

FINAL REPORT

COMPREHENSIVE PLAN

CORNING AND
ADAMS COUNTY, IOWA

PREPARED BY

S STANLEY ENGINEERING COMPANY

Consulting Engineers

MUSCATINE, IOWA
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FINAL REPORT
COMPREHENSIVE PLAN

CORNING AND
ADAMS COUNTY, IOWA

June 10, 1966

Urban Planning Grant Project No. Iowa P-26
Prepared under contract for and financed in
part by the Iowa Development Commission under
provision of Chapter 28, Code of the State of
Iowa as amended.

By: Stanley Engineering Company
Consulting Engineers
Muscatine, Iowa

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ance Program authorized by Section 701 of the
Housing Act of 1954 as amended.

By: Stanley Engineering Company
Consulting Engineers
Muscatine, Iowa



STANLEY ENGINEERING COMPANY

Consulting Engineers

STANLEY BUILDING
MUSCATINE, IOWA 52761

June 10, 1966

Board of Supervisors of Adams County
Honorable Mayor and City Council of Corning
Members of the Adams County Regional Planning
Commission
Corning, Iowa

Gentlemen:

We are pleased to present our report entitled "Comprehensive Plan." The Comprehensive Plan provides guidelines upon which to base future actions. The Plan is based on the first regional report, "Background For Planning," and the goals which the Adams County community seeks to attain.

We wish to gratefully acknowledge the assistance of the Planning Commission, Board of Supervisors, City Council, Department Heads, other boards and commissions and the citizens of Adams County who contributed to this planning program.

Respectfully submitted,

STANLEY ENGINEERING COMPANY

By W. R. Klatt

W. R. Klatt

1966
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CONTENTS

| | <u>Page</u> |
|---|-------------|
| <u>PART I - GENERAL</u> | 1 |
| <u>PART II - FUTURE</u> | |
| General | 2 |
| Economy | 2 |
| Population | 6 |
| <u>PART III - LAND USE PLAN</u> | |
| General | 8 |
| Goals | 8 |
| Adams County | 11 |
| Corning | 20 |
| Problems | 21 |
| Land Use Plan - Corning | 22 |
| <u>PART IV - COMMUNITY FACILITIES PLAN</u> | |
| General | 26 |
| Goals | 26 |
| Community Facilities Plan - Adams County | 28 |
| Community Facilities Plan - Corning | 32 |
| <u>PART V - TRANSPORTATION PLAN</u> | |
| General | 37 |
| Goals | 37 |
| Plans | 38 |
| <u>PART VI - CENTRAL BUSINESS DISTRICT PLAN</u> | |
| General | 46 |
| Existing Conditions | 46 |
| Future Business Activity | 46 |
| Features that Could be Improved in the CBD | 47 |
| The CBD Plan | 48 |
| Summary | 51 |
| <u>PART VII - IMPLEMENTATION</u> | 52 |

APPENDIX

APPENDIX A

Bibliography

Page

A-I

TABLES

| | |
|---|----|
| Table 1 - Changes in Employment | 3 |
| Table 2 - Projected Changes in Land Use, Adams County, Iowa | 12 |
| Table 3 - Projected Changes in Land Use, Corning, Iowa | 21 |

FIGURES

Follows Page

| | |
|---|----|
| Figure 1 - Typical Screening of Junkyard | 13 |
| Figure 2 - Current Development Practices | 14 |
| Figure 3 - Land Use Plan, Adams County | 19 |
| Figure 4 - Suggested Recreation Development | 18 |
| Figure 5 - Land Use Plan, Corning | 25 |
| Figure 6 - Community Facilities Plan, Adams County | 31 |
| Figure 7 - Community Facilities Plan, Corning | 36 |
| Figure 8 - Transportation Plan, Adams County | 43 |
| Figure 9 - Transportation Plan, Corning | 45 |
| Figure 10 - Recommended Street Sections | 45 |
| Figure 11 - Existing Condition, Central Business District | 48 |
| Figure 12 - Conceptual Sketch | 49 |
| Figure 13 - Central Business District Plan | 50 |

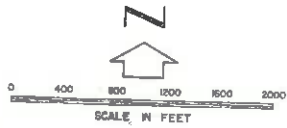
PART 1 - GENERAL

This report summarizes more than two years of planning effort by the Adams County Regional Planning Commission, Adams County Board of Supervisors, City Council of Corning, administrative staffs of the city and county, and interested citizens.

Report No. 1, "Background for Planning," analyzed the changes that have taken place in Corning and Adams County, examined development patterns in other counties in the southwest Iowa region and defined problems facing Corning and the county. Discussion and review of the background study helped formulate goals and objectives - a series of policy statements concerning the quality and character of Corning and Adams County in future years. These goals and objectives have served as guidelines for comprehensive plan elements, including land use, transportation, community facilities, and the central business district.

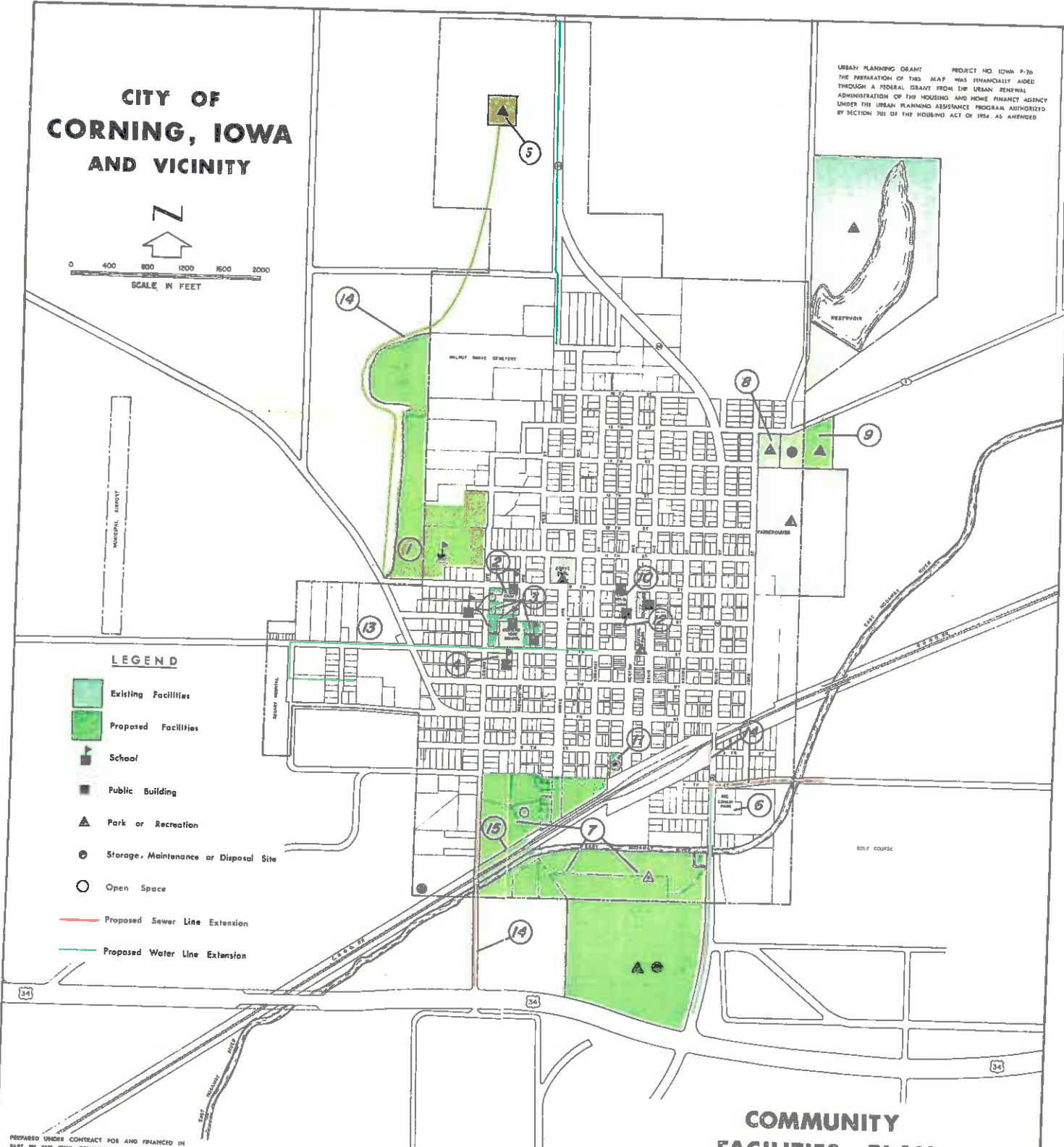
Zoning reports for Corning and Adams County were prepared based upon analysis of existing land use, the recommended Land Use Plans, and accepted objectives. The Regional Planning Commission has undertaken initial reviews of these drafts. Subdivision regulations reports prepared for Corning and for Adams County have been studied and are ready for adoption by the proper governing bodies. A capital improvements program was formulated encompassing physical projects necessary to the comprehensive plan. Discussions of the principles, objectives, and main elements of the plan are contained in this document. The capital improvements program and administration of the plan and regulatory measures are included within another report.

CITY OF CORNING, IOWA AND VICINITY



URBAN PLANNING GRANT PROJECT NO. IOWA P-26
 THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

- LEGEND**
- Existing Facilities
 - Proposed Facilities
 - School
 - Public Building
 - Park or Recreation
 - Storage, Maintenance or Disposal Site
 - Open Space
 - Proposed Sewer Line Extension
 - Proposed Water Line Extension



COMMUNITY FACILITIES PLAN





PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 24, CODE OF THE STATE OF IOWA, AS AMENDED.
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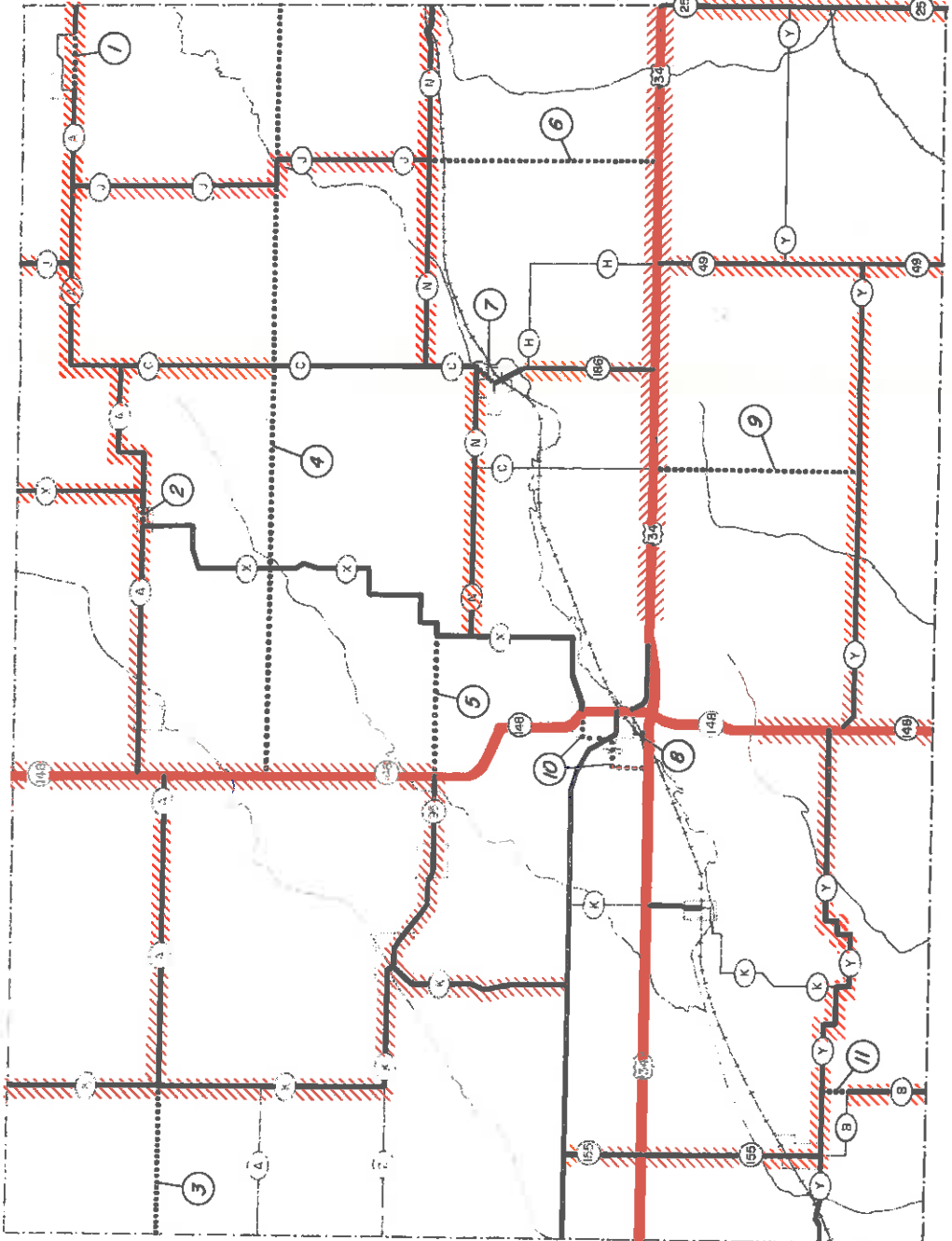
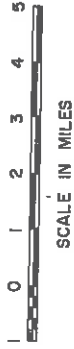
FIGURE 7

COMPREHENSIVE PLAN STUDIES - ADAMS COUNTY, IOWA

TRANSPORTATION PLAN

LEGEND

-  Existing Primary Highway
-  Existing Secondary Road
-  Proposed Secondary Road
-  Proposed Improvement



URBAN PLANNING GRANT PROJECT NO. IOWA P-59
 THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED
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PREPARED UNDER CONTRACT FOR AND FINANCED IN
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 THE PROVISIONS OF CHAPTER 39, CODE OF THE STATE
 OF IOWA AS AMENDED.
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FIGURE 8

PART II - FUTURE

General

The Land Use, Community Facilities and Transportation Plans must necessarily be based upon long-range population and economic expectations. Changes anticipated in local and regional transportation networks and land use patterns must be considered as plans are formulated.

Economy

Iowa State University has examined Adams and several other southern Iowa counties in depth.⁽¹⁾ Projections to the year 1980 have been made and serve as a base for future economic expectations in Adams County. It is anticipated that some 21,000 employed persons will reside within the seven county region in 1980. This figure reflects a loss of 3,800 jobs in the period between 1960 and 1980.

(1) The Economic Base of Seven Southern Iowa Counties, Eber Eldridge and Marvin Julius, Iowa State University Cooperative Extension Service, August 1965.

Table 1 indicates the employment changes anticipated in Adams County and the seven county southwest region between 1960 and 1980.

TABLE 1
CHANGES IN EMPLOYMENT
ADAMS COUNTY AND SOUTHERN IOWA REGION
1960 - 1980

| <u>Industry Group</u> | <u>Region (3)</u> | | | <u>Adams County (4)</u> | | |
|---|-----------------------|-----------------------|---------------|-------------------------|-------------|---------------|
| | <u>1960</u> | <u>1980</u> | <u>Change</u> | <u>1960</u> | <u>1980</u> | <u>Change</u> |
| Agriculture | 10,018 | 5,030 | -4,998 | 1,379 | 997 | -382 |
| Construction and Mining | 1,153 | 939 | -214 | 136 | 109 | -27 |
| Manufacturing | 881 | 2,620 | +1,739 | 166 | 250 | +84 |
| Transportation Communication and Public Utilities | 1,154 | 1,173 | +19 | 78 | 78 | - |
| Wholesale and Retail | 4,610 | 4,210 | -400 | 482 | 506 | +24 |
| Finance Insurance and Real Estate | 532 | 526 | -6 | 49 | 49 | - |
| Services | <u>5,479</u> | <u>5,052</u> | <u>-427</u> | <u>620</u> | <u>651</u> | <u>+31</u> |
| Total | 23,827 ⁽¹⁾ | 19,550 ⁽²⁾ | -4,270 | 2,909 | 2,640 | -269 |

(1) Plus 1,044 persons residing within but employed outside region.

(2) Plus 1,500 persons residing within but employed outside region.

Source: 3) The Economic Base of Seven Southern Iowa Counties, Iowa State University, Cooperative Extension Service, August, 1965.

4) Iowa State University Cooperative Extension Service and Stanley Engineering Company.

On a regional basis, the most significant change foreseen in the 20-year period occurs as loss of nearly 50% of the persons employed in agriculture. Losses in service, wholesale and retail trade employment are also forecast since these are sensitive to numbers of people in the basic occupations. Manufacturing employment is expected to show a sizeable increase by 1980.

Adams County is expected to follow regional trends as far as agriculture is concerned. However, farm consolidation is already well advanced so that loss in agricultural employment should not be as great proportionately as for the entire region. Manufacturing employment is expected to increase, as well as employment in the wholesale and retail and service categories within Adams County. Walter's Creek development and increased traffic on improved Route 34 should partially account for increases in the wholesale and retail and service groups. Adams County is not close enough to a growing metropolitan center to serve as a place of residence for commuting workers or to receive smaller support industries. Total employment is expected to decline from 2,900 to 2,600 in the period between 1960 and 1980. The projected 2,600 jobs in Adams County should adequately support the projected population of 6,800 persons based on the 1960 figure of 3.06 persons per household.

Trends developed in the 20-year period between 1960 and 1980 are expected to continue to 1990. Agricultural employment will decrease and manufacturing will gain. Other employment should reach a more stable period with decreases slowing in the construction and mining, wholesale and retail, and service groups by 1990.

What economic and social impacts will occur as a result of declining employment in some sections of the economy? Farm consolidation will continue in response to mechanization and the need for larger economic units with a resulting loss in farm employment. The loss of 5,000 farm jobs on a regional basis does not present an immediate threat to persons in farm-related occupations. Reduction in farm employment is expected for the most part to take place through gradual and voluntary retirement of farm workers and owner managers.

The Southwest Iowa region is expected to add over 1,700 jobs in the twenty-year period. However, addition of these jobs can only be achieved through an effective regional plan for securing industrial development. Attracting several new industries similar to these presently found in the region would go a long way in adding the 1,700 jobs.

Corning and Adams County should become actively engaged in industrial development and promotion as soon as possible. Effort should be directed toward joining an existing area development group, organizing a new regional group or working closely with the Iowa Development Commission to promote industrial growth in Adams County.

As a first step, the Industrial Development Committee of the Corning Chamber of Commerce should contact the Iowa Development Commission requesting assistance in undertaking an industrial development program. This agency should have the official backing of the City Council, Board of Supervisors and Regional Planning Commission.

The Iowa Development Commission will send a representative to Adams County to discuss industrial development and assist in completing the Commission's "Fact File". The Commission will continue to work with Adams County in developing an effective program.

It is recommended that Adams County become part of a regional industrial development group. A nine-county group, Southwest Iowa Development Council (SWIDCO), has been formed west of Adams County. This council is composed of Audubon, Cass, Fremont, Harrison, Mills, Montgomery, Page, Pottawattamie and Shelby counties. The county could seek to join this group or initiate efforts to form a new organization embracing counties to the north, south and east of Adams County. Adair, Adams, Clarke, Decatur, Ringgold, Taylor and Union counties may compose a logical industrial development area. Individual counties or cities in this area are not large enough to staff and maintain a promotional group, but through cooperative effort all can benefit.

Income levels in the region are expected to increase substantially through 1980 and 1990. Higher incomes generally mean demands for more services. There will also be a demand for higher quality retail goods.

Population

On a regional basis, population is expected to decrease from 69,000 in 1960 to 44,300 by 1980.⁽¹⁾ Larger losses are anticipated between 1960 and 1970 with a slowing of this trend in the decade between 1970 and 1980. A continued decline in the number of children born in each of the counties should occur with the proportion of persons 65 and over in the total population slowly increasing. Current industrial development in some of

(1) The Population Change of Eight Southern Iowa Counties, Ronald E. Powers, Iowa State University Cooperative Extension Service, September, 1965.

the counties and jobs within commuting distance of the region indicate, however, that the projected 32% loss in population between 1960 and 1980 should be considered a pessimistic estimate. Within the regional framework, it is expected that population loss within Adams County will slow and stabilize by 1980 or 1990. If expected economic developments take place, the county can reasonably anticipate a 1970 population of 7,000 with a continued slight loss to 6,800 by 1980, and 6,700 by 1990. The rural townships should continue to lose population through the 1980's as farm mechanization increases. Corning can expect stabilization and possibly a slight increase in population as Walter's Creek and related recreation developments reduce out-migration from the county.

PART III - LAND USE PLAN

General

The Land Use Plan sets out relationships between privately and publicly held lands. One of the important aspects of the Comprehensive Plan is compatible arrangement of many varied land uses. When a satisfactory and a well-integrated relationship is established between residential, commercial, industrial, and institutional land uses, the value of each is increased.

The Land Use Plan serves as a guide for coordinating development (and re-development) programs over an extended period of time. The Plan is not inflexible but provides an outline which can be extended or adjusted after thoughtful planning. New and unforeseen situations will be created which even the most extensive planning cannot anticipate. Thus, continuing checks are necessary to keep the plan current and assure response to changing local and regional needs.

The Land Use Plan is reflected in zoning regulations with an important distinction. Zoning represents a guide or model for the present and immediate future while land use proposals represent 20 to 25 years of community and county development. Zoning changes, when made, should be in the direction of the long-range Land Use Plan.

Goals

The nature of Adams County and Corning's present development provides a workable base for the following broad land use goals:

Orderly and compatible development of the entire county -

Future development should occur logically and extend out from existing

areas of development. In this manner, utilities and other services can be provided most economically.

Similar activities should be grouped reducing conflicts between adjacent uses. It will be difficult to restrain "strip" or "string" development on the open land along existing roads and highways; however, the effectiveness and advantages of more compact development must be recognized.

Controlled development of the Walter's Creek area - The development of Walter's Creek presents a challenge to the residents of Adams County. The unspoiled nature of the county should be preserved and the lake area not allowed to become a maze of signs, low-grade housing and undesirable development.

Reservation of the most productive land for agriculture - Efforts should be made to keep the county's primary natural resource, its soil, from being pre-empted by other uses. The best soil should remain in agricultural usage with less productive lands diverted for non-agricultural purposes, assuring continuation of a valuable economic resource.

Providing land for industrial purposes where full services are available - Land that can be served by sewer, water, electricity, gas, highway, rail and air facilities has industrial potential. Identification and reservation of this land is essential to the future well being of Adams County. Primary location of such land is adjacent to Corning.

Retaining rough or low-lying land near Corning as permanent open space - An opportunity exists to convert the land on either side of the East Nodaway River south to Route 34 into a functional and beautiful

entry into the city. The old limestone quarry south of relocated Route 34 could also be used for park purposes or a commercial fishing area, but should remain as open space.

Land uses compatible with streets and utilities - Land uses should be scaled to suit the streets and utilities serving a specific area. Residential street widths can effectively serve adjacent low density residential property while major streets are necessary to handle industrial, commercial, and county traffic movements. Storm drainage, sewers, water mains, and other municipal systems should also reflect the scale of planned development.

Adams County

Future Development. Agriculture is expected to continue as the major land use within Adams County. However, some farm land will be converted to other uses within the planning period. For instance, an increase in the amount of land for lakes and recreational development is expected as Walter's Creek and West Douglas Watershed programs are completed.

The relocation of Route 34 south of Corning creates potentials for commercial and industrial uses at access points to Route 34. A commercial area is also expected to develop on Route 148 immediately west of the Walter's Creek Lake.

Land used for recreation should increase as Walter's Creek develops. Construction of summer cabins, second homes, and year-around residences will occur in the vicinity of the lake.

Residential development is expected to expand westward from Corning.

Table 2 presents a comparison of existing and projected land use allocations in Adams County.

TABLE 2
PROJECTED CHANGES IN LAND USE
ADAMS COUNTY, IOWA
1965 - 1990

| <u>Category</u> | <u>1965 Acres</u> | <u>1990 Acres</u> |
|--------------------|-----------------------|-----------------------|
| Agriculture | 260,160.0 | 257,385 ↓ |
| Urban | 3,815.0 | 3,815 0 |
| Residential * | | 550 ↑ |
| Commercial | 10.2 | 110 ↑ |
| Industrial | 205.5 | 300 ↑ |
| Public/Semi-Public | 42.8 | 80 ↑ |
| Recreational | 393.0 | 1,230 ↑ |
| Railroads | 318.0 | 320 ↑ |
| Roads | 7,537.4 | 7,540 ↑ |
| Lakes | <u>108.1</u> | <u>1,310</u> ↑ |
| Total | 272,640.0 | 272,640 |

* Includes year-around and summer occupancy (no residential category in 1965). Source: Stanley Engineering Company.

Problems. A major difficulty during the planning period will be to maintain the unspoiled and uncluttered appearance of Adams County. The development of Walter's Creek and the improvement of Highway 34 will bring additional people into and through the county. Commercial and recreational developments will take place to provide services to these

people. Such facilities must be controlled to occur at a time and place and in a manner to be of greatest over-all benefit to the county.

① The intersection of Routes 34 and 148 will be a key location for highway-oriented businesses. Signs, not only on the commercial premises but along both highways leading toward the intersection often accompany commercial uses. Without proper control, both the commercial area and signs can become an unsightly jumble, detracting from the appearance of the county. Land use controls, such as zoning and subdivision regulation can provide the necessary direction in maintaining and improving the appearance of the county.

② Existing junkyards should be eliminated or at least screened from view. The Highway Beautification Program can provide certain funds to eliminate or screen junkyards. Local pressures also help to force voluntary cleanup, removal or screening. Land use controls can prevent additional junkyards from developing along major thoroughfares and in other inappropriate places throughout the county. Figure 1 illustrates one method of screening existing junkyards.

③ As commercial development occurs south of Corning, it will be necessary to provide for roads to lands not having frontage at access points. Sites with commercial potential should not be cut off because road frontage has been used. Subdivision controls represent a method of assuring access.

④ Highway 148 between Corning and a point north of the lake at Walter's Creek Watershed will become another key area within the county. If not properly controlled, both sides of the highway will build up with

TYPICAL SCREENING OF JUNKYARD



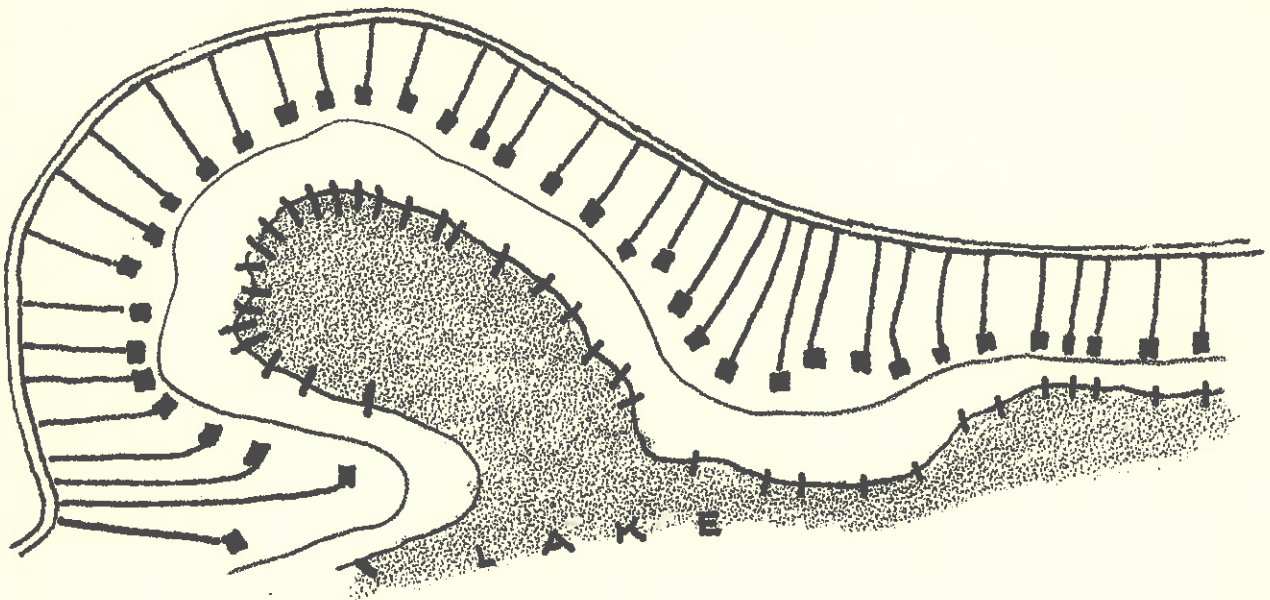
FIGURE 1

a mixture of residential, commercial, and even industrial uses. Residents of the county have already had the opportunity to observe the northward movement of residential and commercial uses along Route 148. This strip has occurred without benefit of an attraction such as Walter's Creek pulling development northward. It is imperative that this area be controlled. Efforts should be made to enhance appearance of the highway north and south of Walter's Creek lake, again using such Highway Beautification funds and other monies as become available.

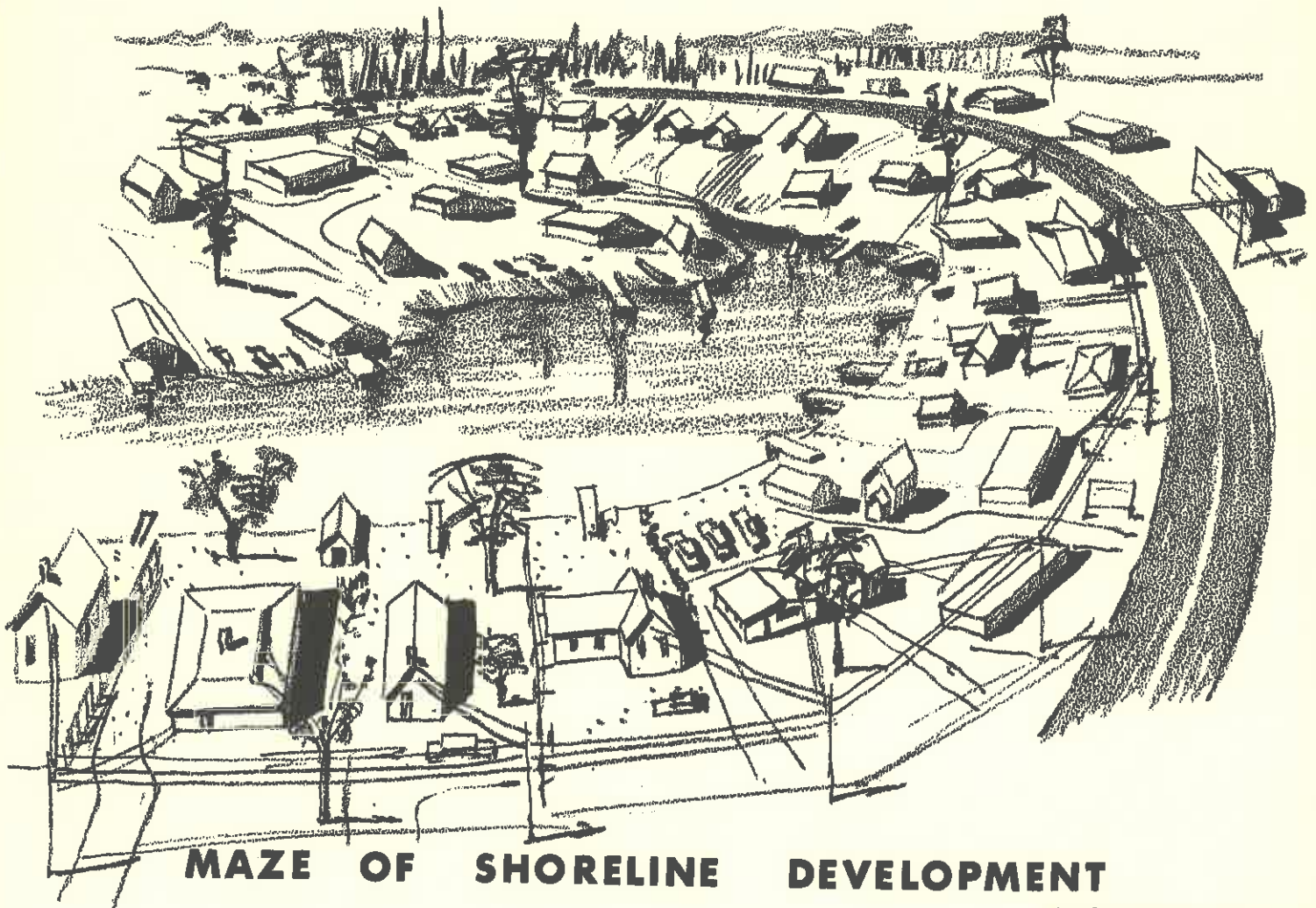
① The Walter's Creek area is another location where the county must exercise control to obtain optimum results. The 700-acre lake and allied recreational developments will provide a large economic benefit to the county. However, proper controls are needed even before the lake is constructed. The county presently has the opportunity to set standards as to what type of cabin, vacation home, or year-around residence will occupy the Walter's Creek area. Will the impending construction be a maze of unrelated development or will the best possible use of land and design of buildings be accomplished? Figure 2 illustrates a typical uncontrolled lakeshore development.

② Water access areas are a specialized concern. As presently proposed, the entire shoreline of Walter's Creek lake will be publicly controlled. Public ownership must extend back from the normal pool in order to provide a foot path around the lake during maximum flood stage. Private development will be allowed on land adjacent to public recreation sites, but private landowners cannot have exclusive use or ownership of the shore line. The exclusion of private development from use of the

CURRENT DEVELOPMENT PRACTICES



TYPICAL DEVELOPMENT PATTERN



MAZE OF SHORELINE DEVELOPMENT

FIGURE 2

shore line may stifle certain types of development. Consideration should be given to providing private access to the lake. This can be accomplished by providing lagoons connecting private properties to the main lake.

(-) Residential development for year-around homes and vacation cabins should occupy an area adjacent to the lake. Adequate measures must be taken to sewer these developments and prevent pollution of Walter's Creek lake and ground water supplies. These residential areas should be provided with a sewage system and package disposal plant rather than septic tanks. Development around the lake must be controlled so that optimum use of the land can be realized. The Regional Planning Commission and County Board of Supervisors equipped with proper zoning building, sanitary and subdivision regulations have the opportunity to guide development toward a result of which southwest Iowa can be proud.

Land Use Plan - Adams County. Goals discussed previously and problems expected in the future are reflected in specific recommendations for land development discussed below and shown on Figure 3. Proposals are keyed to map.

(1) Expansion of the residential area in Corning westward to encompass the area on either side of old Route 34. The land is rough and residential densities will not be high; however, the location is ideal for relatively large lot subdivisions.

(2) The relatively flat land extending from just north of the East Nodaway River south to the industrial-commercial area presently located on Route 34 is proposed for industrial use. The industrial area has highway access and potential rail access. This 150-acre area is an extension of similar use within the city limits of Corning.

③ Redevelopment extending from relocated Route 34 to the present Corning city limits on the west side of Route 148 for a park and en route camping. This area, known as Spring Lake, could offer a very scenic entry into Corning from the south and provide park and recreation facilities to county residents and visitors. Forty acres of land lying outside Corning city limits are proposed to be upgraded and held as park and recreation space.

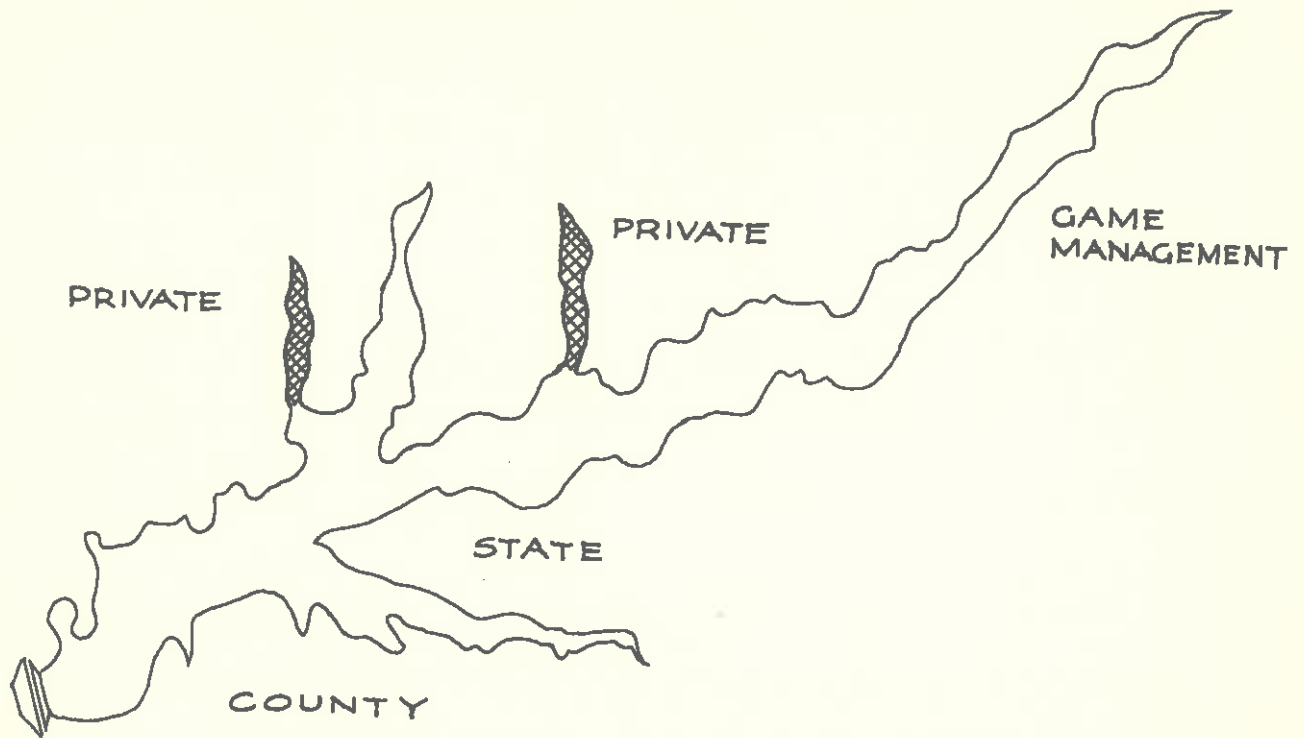
④ A highway-oriented commercial area is proposed for the 23 acres of land lying east of Loomis Avenue and north of Route 34 just south of Corning. Pressures have already begun to mount for commercial development of this property to service motorists using new Route 34. Access to the area would be from Loomis Avenue, but it will be necessary to develop a road running east from Loomis so that the full potential of the tract can be realized.

⑤ Development of a 16.5 acre tract of land at the southern terminus of Loomis Avenue south of new Route 34. The land is relatively easy to develop and a frontage road is provided. Highway services such as motels, restaurants and service stations would be appropriate uses.

⑥ The area west of Loomis Avenue bordered by Loomis, new Route 34 and the railroad tracks is proposed for industrial use. The land most logically would be serviced by truck, but rail facilities are available. The area encompassed by this proposed industrial district is 17.2 acres. Sewer and water facilities should be provided by Corning.

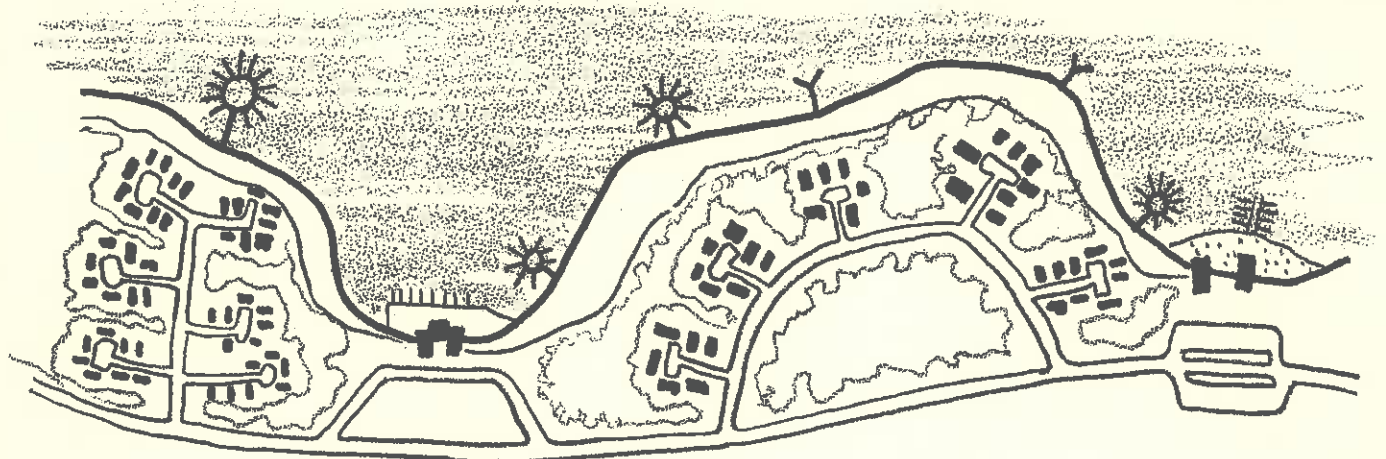
⑦ The old limestone quarry located southwest of Corning is proposed as a combination recreation area and sanitary land-fill operation serving Corning and/or the county. Considerable earth moving would be necessary to redevelop this area; however, it offers a much needed refuse disposal site for the county and City of Corning and can provide park and recreation space near Route 34. Approximately 80 acres are available for redevelopment.

⑧ The detention pool, dam, and spillway for the Walter's Creek Watershed Lake will occupy some 1,000 acres of land, including 700 acres of lake. Recreation developments are proposed primarily for the south side of the lake with the upper reaches retained for wildlife management. Boating facilities are proposed on the north side of the lake, in the area just east of Route 148. It is recommended that the county develop the near south end of the lake, the state develop the mid and upper reaches of the lake and private enterprise, the north side. The illustration on the next page indicates recommended development allocations by sector.

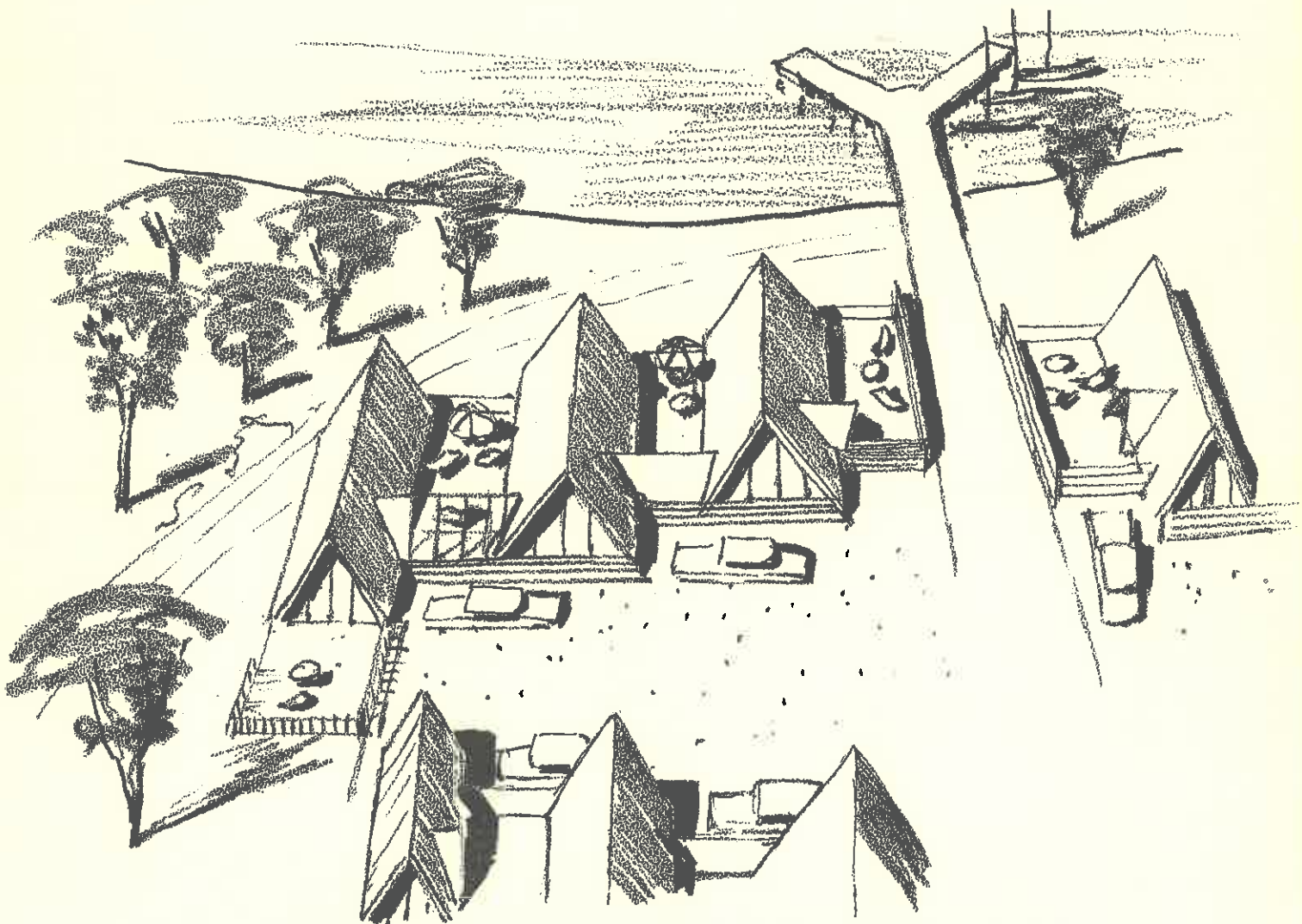


9 Vacation cottages and year-around homes are proposed along the north side of the lake in an area encompassing approximately 550 acres. The center of this residential development would be two lagoons, connected to and providing boat access to Walter's Creek lake. Siting of homes around these lagoons should follow the cluster-principle, grouping residences to provide maximum open space. Figure 4 illustrates alternative methods of cluster development. The lagoons connected with the lake will serve as an inducement to private enterprise for recreation-oriented housing in Adams County. Without assured access to the lake and control of this access, housing developers may be reluctant to invest money at Walter's Creek.

SUGGESTED RECREATION DEVELOPMENT



CLUSTER AROUND LAGOON



TYPICAL CLUSTER DEVELOPMENT

⑩ The area west of the dam along Route 148 is recommended for a recreation-oriented commercial complex. A 70-acre parcel should be retained for this purpose. Such a commercial area would provide services to persons using Walter's Creek as a vacation spot and to year-around residents.

⑪ Corning Reservoir and Binder Lake will continue to be used. These water areas will not be used for boating as frequently as in the past, but can augment facilities at Walter's Creek. These two bodies of water would be oriented toward the resident of Corning rather than the vacationer.

⑫ The major wooded areas along the East Nodaway and Middle Nodaway Rivers should be preserved as open space. Holding this non-productive farm land as open space will provide interest and relief from the county's agricultural lands and improve game management.

Corning

Future Development. Residential uses are expected to occupy the major portion of Corning's land in 1990. Single-family or low-density residential lands should increase by some 100 acres in the 25-year planning period. Medium and higher density land uses will also increase. As new commercial buildings are erected and residential and obsolete commercial properties are removed to provide off-street parking, a net gain of five acres in commercial use should occur. A large increase is expected in the amount of land devoted to industrial use as the area east and west of Route 148, south of the CB&Q tracks, is converted from vacant or residential use to industrial. An eastward extension of the John Street industrial area is also recommended. Park and recreation lands should increase with the improvement of vacant land along the East Nodaway River for camping and recreation purposes. Public and semi-public uses include acreage for the new elementary school in the northwest portion of the community. In total, Corning is expected to have less than 80 acres of vacant land by 1990.

Table 3 represents a comparison of existing and projected land use in Corning.

TABLE 3
PROJECTED CHANGES IN LAND USE
CORNING, IOWA

| <u>Category</u> | <u>1965 (Acres)</u> | <u>1990 (Acres)</u> |
|----------------------------|-------------------------|-------------------------|
| Low Density Residential | 145.08 | 240 |
| Medium Density Residential | 2.22 | 10 |
| High Density Residential | 3.21 | 10 |
| Commercial | 12.95 | 20 |
| Industrial | 19.22 | 70 |
| Park and Recreation | 44.16 | 90 |
| Public/Semi-Public | 6.08 | 30 |
| Streets and Alleys | 136.90 | 160 |
| Railroads | 17.57 | 20 |
| Vacant | <u>278.49</u> | <u>70</u> |
| Total | 665.88 | 720* |

*Increase due to annexation

Source: Stanley Engineering Company

Problems. One of the major problems to be faced by the community will be the tendency for new development to take place outside the built-up portion of the community. An example of this may be seen along Route 148 north of Corning. Efforts should be made to see that the city remains relatively compact, using existing utilities and streets before development is allowed to progress outward. The community can be made more attractive for residential development by assuring potential homeowners

that the surrounding properties will be maintained in an acceptable state to enhance property values. This can only be done through community effort including the administration of good building, plumbing, housing and electrical codes. Scattering will also be a problem of concern for commercial and even industrial development.

(-) In communities the size of Corning where each resident seems to know his fellow citizens, there is a reluctance on the part of local government to use full authority to accomplish the Comprehensive Plan. Once the Comprehensive Plan is adopted, the Regional Planning Commission and City Council should proceed with actions which will accomplish the plan. The good of the entire community must be weighed against the inconvenience to a few persons directly involved. The City Council, Board of Education and Regional Planning Commission should not hesitate to accomplish school expansion, new streets, industrial development or initiate other community betterment programs.

Land Use Plan - Corning. The goals discussed previously and the problems anticipated are reflected in the specific recommendations for future land development discussed below and shown on Figure 5.

(1) Provision for a small park in the northern section of the community for the use of the residents of a future neighborhood area.

(2) Provision of a 15-20 acre school site on Loomis Avenue just west of the housing for the elderly. This site is rolling and can provide an interesting location for an elementary school. Sufficient flat land for playfields exists along the creek bottom to the west. The location of 15th Street extended west will determine the ultimate land size and shape.

③ Continued development of the block between Loomis Avenue, West Street, and 11th and 13th Streets for multiple family housing. This site will contain 50 units of housing for the elderly in ten buildings. An opportunity exists to build other multiple family structures in this block to provide additional apartment dwellings in Corning.

④ During the planning period, Craft and present Corning High School sites should be extended west so that the entire frontage on Loomis Avenue between 8th and 10th Streets would be used for school purposes. Expansion of the high school site to the east is recommended to encompass an area between 8th and 9th from the present site to the rear of the properties fronting on Grove Avenue. This will provide space for expansion and much needed active play facilities. The National Guard Armory site and building should become a part of the school complex.

⑤ The County Courthouse and adjacent land are expected to be the focus of governmental activity in the future. Governmental functions could readily be extended west across Benton Avenue to include the East School site.

⑥ Further expansion of the Nodaway Valley Foods and Farmers Cooperative Creamery building is expected. The businesses and allied parking should be using the entire block with the exception of the library building by the end of the planning period.

⑦ The frontage on John Street between 6th and 11th Streets is recommended for redevelopment to multiple-family housing. This area presently has mixed commercial and industrial use. Development with apartments would be a logical transition between the light industrial area

to the east and single-family residential to the west. Young households and retired persons need such accommodations. This area encompasses 3.5 acres.

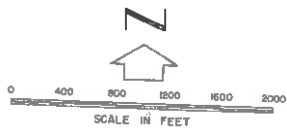
⑧ Industrial development is recommended for the area east of John Street and north of the CB&Q tracks. This area has established light industrial use and an additional 6.25 acres is recommended for development. The land use district should extend beyond the city limits toward the East Nodaway River.

⑨ The entire area from the alley between Nodaway Street and Benton Avenue and the alley between 5th and 6th Streets, south to the Nodaway River and east and southeast past the corporate limits should be redeveloped for industrial purposes. This section presently contains a mixture of commercial, residential and industrial uses in varying states of repair. All substandard buildings should be cleared and redevelopment undertaken privately or with the assistance of federal funds.

⑩ The vacant area lying south of 4th Street and north of the CB&Q tracks could be acquired by the city. That area within the city limits south of the East Nodaway River west of Route 148 should be developed for park and recreation space. This use becomes an extension of the overnight camping facilities and picnic area extending from new Route 34 to the East Nodaway on the west side of Route 148. The land should be selectively cleared of undergrowth and scrub trees, cleaned up and developed as a real asset to the community.

○ Residential development is expected to continue toward the north and west near present corporate limits. Single family homes and two-family dwellings should be developed in the same neighborhoods with two-family dwellings being located on larger lots.

CITY OF CORNING, IOWA AND VICINITY



URBAN PLANNING GRANT PROJECT NO. IOWA P-36
 THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED
 THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL
 ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY
 UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED
 BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

LEGEND

- Low and Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Public / Semi-Public
- Park and Recreation

LAND USE PLAN

PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 28, CODE OF THE STATE OF IOWA AS AMENDED BY:
 STANLEY ENGINEERING COMPANY
 CONSULTING ENGINEERS
 MUSCATINE, IOWA

FIGURE 5

PART IV - COMMUNITY FACILITIES PLAN

General

The Community Facilities Plan deals with physical improvements to be provided by public agencies. Facilities discussed are those considered necessary to fulfill the needs of Adams County and Corning for the next 25 years. The plan is based on population projections, the Land Use and Transportation Plans.

Goals

The following goals should be achieved:

Provision of an adequate physical plant and curriculum for Corning High School. It is necessary that the physical plant and curriculum at Corning High School be upgraded to present-day standards. The community is beginning to work on this problem, and within a relatively short period of time the high school should again be accredited by the North Central Association of Secondary Schools.

Offering of equal educational opportunities to all residents of Adams County. Students residing in the rural areas of the county should have the same opportunity for educational attainment as those residing in the cities. This means the building of a modern, well-staffed educational center in Adams County.

Development of Walter's Creek Watershed and other recreational facilities. Walter's Creek should serve as the major recreation resource and growth stimulus of the county. Binder Lake, Corning Reservoir, and ponds of the West Douglas Watershed should be developed to augment Walter's Creek.

Increasing Corning's water supply. Studies have indicated that a prolonged drought would bring about a water supply shortage for Corning. Additional supplies should be obtained from the Walter's Creek Watershed project.

Increased capacity for sewage treatment plant in Corning. The sewage treatment plant was designed to serve approximately 2,500 persons and is now serving some 2,000 people. Waste discharge from the two creameries could have population equivalent which would bring the plant near or above its design capacity. Community expansion and industrial development necessitate increased capacity.

An airfield adequate to serve the future needs of the county. Recent expansions will allow more and larger planes to use the airfield. A north-south road access is needed to bring users to the airport from the north and south.

Continued upgrading of the hospital and similar medical care centers. As the over-65 population continues to expand in Adams County, it will be necessary to provide medical facilities to meet the needs of these citizens. Rosary Hospital and Northgate Manor should continue to give excellent service to the Adams County community, but additional medical facilities should be considered.

Community Facilities Plan - Adams County

Specific plan recommendations shown on Figure 6 are discussed below:

Schools. School consolidation and population change necessitate an in-depth look at the future makeup of Adams County schools.

① The rural schools in the Corning Community School District presently located in the communities of Mt. Etna, Carbon, Brooks and Fairview (in Taylor County) should be abandoned and rural students bussed to a new elementary facility in or very near Corning.

○ The present Prescott School District should be divided between the Corning Community School District and a school district or districts to the east. The high school students in Prescott should use the Corning High facility. Grades 1-6 should remain in Prescott at the existing elementary school, which would then serve as an attendance center for east-central Adams County.

○ The Nevinville School should be closed with those students going north or east or even into the Prescott elementary attendance center.

○ The Nodaway School will continue to serve the Villisca Community School District as a junior high facility.

○ East School in Corning should be closed.

○ The Craft School in Corning now serving Grades 1-5, should be converted to junior high use and the high school renovated to provide additional classrooms, library and special teaching facility space.

○ A new elementary school serving grades 1-6 is recommended for construction in or near Corning. The site should be located close to Corning to enable as many students as possible to walk to school. The

school should also be located near a primary thoroughfare in order that students from the rural areas can be bussed to the school with as little inconvenience to residents as possible. Enough land should be purchased so that an athletic field can be developed for the use of the high school if such need should arise. Fifteen to 20 acres is recommended.

○ Investigations should continue toward further consolidations with adjacent school districts so that the best and most efficient use of educational tax dollars can be made.

Recreation Areas and Open Space. Creating new recreation areas and the preservation of attractive open space will add another element to the economic base of Adams County, while supporting conservation of land and natural resources.

② Acquisition and development of camping, boating, fishing, picnicking, horseback riding and hiking facilities on the south side of the lake in Walter's Creek Watershed. These facilities would be developed by city, county, state and federal agencies as well as private enterprise. It is estimated that some 450 acres of recreation land would be developed on the south side of the lake.

Another 100 to 150 acres of recreation land and water based facilities should be developed on the north side of Walter's Creek lake.

An excellent wildlife area and game management sector can be developed at the northeast end of the lake.

Before specific planning or detailed land use proposals can be made on the Walter's Creek area, it will be necessary to obtain aerial topography of the lake environs. Further detailed study is recommended for

this development which will have great economic impact on the county for years to come.

The 39 ponds to be created by structures in the drainageways leading to the Walter's Creek Lake should be developed wherever possible as fishing and wildlife areas. Landowners should seek to stock these ponds with fish to provide additional recreational opportunities in the watershed.

③ Nine ponds varying in size from 2 to 7 acres will be developed in the West Douglas Watershed. These ponds should be studied for potential fishing opportunity to augment outdoor recreation in and around Walter's Creek lake.

④ Forty acres of land lying south of new Route 34 and west of Route 148 should be developed for camping, picnicking and recreation purposes. The area can offer overnight and enroute camping to travelers using Route 34 and can be used by the residents of Corning and Adams County for picnicking and other day-use recreational pursuits.

⑤ The limestone quarry south of Corning presents a fine opportunity for recreation development. Ponds could be used for fishing and swimming purposes and the adjoining land for picnicking. The site's close proximity to Route 34 would make it an ideal rest stop for travelers crossing Iowa. It is recommended that 80.5 acres of the quarry be developed. A possibility exists for use of one of the pits for sanitary landfill.

○ The stone quarry and storage area south of Mt. Etna also offers an opportunity for redevelopment for recreation purposes in the future.

○ The individual landowner can, through judicious planning for food and cover, induce wildlife onto his property, thereby creating an improved environment for hunting. Pheasant populations are good in the eastern portion of the county and quail are prevalent in the western townships.

⑥ The major forested areas along the East and Middle Nodaway River should be reserved as open space. These lands can offer wildlife cover and scenic attraction.

Public and Semi-Public Buildings. Provision of new buildings and expansion of existing facilities are important to provide the citizens of Adams County a full range of services.








○ A combined city-county administrative office is proposed on the site of the present East School in Corning. This facility would encompass space for the county engineer and his staff along with several offices for use by the city. The East School building should be evaluated to determine whether the structure could be utilized or a new building constructed on the site.

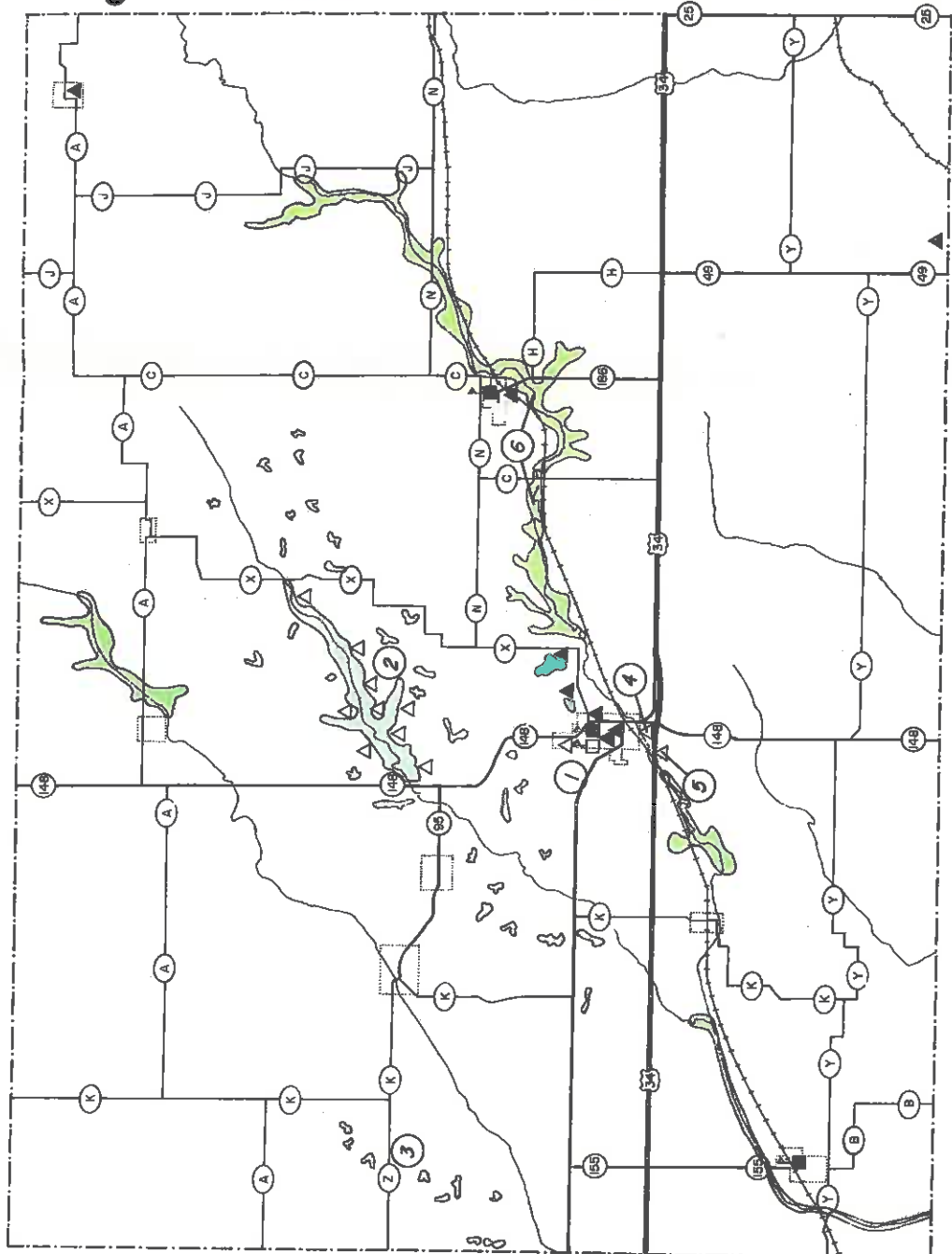
○ Continued expansion of the County Shop and service maintenance center in Corning is anticipated. Consolidation of the maintenance services of county and city on vehicle maintenance and storage is recommended. Both levels of government could work out of the same buildings and in many instances interchange personnel and equipment.

COMPREHENSIVE PLAN STUDIES - ADAMS COUNTY, IOWA

COMMUNITY FACILITIES PLAN

LEGEND

-  Existing Lake
-  Proposed Lake or Pond
-  Existing School to Remain
-  Proposed School
-  Existing Park or Recreation Facility
-  Proposed Park or Recreation Facility
-  Open Space



SCALE IN MILES

URBAN PLANNING GRANT PROJECT NO. IOWA P-38
 THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED
 THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL
 ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY
 UNDER THE URBAN PLANNING AND DESIGN ACT AS AMENDED
 BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

PREPARED UNDER CONTRACT FOR AND FINANCED BY
 THE DEVELOPMENT COMMISSION UNDER
 THE PROVISIONS OF CHAPTER 28, CODE OF THE STATE
 OF IOWA, AS AMENDED
 BY
 SWANLEY ENGINEERING COMPANY
 CONSULTING ENGINEERS
 ILLICATAE, IOWA

Community Facilities Plan - Corning

Specific plan recommendations shown on Figure 7 are discussed below:

Schools.

- ① Acquisition of a 15-20 acre site on Loomis Avenue between 14th Street and 10th Street should be considered. The north-south creek located just west of the present city limits would make a logical west boundary for the tract. A 20 classroom building plus allied special space and facilities are recommended for the site. Sufficient land should be reserved for a future high school athletic field.
- ② The present Craft Building should be converted to a junior high school for Grades 7 and 8. The close proximity of Craft School to the high school would permit sharing of special facilities and eliminate the necessity of duplicating laboratories, library, shops and other related facilities.
- ③ Expansion of the Craft-Senior High School site by nearly four acres. Residential properties west of the present Craft School site and east and west of the present high school building should be acquired as they become available. Such acquisition would add much needed athletic fields and open space around both buildings. The expansion also includes vacation of 9th Street between Loomis and Washington Avenues and vacation of Washington between 9th and 10th Streets. Neither 9th Street nor Washington Avenue is needed to carry traffic through the city.
- ④ The National Guard Armory should be acquired for use as a vocational shop building.

○ Remodeling of the high school building to add new or expanded facilities for the library, health and guidance services, science facilities and other services necessary to a modern curriculum.

○ Phasing out of East School presently containing Grades 4 and 5 and the 4-H building at the Fairgrounds housing Grade 6. After construction of a new K-6 facility, these buildings will no longer be needed.

Parks, Playfields and Open Space. Creating new park and recreation sites and preservation of open space will achieve community betterment while supporting conservation of land and natural resources.

⑤ Acquisition and development of a 2-3 acre neighborhood park in the recently-annexed northern part of the community.

⑥ McConkay Park can be eliminated and redeveloped for industrial purposes. This facility receives little use and should be included with the industrial land recommended for southeastern Corning.

⑦ Holding and development of low lying land located in the southern part of the city. The area encompasses 42.78 acres and should be developed for overnight camping, recreation and held as open space. This is an extension of a similar use in the unincorporated areas along Route 148 and Route 34.

⑧ Continued improvement to the swimming pool and tennis courts is recommended.

⑨ Development of the recently purchased 2.4 acre baseball diamond east of the present city limits.

Public and Semi-Public Buildings. The provision of new buildings and the expansion of existing facilities is important in providing a full range of services to the citizens of Corning and Adams County.

○ Phasing out of the present city hall building is recommended. The fire department has now moved its operations to a new building on the courthouse site, leaving only the second floor of the city hall in use. The present building is old and functionally obsolete.

⑩ The present East School site should become the location for a city-county administrative office. If structurally sound, the basement and first floor of the East School should be retained for conversion to such a building. The second story could be removed from the building. If the building could not be renovated, a one-story building in the front increasing to two stories in the rear, should be built on the site. This building would house offices of the county engineer, with an expanded staff and duties of planning administration, along with space for the city clerk, mayor and council chambers. Space could be leased by the city or a joint construction agreement could be arranged.

⑪ The present city garage should be phased out and operations moved to expanded county facilities south of 5th Street. Both units of government could work out of the same office, sharing certain personnel and equipment.

○ The Corning Police Department should move its operations to the county sheriff's office after city hall is closed.

⑫ Off-street parking for the library should be provided or shared with the creamery. The library should also consider operating a mobile unit which would tour the county on a weekly schedule.

Utilities. Improvements to the water and sewer systems will be necessary to upgrade existing facilities and provide for future growth.

○ Additional water supply for the City of Corning should be provided as the reservoir and Lake Binder continue to silt up. A drought of several years duration could also cause a serious water shortage for Corning. The lake at Walter's Creek provides an opportunity to obtain water. Raw water would be pumped through a pipe for approximately 1/2 mile and then be allowed to flow by gravity for 1 1/2 miles into Lake Binder. The capacity of the treatment plant is sufficient for the planning period.

⑬ Extension of water lines to the hospital area and into the recently annexed land should be accomplished in the near future.

○ Enlargement of the present sewage treatment plant is recommended to include additional sludge bed capacity. A more detailed study of the plant and its components is presently underway to determine capabilities for future service.

⑭ Trunk sewers and water lines will have to be extended to the north, west and south as these areas begin to develop.

○ Measures are already being taken to improve electrical service in the business district and new service will have to be extended to the northwest early in the planning period. Additional service may be needed in the southwest.

○ Extension of gas service to the north, west and south will have to be made as development occurs. However, gas should not be extended outside the city limits until annexation is secured.

⑮ The culvert under the railroad tracks appears to be of sufficient size to allow storm water to reach the East Nodaway River. The present practice of allowing storm water to "pond" behind the culvert should be continued but the culvert should be cleaned out periodically. Efforts should continue to separate storm water from the sanitary sewer system.

Refuse Disposal. The City should close its present dump site located between the CB&Q tracks and the East Nodaway River and conduct a sanitary landfill operation. The location for this new operation should be relatively close to Corning and a supply of dirt which can be used to cover the refuse daily should be in close proximity to the landfill site. Two locations appear to have the necessary qualifications. The first site is in the Spring Lake area just south of Corning where shallow lagoons could be drained and used as a disposal area. Cover material would come from the hill southwest of the lagoons. The other location is the limestone quarry south of Route 34. Excavations exist and cover material is readily available. With the availability of these sites, Corning should provide refuse collection and disposal service to its citizens. The cost of this service would not come from tax funds but would be a self sufficient operation.

PART V - TRANSPORTATION PLAN

General

The Transportation Plan represents a coordinated program to meet present and future needs for moving goods and people. Goals representing policies towards which the community and county can work must be established and accepted prior to finalizing a plan for development.

Goals

The following goals were established as guides in formation of the Transportation Plan:

Separation of local and through traffic in Corning. Through traffic should be channeled to major thoroughfares leaving local streets for service to residents. The relocation of Route 34 south of Corning will aid in attainment of this goal.

Connection of the major traffic generators by means of primary thoroughfares. Generators such as Corning's business district, the hospital, airport, fairgrounds, high school and Walter's Creek should be connected by major streets or highways. This would allow free and efficient movement of traffic through the county.

Provision of adequate circulation in areas of intensive use. Corning's business district and entrances to Walter's Creek recreation area represent areas of intensive use. Traffic should be able to move freely in these areas.

Development of compatible land uses and streets or roads. Narrow residential streets should not be expected to carry traffic between different points in the county, but serve only as access to adjacent

residential property. By the same token, wide highways and major streets can serve more intensive land uses such as apartments, commercial or industrial developments.

Reevaluation of present county road system based upon few and larger farm holdings. As farm consolidations progress, some existing roads may become unnecessary. The county should continue its present program of examining and vacating rural roads when they serve no useful function.

Completion of a hard-surfaced county road system. The county should continue to concentrate its efforts on paving the county highway system. These improvements should be coordinated with efforts of Corning and the Iowa Highway Commission.

Plans

The Transportation Plan and Land Use Plan must be considered together as each is heavily dependent upon the other. Densely populated areas, commercial centers, industrial districts, and agricultural areas have specialized transportation needs. Rail facilities and major highways enhance the industrial potential of a vacant parcel or a site which may be developed. Residential areas should have streets carrying vehicular traffic around rather than through neighborhoods. This interrelationship of land use to transportation is fundamental to comprehensive planning.

The major streets and roads of Corning and Adams County are affected by other units of government. Connections between city and county are one phase. Highway programs of adjacent counties, State of Iowa and the Federal Government are of great importance. Thus, thorough knowledge

of the regional transportation pattern must be gained.

The Regional Planning Commission, Adams County Board of Supervisors, and the Corning City Council must understand the following principal issues incident to developing the Transportation Plan:

1. What is the major street system intended to do?
2. What planning concepts must be followed to enable the major street and highway system to function as intended?
3. What land use implications are involved?

Once these concepts are resolved, an adequate policy can be developed to guide future programs.

The major street and highway system of Corning and Adams County is a network designed primarily to move traffic, while the minor or service street and road framework provides access to private property. These major systems should perform their function in a safe, efficient, economical and pleasant manner. Elements of the major street system can best be classified into two categories according to function performed.

Primary Thoroughfares. These streets and roads carry traffic from one part of the county or city to another and provide access to the interstate system. They may or may not service abutting property by providing direct access. In the case of the new portion of Route 34, complete control of access has been obtained. In other parts of the county access control of state or federal routes is not complete, and these primary thoroughfares do furnish access to adjacent private property. Primary streets and roads should provide for relatively large volumes of traffic at moderate and high speeds. Routes 34 and 148 function as primary thoroughfares.

Secondary Thoroughfares. These arteries bring traffic from the primary road system to the local streets or roads which in turn service individual residences or farms. Secondary thoroughfares satisfy most of the traffic movements within the county and Corning.

Corning and Adams County citizens and civil officials are interested in the meaning of a major street program. Acceptance and establishment of a major street system may take many forms such as prevention of right-of-way encroachment by signs, restricting buildings where widenings are needed; providing for street or road connections through the subdivision process; securing design of new subdivisions with lots backing up to major roads and well-placed cross-streets to provide adequate traffic carrying capacity.

Assigned priorities to public improvements and arrangements for financing are important so that the city or county can provide facilities when needed and properly coordinated with related public works. Major streets and highways of Corning and Adams County carry intercity and county, in addition to intrastate traffic; thus, state or federal finances will be involved. Scheduling and financial preparations for undertaking improvements must precede construction by two to five years. A subsequent report will deal with the capital improvements program.

Transportation Plan - Adams County. The specific recommendations of the Transportation Plan for Adams County are discussed below and illustrated on Figure 8.

○ Improvement of Route 148 from Route 92 in Cass County north to Anita. Such improvements will give the residents of Adams County a paved connection to Interstate 80.

① County Highway "A" is recommended for realignment, straightening and reconstruction east of Nevinville. The present highway has several jogs creating a hazard to traffic. This situation can be corrected by relocating the highway approximately a quarter of a mile south of the present road. This section would be a mile in length.

② Straightening of County Highway "A" through the Village of Carl is recommended. The elimination of the jog would allow traffic to flow smoothly through the community.

③ Designation and improvement of the extension of County Highway "A" west of Highway "K". This road would extend into Montgomery County and intersect with the proposed relocation of Highway 71, one mile west of the Adams County line.

④ Designation and improvement of a new county highway extending east from Route 148, just to the north of Walter's Creek lake. The highway would carry traffic along the north side of the lake between Route 148 and County Highway "X". The proposed improvement would also bring traffic to the lake area from parts of Adams and Union Counties. The entire road would be almost 15 miles in length but could be improved in

segments between existing north-south county roads.

⑤ Improvements of the existing road between Route 148 and Highway "X". This highway would be major east-west traffic carrier south of Walter's Creek lake.

⑥ Extension of County Highway "J" south from Highway "N" to Route 34 is recommended. This road would handle north-south traffic movements in the eastern one-third of the county.

⑦ Route 186 and County Highway "C" should be connected through the Village of Prescott. This connection would provide for a much more efficient flow of traffic between Highway "C" and Route 186. This improvement is scheduled for the 1966 construction season.

⑧ Improvement of Loomis Avenue from Route 34 north to the Corning city limits. This project will extend to Fourth Street in Corning.

⑨ Extension of County Highway "C" south from its present intersection with Route 34 to County Highway "Y". The improvement of this road would allow for north-south travel in the area between Routes 148 and 49.

⑩ Connection of County Road "X" or 15th Street in Corning with new Route 34 south of the city. The proposed route would intersect old Route 34 at 8th Street in Corning, continue west on 8th Street past the airport and then swing south to intersect with new Route 34 at the Brooks Road intersection. This improvement will allow traffic to move through Corning from all directions and connect Walter's Creek, the nursing home, schools, and airport. Some portions of this improvement will also open

new land for development. Cooperation between city, county, and state officials will be necessary to realize this improvement.

⑪ Extension of Highway "B" from its present location, due north, to connect with Highway "Y" east of Nodaway.

○ Continued improvement of Route 34 from the County Home east to the Union County line. State Highways 155, 95, 148, 186, 49 and 25 should be upgraded during the planning period. All improvements will be financed by state funds.

○ The remainder of the county highway system should be hard-surfaced to provide safer roads and reduce county maintenance costs. Improvement priorities are found in the report containing capital improvements.

○ Continued upgrading of the airport is recommended. New lights, two-way radio communications and runway improvements are needed.

Transportation Plan - Corning. Specific recommendations of Corning's Transportation Plan are found below and illustrated on Figure 9.

① Fifteenth Street should be improved to carry traffic from County Highway "X" at the eastern city limits, proceeding west through Corning to connect with old Route 34 near 8th Street extended, and ultimately reaching relocated Route 34. The airport, new elementary school, hospital, fairgrounds and Walter's Creek Lake would all be connected by this project. This street should have an 80' right-of-way and should be paved to a width of 32'.

② Loomis Avenue should be improved from its intersection with new Route 34 south of Corning to 4th Street. Pavement width from 4th Street to 10th Street is adequate if parking were removed. The railroad crossing should be signalized for the safety of crossing vehicles.

○ Pavement widths of 20 to 24 feet on Nodaway Street and Grove Avenue should be sufficient to handle expected traffic for the planning period. However, there is only sufficient room for two lanes of moving traffic and it will be necessary to restrict parking over the entire lengths.

③ Quincy Street (Route 148) south of the river has recently been improved as part of the Route 34 relocation. Additional pavement width is needed, especially between the south city limits and 6th Street. The bridge crossing the railroad tracks has deteriorated badly and needs improvement or replacement. The 100 foot right-of-way width is sufficient, but pavement width should be increased from 18-20 feet to at least 24 feet.

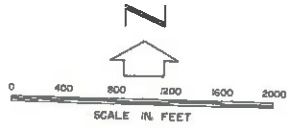
④ Sixth Street (old Route 34) has sufficient right-of-way, but pavement width from Loomis Avenue to the west city limits should be increased from 16 to 24 feet.

⑤ Railroad spurs are proposed to service the industrial areas north of the East Nodaway River.

○ Minor or service streets in the community are generally adequate to handle the traffic using them. Most of these streets were platted with 60 or 66 foot rights-of-way and are improved to widths of 20 feet or more. While the 20-foot paved width is adequate for two lanes of traffic it does not permit a parking lane. Parking may have to be restricted on all streets in the residential sections of the community as car ownership and use increases. Many of the minor residential streets in Corning have not been paved with a permanent type of surfacing. Efforts should be made to pave these streets by special assessment, thereby reducing the city's maintenance cost.

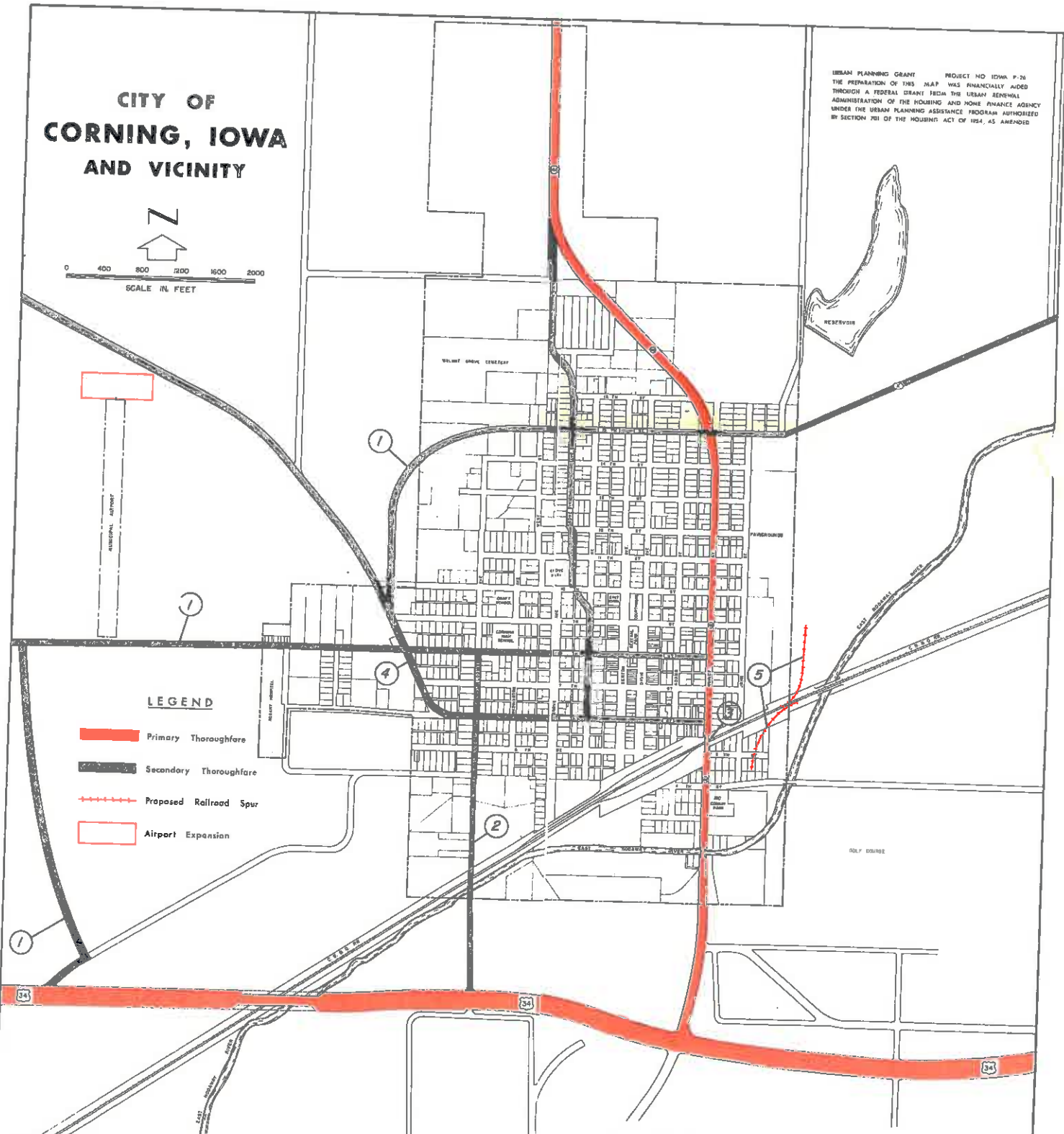
Figure 10 illustrates recommended major street or road sections for Corning and Adams County.

CITY OF CORNING, IOWA AND VICINITY



URBAN PLANNING GRANT PROJECT NO. IDWA P-26
 THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED
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 ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY
 UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED
 BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED

- LEGEND**
- Primary Thoroughfare
 - Secondary Thoroughfare
 - Proposed Railroad Spur
 - Airport Expansion



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISION OF CHAPTER 26, CODE OF THE STATE OF IOWA AS AMENDED.
 BY: STANLEY ENGINEERING COMPANY
 CONSULTING ENGINEERS
 MUSCATINE, IOWA

TRANSPORTATION PLAN

FIGURE 9

RECOMMENDED STREET SECTIONS

COMPREHENSIVE PLAN STUDIES - ADAMS COUNTY, IOWA

LOCAL STREET SYSTEM - Providing for direct access to abutting land and for local traffic movements, comprise from 65-80% of the total system.

R1 - Minor Residential Street
 Design speed - 20 mph
 Operating speed - 15-20 mph
 Traffic lanes - 12'
 Parking lanes - 8'
 Spacing - as required

R1-C - Minor Residential-Commercial Street
 Design speed - 20 mph
 Operating speed - 15-20 mph
 Traffic lanes - 12'
 Parking lanes - 8'
 Spacing - as required

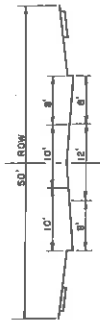
COLLECTOR STREET SYSTEM - Providing for traffic movement between major arterials and local streets, and direct access to abutting property, comprise 10-20% of the total system.

C1 - Collector-Residential Street
 Design speed - 30
 Operating speed - 25
 Traffic lanes - 12' or 11'
 Parking lanes - 10'
 Spacing - 1/2 mile

ECOMMUT TRANSPORTIVE SYSTEM - Providing for traffic movement between areas and across the city and county and direct access to abutting property, subject to necessary control of entrance, exit and curb use. Comprise 20-25% of the total system. Traffic volume of 300 vph for 12 hours during normal working. Calculation of traffic-accident potential.

A1 - Secondary Throughway Street
 Design speed - 30 mph
 Operating speed - 25 mph
 Traffic lanes - 11'
 Parking lanes - 10'
 Spacing - 1 mile

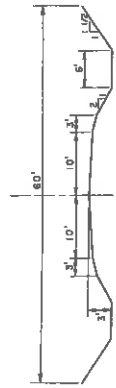
RESIDENTIAL: 28'



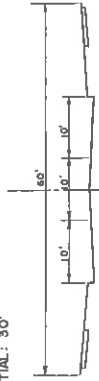
BUSINESS: 36'



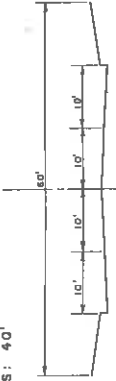
RURAL: 20'



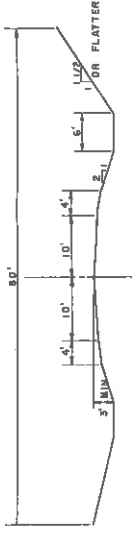
RESIDENTIAL: 30'



BUSINESS: 40'



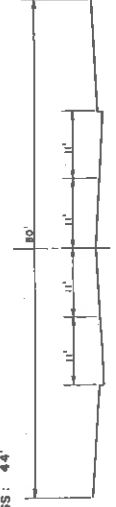
RURAL: 20'



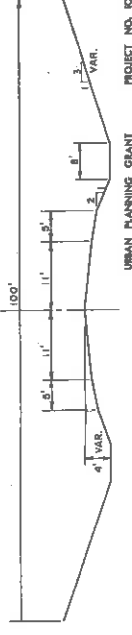
RESIDENTIAL: 42'



BUSINESS: 44'



RURAL: 22'



PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 20, CODE OF THE STATE OF IOWA AS AMENDED.

BY: STANLEY ENGINEERING COMPANY
 CONSULTING ENGINEERS
 MUSCATINE, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-36
 THE PREPARATION OF THIS PLAN IS MADE POSSIBLE BY THE PRESENTATION OF A GRANT FROM THE URBAN RENEWAL PROGRAM OF THE FEDERAL HOUSING AND HOME FINANCE AGENCY UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

PART VI - CENTRAL BUSINESS DISTRICT PLAN

General

Cornings' Central Business District is the focus of the community. Appearance and condition of the CBD are often used as an indication of a community's well being and the part of a community that visitors remember. Thus it is very important that the impression of the CBD be as favorable as possible. A central business district should also be as attractive as possible and serve the needs of persons residing within the trade area.

Existing Conditions

The business district generally includes the area bounded by Adams and Nodaway Streets on the east and west, 5th Street on the south and 10th Street on the north. The "core" of the CBD includes the frontage along Davis Avenue between 6th and 8th Streets. Most of the community's major stores are located within this two block area. Corning's business district is basically oriented toward providing convenience goods and services to the residents of Corning and the surrounding areas. It also provides the principal governmental services for the planning area.

Future Business Activity

In the future, Corning's business district can expect a greater share of its business activity to come from residents of the city. Although county-wide out-migration is occurring and will continue, the median family income of those remaining is expected to increase from \$3,426 in 1960 to \$4,700 in 1970. With more disposable income, these families will

be seeking more and better quality goods than ever before.

Development of the Walter's Creek Watershed is anticipated to attract many recreation users. Vacationers and visitors should substantially increase the demand for convenience goods and Corning should try to attract a share of such expenditures.

Improvement and relocation of Route 34 south of Corning will increase traffic in the region, with resultant increase in the demand for goods and services. Corning should be able to attract a portion of this trade.

These factors indicate that the future of Corning's CBD are good. In order to attract potential buyers, the CBD will have to offer facilities that compare favorably with those of its neighbors. Corning is one of the smallest trade centers in the area and, therefore, must take the necessary steps to compete successfully with its larger neighbors.

Features that Could be Improved in the CBD

Present parking facilities are generally adequate in the downtown area. However, location of parking areas is not related to the areas of greatest demand. Parking spaces in the "core" or the CBD are presently at a premium, thus detracting from the CBD as a convenient place to shop. Public buildings in the downtown area, such as the post office, city hall and library, also lack adequate off-street parking facilities.

Relocation of Route 34 will free the business district of non-CBD oriented traffic or make it a more convenient place to shop.

In order to be competitive with other shopping areas, Cornings' business houses must be modern, attractive and inviting to shoppers.

Building frontage should be continuous without breaks. While many of the stores are well-maintained and structurally sound, the CBD does not have a look of activity and vitality that is so critically needed. Downtown appearance lacks coordination between adjacent stores and blocks.

There are several open spaces in block frontages that could be filled by the construction of new buildings. Several buildings could be replaced by new structures. Figure 11 shows existing conditions in the Corning CBD.

The CBD Plan

The plan calls for an intensification of the business "core", a grouping of governmental buildings and provision for an office complex. Parking lots are proposed convenient to these areas of high activity.

The "core" of the CBD lies along Davis Avenue between 6th and 8th Streets. The gas station on the corner of 6th and Davis Avenue. should be replaced with a structure that would continue the building line the length of the block. The building line is also interrupted on Benton Avenue between 6th and 7th Streets. These openings should be built-up to complete the building line of this block. With addition of these structures, the "core" area would be continuous and complete. Ground floor building area in this "core" area would offer a total of 111,725 square feet of offices and retail shopping space.

The "core" area presently lacks convenient adequate off-street parking facilities. Figure 13 shows location of the two proposed parking lots which would serve this purpose. On-street spaces presently available plus the addition of the two off-street lots will provide adequate.

CENTRAL BUSINESS DISTRICT CITY OF CORNING, IOWA

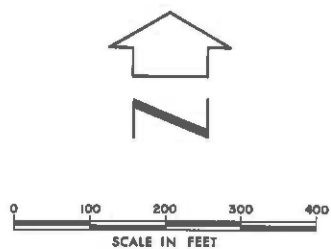
COMPREHENSIVE PLAN STUDIES—ADAMS COUNTY, IOWA

EXISTING CONDITIONS



LEGEND

- RESIDENTIAL OR VACANT
- PUBLIC / SEMIPUBLIC
- RETAIL OR SERVICE
- LIGHT INDUSTRIAL



URBAN PLANNING GRANT PROJECT NO. IOWA P-26
 THE PREPARATION OF THIS CHART WAS FINANCIALLY AIDED
 THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL
 ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY
 UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED
 BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

PREPARED UNDER CONTRACT FOR AND FINANCED IN
 PART BY THE IOWA DEVELOPMENT COMMISSION UNDER
 THE PROVISION OF CHAPTER 28, CODE OF THE STATE
 OF IOWA AS AMENDED.

BY:
 STANLEY ENGINEERING COMPANY
 CONSULTING ENGINEERS
 MUSCATINE, IOWA

FIGURE 11

parking for the "core" area.

The two proposed public lots plus the existing on-street parking will provide for 362 cars. The area provided for parking on the plan is not sufficient to meet the demand for 1990. However, the following factors should make the space provided adequate for the next ten years.

1. Additional space is available on the fringe of the "core" area where off-street parking could be provided in the future. This land is predominately residential at the present time.
2. Employees should be encourage to use the off-street lots, allowing on-street spaces to be used exclusively by shoppers.
3. There is more on-street parking space in the areas surrounding the "core" area that can be utilized by shoppers.
4. The proposed parking lot for the creamery will provide on-street space formerly used by the creamery employees.
5. The NFO parking lot will free on-street spaces that can be utilized by "core" shoppers.

The "core" area should also be upgraded in appearance. It is necessary that this treatment be relatively inexpensive to the individual storeowners. Figure 12 represents a conceptual sketch of a portion of the "core" of the CBD after proposed treatment. Treatment will enliven and unify the CBD and consists of removing projecting signs and erecting new signing of a consistent type and size, mounted flush with the surface of the buildings. Buildings could be painted attractive colors with addition of colored awnings

and bright accent colors on the trim. With this simple treatment, the CBD would take on a pleasant look that would enliven its attraction and appeal.

A block has been reserved as new office building for the NFO headquarters. This would provide a pleasant, attractive setting for the building as well as adequate space for a large parking lot. This lot could accommodate about 93 cars which should be adequate for NFO office staff and visitors. Orientation of the NFO office on this site has a desirable relationship with the park across the street, providing an "edge" to the CBD and is located close to county and city offices.

A city-county administrative building is proposed on the site of East School. Addition of this building would alleviate a shortage of office space for city and county offices. Its relationship to the county courthouse is desirable and important. A parking lot for 24 cars could be provided at the rear of the building.

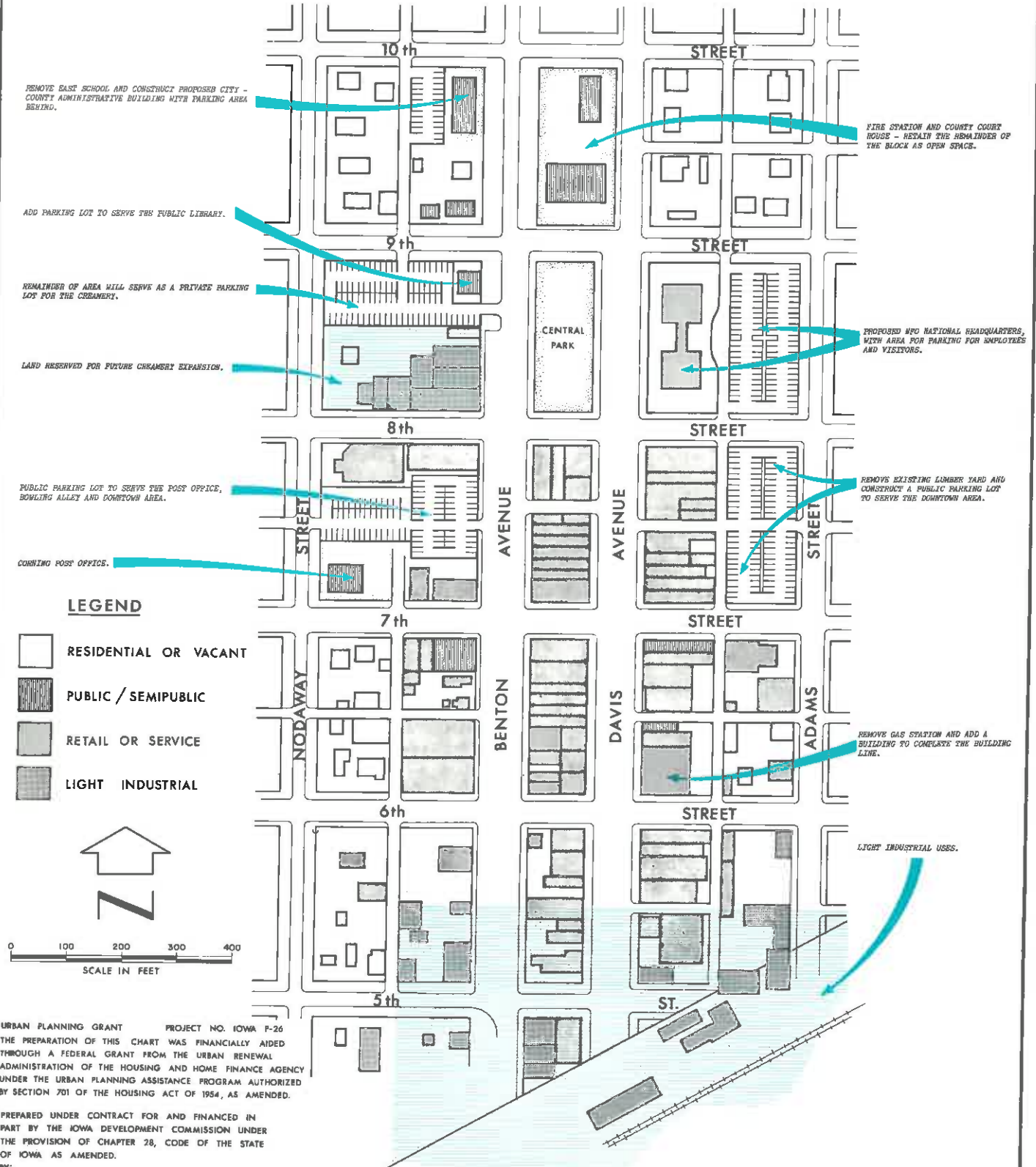
A large lot for 83 cars is proposed for the corner of Ninth and Nodaway Streets. This would provide for employees of the creamery in the southern portion of the block. A portion of the lot could be used as off-street parking for the library with consent of the creamery.

A half-block area has been reserved for expansion of the creamery at the corner of 8th Street and Benton Avenue.

The area extending south from the alley between 5th and 6th Streets has been proposed for light-industrial use. This location takes advantage of the railroad and creates a fixed limit to the directional growth of the CBD. Figure 13 shows the proposed Central Business District Plan.

CENTRAL BUSINESS DISTRICT PLAN CITY OF CORNING, IOWA

COMPREHENSIVE PLAN STUDIES - ADAMS COUNTY, IOWA



REMOVE EAST SCHOOL AND CONSTRUCT PROPOSED CITY - COUNTY ADMINISTRATIVE BUILDING WITH PARKING AREA BEHIND.

ADD PARKING LOT TO SERVE THE PUBLIC LIBRARY.

REMAINER OF AREA WILL SERVE AS A PRIVATE PARKING LOT FOR THE CREAMERY.

LAND RESERVED FOR FUTURE CREAMERY EXPANSION.

PUBLIC PARKING LOT TO SERVE THE POST OFFICE, BOWLING ALLEY AND DOWNTOWN AREA.

CORNING POST OFFICE.

LEGEND

- RESIDENTIAL OR VACANT
- PUBLIC / SEMIPUBLIC
- RETAIL OR SERVICE
- LIGHT INDUSTRIAL



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MUSCATINE, IOWA

FIGURE 13

Summary

The present CBD, as bordered by 5th and 6th Streets, Nodaway and Adams Streets, has been divided into four distinct zones.

1. The area from the alley between 5th and 6th Streets south has been reserved for light industrial purposes. A portion of this area adjacent to the "core" may also be used for public parking lots if future demand arises.
2. The "core" has been limited to the area between 6th and 8th Streets along Davis Avenue, primarily because of topographic reasons.
3. The area north of 8th Street has been reserved for governmental offices as well as an office complex for the NFO. The "core" and the office area are enhanced by Central Park.
4. Blocks surrounding the CBD are basically a "business fringe," composed of many different uses. This area will be utilized in the future for expansion of commercial uses and parking areas. It also serves as the buffer or transition zone between the CBD and other adjacent residences.

The proposed treatment of the "core" area should make it attractive enough to draw new shoppers to the downtown area, while still being economically feasible for the businessman to accomplish.

Realization of the proposed plan will take several years. However, the sooner each individual step is taken, the more assurance the community will have of maintaining and expanding its share of the retail business trade in the Adams County region.

PART VII - IMPLEMENTATION

The City of Corning and Adams County have now completed an important phase of the comprehensive planning program. Additional work, however, lies just ahead. Action must be taken by the Regional Planning Commission, Board of Supervisors, Corning City Council, Boards of Education, merchants and private investors to put plans into reality.

The Regional Planning Commission has reviewed all plan proposals. The next steps are acceptance by the Planning Commission and adoption of the plan after public hearing. The Plan should then be recommended to the Board of Supervisors and Corning City Council for their adoption. After adoption, the Plan will become a guide for city and county officials in future decision making.

Several municipalities within Adams County have not participated in the comprehensive planning program. These communities should be encouraged to avail themselves of the opportunity to join in the regional program so the planning process can truly be representative of the entire county.

Regulatory measures such as zoning and subdivision control assist in guiding land use and development. Zone changes should be made in accordance with the Land Use Plan. Needed right-of-way and street connections can in many instances be secured by the subdivision process.

Zoning and subdivision regulations reports have been developed which reflect the goals and objectives of Corning's and Adams County's Comprehensive Plan. The Planning Commission has completed review of these measures. The county zoning report is now ready to be put in legal form

for public hearings. The city zoning report will soon follow. Sub-division regulations reports have been reviewed and are ready for public hearing.

Adams County's and Corning's Capital Improvements Program sets forth projects to be completed within the next 20 years. Priorities have been established. A more specific five-year program has been formulated to include those items to be financed by Corning and Adams County. The five-year program will finally become a series of projects in the respective annual budget.

Planning administration (found in a supplementary report with the Capital Improvements Program) attempts to provide guidelines to those persons or groups responsible for the Comprehensive Plan and the planning process. The full spectrum of administration will be discussed and valuable insight into the relationship between plans and action should be gained.

Immediate action becomes imperative on certain projects. Acquisition of recommended sites should be accomplished before land values increase or development precludes provision of community facilities at locations of maximum benefit to resident of Adams County. Close cooperation between Board of Supervisors, municipal governing bodies, County Conservation Board, Boards of Education, Regional Planning Commission and the many other agencies operating in Adams County is necessary to secure coordinated action.

In the final analysis, the citizens of Adams County decide what the community will be in 25 years. It is essential that they be informed and

realize the benefits to be derived from the Plan.

The Comprehensive Plan is intended to assist elected officials, appointed administrators, citizens and private developers in making informed decisions regarding Adams County's growth and development.

All those interested in the welfare of the Adams County community should have access to the Plan and background information. The Regional Planning Commission has done much to invite and encourage public understanding. A continuing program of public information and education can be one of the biggest forces in vitalizing the Plan.

Respectfully submitted,

STANLEY ENGINEERING COMPANY

By W. R. Klatt
W. R. Klatt, AIP

By John Sayles
John Sayles

Approved Lowell D. Titus
Lowell D. Titus, P.E.

APPENDIX A

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