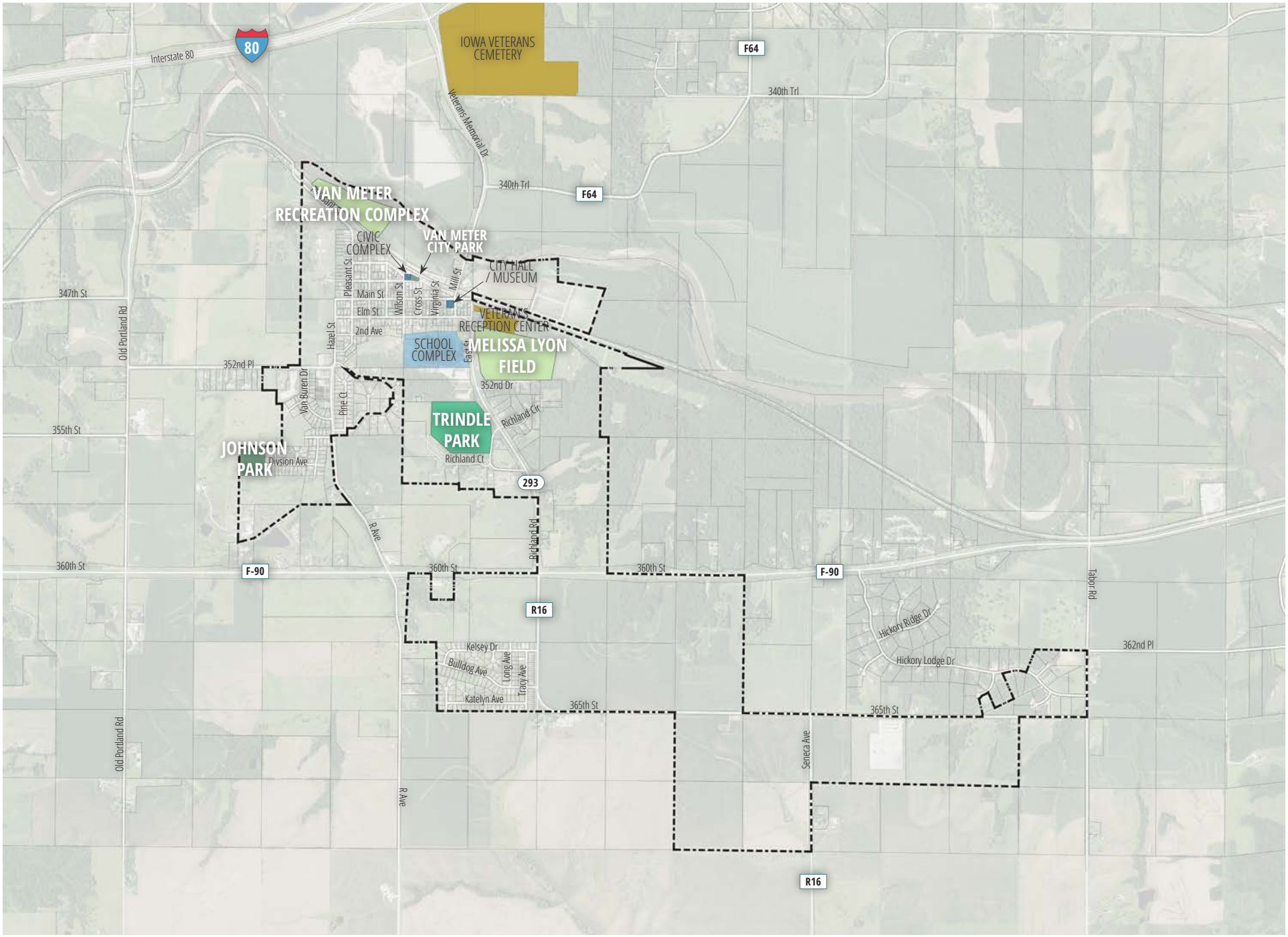


Figure 7.1 – Community Services, Van Meter (2017)

Fire / EMS Services

Van Meter has been served by a volunteer fire department for over the past 90 years responding to calls twenty-four hours a day, seven days a week. The fire department operates out of a joint facility with the police and library.

Fire / EMS Personnel & Facility Demands

Currently, Van Meter has demand for between 1 and 2 fire / ems personnel. By 2040, the demand could increase to between 4 to 5 full-time personnel. For the foreseeable future, Van Meter will likely only utilize a volunteer fire department because of its low population.

The current facility demand for fire / ems space is only 486 square feet. However, by 2040 the demand for space increases to between 900 to 1,400 square feet.

Table 7.10 – Fire / EMS Facility Needs LOS + Demand

Police Facility Needs	LOS	Existing Demand
Facility Size (sq. ft.)	0.40 / resident	486 sq. ft.
Land Area (Sq. Ft.)	2.5 / resident	3,040 sq. ft.
Land Area (Acres)	-	0.07 acres

Table 7.11 – Fire / EMS Facility Needs 2030 Demand

Police Facility Needs	2030 (medium)	2030 (high)
Facility Size (sq. ft.)	709 sq. ft.	1,051 sq. ft.
Land Area (sq. ft.)	4,433 sq. ft.	4,433 sq. ft.
Land Area (acres)	0.10 acres	0.15 acres

Table 7.12 – Fire / EMS Facility Needs 2040 Demand

Police Facility Needs	2040 (medium)	2040 (high)
Facility Size (sq. ft.)	869 sq. ft.	1,338 sq. ft.
Land Area (sq. ft.)	5,430 sq. ft.	8,365 sq. ft.
Land Area (acres)	0.12 acres	0.19 acres

Table 7.13 – Fire / EMS Personnel LOS Standards

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	1.48	1.63
West North Central Cities	1.07	1.27

Table 7.14 – Fire / EMS Personnel Existing Demand

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	2	2
West North Central Cities	1	2

Table 7.15 – Fire / EMS Personnel Demand 2030 (med.)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	3	3
West North Central Cities	2	2

Table 7.16 – Fire / EMS Personnel Demand 2030 (high)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	4	4
West North Central Cities	3	3

Table 7.17 – Fire / EMS Personnel Demand 2040 (med.)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	3	4
West North Central Cities	2	3

Table 7.18 – Fire / EMS Personnel Demand 2040 (high)

Police Personnel Needs	Lower LOS	Higher LOS
All Cities	5	5
West North Central Cities	4	4

Government Services

Government services are all those facilities and services operated by the local municipal government. The City of Van Meter currently operates with a Mayor-Council/Administrator form of government. There are five City Council Members that are elected at-large and each serve alternating four-year terms. The City Administrator manages a mix of full and part-time employees including a City Clerk, Public Works Director, Assistant Public Works Director, Library Director, Parks & Recreation Coordinator, and Public Safety Director.

The City staff work out of three main facilities:

- Van Meter City Hall
- Van Meter Public Library
- Van Meter Public Safety

Staff and facility demand projections have been calculated for the estimated number of total government employees and general facility space Van Meter should have today and in 2030 and 2040. Projections using medium and high growth projections.

Total Government Employees

For cities below 50,000, there should be roughly one full-time equivalent (FTE) employee for every 10.9 residents. Today, that equates to a demand for roughly 13 employees. In 2030, Van Meter should employ between 19 to 29, growth rate depending. In 2040, this number could go up to between 24 and 36, growth depending.

General Facility Space & Land

The LOS standard for facility (sq. ft.) is 0.9 square feet per resident. The land area demand is 3.5 square feet per resident. Today, Van Meter should operate out of a roughly 2,100 sq. ft. facility on 0.10 acres. By 2030, the need should increase to between a 1,600 to 2,300 sq. ft. facility on between 0.14- and .21 acres. In 2040, the demand will again increase to a 2,000 to 3,000 sq. ft. facility on .17 to .27 acres.

Table 7.19 – Total Government Employees LOS + Demand

Total Government Employees	LOS	Existing Demand
Cities less than 50,000	10.9	13 employees

Table 7.20 – Total Government Employees Demand

Gov't Employees	2030 (medium)	2030 (high)
Full-time Employees	19	29
Gov't Employees	**2040 (medium)**	**2040 (high)**
Full-time Employees	24	36

Table 7.21 – General Facility Space LOS + Demand

Total Government Employees	LOS	Existing Demand
Facility (sq. ft.)	0.9 / resident	2,094 sq. ft.
Land Area (sq. ft.)	3.5 / resident	4,256 sq. ft.
Land Area (acres)	-	0.10 acres

Table 7.22 – General Facility Space Demand 2030

General Facility Space	2030 (medium)	2030 (high)
Facility Size (sq. ft.)	1,596 sq. ft.	2,364 sq. ft.
Land Area (sq. ft.)	2,364 sq. ft.	9,195 sq. ft.
Land Area (acres)	0.14 acres	0.21 acres

Table 7.23 – General Facility Space Demand 2040

General Facility Space	2040 (medium)	2040 (high)
Facility Size (sq. ft.)	1,955 sq. ft.	3,011 sq. ft.
Land Area (sq. ft.)	7,602 sq. ft.	11,711 sq. ft.
Land Area (acres)	0.17 acres	0.27 acres

Community Center

Community centers are typically defined as public locations where members of the community can gather for group activities, social events, public meetings and other purposes. They often feature space that is available for rent at low cost to community members and organizations. Facility space and land demand estimates have been calculated for today as well as 2030 and 2040 medium and high growth scenarios.

Community Center Facility & Land Demand

Today, Van Meter could support a 912 sq. ft. facility on 0.11 acres. By 2030, the demand could be between 1,300 and 2,000 sq. ft. on .16 to .24 acres. By 2040, the demand could increase to a 1,600 to 2,500 sq. ft. facility on .20 to .31 acres.

Table 7.24 – Community Center Facility LOS + Demand

Total Government Employees	LOS	Existing Demand
Facility (sq. ft.)	075 / resident	912 sq. ft.
Land Area (sq. ft.)	4.0 / resident	4,864 sq. ft.
Land Area (acres)	-	0.11 acres

Table 7.25 – Community Center Facility Demand 2030

General Facility Space	2030 (medium)	2030 (high)
Facility Size (sq. ft.)	1,330 sq. ft.	1,970 sq. ft.
Land Area (sq. ft.)	7,092 sq. ft.	10,508 sq. ft.
Land Area (acres)	0.16 acres	0.24 acres

Table 7.26 – Community Center Facility Demand 2040

General Facility Space	2040 (medium)	2040 (high)
Facility Size (sq. ft.)	1,629 sq. ft.	2,510 sq. ft.
Land Area (sq. ft.)	8,688 sq. ft.	13,384 sq. ft.
Land Area (acres)	0.20 acres	0.31 acres

Recreation Center

Recreation centers are typically defined as a public (or private) space that is open for people to hold recreation activities such as group exercise classes or team sports practices. They may be combined with community center functions to form a dual-purpose community / recreation center.

Recreation Center Facility & Land Demand

Today, Van Meter could support a 670 sq. ft. facility on 0.01 acres. By 2030, the demand could be between 975 and 1,450 sq. ft. on .10 to .14 acres. By 2040, the demand could increase to a 1,200 to 1,850 sq. ft. facility on .12 to .18 acres. Van Meter should consider combining the overall facility demand for community and recreation centers to have a larger, more efficient facility space.

Table 7.27 – Recreation Center Facility LOS + Demand

Total Government Employees	LOS	Existing Demand
Facility (sq. ft.)	0.55 / resident	669 sq. ft.
Land Area (sq. ft.)	2.4 / resident	2,918 sq. ft.
Land Area (acres)	-	0.07 acres

Table 7.28 – Recreation Center Facility Demand 2030

General Facility Space	2030 (medium)	2030 (high)
Facility Size (sq. ft.)	975 sq. ft.	1,445 sq. ft.
Land Area (sq. ft.)	4,255 sq. ft.	5,213 sq. ft.
Land Area (acres)	0.10 acres	0.14 acres

Table 7.29 – Recreation Center Facility Demand 2040

General Facility Space	2040 (medium)	2040 (high)
Facility Size (sq. ft.)	1,195 sq. ft.	1,840 sq. ft.
Land Area (sq. ft.)	5,213 sq. ft.	8,030 sq. ft.
Land Area (acres)	0.12 acres	0.18 acres

Library Services

Libraries play a large role in the quality of life for residents in a community. Libraries can benefit both the adults and children of a community by providing access to books as well as technological services.

Volumes

The standard LOS for volumes in a community is 2.0 volumes per resident. Based on current population estimates, Van Meter should maintain approximately 2,400 volumes. By 2030, Van Meter should maintain at least 3,550 and 5,250 volumes. In 2040, the volume demand increases to between 4,350 and 6,700 volumes. It is not fully clear how the increase in e-books will impact the volume counts but it is something the library should consider when planning for inventory.

Facility Space & Land Demand

The library facility space LOS IS 0.6 sq. ft. per resident and 2.0 sq. ft. of land per resident. Currently, Van Meter should support at least a 730 sq. ft. facility on 0.06 acres. By 2030, the demand increases to a 1,060 and 1,580 sq. ft. facility on between 0.08 and 0.12 acres. In 2040, the demand estimates increase to between 1,300 and 2,000 sq. ft.. facility on between 0.10 and 0.15 acres.

Van Meter Public Library Foundation

The Van Meter Public Library Foundation is a non-profit group formed to help raise money for the expansion of the Van Meter Public Library and a community center room.

VAN METER Public Library FOUNDATION

Table 7.30 - Library Services LOS + Demand

Total Government Employees	LOS	Existing Demand
Volumes	2.0 / resident	2,432 volumes
Facility (sq. ft.)	0.6 / resident	730 sq. ft.
Land Area (sq. ft.)	2.0 / resident	2,432 sq. ft.
Land Area (acres)	-	0.06 acres

Table 7.31-Library Services Facility / Land Demand 2030

General Facility Space	2030 (medium)	2030 (high)
Volumes	3,546 volumes	5,254 volumes
Facility Size (sq. ft.)	1,064 sq. ft.	1,576 sq. ft.
Land Area (sq. ft.)	3,546 sq. ft.	5,254 sq. ft.
Land Area (acres)	0.08 acres	0.12 acres

Table 7.32 - Library Services Facility / Land Demand 2040

General Facility Space	2040 (medium)	2040 (high)
Volumes	4,344 volumes	6,692 volumes
Facility Size (sq. ft.)	1,303 sq. ft.	2,008 sq. ft.
Land Area (sq. ft.)	4,344 sq. ft.	6,692 sq. ft.
Land Area (acres)	0.10 acres	0.15 acres

Van Meter Schools

Van Meter is served by the Van Meter Community School District that covers all of Van Meter's planning boundary and beyond. Figure 7.2 shows the boundaries of the school district. Parts of Waukee and West Des Moines also fall under the Van Meter Community School District's boundary.

The Van Meter Community School District is located in one school complex and building for all grades kindergarten through 12th grade. The district is growing with the latest enrollment listed as over 800 students. Table 7.33 shows the calculated enrollment projections used by the school district to assess facility needs. Continued growth of the school district is expected. Local Van Meter growth trends support an increase in the school district enrollment also.

Figure 7.2 - Van Meter Community School District Boundary '19-'20

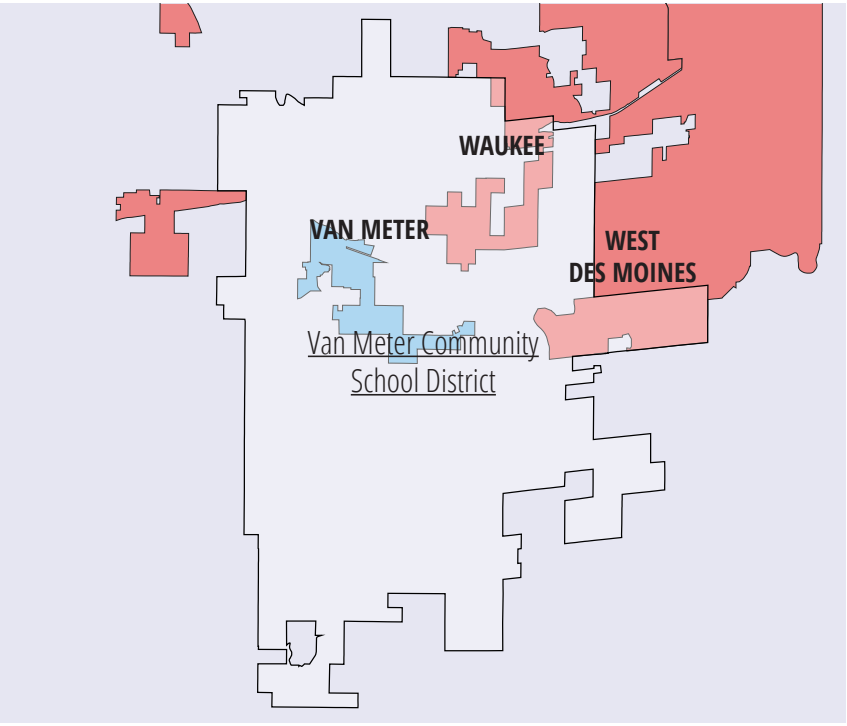


Table 7.33 - Van Meter Enrollment Projections

School Year	Elementary	Middle / High	Total
2018 / 2019	394	461	855
2019 / 2020	425	469	894
2020 / 2021	457	482	939
2021 / 2022	481	531	1,012
2022 / 2023	524	565	1,089

Source: Van Meter Community School District

Other Community Facilities

Iowa Veteran's Cemetery

The Iowa Veteran's Cemetery is located north of Van Meter on the southside of the Van Meter Interstate 80 exit. It is the first federally funded, state-owned and operated veteran's cemetery in Iowa. The cemetery is able to accommodate 81,000 burials. This state and nationally recognized attraction bring many visitors into the Van Meter area.

American Legion Veteran's Reception Center

The Veteran's Reception Center is located at 910 Main Street. The center was established in 2013 and acts as community gathering space for Van Meter. The center partners with the Iowa Veteran's Cemetery to provide a place for friends and family to gather after an internment service. Community organizations such as the Boy Scouts hold their meetings there. Events such as bingo and the farmer's market also take place on the site.

HIRTA

Van Meter receives public transportation services from HIRTA. HIRTA provides door to door transit services for Des Moines metro counties (not including Polk). All rides are open to the general public, including persons with disabilities.

Bob Feller Hometown Museum

The Bob Feller Hometown Museum is located in the Van Meter City Hall at 310 Mill Street. The museum was formed in the 1990s to celebrate Bob Feller, professional baseball player and Van Meter native. The museum is free, but donations are accepted to maintain the display and fund the Bob Feller Youth Sports Scholarship.

Badger Creek State Park

Badger Creek State Park is located 6.5 miles from Van Meter. The state park has a large lake that is a popular spot for recreation and fishing. The 276-acre lake carries largemouth bass, crappie, bluegill and catfish. There are over 700 acres of public hunting land available around the lake for hunting, bird watching, and other activities. No camping or open fires are allowed.

Public Input Overview

Community Survey

Several questions in the Vision Van Meter 2040 comprehensive plan community survey were about public facilities. Survey takers were asked what public facilities are most needed in Van Meter. Each survey taker was asked to select up to three (3) responses. The two most popular selections were more parks / recreation facilities (59.4%) and more sidewalks / trails (56.5%). The next three most common responses were new water / sewer service (38.2%), improved streets / connectivity (35.3%), and a bigger library (32.4%).

The survey also asked if they would support city-led improvements to the water trail boat launch on the Raccoon River. Nearly sixty percent (59.2%) said yes.

The final questions related to public facilities was regarding childcare access in Van Meter. When asked if the survey respondent had difficulty accessing childcare, around half of all survey takers said the question was not applicable to their circumstances. Answers were close to evenly split for yes (22%) and no (24%). However, childcare access was brought up in the public workshop by several attendees.

Public Workshop

There were several engagement exercises meant to seek feedback on different community facilities and amenities.

The Community Services that received the most positive green dots were:

- Community farmers market
- Community events (music or movies in the park)
- Community garden

The images that received one negative red sticker each were the community garden and community plantings in the right-of-way.

For the priority ranking board, the priorities were youth / adult athletic programs, followed by the public library and community events.

Figure 7.3 – Survey Question 29 Results

What public facilities are most needed in Van Meter? Select up to 3 responses.

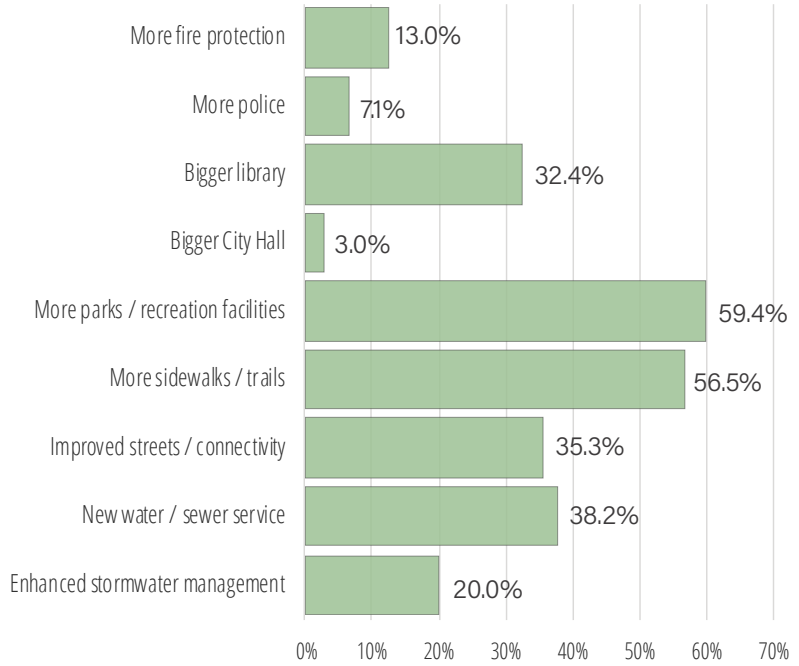


Figure 7.4 - Survey Question 30 Results

Would you support the City improving the water trail boat launch?

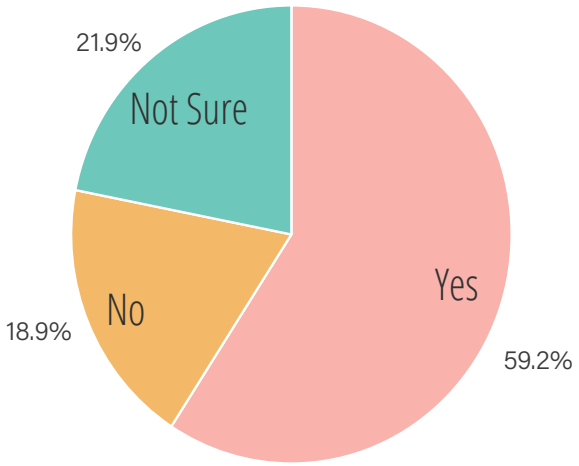


Figure 7.5 - Survey Question 31 Results

Do you have difficulty accessing childcare in Van Meter?

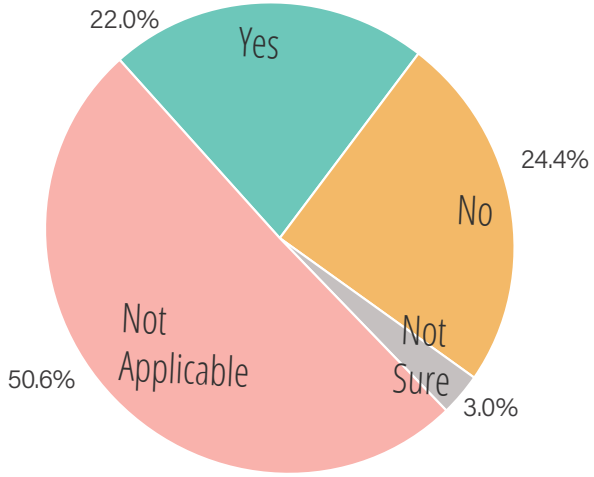


Figure 7.6 - Public Workshop - Parks & Recreation Visual Preference Exercise Results


WELCOME TO
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SCHOOLS


208

COMMUNITY CHARACTER

8

Community Character

Community character are all those features that make Van Meter unique and a high-quality place for residents to live. A community's character is defined by its people, amenities, places, land uses, and values. In a world where people are able to choose where to live and work more than ever, a community's character can be the defining characteristic that attracts or pushes away potential residents and businesses. While there are common themes among communities, each place's character is slightly different. The defining component of Van Meter's character as identified through public engagement and existing conditions analysis is Van Meter's small-town feel.

Small Town Feel

It became evident during the public engagement process, that the small-town feel is a major draw and special feature of Van Meter. Of all Van Meter's many features, maintaining this small-town feel emerged as one of the key elements of Van Meter's community character that need to be protected. It is easy to understand why people want to protect this characteristic. Van Meter offers highly convenient access to the Des Moines metro job centers, especially West Des Moines and Waukee, yet the community is still small and feels more isolated and rural than other nearby suburban communities. Part of what keeps it feeling rural is the abundance of natural features such as the Raccoon River, dense patches of tree cover and the rolling hills that around the community. While some additional growth will inevitable occur due to the attractiveness of the community, there are measures the community can take to ensure this small-town feel is preserved along the way.

Possible measures to preserve Van Meter's small-town feel include:

- Encourage areas of Van Meter's planning boundary rural and mainly agricultural
- Maintain the green corridor entrance from Interstate 80 into the community
- Preserve significant tree cover whenever possible by opting to build within the tree cover rather than clear-cutting
- Discourage too much growth too fast
- Avoid leapfrog development as much as possible to keep cohesive feel to community and allow growth to occur more naturally
- Connect community with sidewalks and/or trails to help new and existing residents to feel unified

The small-town feel of Van Meter is supported by several other features that make Van Meter special or could be enhanced to improve the quality of life further.

Downtown Improvements

Van Meter has a unique opportunity compared to some other suburban Des Moines communities in that the bones of a historic downtown core area already in place. While the downtown is an asset there are several improvements that need to be completed to ensure the downtown provides a sense of place and promotes Van Meter's character. Some property owners have already taken significant steps to improve the facade and interior space of buildings in the downtown, but overall there are overall improvements that could be made including streetscape and facade improvements, the creation of new gathering spaces, sidewalk connections and beautification efforts such as planters, signage or seating.

Creating Gathering Spaces

Having quality public gathering spaces helps contribute to quality of life by providing space where social engagement and interaction can safely occur. These spots can be anchors in a community, gathering residents for organized events or for impromptu meetings. An obvious location for enhanced public gathering space is in the old downtown core of Van Meter. Unlike other communities, Van Meter has a historic downtown where gathering space development efforts can be targeted, and there are several plans underway to help achieve this.

Van Meter has plans to create a pocket park on a lot in the downtown area near West & Grant Street. The proposed park emerged out of a community visioning project facilitated in coordination with Iowa Living Roadways. This park is a tremendous opportunity to provide additional gathering space. The existing downtown park, Van Meter City Park, could also be improved to provide a secondary space gathering. Further, there are on-going efforts to fund and construct a new library space with a community room that would provide an enclosed gathering space for activities requiring shelter.

Walkability

One of the benefits of living in a smaller town like Van Meter is the ability for residents, especially children, to be able to walk to school, the park or their friend's house. The walkability of a community is greatly influenced by the presence, or lack thereof, of sidewalks and trails. Currently, the sidewalk connectivity of Van Meter is patchy, with some areas having sidewalks on both sides of the street while others have multiple missing segments or no sidewalks at all. Providing safe mobility options for residents, young and old, will help make residents feel connected to each other and allow for opportunities of social interaction between neighbors. Recreational trails can also serve this purpose, among others including health and wellness. Trails were the most requested amenity by Van Meter residents according to the community survey and the public workshop. The Vision Van Meter 2040 Comprehensive Plan includes a master trails plan that should be implemented over time to meet the growing demand for trail and connectivity in Van Meter.

Neighborhood Reinvestments

The housing chapter of the Vision Van Meter 2040 Comprehensive Plan revealed that Van Meter is at risk of having a divided community based on the age and assessed value differentiations between the older and newer housing stock in the community. Many of the homes in the more historic parts of Van Meter are significantly older. While these older homes can sometimes be historic or charming, they also face the risk of becoming obsolete housing that brings down the quality of life in a neighborhood and community. Older homes can have structural issues, outdated plumbing or wiring, small or too few bathrooms, one-car garages, and lack many features that often come standard with newer models of homes. Neighborhood improvement or housing rehabilitation programs can help homeowners or landlords improve the quality of their homes and properties by financing assisting of incentivizing improvements and modernizations. New residential housing growth should be encouraged where appropriate but investment in the existing neighborhoods needs to remain a priority for Van Meter to continue to provide a high quality of life.

Streetscape Improvements

Streetscape improvements include sidewalks, consistent tree cover, street furniture, lighting, and crosswalks, among other features, that can improve the pedestrian experience, slow cars and improve the safety of roadways. Streetscape improvements can be implemented community-wide or in specific targeted areas of the community that are highly trafficked. One area where streetscape improvements could greatly improve the character of Van Meter is in the downtown, and public engagement suggests there is considerable support for such endeavors. Ninety percent (90%) of survey respondents said they would definitely or probably would support city-led efforts to revitalize and improve facade, streetscape and redevelopment of downtown Van Meter. Figure 8.1 identifies the key corridors and the community connector streets in Van Meter that should be the prioritized areas for streetscape improvements.

Community Events

Community events, regardless of frequency, can help increase the quality of life in a community and contribute to the definition of a city's community character. Larger, annual or semi-annual events, such as Raccoon River Days, can help create excitement and energy in a community in addition to increasing community pride with successful events that bring in outside visitors. The ability to attract outside visitors to Van Meter during annual or semi-annual events can help market the community and foster community pride. Monthly or weekly events, such as a farmer's market, can help promote social interaction between residents and enhance the small-town feel of Van Meter. Hosting and planning of these community events do not come without effort, but the long-term payout can be significant for a community like Van Meter.

Gateway & Community Signage

Gateway and community signage are two ways in which a sense of place can be created within a community. Gateway signage sits on the edge of the community and welcomes residents and visitors upon their arrival. A community's gateway signage has the ability to set the tone of a community and set visitor expectations. Van Meter has gateway signage present at their northern entrance on Veterans Parkway near the Raccoon River. Maintaining this community gateway signage should be a priority of the city. There are several other minor gateways into the community, mainly along F-50, where the City should consider adding some gateway signage.

Community signage includes signage such as neighborhood entrance signs, monument signage, street pole banners and wayfinding signage, all of which help orientate people and create a sense of place. Van Meter has one wayfinding signage sign currently located at the corner of Mill Street and Main Street. Efforts like this should continue to be evaluated especially at key corners and community entrances throughout the community.

Family Friendly Activities & Amenities

When the age groups that are experiencing growth in Van Meter are reviewed, it becomes apparent that much of Van Meter's growth is driven by young families with school-aged children. There are many reasons families might find Van Meter an attractive place to live and raise children with the schools and small-town feel being top of the list. Van Meter has done a nice job of attracting these young families but need to ensure that as the community grows, the amenities of the community reflect the family-friendly nature of its populace. Van Meter needs to be able to provide adequate recreation programming and facility space, an expanded trail system, larger library, community event space, in addition to the maintenance of existing park facilities such as playground equipment. It is through investments in family-oriented amenities that Van Meter will better be able to maintain the small-town feel and continue to attract and retain young families. Opportunities to improve on the family-friendly nature of Van Meter include a new library/community center, additional park downtown, trail expansion, and taking over Trindle Park's facilities and programming. All of these opportunities are highlighted in Figure 8.1.

River Access & Activation

The natural gateway to Van Meter is the crossing of the Des Moines River. The history of the community is inextricably linked to the river, with the downtown and older part of Van Meter being constructed just south of the riverbank. The river helps contribute to the quality of life and character of Van Meter by providing a tranquil environment with plentiful tree cover. The river and the surrounding floodplain naturally provide a natural and more rural character to the community, which is a trait many listed as one of their favorite parts of the community. There have been improvements to the river canoe/kayak/tube launch near the recreation complex on the north side of the community. Efforts to improve and expand the access to the river should be prioritized.

Community Character Opportunities

Figure 8.1 visualizes areas of the community where community character can be accentuated or improved.

— New **residential areas,** at both low and medium densities, have been shown in the south and western areas of Van Meter

— Proposed new n**eighborhood commercial areas** have been shown on F-50/360th Street between the corners of R Avenue and R-16

— Proposed new **industrial business park** has been shown south of Van Meter

— Major and minor **community gateways** have been identified to highlight areas for possible gateway signage improvements

— Important corners have been identified to show the need for improved **intersection improvements**

— Two **major corridors** and two **community connectors** have been identified to show streets where streetscape enhancements and Complete Street policies should be focused

— Key **community assets** such as the certified site and the kayak/tube launch along the Raccoon River

— **Parks**, new and planned, have been identified, including the possibility of taking over control of Trindle Park

— Existing and planned **trails** have been identified to show a looped trail system for Van Meter and possible connections to DeSoto and West Des Moines

— The planned **Des Moines Regional Water Trail** and trail head have been shown starting northwest of Van Meter and following the Raccoon River

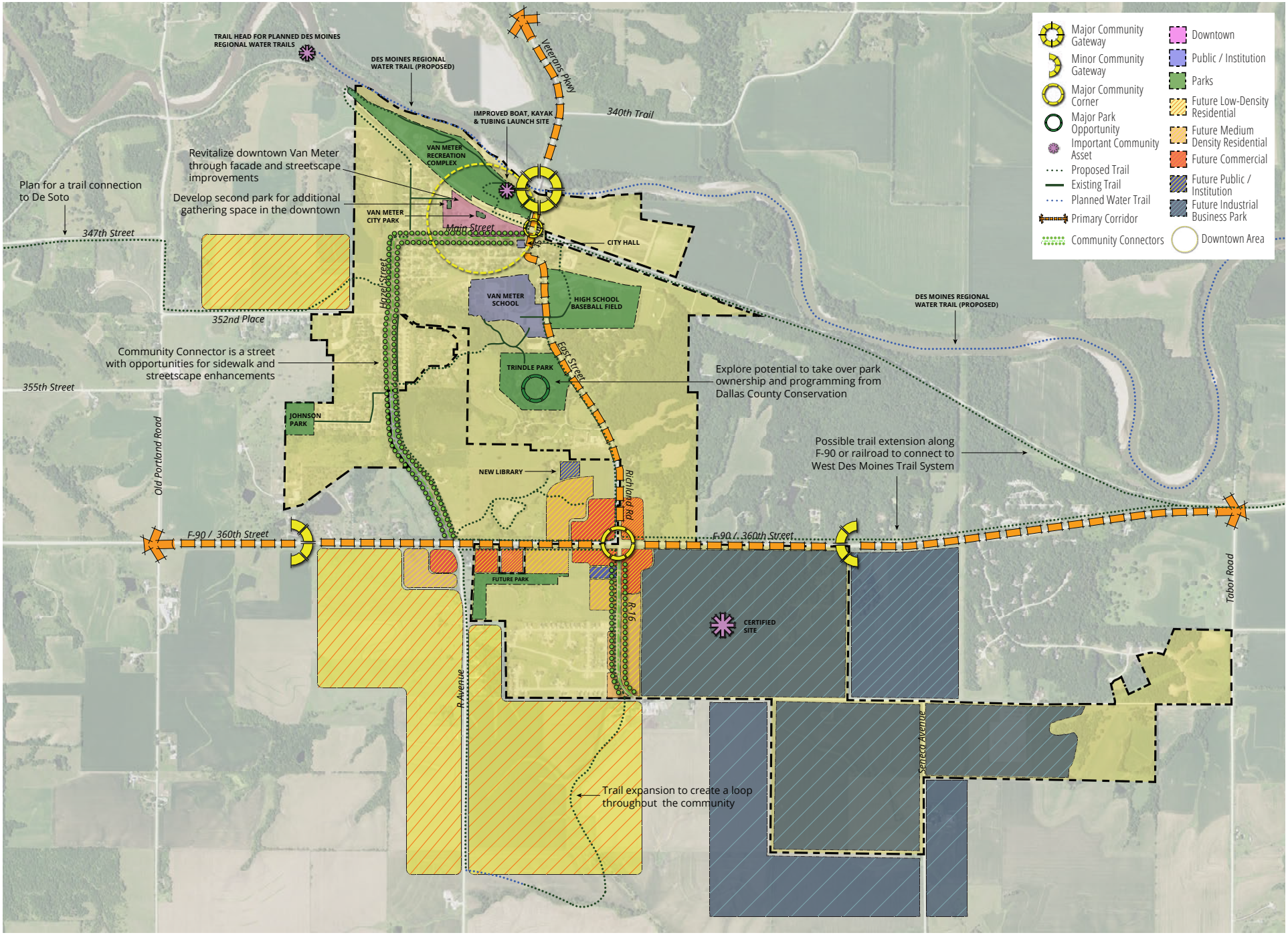

Figure 8.1 – Community Character Strategic Opportunities Map


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LAND USE PLAN

9

Existing Land Use Overview

The existing land use in Van Meter is shown in Figure 9.1 and 9.2. Much of the planning boundary, approximately 64.5%, is undeveloped and agricultural. The next largest land use category is residential land, which accounts for 17.1% of the city limits with just over 215 acres. Parks and recreation land accounts for an additional 7.6% of the city limits and public, semi-public and institutional land accounts for an additional 6.5%. Less than 1% of land is commercial or office uses. Nearly 4% is industrial.

Van Meter is largely a residential community with a few areas of employment land such as commercial, industrial, office or public, semi-public or institutional land. There is a significant amount of land within the community that remains undeveloped and agricultural. Outside the city limits is a mixture of agriculture and residential land uses.

Figure 9.1 – Future Land Use Composition, Van Meter

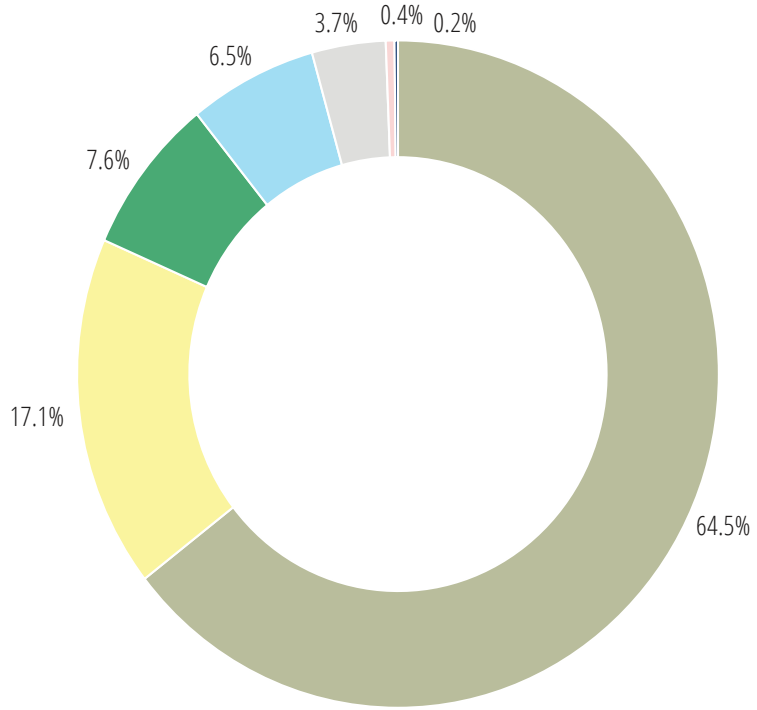


Table 9.1 – Van Meter Existing Land Use Composition

Existing Land Use	Total	Share
Agriculture / Undeveloped	814.8	64.5%
Residential	215.9	17.1%
Parks & Recreation	96.6	7.6%
Public, Semi-Public & Institutional	81.6	6.5%
Industrial	46.9	3.7%
Commercial	5.5	0.4%
Office	2.2	0.2%
TOTAL	**1,263.5**	**100.0%**

Source: Dallas County / City of Van Meter

Existing Land Use

The existing land uses in Van Meter are predominantly single-family and undeveloped/open space, accounting for just over eighty percent of the total land. A fair amount of the land is also public, semi-public or institutional as well as parks and recreation, accounting for an additional fourteen percent. Less than one percent of land is commercial or office.

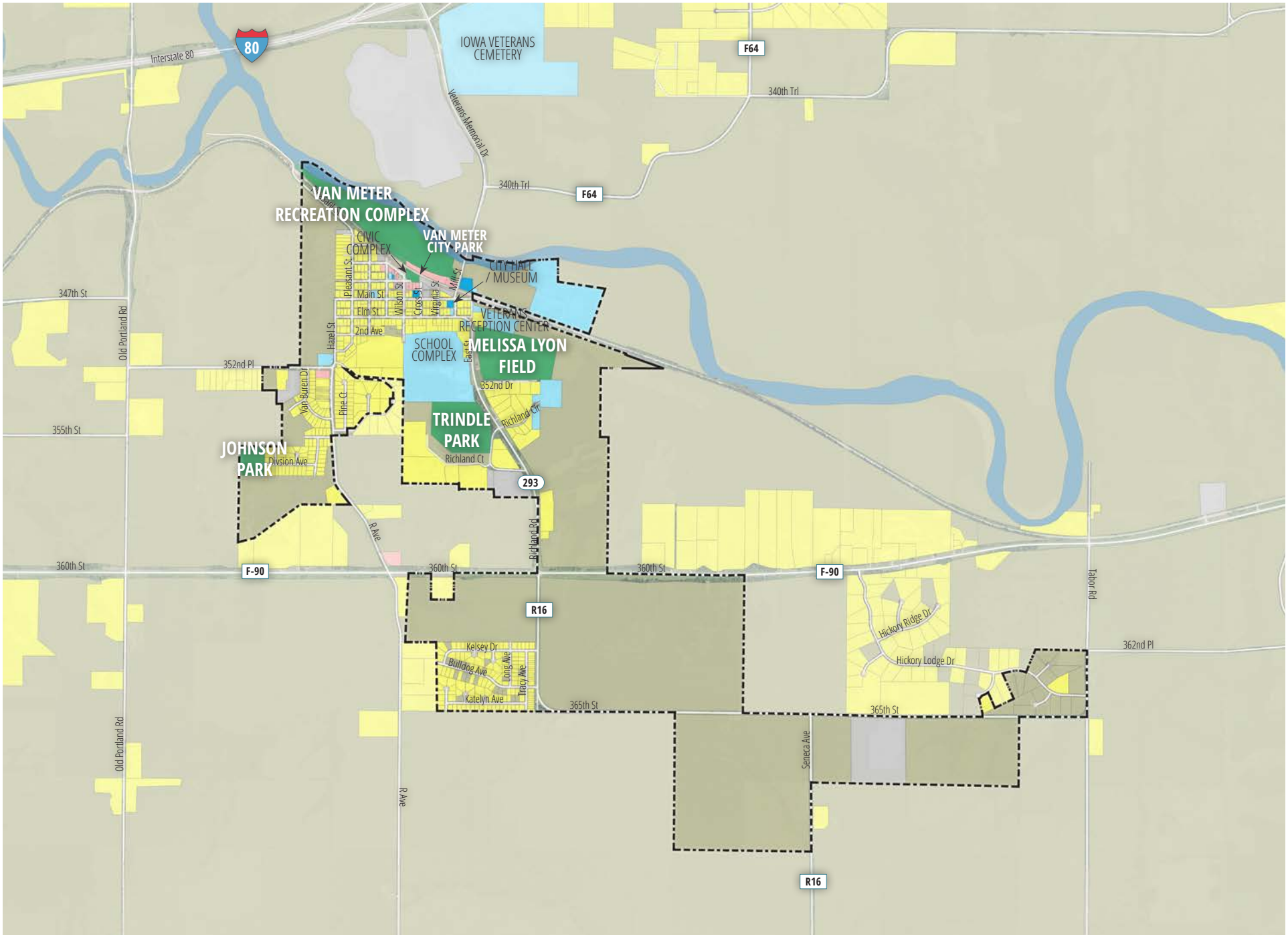


Figure 9.2 - Community Services, Van Meter (2017)

Future Land Use Categories

A set of new future land use categories have been created as part of the Vision Van Meter 2040 Comprehensive Plan. These future land use categories provide a plan for residential and employment growth within Van Meter through 2040. These land use categories are used in the Future Land Use plan found in Figure 9.4. The definitions help describe the preferred land use development pattern for the area by listing the type of uses and building types one might imagine for the Van Meter area. These land use categories include land for people to live, shop, work, recreate and gather in Van Meter through 2040.

The Future Land Use categories created for the Vision Van Meter 2040 Comprehensive Plan Future Land Use Plan are:

- Agriculture, Open Space & Floodplain
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Highway Commercial
- Industrial Business Park
- Parks & Recreation
- Public, Semi-Public & Institutional
- Downtown

These land use categories, and the Future Land Use Plan should serve as the basis for determining the appropriate zoning for property being developed or annexed into the City.

Agriculture, Open Space & Floodplain

The Agriculture, Open Space & Floodplain land use category is set aside for agricultural land, floodplain and areas around major streams. Agricultural land is an important part of Iowa's economy and not all the land within the planning boundary should or is likely to develop within the next twenty years. This category includes land within the 100-year floodplain that is unsuitable for development. Additionally, land within 100 feet of either side of most perennial streams. This land is environmentally significant and should be kept undeveloped and preserved. Some of the land in this category may eventually be suitable for development, and the Future Land Use plan should be amended appropriately at this time.

Very Low Density

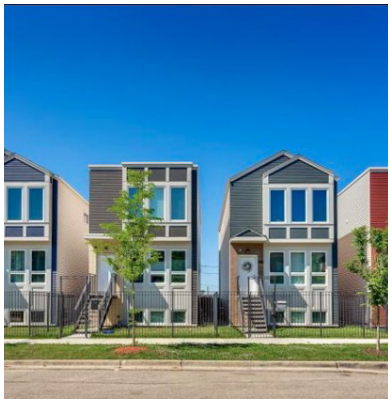
The Very Low Density Residential future land use category is set aside for large lot, very low-density residential development. This development pattern may also be referred to as rural residential as it often occurs at the outer edge of metropolitan areas in more agricultural or natural areas. The typical density level of this land use category is 1 dwelling unit per 3 to 5 acres. These developments may be located in areas with steep slopes or significant tree cover that may more typical low-density residential development difficult.

Low Density Residential

The Low Density Residential future land use category is designed for areas with traditional lower density single-family with lot sizes ranging from 1 to 5 dwelling units per acre. This land use will be predominantly single-family detached homes with some duplexes and single-family homes with accessory dwelling units. Development within this category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas.

Medium Density Residential

The Medium Density Residential future land use category is for townhomes, rowhouses, or cottage home developments as well as single-family homes with accessory dwelling units. There will likely be a mixture of housing types with an overall density of between 5 to 12 dwelling units per acre. Development within this category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas. This land use can serve as a transitional land use between low density residential and more intense uses such as commercial or industrial.



High Density Residential

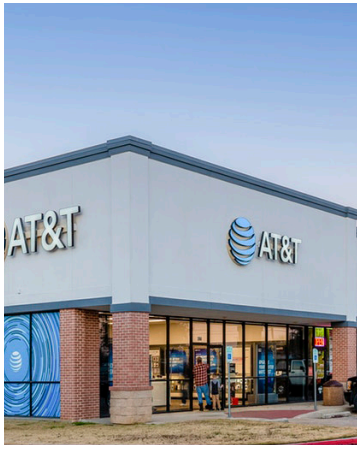
The High Density Residential land use category is set aside for areas with densities of 12 or more dwelling units per acre. The category will mainly be composed of apartments or condominiums with some townhomes or rowhouses where appropriate. This housing is meant to provide alternatives to residents of all ages as well as serve as transitional housing for new residents. Development within the category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas.

Neighborhood Commercial

Neighborhood Commercial is the neighborhood-serving retail and offices located at key intersections and corners throughout the planning boundary. This retail primarily serves the Van Meter community but may also provide support retail for the traveling public. Typical land uses include small-scale retail, daycares, assisted living facilities, small office, convenience stores, and other neighborhood-serving uses. The site and building design within this category should be suitable scale for adjacent neighborhood and should not cause unnecessary interruption to the nearby residential areas through noise, light or vehicular traffic. Sites are generally 1 to 10 acres and should accommodate pedestrian and bicycle circulation.

Highway Commercial

The Highway Commercial future land use category is designed for commercial activity that occurs near major highways to provide commercial products and services to local residents and the motoring public. Highway Commercial land is often placed along highways and arterials, especially near intersections or interchanges. Typical uses include gas stations, car washes, car dealerships, fast food and sit-down restaurants, convenience stores, hotels, banks, and auto repair stores.



Community Commercial

The Community Commercial future land use category is designed for community-serving retail, entertainment and commercial areas. These retail and entertainment uses are intended to serve the entire community as well as the motoring and nearby public. These locations should contain multiple access points and consist of larger box stores and multi-tenant shopping centers.

Industrial Business Park

The Industrial Business Park future land use category is land set aside for employment and industry growth in Van Meter. Land uses included in this category are business parks, scientific research centers, technology parks, light industrial, and some limited heavy industrial uses. The land use can include office buildings, research and development, manufacturing, data centers, wholesale distribution, logistic, or corporate headquarters. Ideally, these land uses would be separated from other uses such as residential through the use of a physical or landscape buffer to avoid unnecessary nuisances and land use conflicts.

Public, Semi-Public & Institutional

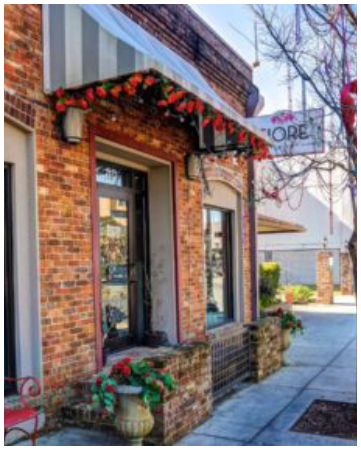
The Public, Semi-Public and Institutional future land use category includes land owned or operated by a public or semi-public entity or institution. This can include city-owned land such as city hall, the police department, library or public works storage. It also includes similarly held land from the county. Institutional land, such as that belonging to the school district, is also part of this land use category. Institutional land uses include airports, colleges / universities, schools, libraries, landfills, communication and utility facilities, transit centers, water/ sanitary sewer plants, libraries, police and fire facilities, cemeteries, post offices, hospitals, government offices and civic centers.

Parks & Recreation

The Parks & Recreation future land use category is set aside for public, private and semi-private recreational land such as parks, trails, golf courses, greenways and recreation fields.

Downtown

The Downtown future land use category is used to define the boundaries of the historic downtown of Van Meter. This area should be the focus of targeted reinvestment and facade improvements. Boutique retail and restaurants should be encouraged alongside a mixture of civic and office spaces to promote the area as a center of activity and source of tourism for Van Meter. Upper-story residential uses should also be encouraged.



Future Land Use Plan

Figure 9.4 shows the Future Land Use Plan for the Vision Van Meter 2040 Comprehensive Plan. The breakdown of land uses is shown in Table 9.2 and Figure 9.3. A large amount of the study area is left undeveloped as Agriculture, Floodplain & Open Space which accounts for 69.3% of the planning boundary.

Of the land proposed to be developed, around half of the land is slated to develop as Low Density Residential (48.3%). Another nearly 17% is Very Low Density Residential. Around 12% of the proposed Future Land Use is set aside for Industrial / Business Park, most of which is centered around the certified site south of F-90 / 360th Street. Approximately 5.6% and 1.8% are designated for medium and high density residential, respectively. Just under 2% of the future land use is commercial, either neighborhood or highway commercial.

Figure 9.3 - Future Land Use Composition

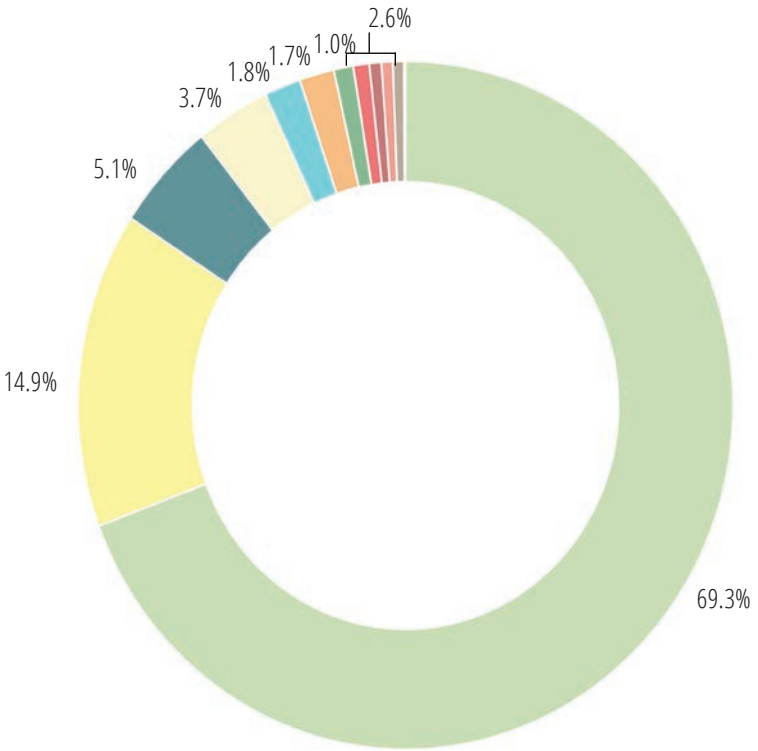


Table 9.2 - Van Meter Future Land Use Composition

Future Land Use	Total	Share
Agriculture, Floodplain & Open Space	7,208.2	69.3%
Developed Land	3,119.1	30.7%
Very Low Density Residential	382.1	12.0%
Low Density Residential	1,545.9	48.4%
Medium Density Residential	177.9	5.6%
High Density Residential	57.7	1.8%
Neighborhood Commercial	57.9	1.8%
Highway Commercial	61.5	1.9%
Community Commercial	81.1	2.5%
Industrial / Business Park	533.4	16.7%
Downtown	8.3	0.3%
Public, Semi-Public, & Institutional	187.9	5.9%
Parks & Recreation	100.7	3.2%
TOTAL	**10,407.3**	**100.0%**

Source: Confluence

LEGEND

- Planning Boundary
- City Limits
- 2 Ft Contour
- Proposed Beltway
- Proposed Street

Future Land Use

- Agriculture, Floodplain & Open Space
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Commercial
- Highway Commercial
- Industrial Business Park
- Downtown
- Public, Semi-Public, & Institutional
- Parks & Recreation

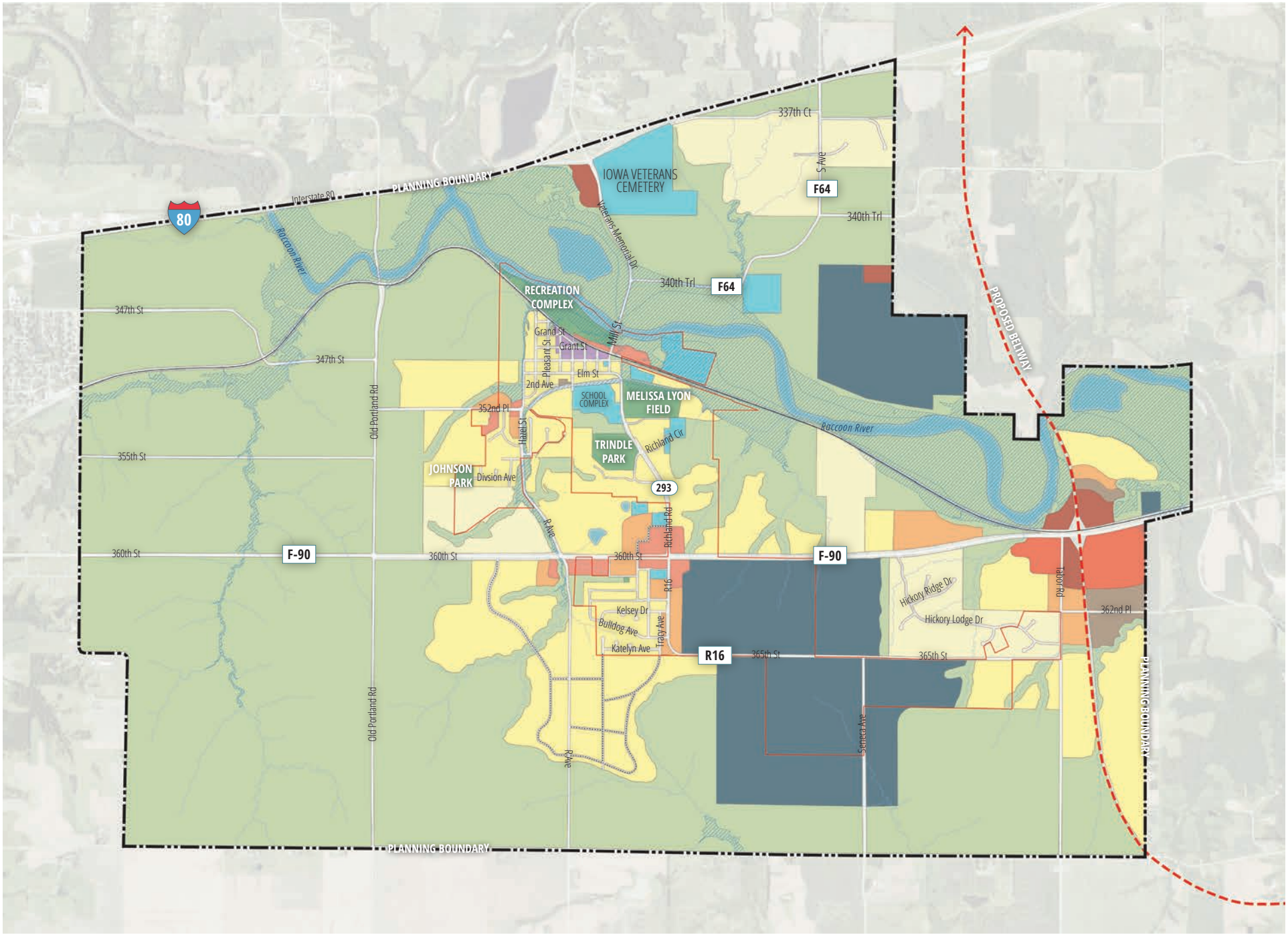


Figure 9.4 – Future Land Use Plan - Van Meter

Land Use Plan Focus Areas

South Van Meter Growth Area

The South Van Meter Growth Area is centered around the intersection with 360th / F-90 and R-16 / Richland Rd.

Residential growth is planned to expand south and west of the Crestview development. The residential growth is planned around the environmental features surrounding the area with planned open space occurring around the streams that run through the community.

There is proposed neighborhood commercial growth on the quadrants around the intersection of 360th Street / F-90 and R-16 / Richland Road. This proposed commercial growth will be mainly surrounded by proposed medium and low-density residential land use. Additional neighborhood commercial land uses are proposed along 360th Street / F-90 west of the intersection. Additionally, there is some planned commercial and medium density near the intersection of R Avenue and 360th Street / F-90.

East of the intersection of R16 / Richland Road and F-90 / 360th Street, there is a large proposed industrial business park developed proposed on the certified site. The City of Van Meter has invested a significant amount of money into the development and marketing of this certified site.

Medium density residential such as townhomes and rowhouses line R-16, acting as a buffer to the certified site location. There is a significant amount of Agriculture, Open Space & Floodplain proposed between the low density residential and the proposed certified site south of 365th Street.

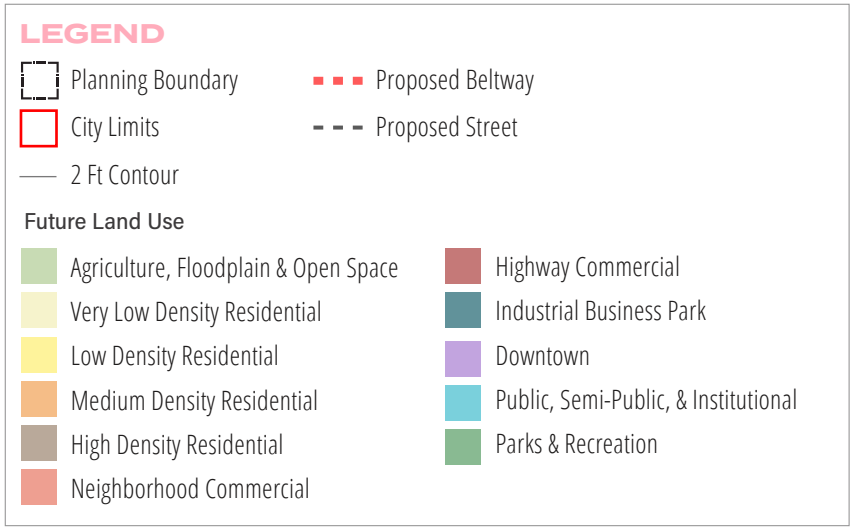
Land Use Plan Focus Areas

Proposed Beltway Land Use Plan

The Future Land Use Plan on the east side of Van Meter's planning boundary is planned around the eventual expansion of the Southwest Beltway. As the Des Moines metro continues to grow, another major arterial beltway will be needed to accommodate the increased traffic and to improve circulation.

The proposed new intersection is envisioned predominantly as highway commercial with some community commercial also included. The highway commercial is flanked on the sides by medium and high-density residential land uses.

If the beltway is not constructed, the land use in this area is likely to be significantly different. There would be significantly less demand for the additional commercial land uses as well as the other higher intensity uses such as medium density and high density residential. If upon review in 5 or 10 years' time of the Vision Van Meter comprehensive plan the project is no longer viable, the land use in this area should be reconsidered.



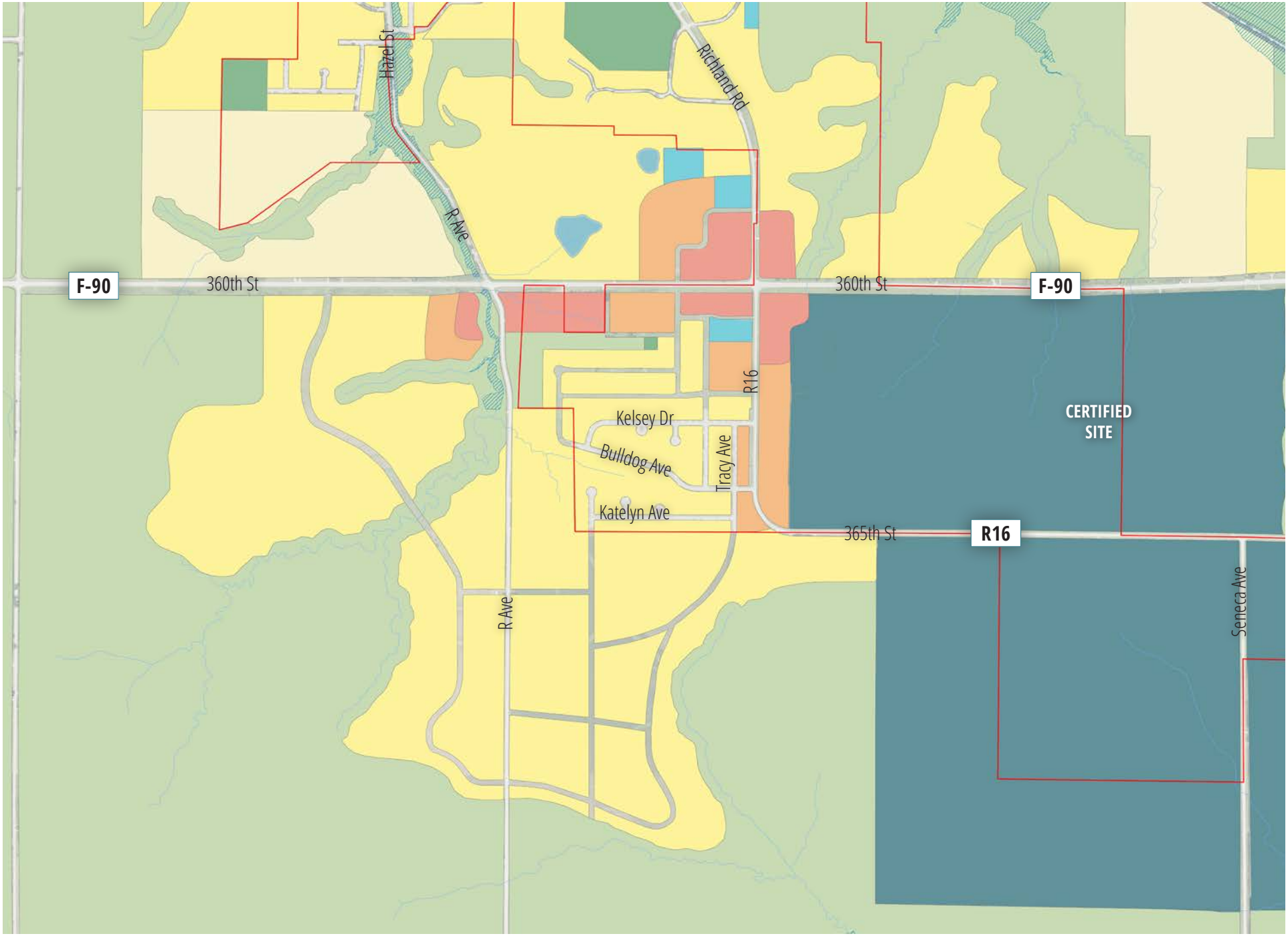


Figure 9.5 - Future Land Use Plan - Van Meter

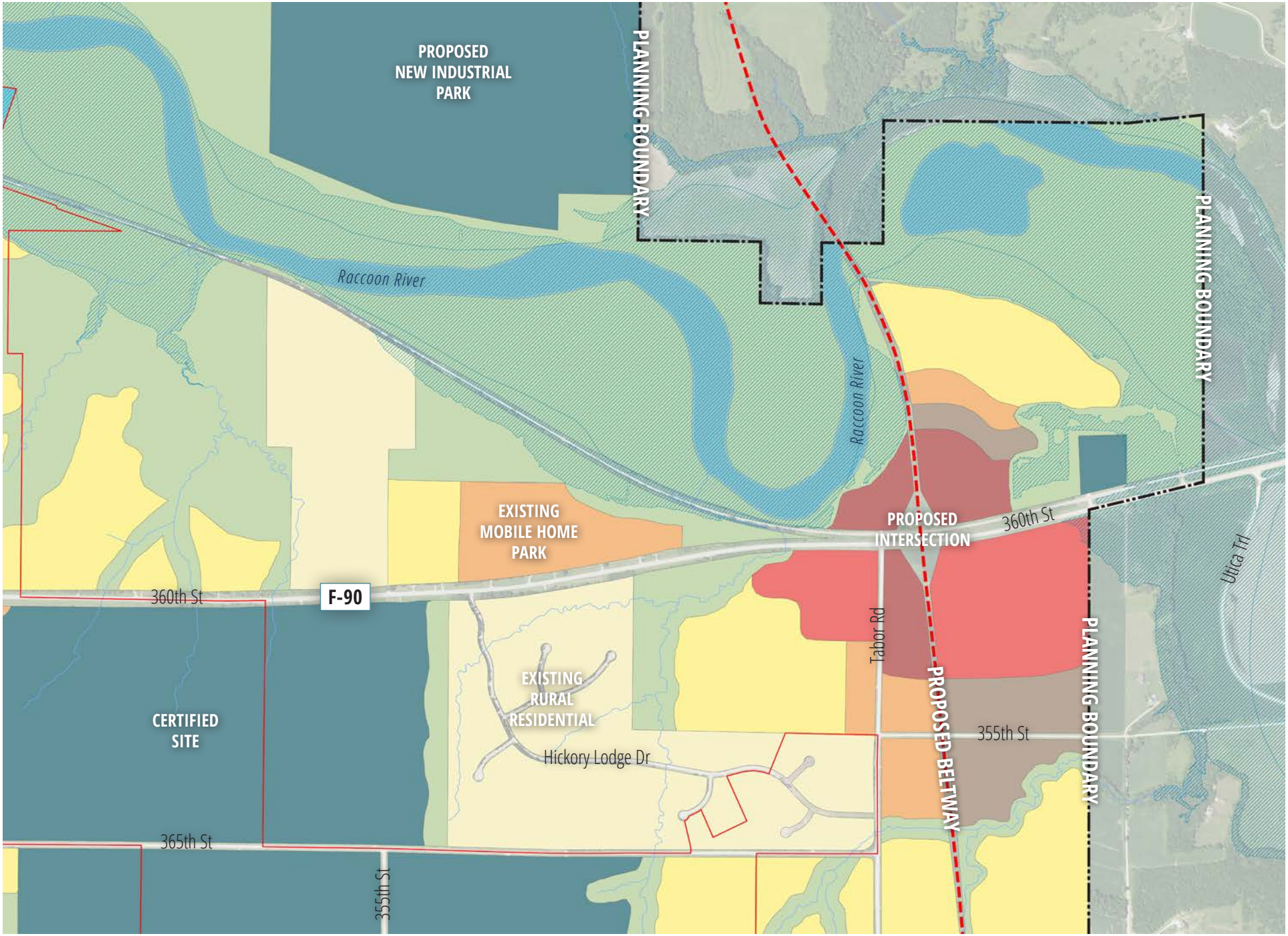


Figure 9.6 - Future Land Use Plan - Van Meter

Use of the Future Land Use Plan

As noted earlier in this chapter, the Future Land Use Plan should serve as the basis for determining the appropriate zoning for property being developed or annexed into the City. This Plan further identifies possible areas that could be annexed into the City as may be desired by the property owners and the City of Van Meter.

Along with the Policy Statements contained within the Implementation Chapter, the Future Land Use Plan should be consulted when reviewing rezoning requests and development proposals (including subdivisions within the City's 2-mile extra-territorial review area) to determine if they are consistent with the Comprehensive Plan. Rezoning requests should only be approved if they are consistent with what is designated on the Future Land Use Plan. If the zoning desired for a given property is inconsistent with its land use designation, the designation on future land use map should be first amended accordingly prior to approving such a rezoning.

TRANSPORTATION

10

Introduction

One of the main responsibilities of a community is to ensure that its residents have a safe and efficient transportation system. The most important component of a city's transportation system is its roads. Roads allow for the free flow of people, goods, and services to and through the community. Streets and street maintenance are one of the most recognizable responsibilities of a local government. In addition, there are vital likes from other modes of transportation to get people from point A to point B within the community or across the country.

Streets and Highways

Functional Classification

Functional classification defines the role of a roadway by the way it serves motor vehicles within the overall transportation system. The functional classification of a roadway determines the design criteria that the roadway shall follow by moving vehicles safely and efficiently. Functional classification is broken up into three categories of roadways: arterial, collector, and local roads.

Figure 10.1 illustrates the functional classification system within the 2040 Van Meter planning boundary with the following roadway categories as defined by FHWA.

Interstate

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States.

Examples within Van Meter:

- Interstate 80 is located approximately 1 mile north of Van Meter

Interstate Example

Other Principal Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.

Examples within Van Meter:

- Southwest Beltway (proposed future roadway within city limits)

Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Examples within Van Meter:

- None identified within planning.

Collectors (Major and Minor)

Collector streets serve a critical role in the network, funneling traffic from local roads to the Arterial network, with Major Collectors generally being longer in length, having higher speed limits, and higher average daily traffic volumes compared to Minor Collectors.

Examples within Van Meter:

Major Collectors

- East Street/Richland Road (F-90/360th Street to Elm Street)
- F-90/360th Street (Western City Limits to Eastern City Limits)
- Veterans Memorial Driveway/Mill Street (Elm Street to Interstate 80)

Minor Arterial Example

Major Collector Example

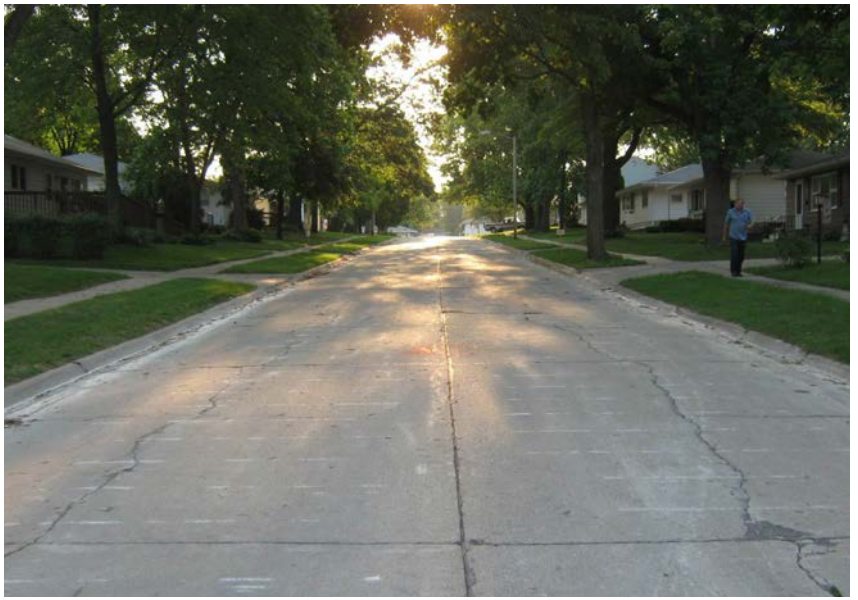
Minor Collectors

- 340th Trail/F-64 (Veterans Memorial Drive to Interstate 80)
- 347th Street (Western City Limits to Old Portland Road)
- 352nd Place (Old Portland Road to Hazel Street)• 365th Street (R-16 to Seneca Avenue)
- Hazel Street (Arlington Avenue to Main Street)
- Main Street (Hazel Street to Mill Street)
- Old Portland Road (352nd Place to Interstate 80)
- R-16 (365th Street to F-90/360th Street)
- R Avenue (Southern City Limits to Arlington Avenue)
- Seneca Avenue (Southern City Limits to F-90/360th Street)

Local Roads

Local roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

Minor Collector Example



Local Road Example

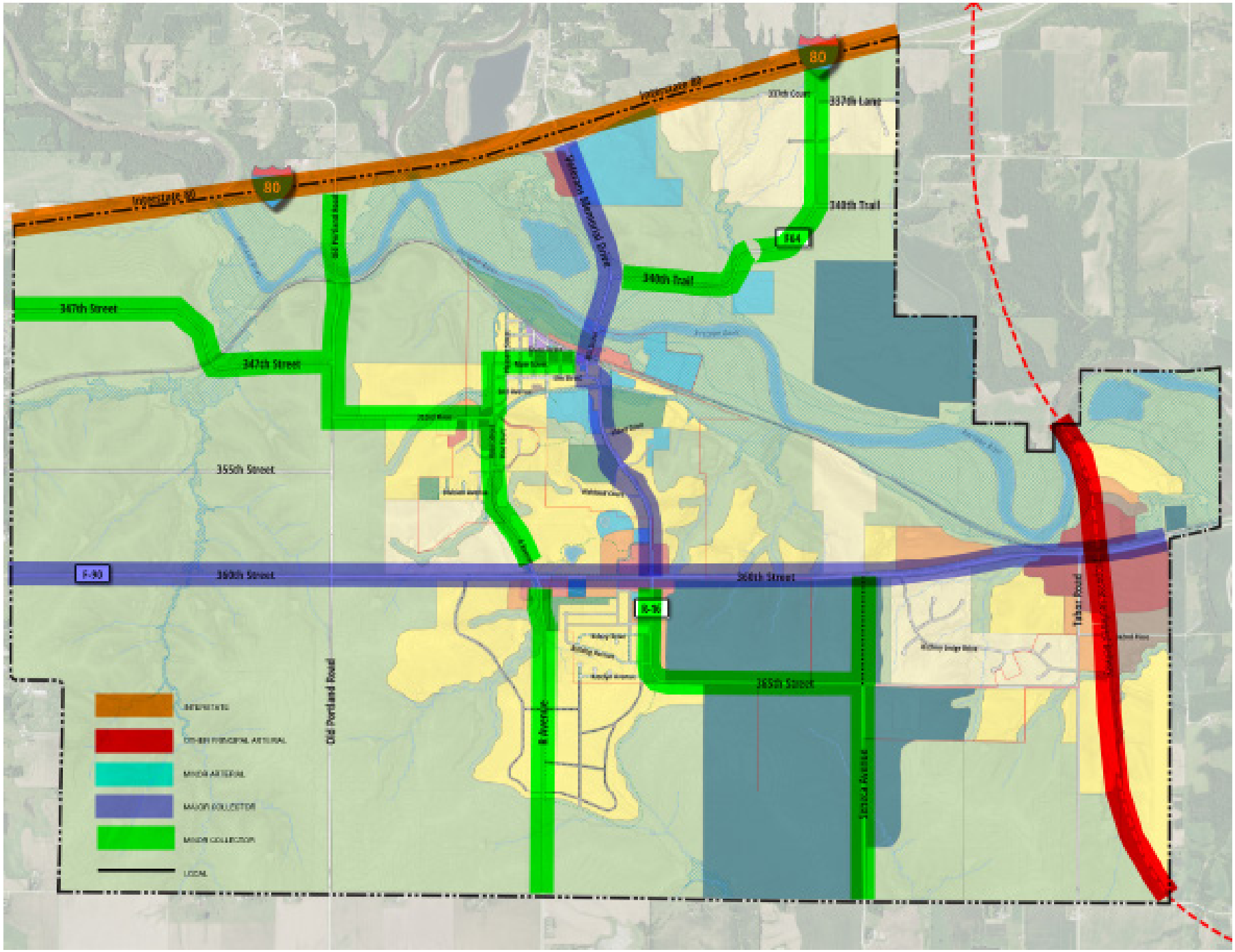


Figure 10.1 - Functional Road Classification, Van Meter (2020)

- 365th Street (R-16 to Seneca Avenue)
- Hazel Street (Arlington Avenue to Main Street)
- Main Street (Hazel Street to Mill Street)
- Old Portland Road (352nd Place to Interstate 80)
- R-16 (365th Street to F-90/360th Street)
- R Avenue (Southern City Limits to Arlington Avenue)
- Seneca Avenue (Southern City Limits to F-90/360th Street)

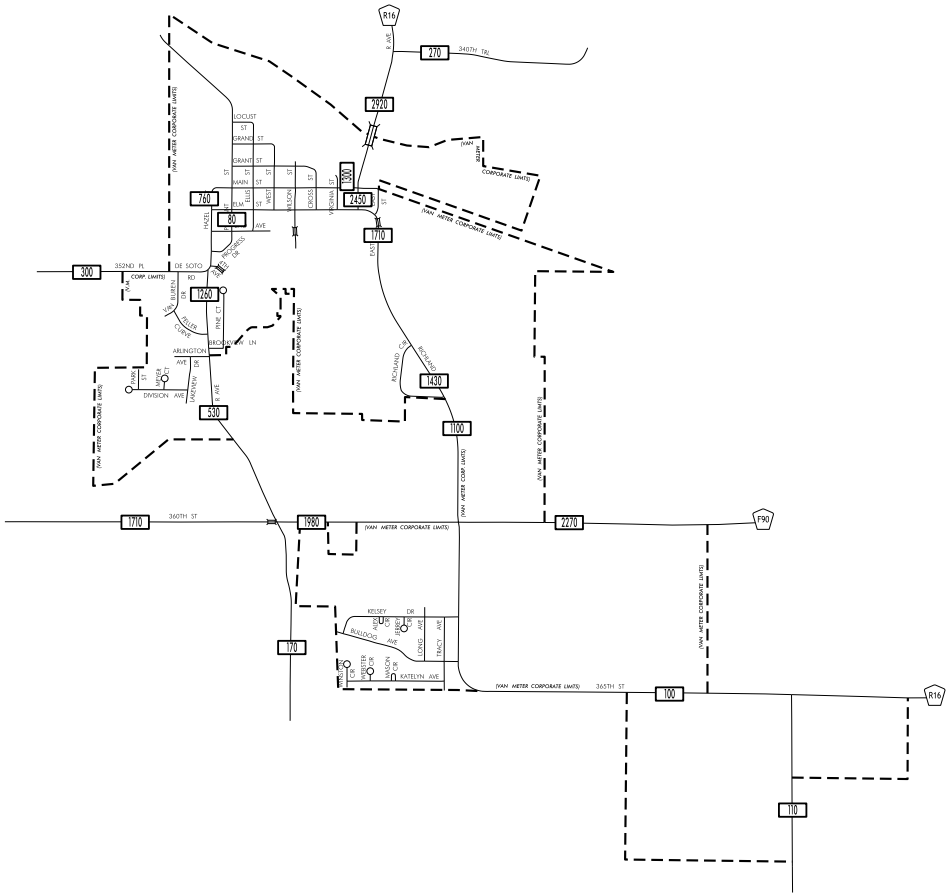
Local Roads

Local roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

Traffic Volume

The Iowa Department of Transportation (IDOT) maintains traffic count data to show the density of vehicular traffic at different points within the community's system of roads. In 2016, IDOT recorded traffic at numerous locations throughout Van Meter and the surrounding areas within Dallas County. The collection of this data allows for an estimation of average daily traffic at each of these locations. A general review of the traffic count map of Van Meter is shown on Figure 10.2. This shows that the largest average daily traffic counts are located on the city's major traffic routes, including East Street/Richland Road, F-90/360th Street, and Veterans Memorial Drive.

Figure 10.2 – Iowa DOT Traffic Volume Map – City of Van Meter (2016 Annual Average Daily Traffic)



Other Transportation Modes

Residents within the community of Van Meter have additional transportation needs, other than vehicular traffic. These include pedestrian, bicycle, transit service, air transportation, and rail transportation. All of the transportation facilities are not served directly in Van Meter and residents have to travel to access the nearest location. This portion of the Comprehensive Plan examines those services with regard to the closest proximately for residents of Van Meter.

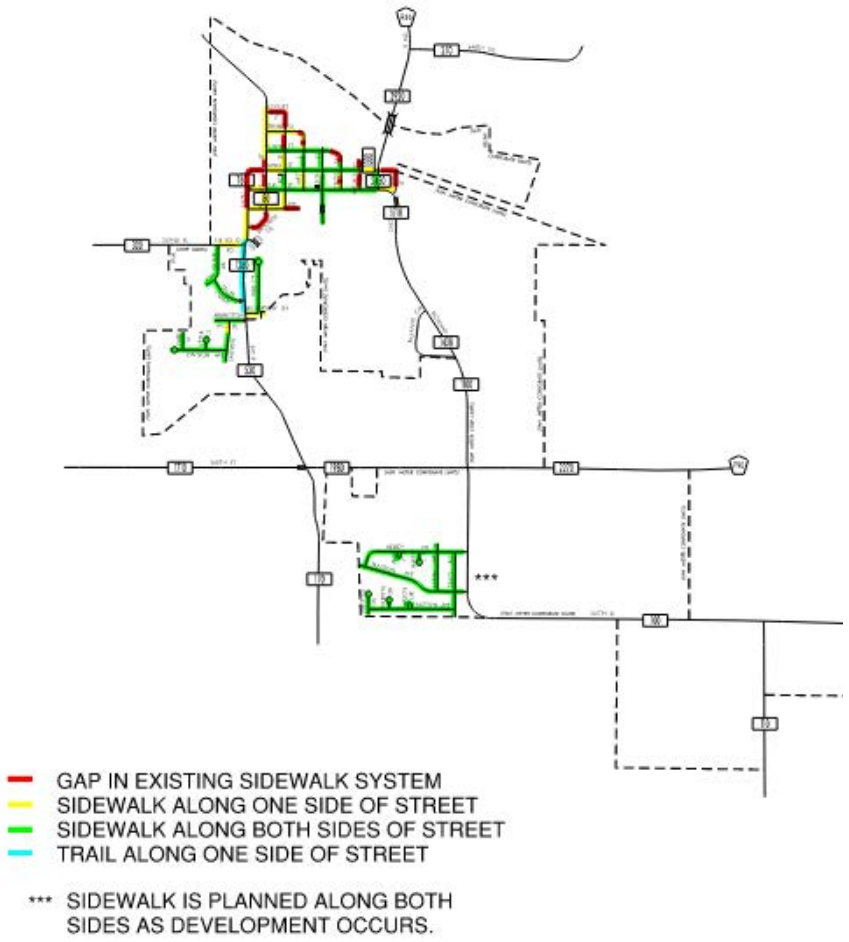
Sidewalks

Van Meter maintains sidewalk along a majority of its corridors as its primary mode of pedestrian transportation. It is a priority to increase connectivity within the city limits by providing and maintaining sidewalk along a minimum of one side of the street and to adapt the guidelines of the Americans with Disability Act (ADA) with all new construction and reconstruction/rehabilitation. Gradual adoption of major pedestrian facilities to allow for full accessibility will be an important priority for Van Meter's pedestrian system.

Figure 10.3 shows the existing sidewalk connectivity within Van Meter.

ADA Sidewalk Example

Figure 10.3 – Existing Sidewalk System



Trails

The city of Van Meter has identified trails as a critical component to increase additional modes of transportation for pedestrians and bicyclists. The only current location for path facilities within the city limits is near Van Meter school, connecting the school on the west side to the baseball and softball fields on the east side. With the planned growth throughout the City, multi-use facilities should be incorporated into design and planning of future projects. Those multi-use facilities include the following:

- On-street bicycle lane.
- Paved shoulders.
- Side path parallel to streets.
- Trail or shared-use path on separate alignment.
    - o Paved trail or shared-use path.
    - o Unpaved trail or shared-use path.
    - o Trail along environmental features such as wetlands or other native area.

Figure 10.4 shows the trail system within Van Meter with existing, planned, and proposed trails.

Unpaved Trail Example

Paved Trail Example

LEGEND

- Planning Boundary
- City Limits

Trails

- Existing Trail
- Proposed Trail

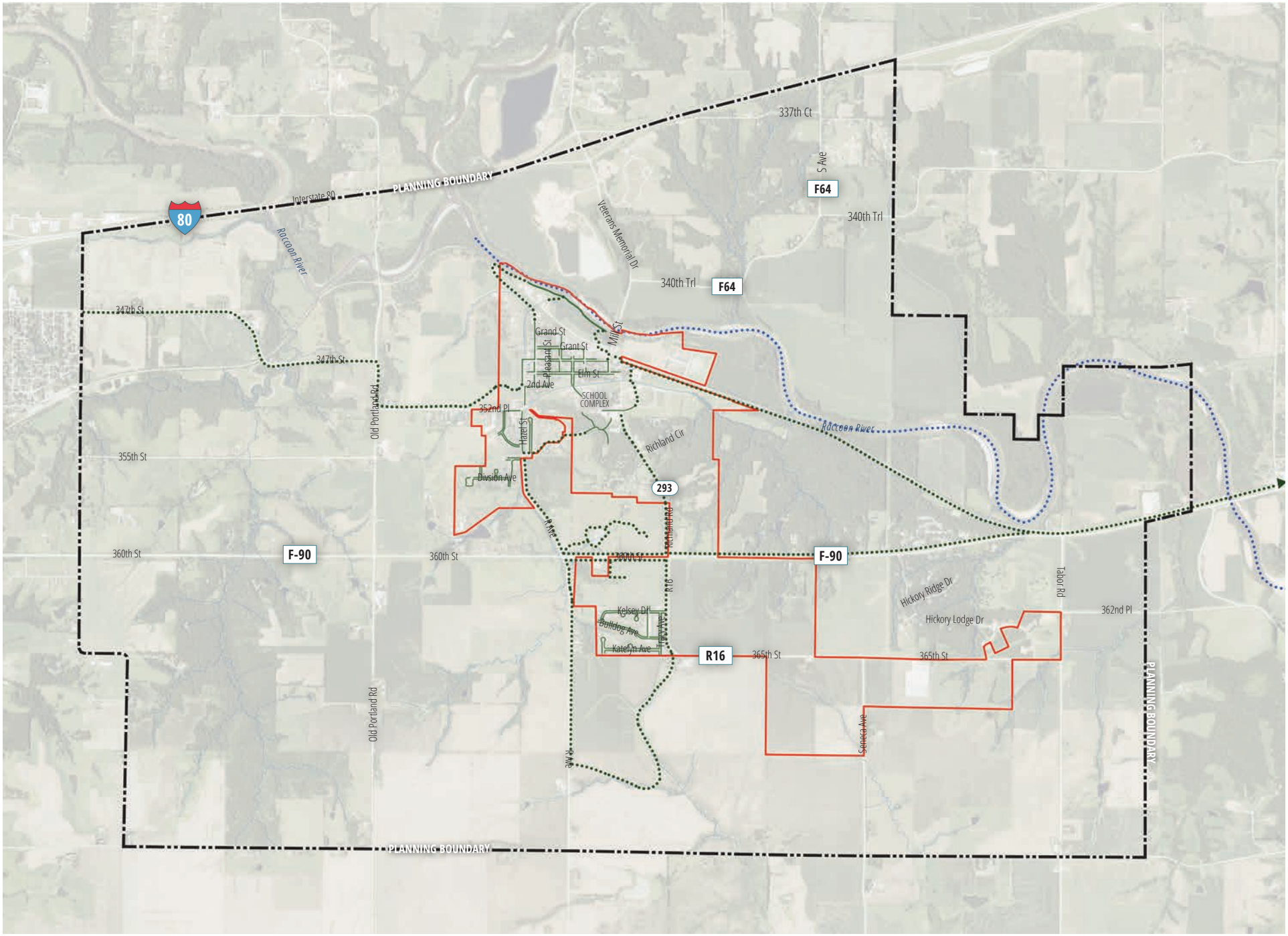


Figure 10.4 - Proposed Trail System (Van Meter)

Transit

The nearest transit bus service is the Des Moines Area Regional Transit Authority (DART) and has a park and ride bus stop in West Des Moines, approximately 10 miles east of Van Meter or a 15-minute commute. DART serves Altoona, Ankeny, Bondurant, Clive, Des Moines, Grimes, Johnston, Pleasant Hill, Polk County, Urbandale, West Des Moines, and Windsor Heights.

Commercial bus services are offered in Des Moines through the following companies: Burlington Trailways, Greyhound, Jefferson Lines, and Megabus. See below for additional service information:

Burlington Trailways – from Des Moines it serves virtually any major metropolitan area within the continental United States, via transfer of service lines along the route.

Greyhound – from Des Moines it serves virtually any major metropolitan area within the continental United States, via transfer of service lines along the route.

Jefferson Lines – Jefferson Lines has a north-south route throughout the state of Iowa extending into Minnesota and Missouri and serves the following Iowa cities: Mason City, Dudley, Williams, Ames, Des Moines, Osceola, and Lamoni.

Megabus – from Des Moines it serves the following cities: Chicago, IL; Iowa City (Coralville), IA; Lincoln, NE; Moline, IL; and Omaha NE.

Airport

The closest airport to Van Meter is the Des Moines International Airport located in Des Moines. This airport serves the central region of Iowa and is approximately 20 miles east of Van Meter, or a 25 to 30-minute drive for local residents. The Des Moines International Airport is located approximately 3 miles southwest of downtown Des Moines and occupies a site over 2,600 acres of land. In 2019, the airport served a total of over 2.9 million passengers.

The following airlines are served through the Des Moines International Airport and provide connections to cities throughout the United States:

- Allegiant
- American Airlines
- Delta
- Frontier
- Southwest
- United

Railroads

There is one rail line that runs through Van Meter and is operated by Iowa Interstate Railroad. This rail line connects Omaha to the Quad Cities, extending easterly into Illinois serving the Chicago area.

Passenger rail service is offered by Amtrak, however the closest station to Van Meter is located in Osceola which is approximately 50 miles south, or a 55-minute drive for local residents. This service connects east-west across the state of Iowa from Omaha, NE at the west end to Burlington at the east end. Services connect further east and west for national travel across the United States.

Railroad Track Example

Observations and Recommendations

Streets

The existing street system is in generally good to fair condition. Efforts should be made to provide routine, timely maintenance to the street system to preserve the City's investment.

A few needed Improvements to the existing street system were communicated via in-person interviews with City staff. Those improvements are as follows:

Certified Site Improvements

There are numerous improvements associated with the development of the certified industrial site on the south side of the City. These improvements should be considered once a developer has committed to moving to the site.

Intersection Improvements

The intersection of County Road F-90 and Richland Road has poor alignment and increasing vehicular and pedestrian traffic. This location is also be considered for residential and commercial development, which will increase traffic. Ahead of the development, consideration should be given to performing a traffic study to determine the need for aligning the intersection legs, adding turn lanes and providing traffic control and pedestrian access.

Drainage

In general, most of the drainage for the existing street system is open ditch drainage. While this requires routine maintenance, this has not been problematic for the City.

There are two major drainage ways which require more immediate attention to prevent erosion and other damages.

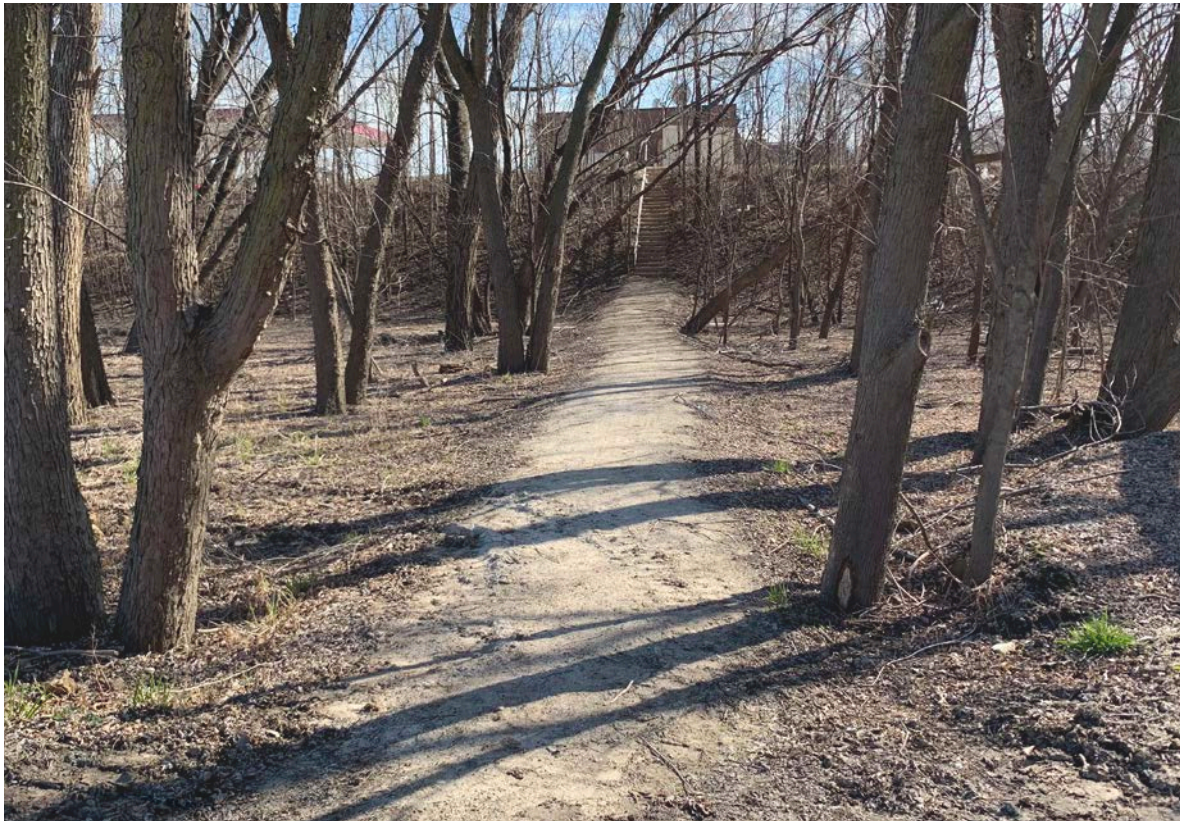
Sidewalks

Consideration should be given to repair and/or replace deteriorated sidewalk sections and add sidewalk in those areas without sidewalks. Additionally, the City should initiate a program to bring all sidewalk facilities in to compliance with ADA requirements.

Trails

City staff indicated significant interest from residents in improving and expanding the trail system.


CASEY'S
GENERAL STORE
341
351




VAN METER

INFRASTRUCTURE

11

INTRODUCTION

An evaluation of the water and wastewater systems serving the City of Van Meter, Iowa was conducted. The evaluation includes a review of compliance with operating permits and recommendations for improvements to plan current and future needs. The City of Van Meter has a drinking water operating permit and an NPDES permit for discharges from its wastewater lagoons. The City's Public Works department operates and maintains their water and wastewater systems. City staff also submit any associated sampling and reports necessary for compliance with Iowa Department of Natural Resources (IDNR).

Drinking Water System

Drinking Water Standards

The United States Environmental Protection Agency (EPA) established the Public Water System Supervision (PWSS) Program under the authority of the 1974 Safe Drinking Water Act (SDWA). Under the SDWA and the 1986 Amendments, EPA sets national limits on contaminant levels in drinking water to ensure that the water is safe for human consumption. These limits are known as Maximum Contaminant Levels (MCLs) and Maximum Residual Disinfectant Levels (MRDLs). For some regulations, EPA establishes treatment techniques in lieu of an MCL to control unacceptable levels of contaminants in water. Nitrate is an example of a contaminant that has an MCL. In addition, limits were developed for secondary contaminants, which are known as Secondary Maximum Contaminant Levels (SMCLs). Iron and manganese are examples of contaminants with SMCLs.

EPA also regulates how often Public Water Systems (PWSs) monitor their water for contaminants and how often they report the monitoring results to the State or EPA. Generally, the larger the population served by a water system, the more frequent the monitoring and reporting requirements. EPA requires PWSs to notify the public, or their consumers, when they have violated these regulations. The 1996 Amendments to the SDWA require consumer notification to include a clear and understandable explanation of the nature of the violation, its potential adverse health effects, steps that the PWS is undertaking to correct the violation and the possibility of using alternative water supplies during the violation. In addition, EPA requires some PWSs to monitor for unregulated contaminants to provide data for future regulatory development.

In Iowa, water treatment, supply and distribution systems are regulated by the Iowa Department of Natural Resources (IDNR) – Water Supply Operations (WSO) Section. The City has a permit to operate a public water supply system which remains in effect as long as the system is in compliance with the statutes relating to the Iowa SDWA and applicable rules and regulations.

The City appears to be in compliance with all sampling and testing requirements for drinking water and has no violations were noted. Per the City, the system is being flushed regularly and regulatory samples are being taken in accordance with IDNR requirements. A detailed analysis to determine adequate flushing and zone sampling is beyond the scope of this report.

Existing Drinking Water System

The existing drinking water system for the City of Van Meter consists of three (3) wells for groundwater sources and a storage capacity of 142,000 gallons according to City records. The first well, originally constructed in 1956, is currently inactive. The second well was constructed in 1968 and the third well was constructed in 2004. The two (2) active wells, each at an average depth of 60-feet, provide a combined average capacity and rated capacity of approximately 0.08 million gallons per day (MGD) and 0.36 MGD, respectively, according to City records. A peak demand of 0.12 MGD can be accommodated for approximately 456 service connections. The distribution system consists primarily of 4-inch mains in the downtown area and 8-inch mains in the new subdivision area as shown in Figure 11.1. The system operates under Iowa DNR permit number IA2570046.

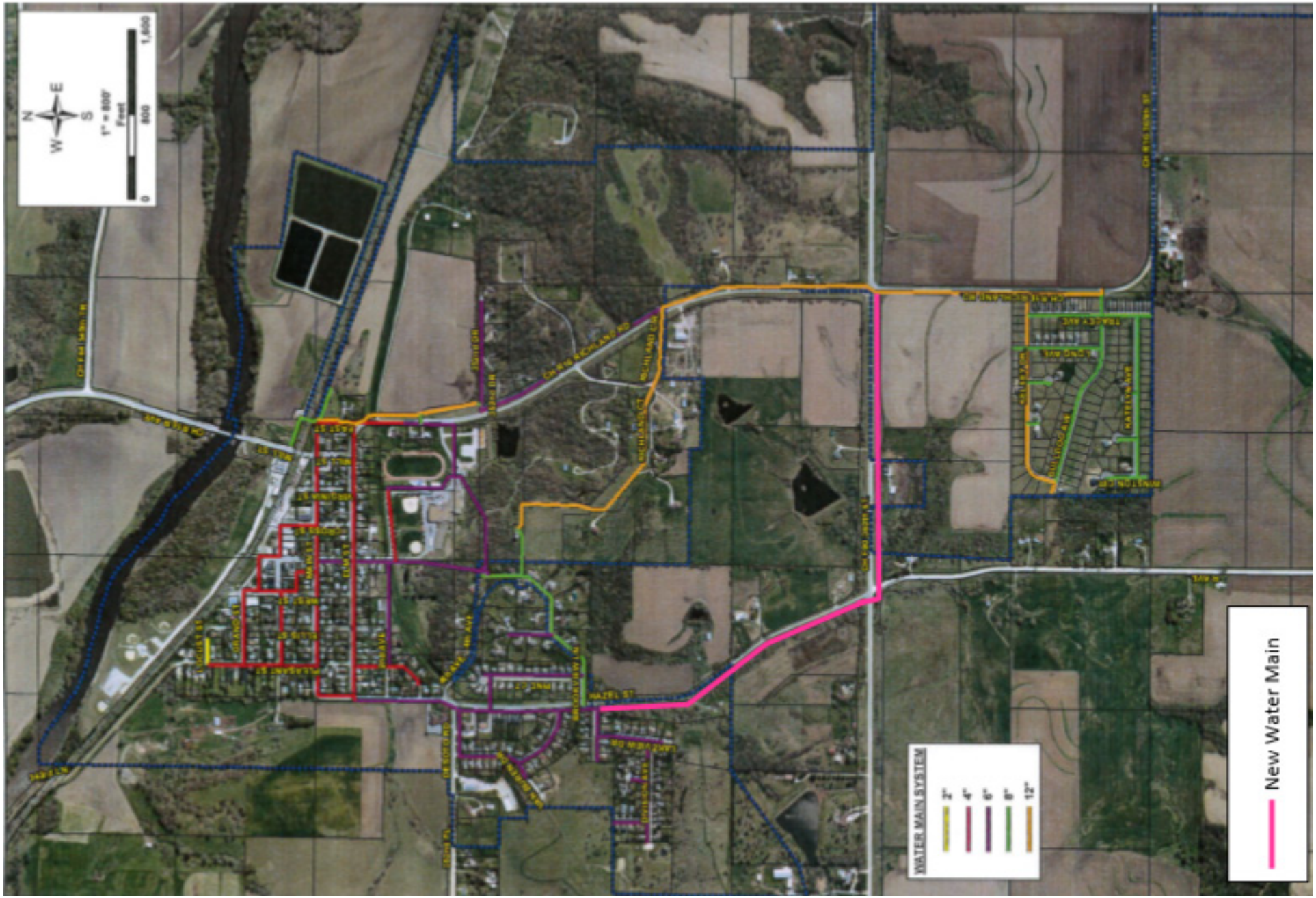


Figure 11.1 – Water Distribution System

Observations & Recommendations

Limited data other than as-builts of various infrastructure components such as maintenance records from the City was available to review and confirm average and peak flow conditions. In fact, a site visit of the infrastructure (i.e. wells, water tower, etc.) was not conducted either as the City of Van Meter wanted to focus discussions on anticipated growth and development opportunities.

Using recent U.S. Census Bureau estimates, there are approximately 1,216 people in 2017. Assuming industry guidelines, average water demand is 100 gallons per day (GPD) per person, which equates to 121,600 GPD, which is within the range of how much water one of the two wells can provide. The City of Van Meter will exceed its peak demand of 0.12 MGD by 2030 assuming medium growth conditions. Therefore, the City must consider implementing infrastructure improvements to expand drinking water system capacity based on population projections in the near-term.

A workshop was held with the City Administrator and City Engineer on March 11, 2020 to collect observations and needs of the existing system. There were two immediate needs identified by the City, which includes replacement or upsizing of the existing distribution system within the downtown area as well as expansion of the existing water distribution system for a future data center south of town. Redundancy and pressure zone variation should be considered throughout the water system for future improvement projects.

The City also raised the possibility of connecting to a regional water system. Presently, preliminary discussions are underway to determine the possibility and feasibility of this option. The City indicated the estimated cost to connect to a regional system is $900,000. The City should evaluate this option to provide for future drinking water needs. Below is a list of recommendations for the drinking water system infrastructure serving the City.

1. Expand existing drinking water system to provide necessary average and peak water flows within the next ten years. This may require the installation of an additional well or connection to a regional water system.

2. Perform detailed analysis and/or hydraulic modeling of existing water system to determine specific location of infrastructure replacement and expansion needs. The City's next preferred future water main project is indicated in Figure 11.1

3. Provide spare parts for critical system components (i.e. pumps, chemical, etc.) and/or backup generation power, if not already included.

4. Implementation of a Capital Improvement Plan (CIP) and an Operation and Maintenance (O&M) Program is recommended to better track improvements constructed or needed.

Wastewater System

Water Quality Standards

The Federal Water Pollution Control Act and its Amendments require that planning for publicly owned wastewater treatment facility (WWTF) provides for secondary treatment, as a minimum, prior to July 1988. The Environmental Protection Agency (EPA) has stipulated that a minimum of secondary treatment must be provided.

The Iowa DNR requires the City to comply with a controlled discharge from the lagoon with limits on the following parameters: carbonaceous biological oxygen demand (CBOD5), total suspended solids (TSS), pH, and annual total kjeldahl nitrogen (TKN). In addition, the City is required to comply with special monitoring requirements. A full analysis of sampling point locations, compliance, and techniques is beyond the scope of this report.

Existing Wastewater System

The existing wastewater system consists of two (2) lift stations, gravity and force mains, and a three-cell controlled discharge lagoon. The system pumps to a three-cell lagoon as shown in Figure 11.2 constructed in 1991 that was designed to treat an average wet weather (AWW) low of 0.1518 MGD, a maximum wet weather (MWW) flow of 0.6831 MGD, and a design 5-day biochemical oxygen demand (BOD%) load of 225 pounds per day (lb/d). The system operates under IDNR NPDES permit number IA0036021 (issued July 1, 2017 and expires June 30, 2022), which will require permit renewal by January 1, 2022. The City has indicated the existing wastewater system has been cited for a number of ecoli violations over the last few years.

The noteworthy construction projects that have supported the expansion of the current sanitary sewer system includes the following.

Table 11.1 – Past Significant Construction Projects

Project #	Permit #	Project Description
S2016-0202A	2016-0204S	Robert Acres
S2014-0098S	2014-0098S	Richland Road Sanitary Sewer
S2012-0402A	2012-0404S	Veterans Reception Center
S2008-0170A	2008-0214S	Valley View Acres
S2006-0200A	2006-0304S	Lift Station Force Main Improvements
S2006-0101A	2006-0144S	Crestview Estates Utility Extension

Source: City of Van Meter

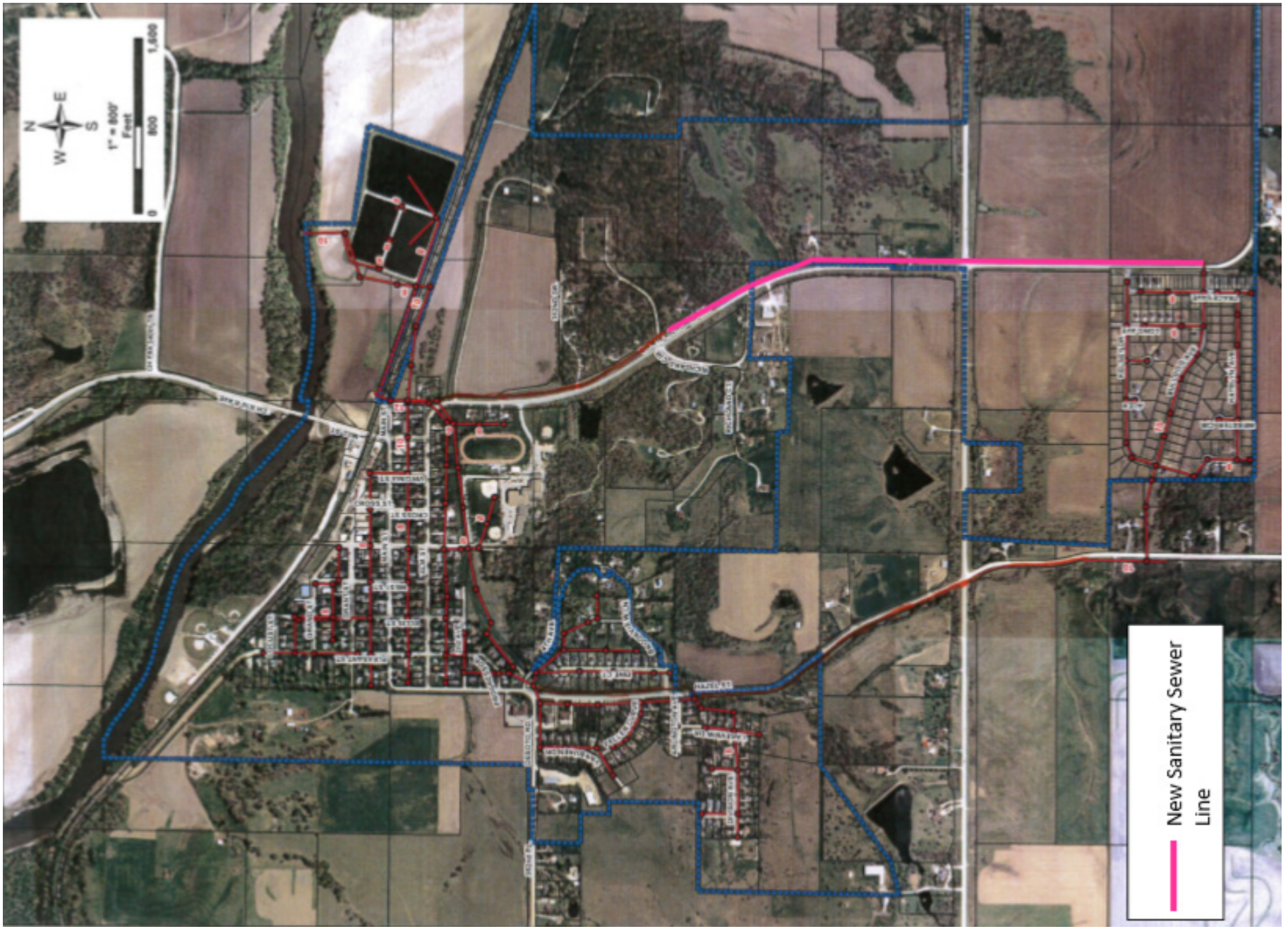


Figure 11.2 - Sanitary Sewer System

Observations & Recommendations

Limited data other than as-builts of various infrastructure components was available to review and confirm average and peak flow conditions. Most information was provided via in-person interviews.

The City of Van Meter will exceed its peak capacity of 0.12 MGD by 2030 assuming medium growth conditions. Therefore, the City must consider implementing infrastructure improvements to expand wastewater treatment capacity in the near term, based on ecoli violation reports and the population projections.

A workshop was held with the City Administrator and City Engineer on March 11, 2020 to collect observations and needs of the existing system. There were two immediate needs identified by the City, which includes expanding treatment capacity and providing service for a future data center south of town.

Another item for Van Meter to consider is creating a stormwater utility. Stormwater utility fees are used to fund community' stormwater management programs and facilities. Fees are based on a property's likely generated need for stormwater management, which is calculated using the total impervious surface area of the property. Impervious area includes driveways, rooftops, sheds and other areas with pavement or impermeable surfaces. Many cities in Iowa have created stormwater utility fees to fund their stormwater management efforts such as projects to reduce flood risk and improve water quality.

To the right is a list of recommendations for the wastewater system infrastructure serving the City.

1. Expand existing treatment system or connect with regional wastewater system within next couple years.

2. Provide future treatment service for future sewer users. The City's next preferred future force main project is indicated in Figure 11.2.

3. Provide spare parts for critical system components (i.e. pumps, etc.) and/or backup generation power, if not already included.

4. Implementation of a Capital Improvement Plan (CIP) and an Operation and Maintenance (O&M) Program is recommended to better track improvements constructed or needed.

5. Consider forming a stormwater utility fee to fund stormwater managemen projects


OPEN
Bob Feller


ARMY
MARINES

IMPLEMENTATION

12

Introduction

The Implementation Chapter is a key component of the comprehensive planning process because it lays out a strategy to achieve the vision laid out in the plan. The Vision Van Meter 2040 Comprehensive Plan's implementation strategy is composed of vision statements, action items and policy statements.

Vision Statement

Vision Statements are overarching idea for the future of Van Meter, similar to a long-range goal.

Action Items

Action Items are specific steps and activities the City should take to achieve the goal described in the vision statement.

Policy Statements

Policy Statements represent on-going principles by which the City should adhere when approving new development or planning future investments. Policy statements also support the vision statement.

The implementation strategy is divided into six main focus areas:

- Natural Resources
- Parks & Recreation
- Housing
- Community Facilities
- Land Use
- Community Character

Each focus area has one overarching vision statement and several action items and policy statements to support the achievement of the vision statement.

Natural Resources	
Vision Statement	**Protect sensitive environmental features in Van Meter as it grows**
Action Item 1	Adopt a stream buffer ordinance to preserve the natural features around type 1 perennial streams through a 100-foot buffer
Action Item 2	Consider adopting a slope preservation ordinance to manage development within higher sloped areas
Action Item 3	Continue to work with North Raccoon Watershed Management Coalition (NRRWMC) to address watershed management in the region
Action Item 4	Consider installing solar roof panels on City Hall and other City facilities
Policy Statement 1	Continue to enforce the City's Flood Plain Regulations and discourage new development within the 100- or 500-year floodplain
Policy Statement 2	Discourage impermeable surfaces near streams and creeks to limit stormwater runoff and water pollution
Policy Statement 3	Preserve dense tree cover through land use management techniques as Van Meter grows
Policy Statement 4	Encourage high-quality wetlands to be incorporated into new developments as an amenity feature
Policy Statement 5	Prioritize water conservation efforts throughout the City
Policy Statement 6	Promote structural and non-structural stormwater best management practices for new development, redevelopment and the maintenance and upgrade of existing city infrastructure
Policy Statement 7	Encourage recycling, reuse and reduction in plastic use in city buildings and local businesses
Policy Statement 8	Encourage incorporation of energy saving features in new renovations, new developments and building expansions

Parks & Recreation	
Vision Statement	**Provide a high-quality parks and recreation system in Van Meter**
Action Item 1	Update the City's recreational areas and open space (parkland) dedication ordinance
Action Item 2	Work with Central Iowa Trails and other partners to identify a possible connection to the regional trail system from Van Meter
Action Item 3	Create a city-wide loop trail system that connects Van Meter parks, schools, and downtown area
Action Item 4	Upgrade the Raccoon River kayak / tubing launch to attract visitors to Van Meter
Action Item 5	Identify community events such as movies in the park or music events to help foster a sense of community among residents
Action Item 6	Move forward with the mini park on the vacant lot at the corner of Grant and West Street in downtown Van Meter
Action Item 7	Evaluate and plan for the development of indoor recreation space
Policy Statement 1	Continue to require new residential development to provide parks, greenbelts and trails for residents as growth and development occurs
Policy Statement 2	Aim to have all residents live within a 5- to 10-minute walk time of a park
Policy Statement 3	Expand neighborhood parkland as Van Meter grows to improve park accessibility
Policy Statement 4	Continue to evaluate partnership opportunities with the school district to create and maintain shared facility space for recreation
Policy Statement 5	Maintain a high level of service for parks and recreation facilities in Van Meter as the community grows
Policy Statement 6	Properly maintain parks and improve facilities as needed due to age or general wear and tear
Policy Statement 7	Continue to evaluate recreation offerings, including year-round and winter activities
Policy Statement 8	Be efficient in the maintenance of parks and consider native plantings that require less maintenance and support biodiversity

Housing	
Vision Statement	**Preserve and promote Van Meter's existing residential neighborhoods while sustainably expanding the residential footprint of Van Meter**
Action Item 1	Update zoning code to allow for areas with smaller lot homes, agri-hoods, cluster subdivisions and accessory dwelling units (ADUs)
Action Item 2	Explore funding options for a housing rehabilitation program to fund and incentivize maintenance and modernization of Van Meter's older neighborhoods
Action Item 3	Update ordinances to require medium and high-density residential developments to be aesthetically pleasing with high-quality materials and finishes
Action Item 4	Actively recruit new housing and development through incentives
Action Item 5	Expand the street system as necessary to support new housing development
Policy Statement 1	Continue to fund other home improvement programs such as Habitat for Humanity and the Dallas County Housing Trust Fund to promote high quality and affordable housing for all residents
Policy Statement 2	Use Planned Unit Developments (PUDs) as an alternative to conventional development patterns to allow for creative development opportunities
Policy Statement 3	Promote new residential development in areas adjacent to existing residential areas to support community cohesion and to more efficiently utilize existing community facilities
Policy Statement 4	Ensure street and pedestrian connections between existing and new residential neighborhoods including sidewalks and trails
Policy Statement 5	Plan for a mixture of very low to higher density residential types to ensure there are options for all ages, phase and income-levels
Policy Statement 6	Work to attract senior living opportunities within Van Meter so residents can age in place

Community Facilities	
Vision Statement	**Provide adequate community facilities as Van Meter grows**
Action Item 1	Plan for the long-term need for additional fire, police and ems personnel and facility space
Action Item 2	Consider expanding the use of technology in city government through e-billing or mass text notifications
Action Item 3	Actively assist the Van Meter Public Library Foundation's efforts to raise money for a new library and community room
Policy Statement 1	Maintain adequate staffing levels and facility space as the community grows
Policy Statement 2	Respond to changing demands for services as the population increases
Policy Statement 3	Support the efforts of the Van Meter Community Development Corporation's efforts to fund community improvement projects
Policy Statement 4	Consider opportunities for joint ventures on expanding community needs such as a new joint public safety center

Land Use	
Vision Statement	**Ensure Van Meter grows in a sustainable and controlled fashion**
Action Item 1	Review zoning code that may be discouraging new development and redevelopment / infill projects
Action Item 2	Adopt a zoning ordinance to allow for agri-hood and conservation subdivisions to protect key environmental resources in addition to supporting growth in the community
Action Item 3	Update zoning to allow for higher density residential in key areas
Policy Statement 1	Promote sustainable development practices
Policy Statement 2	Promote commercial expansion at key existing and future intersections
Policy Statement 3	Actively support and encourage the construction of the southwest Beltway
Policy Statement 4	Be proactive in land annexation strategies in areas between Van Meter and neighbors
Policy Statement 5	Discourage leapfrog development whenever possible to keep growth organic and connected
Policy Statement 6	Require new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails and municipal water and sewer service
Policy Statement 7	Encourage rural development annex into the City and connect to City water and sanitary sewer service
Policy Statement 8	Discourage rural subdivisions within the City's 2-mile extra-territorial review area that either do not meet the City's subdivision regulations or are not consistent with the Comprehensive Plan's Future Land Use Plan
Policy Statement 9	Require rural development and subdivisions to have streets built to City design standards and have at least one access point to a paved street network
Policy Statement 10	Promote infill development within the older parts of Van Meter
Policy Statement 11	Connect new and existing areas of the community through streets and pedestrian connections to encourage a cohesive community character

Community Character	
Vision Statement	**Maintain Van Meter's small-town feel as the community grows**
Action Item 1	Evaluate signage needs at key community corners and gateways
Action Item 2	Improve the streetscapes of the main corridors of the community through the addition of Complete Street principles
Action Item 3	Identify additional community events to socially and civically engage Van Meter residents
Action Item 4	Continue to improve access to the Raccoon River to connect residents and visitors to this recreational amenity
Action Item 5	Update TIF ordinance to allow for façade improvements grants for commercial structures
Policy Statement 1	Continue to improve the downtown through façade and streetscape improvements
Policy Statement 2	Maintain a mostly green corridor entrance from Interstate 80 into Van Meter
Policy Statement 3	Preserve significant tree cover, whenever possible, by opting to build development within the trees rather than clear-cutting
Policy Statement 4	Allow for Van Meter to grow at a controlled, sustainable rate that does not overwhelm community resources or harm community character
Policy Statement 5	Avoid leapfrog development and encourage development adjacent to existing developed areas
Policy Statement 6	Connect new and older parts of the community with sidewalk, trails and street connections as Van Meter grows
Policy Statement 7	Enhance walkability of the community through sidewalk and trail expansion and streetscape and intersection improvements

Transportation	
Vision Statement	**Improve facilities that provide safe and practical modes of transportation for all types of users**
Action Item 1	Design and construct public roadway and infrastructure improvements with statewide urban standards
Action Item 2	Maintain existing transportation and stormwater facilities
Action Item 3	Improve sidewalk connectivity throughout Van Meter and upgrade facilities to comply with ADA standards
Action Item 4	Continue planning for a complete trail system to be incorporated as part of future projects as public infrastructure improvements and development occurs
Policy Statement 1	Adopt Iowa Statewide Urban Design and Specifications (SUDAS) standards for use on all future projects
Policy Statement 2	Identify condition of existing streets and plan for improvements through rehabilitation or reconstruction
Policy Statement 3	Identify stormwater maintenance needs and incorporate into annual stormwater improvement program
Policy Statement 4	Continue evaluating ADA compliance of existing facilities and plan for improvements as part of other infrastructure improvement projects or part of an annual sidewalk improvement program
Policy Statement 5	Continue evaluating routes for complete trail system that will be appropriate for a wide range of users
Policy Statement 6	Continue pursuing certified site and plan for improvements with new construction or reconstruction of transportation facilities as necessary

Infrastructure	
Vision Statement	**Provide quality, cost-effective, customer-focused public services with an emphasis on economic growth, infrastructure improvements, and the environment in cooperation of the community and other local government entities.**
Action Item 1	Expand existing drinking water system to provide necessary average and peak water flows with the next ten years
Action Item 2	Perform detailed analysis and/or hydraulic modeling of existing water system to determine specific location of infrastructure replacement and expansion needs
Action Item 3	Consider connection to a regional water system to provide flexibility to adjust to increases in demand
Action Item 4	Expand existing wastewater treatment system or connect with a regional wastewater system within the next couple of years
Action Item 5	Provide wastewater treatment infrastructure to future sewer users
Action Item 6	Consider the formation of a storm water utility to help maintain and make improvements to City storm water infrastructure
Policy Statement 1	Ensure safe and reliable drinking water and wastewater services are provided with exceptional service and value
Policy Statement 2	Proactively manage and provide cost-effective replacement of public infrastructure that promotes community growth and economic development
Policy Statement 3	Provide treatment and distribution systems which meet all current and future federal and state safety and environmental requirements
Policy Statement 4	Ensure an Operations and Maintenance program is maintained to for infrastructure systems to assure reliability and compliance with federal and state requirements

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AGENDA ITEM #6

Adjournment

Submitted for: **ACTION**

Recommendation: **APPROVAL**

Sample Language:

Mayor: ***With no further business, do I hear a motion to adjourn?***

Councilmember: _____ ***So moved***.

Councilmember: _____ ***Second***.

Mayor: ***Roll Call Please.***

City Clerk: **Akers____ Brott____ Grolmus_____ Pelz_____ Westfall____**

Mayor: ***This meeting is adjourned at _____p.m. Thank you.***