



Iowa

COMPREHENSIVE PLAN

2008

PLEASANTVILLE, THE NAME SAYS IT ALL

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CITY OF PLEASANTVILLE COMPREHENSIVE PLAN INTRODUCTION

A number of years ago the prospect of a four-lane highway in the vicinity of Pleasantville was born. Concerns were raised that if the highway was to bypass Pleasantville the City would be faced with a crippling situation. When the Iowa Department of Transportation (IDOT) presented its plans to the City Council, six options were proposed. Their recommendation was construction of a four-lane highway to bypass the City on the west boundary. Concerns were then escalated and the dividing lines were drawn. Time, information, and further consideration have allowed those concerns to be contained.

Efforts were then redirected to focus on planning and preparation to confront and control the effects that a bypass situation would present to the community. By taking a proactive and positive approach rather than a reactive and negative approach, the thought process took on a different perspective. The opportunity to tackle and correct the negatives and capitalize on and enhance the positives became the driving force behind this effort.

As a result a new Comprehensive Plan was developed in 1995. This plan assisted the City of Pleasantville in gaining a greater sense of purpose and direction in planning the community's future development. Planning for desirable change allowed for promotion of development which has and will continue to meet the local needs and discourage development which adversely affects the financial, physical and quality of life of the community.

The Highway 5 four-lane major transportation arterial was the major catalyst for updating the Comprehensive Plan in 1995. By most measures the planning efforts adopted in the Comprehensive Plan have proved successful. Since that time however, new issues have arisen that the citizens have expressed concerns. In 2008, at the direction of the City Council, the Planning & Zoning Commission has undertaken the process to update this plan to address those concerns and to update the general information herein. The updates reflect the changes that have occurred in the City within the last decade.

This planning effort continues to be a common sense approach to determine local needs, setting goals and objectives, establishing priorities, and taking necessary action to accomplish the desired results.

The Comprehensive Plan has been prepared and written specifically addressing the issues and concerns that confront Pleasantville, Iowa. The Commission's intent was to update an already realistic and useable plan which addresses community needs and builds upon opportunities that exist.

The Comprehensive Plan provides a blueprint for the future. The success of the planning effort can only be realized by the acceptance and commitment to the recommendations adopted, periodically reviewing and updating as needed, and officials and citizens alike will be required to maintain and improve the quality of life in Pleasantville.

SCOPE AND STUDY AREA

The scope of this plan has been established to include areas of consideration that may directly or indirectly affect the community. These areas include but are not limited to land use, annexation, transportation, housing, parks and recreation, utilities, community services and facilities, economic strategies, natural, historic and cultural preservation.

The physical boundaries that exist today encompass the incorporated areas of the City of Pleasantville. The planning process will extend beyond these barriers to include the two mile perimeter range that allows for subdivision approval. In addition to the area within the current City limits which includes areas annexed within the last decade the focus will also concentrate on the area immediately surrounding the City.

Emphasis has been placed on:

Proposed Land Use	Annexation
Transportation	Housing
Major Utility Plan	Economics and Strategies
Community Service and Facilities	Parks and Recreation
Natural, Historic and Cultural	Implementation Recommendations
Preservation	

DURATION OF STUDY

The previous study period of the project was intended to plan and prepare for transition into the 21st century. The Commission's review indicated that the previous Comprehensive Plan has successfully accomplished this. This plan moving forward addresses the long range plan spanning the next decade or until the year 2020.

The Comprehensive Plan needs to be reviewed annually. Updates should be completed as needed to reflect any changes that may occur as a result of initial development or as the community needs change.

A process for amendment of the Comprehensive Plan is included in the adoption process.

See attached Existing City Map.

CITY OF PLEASANTVILLE COMPREHENSIVE PLAN PURPOSE

The Comprehensive Plan is the officially adopted public document establishing an overall strategy and a set of recommendations to guide the development of the community during then next decade or until the year 2020. It includes analysis and recommendations for land use, housing, infrastructure, community facilities, the economy and natural environment. The Plan is used as policy statements or recommendations to unify and coordinate development within and surrounding the community. Long range goals and recommendations in the Plan should be continually referred to by decision makers in development and capital improvements. It should also be used to guide the location, development, and maintenance of the facilities and services provided by the City. The Comprehensive Plan should function as the main policy tool of the City Council, the Planning & Zoning Commission and the Board of Adjustments.

The City's land development regulations and most other City plans and programs, including the Urban Revitalization Plan and Capital Improvement Plan, should be based on the Comprehensive Plan. It is general in the sense that it summarizes the goals, objectives, and recommendations of the City. The Plan does not and cannot include detailed information on all aspects of the urban environment. It is comprehensive because it includes all of the geographic features for enhancing all of the natural and manmade factors affecting the continuing development of the City.

The City of Pleasantville, Iowa faces a number of current and long range questions about future growth and development. City government has a great deal of influence in the way a community develops. Essential public facilities and services such as street and utility extensions affect most citizens, shape the pattern of development in the community and help to stimulate or retard development of privately owned land. While the workings of the real estate market help to determine the uses of private land, land uses are specifically regulated by the local government. The City is in the enviable position of being the only body with an opportunity to coordinate the overall pattern of physical development. Decisions regarding development patterns fall in the public domain because the City Council represents the public interest. Because of this responsibility, the City is continually involved in making decisions regarding physical development.

The City's Comprehensive Plan establishes long range, general policies for the physical development of the community in a coordinated, consistent manner, and to provide a document which can be continually referred to by community decision makers in making development decisions. The Comprehensive Plan is the tool decision makers need to maintain consistency and continuity in planning the future of their community.

The primary purpose of the Comprehensive Plan is to insure that the City of Pleasantville maintains the capability to guide development so that the nature and character of the City may be preserved for future generations. Among the chief functions of the Comprehensive Plan for the City of Pleasantville are those briefly described in the following:

1. **Statement of City Policy:** The Plan represents a consensus of the community's long term and shorter term recommendations needed to achieve those goals.
2. **Guide to Decision Making:** The Plan is the guide for public (rezoning, subdivision, capital improvement planning, revitalization plans and other proposals) decision making and serves to influence private sector decisions, which together eventually constitute the future development pattern of the City.
3. **Provide a Long Range Perspective:** The Plan allows decision makers to look at current decisions in light of their long term consequences and in terms of their impact on other related systems.
4. **Assist in Improving the Quality of the Environment:** The Plan facilitates improvements in the quality of the physical and natural environment by reviewing existing regulations, controlling the use and development of land and examining the level of provision of community facilities and services concerning current and future needs.
5. **Promote the Public Interest:** The Plan is based on facts and conclusions developed through background studies assuring that it is responsible and impartial and promotes the interest of all persons rather than special interest groups.

6. **Convey Technical Expertise:** The Comprehensive Plan conveys technical expertise in a coherent usable form based upon a comprehensive examination of available data and technical evaluation of the impacts of alternative plans for courses of action by the political decision making process to ring about the desired urban development pattern in the most efficient, equitable, and economic manner possible.
7. **Develop Communications:** The City Council utilizes the City Plan:
 - to present a unified picture of its long range strategies and policies to everyone concerned with development in the community;
 - to enable the various agencies and organizations in the City development process to anticipate decisions of the Council, and;
 - to develop projects supportive of, rather than in conflict with the Plan.
8. **Influence Education:** The Plan is educational for all participants in the development process in that it arouses interest in community affairs, and offers factual information on present conditions in the community and probably future trends.
9. **Guide Implementation and Evaluation:** The Plan provides useful guidance to decision makers faced with regular decisions regarding land development and the provision of municipal facilities and public services. Achievement must be measurable and periodically monitored to ensure that the Plan is accomplishing its objectives.

SECTION I

EXISTING COMMUNITY PROFILE

DEMOGRAPHICS AND STATISTICS

HISTORY

Pleasantville was surveyed and established as a town on August 1, 1849 on the land then owned by William Wesley Jordan. Previous to the ownership of Mr. Jordan, the land comprising the original town plat of Pleasantville changed hands for one horse and \$30.

A petition for incorporation was filed in District Court on June 11, 1872 with an election subsequently held in which there were 46 votes in favor and 16 votes against.

The completion of the Chicago, Burlington and Quincy Railroad Line through Pleasantville in 1879 caused an increase in development and Pleasantville became one of the active business centers in Marion County and the principal shipping point between Knoxville and Des Moines.

The earliest population figures available begin in 1900 with 738 residents.

The first school was built in the fall of 1847 and in 1868 the school district joined with the Masonic Lodge in building a three story brick building that remained a school facility until 1992.

REGIONAL ENVIRONMENT

Geology

- The geologic formations in Pleasantville include bedrock of the Pennsylvanian System. The bedrock consists primarily of shale with interbedded limestone and sandstone and coal seams. The bedrock strata, formed more than 300 million years ago is of the Des Moines series including the Cherokee and Marmaton groups.
- Geological Deposits in Pleasantville are predominantly materials of glacial origin from the Kansas drift. Wind blow particles or loessial materials have generally covered the glacial deposits and dominate the topsoil of the area.

- The glacial and loess deposits associated with the Kansas drift have been subjected to a much longer period of erosion and modification than most of the State of Iowa, north of the Marion County area. These areas were further modified by various sub stages of the Wisconsin glacier and present a more youthful topography.

Soils

An inventory of soils in Marion County was completed by the Soil Conservation Service (SCS) in 1980. The soils in Marion County are primarily of loessial and glacial origin. Combinations of soil types form patterns which are known as associations. Soil associations include two or more soil types. Soil types in combination with the factors such as topography, drainage, vegetation and erosion identify the characteristics of each soil. The major soil associations in Marion County include Taintor-Mahaska; Mack burg-Sharpsburg-Winterset; Arispe-Grundy-Haig; Fayette-Downs-Lodoga-Clinton-Otley; Lodoga-Sharpsburg-Clinton; Gosport-Persing-Gara; and Nodaway-Zook-Ackmore.

The following paragraphs describe the principal characteristics and general location of the major soil association in the Pleasantville area. For detailed information, refer to the final Soil Survey of Marion County, Iowa.

- Sharpsburg-Winterset-Macksburg Association – These soils of loessial origin are found primarily on gently sloping ridge tops and side slopes. The soils in this association are found along the ridge tops near Knoxville, Pershing and east and south of Pleasantville.
- Fayette-Downs Association – This association includes soils of loessial origin. The soils are found exclusively in the northwest and northeast parts of the County along gently to strongly sloping ridge tops. The soils are moderately well drained.
- Detailed characteristics of soil suitability for urban development may be found in the SCS soil survey report.
- Critical Environmental Areas – The critical environmental areas considered in the preparation of this Comprehensive Plan included parks, wildlife and botanical habitat and historic sites and practices. Significant consideration was given to identifying, preserving and maintaining the natural environments within the scope of this plan.

POPULATION AND PROJECTIONS

Year	1960	1970	1980	1990	2000	2006
City	1,025	1,297	1,531	1,536	1,539	1,613
County	25,886	26,352	29,669	30,001	32,052	
State	2,757,537	2,825,368	2,913,808	2,776,755	2,926,324	2,988,046

Source: Computed from the U.S. Bureau of Census Data

The City projects a moderate population increase over the next decade. The projection is based on a 3% per year increase to keep current with inflation. The Commission feels that with the improvement of Iowa Highway 5, a 3% population increase would be a reasonable estimate. There are already signs of additional development interest due to the improved highway access.

LOCATION AND CLIMATE

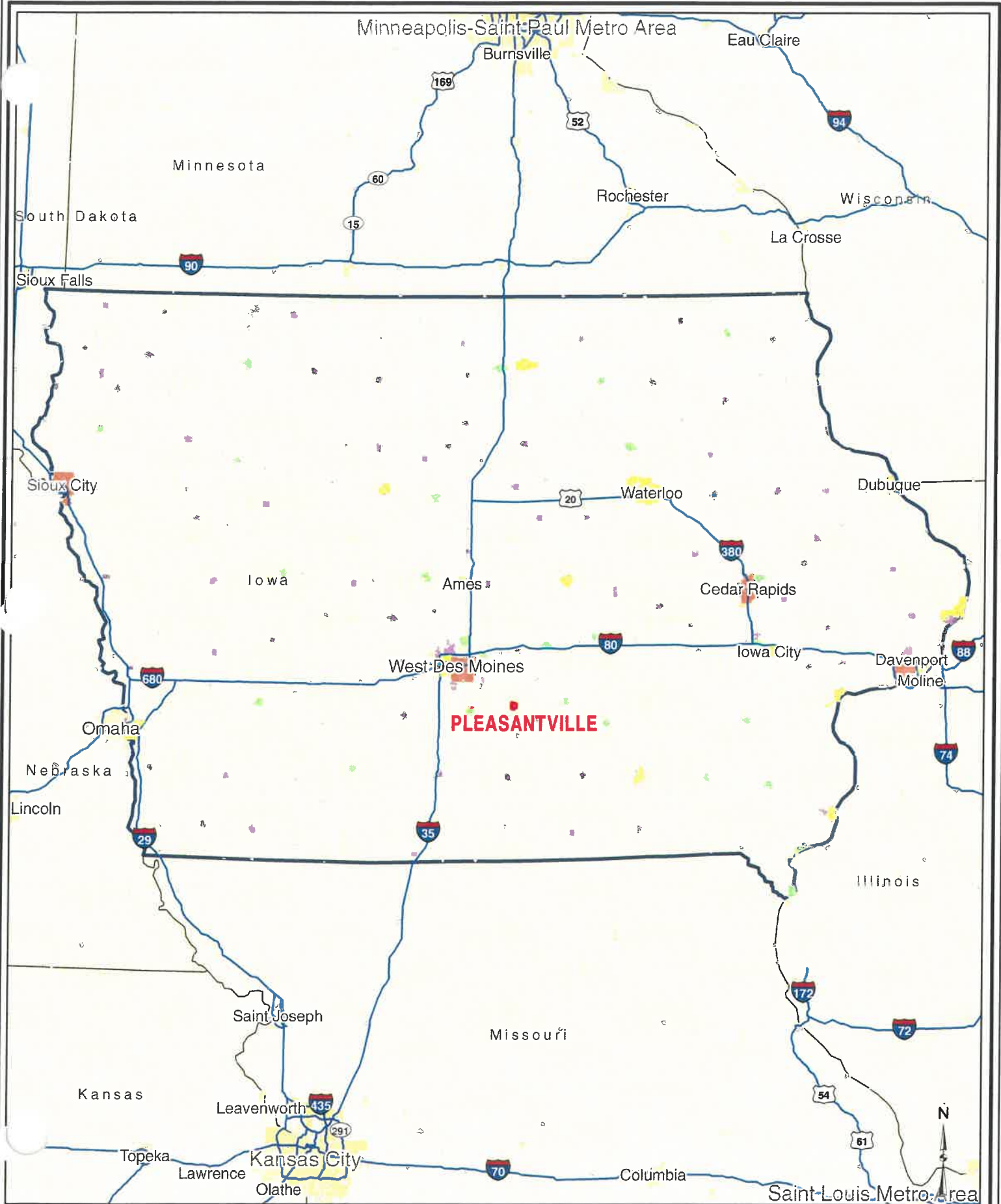
Pleasantville is located 25 miles southeast of Des Moines, Iowa in Marion County. Knoxville, the County seat, is 14 miles to the southeast. Pella is 20 miles to the east. The County seat of neighboring Warren County is Indianola, located 20 miles to the west.

Pleasantville is located in the north central region of the United States and has a continental climate with seasonal variations in temperature and precipitation. The annual precipitation has ranged from a minimum of 17.1 inches in 1956 to a maximum of 56.8 inches in 1881. Seasonal variation in precipitation has resulted in extremes of dry months of .03 inches and wet months of 15 inches. The average annual precipitation is 31 inches. (See attached Flood Hazard Boundary Map)

The average yearly temperature in central Iowa is 50 with the monthly average varying from a low of 21 in January to a high of 76 in July. Extremes in temperature have ranged from -30 to 110 degrees Fahrenheit.

See attached Location and Vicinity Maps

CITY OF PLEASANTVILLE, IOWA



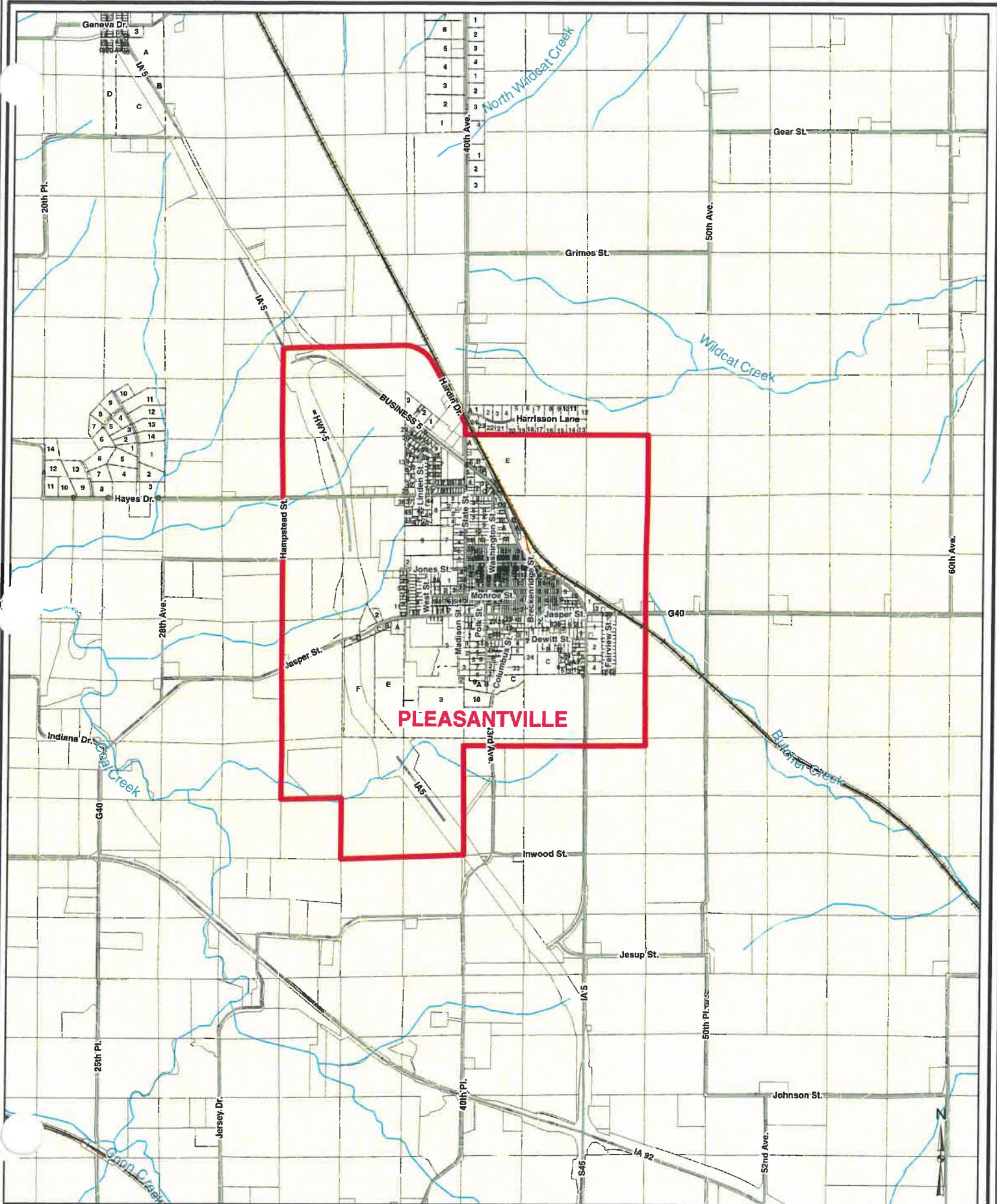
LOCATION MAP



Snyder & Associates, Inc.
Project Number: 100.0011.01
Print Date: 01/30/08



CITY OF PLEASANTVILLE, IOWA



EXISTING FACILITIES

Educational

Public Schools

The Pleasantville Community School District population is 3321 which includes Swan, Beech, Sandyville and Pleasantville and covers 117 square miles.

School	Teachers	Enrollment	Grades
Pre-school	2	46	PK
Elementary	22	308	K - 5
Middle School	7	143	6 - 8
High School	24	230	9 - 12

Baptist School

The Pleasantville Baptist Academy was established in 1999 and is located at 405 East Monroe Street. This facility is the site of the old public grade school acquired by the Baptist community for the purpose establishing a school which offers classes in grades Kindergarten through 12th Grade.

School	Teachers	Enrollment	Grades
Baptist	6	42	K - 12

Community Colleges

DMACC, Ankeny	40 miles
Grandview College, Des Moines	30 miles

Four Year Colleges

Simpson College, Indianola	15 miles
Central College, Pella	20 miles
William Penn, Oskaloosa	45 miles
Grinnell College, Grinnell	60 miles

Universities

Drake University, Des Moines	30 miles
Iowa State University, Ames	60 miles
University of Iowa, Iowa City	100 miles

Webb Shadle Memorial Library was opened on March 12, 1955. The library is funded through a private foundation provided by Cora Shadle in memory of her son.

The present building housing the library facilities was built in 1974 and today houses over 13,000 volumes as well as audio and video cassettes and contains public meeting room.

The library continues to serve as the informational center for the community as well as serving recreational readers.

Churches

Pleasantville Baptist Church offered the first Sunday services in November, 1975 in the Memorial Building. In the early 1980's construction on the South Columbus building was completed. In mid-1993 the Baptist Church relocated to the old elementary school building at 405 E. Monroe.

Pleasantville Christian Church was organized in June, 1849. The first framed building was completed in the fall of 1873 at a cost of \$3,050. The current structure was dedicated in early 1901. A fire in the church in December 1950 did considerable damage.

Fairview Christian Church was organized in September 1891, according to authenticated history in the Fairview School House. The present building was constructed in 1901 for \$1,334 and is located south of Pleasantville off Highway 181 at 400 McKimber.

Church of Christ began in the summer of 1950 and by February of 1951 the church located at 207 W. Monroe was dedicated. An addition was built in 1965. In 1957 the congregation purchased the West Pella School House, where the first services were held, dismantled it and began construction of the parsonage now located on Dallas Street.

St. Paul's United Methodist Church is located at 104 S. Columbus. This structure was originally built in 1906. An extensive remodeling project was begun in the summer of 1951 but a fire on December 23, 1951 destroyed the inside and the top part of the walls was a loss. A rededication was held on March 1, 1953.

Health Facilities

The Pleasantville Clinic located at 104 N. Washington is operated by Dr. Dennis Perryman. He has practiced since July 1988 when his father, Dr. Herb Perryman retired after 37 years of medical service to the community.

Dr. Thomas Mohr, DDS, established his practice at 114 ½ E. Monroe in August of 1979. He recently established a new office near the Highway 5 four-lane arterial. This is within a new commercial area established subsequent to Highway 5 being constructed.

Pleasant Care Living Center was built in 1965. The 40 bed structure is located on a four acre plat on the southwest corner of Highway 5 and State Street. An addition in 1967 increased the number of beds to 56. Today, Pleasant Care is licensed as a 57 bed nursing facility.

Knoxville Community Hospital	15 miles
Knoxville Veterans Hospital	15 miles
Mercy Hospital Medical Center	35 miles
Iowa Methodist Medical Center	35 miles
Lutheran Medical Center	35 miles

Emergency Medical Services – The City of Pleasantville supports an active 25 member volunteer Emergency Medical Service. These volunteers are trained in all levels of emergency service from First Responders to paramedics. They have a fully-equipped coach ambulance which services a wide area in Marion and Warren Counties. The unit is certified for Advanced Life Support response and is housed in the newly constructed Fire/EMS Station located in the northwest part of the City. Heliport facilities are available near the new station providing emergency air transport to Des Moines Area Hospitals.

Fire Department – Fire protection for the City of Pleasantville is provided through a 28E Agreement with the Pleasantville Fire Rescue Association. This non-profit association also serves the surrounding townships through a similar agreement. Like the EMS, volunteers make up the Fire Department and are housed in the new facility constructed in 2005.

GOVERNMENTAL

The total property valuation for the tax year 2007 is \$70,760,390 compared to the 1994 valuation of \$25,601,385. This \$45,159,000 increase indicates an average yearly increase of approximately \$3,475,000 for this 13 year period. This is an average of 13% annual growth rate in property values during the last decade.

Bonded indebtedness in City	2004	2005	2006	2007
	\$1,184,698	\$1,073,693	\$1,423,587	1,292,376

Urban Revitalization established in 1989

Urban Renewal District established in 1988

Tax Increment Financing Available

Tax Increment Revenue Financing Available

See attached Marion County 2006 Tax Rate Schedule

MUNICIPAL SERVICES

Type of local government.....Mayor/Five member Council

Comprehensive Plan.....Completed - March 2008

City zoning in effect

County zoning in effect

City subdivision ordinance in effect

Police Department includes three full time officers. The third officer provides the opportunity for more daytime police coverage and encourages better communications between the community and the police department. 911 is available to all Pleasantville residents. The Marion County Sheriff Department provides dispatch services for the City.

Recycling is available at a central location accepting newspapers, plastics, tin and glass.

Animal control is provided as an operation within the City of Pleasantville Police Department.

**Marion County, Iowa
2006 Tax Rates
Payable 2007-2008**

Cities	Marion County	Comm. College, Assessor, Misc.**	Community School	City	Township Cemetery	Total Regular Levy	Total City Ag Levy	Levy Detail	Paid in Townships	Paid in City
Jussey	7.20458	1.13887	14.79346	12.00521		35.14212		Community Colleges:		
City Ag	7.20458	1.13887	14.79346	3.00375			26.14066	DMACC	0.60276	0.60276
Hamilton	7.20458	1.13887	14.79346	7.76821		30.90512		Indian Hills C.C.	0.81981	0.81981
City Ag	7.20458	1.13887	14.79346	3.00375			26.14066			
Harvey	7.20458	1.13887	16.56285	7.99774		32.90404		Marion County:		
City Ag	7.20458	1.13887	16.56285	3.00375			27.91005	General Basic	3.90000	3.90000
Knoxville	7.20458	1.13887	16.56285	15.22446		40.13076		General Supplemental	2.16000	2.16000
City Ag	7.20458	1.13887	16.56285	2.98040			27.8867	Debt Service	0.14458	0.14458
SSMID	7.20458	1.13887	16.56285	17.87450		42.78080		MH-MR-DD	1.00000	1.00000
Marysville	7.20458	1.13887	14.79346	9.85017		32.98708		Rural Basic	3.95000	
City Ag	7.20458	1.13887	14.79346	3.00375			26.14066	Rural Supplemental	0.00000	
Melcher-Dallas	7.20458	1.13887	18.79434	11.43503	0.25329	38.82611				
City Ag	7.20458	1.13887	18.79434	3.00375	0.25329		30.39483	Miscellaneous:		
Pella	7.20458	1.13887	13.88073	10.19822		32.42240		County Assessor	0.33287	0.33287
City Ag	7.20458	1.13887	13.88073	3.00375			25.22793	Ag Extension	0.19974	0.19974
Pleasantville	7.20458	1.13887	19.53628	11.01154	0.43005	39.32132		Brucellosis	0.00350	0.00350
City Ag	7.20458	1.13887	19.53628	0.00000	0.43005		28.30978			
Swan	7.20458	1.13887	19.53628	6.50576	0.43005	34.81554				
City Ag	7.20458	1.13887	19.53628	0.00000	0.43005		28.30978			

Townships / School District	Marion County	Comm. College, Assessor, Misc.**	Community School	Twp (includes Cemetery & Fire)	Total Levy	Townships	Marion County	Comm. College, Assessor, Misc.**	Community School	Twp (includes Cemetery & Fire)	Total Levy
Clay						Red Rock					
Knoxville	11.15458	1.13887	16.56285	1.30641	30.16271	Knoxville	11.15458	1.13887	16.56285	0.93273	29.78903
Pella	11.15458	1.13887	13.88073	1.30641	27.48059	Monroe	11.15458	1.13887	15.92296	0.93273	29.14914
Twin Cedars	11.15458	1.13887	14.79346	1.30641	28.39332	MonroeBF	11.15458	1.13887	15.92296	0.96635	29.18276
Dallas						Prairie Cty	11.15458	1.13887	15.92296	0.93273	29.14914
Melcher-Dallas	11.15458	1.13887	18.79434	0.89706	31.98485	Pra.CtyBF	11.15458	1.13887	15.92296	0.96635	29.18276
Franklin						SE Polk	11.15458	1.13887	21.96487	0.93273	35.19105
Knoxville	11.15458	1.13887	16.56285	0.70054	29.55684	SEPlk.BF	11.15458	1.13887	21.96487	0.96635	35.22467
Melcher-Dallas	11.15458	1.13887	18.79434	0.70054	31.78833	Summit					
Pleasantville	11.15458	1.13887	19.53628	0.70054	32.53027	Monroe	11.15458	1.13887	15.92296	0.66110	28.87751
Indiana						Pella	11.15458	1.13887	13.88073	0.66110	26.83528
Knoxville	11.15458	1.13887	16.56285	1.21824	30.07454	Union					
Twin Cedars	11.15458	1.13887	14.79346	1.21824	28.30515	Knoxville	11.15458	1.13887	16.56285	0.83314	29.68944
Knoxville						Pville	11.15458	1.13887	19.53628	0.85628	32.68601
Knoxville	11.15458	1.13887	16.56285	0.89655	29.75285	Washington					
Melcher-Dallas	11.15458	1.13887	18.79434	0.89655	31.98434	Knoxville	11.15458	1.13887	16.56285	1.03322	29.88952
Pella	11.15458	1.13887	13.88073	0.89655	27.07073	Mel-Dallas	11.15458	1.13887	18.79434	1.03322	32.12101
Twin Cedars	11.15458	1.13887	14.79346	0.89655	27.98346	Twin Ced.	11.15458	1.13887	14.79346	1.03322	28.12013
Lake Prairie						Chariton	11.15458	1.35592	13.72551	1.03322	27.26923
Knoxville	11.15458	1.13887	16.56285	0.78750	29.64380						
Pella	11.15458	1.13887	13.88073	0.78750	26.96168						
City											
Twin Cedars	11.15458	1.13887	14.79346	0.66996	27.75687						
Pleasant Grove											
Pleasantville	11.15458	1.13887	19.53628	1.17477	33.00450						

**Levy shown includes Community College, Assessor, Ag. Extension and State Levy

Recreational Within the 26 acres of City park land, facilities are available for all ages. Shadle Park provides a log cabin shelter that features a fireplace, picnic tables and running water. The shelter is nestled in among shade trees along with playground equipment and overlooks the park pond. A second covered shelter is located near the pond and is also accessible to the playground. Restroom facilities are available nearby.

Three regulation ball fields and soccer fields make up the recreation area of the park system. These fields will accommodate baseball and softball, as well as men's and women's slow pitch. Long range plans and applications for assistance grants have been prepared by the City for additional improvements.

The City has developed a Master Plan for anticipated park expansion and improvements. This plan includes routing for a bike trail system within the community. The park expansion plan and proposed bike trail system is discussed and provided elsewhere within this Comprehensive Plan.

Pleasantville Golf & Country Club began as a nonprofit organization called Pleasantville Recreation Area that was formed in April of 1965. With the help of a loan through the Farmer's Home Administration and countless hours of donated labor, the golf course, club house and swimming pool were constructed on the present 67 acre tract of land.

The following recreation areas are within a short driving distance from Pleasantville:

Lake Red Rock includes over 19,000 acres and 13 continuous miles of deep boat able water at normal pool which is 742 feet above sea level. Located on the Des Moines River just 10 miles southeast and downriver from Pleasantville, the reservoir collects runoff and drainage from over 12,320 square miles of Iowa and Southern Minnesota land. The maximum flood pool is over 33 miles long and covers 65,500 acres. Several recreation areas administered by the Corps of Engineers have been developed along both sides of the lake near the downstream reaches and the dam. These facilities include camping with electric hook-up, equestrian camping, showers/restrooms, dump stations, boat ramps, bike trails, equestrian trail, and swimming beaches.

Recreation areas managed by the US Army Corps of Engineers include; Fifield, Howell Station, Ivan's, North Overlook, North Tail Water, South Overlook, South Tail Water, Wallashuck East and West, Whitebreast, and the Visitor Center.

Other recreational facilities within a short driving distance from the City include; Elk Rock State Park, Robert's Creek County Park, Cordova County Park, Lake Aquabi, Gray's Lake, Saylorville Lake, Rathbun Reservoir Lake, and Marion County Park.

UTILITIES

Electric/Natural Gas

MidAmerican Energy
823 Walnut, PO box 657
Des Moines, Iowa 50303
515-281-2900
Service/Information 1-800-422-5832

City Water

Pleasantville Water Works
PO Box 566
Pleasantville, Iowa 50225
515-848-3316

Wells – Jordan Aquifer
Elevated storage capacity – 50,000 gallons
Ground storage capacity – 200,000 gallons
Capacity of water plant – 500 gallons per minute
Average consumption – 190,000 gallons per day
Peak consumption – 300,000 gallons per day

City Wastewater Treatment

City of Pleasantville
PO Box 566
Pleasantville, Iowa 50225
515-848-3316

Type of sewage treatment plan – Aerated lagoon
Percent of community served by sewer – 99.9%
Average Load – 185,000 gallons per day
Design capacity – 1,350,000 gallons per day

Solid Waste Disposal is available from two local independent contractors:

Brad Cowden, Cowden Sanitation
PO Box 3
Pleasantville, Iowa 50225
515-848-3771

Richard Mesecher, Mesecher Sanitation
616 North State Street
Pleasantville, Iowa 50225
515-848-3536

Telephone

Iowa Telecom
PO Box 1046
Newton, Iowa 50208

Cable

Media Com
2205 Ingersoll Ave.
Des Moines, Iowa 50312

TRANSPORTATION SERVICES

State Highways Currently the City of Pleasantville is served by Iowa Hwy 5 which runs from the northwest corner of the City to the southeast edge of the corporate limits. Highway 5 intersects with Iowa Highway 92 to the south of the City.

County Highways County corridor G-40 runs east to west through the southern one-third of the City and intersects with Iowa Highway 5. G-40 connects with Iowa Highway 92 to the west and Iowa Highway 14 to the east.

Rail Service is provided by Burlington Northern and Iowa Southern.

Air Service Pleasantville has no local air service. Airport service is available in Des Moines, Knoxville and Pella.

Ride Share DART's Central Iowa RideShare program maintains a database of individuals who work in the region and desire to commute to work via carpool or vanpool. This service is provided for the City of Pleasantville.

ECONOMIC PROFILE

Total Work Force (16 and over)	738
Female (16 and over)	356
Percent in Labor Force	66.0
Female	59.5
Percent Unemployed	2.0
Marion County Unemployed	2.3
Per Capita Income in 2000	\$18,279
Median Income-Households	\$40,000
Families	\$48,295

Source – 2000 Census of Population and Housing

COMMERCIAL/INDUSTRIAL SERVICES

Comprehensive zoning regulations provide for the health, safety, morals and general welfare of the City of Pleasantville. Consideration has been given to the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality. Chapter 165 of the Municipal Code of the City of Pleasantville provides the zoning regulations for commercial and industrial development.

C-1 – Commercial District allows uses permitted in R-2 Districts. This district is established for local retail or service business. Currently, most existing commercial zoning is available along the west side of the old Highway 5 corridor with some on the east side at State Street. A small section south of the Central Business District to Jasper/G-40 is designated as C-1. This Comprehensive Plan, however, provides for the expansion and addition of new C-1 commercial areas adjacent to the new Highway 5 four-lane arterial. Some property owners have requested and received zoning changes to allow for C-1 commercial uses near the intersections of Highway 5 and Jasper and Pleasant Streets.

C-2 – Commercial District is intended only as the Central Business District of the City of Pleasantville. Off-street parking, loading facilities, and building setbacks are not required in this district to provide for intensive development of the land. The Central Business District extends from Polk Street to Columbus and from Newton Street to the alley north of Jackson Street.

M-1 – Light Industrial, approximately 160 acres of light industrial property is available east of the railroad tracks in the northeast corner of the corporate limits. This area is included in a current proposal to support a heavy industrial plant described below. An additional 40 acre area is located in the extreme northwest corner of the City which has been recently developed by a manufacturer. This created approximately 50 new jobs within the community. Additional M-1 Light Industrial areas will be needed within the community to allow for future economic expansion. Residential development is shielded from both light and heavy industrial areas by both the highway corridor and the railroad.

M-2 – Heavy Industrial zoning has been established in the extreme northeast corner of the City. This area encompasses approximately 75 acres and is isolated from commercial and residential development by light industrial zoning. This area is located east of the railroad tracks and north of the County Road G-40 (Jasper Street) in the extreme eastern area of the City. There is a current proposal to locate an ethanol production plant facility on this site which is in conformance with the current Comprehensive Plan and Zoning Regulations. Should this proposal actually materialize additional M-2 Heavy Industrial areas will be needed to allow for future expansion within the City.

LOCAL MANUFACTURERS

Chem-Tech, Ltd. manufactures animal health insecticides primarily for the dairy and livestock industry, insect control products for the food warehousing industry, and warmers for the poultry industry. Chem-Tech markets nationally and into Canada.

S&S Machine Shop, stamping house – build tooling for all type of industry, window, food industry, farm, production runs on parts and build stamping dies tool to produce parts. Cad Cam computer design and building.

Cascade Manufacturing primarily produces wood trusses for the construction and building industry. Raw lumber is supplied by rail from the adjacent Burlington Northern Railroad. Finished products are shipped by truck and rail throughout the Midwest.

COMMERCIAL FACILITIES

Grain Elevator	1
Newspaper, weekly	1
Banks, Main	1
Motor	1
Electronic	1
Elderly Care Facility	1
Convenience Stores	2
Grocery Stores	1
Restaurants	2
Retail/Business Stores	47

LOCAL DEVELOPMENT ORGANIZATIONS

Pleasantville Development Corporation was formed in the middle 1970's. The 40 member group raised capital by selling shares. The corporation was instrumental in the development of the current location of the Checkerboard, provided incentives to draw professional and industrial development to the community and is still working to improve residential areas of the City.

Pat Myers, President
Myers Realty & Insurers
515-848-5413

John Franey, CEO
Pleasantville State Bank
515-848-5741

Leland Vander Linden
LV Linden Properties
515-848-3318

The Pleasantville Chamber of Commerce was reorganized in 1988 to promote commercial, industrial and residential development. The Chamber is responsible for the renovation of the downtown park and the addition of trees and antique lighting in the Central Business District. They sponsor the annual 4th of July celebration, Christmas Tour of Homes, and Easter Egg Hunt. To promote pride in the community they also sponsor a Christmas Lighting Contest and a Yard of the Month Program. The Chamber of Commerce office is located on Monroe Street east of the town square in downtown.

Pleasantville Human Development Board is an organization that provides assistance to families and disadvantaged persons within the community. The current board members are:

Larry Bybee, Chairman

Gracie Fort, Secretary

John Franey, Board Member

Linda Stickel, Board Member

Vicki Refshaw, Board Member

Dave Baldwin, Board Member

HOUSING

Comprehensive zoning regulations provide the health, safety, morals and general welfare of the City of Pleasantville. Consideration has been given to the character of the districts and their peculiar suitability for particular uses, with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality.

R-1 – Single Family Residence District is the most restrictive. Only single family dwellings are allowed. Minimum setback for the front yard is 35 feet and the minimum lot area is 10,000 square feet.

R-2 – One-Two Family Residence District allows for family dwellings not to exceed two (2) dwelling units. Front set back is 30 feet and the minimum lot area is 7,500 square feet.

R-3 – Multiple Family Dwellings regulate units of more than three (3) dwellings.

New homes construction from 2004 through 2007 included 14 new single family homes, three duplex family homes and 7 town homes. The average home values were \$115,000 for single family, \$88,125 for each duplex unit and \$103,500 for each town home unit.

*Source – Report of Building or Zoning Permits Issued.

SOCIAL

Income per capital in 2000	\$18,279
Median Income Households	\$40,000
Families	\$48,295
Poverty Status all ages	103 7.1%
Families	15 3.8%

*Source – 2000 Census of Population and Housing

The following organizations are active in Pleasantville:

Lions and Lioness
Legion/ Auxiliary
Mason's and Eastern Star
Little League
Boy and Girl Scouts
Athletic Booster Club
Senior Citizens, Inc.

CULTURAL

Age Breakdown according to 2000 Census:

Under 5 years	111
5 to 14 years	267
15 to 19 years	100
20 to 24 years	62
25 to 44 years	440
45 to 54 years	161
55 to 59 years	89
60 to 64 years	58
65 to 74	82
75 to 84	117
85 years and over	52
Median Age	36.0

Pleasantville's 150 year Sesquicentennial Celebration was held in 1999.

In January 1953 Mrs. Owen Shadle's estate established the Webb Shadle Memorial fund to furnish and maintain a library and the Shadle Memorial Park.

The Pleasantville "City of Roses" theme was established in 1956, with 3000 Floribunda red rose bushes being planted in one day

The Veteran Memorial Monument was erected on the square in 1975.

In 1976 Pleasantville was chosen as a Bicentennial Community in the Celebration of the Country's 200th Birthday. The Pleasantville Book of History was also published for the Bicentennial Celebrations.

Also in 1976 the first Avenue of Flags in memory of the war veterans occurred in the Pleasantville Cemetery.

The Time Capsule was buried on the Pleasantville Square with July 4, 2038 being the date of exhumation.

SECTION II

GOALS & OBJECTIVES

GENERAL GOALS OF THE COMPREHENSIVE PLAN

- To establish Pleasantville's image as an efficient, enjoyable, safe community and to build citizen pride in appearance and presentation of the community.
- To promote and manage the economic growth and commercial and residential development of the city to provide employment opportunities and meet housing needs.
- To meet the needs and provide necessary resources for the citizens of Pleasantville.
- To meet the objective needs of the businesses, schools, churches, public facilities, and public services; the Comprehensive Planning Committee met with representatives of the school, churches, medical, city maintenance, utilities, housing/real estate, financial, Chamber of Commerce, and fire and rescue teams.
- To support the City Council and the current plans and policies regarding recreational facilities and recognizes the potential for expansion and improvements of existing facilities.
- To provide for an adequate system of transportation for safe and efficient transportation plans to meet the needs of the city and provide local efficient connectors with the Highway 5 four-lane arterial.
- To promote growth and economic development of the city and immediate surrounding rural areas in an efficient and orderly fashion to develop an improved quality of life for the citizens of Pleasantville.

SPECIFIC GOALS

- To review of prior Goal accomplishments has necessitated in starting fresh. The last Comprehensive Plan of the City provided a good basis for a positive impact upon the community. This is particularly true with respect with the impact resulting from the new location of the Highway 5 four-lane arterial.
- To review with citizens and community groups for input on immediate community needs and anticipate future needs based on expansion and growth possibilities for Pleasantville and surrounding rural area.
- To provide for the appropriate areas for expansion of land uses. This is particularly important due to the current absorption rate of the currently zoned commercial and industrial sites within the community.
- To educate and inform the residents of the city on the importance of the Comprehensive Plan and its implementation.

PURPOSE OF THE COMPREHENSIVE PLAN

Communication of Goals and Objectives

- To promote public interest, pride, and enthusiasm for the future of the City of Pleasantville.
- To gather input from community groups such as the Chamber of Commerce, churches, school, and emergency response team to gather input on the needs of the community and to inform and educate the public concerning the positive aspects of the Comprehensive Plan.
- To inform the public of the possible future trends and plans for controlled growth to ensure a positive impact upon the community and the surrounding rural areas.

Tool for Meeting Goals and Objectives

- The Comprehensive Plan is intended to assist the City of Pleasantville to gain a greater sense of purpose and direction in planning the community's future, allowing for desirable change and promotion of development both inside the City and within the immediate surrounding area.
- The Comprehensive Plan should be used as a decision making guide for the governing boards of the city to ensure the policies and decisions are compatible with the Comprehensive Plan.
- The Comprehensive Plan is to provide a long range perspective on the future possibilities for the City of Pleasantville in a manageable, workable plan to promote and ensure an improving quality of life for the residents.
- The Comprehensive Plan conveys the technical expertise of engineers, community leaders, financial and housing authorities, utility companies, City Council, and the Planning & Zoning Commission.
- Implementation of this updated Comprehensive Plan will be at the discretion of the City Council. A public hearing meeting will be scheduled by the City Council and community groups invited to provide information and input into the Comprehensive Plan. Upon acceptance by the City Council the final Plan will be printed and introduced to the community.
- Implementation is the City's view of enforcement. Each of the city's Boards/Commissions should review ordinances for compliance with the Plan and make appropriate revisions/adjustments to regulations and codes.
- Once adopted this Comprehensive Plan should be presented to the Marion County Board of Supervisors and to the Marion County Planning & Zoning Commission with the specific intent to request that the County modify its Comprehensive Plan to comply with this Comprehensive Plan. This is particularly true with respect to land uses proposed herein which are outside the current City limits.
- The City Council, Board of Adjustment and Planning and Zoning Commission should determine if actions are in compliance and compatible with the Comprehensive Plan before proceeding.

- City Council should continue to demonstrate that all actions and decisions of governing bodies be in compliance with the Comprehensive Plan.
- The City Council to ensure meeting the goals of the Comprehensive Plan should actively promote development in compliance with the Plan.
- The City should maintain a current Comprehensive Plan for the purposes of meeting the changing needs of the community, to comply with the Iowa Code, and obtaining public funding.

Enforcing Land Development Regulations

- The Comprehensive Plan is also an enforcement tool for organized, safe, and effective enhancement of land development for industrial, commercial, and residential purposes.

SECTION III SUMMARY

The Comprehensive Plan summarizes the goals, objectives, and recommendations for the future development of the City of Pleasantville. The construction of Iowa Highway 5 four-lane arterial along the west side of the City has proved to be a significant planning element in the development of the Comprehensive Plan.

Significant industrial development has been constructed in recent years within the community. In addition, there are several industrial applications that are proposed within the City. These have also provided a basis for planning elements in the development of this Comprehensive Plan.

The City continues to maintain a small town atmosphere and increased quality of life while still promoting economic growth. People are attracted to a community because of the quality of education, availability of housing, sense of safety, park and recreational accessibility, medical services, and an opportunity for personal growth.

Growth patterns indicate that houses for sale are on the market an average of less than one month. Multi-family and two-family housing has a one percent vacancy rate. This indicates a high demand for housing in a limited market. Housing within City limits is a good prospect for upgrading and redevelopment while also increasing the City's tax base.

The Comprehensive Plan encourages coordinated residential, commercial, and industrial development and provides land necessary for growth. The area west and south is mainly zoned residential. The New Highway 5 has promoted development of housing and commercial primarily to the west side of the City. The south area surrounding the golf course should continue to be an attractive area for residential expansion.

The availability of rail service to the community has proved to be a great asset for the recruitment of industrial development within the City. This trend is expected to continue and should be utilized as a valuable economic tool for future industrial expansions.

During the last decade property owners around and adjacent to the City have voluntarily annexed thereby almost doubling the territorial size of the City. Due to the voluntary process this has had a minimal impact on the financial status of the City. The City should maintain a policy of voluntary annexation as opposed to any active involuntary annexation proposals.

The recent annexations have allowed the City to recommend and control land uses adjacent to and within the vicinity of the Highway 5 four-lane arterial. This Comprehensive Plan continues to address land use needs in this area.

Pleasantville has always been a residential community first. The City will promote new residential development and upgrading of existing residences. Commercial and industrial development should also be promoted and continued to be controlled by zoning.

Parks and recreation facilities are important to the community and the natural resources should be preserved. The City should continue to provide residents with high quality public facilities and services, and plan for proper extension of community facilities to aid in future community growth. The development of bike trails and the expansion of Shadle Park is steps to insure natural historic and cultural preservation as well as providing for additional and expanded recreational uses.

Major utilities have been evaluated for future growth and development of the area. The City is now selling water to the Marion County Rural Water Association which has assisted and the economic development of the rural area surrounding the City. As a result, the water supply and treatment facility will supply a population of up to 4,000 to 5,000. The water distributing system will need to be updated for expansion for any new developments.

Wastewater treatment facilities and storm water management are sufficient to meet growth, although attention should be given to future development. The wastewater collection system will not be adequate for some north and west areas. Lift stations or alternate private sanitary disposal systems such as septic tanks will need to be considered.

Communication with franchised utilities including Midwest Power, Midwest Gas, the Telephone Company, and the Cable TV company will be required so they will be able to provide adequate service to expanding areas.

Economic strategies include redeveloping the Central Business District in order to increase the City's tax base. The City and community need to continue to support efforts to revitalize the downtown area. Tax Increment Financing has proven to be a way to entice redevelopment of this area. A Capital Improvement Program should be updated to evaluate short and long term needs on a priority basis. Capital expenditures can be judged against the needs and recommendations of the Comprehensive Plan. Utilities owned and operated by the City should be operated as any other public utility as a separate business operations. This allows an increase in the City's general obligation capacity. City codes should be enforced for the enhancement and protection of property values within the City. The City should continue to keep current of grants and allocation programs from regional, state and federal sources.

Urban revitalization and urban renewal are programs under the Iowa Code developed for the enhancement and preservation of property values. The Urban Renewal Districts and Urban Revitalization Plan should continue to be investigated and utilized to the fullest throughout the City.

The Comprehensive Plan should continue to be implemented through a public process to include the interaction of the community. The plan should be monitored and evaluated on a continuous basis with a review annually. This process will ensure a greater sense of purpose and direction in planning the community's future.

SECTION IV PLANNING ELEMENTS

POPULATION

Year	1960	1970	1980	1990	2000	2006
City	1,025	1,297	1,531	1,536	1,539	1,613
County	25,886	26,352	29,669	30,001	32,052	
State	2,757,537	2,825,368	2,913,808	2,776,755	2,926,324	2,988,046

Source: Computed from the U.S. Bureau of Census Data

The above chart indicates the growth pattern of Pleasantville, Marion County, and the State of Iowa. While Pleasantville's gains are moderate, slower gains in the county and the loss of population for the state as a whole indicate positive growth potential. The Commission feels that the four-lane on Highway 5 will generate even greater interest in the future.

Pleasantville has experienced a shortage of residential housing in rental and owner occupied properties in recent years. Several new homes have been built in several new subdivisions and in previously undeveloped areas as well as on vacant lots located in populated neighborhoods.

There has also been an increase in school enrollment in recent years. The younger generations are staying or returning to raise their families and younger families are moving into the area.

Population by Age Group

Under 5 years	111
5 to 14 years	267
15 to 19 years	100
20 to 24 years	62
25 to 44 years	440
45 to 54 years	161
55 to 59 years	89
60 to 64 years	58
65 to 74	82
75 to 84	117
85 years and over	52
Median Age	36.0

Source: Computed from the U.S. Bureau of Census Data

As indicated by the chart, the median age of Pleasantville's populations is 36.0 years of age. 16.3% of the population is age 65 and over. Of the remaining population, 68.9% are 20 and over and 7.2% are under the age of 5.

In all areas of the planning process, consideration was given to all ages within the population.

DEVELOPMENT CONSTRAINTS

Legislative actions can have a significant impact on the future development of Pleasantville. Additional mandates, excessive restrictions on budgeting and fluctuations in the taxable valuation could have tremendous impact on the financial state of the city.

There are a limited number of buildable lots available within the existing corporate limits. The average length of time that a property is on the market is less than 30 days. There are already waiting lists for most of the existing apartment rentals and vacancies in home rental are filled immediately. The need for additional housing is evident.

The planning process in the area of land use involved residential, commercial and industrial development. Encouraging sufficient commercial growth without jeopardizing residential values was considered. Until the population increases to a level more conducive to commercial growth, it is difficult to gauge the amount of space required. The present location of industrial property appears to be well placed and screened from other properties by the existing old Highway 5 and the railroad tracks.

The present acreage of industrial property appears to be inadequate to promote future industrial growth. This assumes that the present proposal for construction of an ethanol production plant actually materializes. This project will consume the remaining undeveloped industrial zoned land within the City. It is believed that this project will also create a demand for additional industrial businesses in support of or beneficiaries of the ethanol industry.

Planning for expansion of utilities is complicated by many factors. Gas and electric services are provided by an outside source. Water services can be readily expanded but sewer extension will be hampered by the topography of the surrounding area. Further engineering review of this issue will be necessary at a later date.

As with most cities, the most common constraint in development would be dealing with the financial aspect. The four-lane will provide numerous opportunities for growth but along with those opportunities comes some financial burdens. Federal as well as state cuts in spending, the constant tug-of-way between metro, urban and rural entities and the public outcry for tax relief make the long range planning process difficult.

EXISTING LAND USE

The existing zoning map establishes a base for growth planning. Existing commercial and industrial zoning along old Highway 5 corridor and the railway line is separated from the residential population. Additional commercial space is available in the Central Business District and along the new Highway 5 four-lane arterial. The remaining areas south and west are residential including the parks and recreation areas and the school system.

The area in the two mile radius surrounding the current city limits is mainly agricultural but more and more residential development is occurring particularly on the west side of the City. As a planning element for updating this Comprehensive Plan additional attention is given to the area immediately surrounding the existing City limits. This is partially in response to citizen requests for the City to control land uses within the City's two-mile subdivision control jurisdiction.

The following vicinity map of Pleasantville shows the terrain of the surrounding areas. The city itself is basically flat. The southern and western section of the City becomes more rolling.

ECONOMIC BASE AND PROMOTION STRATEGIES

The overall financial condition of the city is good. Future legislative action could alter the situation. Financial pressures on national and state legislators are strong. It is imperative that city officials keep informed and communicate their concerns with legislators to ensure future stability.

Water treatment facilities have capacity levels that are adequate to meet future needs to allow the City's population to double. This includes the City continuing to be able to sell water to the Marion County Rural Water Association at the current volumes. Long range improvement plans will be required to rehabilitate and upgrade the wastewater treatment facilities. Continued maintenance of the existing

infrastructure is needed to ensure continued growth. Long range planning for capital improvements is essential to relieve the strains on smaller communities to maintain infrastructure and community services to its residents.

Alternate means of financing future projects are available such as county, state and federal grants and loans, Tax Increment Financing, Urban Renewal and Urban Revitalization. Learning about these programs and their effective uses will contribute to successful growth.

There is a general consensus within the community that the four-lane highway is necessary for continued growth. The previous Comprehensive Plan developed in 1995 accepted the west bypass, Highway 5 four-lane arterial, as a planning element even before it was built. It was believed that by accepting the west bypass and planning to confront and control the effects that it could present to the community would be in the best interests of everyone. This has proved to be a correct and wise course of action and continues to provide a very solid planning base.

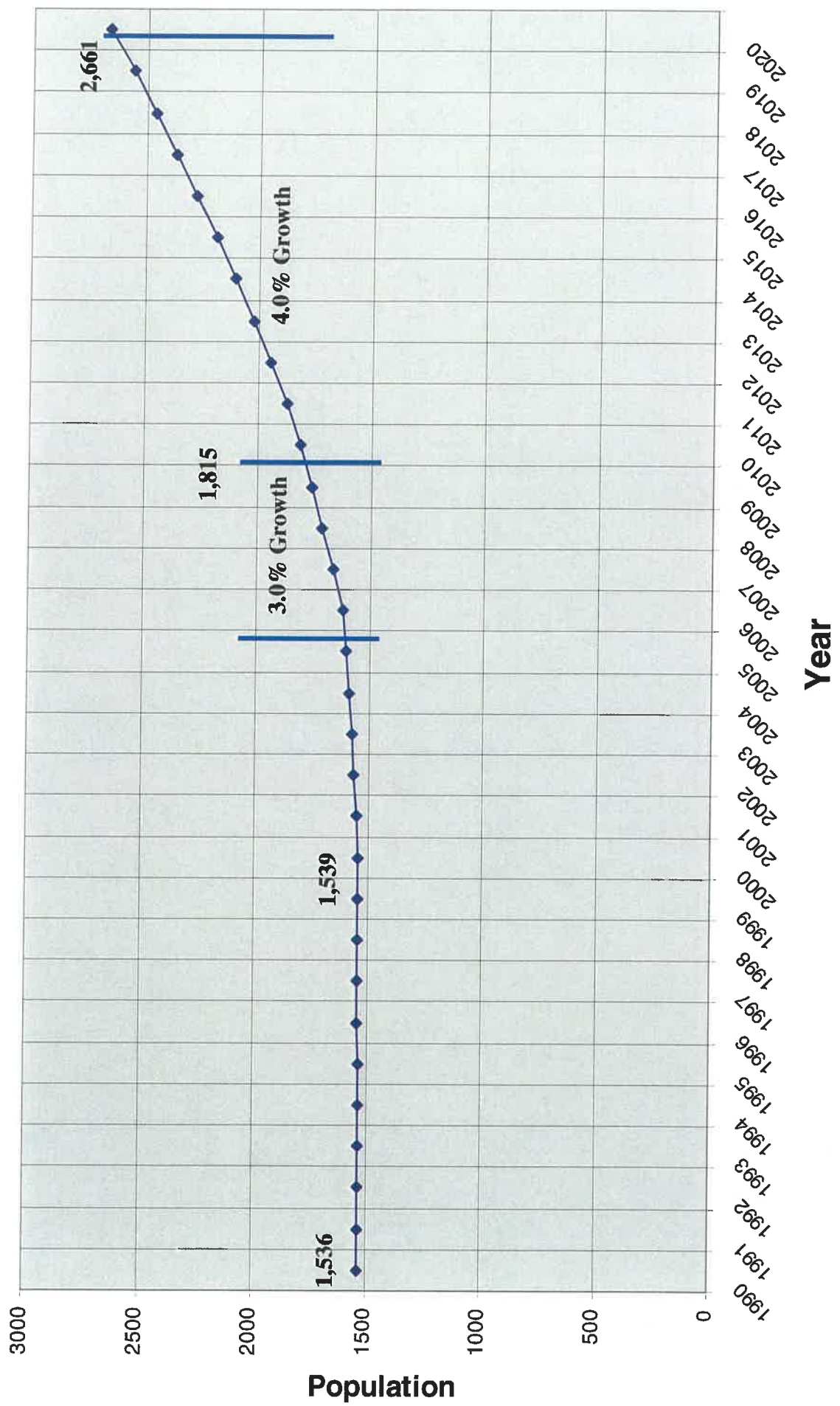
As a means of developing consensus within the community for the Comprehensive Plan developed in 1995, the planning committee invited several community members to a series of meetings to show what preliminary plans were evolving. School administrators, members of the Chamber of Commerce, Recreation Board members, church representatives, fire and EMS volunteers, Doctor's, housing, real estate and financial professionals and member of the People for Progress group were shown the plans for transportation, housing, land use and annexation that had developed in the early stages of the planning process. They were encouraged to make any comments on the direction that the committee was taking. These comments were taken into consideration and alterations were made.

The City Council had already taken a proactive approach to encourage the advancement of the highway improvement project by engaging the engineering firm of Snyder & Associates to follow the progress of the Department of Transportation on this project and keep the council informed. When I appeared that the project was slipping and continuing to fall back in the five year IDOT plan another step was taken. The Council sponsored the formation of a coalition with Marion County and the neighboring communities of Hartford, Melcher-Dallas and Knoxville to garner maximum support for the project and convey the needs of the area to the Iowa Department of Transportation. The continuing efforts of the Coalition have brought the project back to the forefront.

As an added benefit, the Coalition has opened the lines of communication between the County and neighboring communities for future joint projects and the ability to work together for the betterment of all. That process continues to be the foundation in evaluation for this update.

This Comprehensive Plan recommends the use of the following population projection as a planning tool. The projection utilizes a 3% growth rate projection for the first year, and then accelerates the growth rate to 4% for each year thereafter. (See attached Population Projection Chart)

Population Projection City of Pleasantville, Iowa



SECTION V ANNEXATION

GOAL

- To encourage a coordinated residential, commercial and industrial development and provide the land necessary for the growth.
- To determine areas outside the current City limits that have the greatest potential for future development.
- To determine areas outside the current City limits that should require the City's greatest attention for proposed land uses.
- To promote the continuation of the City's policy for voluntary annexation as opposed to any active involuntary annexation program.
- To assess the potential impacts around the arterial intersection of Highway 5 and Highway 92.
- To assess the need for additional areas within the City adjacent to the railroad for industrial expansion.

AREA IDENTIFICATION

The Comprehensive Plan adopted in 1995 became a valuable tool for the City in review and evaluation of annexation proposals which have occurred within the last decade. These annexations now comprise the existing City limits.

The area studied for additional annexation purposes was reviewed by the Commission adjacent to all boundaries of the existing corporate limits.

The majority of residential development taking place in the City on recent years is occurring on the west and south sides of the community. The development of Highway 5 has allowed property in that area to become prime for both residential and commercial development in compliance with this Comprehensive Plan.

The northern and eastern borders of the City of Pleasantville are currently zoned commercial, light and heavy industrial with the exception of the extreme southeast

corner which is residential. This area is bordered by the railroad line and is now believed to be inadequate for future industrial growth due to recent industrial development activities. Some residential growth may occur to the east but is expected to be minimal.

LAND USE

Currently, land along the west city limits is zoned mainly R-1 for single family dwellings with some allowances for multi-family housing district rezoning under this current Comprehensive Plan. This pattern should continue. Some of the area east of and adjacent to Highway 5 is made up of the city park and ball fields. Commercial areas should continue to be promoted at the intersections of the major arterial Highway 5 and the arterial connection streets including Old Highway 5, Pleasant Street and Jasper Street.

Proposed land uses for the additional area considered for annexation would be largely R-1 residential. R-3 for multi-family dwellings has been designated around the commercial areas as a buffer and along and adjacent to the Highway 5 corridor.

A large area of recreational/open spaces has been included to adjoin and expand the existing golf course. Possible future use includes City Park or expansion of the current golf course. Open space is also included along both sides of the highway corridor to accommodate the planned bike trail system.

Please refer to the proposed land use maps. A map has been provided for both inside the existing City limits and outside the current City limits within the annexation study area.

UTILITIES AND SERVICES

Further extension of water services to the annexed areas can be accomplished with the proper planning process.

The terrain of the area studies for annexation will require more detailed planning for the extension of sanitary sewer lines. Several options are available including lift stations and will be considered at a later date.

Electric and gas services are provided by MidAmerican Energy. Upgrades to both utilities have been accomplished in recent years. Some additional upgrades may be

necessary for the growth expected with further annexations.

Fire and Emergency Medical Services are already available in the proposed annexation area.

ECONOMIC CONSIDERATIONS

Any expansion of community services, especially in the area of water, sewer and streets, to the newly annexed land will require considerable planning. The adverse effects of these expansions can be greatly reduced by long range and in-depth planning.

Consideration must be given to the areas of community protection and human development. Street lights, police protection, emergency medical and fire protections, and sufficient parks and recreational areas all play an important role in the development and improvement of the quality of life in the small community.

It should also be noted that throughout this planning process the emphasis placed on expansion of services is important but in no way should it supersede the need to adequately plan for the maintenance of the existing community structure.

RECOMMENDATIONS

The Commission recommends that the City continue to allow voluntary annexations but delay any immediate plans for involuntary annexations. It should also be noted that the City should continue to review all subdivision plans within a two mile radius of the existing City limits.

The City should communicate its understanding of future annexations to the Marion County Board of Supervisors and to the Marion County Planning & Zoning Commission. Even though the City does not have jurisdiction over land uses within the annexation study area, the City should request that the County adopt the proposed uses within the study area.

As any capital improvement planning proceeds, the study area of annexation expansion should be considered in all aspects of the planning process.

ANNEXATION PLAN

The annexation study area is shown on the following referenced annexation map.

SECTION VI PROPOSED LAND USE

GOALS

- To encourage a coordinated and balanced residential, commercial and industrial development and provide the land necessary for the growth.
- To promote residential development in the city and just outside, and to encourage up grading existing substandard housing and condemning of “eye sore” structures.
- To establish land use patterns both inside and outside the City limits that provides a harmonious and viable community for its residents.
- To communicate the City’s proposed land uses to other entities including Marion County and to gain support and concurrence from the County for adoption of similar land uses within the County’s Comprehensive Plan.

CLASSIFICATIONS

The different land uses found in most communities have been classified into certain broad categories such as residential, commercial, industrial, parks and open space, transportation, and agriculture. These broad categories have been further subdivided into more specialized categories. For example, residential can be further broken down into smaller categories of single family homes, mobile homes, duplexes or apartments.

One of the characteristics of the land use system is that it is constantly changing. In rural areas and small towns like Pleasantville, land use change may be slow. Nevertheless, some land uses can have a substantial affect on a community. It is the purpose of this plan to influence the timing and location of development and thereby encourage orderly development in our community.

GROWTH PATTERNS

Within City Limits

The recent relocation of Highway 5 to the west side of Pleasantville has virtually flip/flopped the city. Growth is now moving toward the major arterial. This change has required both new residential and commercial land designations as well as consideration for expanding the Shadle Park area. The park expansion was successfully accomplished by acquiring excess land from the Iowa Department of Transportation adjacent to the existing park.

The physical characteristics of the land should be used as a basis for land use planning and any subdivisions design in order to protect natural resources and to minimize pollution problems. The future land use map should function as the land use guide for any development proposals insuring growth and development compliance.

Two Mile Fringe Area

Special attention has been paid by the Commission for this Comprehensive Plan update to establishing proposed land uses within the annexation study area. This is due to the expanding need for certain land uses in specific areas but primarily due to the citizen's request for the City to control land uses within the area outside the City limits.

The Commission believes that by establishing proposed land uses within the study area outside the current study limits that are in compliance with the City's zoning regulations the City can better communicate its intent with Marion County. This would establish greater control of the land uses in the area.

The land use control would ultimately be the responsibility of the County but the County will now be able to understand the City's desires as a result of this section of the Comprehensive Plan.

HOUSING

Pleasantville has always been a residential community first. This concept of a neighborhood community should remain and grow with the community. A very important aspect of Pleasantville is the quality of life it offers to its residents. The

future of the community depends on the existing neighborhoods. A community effort must be made to maintain the quality of housing stock both existing and new. This land use plan includes a map which illustrates space for future residential and multifamily needs. A discussion on housing need is presented elsewhere.

COMMERCIAL

Historically, development of any kind has followed in the path of public improvements, such as transportation and utility developments. The city can control to a large degree the type and amount of commercial development by regulating land uses through zoning ordinances and public service improvements to guide growth. In order to provide enough commercially zoned land, new areas are included along Highway 5. The land use map indicates those areas to be located around the intersections of Highway 5 and Pleasant Street, Jasper Street and where old Highway 5 and new Highway 5 intersect at the northwest corner of the community. New commercial use should be located on sites shown to be suitable for the type and intensity of proposed use. The City should encourage the use of existing commercial buildings, particularly in the Central Business District and along the existing old Highway 5 corridor as first alternative sites for proposed commercial development.

The Commission has also evaluated the areas outside the current City limits for potential commercial. Consideration was given to the Marion County Comprehensive Plan which indicates commercial land uses at the intersection of Highway 5 and Highway 92. The Commission concurs that this area at the intersection of the two major arterials should be utilized for the areas commercial economic development.

Again, the area outside the current City limits adjacent to Highway 5 at the intersection of Old Highway 5 at the northwest corner of the City is also designated for future commercial uses.

INDUSTRIAL

It was the Commission's intent to allow expansion to occur in continuity with what already has been started. The transportation corridor that old Highway 5 provides as an arterial street, the close proximity of rail service, and the desire to be compatible with existing land use were all influential reasons for the locations set aside.

The industrial land use demonstrated on the land use map might be considered to be aggressive, but having this area and location set out will help generate the interest to promote industry to take root and grow. This has proven to be true by the establishment of the industrial areas in the 1995 Comprehensive Plan. The Commission believes this trend should continue with particular concern for industrial uses adjacent to the active railroad

TRANSPORTATION

Highways and Streets

Unquestionably, the Highway 5 four-lane arterial is the City's major north-south traffic carrier. Jasper Street will remain a minor arterial to carry the east-west traffic through the City. In addition, the old Highway 5 arterial still carries significant traffic particularly for the City's truck route. This continues to be the major route for deliveries to and from the industrial and commercial areas within the City. It will be of paramount importance that good access to these three roads be provided.

Connections to Highway 5 at old Highway 5, Pleasant Street, Jasper Street and Columbus Street continue to provide the vital transportation connections to the City. These streets along with Broadway, State and the old Highway 5 will continue to be the cities main collector streets.

The recent construction of a new Elementary School and Middle School adjacent to the High School on Jones Street has indeed changed the traffic pattern there. The school being the major traffic generator in the city prompted the discussion of a Jones Street connection to Highway 5. A Jones Street connection would indeed provide safe, scenic, and convenient access to the Pleasantville Schools and all its facilities. A concern that any work done on Jones Street, that would involve the stretch of road running along the Shadle Park area, would be subject to some type of statement protecting its open space area.

Railway

The Comprehensive Plan adopted in 1995 recognized that Pleasantville has a large area of land north of old Highway 5 and adjacent to the Burlington Northern Railroad zoned for industrial use. In addition, another area of land in the northeast area of town and north of the same railroad is also zoned industrial. These areas

have proved to be a valuable asset for the industrial developments within the community. This rail system now serves the local elevator and a manufacturer as well as the proposed ethanol plant. Now that these areas are being developed, additional land adjacent to the rail service will be required for future industrial expansions.

Air

At present we have no airport in Pleasantville and no future plans to construct one. However, we have a number of airports in close proximity including Indianola, Knoxville and Pella. The Des Moines International Airport is just 20 minutes away via Highway 5.

UTILITIES

The rate and direction of urban development is heavily dependent upon the provision of public facilities. And to ensure that new developments are provided adequate city service, public officials should coordinate and officially adopt a policy on municipal utility extension.

By requiring that sufficient public facilities and services exist before approval of a subdivision plan or development site plan, public officials can effectively implement the recommendations of the Comprehensive Plan.

At present all utility systems including water, sanitary sewer, gas, electric, telephone and cable TV are adequate and ready for expansion to meet the needs for any development proposed by this Comprehensive Plan land use.

CENTRAL BUSINESS DISTRICT

The Comprehensive Plan adopted in 1995 indicated that the southern boundary of the Central Business District should be extended to Jasper Street. Other zoning changes would surround the Central Business District with multi-family units. The Commission agrees that this recommendation should continue as a part of this Comprehensive Plan update.

FLOOD PLAIN LANDS AND WETLANDS

There are areas of open water or with a permanently high water table. They serve an important function in the hydraulic cycle as a means of storage and movement of water, especially during times of flooding. These areas also serve as wildlife habitat. Therefore, little or no development should be allowed in these areas through the enactment of floodplain and wetland zoning.

PARKS AND RECREATION

Parks and recreation facilities serve all age groups and are of paramount importance to the welfare of our community. The need for adequate recreation facilities is of obvious importance to a society which is increasing its leisure time.

With that in mind, in 1994 the city purchased from the Pleasantville Ball Association a 17 acre tract of land that adjoined the Shadle Park. This land contains three baseball diamonds, two soccer fields and an undesignated area. The Shadle Park which is contained in approximately eight acres offers playground equipment, shelter home, picnic area, and a pond. In 2004 the City purchased the area west of the ball field and the Shadle Park boundary to the new Highway 5 for a 9 acre park expansion. This was a direct result of the planning proposed in the 1995 Comprehensive Plan. Also as recommended in that plan, the bird and wildlife sanctuary, named in honor of Gladys Black, Pleasantville's renowned ornithologist has become a reality.

Presented elsewhere in this plan is the Comprehensive Plan for improvements to the City Park. This includes additional recreational uses and the establishment of a bike trail system.

NATURAL PRESERVATION

The Comprehensive Plan identified the goals and need for parks and recreation trail system and open space. Special emphasis will be put on maintaining the natural habitat and character of Shadle Park. The land use plan identifies the open spaces and recreation areas as discussed in Section XIII.

RECOMMENDATIONS

As part of the comprehensive planning process, land use planning deals essentially with the relationship between the different land uses in a given area. It has been our goal to provide the land use needs for the future residential, commercial, and industrial growth of Pleasantville while being sensitive to the historical, environmental and aesthetic nature of our city. It is the Commission's recommendation that the Future Land Use Map should function as the guide for any development proposal and to ensure conformance and an orderly controlled growth.

ZONING USES LADDER

	Industrial*	Industrial* Commercial	Commercial Multi-Family	Multi-Family Residential	
High Density	M-2 M-1	M-1 C-2 C-1	C-2 C-1 R-3	R-3 R-2 R-1	
Low Density					

FIND THE ZONING AREA YOUR PROPERTY IS IN OR YOU ARE INTERESTED IN ON THE ABOVE CHART. FOLLOW THE COLUMN DOWNWARD; THE USES IN YOUR ZONE OR WITH THE ZONES BELOW YOUR ZONE ARE THE USES ALLOWED. YOU MAY NOT CROSS COLUMNS. YOU CAN NOT MOVE UPWARD TO HIGHER DENSITY USES UNLESS YOU PROCEED THROUGH THE REZONING PROCESS.

* No new residential uses permitted in industrial zones M-1 and M-2

Reference Attached Land Use Maps

Inside existing City limits

Outside existing City limits

SECTION VII TRANSPORTATION

HIGHWAY AND STREET SYSTEMS

As discussed in the introduction of this Comprehensive Plan, one of the major accomplishments of the prior Comprehensive Plan for highway and street systems was to encourage and promote the highway construction along the west bypass route. The City of Pleasantville assisted in organizing and was a member of the Southeast Iowa 5 Corridor Coalition. This group's primary function was to coordinate efforts between local governments with the Iowa DOT for the completion of improvements along the Iowa Highway 5 corridor. This program was extremely successful as the Highway 5 four-lane arterial is now a reality.

As the City looks to the future, the Transportation Plan needs to continue to meet the criteria of need for the City. The street operations are divided into classifications or categories (see Transportation Plan). These classifications include major arterial, arterial, and collector streets.

The major arterial is defined as the primary highway servicing the community which traverses through the proposed City limit territory. It is the major artery system through the community as well as providing service to the community. The Transportation Plan indicates the major arterial as the proposed relocation of Iowa Highway 5.

The four-lane highway is a limited or controlled access major arterial. As such, all connection points to the major arterial system have been negotiated with the Iowa DOT. The Iowa DOT has approved connections at the existing Highway 5, both north and south of the community, as well as Pleasant Street, Jasper Street, and Columbus Street. The Iowa DOT has also provided for field entrances at three additional locations. These locations have the ability to be upgraded to allow future street connections including a connection at Jones Street which is discussed below.

Arterial streets are the next classification. They are part of the major street system which also carries traffic to and through the community. This is defined on the Transportation Plan as Jasper Street, which is also County Road G40, both east and west of the community.

The relocation of Iowa Highway 5 has impacted significantly the function and operation of Jasper Street. The traffic count data indicates a significant increase in the vehicle numbers on this street. It is expected that the traffic count along Jasper Street will continue to increase due to east-west traffic to and from the Iowa Highway 5 arterial.

Most of Jasper Street currently is a rural section street within the municipal system. Some urban section curb and gutter street has been installed at the connections to Highway 5 which has been a great improvement for managing traffic flow in that area. It is recommended that the City will need to consider in its Capital Planning the widening or rehabilitation of Jasper Street to manage the continued increase in traffic volume.

The Planning & Zoning Commission as a part of the Comprehensive Plan update has recommended that the business Highway 5 route (Old Highway 5) through town continue to be designated as an arterial route. This is primarily due to the truck route designation which will continue on this street. In addition, this route continues to see significant vehicle count primarily for access by residence to local businesses located along the street.

Collector streets are those streets within the community system which are major connection points from the arterial streets system. They are represented on the Transportation Plan as Pleasant Street, Jones Street, and Columbus Street. In addition, collector streets provide major corridors for access from the arterials to the central business district; therefore, State Street, Broadway and part of Monroe Street are also included.

The collector streets demonstrated on the proposed Transportation Plan recognize the impact of Highway 5 being relocated to the west side of the community. The main impact demonstrated in the Transportation Plan includes Jasper Street, previously discussed, as well as Pleasant Street and future probable connections for Jones Street.

Pleasant Street has become a significant connection to the major arterial. Due to the residential character of this collector street, it is recommended that Pleasant Street continue to be designated "No Trucks."

In addition, the Planning Commission has reviewed the question of whether Jones Street should continue to be shown as a connection to Highway 5. The prior Comprehensive Plan included review meetings with the Pleasantville Community School District representatives. The high school, junior high, and all school sports facilities being located along Jones Street generate a significant amount of traffic within the surrounding street system. The connection of Jones Street directly to Highway 5 as an access from the arterial to the school system would provide significant relief from the surrounding local service streets. If Jones Street is not connected in the future, increased traffic loads on Jasper Street and Pleasant Street, as well as some local service streets, should be expected. As a result of this review, it is recommended that the City continue to include the connection of Jones Street to Iowa Highway 5 as a part of the City's Comprehensive Planning. This future connection could be posted "No Trucks" due to the school and residential character of the neighborhood.

The balance of the street system within the community is designated as local service streets. They provide access from arterials or collectors to and through the local neighborhoods, particularly for residential housing uses.

The Transportation Plan has been presented to meet the needs of the proposed Land Use Plan. The growth patterns within the community for commercial and heavier density residential are served by the Transportation Plan. The location for expansion of the heavier density uses are along or adjacent to the arterial or collector systems.

AIRPORT FACILITIES

The City currently does not have airport facilities. As a part of the Comprehensive Plan analysis, it has been determined that the implementation of an airport plan or the development of private or commercial airport facilities is not crucial to the growth, health, and welfare for the following reasons:

1. Pleasantville is located within 9 miles of the Knoxville Municipal Airport.
2. Pleasantville is located within 20 miles of the Des Moines International Airport. This distance is an easy commute along Highway 5 and the commute time has been significantly enhanced as a result of the four-lane improvements. The Des Moines International Airport provides air travelers with a variety of air transport including commercial, charter, and corporate. Some of the commercial airlines servicing the airport include American

Airlines, Delta Air Lines, Northwest Airlines, Southwest Airlines and United Airlines.

It is the position of the City of Pleasantville to support both the Des Moines International Airport and the Knoxville Municipal Airport in their efforts toward better service. It is recognized that enhancements to these facilities provide benefits to the City of Pleasantville residents.

RAILWAY SYSTEMS

Goals for rail service for the City of Pleasantville include maintaining and enhancing as required existing rail service to and through the community.

The City is currently serviced by the Burlington Northern Railroad Company which is on the line from Knoxville to Des Moines. There are multiple freight train trips per day that currently provide service to and through the community. The rail location within the community is on relatively flat ground and, therefore, capable of allowing spur connections for sidings as required for future development. One local industrial business has recently installed a spur siding track to provide for raw material delivery and product export. They report that their business has been enhanced significantly due to this rail service.

The rail system within the community is at a location compatible with the land use plan. The rail system can conveniently service existing and future industrial facilities and can provide a significant enhancement for industrial transportation needs.

The Transportation Plan indicates the location of the rail system and future specific rail expansions should be added as needed when specific applications arise. It is the recommendation of this report that the community be actively involved with the Iowa Department of Transportation in understanding the continued rail service to the community and allow for the expansion of rail service as required for industrial developments.

PEDESTRIAN, BICYCLE AND RECREATION TRAILS

The City of Pleasantville recognizes and understands the expansion of bicycle systems within Iowa and certainly recognizes the need within the community for pedestrian and bikeway systems as a transportation method. The City provides as a goal a two-step process.

1. Provide connections for pedestrian and bicycle travel within the community to the major use areas.

- Parks and Recreation Areas
- Highway Commercial Areas
- Central Business District
- School System
- Residential Neighborhoods

2. Connection of the City's bike trail system to the regional system located within Marion County. This includes the long range goals for connection to the Knoxville and Red Rock trail systems.

The Transportation Plan indicates the proposed location of bike and walk trail systems within the community to achieve the goals of Item 1 above. It provides location to all of the stated goal areas with specific emphasis on park and recreation and the school system areas as demonstrated on the Land Use Plan.

The specific task that need to be performed to meet the challenges of Item 2 above need to be reviewed and studied in further detail. Connections to the Red Rock and Knoxville systems will require long range planning and regional input for implementation of specific construction projects. The City should become actively involved in regional planning with the appropriate agencies for implementation of connections to the regional bike path systems.

It is recommended that the City continue to incorporate in their development standards as well as their parks planning operations the implementation for requirements of bicycle, pedestrian and recreation transportation corridors. Many of the facilities within the current recreation areas can and should support bike paths.

SECTION VIII HOUSING

GOALS

- To promote residential development within the current city limits and proposed annexed areas.
- To encourage compatible residential development in neighborhoods that has been vacant.
- To encourage the upgrading of substandard housing through private and public actions.
- To provide the housing types necessary to meet the needs of Pleasantville residents in the areas of different age groups, family sizes and income levels.
- To update and enforce the City Code to promote revitalization of deteriorating dwellings.

POPULATION CENSUS

1980 – 1,531

1990 – 1,535

2000 – 1,539

2006 – 1,613

The population growth from 1980 through 2006 is the minimum growth necessary to keep up with current inflation trends.

Building Permits issues:	Single Family	Two-Family	Multi-Family
2004	3	0	4
2005	5	1	8
2006	3	1	0
2007	3	1	0

GROWTH PATTERNS AND ANALYSIS OF NEED

Housing and its environment can play a major role in determining the quality of life in any community. Housing growth can reflect a major physical element in a city. The Highway 5 four-lane arterial has created a demand for residential development on the west side of the city. Future residential growth patterns are expected to occur within the open territories recently annexed into the City. It is expected that a minimal amount of new construction will occur within existing residential districts because of limited vacant building sites.

It is expected that the demand for single family and two family housing will continue to increase due to the accessibility to the community for commuting to and from work centers. In addition, this growth will be due to increased employment from industrial and commercial growth within the City. Over the years multifamily and two family dwellings average a 1% vacancy rate, which is very good for communities the size of Pleasantville. Recently, the average time on the market for the sale of a single-family residence is less than one month. This indicates a limited market, which does not meet the current housing needs. This can be a major factor in limiting the continued growth necessary for a prosperous community.

The market over the past four years has shown a demand for single family housing with new single family home construction averaging \$115,000 in value. The average market time of available housing has been 30 days. This indicates a high demand in a limited market. During that same period, town home units have averaged \$103,000 in value and duplex units at \$88,000 average value.

It is expected that the future housing situation in our community will probably reflect a need for elderly housing.

CONSTRAINTS

Recent land developments within the community have provided some capacity for additional single family in duplex home construction. It is expected that additional development will be necessary to satisfy future demand.

Uncontrollable elements, such as labor, land availability, capital, management marketing, finance, insurance and related service are all standard constraining factors in development.

Future expansion of wastewater utilities could be constrained in some areas because of the topography of the land. Intensive engineering surveys will be needed to determine the level of constraint.

The City is continuing to face a greater demand for natural gas and anticipated growth will require increased capacities. The gas company has completed some recent upgrades but it is anticipated that additional capacity upgrades will be needed to meet the demands of some land uses proposed.

Available, affordable and safe housing are the key ingredients to the community's growth and appearance.

URBAN REVITALIZATION/URBAN RENEWAL

The City currently has Urban Revitalization/Urban Renewal plans in effect both of which cover the entire City limits. The Urban Revitalization Plan encourages new construction and increased value of existing structures for residential and commercial development. As an added incentive, the City Council recently revised the tax abatement schedule allowed in the Urban Renewal Area for improvements on existing properties. The Urban Renewal Area has been expanded to encourage further improvements by allowing some Tax Increment Financing programs to be implemented.

COMPATIBILITY WITH LAND USE PLAN

Consideration was given to residential development when the land use map was revised. Single, two-family and multifamily development was incorporated into the land use plan based on the current residential makeup of the city and future needs. The residential development was planned with the intentions of creating an environment compatible for both commercial and residential purposes.

The Planning & Zoning Commission felt very strongly that the transition from commercial or industrial to residential needs to be harmonious. The desirable residential development could be maintained and still encourage much needed commercial and industrial growth. Green space was designated to preserve the

natural environment along with landscaping requirements to complement all areas of development.

RECOMMENDATIONS

- Continue to educate and inform the community of the benefits to be derived from the Comprehensive Plan and for its successful implementation.
- To present a clear decision to the citizens of a deeper sense of community pride, a higher quality of life, and a positive lasting impression upon visitors.
- To use the tools of financing currently available to promote new development.
- To encourage voluntary annexation as development occurs.
- To actively promote the current Urban Revitalization and Urban Renewal Plans.
- Encourage enforcement of ordinances designed to control detrimental impacts on surrounding property values.
- To adopt zoning changes necessary to implement the recommendations of the Comprehensive Plan for residential development.
- The City Council, Planning & Zoning Commission, and Board of Adjustment shall ensure that all actions are compatible with the Comprehensive Plan prior to taking action.

SECTION IX

MAJOR UTILITY PLANNING

Utility planning within a community is of vital importance to meet the needs of the community. The strategic planning, including capital improvement planning, is necessary to provide the infrastructure to meet the goals of the Comprehensive Plan.

The analysis for Comprehensive Planning is divided into six categories which include the following:

- Water Supply and Treatment
- Water Distribution System
- Waste Water Treatment
- Waste Water Collection System
- Storm Water Management
- Franchised Utilities

WATER SUPPLY AND TREATMENT

The City has a water treatment facility that is 20 years old, two water supply wells, and two storage facilities. Recently the City made arrangements to supply water to the Marion County Rural Water District which has helped to stimulate growth within the 2-mile area around the City.

The two storage facilities consist of an elevated storage tank with a 50,000 gallon capacity and a ground storage tank with a 200,000 gallon capacity.

The two water supply wells provide 500 gallons per minute (gpm) and 350 gpm each. Based on 20 hours of pumping and using both wells, the supply wells can provide a pumping capacity between 400,000 to 1,000,000 gallons per day.

The water treatment facility has a 500 gpm treatment capacity based on 20 hours of operation results in a total capacity of 600,000 gallons per day (gpd). The current average daily consumption for the City is approximately 190,000 gallons, with a peak consumption of 300,000 gallons. This does not include the demand from the Marion County Rural Water District which is currently limited to a maximum of 90,000 gpd.

The existing treatment plant with supply wells will continue to supply water for a population up to 4,000 to 5,000 people not including the rural areas supplied by

rural water. This is well within the population projection of this report. Additional storage improvements will be needed in the future to meet peak day demands, but this can and should be addressed in the future Capital Improvement Planning.

WATER DISTRIBUTION SYSTEM

The primary goal of the water distribution system is to provide adequate water supply to the respective areas within the community for adequate water pressures and fire flow protection. Certain areas such as multi-family high density areas require additional flow particularly during peak demands.

Review of the City's current Water Main Plan indicates that the existing service area within the community may have inadequately sized mains to meet certain neighborhood requirements for water supply demand. When the system is expanded as a part of the growth process, adequate means for updating the existing systems in affected areas should be provided. This could include the replacement of existing mains or the addition of supplementary mains for added water main loops and connections.

By way of example, when Highway 5 four-lane arterial was constructed some improvements to the distribution system was made to meet the requirements for future development along the streets connecting to the new highway. In addition, pipe sleeves were installed at strategic locations under the highway to provide for water main extensions to service territory west of the highway.

The attached Water Plan indicates the anticipated need for major corridor areas in the water distribution system to meet the requirements of land use and annexation. This map is intended to demonstrate in schematic form the planning tool required for individual analysis of neighborhoods as the community expands into these areas. This plan needs to be flexible to meet the specific geographic needs and the needs of particular developments.

WASTEWATER TREATMENT

The City has a wastewater treatment facility that is approximately twenty years old. It consists of a 3-cell aerated lagoon located southwest of the City limits. This current location has a service area boundary by gravity flow as indicated on the attached Sanitary Sewer Plan.

The City is currently in review with the Iowa Department of Natural Resources (IDNR) concerning the treatment facility's adequacy. The IDNR is currently developing water quality standards for all waterways throughout Iowa. The City is working with IDNR to determine which standards will apply to the City's wastewater discharge. The standards selected could affect the treatment requirements. At the present time however, no modification to the treatment plant is planned but may be required in the future.

At present the hydraulic capacity of the treatment plant is limited as a result of the City's collection system discussed later. Provided no revisions are required by IDNR to the current wastewater treatment facilities and assuming the collection system concerns are resolved, the City's waste treatment should be sufficient to meet the City's projected population growth well into the future.

The City should continue along its current path of wastewater treatment standards review with the IDNR. The City should also develop policies within the City's codes requiring connection to the City's treatment facilities where ever possible including within the two-mile jurisdiction area.

WASTEWATER COLLECTION SYSTEM

The original wastewater collection system was constructed in 1917. The primary goal in Comprehensive Planning is to continue with the sewer system evaluation studies for the wastewater collection system due to the systems age and known condition. The City's existing collection system should continue to be evaluated for necessary repairs and replacements as a part of a replacement program. The resolve of these collection systems concerns will not only enhance the City's treatment hydraulic capacity due to eliminating storm water and groundwater infiltration and inflows, but will also expand existing service areas on the City's collection system. This will allow expansion of the system to all areas of the City to meet the goals of the Comprehensive Plan.

The attached Sanitary Sewer Plan indicates the existing gravity service area boundary. The gravity area services a large portion of the Comprehensive Plan area.

This plan also indicates areas within the current City limits that, by reason of topography, would be difficult or impractical to service by gravity to the current location of the wastewater treatment facility. An analysis of the City's policy towards development in these areas will need to be developed with relation to

sanitary sewer service. Such policy could include the implementation of lift station service areas or the allowance of alternative private sanitary disposal systems such as septic tanks.

The sewer plan demonstrates a possible schematic analysis of a lift station service area. Additional study and review of specific topography constraints does need to be applied for implementation of such a plan.

STORM WATER MANAGEMENT

The City of Pleasantville, due to its topographic location from major streams, is not prone to flooding. The City has a mix of flatland topography and upland slopes particularly along Coal Creek and its tributaries. The flatland areas are generally to the northeast and east of the community with the upland slope properties being to the northwest, west and southwest areas of the community.

The proposed growth patterns of the community provide expansion into both types of terrain. The proposed land use has generally taken consideration of development areas for the flat and upland areas and the implementation of recreation and open space areas along streams and lowlands.

There are specific areas within the community within the flatland area that experience some difficulty in storm water management due to "kettle" or low areas. Though these areas are relatively small within the planning area, they do exist within existing developed areas. Further studies should be implemented to determine solutions for allowing drainage from these areas. It is known that should storm water relief in these areas be provided, they could provide relieve for the infiltration and inflows to the sanitary sewer collection systems. Either as part of the continuing sanitary sewer improvements or as an independent storm water system, it would be in the City's best interest to address these areas.

Generally the storm water drainage systems within the community are adequate and all future development should provide attention to appropriate storm water management.

FRANCHISED UTILITIES

The City included as a part of the original Comprehensive Plan, representatives from franchise utilities servicing the community. The utility companies should include as a part of their next strategic plan update any expanded services to meet

the goals as expressed in this plan. Such an effort will provide adequate service to expanding industrial areas as well as residential expansion areas.

The City looks forward to the franchise utility long term planning incorporation in this Comprehensive Plan.

SECTION X

ECONOMIC STRATEGIES

The health and welfare of the economy within a community is dependent upon many factors. Some of these factors are tangible and some are not. It is the intent of the Comprehensive Plan to provide guidance in those areas which are influenced by the city for sound economic decisions. The Comprehensive Plan recommends the following items to be used as statements of strategy to promote the economic stability and well being of the City of Pleasantville.

CENTRAL BUSINESS DISTRICT

The central business district has experienced some stress in past years due to unfortunate circumstances. Fires at three particular business locations, on two separate occurrences within the last twenty years left some vacant properties along Monroe Street. This is the major east-west downtown street one block north of the arterial Jasper Street.

The local Economic Development Corporation acquired two of the buildings located on the square for redevelopment. The City supported these efforts to revitalize the downtown area and adopted plans and policies to target these depressed tax base areas. By implementing policies that would assist in redevelopment and increase the tax base, especially commercial, tends to provide tremendous economic stability within the community as a whole. So far this strategy has proved to be successful. There remains however some properties within the central business district that could benefit by additional redevelopment programs.

The City should continue with policies under the Urban Renewal Plan for the use of Tax Increment Financing (TIF) in the central business district area. Tax Increment Financing, as an economic strategy, is a powerful tool for the community. The utilization of incremental taxes from newly created tax base can be used in a variety of methods to entice redevelopment.

COMMERCIAL

In addition to the central business district, the City currently has several areas in the outlying districts, mainly along business Highway 5, zoned for commercial. Some of the areas do not provide a high profile presentation for the community.

That is to say that some of the areas could be significantly improved in appearance and presentation along the Old Highway corridor, thereby increasing value for themselves and the community.

As an economic strategy, the previous Comprehensive Plan recommended the adoption of appropriate guidelines and restrictions for development along the new Highway 5 four-lane arterial. This is providing an appealing presentation for the community, particularly in commercial areas that have been built in the recently annexed territories. In many cases, control and enforcement of existing code requirements are all that may be necessary to continue to accomplish the goal of providing pride in how the City is viewed or presented to the traveling public along Highway 5. The City should review enforcement of current regulations regarding such presentation along business Highway 5.

It has been demonstrated in many locations throughout the nation and locally that pride in presentation of the community provides an atmosphere of high economic standard.

INDUSTRIAL

As the proposed Land Use Plan indicates, the primary location for existing and proposed industrial is on the north and east side of the community. Certain industrial facilities are currently located here and recent expansions and proposals for expansions have proved that the relocation of Highway 5 has had little or no impact on the viability of the industrial area within the community.

It is recognized, however, that transportation corridors for easy access to the state highways and Interstate highway systems are important to the economic well being of the industrial development areas within the community. The City should continue to provide the improvements for the City's truck route street systems which will guarantee accessibility to the major arterial systems.

As discussed under the Major Utility Plan section of this report, the natural gas provider within the community has provided an update for their distribution system to meet the goals of the Comprehensive Plan. As an economic strategy, the city should continue its efforts with the franchise utility company to assure that the upgrading of the gas utilities service system is implemented. This will allow the continued serviceability of industrial sites.

The Comprehensive Plan should be presented to the other franchise utilities to review their plans for upgrade and meeting the demands of industrial development. Such items could include fiber optic communication with the telephone company and assurance of power supply with the electric utility company.

RESIDENTIAL

Increased residential development has been identified as a necessity for the community. This is evident with the revised Urban Renewal Plan expansion to include the entire city limits. The expansion addresses the need identified for both single-family and multi-family residential development. The entire city was included in the expanded Urban Renewal Plan to allow the city to adopt policies under the plan for the use of TIF as previously described herein.

CAPITAL IMPROVEMENT PROGRAM

As an economic strategy, the City should evaluate both short term and long term capital improvement needs within the community. The planning should include all areas influenced by the city including utility services and social programs. It is the recommendation of this Comprehensive Plan that the City update the Capital Improvement Plan in all areas under jurisdiction of the City and that the planning be accomplished on a priority basis.

The Capital Improvement Plan provides for a sound financial plan for future expenditures and allows the city to control more adequately its needs for general obligation capacity, revenue bonding, property tax income, and other revenue sources.

GENERAL STRATEGIES

The Comprehensive Plan recommends that the city adopt the following as city policy to assist in the decision making to allow for a healthy economic environment:

1. Utility services owned and operated by the City of Pleasantville should be operated as any other public utility, thereby, standing on its own as a separate business operation. These primarily include the sanitary sewer department, including its revenue bonding capacity and revenue generating abilities and the water department, for the same reasons. As an economic strategy, this allows an increase in the city's general obligation capacity. In Capital Improvement

Planning, the general obligation capacity can be slated towards real borrowing needs or allocated to economic programs such as Tax Increment Financing.

2. The City should enforce existing and future codes for the enhancements and protection of property values within the community.
3. The City should keep as current as possible, an understanding of the availability of grants and allocation programs from regional, state, and federal sources.

SECTION XI

COMMUNITY FACILITIES AND SERVICES

GOAL

- To keep the City of Pleasantville a safe and enjoyable community in which to work and live by providing adequate and efficient public facilities to accommodate approved programs and future growth.

Community facilities are buildings, lands and services which serve the public. Examples of community facilities include hospitals, schools, parks, police and fire protection. Other public facilities comprise the essential skeleton for servicing the community; water, sewer, power generation and distribution, communication and transportation are included among these.

At the end of this section a map is provided showing the location of the major public facilities and other points of interest within the City limits.

NEED FOR COMMUNITY FACILITIES

The need for community facilities depends upon many factors including the size of the planning area, population numbers and densities, expected growth, local income, and capacity of existing facilities. In addition, many families, businesses and industrial companies look to the availability of these facilities as an important factor in deciding where to locate.

Because private development tends to follow the location and quantity of public services, advance planning of community facilities and services should be coordinated with economic development, housing, transportation, open space and land use objectives. Such an effort will help to determine community facility needs, set priorities for projects, aid in financing projects and identify desirable locations for facilities.

Effective planning consideration given to the facilities and services of a community may return benefits far beyond the investment in time and cost. An honest accurate evaluation of current community facilities and future needs could bolster cooperation in the community. Current and potential industries, businesses and residents have a deep interest in the quality and quantity of community services.

A community's quality of life and ability to attract and retain economic growth often depends on the quality and quantity of community services. People usually are not attracted to a community because of a quality transportation network or an expanding population base. Individuals and families are attracted to a community (provided a minimum number of jobs are available) because of their desire for quality education for their children, because they wish to have a sense of safety in their property, because they enjoy the refreshing simplicity and openness of parks and recreational areas and because they can obtain medical facilities and other qualities which give their lives a feeling of security and growth.

RECOMMENDATIONS

The City of Pleasantville should continue to provide residents with high quality public facilities and services and plan for the proper extension of community facilities to aid in future community growth and the quality of life.

PUBLIC SCHOOLS

GOALS

- To provide educational opportunities for the maximum growth of all children.
- To provide children with experiences which reinforce the democratic way of life.
- To provide educational programs that adequately meet the emotional needs of children for love and affection, belonging, freedom from fear and guilt, self-respect, economic security, achievement and guiding purposes.

The purpose of this section is to evaluate the needs of Pleasantville's primary and secondary schools during the planning period, and the relationship of school facility needs to the physical planning and development of the community. Schools, particularly elementary schools, are central elements of neighborhoods and an important aspect of neighborhood planning. Clearly, the provision for adequate school facilities and educational programs is the responsibility of Pleasantville School District. However, it would be beneficial for school planning and community planning to be complimentary to each other, as has traditionally been the case in Pleasantville.

ENROLLMENT TRENDS

The Pleasantville School District has indicated that since the new Highway 5 four-lane has been opened the enrollment has been on the increase. Currently the enrollment is as follows:

<u>School</u>	<u>Teachers</u>	<u>Enrollment</u>	<u>Grades</u>
Preschool	2	46	PK
Elementary	22	308	K-5
Middle	7	143	6-8
High	<u>24</u>	<u>230</u>	9-12
Total	55	727	

Pleasantville has two school buildings, Grade School and Middle School/High School. The Middle School was constructed in 2003 as a major addition to the High School building. It is felt that any additional major expansion of facilities will not be needed for a number of years.

In 1940 the high school building was destroyed by fire. Rebuilding was completed in 1942. A junior high wing was added in 1959 and in 1972 a library, gym and cafeteria addition was completed.

East Elementary for grades 3rd through 6th was located in a building that was constructed in 1916. In 1992, an expansion to the elementary K-2 building allowed for all elementary students to be combined in one location. The Middle School wing was built in 2003.

There are currently six bus routes.

COMMUNITY PROTECTION

GOALS

- To protect the health, safety, welfare and morals of the people of Pleasantville.

According to Psychologist Abraham Maslow's Hierarchy of Needs Theory, safety is a primary human need (Petri; Motivation: Theory and Research 1981). People need a safe environment in order to have normal self-fulfilling lives. This is particularly important in urban areas where there is a large concentration of people

living in a relatively small area. It is not uncommon for urban dwellers not to know their neighbors names, what they are like, or if they can be depended upon in case of an emergency. If urban residents are confident in municipal emergency services, their anxieties can be reduced and ultimately increase the community's quality of life.

No City can be completely free of accidents, fires, crimes or deaths, but steps can be taken to minimize their occurrences. One way is by assuring a community has modernized and efficient police and fire departments. Both should be competent in reactive procedures as well as proactive or preventive procedures.

The purpose of this section is to identify the strengths and weaknesses of the Police Department, Fire Department and Emergency Medical Volunteers, determine if projected growth will be a problem for existing facilities, and set goals and objectives for the year 2020.

POLICE DEPARTMENT

The Pleasantville Police Department is made up of three full time officers. In addition, the City recently implemented a program to add up to seven part time volunteer intern officers. The City can now provide near 24 hour police protection to its residents.

The department actively participates with the school system to encourage communication with the students.

Pleasantville has a zero tolerance approach to drug activities. The officers work closely with the Marion-Warren County Drug Task Force.

Dispatch services are provided by the Marion County Sheriff's Department.

FIRE DEPARTMENT

The Pleasantville Fire Department was originally organized in 1894 and is now called the Pleasantville Fire Rescue Association. It is an independent not-for-profit organization and is funded under contract by the City and the Pleasant Grove Township.

The Association's equipment needs projection for the next ten to twenty years for the Fire Department depends upon OSHA and NFPA requirements. It is possible

that additional equipment may be necessary beyond current status although the department is very well equipped at this time.

If new buildings are allowed to be higher than two stories, then there would be a necessary addition of a ladder truck. Other than that, it appears that the amount of equipment now used would be sufficient for normal growth of the community.

The Association in cooperation with the City and the Township recently constructed a new Fire Station/EMS facility. It is located within the City limits along business Highway 5 on the north side of the City. The new facility is state of the art and provides sufficient capacity for expansion.

EMS PROJECTIONS

Over the next twenty years, the number of service calls is expected to rise. Factors influencing the increase include an aging population, a growing number of high acuity patients being treated at home and increased traffic on more complex roadways. While the number of calls increases, the number of volunteers to make the calls will need to increase. More complex cares and treatments will increase the amount of training required to provide the services. Requirements of outside regulatory agencies will become more complex and therefore administration of services will require more time. Current facilities for training and equipment storage are adequate in the new facility.

The emergency vehicle currently in service has been very reliable. It will be necessary to continue to plan vehicle replacement every 5-8 years. In ten years, it will be advisable to plan to keep a second-out vehicle for back-up service.

At present there are currently approximately 20 EMS volunteers. This should increase to thirty within 20 years. Educational costs will rise as training programs become more complex and expensive. With an increasing number of people working outside the community, it will be advantageous to require future city employees to be trained to at least the first responder level and have it a part of their job description to respond to daytime calls.

Within the next 5 years, a more definitive civic disaster plan needs to be drafted by a task force of key citizens and involve a broad aspect of all issues related to emergency services.

The current membership intends to keep abreast of all innovative issues related to emergency care in the community. We remain dedicated to laying a strong organizational framework so that future volunteers will have a straight path to follow when their time of service has come.

WEBB SHADLE MEMORIAL LIBRARY

The Webb Shadle Memorial Library was opened on March 12, 1955. The library is financed through a private foundation fund known as the Webb Shadle Memorial Fund. This was made possible through the last will and testament of Cora Shadle, the mother of Webb Shadle. Howard Myers was the trustee of the fund when it was planned and opened and remained the trustee until his death in October of 1973. Marian Batten was appointed Director of the library and remained in this position for 28 years until the end of 1982.

When the library opened in 1955 it was located in the Memorial Building downtown and housed 1700 volumes. The library was located in the Memorial Building from 1955 until 1974 when the present building was built and dedicated. AT this time the library housed 7000 volumes.

In 1972 Pat Myers and Bill Myers were appointed trustees of the library and continue in 1995 to be the trustees of the library.

In 1982 Larry Conn was appointed Director of the library. In recent years, the library has added audio and video equipment including CD's and DVD movie collections. The library added two internet computers for public use in 2003. In 2007 a new HD television was added for use in its various programs.

The summer reading and activity program has grown considerable covering the months of June and July. During the school year the library has an open house for our international students, a children's Halloween and a Christmas Party. In November the library sponsors a tasting party for adults which is held annually. In January the library has an annual give-away of books and periodicals in addition to a magic workshop for children to teach them the art of performing magic.

The library has an active Book Buddy Program to tutor children in reading and spelling. An adult reading club which meets on a monthly basis is also sponsored by the library.

The library now houses over 14,000 volumes of books.

MEDICAL AND HEALTH

Goals

- To identify additional physician manpower needs and embark upon a recruiting program to fill those needs.
- To promote community awareness of health services available in Pleasantville.
- To promote the ongoing evaluation of services and capital to insure optimum efficiency in the delivery of health services.
- To recognize and evaluate the need for increasing medical services to the elderly as this component of the Pleasantville population is projected to continually increase over the next 20 years.

The Pleasantville community is fortunate to have a highly qualified emergency rescue unit.

There is a hospital located in Knoxville, approximately 15 miles southeast and there are 5 hospitals located 20 miles northwest of Pleasantville in Des Moines, Iowa. The Knoxville Hospital also has a clinic site downtown on Monroe Street and provides local service on a periodic basis at this location.

The community also has a dentist, Dr. Thomas Mohr who has been in practice here for nearly 30 years. He has recently constructed a new office facility along Pleasant Street at the intersection at the Highway 5 four-lane. The new facility will provide space for an additional dentist.

SOLID WASTE MANAGEMENT

The City of Pleasantville is served by two privately owned Sanitation Engineers. It appears that this will be adequate for a number of years. The solid waste material is transported to the Southeast Iowa Landfill located south of Knoxville.

The City purchased the necessary equipment to collect and transport items that can be recycled to Knoxville.

SECTION XII

PARKS AND RECREATION

GOAL

- To provide attractive opportunity in the City's facilities, leadership and services which would contribute to the social, physical, educational and cultural well-being of the community and its people?
- To provide a variety of enjoyable leisure opportunities that is accessible, safe and physically attractive.
- To provide good and effective management of the park and recreation facility.
- To reevaluate the present and future plans for parks and recreation and provide a coordinated plan for future development.
- To continue reviewing funding sources for implementation of recreation facility improvements including grant funding source research.

RECOMMENDATIONS

The future growth and welfare of our community will depend a great deal on its recreation facilities for all age groups. The scope of park and recreational facilities can be very inclusive in design and in the use and level of development. They can include boulevards, parkways, greenbelts, drainage ways, vacant areas and public access easements.

Included in our discussions has been the expansion of Shadle Park. The City acquired from Iowa DOT nine acres adjacent to the Highway 5 four-lane arterial which provided an infill of land between the existing City Park and the new highway. Since acquiring this property the City has developed a "Master Plan" indicating the improvements and expansion to the entire Shadle Park area.

The Commission recommends the Master Plan be incorporated and included as a part of the City's Comprehensive Plan. Therefore, the City Park Expansion Plan Map is included in this section.

The Expansion Plan indicates the location of the proposed pedestrian, bicycle and recreation trails within the park as discussed in the Transportation section of this

recreation trails within the park as discussed in the Transportation section of this report. In addition, the map shows the City's intention for redevelopment of softball fields, tee ball fields, soccer fields and restroom/concession facilities. The proposed location for roadway realignments and parking facilities are also shown. The plan makes provision for a future community building as well as a museum village.

The previous Comprehensive Plan provided discussion and a great deal of interest in turning Broadway into a boulevard which would include a tree and lighting project. The Commission recommends that this proposal remains a part of the Comprehensive Plan.

As a part of the Parks and Recreation section of the Comprehensive Plan the Commission recommends that pedestrian, bicycle and recreation trails are provided for connections linking the neighborhood areas to the park, golf course, downtown area, and schools. The trail locations shown on the map in the Transportation section of this report should also be considered as requirements under this Park and Recreation section of the Comprehensive Plan.

SECTION XIII

NATURAL, HISTORIC AND CULTURAL PRESERVATION

GOAL

- To preserve, enhance, and expand upon Pleasantville's natural, cultural, and historic monuments for the benefit of the community.
- To support efforts for the implementation of the museum village for historic and cultural purposes.

IDENTIFICATION

The City of Pleasantville was established as a town on August 1, 1849 and became incorporated in 1872. The first election for town officers was held on July 16, 1872.

The Chicago, Burlington, Quincy Railroad line through Pleasantville was completed in 1879. This caused an increased rate of development and Pleasantville became one of the active business centers in Marion County. By 1897 there were 35 businesses, two bands, five doctors, two churches and seven secret orders. The railroad depot was closed in November, 1966.

The Pleasantville Fire Department was organized in 1894.

August 11 through 13, 1949 marked the City's Centennial Celebration. Proceeds from the Centennial Celebration were donated to the Memorial Building Fund. It was a huge celebration with three days full of entertainment and educational programs.

In January of 1953, Mrs. Owen Shadle's estate established the Webb Shadle Memorial Fund to furnish and maintain a library and the Shadle Memorial park.

The Pleasantville "City of Roses" theme was established in 1956. In a single day 3,000 Floribunda Red Rose bushes were planted. This was a notable example of town spirit and cooperation of City officials, businessmen, churches, civic groups, and the citizens of Pleasantville.

In January 1976, Pleasantville officially became a Bicentennial Community, receiving a certificate and a Bicentennial flag from the American Revolution Bicentennial Administration. The City of Pleasantville's Book of History was also published for the Bicentennial Celebration.

In 1976 during the Bicentennial of the United States, the First Avenue of Flags in memory of the war veterans occurred in the Pleasantville Cemetery. The fifty flags needed were donated by the families of war veterans. Today the American Legion continues to avenue the flags along Highway 5 north of the City.

The Veteran Memorial Monument was erected on the square by the American Legion in honor of all the Pleasantville Armed Forces Veterans.

The Pleasantville Fire and Curfew Bell have been erected on the square.

November 28, 1988 the Time Capsule was buried on the Pleasantville Square with July 4, 2038 being the date of exhumation. The entire community was involved in the selection of items being placed in the Time Capsule.

STRATEGIES

The City should take into account the preservation of Park land for open recreation spaces.

The City is encouraged to implement the current park plan which includes the historical museum village. (See City Park Expansion Plan Map under the Parks and Recreation Section).

RECOMMENDATIONS

- To support the historical society groups to work closely with the Marion County Historical Society.
- To support documentation of the Sesquicentennial celebration of the City's 150th birthday that occurred in 1999.
- To support efforts to publish a second edition to the Pleasantville History Book, "Pleasantville Past and Present".

- To continue to maintain the bird sanctuary in the City Park dedicated to Gladys Black.
- To preserve and enhance the Shadle Park Lake.
- To expand and enhance the Shadle Park in accordance with the Master Plan.
- To preserve the time capsule, fire and curfew bell, and veteran's monument on the square.
- To support the efforts by the historical society groups in establishing the historical museum village in the City Park.

SECTION XIV

URBAN REVITALIZATION

URBAN RENEWAL

Urban revitalization and urban renewal, as their titles imply, are programs under the Iowa Code developed for the enhancement and preservation of property values. Both are very good and useful tools for the community. It is the goal of the City of Pleasantville to utilize both programs to achieve the larger goals within this Comprehensive Plan.

The entire City limits are currently identified as being within the urban revitalization district. The primary tool under the revitalization plan is the allowance of tax abatement. Tax abatement under the City's plan allows for a tax abatement schedule when property value is increased by more than ten percent and meets the policy criteria established by the City Council. The policy may be revised from time to time by the City Council without amendment of this Comprehensive Plan. Interested parties should verify the current standing policy of the City regarding tax exemption plans under urban revitalization at the time inquiry is made.

The Urban Renewal Plan has been established for the entire community for residential, commercial, and industrial renewal activities. The primary tool available to the community under urban renewal is Tax Increment Tax (TIF). Interested parties should verify the current standing policy of the City regarding TIF under Urban Renewal at the time the inquiry is made. The City's policy statement may be revised without amendment of this Comprehensive Plan.

STRATEGIES

One of the strategies is to utilize TIF for areas within the district compatible with the land use plan for the addition of single-family and multi-family residential uses. There are numerous developed and undeveloped areas in the community that can derive benefits from Urban Renewal with the inclusion of residential uses. Several multi-family applications have already occurred within the City and it is recognized that multi-family structures can add significantly to the tax base, thereby, increasing the general property values of the area. By including the entire City limits in the Urban Renewal Plan, future recommendations for TIF applications may be utilized to promote such development in the expanded area.

In application of Tax Increment Financing, the City must review its general obligation capacity. Tax Increment Financing bonds do not necessarily directly impact the City's debt load; however, all Tax Increment Financing bonds do apply against the City's general obligation capacity. No matter which funding mechanisms are used, such as private dollars or public dollars, the City's general obligation capacity must be aligned to allow use of Tax Increment Financing.

RECOMMENDATIONS

The City, as a part of the comprehensive planning, should:

- Continue to find methods for reducing the City's obligation debt to allow the capacity for use in Tax Increment Financing.
- Continue to review policies for the use and implementation of Tax Increment Financing program within the Urban Renewal District.
- Continue to refine and implement the program for tax abatement under the Urban Revitalization Plan.

SECTION XV

IMPLEMENTATION RECOMMENDATIONS

The original Comprehensive Plan Committee determined as a goal for the Comprehensive Plan that the findings of the report should be built upon consensus within the community. To build by consensus means that the majority of residents within the City would favor and support the majority of the recommendations of the Comprehensive Plan. To assist in doing so, many community groups and citizens were consulted both formally and informally in preparation of the original Comprehensive Plan analysis and recommendations.

The Commission's recommendations for this updated Plan are to continue the consensus building process. This will allow for the greatest public input for the adoption of the Comprehensive Plan update and for use in future review and revisions of the Plan.

INTEGRATION OF OTHER PLANNING DOCUMENTS

The Commission recognizes that significant effort have already been applied to other documents within the City which relate to the Comprehensive Plan. At this time these documents could include the Pleasantville Parks and Recreation Plan, Sanitary Sewer Analysis Reports, and Water System Studies. Other planning documents may become apparent and should be reviewed for compliance as the City Council deems necessary.

RECOMMENDATIONS

The Commission recommends that the City Council adopt this Comprehensive Plan update. The following process is recommended:

1. Conduct a Public Hearing and informational meeting for providing review and explanation to the community's residents.
2. Adopt resolution of approval and any required ordinances recommended by City Attorney for adoption of the Plan.

SPECIFIC POLICY AND ORDINANCE AMENDMENTS FOR ENFORCEMENT

Once the updated Comprehensive Plan has been adopted, the City should continue to review the current codes, ordinances, and policies for compliance and compatibility with this Comprehensive Plan. The review should include such documents as the zoning code, subdivision regulations, and the current Urban Renewal Plan.

The Council should initiate addendums or revisions to those documents to provide for compatibility within the City.

COORDINATION

In addition to the compatibility recommendations listed above, the City should implement contacts with regional and state agencies informing them of the City's adoption of the updated Comprehensive Plan. Such agencies should include Marion County, Knoxville, Corps of Engineers, Iowa Department of Transportation, and the Central Iowa Regional Transportation Planning Alliance. Information provided to these agencies will assist in communicating the City's desires for implementation of such items as future annexations, transportation planning, and land use controls.

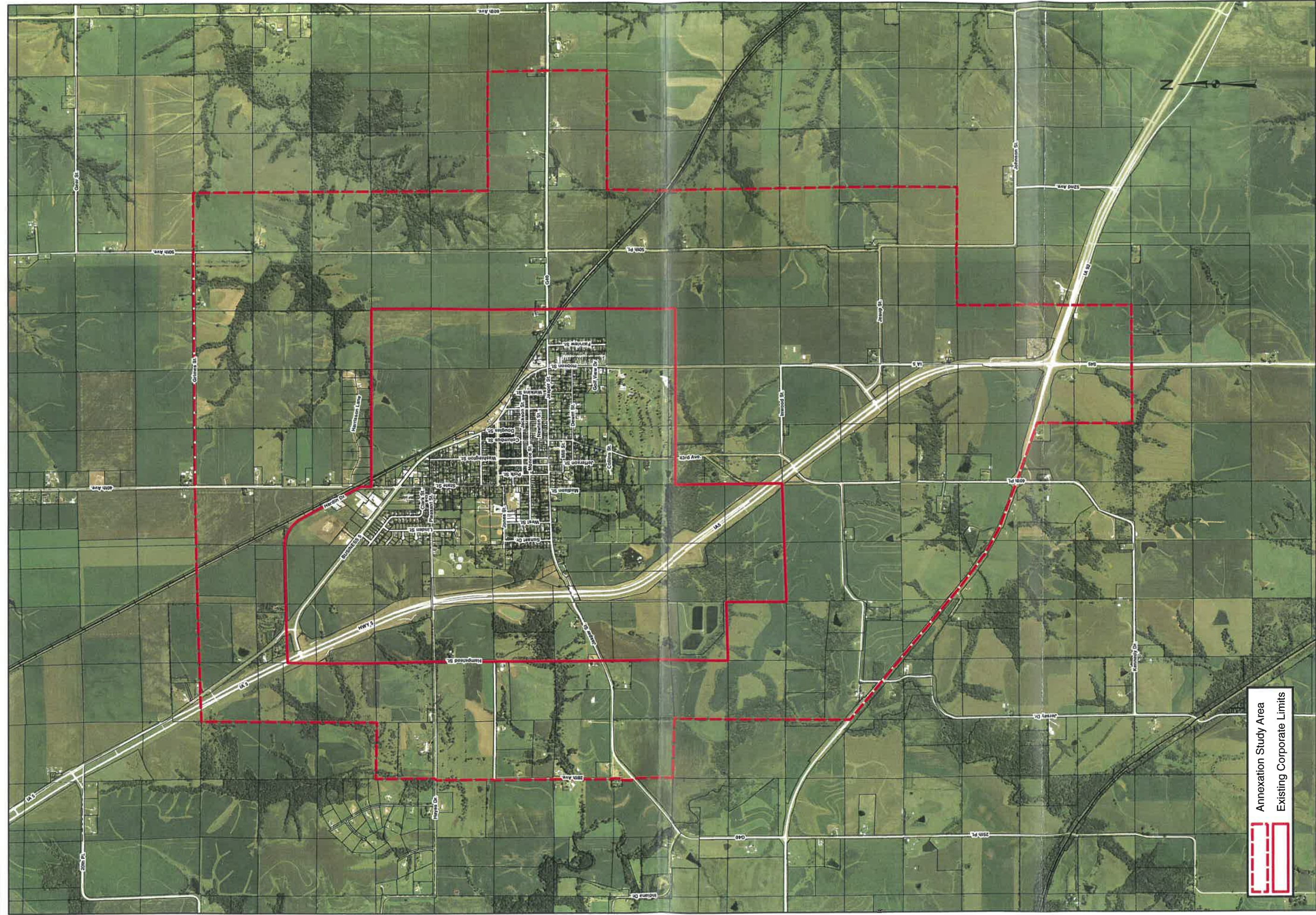
The coordination effort within the City also needs to continue in the form of Capital Improvement Planning. The City should update the Capital Improvement Planning Program which allows the review of capital expenditures to be judged against the needs of the recommendations of this Comprehensive Plan. Capital Improvement Planning in the areas of sanitary sewers, water mains, street and roadway improvements, and community service facilities are all a part of the Capital Improvement need for planning and as presented in this Comprehensive Plan. Capital Improvement Plans also include reserve or carryover funds for future needs. By use of such funds in the planning process can serve to reduce or eliminate the need for borrowing and relying upon the City's general obligation capacity.

PLAN MONITORING, EVALUATION, AND REVISIONS

The Commissions recommends that the Comprehensive Plan be reviewed on an annual basis as a part of the City's Capital Improvement analysis and budget process. By implementing this recommendation, the Comprehensive Plan will

remain a viable and important tool in the City's continued planning process. It is recommended that the Planning and Zoning Commission members review the needs of each category within this Comprehensive Plan and provide recommendation to the City Council for any updates or amendments in the future. This review process can judge the continued adequacy of the findings in this Comprehensive Plan and encourage continued public input towards its recommendations.

CITY OF PLEASANTVILLE, IOWA



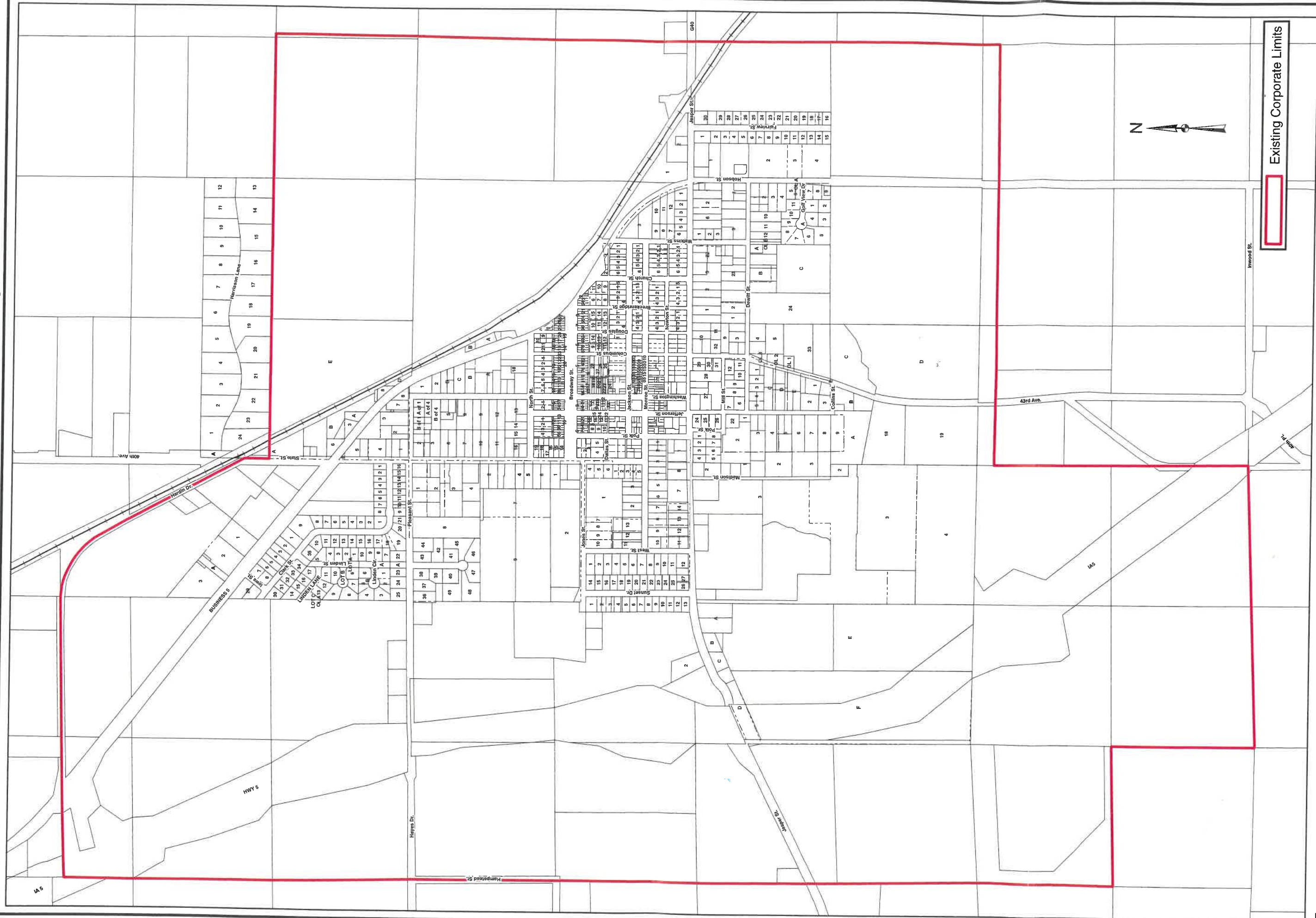
Annexation Study Area
Existing Corporate Limits

ANNEXATION PLAN



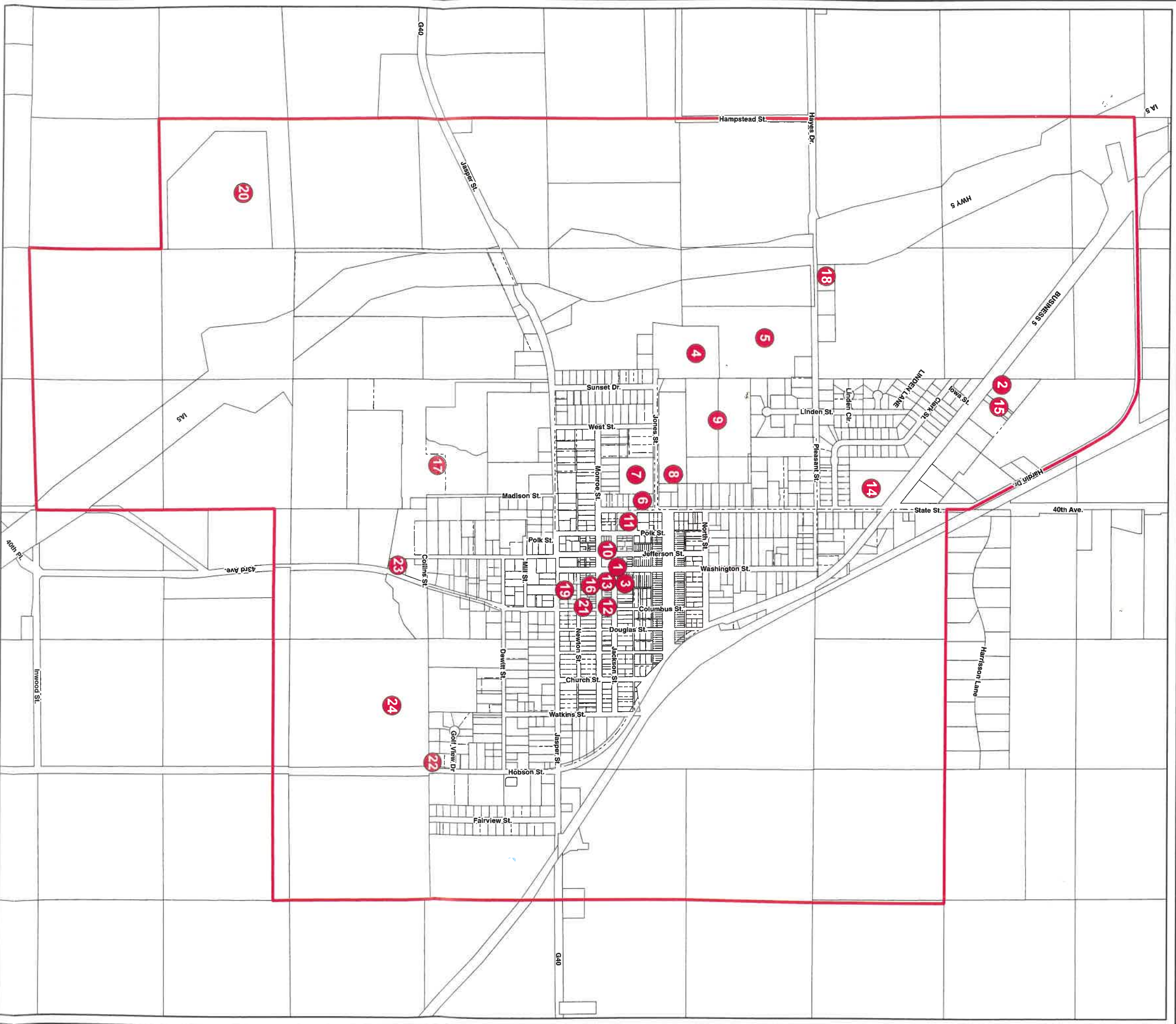
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Project Number: 106.0011.01
Contact Name: Stephen F. Howe
Print Date: 01/3/06

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Existing Corporate Limits

CITY OF PLEASANTVILLE, IOWA



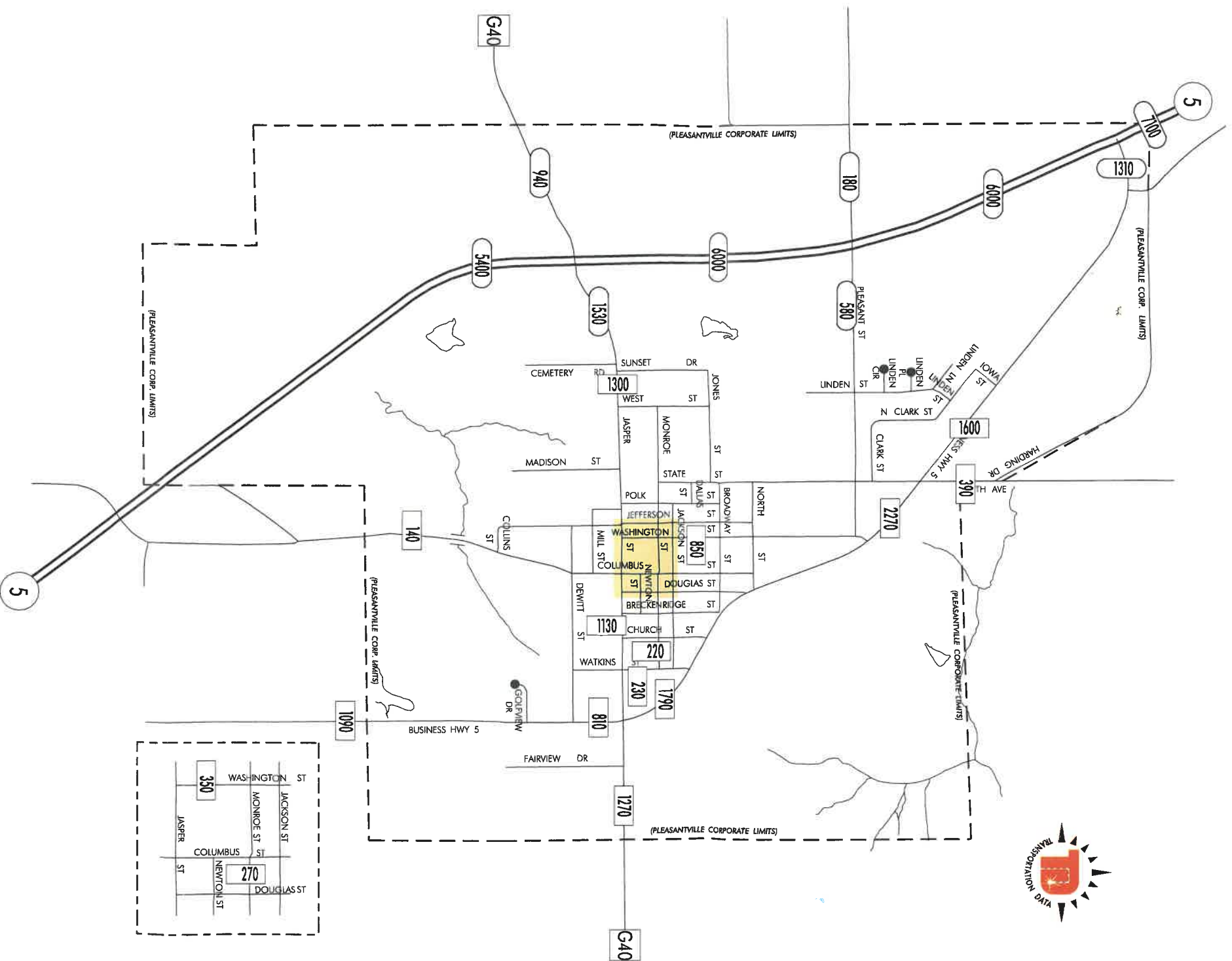
1. Pleasantville City Hall
2. Fire Dept. / EMS Station
3. Medical Clinic
4. Shadle Park
5. City Recreation Fields
6. Pleasantville High School
7. Pleasantville Middle School
8. Pleasantville Grade School
9. School Athletic Fields
10. Memorial Building
11. Webb Shadle Library
12. Senior Center
13. Post Office

14. Pleasantville Nursing Home
15. Heliport Pad
16. Veterinary Clinic
17. Cemetery
18. Dr. Mohr's Office (DDS)
19. City Water Facility
20. Wastewater Treatment Plant
21. GTE Telephone Building
22. MidAmerican Substation
23. MidAmerican Gas Pressure Station
24. Pleasantville Country Club Golf Course





TRAFFIC FLOW MAP OF
PLEASANTVILLE
MARION COUNTY
2006 ANNUAL AVERAGE DAILY TRAFFIC

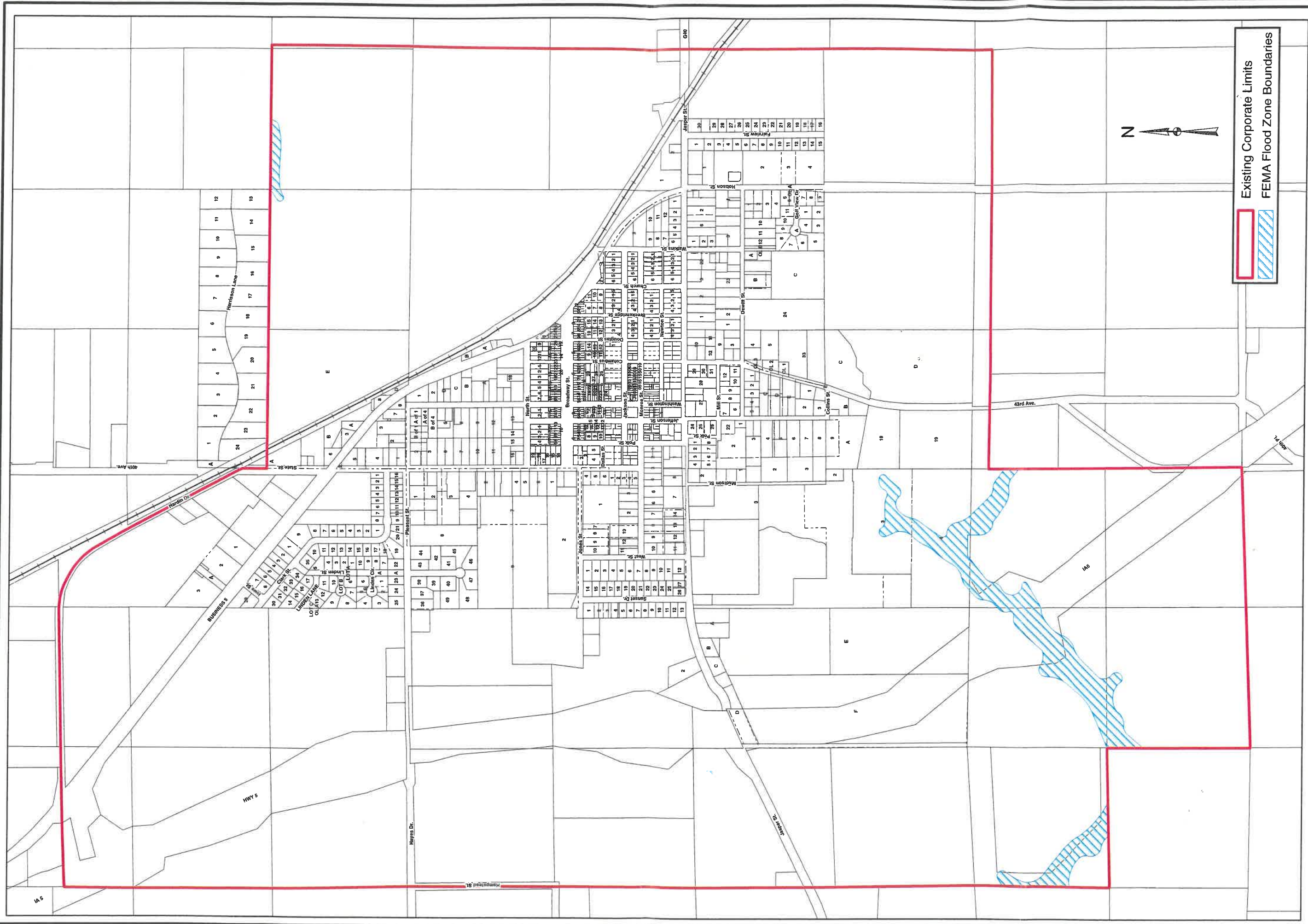


PREPARED BY
IOWA DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING AND PROGRAMMING
OFFICE OF TRANSPORTATION DATA
PHONE (319) 239-1289

LEGEND
RECORD ONLY
MANUAL COUNT



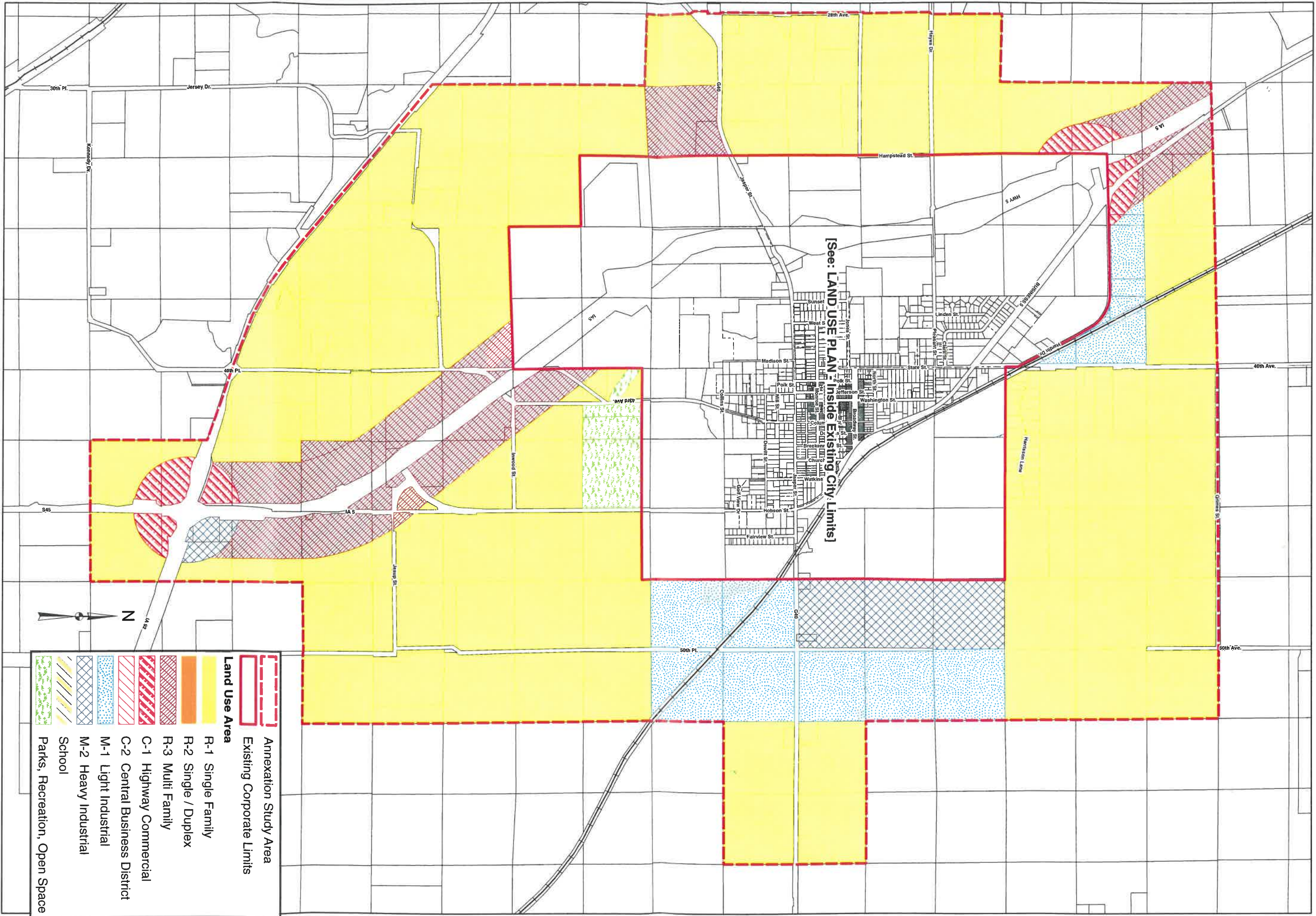
CITY OF PLEASANTVILLE, IOWA



Existing Corporate Limits

FEMA Flood Zone Boundaries

CITY OF PLEASANTVILLE, IOWA



Annexation Study Area

Existing Corporate Limits

R-1 Single Family

R-2 Single / Duplex

R-3 Multi Family

C-1 Highway Commercial

C-2 Central Business District

M-1 Light Industrial

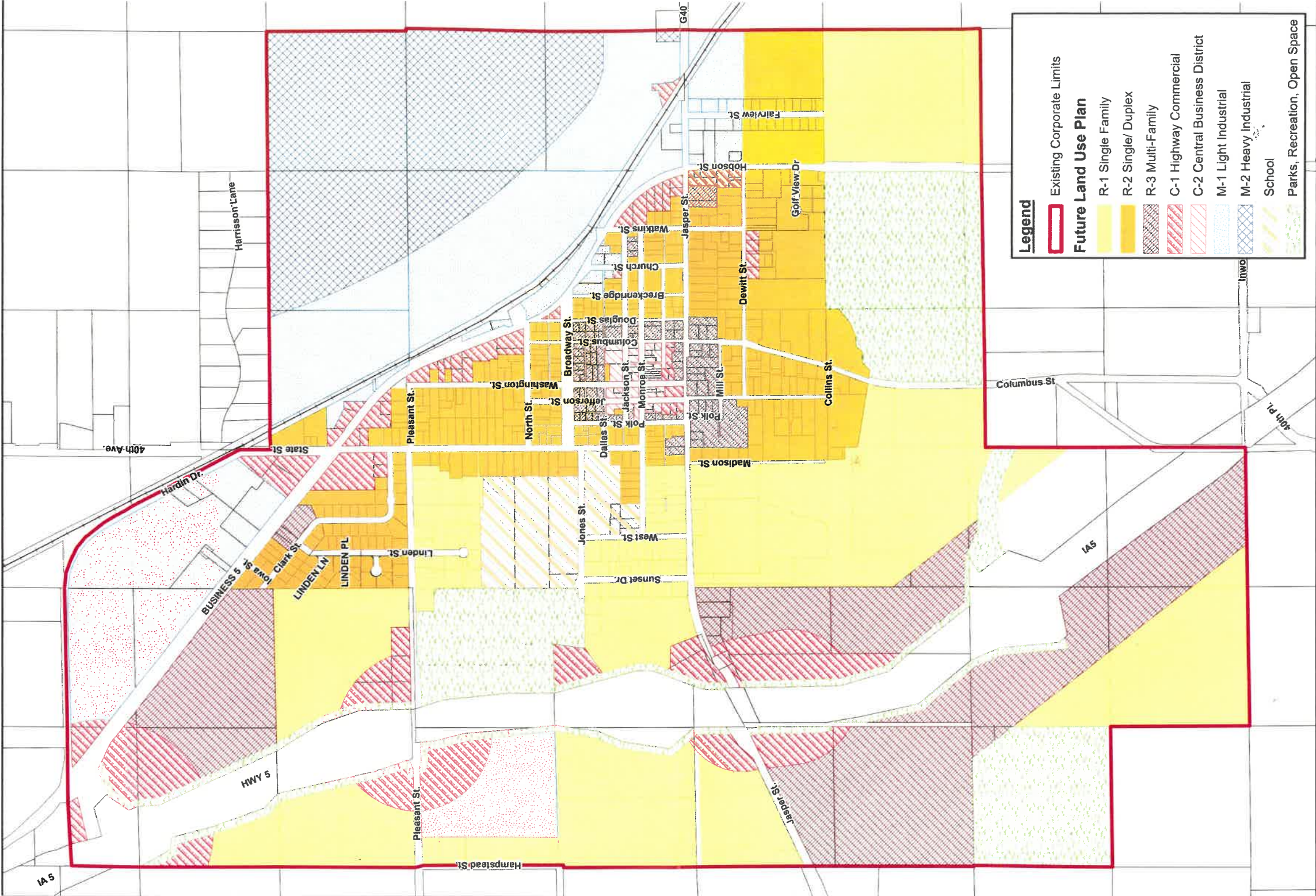
M-2 Heavy Industrial

School

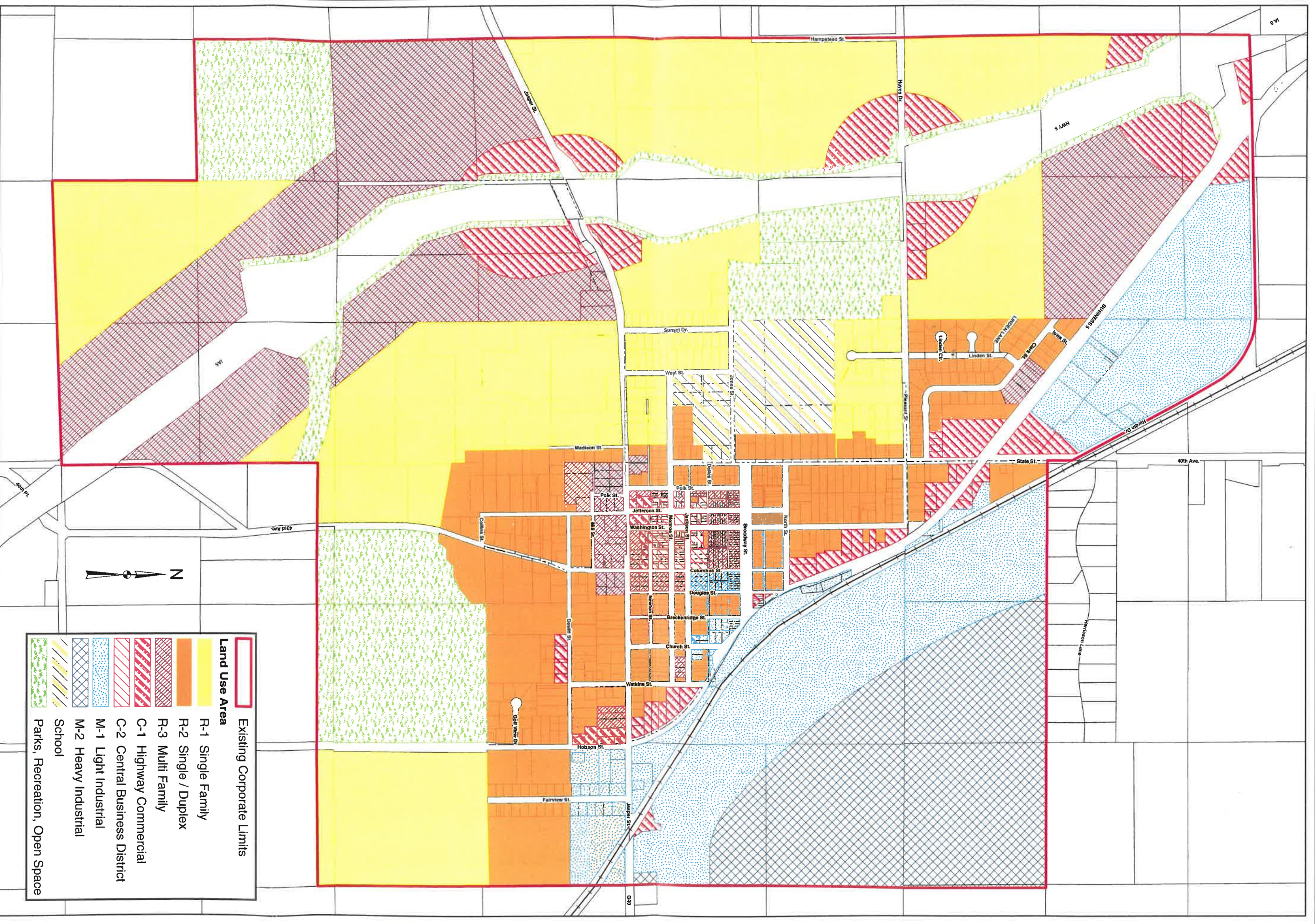
Parks, Recreation, Open Space



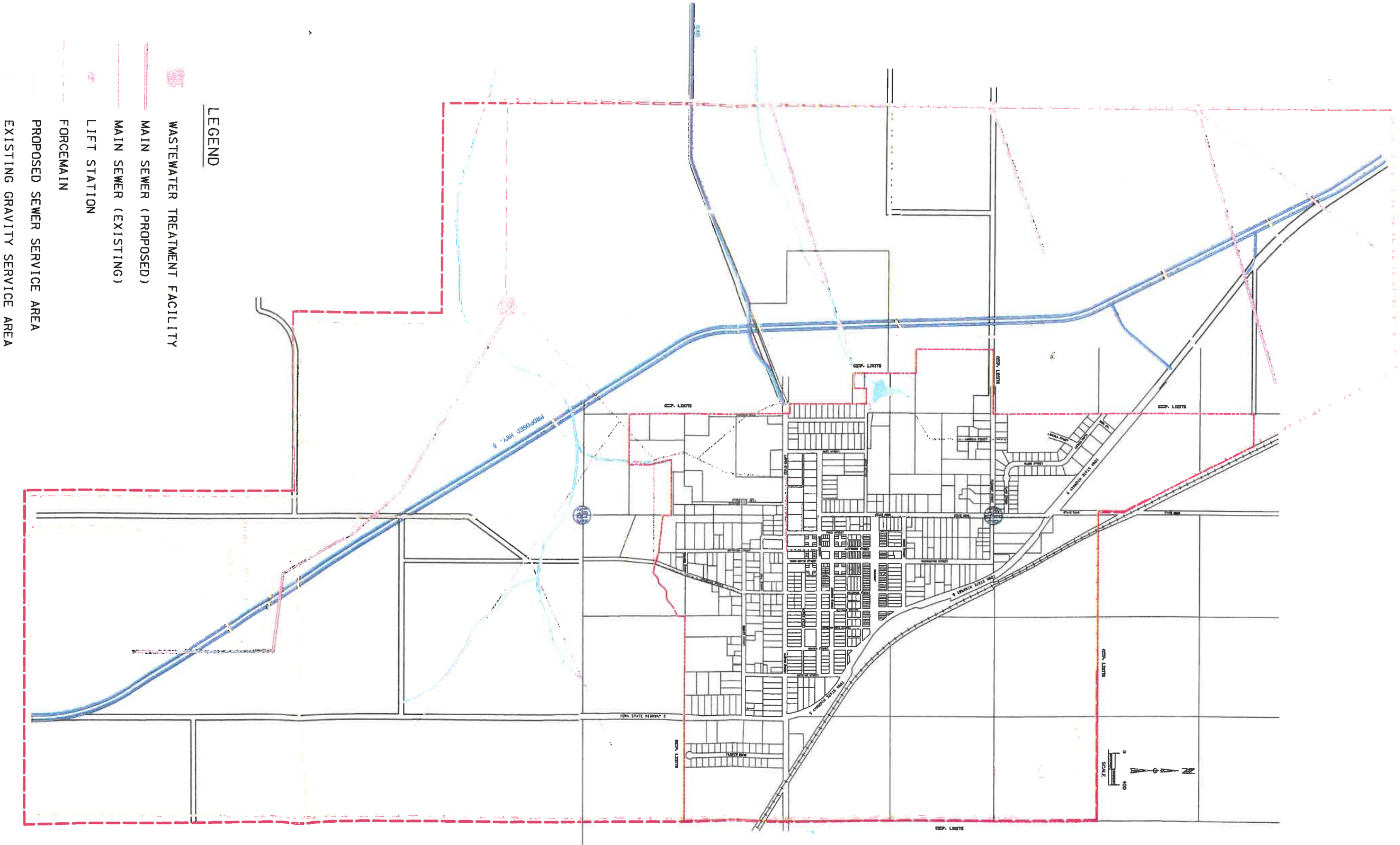
Snyder & Associates, Inc.
Project Number: 108.0011.01
Print Date: 01/30/08



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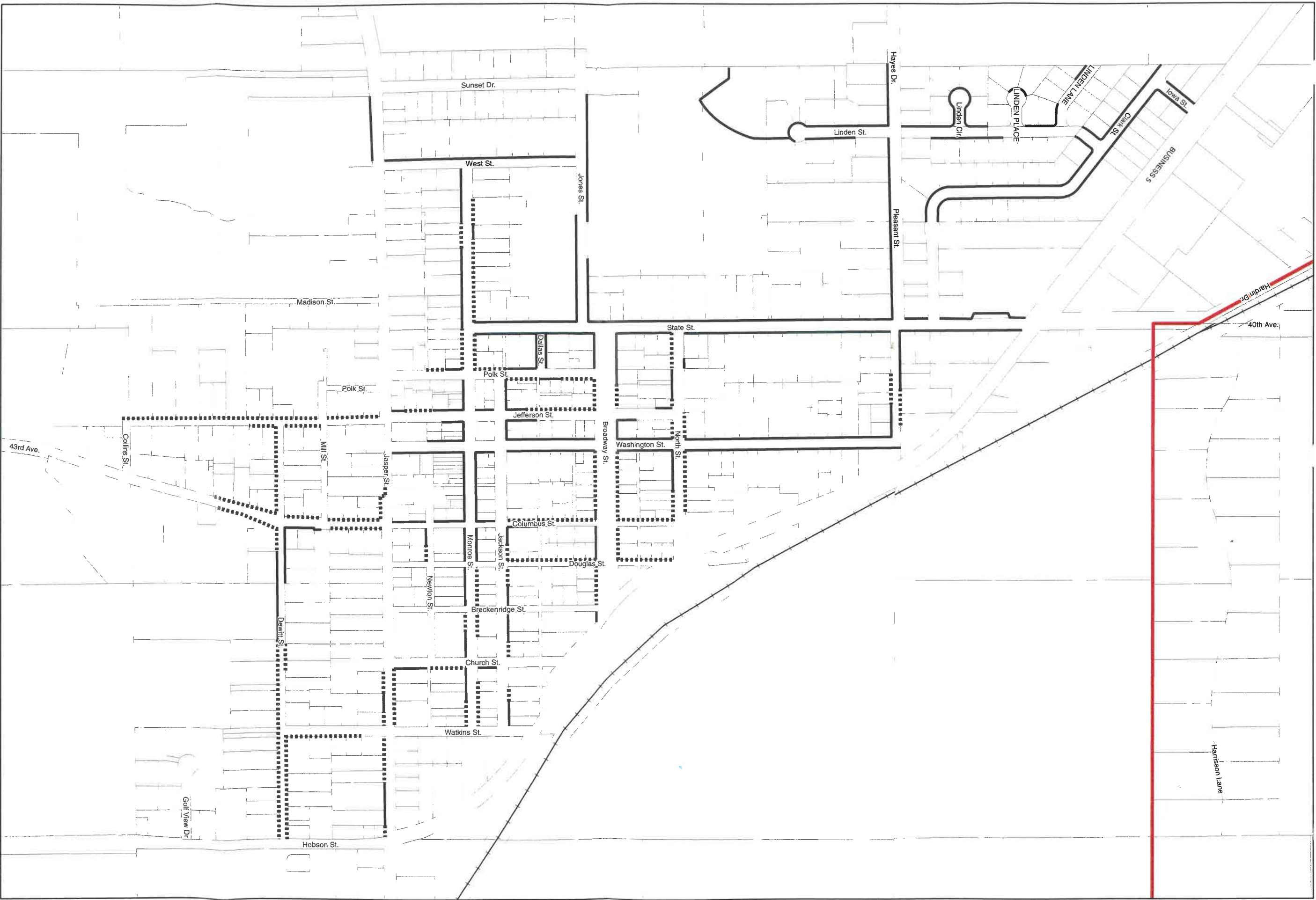


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SEWER PLAN

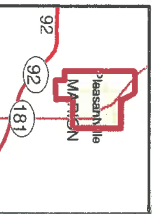
REVISED NOVEMBER 2000



Sidewalk Location Map



Overview Location Map



Legend

- Existing Sidewalk
- Sidewalk Repair
- In Good Condition
- Repairs Necessary

City of Pleasantville, Iowa Existing Sidewalk Inventory Map

1 inch equals 450 feet

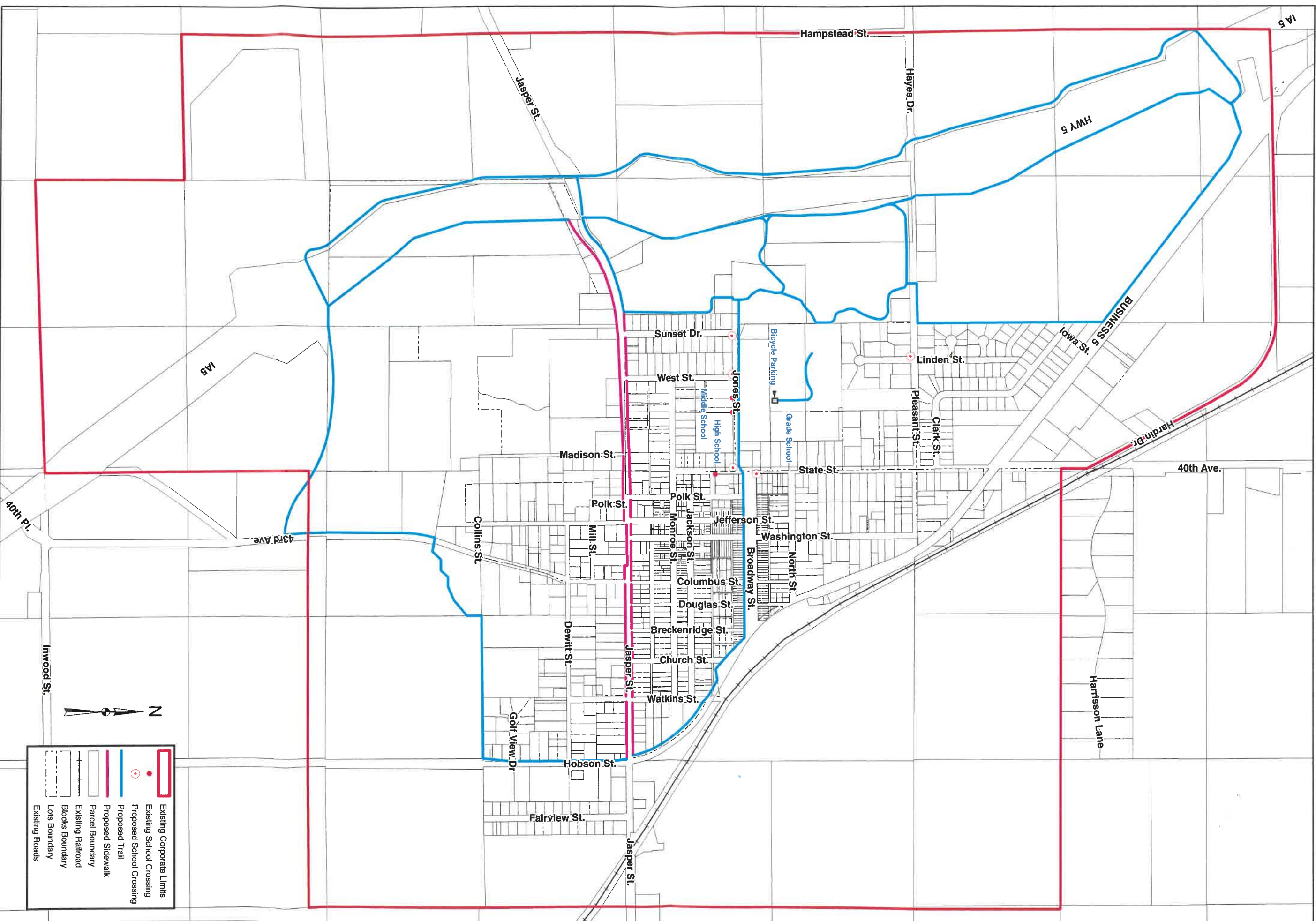


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SWYER & ASSOCIATES, INC.
Professional Engineering and Planning
1000 W. 10th St., Suite 100
Pleasantville, IA 50325
712.771.1234

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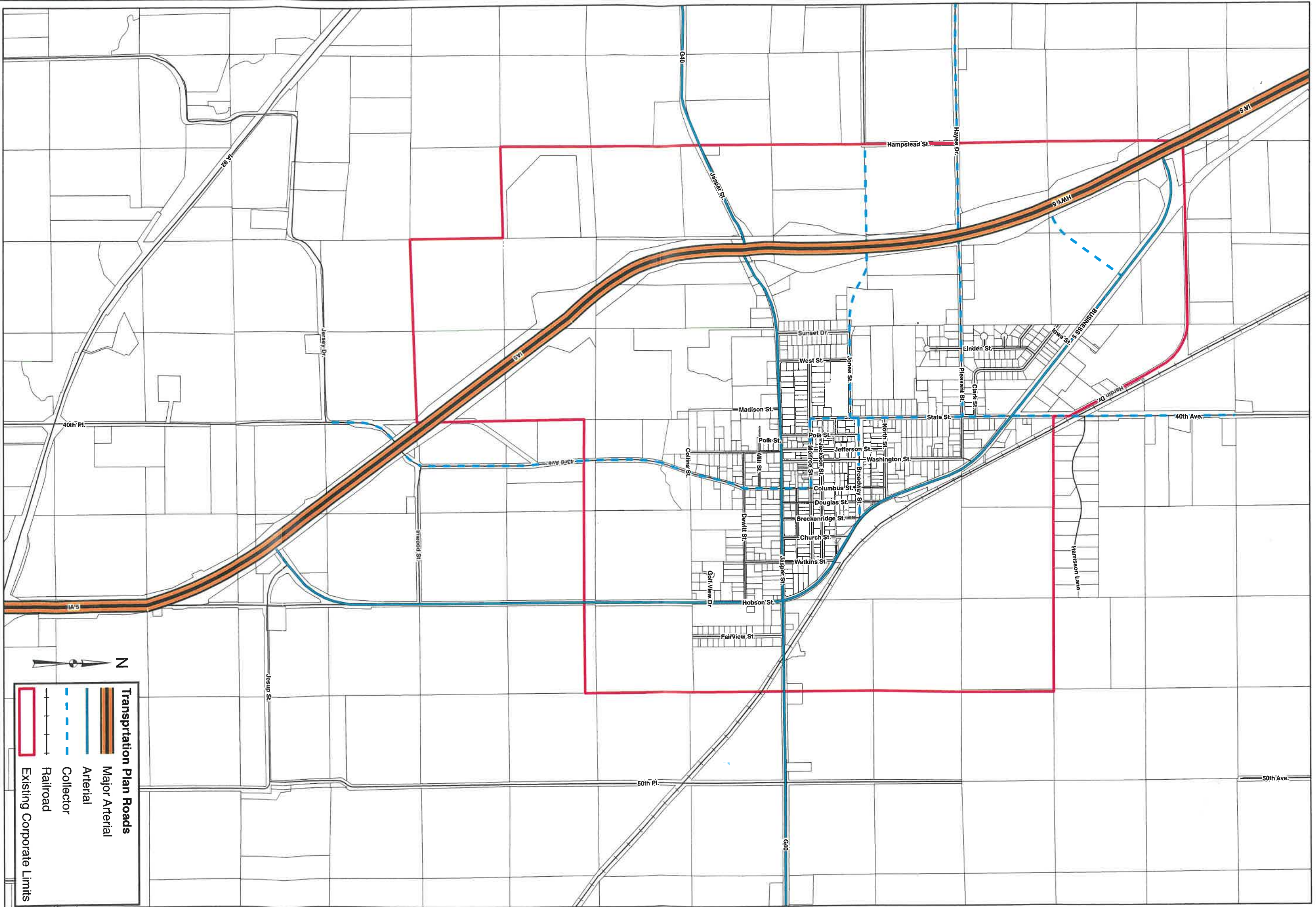
- Existing Corporate Limits
- Existing School Crossing
- Proposed School Crossing
- Proposed Trail
- Proposed Sidewalk
- Parcel Boundary
- Existing Railroad
- Blocks Boundary
- Lots Boundary
- Existing Roads



Snyder & Associates, Inc.
Project Number: 108.0011.01
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