#### NOTICE AND CALL OF PUBLIC MEETING

GOVERNMENT BODY:

REGULAR MEETING OF THE ALLEMAN CITY COUNCIL

DATE OF MEETING:

MONDAY APRIL 14, 2025

TIME OF MEETING:

7:00 P.M.

PLACE OF MEETING:

14000 NE 6th STREET

**PUBLIC NOTICE IS HEREBY GIVEN** that the above-mentioned governmental body will meet at the date, time and place above set out. The tentative agenda for said meeting is as follows:

CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL

**CONSENT AGENDA**: All items listed under the consent agenda will be acted by one motion. There will be no separate discussion of these items unless a request is made prior to the time Council votes on the motion.

Minutes for March 10, 2025 City Council Meetings Consent Agenda for April 14, 2025 City Council Meeting March 2025 Claims

#### CITIZEN OPPORTUNITY FOR COMMENT

**PUBLIC COMMENT REMINDER** - Citizen's opportunity to address Council on items not on the Agenda: This agenda item is set aside for comments from the public on topics of City business other than those listed on the agenda. Please understand that the Council will not take action on your comments at this meeting in accordance with lowa's Open Meeting Law. The Mayor and City Council welcome comments from the public pursuant to the adopted Rules of Procedure of the Alleman City Council. At no time is it appropriate to use profane, obscene or slanderous language. The Mayor may limit each speaker to five minutes.

#### **ACTION & DISCUSSION ITEMS**

Receive and file Polk County Sheriff's Office report Lt. Shane Greggo

Receive and file Comprehensive Plan Update April 2025 Mike Wille to give a review of the update before adoption at a later date

Motion to Consider Resolution 2025-029 A Resolution Authorizing the Repair to 850 NE 134th Avenue Storm Water Tile

Motion to Consider Resolution 2025-030 A Resolution for Support of Approving Wage for City Employee

Motion to Consider Resolution 2025-031
A Resolution for Support of Approving Wage for City Employee

Motion to Consider Resolution 2025-032 A Resolution for Support of Approving Wage for City Employee

#### **COMMENTS BY MAYOR**

#### **ADJOURNMENT**

**THIS NOTICE IS GIVEN** at the direction of the Mayor, pursuant to Chapter 21, Code of Iowa, and the local rules of said governmental body. The Alleman City Council maintains the right to waive the first and second readings of ordinances presented and may pass the third and final reading of the same ordinance within the same council meeting.

BUDGET PUBLIC HEARING WILL BE HELD MONDAY APRIL 21, 2025 at 7PM ALLEMAN CITY HALL



# **Alleman - CAD - Calls for Service Count**

#### Mar 2025

Call Code	Call Sub-Code	Number of Calls
ACCIDENT	PERSONAL INJURY	1
ACCIDENT	PROPERTY DAMAGE	1
AUDIBLE ALARM	COMMERCIAL	2
BUILDING CHECK		6
CHILD IN NEED OF ASSISTANCE (CHINA)		1
CONCENTRATED PATROL - PC ONLY		39
DISPUTE/DISAGREEMENT		1
ILLEGAL POSSESSION	TOBACCO	1
INCOMPLETE 911 CALL	BUSY ON CALL BACK	1
NFORMATION		1
MENTAL PROBLEM		1
PUBLIC ASSIST (POLICE)		1
RADAR SETUP		10
RECKLESS DRIVER(S)		2
SCHOOL BUS VIOLATION		1
STALLED VEHICLE		1
SUSPICIOUS	PERSON	1.
TRAFFIC SIGNAL PROBLEM		2
TRAFFIC STOP		6
VEH IN DITCH DUE TO ROADS		1
	Total:	80

4/2/2025 7:00:07 AM

# CITY OF ALLEMAN, IOWA (DRAFT) 2025 **COMPREHENSIVE PLAN UPDATE**

A PLAN FOR EXPANSION AND LAND USE

# City of Alleman YEAR 2025 COMPREHENSIVE PLAN UPDATE

A COMMUNITY WITHIN THE DESMOINES/AMES I-35 COMMERCE & TECHNOLOGY CORRIDOR (Draft: 3-17-2025)

#### INTRODUCTION

In 2020 the City of Alleman adopted its current Comprehensive Plan. It has been determined the current Comprehensive Plan does not adequately address the City's desire to grow and provide adequate infrastructure and services to meet the City's needs. The City of Alleman has initiated a process to update its current Comprehensive Plan to prepare for future population and economic growth that will complement the growth being experienced in other communities in northern Polk County. The vision of the City is to grow with a variety of land uses including commercial, industrial, office, public and residential types that will provide a diversity of housing opportunities and costs to permit more affordable housing than can be provided with onsite septic systems.

The City of Alleman has a goal to establish a public sanitary sewer system that will serve businesses and residences in the City as well as the North Polk Community School District campus in Alleman that includes the North Polk High School, Middle School and Central Elementary School. The population growth of Ankeny, Elkhart and Polk City within Polk County has resulted in a substantial increase in the School District's enrollment. According to the Iowa Department of Education, the North Polk Community School District is among the fastest growing school districts in Iowa. More than 98% of the North Polk School District's residents live in Polk County and less than 5% are residents of Alleman. In 2021 approximately 9,000 School District residents lived in Polk County and less than 430 lived in Alleman. Of the 1,373 students that attended the North Polk High School, Middle School and Central Elementary School in Alleman in 2023, only 91 students lived in Alleman and 1,282 students were bused or travel by private automobile to attend school in Alleman.

Land development in Alleman will not only increase the City's property tax revenues to support municipal services, it will also allow for the planned expansion of the City's street network to provide improved access to the School District's campus. A recent study completed for the City of Alleman found that traffic generated by the School District campus when school is in session is substantially greater than all the traffic generated by the 170 residences in Alleman.

Another study recently conducted for Polk County and the North Polk Community School District has determined that the School District's wastewater treatment facility in Alleman is nearing capacity. Land development in Ankeny, Elkhart and Polk City within the School District is resulting in student population growth and increases in District enrollment and wastewater treatment demand in Alleman. The District student population growth and the desire to establish a public wastewater treatment and sanitary sewer system of adequate capacity to serve the future growth of the City of Alleman and the North Polk Community School District resulted in a need to prepare a "Wastewater Treatment Feasibility and Alternative Study" for the city of Alleman.

Historically, most of the Cities that are members of the regional Des Moines Metropolitan Wastewater Reclamation Authority (WRA) had their own municipal wastewater treatment facilities. Eventually, at substantial cost, large trunk sewers were constructed to connect these Cities to the WRA treatment facility at 3000 Vandalia Road in Des Moines. The City of Alleman is a distance of more than 20 miles by sewer through an urbanized area to the WRA facility. In addition to studying the feasibility of constructing a municipal wastewater treatment facility in Alleman, the establishment of a regional wastewater treatment facility to permanently serve northern Polk County, including the Cities of Alleman and Elkhart was explored within the "Wastewater Treatment Feasibility and Alternative Study" as a permanent solution to providing wastewater treatment for Alleman.

From 2000 to 2020 the population of the Des Moines/West Des Moines Metropolitan Statistical Area (MSA) grew by 190,859 and the combined population of Polk County's northern suburbs of Alleman, Ankeny, Elkhart and Polk City grew by 44,473. However, not having a public sanitary sewer system, the City of Alleman did not grow in population during the period. Based on the population growth rates of the previous 20 years, the MSA is forecasted to grow by 261,534 in population and the northern suburbs are forecasted to grow by 62,765 from 2020 to 2040. The following section evaluates historic population and employment growth in the Des Moines Metropolitan Area and northern Polk County and projected regional growth potential of Des Moines northern Suburbs of Alleman, Ankeny, Elkhart and Polk City.

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#### **ALLEMAN AND NORTH SUBURBAN POLK COUNTY GROWTH POTENTIAL**

Alleman is in Polk County and the Des Moines Metropolitan Area that has experienced decades of substantial population and employment growth. The Des Moines Metropolitan Area has been the fastest growing metropolitan area over 500,000 in population in the Midwest region of the United States since 1990 and is anticipated to continue its strong economic growth into the future.

As shown in Table 1 below, the Des Moines MSA grew by 258,325 in population during the thirty years from 1990 to 2020 while Polk County grew by 165,261 or 64% of the MSA during the same period. Although Polk County has experienced a majority of the population growth in the MSA, the County's share has been in decline as the County's western growth spills into Dallas County. During the decade of 1990 to 2000 Polk County captured 70% of the MSA growth and during the decade pf 2010 to 2020 Polk County captured 60% of the MSA growth. From 1990 to 2020 that part of the Des Moines western suburbs of Clive, Grimes, Johnston, Urbandale and West Des Moines in Polk County grew in population by 59,342 or 36% of the population growth of 165,261 in Polk County. The amount of land in these western suburbs within Polk County has diminished to where there is little room in western Polk County to sustain such growth. Table 1 illustrates the Metropolitan and County growth during the past three decades.

TABLE 1 METROPOLITAN GROWTH TREND AND COUNTY SHARE OF MSA POPULATION GROWTH Des Moines/West Des Moines, IA Metropolitan Statistical Area (MSA) and its Counties								
Geographic		POPULATIO	N CHAI	NGE BY DECA	ADE ANI	COUNTY S	HARE O	F MSA
Area	1990	1990 – 2000 Increase	2000	2000 – 2010 Increase	2010	2010 – 2020 Increase	2020	1990 – 2020 Increase
MSA	451,141	67,466 (100%)	518,607	87,868 (100%)	606,475	102,991 (100%)	709,466	258,325 (100%)
Polk Co.	327,140	47,461 (70%)	374,601	56,035 (63%)	430,640	61,761 (60%)	492,401	165,261 (64%)
Dallas Co.	29,755	10,995 (16%)	40,750	25,464 (29%)	66,135	33,543 (32%)	99,678	69,923 (27%)
Warren Co.	36,033	4,638 (7%)	40,671	5,554 (6%)	46,225	6,178 (6%)	52,403	16,370 (6%)
Jasper Co.	34,795	2,418 (4%)	37,213	-371	36,842	971 (1%)	37,813	3,018 (1%)
Madison Co.	12,483	1,536 (2%)	14,019	1,660 (2%)	15,679	869 (1%)	16,548	4,065 (2%)
Guthrie Co.	10,935	418 (1%)	11,353	-399	10,954	-331	10,623	-312

(Des Moines MSA is the Des Moines/West Des Moines, IA Metropolitan Statistical Area includes Dallas, Guthrie, Jasper, Madison, Polk and Warren Counties in Iowa.) Source: The U.S. Census Bureau Decennial Census for the years 1990-2020.

Population Growth in the Des Moines Metropolitan Area has been extremely consistent over time. As shown in Table 2 below, the rate of growth in the Des Moines MSA for the past two decades of 2000 -2010 and 2010 - 2020 has basically been the same at 16.94% and 16.98% respectively. During the previous decade of 1990-2000 the rate of growth was only slightly less at 14.95%.

TABLE 2 DES MOINES MSA POPULATION GROWTH PATTERNS							
Geographic Area	1990	1990-2000 Increase (Percent Increase)	2000	2000-2010 Increase (Percent Increase)	2010	2010-2020 Increase (Percent of MSA)	2020
Des Moines MSA	451,141	67,466 (14.95%)	518,607	87,868 (16.94%)	606,475	102,991 (16.98%)	709,466

(Des Moines MSA is the Des Moines/West Des Moines, IA Metropolitan Statistical Area includes Dallas, Guthrie, Jasper, Madison, Polk and Warren Counties in Iowa.) Source: US Census Bureau Decennial Census of Population.

Table 3 below analyzes the share of Metropolitan population growth captured by Des Moines's North Suburbs of Alleman, Ankeny, Elkhart and Polk City during the past to identify growth patterns from which future population growth can be estimated. Population growth in the North Suburbs during the past two decades of 2000 – 2010 and

### City of Alleman YEAR 2025 COMPREHENSIVE PLAN UPDATE

A COMMUNITY WITHIN THE DESMOINES/AMES I-35 COMMERCE & TECHNOLOGY CORRIDOR
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2010 – 2020 as a share of the MSA population growth have been 22.59% and 23.91% respectively.

TABLE 3 NORTH SUBURBS OF ALLEMAN, ANKENY, ELKHART AND POLK CITY SHARE OF DES MOINES MSA POPULATION GROWTH							
Geographic Area	1990	1990-2000 Increase (Percent of MSA)	2000	2000-2010 Increase (Percent of MSA)	2010	2010-2020 Increase (Percent of MSA)	2020
Des Moines MSA	451,141	67,466 (100%)	518,607	87,868 (100%)	606,475	102,991 (100%)	709,466
North Suburbs	21,118	9,144 (13.55%)	30,262	19,853 (22.59%)	50,115	24,620 (23.91%)	74,735
Alleman	340	99	439	-7	432	-9	423

(Des Moines MSA is the Des Moines/West Des Moines, IA Metropolitan Statistical Area includes Dallas, Guthrie, Jasper, Madison, Polk and Warren Counties in Iowa.) Source: US Census Bureau Decennial Census of Population.

For the purpose of population forecasting, the MSA's growth rate of 17% per decade during the past two decades will be used to forecast future growth of the Metropolitan Area. In forecasting population growth in the North Suburbs as a share of the MSA population growth through 2050, a percentage of 24% is used to determine the population that the North Suburbs will capture. The following chart forecast a population growth of 427,034 from 709,466 in 2020 to 1,136,500 in 2050 for the Des Moines MSA and a growth of 102,380 in the North Suburbs from 74,735 in 2020 to 177,000 in 2050. The next step is to estimate Alleman's share of the North Suburban growth through 2050.

YEARS 1990 - 2050 POPULATION TRENDS AND FORECAST 1.200.000 1,136,500 1.000.000 **DES MOINES MSA POPULATION** 971,000 800,000 830,000 709,466 600,000 606,475 518,607 400,000 451.141 NORTH SUBURBAN POPULATION 177,000 137,500 200,000 103,500 74.735 50,115 30,262 21,118 0 1990 2000 2030 2040 2010 2020 2050 THE DES MOINES METROPOLITAN STATISTICAL AREA (MSA) AND NORTH SUBURBS (MSA Being Dallas, Guthrie, Jasper, Madison, Polk and Warren Counties in Iowa) (North Suburban Being the Cities of Alleman, Ankeny, Eikhart and Polk City in Iowa) (Source: US Census Bureau for 1990, 2010 and 2020 Decennial Censuses of Population.)

As one of the North suburban communities, Alleman's growth will depend on the City's ability to capture a share of the area's population growth. The major obstacle to the City's growth potential is the absence of a public sanitary sewer system. The population forecast for Alleman in Table 4 is dependent on the City establishing a public sanitary sewer and wastewater treatment system within the next five years.

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The population forecast for the North Suburbs are generally based on each City's current comprehensive plan's forecast. The population forecast for Polk City is based on that City's medium growth projection of an average annual rate of 2.6% through the year 2035. The forecast for Ankeny is based on their comprehensive plan's medium population growth projections up to the year 2040. The population forecast for Elkhart is larger than their comprehensive plan projections and is more reflective of the amount of land being subdivided for residential lots housing and housing construction. The year 2050 forecast represents substantial increases in growth in Alleman and Elkhart as Ankeny has less land for development and growth extends further north into these northern most suburbs.

TABLE 4  2030 TO 2050 POPULATION FORECAST FOR DES MOINES, IA NORTH SUBURBS North Suburbs of Alleman, Ankeny, Elkhart and Polk City						
Jurisdiction	2020	2030	2040	2050		
North Suburbs	74,735	103,500	137,500	177,000		
Alleman	423	600	4,000	12,500		
Ankeny	67,887	93,700	118,500	137,500		
Elkhart	882	2,000	5,500	12,500		
Polk City	5,543	7,200	9,500	14,500		

Source: U.S. Census Bureau for 2020 decennial populations .

#### **Employment Opportunities**

The city of Alleman is near equal distance from downtown Des Moines and downtown Ames at approximately 14 miles. With more than 430,000 jobs in both the Des Moines and Ames Metropolitan Statistical Areas (MSA), population growth in Alleman is readily supported by the regions employment opportunities.

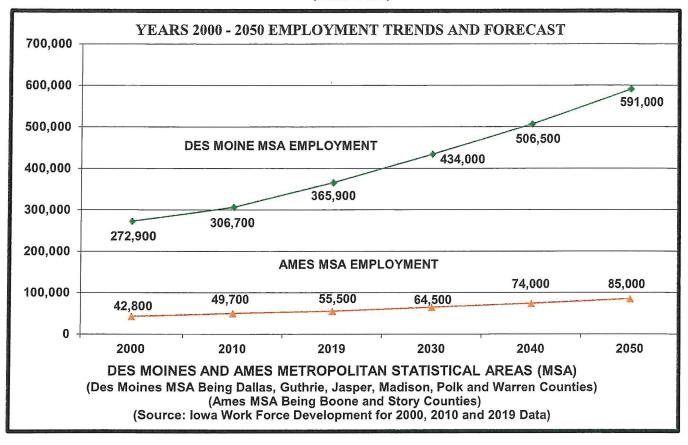
Table 5 below shows a significant difference in the average annual rates of growth (AARG) from decade to decade in both the Des Moines MSA and Ames MSA. For the past two decades the Des Moines MSA has experienced an average annual growth rate of 1.56% from 2000 to 2019. The Ames MSA experienced an average annual rate of growth of 1.38% from 2000 to 2019. (The year 2020 employment data was not used because of the Covid 19 Pandemic's effect on employment.)

TABLE 5								
2000 TO 2020 EMPLOYMENT TRENDS FOR THE DES MOINES MSA AND AMES MSA Increase and Average Annual Rate of Growth by Decade								
Metropolitan Area	2000	2000 – 2010 Increase (AARG)	2010	2010 – 2019 Increase (AARG)	2019	2000 – 2019 Increase (AARG)		
Des Moines, MSA	272,900	34,000 (1.18%)	306,900	59,000 (1.97%)	365,900	93,000 (1.56%)		
Ames MSA	42,800	6,900 (1.51%)	49,700	5,800 (1.23%)	55,500	42,800 (1.38%)		

(Note: AARG is the acronym for Average Annual Rate of Growth) Source: Iowa Workforce Development Employment Data for July.

To forecast employment growth in both the Des Moines MSA and Ames MSA the AARG from 2000 to 2019 for each MSA is used The AARG used to forecast future employment growth for the Des Moines MSA is 1.56% and the AARG used for the Ames MSA is 1.38%. The following chart shows an employment increase of 225,900 in the Des Moines MSA and an employment increase of 29,500 in the Ames MSA from 2019 to 2050. The population supported by each job is approximately 1.9 persons.

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#### INFRASTRUCTURE FOR GROWTH

The population and employment growth forecast for the Des Moines Metropolitan Area indicate a substantial growth potential for Alleman through the year 2050. However, without infrastructure to support land development, Alleman's growth potential cannot be realized. The most important infrastructure facilities needed to support economic growth for Alleman are access to transportation, water and sanitary sewer infrastructure.

The City of Alleman is very well located for access to major highways for access to the urbanized area of the Des Moines Metropolitan Area, Ames and regionally. U.S. Highway 69 passes through the City and Interstate Highway 35 borders the City's planned area for expansion on the east. The regional access provided by these major highways will provide great opportunity for distribution, commercial retail and employment centers.

The City's ability to provide public water and sanitary sewer service to support economic growth is addressed in the "Wastewater Treatment Feasibility and Alternative Study" approved in May of 2024 as part of the planning process to prepare a new Land Use Plan. The City of Alleman's potable water service is provided by the Des Moines Water Works (DMWW). Water supplied to Alleman originates at the DMWW Fleur Drive Water Treatment Plant in Des Moines and is pumped to Alleman through a feeder main system including a number of pumping and booster stations that serves rural Polk County, Bondurant and Alleman. Alleman's supply share of this water main system is currently very limited to support growth. However, planned upgrades to the feeder system may provide up to 500,000 gallons a day for Alleman that may serve a population equivalent of 5,000.

The establishment of a public sanitary sewer system will have a profound impact on the City's ability to grow. As an alternative, the construction of a large municipal wastewater treatment facility in the middle of a growing Alleman may become a public nuisance that is not desired. The "Wastewater Treatment Feasibility and Alternative Study" recommends a Sanitary Sewer Plan served by a regional wastewater treatment facility located in the Skunk River basin that will serve northern and northeastern Polk County including but not limited to Alleman and Elkhart.

# City of Alleman YEAR 2025 COMPREHENSIVE PLAN UPDATE A COMMUNITY WITHIN THE DESMOINES/AMES I-35 COMMERCE & TECHNOLOGY CORRIDOR (Draft: 3-17-2025)

# INSERT MAP CITY OF ALLEMAN, IA ALLEMAN SANITARY SEWER PLAN NORTH POLK REGIONAL TREATMENT SITE

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(Draft: 3-17-2025)

#### LAND USE PLAN AMENDMENT

It is estimated the Des Moines Metropolitan Area will grow by nearly 400,000 in population through the year 2050 and the north suburban area including Alleman, Ankeny, Elkhart and Polk City will grow by nearly 100,000 in population during the same period. If the same growth trend continues during the next 46 years through the year 2070, the Des Moines Metropolitan Area will add more than 800,000 in population and the north suburban area will add more than 200,000 in population. It may be assumed that Alleman will achieve full development by the year 2070 within its Urban Service Area. Therefore, the proposed amendment to the City's Future Land Use Plan will have a Planning Boundary that encompasses the City's Proposed Expansion Boundary for public sanitary sewer service which is approximately 17 square miles. A land use plan for the entire expansion area will provide for compatibility of land uses and better planning for infrastructure including major streets and highways.

With public sanitary sewer, the City's anticipated population growth will require planning for substantial housing development. To provide for the general welfare and equal opportunity in the availability of housing, a variety of housing types and cost will need to be planned. The variety of housing units constructed by types in the Metropolitan Area illustrates the demand for housing by type including single-family and multi-family housing. For the ten year period from 2014 to 2023, according to the U.S. Census Bureau building permits survey, housing units permitted were an average of 5,800 per year with 65% of those units being single-family. If it is assumed full development of the Alleman Planning Area may accommodate 3,250 persons per square mile or a total population of approximately 55,000 and the average household size is 2.4 persons, a total of 22,916 housing units will be needed to house the City's population. The single-family housing unit share will be 14,895 units and the remaining units assumed to be multi-family will be 8,091. At an average of 3.0 dwelling units per acre for single-family residential and 12.0 dwelling units per acre for multi-family residential land use, a minimum of 4,965 acres of single family residential and 674 acres of multi-family residential land use will be needed.

The location of the City of Alleman within the growing Des Moines Metropolitan Area on Interstate 35 and US Highway 69 equal distance between Des Moines and Ames, IA, the home of lowa State University of Science and Technology, creates great opportunities for employment growth related to commerce and technology. Being located within the Des Moines and Ames Interstate 35 Commerce and Technology Corridor will help define land uses proposed along Interstate 35. In addition to commercial retail land uses, land uses are proposed that permits office parks, research facilities, distribution warehousing and pollution free product preparation or assembly. This area can become another regional employment center serving Central lowa.

In addition to commercial development along the Interstate 35 corridor, commercial land uses intended to primarily serve the City as it grows into a more populated community with professional and retail services to serve its residents will need to be planned. Highway 69 and NE 142<sup>nd</sup> Avenue and NW 142<sup>nd</sup> Avenue will be major arterial streets proposed for commercial development. Additionally, a "town center" mixed use area is proposed at the intersection of U. S. Highway 69 and NE 142<sup>nd</sup> Avenue that will provide an atmosphere representative of a traditional central business district with retail, office, government, pubs restaurants and housing uses as well as onstreet parking. Additionally, in the long term and with future planning, NE 158<sup>th</sup> Avenue and NW 158<sup>th</sup> Avenue will evolve into a major traffic route and commercial corridor.

The Full Development Land Use Plan includes a plan for major streets and highways including future Interstate 35 interchanges at NE 142<sup>nd</sup> Avenue and NE 158<sup>th</sup> Avenue. Major streets and highways planned include roadways classified as Major Arterial, Minor Arterial and Major Collector. The function and design capacity for these major roadways are important in the placement of land uses and ability to move traffic through the City.

The Full Development Land Use Plan also plans for parks and trails that will include community parks, neighborhood parks, mini-parks, linear parks and trails. Four Mile Creek will be the focus for developing a linear park and trail system for which it should be a goal that community parks and neighborhood parks are connected by trails to the Four Mile Creek trails network.

# City of Alleman YEAR 2025 COMPREHENSIVE PLAN UPDATE A COMMUNITY WITHIN THE DESMOINES/AMES I-35 COMMERCE & TECHNOLOGY CORRIDOR (Draft: 3-17-2025)

#### LAND USE DESIGNATIONS

The amendment to the Comprehensive Plan's Land Use Plan will set forth land use designations to be used to establish zoning districts for use in establishing the City's zoning district classifications, regulations and boundaries on the Zoning Map. The following land use designations will provides for uses and contemporary performance standards comparable with other cities in the Des Moines Metropolitan Area. Permitted uses will be determined at the time the City Zoning Ordinance is amended. To develop the City of Alleman with uses and densities as presented, a public sewer system is necessary.

#### **RESIDENTIAL LAND USE DESIGNATIONS:**

- **RE-1, Single-Family Rural Estates District (0-1 dwelling units per acre)**: A residential environment typified by single-family detached homes on large lots of approximately one (1) acre of 40,000 square feet and larger. Subdivisions within this density range lend themselves to development with individual septic systems. However, if public sanitary sewer is available, or planned for an area, the installation of sanitary sewer facilities is recommended.
- **R-1A, Single-Family District (0-2 dwelling units per acre)**: A residential land use designation that applies to existing developed single-family residential areas zoned (R-1) at the time of this Comprehensive Plan Amendment. This is a residential environment typified by single-family detached homes on existing lots. Subdivisions within this density range were with individual septic systems. However, if public sanitary sewer is available, or planned developed for this zoning district, the installation of sanitary sewer facilities is recommended.
- R-1, Single-Family Residential Districts (2.5 to 4.0 dwelling units per acre). A residential environment with single-family detached homes on a wide range of lot sizes. The normal lot size will range minimum of sizes of 6,000 to 10,000 square feet with minimum lot widths of 50 feet to 80 feet as required by zoning district classifications for R-1(50), R-1(60), R-1(70) and R-1(80). This land use category is planned with consideration for neighborhood units, and is intended to promote pedestrian access to parks, trails, and neighborhood shopping and schools.
- R-2, One and Two Family residential District (4.0 to 6.0 dwelling units per acre). Areas set aside for one and two-family residences to accommodate areas with existing two-family residences, and to provide areas of transition between single-family housing and other less restrictive uses.
- R-3, Medium Density Multiple-Family Residential District (6.0 to 12.0 dwelling units per acre). A residential environment typified by townhouses and low-density apartments. Sites identified with this designation should be oriented to arterial and collector streets, shopping, and employment centers, and to provide a transition between single-family detached residential, and conflicting non-residential uses.
- R-4, High Density Multiple-Family Residential District (12.0 to 20.0 dwelling units per acre). A relatively high-density residential environment. High-density areas are intended to result in garden apartments or similar structures, usually of two or three stories in height. As is the case with medium density multiple-family residential, this designation should be oriented to arterial or collector streets, shopping, and employment centers. This land use may typically be utilized as a transition between commercial retail, office, and industrial uses, and lower-density residential uses. Higher residential unit density up to 24 units per acre may be permitted as a conditional use for projects designed with a single large residential building with parking within the building or for senior housing projects with reduced surface parking requirements.
- **R-M, Mobile Home Park (5.0 to 10.0 dwelling units per acre)**. Areas set aside specifically for mobile home parks. It is intended that this designation will result in well designed projects that will provide alternate affordable housing choices for the city's residents. As an alternative to a mobile home park, this area can be developed with medium density multiple-family housing.

### City of Alleman YEAR 2025 COMPREHENSIVE PLAN UPDATE

A COMMUNITY WITHIN THE DESMOINES/AMES I-35 COMMERCE & TECHNOLOGY CORRIDOR (Draft: 3-17-2025)

#### COMMERCIAL LAND USE DESIGNATIONS

- C-1, Neighborhood Commercial District. Neighborhood commercial areas are intended to provide commercial and retail uses to serve the most immediate shopping needs of the nearby residents, and employment within a neighborhood with a trade-area radius of approximately one (1) mile, depending on the density of the residential and employment population of the neighborhood. Because of their proximity to residential areas, such centers should be specifically designed and operated to be compatible with the adjacent residential development. Limitations on design and operation would include building height and intensity, trip generation, architectural and signage controls, increased landscaping, and stricter control of noise and glare compared to larger commercial centers. Projects in this category will be limited to a height of one story and have a residential-style roof design (e.g., mansard, pitched, gable, etc.). Emphasis should be placed upon pedestrian access to and from the surrounding residential areas. The separation between a Neighborhood Commercial area and other commercial areas should generally be from one (1) to two (2) miles. A Neighborhood Commercial site may range in size from two (2) to ten (10) acres, dependent upon its distance from other commercial areas and the population or employment density of the trade area. Neighborhood Commercial areas should be located to have access from either arterial or major collector streets, and should avoid having local residential streets serve as their principal access. No more than two corners of an intersection should be devoted to a neighborhood commercial use. Strip zoning should be avoided for neighborhood commercial sites.
- C-2, Community Commercial District. Community Commercial areas are intended to provide a wide range of commercial and retail uses and services for residents of the community and outside the community, and has performance standards that encourage quality of building design, site design, and construction aesthetically compatible with the desired character of the area. Community Commercial areas may be large, may tend to expand across streets, and may be created in incremental additions. Individual commercial developments within Community Commercial areas should be tied together by prominent common features such as roofing style, building material, and architectural theme. A Community Commercial site may be ten (10) acres or much larger in size, dependent upon the market area's demand. A Community Commercial center should serve a trade area with a radius of three to five miles, and be located on major highways to serve both the local and regional market demand. Community Commercial areas should be located at the intersection of either two arterial or major collector streets. Access should not be taken off local residential streets.
- <u>C-3, Highway Service Commercial District</u>. The C-3 District is designed to provide for a wide range of highway service commercial uses, including highway and other retail uses not permitted in other C Districts in the city. It is intended that this district be located along major streets, and not close to residential areas. Highway Commercial areas may be as large as forty (40) acres dependent upon the location of the site in association with interstate highway access and anticipated highway oriented uses, and located in association with and to complement adjoining community commercial areas, or located to provide highway commercial services within an area of the city which will not negatively impact the surrounding uses. Access should not be taken off local residential streets.
- TC, Town Center Commercial District. The TC District is intended to provide a location in the community to establish a new center for business, retail, and municipal government activity within a traditional Central Business District atmosphere of mixed-use development of housing, office, retail, restaurants and hospitality uses, providing close proximity and association between employment, commercial, recreation, municipal government services, and housing; to encourage pedestrian travel versus automobile travel, use of on-street as well as off-street parking and zero (0) front yard setbacks; and to encourage the use of performance standards for building design and materials which will further a desired design concept with compatibility of appearance of buildings in the district.

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**NM, Neighborhood Mixed Use District.** The NM District is intended to provide a master planned mixed-use development of at least five acres of mixed-use or single-use buildings with allowable uses of residential, office and retail permitted in the R-3, Medium Density Residential District and C-1, Neighborhood Commercial District, provided C-1 District uses shall not occupy more than twenty-five percent of site area or an equivalent of 10,000 square feet of floor area per acre of permitted C-1 land use within a mixed use building. Residential dwelling unit density shall not exceed 10 units per acre for the entire site.

#### OFFICE LAND USE DESIGNATIONS

<u>C-O, Commercial Office District</u>. Areas intended to serve both neighborhoods and the community with the development of professional, semi-professional, and public service buildings and office buildings. It is intended that this district is located in association with neighborhood or community commercial areas or act as a land use transition, and to provide the opportunity for construction of small office complexes or smaller buildings for individual users. Commercial office areas should be located to have access from either arterial or major collector streets, and should avoid having local residential streets serve as their principal access.

PC, Professional Commerce District. The PC District is intended to be an area for accommodating the management, research, design, marketing, and production needs of those professional commerce enterprises which desire to be located in an office park environment with performance standards which recognize that the community should be attractive as well as financially prosperous, spacious, and efficient. Within the PC District it shall be emphasized that the manner in which a use is accomplished is as important as the use; detracting, detrimental, or other generally unacceptable characteristics, including ugliness of physical properties, shall be discouraged, and contemporary, modern, and futuristic design techniques which yields visual attractiveness encouraged. The PC District is characterized by large lots to provide an area for the location of metropolitan, regional, state-wide, multi-state, or national-scale companies versus the smaller-scale office complexes which can be accommodated in the C-O District. The PC District should be located on or near major transportation facilities to accommodate the transportation needs of these large employment centers. Access to a local residential street should not be permitted.

#### INDUSTRIAL LAND USE DESIGNATIONS

IC, Industrial Commerce District. The IC District is intended to provide for the location of limited industrial uses while maintaining strict performance standards and encouraging quality construction and site development for the protection of nearby non-industrial districts. The IC District shall be characterized by large lots with landscaped grounds and buildings constructed with materials of structural strength and permanence such as architectural steel, stone, concrete, and brick, versus wood and sheet metal. Uses permitted in the IC District shall be of limited manufacturing, assembling, packaging, warehousing, or other industrial uses which are required to meet performance, design, and use controls regarding appearance, land coverage, parking and loading facilities, noise, dust, fumes, internal circulation, and other environmental and functional issues. Industrial Commerce Park areas should be encouraged to be planned as a unit with compatibility of design, building materials, and landscaping acting as a unifying theme. Access to Industrial Commerce areas should be off arterial and/or collector roadways near major highways permitting regional distribution of goods and access by regionally-based labor force. Access to a local residential street should not be permitted.

<u>IB, Industrial Business District</u>. The IB District is intended to provide areas of the city suitable for activities and uses of a general industrial nature. Industrial Business areas shall be designated to provide areas for light industrial uses, including offices, manufacturing, warehousing, and outside storage of equipment or materials for distribution. In particular, IB zoned areas are intended to provide areas where outside storage and fabrication yards are allowed if properly screened and limited in area. Appropriate buffering shall be established between Industrial Business areas and other uses, in particular residential uses. Access to

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Industrial Business areas shall not be through local residential streets. Industrial Business areas should gain access off arterial and/or major collector streets. Areas intended for large manufacturing uses shall be subject to a conditional use approval and located near major highways permitting regional distribution of goods and access by regionally-based labor force. Architectural and site improvement standards shall apply to buildings in the IB district to the extent necessary to enhance their appearance and protect neighborhood property values.

#### PLANNED UNIT DEVELOPMENT DESIGNATION

PUD, Planned Unit Development District. The PUD District is intended to provide for the development or redevelopment of land under the control and in accordance with a Master Plan and development guidelines and standards in which the land uses, open spaces, transportation elements, building densities, arrangements, and types are set out in a unified plan, to permit transfer of development rights within a PUD and provide greater flexibility of land use, bulk regulations, and building locations than the conventional zoning district may permit. The PUD District is intended to: maximize benefits from the use of open spaces; maximize aesthetics; encourage certain architectural standards for buildings; permit mixed uses and diversity of bulk regulations without endangering the health, safety, welfare, and land value of surrounding properties. A PUD may consist of a mix of land uses of residential, commercial, and limited industrial building types, provided such Planned Unit Development is compatible with the underlying permitted uses and densities. Architecture and landscape standards shall be established that enhances the compatibility of building design and appearance of the development.

#### **CONSERVATION AREA AND TOWER ZONE DESIGNATIONS**

<u>CD</u>, <u>Conservation District</u>. The CD District is intended to preserve and protect heavily wooded areas, areas of extreme slopes, rivers, stream banks, and flood hazard areas from adverse future development. It is also intended that development of the flood hazard areas be restricted to minimize the danger to life and property which results from development undertaken without full realization of such danger

**TZ, Tower Zone.** The TZ District is intended to restrict development and prohibit the construction of buildings intended for residential use surrounding the television communication towers located in Alleman.

#### PARKS, OPEN SPACE AND TRAILS

As the City grows, the reservation of park land should be sufficient to meet the function of the park. The following standards are presented for community, neighborhood, and mini-parks:

<u>Community Parks</u>: Community parks are major facilities designed to satisfy the widest spectrum of interests. In general, they are "drive-to" centers where families or organizations can find a sufficient variety of activities and opportunities to occupy several hours or an entire day. Community parks generally range in size from a minimum of 20 acres to 100 acres or more, depending on the type and location. Community park sites adjacent to the Four Mile Creek linear park should be planned with access to the trail system as well as accommodate adequate active and passive recreational uses including off-street parking, play fields, play courts, play grounds, shelters, picnic facilities, and environmental education and interpretation.

Neighborhood parks: These parks are designed to meet the need for open areas of aesthetic value within a neighborhood and to allow active recreation, usually for comparatively short periods of time, to residents and visitors. Typically, they range in size from 5 to 20 acres, and are intended to serve up to 3,000 residents living within a radius of approximately one-half mile. It is recommended future neighborhood parks in Alleman encompass adequate area to accommodate play fields, creative play areas, court game facilities, shelters and off-street parking.

<u>Mini-Parks</u>: These parks are designed to serve the active and/or passive recreational needs within a small neighborhood area. Typically, they range in size from two (2) to five (5) acres, and are intended to serve up

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to 250 people living within a 1/4-mile radius of the site. Mini parks may accommodate small play structures, court game facilities or other recreational opportunities that can be located on a small site.

<u>Linear Parks and Trails</u>: Open space linear corridor parks and Trails are proposed to serve as a linkage between existing and proposed parks and open space, and serve to connect neighborhood to neighborhood, and neighborhood to parks, schools, and other uses which may serve area residents. The linear trails and greenbelt park network is envisioned as not only the primary corridors for recreational use, but also may serve as habitat for various wildlife. The Four Mile Creek drainage way corridors are proposed as the prominent linear park corridors for a trail system with a goal to cross Alleman and connect to Ankeny on the south and the High Trestle Trail to the northwest in Slater, IA.

The linear parks and trails in most cases will follow drainage corridors, streams, and rivers, avoiding vehicle traffic and at-grade crossing of major streets as possible. Where the natural terrain is not conducive to establishing linkages between desired trail destinations, streets or off-street trail ways should be planned as land is developed. In many cases these routes are planned along major streets, creating travel corridors for vehicles, cyclists, and pedestrians. The need for increased safety along these routes make them less desirable than the linear park trail alternative. Trail ways within public street corridors require added measures to provide safer travel for cyclists and pedestrians.

#### **PLANNING STANDARDS FOR STREETS AND HIGHWAYS**

One of the most important aspects of the transportation element of the Comprehensive Plan Update is the identification of planning standards for streets and highways. These planning standards, based on the functional classification of the roadway system, provide for the reservation of roadway corridors in undeveloped areas, and for right of way acquisition or dedication as areas redevelop. Five basic groups of roadway classifications are proposed in this Comprehensive Plan Update for Norwalk. The five groups are:

- 1. Freeways/Expressways
- 2. Arterial
- Collector
- 4. Local
- Cul-de-sac

The first classification deals with a basic four-lane freeway or expressway segment with restricted access. A minimum right of way width of 220 feet is recommended to accommodate a four-lane divided freeway or expressway.

The classification for arterial streets is separated into two facility types, major and minor. For a major arterial with limited access, a right of way width of 120 feet is recommended which can accommodate an ultimate roadway cross-section of five lanes or four-lane divided with right- and left-turning lanes at major intersections. The ultimate number of lanes anticipated for a minor arterial roadway with some access is four. Therefore, the recommended right of way width can be reduced to 100 feet for minor arterial streets.

Collector streets are also separated into major and minor facilities. The primary differences between the two are the right of way provided. For a major collector, the amount of access provided is between some and full, depending upon the adjacent land use and forecasted traffic volumes. With a total of two travel lanes, the need for left-turn and right turn lanes and the placement of a bike trail within the right of way, the recommended right of way width is 80 feet. The minimum pavement width for a major arterial street is 31 feet for a two lane street and 42 feet wide for a three lane street. A minor collector street provides full access to adjacent properties, and is limited to a two-lane roadway. A right of way width of 70 feet is recommended for minor collectors to accommodate travel lanes and left turn lanes at intersections. Minor collector streets should have 31 feet of pavement width to maintain a minimum of two 12 feet wide travel lanes with 2 feet wide curb offsets as well as added width for on-street parking and 40 feet of pavement width at intersections where left turn lanes are needed.

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Local streets are also two-lane facilities with full access. The majority of these roadway types occur in residential areas with lower speed limits. Only 60 feet of right of way and 29 feet of pavement width is recommended for local streets that will provide on-street parking. The final classification is for cul-de-sacs. A total of 60 feet of right of way with a minimum of 26 feet of pavement width recommended for cul-de-sacs, with 55-feet radius at the turnaround "bulb" to accommodate 40 feet radius of pavement.

The purpose of compiling the standards into this format is to present the relationship between the various roadway classifications. Several factors influence the amount of right of way required for a roadway including cost, topography, traffic considerations, parking, recreational trails, and transit. With proper planning, acquisition of excessive amounts of right of way can be avoided, while providing adequate width to accommodate future growth and development. For those cases where construction is not immediately necessary, the acquisition can be accomplished over a period of several years, thereby minimizing up-front cost and impact on the existing use of the land. Another benefit is the ability to fulfill the goals and objectives of the comprehensive plan. If the right of way is acquired prior to extensive development, the improvements will not only be less costly, but will also be easier to implement.

Planning standards by street classification are summarized in the Table below with minimum right of way widths, the ultimate number of traffic lanes, and the type of access permitted to accommodate the various street classifications. These planning standards are generally compatible with the Iowa Statewide Urban Design Standards for Public Improvements that the City has adopted.

PLANNING STANDARDS FOR STREETS AND HIGHWAYS								
	Arterial		Collector					
	Expressway or Freeway	Major	Minor	Major	Minor	Local	Cul-de-sac	
Minimum right of way width (ft.)	220	120	100	80	70	60	60 Radius: 55	
Ultimate number of traffic lanes	6 (Divided)	4 (Divided)	3 - 4 (Undivided)	2-3 (Undivided)	2	2	2	
Paving Width (ft.)	Varies	80 b/b	44 - 54 b/b	31 – 42 b/b	31 b/b	29 b/b	26 b/b Radius: 40	
Access Permitted	None	Limited	Some	Full	Full	Full	Full	

Note: b/b represents the pavement width from back of curb to back of curb.

#### **ARTERIAL STREETS**

<u>Freeways/Expressways</u>: Freeways and expressways are selected for those arterial corridors that are intended to provide high levels of safety and efficiency in the movement of high volumes of traffic at high speeds. Full control of access to the freeway or expressway is provided. Highways with fully controlled access have grade separations or interchanges at selected public crossroads. The remaining crossroads are interconnected or terminated.

Major Arterial: The major arterials serve the center of an urbanized area's activities, the highest traffic volume corridors at relatively high speeds (generally above 40 mph dependent on access), and the longest trips, and carry a high proportion of the total urban travel on a minimum of mileage. This system should be integrated both internally and between major rural connectors. The major arterial system carries most of the trips entering and leaving the area, as well as most of the through movements bypassing the central city. In addition, significant intra-area travel, such as central business districts and outlying residential areas between major inter-city communities and between major suburban centers are served by major arterials.

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Frequently, the major arterial carries important intra-urban as well as inter-city bus routes. Finally, in urbanized areas, this system provides continuity for all rural arterials. Access to the major arterial is specifically limited in order to provide maximum capacity and through movement mobility. Although no firm spacing rule applies in all or even in most circumstances, the spacing between major arterials may vary from less than one mile in highly developed central areas to five miles or more in sparsely developed urban fringes.

Minor Arterial: The minor arterial interconnects with and augments the major arterial system at lower speeds (normally 40 mph and below dependent on access). It accumulates trips of moderate length at a somewhat lower level of through movement mobility than major arterials. This system places more emphasis on land access than the major arterial, but still has specific limits on access points. A minor arterial may carry local bus routes and provide inter-community continuity, but ideally does not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where such connections have not been classified as urban major arterials. The spacing of minor arterials may vary from 1/8 to 1/2 mile in highly developed areas to two miles in suburban fringes, but is not normally more than one mile in fully developed areas. On-street parking is generally restricted on major and minor arterial streets that should be designed to accommodate traffic flow of more than 7,500 average daily trips (ADT).

#### **COLLECTOR STREETS**

Major Collector: This type of street provides for movement of traffic between arterial routes and minor collectors, and may at moderately lower speeds collect traffic from local streets and residential and commercial areas. A major collector generally does not have on-street parking to permit greater traffic flow, unless adequate pavement width is provided. Backward movement of vehicles from driveways onto major collectors and arterial streets is not recommended. Normally, a slightly higher emphasis is placed on through movements than direct land access. Additional right of way is recommended on major collector streets as compared to minor collectors to provide added space for utility and trail corridors and pavement width for access lanes and turning lanes. Major collector streets should be designed to carry 2,500 to 7,500 ADT.

Minor Collector: This type of street provides movement of traffic between major collector routes and residential and commercial local streets, as well as providing access to abutting property at moderately low speeds. Consideration for through movements and direct land access is normally equal. Minor collector streets should be designed to carry 1,500 to 3,500 ADT.

#### **LOCAL STREETS**

The local street provides for the movement of traffic between collectors and residential and commercial areas. Local streets provide the direct access to abutting residential and commercial property, and carries low traffic volumes of less than 1,500 ADT at low speeds on relatively short trips.

#### **BUILDING COMMUNITY CHARACTER**

The physical appearance of a City is important in attracting new residents and businesses to the community that enhances and preserves property values which provides for the general welfare. The manner in which a use is accomplished is as important as the use and detracting, detrimental, or other generally unacceptable characteristics, including ugliness of physical properties, should be discouraged, and contemporary, modern, as well as futuristic design techniques which yields visual attractiveness is encouraged. The character of a community is determined by its architecture and site improvements, such as architectural design, exterior building materials, signage, landscaping, screening of visually undesirable uses and buffers. Performance standards for architecture, open space, landscaping, screening, and signage can enhance the appearance of a community.

Architectural design for buildings shall be acceptable to the City and express a creative presentation of exterior building materials, exterior details and textures as well as treatment of windows. Multiple-family buildings in the R-

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3 and R-4 Districts with single plane walls and boxy in appearance shall not be considered acceptable, unless the use of exterior materials such as brick provides the elements necessary to enhance the buildings physical appearance and eliminate its plainness of appearance. Any building used for a permitted nonresidential use in an "R" District, or a permitted use in a C-O, C-1 or NM District shall be designed and constructed with architectural design, use of materials and exterior colors compatible with the residential uses within the neighborhood. All buildings constructed within the C-2, C-3, TC, PC and IC Zoning Districts shall be of creative architectural design and have as a primary element of the exterior being brick, fascia glass, concrete panels, architectural steel or stone panels with all sides of any building within public view compatible in design and use of materials. Within the IB District, the use of architectural sheet metal or concrete block as an exterior building material may be considered acceptable provided walls visible from public streets shall not have less than 25% of its walls which face the street covered by brick, or an acceptable alternative.

Except for single-family detached and attached homes in all zoning districts, adequate treatment or screening of negative aspects of parking lots, buildings (overhead doors, loading docks, loading areas, outside storage areas, garbage dumpsters and HVAC mechanical units) from any public street and adjoining properties should be required. Except for single-family detached and attached homes in all zoning districts, buildings should not be designed or oriented to expose overhead doors to the public.

The following are areal perspectives illustrating single-family residential densities by proposed zoning districts that require public sewer. Additionally, there are photos illustrating examples of different multiple-family types as well as commercial and industrial land uses by zoning district designations:

#### **EXAMPLES OF (R-1) SINGLE-FAMILY RESIDENTIAL DISTRICT HOME SIZES**



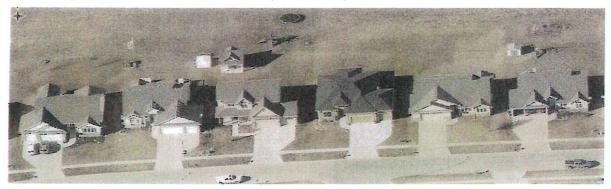
RESIDENCES ON 50' WIDE R-1(50) LOTS IN A PLANNED UNIT DEVELOPMENT



RESIDENCES ON 60' WIDE R-1(60) LOTS

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RESIDENCES ON 70' WIDE R-1(70) LOTS



RESIDENCES ON 80' WIDE R-1(80) LOTS

#### EXAMPLES OF MULTIPLE-FAMILY RESIDENTIAL DISTRICT HOUSING TYPES



R-3 MEDIUM DENSITY MULTIPLE-FAMILY DISTRICT PERMITS TOWNHOMES



R-4 HIGH DENSITY MULTIPLE-FAMILY DISTRICT PERMITS APARTMENT

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#### EXAMPLES OF (C-O) COMMERCIAL OFFICE USES AND BUILDING DESIGNS



SMALL OFFICE BUILDING WITH MEDICAL OFFICES



SMALL GENERAL OFFICE BUILDING

#### EXAMPLES OF (C-1) NEIGHBORHOOD COMMERCIAL USES AND BUILDING DESIGNS



NEIGHBORHOOD CONVENIENCE STORE



NEIGHBORHOOD SHOPPING CENTER

#### EXAMPLES OF (C-2) COMMUNITY COMMERCIAL USES AND BUILDIG DESIGN



SUPERMARKET



MULTI-TENANT SHOPPING CENTER

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MOVIE THEATRE/BOWLING ALLEY



BIG BOX COMMERCIAL RETAIL STORE

#### EXAMPLES OF (C-3) HIGHWAY SERVICE COMMERCIAL USES AND BUILDING DESIGN



HOTEL AS A HIGHWAY SERVICE USE



INTERSTATE TRAVEL AND TRUCK SERVICE CENTER

#### EXAMPLES OF (TC) TOWN CENTER MIXED-USE CONCEPT AND BUILDING DESIGN



MIXED-USE RETAIL/OFFICE /RESIDENTIAL WITH ON-STREET PARKING



MIXED-USE RETAIL/OFFICE WITH ON-STREET PARKING

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#### EXAMPLES OF (PC) PROFESSIONAL COMMERCE USES AND BUILDING DESIGN



CORPORATE HEADQUARTERS OFFICE BUILDING



RESEARCH AND DEVELOPMENT OFFICES AND LABORITORIES

#### EXAMPLES OF (IC) INDUSTRIAL COMMERCE USES AND BUILDING DESIGNS



LARGE WAREHOUSE BUILDING



SHOW ROOM AND WAREHOUSE

#### EXAMPLES OF (IB) INDUSTRIAL BUSINESS USES AND BUILDING DESIGNS



CONTRACTOR'S SHOWROOM AND OFFICE WITH OUTSIDE REAR YARD STORAGE



MINI-WAREHOUSE AND STORAGE WITH OVERHEAD DOORS FACING SIDE YARD

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#### EXAMPLES OF A NEIGHBORHOOD PARK AND LINEAR PARK CORRIDOR WITH TRAIL







LINEAR PARK CORRIDOR AND TRAI

#### **FULL DEVELOPMENT LAND USE PLAN**

The existing features and improvements that have the most significant impact on the placement of land uses within the planning area are the existing urbanized area of the City, North Polk Community School District campus, the four television transmission tower sites, Interstate 35 and U.S. Highway 69 as well as Four Mile Creek and its flood plains. The existing single-family residential areas that are not served by public sanitary sewer will be preserved by a separate single-family residential designation of R-1A. The land uses east and adjacent to the high school will be commercial and medium density residential as part of an urban core planned for the City. Additionally, two major collector streets are proposed to distribute school campus traffic to U.S. Highway 69.

Land uses planned adjacent to the transmission towers recognize the difficulty that may occur in marketing owner occupied residences adjacent to the tower sites. Industrial business, commercial and office land uses have been proposed adjoining the tower sites in most cases. Interstate 35, U.S. Highway 69 and 142<sup>nd</sup> Avenue are the focal points for employment and commercial development in Alleman. Interchanges on Interstate 35 are proposed at NE 142<sup>nd</sup> Avenue and NE 158<sup>th</sup> Avenue to provide regional transportation access for local residents, regional consumers, regional employees as well as for regional distribution of goods.

The Four Mile Creek drainage way is planned as a linear park that will accommodate a trail system that will connect Alleman to Ankeny and the High Trestle Trail to the northwest in Slater, IA. The Four Mile Creek trail system will be the backbone of the City's trail system with a goal to connect both community and neighborhood parks to the Four Mile Creek Trail. The planned east/west alignment of major collector streets and planned location of neighborhood parks near major collector street will help provide for neighborhood trail access to the Four Mile Creek Trail system.

The Full Development Land Use Plan places most of the higher density uses that will produce the most traffic and wastewater near the existing major roads and proposed sanitary sewer infrastructure. This will reduce cost to the City for improvement as the City grows. The largest amount of multi-family housing and commercial development is planned in the eastern half of the planning area and the western half is predominantly single-family housing that produces less traffic and wastewater as compared to the multi-family housing and commercial uses. Traffic generation and wastewater production will be less in the western half of planning area reducing cost of improvements.

The placement of land uses can have a profound impact on the size and cost of public improvements. The Full Development Land Use Plan on the following page recognizes the need for orderly growth and its impact on the cost of construction and maintenance of municipal infrastructure.

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# INSERT MAP CITY OF ALLEMAN, IA FULL DEVELOPMENT LAND USE PLAN 2025 COMPREHENSIVE PLAN UPDATE

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#### **IMPLEMENTATION**

#### POLICY AND ACTION STATEMENTS FOR CITY EXPANSION AND LAND USE

This 2025 Comprehensive Plan Update and the Full Development Land Use Plan is adopted as an amendment to the City's existing Comprehensive Plan and Future Alleman Land Use Plans dated December 2020, and the following expansion and land use policy statements are approved and shall supersede any pertinent Implementation Goals as set forth in the City's existing Comprehensive Plan:

- The "Wastewater Treatment Feasibility and Alternative Study" for the City of Alleman dated May 2024 shall be referenced and made part of this 2025 Comprehensive Plan Amendment.
- The City may approve voluntary or involuntary annexation applications and proposals for property within the Urban Service Area boundaries defined for Alleman within the "Wastewater Treatment Feasibility and Alternative Study" as well as property adjacent to the Urban Service Area if such annexation provides for the orderly growth of the City.
- The City should initiate actions necessary to establish a public wastewater treatment and conveyance system that is planned and designed for expansion to accommodate growth and full development of the City of Alleman as proposed in the 2025 Comprehensive Plan Update.
- The City should plan and coordinate with the Des Moines Water Works the delivery of expanded water service to serve the demand created by the planned expansion and increased land development in the City of Alleman.
- The City should amend the City Code to update, revise, replace or add land development regulations including but not limited to the Zoning Code, Zoning Map, Sign Code and Subdivision Regulations to be compatible with the 2025 Comprehensive Plan Update.
- It shall be a policy of the City to have performance standards for architecture, open space, landscaping, screening, and signage that will further improve the appearance of the City as it grows with the understanding that the physical appearance of a community is important in attracting new residents and businesses to the City that will preserve and enhance property values to the benefit and general welfare of the community.

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# A RESOLUTION AUTHORIZING THE REPAIR TO 850 NE 134th AVENUE STORM WATER TILE

WHEREAS, the Public Works Director has requested that the City Council approve the budget request for repairs to the 850 NE 134th Avenue stormwater tile for \$5,000.00 and

**WHEREAS**, the Public Works Director will be requesting money for this purchase, through general funds from the Public Works Road Budget.

**NOW, THEREFORE, BE IT RESOLVED**, that the City Council of the City of Alleman, Iowa does hereby authorize the budget for \$5,000.00 to make repairs needed to the stormwater tile

**BE IT FURTHER RESOLVED**, by the City Council of the City of Alleman, Iowa, that the Mayor and the City Clerk/Treasurer are hereby directed to certify this resolution of approval.

Passed and approved this 14th day of April, 2025.

AYES: NAYS: ABSENT:		
	Robert Kramme, Mayor	
ATTEST:		

#### RESOLUTION APPROVING WAGES FOR CITY EMPLOYEE

**WHEREAS**, during the April 14, 2025 City Council Meeting, the City Council reviewed employee current wage rates and established the following wages effective July 1, 2025 through June 31, 2026 which have a rate increase for City Employee

NOW, THEREFORE, BE IT RESOLVED, the wages were set for employee as follows:

Web Manager: Garrett Ley \$20.00

**BE IT FURTHER RESOLVED** that the city clerk is hereby authorized to issue payroll checks and make all required supporting payroll payments as required per the personnel manual or required by law.

**BE IT FURTHER RESOLVED**, by the City Council of the City of Alleman, Iowa, that the Mayor and City Clerk/Treasurer are hereby authorized and directed to execute said Resolution.

Passed and approved this 14 day of April, 2025

AYES:
NAYS:
ABSENT:
Robert Kramme, Mayor
ATTEST:
Shari Buehler, City Clerk/Treasurer

#### RESOLUTION APPROVING WAGES FOR CITY EMPLOYEE

**WHEREAS**, during the April 14, 2025 City Council Meeting, the City Council reviewed employee current wage rates and established the following wages effective July 1, 2025 through June 31, 2026 which have a rate increase for City Employee

NOW, THEREFORE, BE IT RESOLVED, the wages were set for employee as follows:

Director Public Works: Logan Carpenter \$31.00

**BE IT FURTHER RESOLVED** that the city clerk is hereby authorized to issue payroll checks and make all required supporting payroll payments as required per the personnel manual or required by law.

**BE IT FURTHER RESOLVED**, by the City Council of the City of Alleman, Iowa, that the Mayor and City Clerk/Treasurer are hereby authorized and directed to execute said Resolution.

Passed and approved this 14 day of April, 2025

AYES:
NAYS:
ABSENT:
Robert Kramme, Mayor
ATTEST:
ATTEST.
Shari Buehler, City Clerk/Treasurer

#### RESOLUTION APPROVING WAGES FOR CITY EMPLOYEE

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City Clerk/ City Administrator: Shari Buehler \$31.00

**BE IT FURTHER RESOLVED** that the city clerk is hereby authorized to issue payroll checks and make all required supporting payroll payments as required per the personnel manual or required by law.

**BE IT FURTHER RESOLVED**, by the City Council of the City of Alleman, lowa, that the Mayor and City Clerk/Treasurer are hereby authorized and directed to execute said Resolution.

Passed and approved this 14 day of April, 2025

AYES:	
NAYS:	
ABSENT:	
Robert Kramme, Mayor	_
ATTEST:	
Shari Buehler, City Clerk/Treasurer	

ANKENY SANITATION P.O. BOX 487 ANKENY, IA 50021 515-964-5229

## INVOICE

Invoice #: 1969347

Invoice Date: 04/01/2025

Due Date: 04/20/2025

Bill To:

CITY OF ALLEMAN P.O. BOX 86 ALLEMAN IA 50007 Service Address:

CITY OF ALLEMAN 14000 NE 6TH ST ALLEMAN IA 50007

Customer #: 01-1521 0

Please detach here and return your payment. INVOICE TOTAL: \$2,308.08

Amount Enclosed:

ANKENY SANITATION

Thank You!

Date	Description	Quantity	Rate	Amount
04/01/2025	95GL RESIDENTIAL SERVIC # P/U: 1	163.00	14.160	2,308.08

Your Online Access Code is 0070188 Visit www.ankenysanitation.com Metro Waste Authority will be increasing landfill rates this year. Make sure your Contact information is up to date on your account with us.

Total Invoice

2,308.08

Current 2,308.08 31-60 Days

61-90 Days 0.00

91+ Days 0.00

Please pay BALANCE DUE

2,308.08

Customer #: Service Address: 01-1521 0

14000 NE 6TH ST

Invoice #: 1969347

For Period: APRIL SERVICES

Banleaco P.O. Box 7740 Urbandale, IA 50323

Check here if you would like to speak with a credit officer about additional financing needs.

իվիքիակիցումիրդուսյումըիկիրկորոնվո <u>ի</u> կի
CITY OF ALLEMAN
PO BOX 86
ALLEMAN, IA 50007-0086

STATEMENT DAT	E: 4/02/25 CUST	OMER NUMBER: 2006513
DUE DATE	CONTRACT NUMBER	AMOUNT
4/23/25	59793	\$78.15
	Indicate Amount Paid	\$

Check here and make any address or phone number changes on this remittance advice.

MAKE CHECKS PAYABLE TO:
Banleaco
P.O. Box 7740
Urbandale, IA 50323

Please return this stub to insure payment is applied correctly.

DESCRIPTION	CONTRACT NUM	PAYMENT	DUE DATE	BALANCE
Previous Balance Payments: Ck# 10223 3/14/25	•	78.15		78.15 -78.15
Kyocera TA-2553ci Lease Payment	59793		4/23/25	78.15

Receive your monthly statement electronically and/or pay online at no additional cost to you!

Enrollment is free, safe, simple, and convenient.

Enroll at www.banleaco.com.

CURRENT	30 DAYS	60 DAYS	90 DAYS	OVER 90	
\$78.15	\$.00	\$.00	\$.00	\$.00	

BALANCE DUE:	\$78.15
BALANCE DUE.	Ψ/0.10

MESSAGE

Visit us at www.banleaco.com Previous Balance, if any, is now due Questions? Call toll free 1-800-247-8136

New Charges are due as indicated above

\$ 98.15 due after 4/28/25



#### **CONTRACT INVOICE**

Invoice Number:

IN557072

Invoice Date:

03/21/2025

920 E. 21st Street Des Moines, IA 50317 P: 515-262-2100 F: 515-261-3669

Bill To:

ALLEMAN, CITY OF

14000 NE 6TH STREET PO BOX 86

ALLEMAN, IA 50007

Customer: ALLEMAN, CITY OF

14000 NE 6TH STREET

PO BOX 86

ALLEMAN, IA 50007

Account No	Payment Terms	Due Date Invoice To		Ba	<b>Balance Due</b>	
6853666	DUE UPON RECEIPT	03/21/2025	\$ 178.80	\$ 178.80		
		Invoice Remarks				
Contract Number	Contact	Contract Amount P.O. Num		Start Date	Exp. Date	
CN6331-01	SHARI BUEHLER 515-685-3666	\$ 178.80	utrus Linux Premierarie in Princescus (un espointe) Producer (obrepo agrica e tol	09/21/2021	entri note a concursioni, curven pri construcțiani și curriene	
		Contract Remarks				

#### **Summary:**

Contract base rate charge for the 03/21/2025 to 06/20/2025 billing period Contract overage charge for the 12/21/2024 to 03/20/2025 overage period Contract Freight

\*Sum of equipment base charges \*\*See overage details below

\$171.92 \*

\$0.00 \*\*

\$6.88

\$178.80

**Detail:** 

#### **Equipment included under this contract**

#### KYOCERA/2553ci

Number	Serial Number	Base Charge	Location	
115510	RFL1505083	\$171.92	ALLEMAN, CITY OF 14000 NE 6TH STREET PO BOX 86 ALLEMAN, IA 50007	

Meter Type	Meter Group	Begin Meter	End Meter	Credits	Total	Covered	Billable	Rate	Overage
B\W	B\W	42,735	44,822		2,087	8,727	0	\$0.009990	\$0.00
Color	1750	28,983	30,164		1,181	1,750	0	\$0.051910	\$0.00
									\$0.00

When paying invoices please reference the invoice numbers on your check. 1.5% per month (18% per annum) service charge on all charges after 30 days. Thank you!

To see our online payment options, please register for our customer portal at:

www.copysystemsinc.com/einfo

Going Paperless - We can now email your invoices to you. To sign up, please contact us at support@copysystemsinc.com.





The Bug Man PO Box 36751

Des Moines, IA 50315 (515) 285-6900

Attn: Shari City of Alleman City Hall 14000 Ne 6th St Alleman, IA 50007 Invoice 14000 Ne 6th St

INVOICE NO.

ACCOUNT NUMBER

48260

102627

INVOICE DATE

04/07/2025

LICENSE

04585001

DUE DATE (NET 0 TERMS)

**Upon Receipt** 

AMOUNT DUE

\$214.00

City of Alleman City Hall (Acct #: 3631)

ITEM	QUANTITY	PRICE	SUBTOTAL	
Quarterly Pest Control	1	\$80.00	\$80.00	
Quarterly Pest Control	2	\$60.00	\$120.00	
Additional Notes	Subtotals	\$200.00		
We've recently partnered with a new software, FieldRoutes experience. During this transition, some information may no any errors on your statement or in your customer portacan correct them immediately. We appreciate your patients	Total Discounts	\$0.00		
Thank you for choosing The Bug Man. We appreciate the o	opportunity to serve you!	Taxes	\$14.00	
		Invoice Total	\$214.00	
		Amount Paid	\$0.00	
		Amount Due	\$214.00	



Statement 03/31/2025

Page 2



Account Type Business Account Number Due Date 04/25/25 Minimum Due 152.43 New Balance 152.43

For any questions or if you need more information about a transaction on this statement. Please call your local Heartland Co-op Office.

Ticket Date	Description	Quantity	U/N	Price	Extension	A/R	Prepaid
	Balance:					352.99	.00
03/14/25	C-TROL DIESEL - CLEAR 3 /14 C#15487 T#844712 Total Ticket #: 16-687489 \$75.10	24.3400	GAI	3.0860	75.10	75.10	
03/17/25	* Paid on Account * Total Ticket #: 7-407714 -\$352.99	-·	×		-352.99	-352.99	İ
03/27/25	C-TROL DIESEL - CLEAR 3 /27 C#15487 T#844930 Total Ticket #: 16-687709 \$77.33	25.0600	GAI	3.0860	77.33	77.33	
					e		
			0.000				
E	Balance:						.00

Status of Your	Days in Billing Period	Prepaid Balance	Deferred Billing			TOTAL	152.43
Account	31				BA	ALANCE DUE	102.40
Average Daily E Previous Month		Average Daily Balance Of Beginning Balance	Balance Subject to Finance Charge			PAYMENT DUE DATE	MINIMUM PAYMENT AMOUNT
				QABS	)FC	04/25/25	152.43



www.huxcomm.net (515)597-2281 CITY OF ALLEMAN ACCOUNT NO: 3554 PHONE: (515)685-3666 BILL DATE: 04/01/2025

Page: 2 of 3

MONTHLY USAGE FOR PHONE: (515)685-3666

Description	Date	Qu	antity	Amount
SUMMARY FOR: City Hall PREVIOUS BALANCE DUE PHONE	04/01-04/30			.00
PHN-BUSINESS LINE		1 @	33.00	33.00
FCC BUSINESS LINE ILEC		1 @	9.20	9.20
E911		1 @	1.00	1.00
IOWA STATE SALES TAX				1.98
POLK COUNTY LOCAL OPTION				.33
PHONE SUBTOTAL			•	45.51
		(515)	685-3666 TOTAL	45.51
SUMMARY FOR: City Hall (901)984-6229 INTERNET SERVICES COMPLIMENTARY INTERNET PAPER BILL PRINTING FEE INTERNET SERVICES SUBTOTAL	04/01-04/30	1 @	5.00	5.00 <b>5.00</b>
	Fritzer Namana	(901)9	984-6229 TOTAL	5.00
SUMMARY FOR: (901)984-7220 INTERNET SERVICES CHOICE BUSINESS CLASS INTERNET	04/01-04/30	1 @	65.00	65.00
INTERNET SERVICES SUBTOTAL				65.00
CUD TOTAL		(901)9	984-7220 TOTAL	65.00
SUB-TOTAL HUXLEY LONG DISTANCE TOTAL CHARGES				115.51
HONLLI LONG DIGTANGE TOTAL CHARGES				6.54 122.05
	Total Due	· Please P	ay This Amount	122.05 122.05
The carrier you have chosen	for your long distance (Interl AT			12.00

The carrier you have chosen for your long distance (InterLATA) calls is HUXLEY LD. The carrier you have chosen for your long distance (IntraLATA) calls is HUXLEY LD.

PLEASE INDICATE CHANG	BE OF ADDRESS/PAYMENT HERE.
Address	Parameter of PTER CONTROL (1997) 1 1 119 (2019) 1 1 1 Lo Villes.
Delivery Address	
State	Zip
Credit Card Payment  WasterCard DISCOVER  HITWEET	ACH/EFT Payment  Checking Savings
Name on Card	PRAIDE OF DEITH ALGOURT
Сагd Number	Dank Account Number Roung Number
Expiration Date CSV Number	Z S S S S S S S S S S S S S S S S S S S
Signature(required)	orginatoretrogonea)
	Description of the second of t

Iowa Department of Transportation 800 Lincoln Way Ames, IA 50010



#### **INVOICE**

Date	Invoice Number
03/26/2025	CI-0026333

Payment Terms	Due Date
Immediate	03/26/2025

Any questions call: 515-239-1072

**COPY** 

Bill To: ALLEMAN, CITY OF P.O. BOX 86 ALLEMAN, IA 50007 United States of America

Description: Contact Logan Carpenter when complete 515-238-3158

Remit To: Iowa Department of Transportation 800 Lincoln Way Ames, IA 50010 United States of America

> Page 1 of

Quantity Sales Item Item Description Price Each Unit of Amount Measure 20 STOCK-20250324-009106 - 813056750 -15.69

SPECIAL VAR. MSG. METAL-DIAMOND GRADE PER/SQ-FT 13 EA. - 12 x 18 SNOW ROUTE, NO PARKING, 24 HRS AFTER SNOWFALL Memo Red/Silver

313.80

Net Amount:	313.80
Tax	0.00
Total Invoice Amount	USD 313.80
Total Amount Owed:	313.80

DETACH AND RETURN WITH CASH/CHECK PAYMENT TO:

**CASHIER OFFICE** IOWA DEPARTMENT OF TRANSPORTATION **800 LINCOLN WAY AMES, IA 50010** 

ALLEMAN, CITY OF

INVOICE NO: CI-0026333 AMOUNT ENCLOSED: \_

\*\*\*\*\*\* \* GUEST COPY \* \*\*\*\*\*

G CITY OF ALLEMAN CITYOFALLEMAN@HUXCOMM.NET MENARDS - ANKENY 2505 SE DELAWARE AVE ANKENY, IA 50021

ALLEMAN, IA 50007 IA 50007 FAX # (515)

INVOICE # 15567

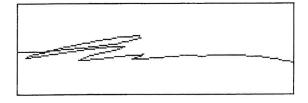
ACCOUNT: 30900288

TRANSACTION DATE: 03/21/25
TRANSACTION TIME: 84249
REGISTER NUMBER: 3
TYPE OF SALE: Charge Sale
CLAIM #: shop

QUANTITY	SKU	DESCRIPTION	AMOUNT
4.00 1.00 1.00 1.00 1.00 1.00 1.00 2.00 4.00 1.00 1.00 1.00	5618087 2359777 2421393 2421422 2445100 5575336 5575323 5613679 2524134 2524230 2524228 6485467 6485490 2421518 6485891 5618083 5618084	15" MARKING FLAG-BLUE WELD ROD STEEL 1/8" 3" MAGNETIC HOLDER 1000' CAUTION TAPE PRO MARKING PAINT WHITE PRO MARKING PAINT ORANGE GRN ENVY MINERAL SPIRITS 4-1/2" FLAP DISC Z40 PSF 4.5" METAL GRIND X-LOCK 4.5" METAL GRIND X-LOCK T1 HEFTY US FBLSO 13G 40CT 30 GAL CINCHSAK TRASH WELD HELMET PMAX W/GRAPHC 15PK SCOTT PAPER TOWEL 1IN FOAM BRUSH 2IN FOAM BRUSH	5.16 6.48 6.99 2.99 9.99 8.48 17.99 5.74 11.96 7.99 13.49 39.99 15.99
6.00	5616464	HANDY CRAFT TRAY	11.71

186.46 SUB-TOTAL: 0.00 TOTAL TAX:
PAYMENTS: 0.00 ========

TOTAL DUE: 186.46



\*\*\*\*\* \* GUEST COPY \* \*\*\*\*\*

G CITY OF ALLEMAN CITYOFALLEMAN@HUXCOMM.NET MENARDS - ANKENY 2505 SE DELAWARE AVE ANKENY, IA 50021

: 893

ALLEMAN, IA 50007 IA 50007 FAX # (515)

INVOICE # 15566

ACCOUNT: 30900288

TRANSACTION #

TRANSACTION DATE : 03/21/25

PURCHASE ORDER # : TRANSACTION TIME: 84157

TYPE OF SALE : Charge Sale REGISTER NUMBER : 1 CLAIM # SIGNER : Shari Buehler

AMOUNT SKU DESCRIPTION OUANTITY \_\_\_\_\_\_ 5.00 2565061 CANTALOUPE, HONEY ROCK 5.00 2565062 CARROT, NANTES HALF LONG 5.00 2565270 RADISH, FRENCH DRESSING 5.00 2565800 KOHLRABI, EARLY WHITE VIE 9.00 2661000 VALLEY GREENE SEEDS 8.20 8.20 9.80 8.20 3.90 39.00 34.96 MENARD REBATE 1.00-

> SUB-TOTAL: 3.34 0.00 TOTAL TAX: 0.00 PAYMENTS: =========

TOTAL DUE: 3.34

P.O. Box 4847 Des Moines, IA 50305 www.mwatodav.com

263 CITY OF ALLEMAN CITY CLERK PO BOX 86

SITE	IN	IVOICE	GRID		WEIGHM	ASTER
07	70	029182		RI	ENEE	
DATE	ΞIN	DATE OUT	TIME IN	TIME OUT	VEHICLE	ROLL OFF
03/3	1/25	03/31/25	11:13	11:13		
	REFE	RENCE	Page 14 And		ORIGIN	
MARCI	H 25					

ATTEMAN T	50007		MARCH 25			
Manual Gros	s Wt.	0 0	Charge Ticket		All market	e constitue de la constitue de
Net Weight		0		Than	k Hou For	Nour Business
QTY	UNIT	DESCRIPTION	RATE	EXTENSION	FEE	TOTAL
163.00	EACH	MONTHLY CURB-IT FEE	4.58	746.54	0.00	746.54
Starting Tan 1 20	25 we wil	l no longer accept checks or				CHARGE
payment from cred	lit card w	ithout physical card present	_	cal Tax {	#Tax1} #Tax2}	746.54
					#Tax3} #Tax4}	TENDER
Comments MARCH Comments CURB	H 2025 IT!				2.1	CHANGE
Comments		SIGNATURE.				CHECK#



### **POLK COUNTY** INVOICE

Date:

4/2/2025

Invoice Date:

4/1/2025

Invoice No:

12504

CITY OF ALLEMAN PO BOX 86 ALLEMAN IA 50007

Account: 40647

Remit To:

POLK COUNTY AUDITOR'S OFFICE CENTRAL ACCOUNTING DIVISION:RM 315 ADMINISTRATIVE OFFICE BUILDING 111 COURT AVENUE DES MOINES, IA 50309

Contact: NICOLE MARTINSON

(515) 286-3818

Nicole.Martinson@polkcountyiowa.gov

<u>ltem</u>	<u>Due Date</u>	<u>Description</u>	<u>Amount</u>
001	5/2/2025	ALLEMAN LE CONTRACT 3/25	1,420.58

Total Due	1 420 58

Make checks payable to: POLK COUNTY TREASURER Thank you for your prompt payment.

**Curtis Pion** 

Business Manager, PCSO

4/3/25 8:48 am





PO Box 37600 Philadelphia, PA 19101-0600

Sold To:

2125 1 SP 0.730 E0012X 10015 D4372589978 S3 P4264952 0001:0002

#### <u> ԿիլիԿլիիինբԿլիիԿեՍլեկակինիկինիալիալիալի</u>



City Of Alleman Shari Buehler 14000 Northeast 6Th Street Alleman IA 50007-0001

#### **Invoice**

Order Date: 03/24/2025 Ship Date: 03/24/2025 Invoice Date: 03/24/2025 Due Date: 04/23/2025 TIN: 04-2896127

Ship To: City Of Alleman Shari Buehler

14000 Northeast 6Th Street

Alleman IA 50007

Customer PO: buehlersh	ari Order#: 183551912	Invoice #: 4340981	LO	Account #	: 8550564	
Item Number	Description	Color	<b>Qty Shipped</b>	Price	Unit	Extended
638-24555426	5Star rnfc quad filler 80Ct		1	\$8.03	each	\$8.03
901-7221WE	Qb 1 round-Ring view binder	White	2	\$5.67	each	\$11.34
901-720222CT	Qb 8.5X11 copy 20 92 10Rm wht	White	1	\$66.24	carton	\$66.24
901-GSFG11BE	Round stic grip pen, fine pt	Blue	1	\$7.09	dozen	\$7.09
901-672971	Elmers school gluestick 3Pk		1	\$7.09	each	\$7.09
901-1075843	Glow hanging folders 5 tab pos	Asstd	1	\$19.86	box	\$19.86
901-1075842	Pflex ffltr twstd twin glow 12	Asstd	2	\$9.46	pack	\$18.92
901-R330NALT	Postit popup nte 3X3 cape town		2	\$18.92	pack	\$37.84

To ensure proper payment, include this portion along with your check to the address shown. Include your Account Number. If you're paying multiple invoices at one time, submit each invoice stub that you would like your payment applied to.

Account Number: 8550564

City Of Alleman

Payable to:

Quill LLC P.O. Box 37600

Philadelphia, PA 19101-0600



Invoice Number: 43409810 Invoice Date: 03/24/2025 Amount Due: \$176.41 Payable in US Dollars

Your rewards savings of \$10.00 is reflected in the item prices on this invoice



PO Box 37600 Philadelphia, PA 19101-0600

#### **Invoice**

Order Date: 03/24/2025 03/24/2025 Ship Date: 03/24/2025 Invoice Date: 04/23/2025 Due Date: TIN: 04-2896127

Customer PO: buehlershari

Order#: 183551912

Invoice #: 43409810

Account #: 8550564



View your account balance and pay invoices online! Go to Quill.com/billing

**Electronic Payment Info:** Quill Corporation Account 4353724479 Routing 121000248 arpayment@quill.com

Always happy to help

800.982.3400

<u>invoice@quill.com</u>

Merchandise Amt:

\$176.41

Tax: Shipping: \$0.00 Free

**Amount Due:** 

\$176.41

Pay this invoice or track the status of this order at Quill.com/myaccount



# PACKING LIST

REFER TO THIS ORDER NO. FOR ALL INQUIRIES

0008550564	03/24/2025	0183551912
PURCHASE ORDER NO.	TO SERVICE THE PROPERTY OF THE PARTY OF THE	

SHIPPING LOCATION : Kansas City, MO FC

CARRIER ROUTE : DES/COU/19

QUILL CORPORATION
CITY OF ALLEMAN
BUEHLER/SHARI
SHARI BUEHLER
14000 NORTHEAST 6TH STREET
ALLEMAN, IA 50007
CONTACT: BUEHLER/SHARI (515) 6

R H H A

Contact: BUEHLER/SHARI (515) 685-3666

O H

ОН

Special Instructions

S CITY OF ALLEMAN
O SHARI BUEHLER
L 14000 NORTHEAST 6TH STREET
D ALLEMAN, IA 50007

PAGE: 1

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#### TRUSTPOINT, CPAs, PLC

1525 Airport Road, Suite 103 Ames, Iowa 50010

Phone: (515) 233-6300

Fax: (515) 233-3694

NOTE: WE NO LONGER USE A PO BOX FOR MAIL

April 1, 2025

CITY OF ALLEMAN 14000 NE 6th STREET P O BOX 86 ALLEMAN, IA 50007

CLIENT ID: 879 INVOICE #: 4002

#### **STATEMENT OF ACCOUNT**

For Professional Services Rendered including:

Data processing and compiled interim financial statements for the period ended	
March 31, 2025.	\$400.00
Preparation of Proposed Property Tax Levy.	\$100.00
Total Current Charges	\$500.00
Prior Balance	\$0.00
Payments Received – Thank You	\$0.00
BALANCE DUE	\$500.00

**EFFECTIVE AUGUST 1, 2024** 

NEW NAME SAME COMPANY

## Dawn Reynolds Cleaning

240 NE !41st Ave Allleman, IA 50007 (515) 249-9785

## Invoice

#### Submitted on 04/05/2025

Invoice for

Payable to

Invoice #

City of Alleman

Dawn Reynolds

2025-003

Attention: Shari Buehler

14000 NE 6th Ave

**Project** 

Due date

Alleman, IA 50007

Cleaning City Hall

3/15/2025

Description	Qty	Unit price	Total price
Cleaning City Hall for month of March	8	\$31.25	\$250.00
			\$0.00
			\$0.00
		Subtotal	\$250.00

\$250.00

Notes: Make check payable to Dawn Reynolds

## Thornton & Coy, PLLC

#### INVOICE

Invoice # 901 - Mailed 4/3/25 Date: 04/03/2025

218 SE 16th Street, Suite 101 Ames, IA 50010 United States Phone: 515-233-2052

City of Alleman Attn: Shari Buehler PO Box 86 Alleman, IA 50007

11-1436 Alleman, City of

Туре	Date	Notes	Quantity	Rate	Total
Service	03/03/2025	Reviewed ordinances re resignation of City Council Member and responded to clerk	0.20	\$120.00	\$24.00
Service	03/05/2025	Reviewed City Ordinances re temporary campagin signs and responded	0.20	\$120.00	\$24.00
Service	03/10/2025	Attended City Council Meeting	1.00	\$100.00	\$100.00
			Subtotal		\$148.00
				Total	\$148.00

Please make all amounts payable to: Thornton & Coy, PLLC



City of Alleman 14000 NE 6th Street PO Box 86 Alleman, IA 50007

March 28, 2025

Invoice No:

20722 - 3

Project Manager

Forrest Aldrich

Engineering services for Wastewater Treatment Facility Plan

Professional Services from February 16, 2025 to March 22, 2025

Fee

Total Fee

19,800.00

Percent Complete

30.00 Total Earned

5,940.00

Previous Fee Billing

4,950.00

Current Fee Billing

990.00

**Total Fee** 

990.00

**Total this Invoice** 

\$990.00

**Billings to Date** 

Current Prior Total Fee 990.00 4,950.00 5,940.00 Totals 990.00 4,950.00 5,940.00