

# **The Nishnabotna Loop**

## *Community Enhancements that Build on Community Character in Rural Pottawattamie County*

The rural communities of Pottawattamie County benefit from the character of the rural countryside, their own special features, and their relative proximity to the Omaha/Council Bluffs metropolitan area. Several towns, including Treynor, Underwood, and to a lesser degree Carson have experienced significant residential growth on the far reaches of metropolitan expansion. In Walnut, the retailing of antiques has driven resurgence of commercial activity, with many shoppers visiting town from the metropolitan area. The most distant of the Pottawattamie County communities is only about 40 minutes from the metropolitan area.

Yet, in many ways, the Pottawattamie County communities are not taking full advantage of their location on the edge of one large metropolitan area and their location just beyond the sphere of influence of another. Vacant storefronts, deterioration in the public environment, and, in some cases, a lack of population growth are signs of this problem. Even during this period of sustained economic growth, small communities face serious challenges to even a stable future.

Part of the problem stems from a change in economic development challenges, created by low unemployment, greater mobility, and the increasing use of electronic media. During the 1970's and 1980's, with unemployment generally ranging from 5% to 8%, the focus for economic development efforts was the business enterprise. In 2000, with very low national and regional unemployment rates, the denominator for economic development has become the individual. Communities not only compete to attract business, but they also compete to attract individual households. Indeed, in a digital age, the individual household itself may well be the business. As a result, the quality of a community becomes as important to economic development as traditional recruitment efforts and incentive packages. The town must be a place that prospective residents find desirable for themselves and their families.

The visual appearance of a town becomes an important part of the message transmitted to potential residents in this complex competition. Simply stated, a town that looks neglected or unattractive is viewed negatively when families are considering where to live or invest. A community must invest in itself in order to attract new investment from outside. But this fact creates special problems for small communities trying to maintain basic services on often-stagnant property tax bases and retail sales.

### **The Nishnabotna Loop Concept**

The Nishnabotna Loop (NL) is a concept designed to address these challenges in rural Pottawattamie County by knitting both town and country into a network of communities. The "network" approach has succeeded in the Midwest, notably in such areas as the Amana Colonies of eastern Iowa and the Root River Valley of southeastern Minnesota. Principles of this approach include:

Linking and Identifying number of town into a continuous route or loop, connected by both roads and environmental or recreational features.

Identifying and enhancing unique attributes of each community in the network.

The NL concept creates a continuous loop that begins and ends in Council Bluffs, symbolizing the complementary relationship between the county's largest city, its smaller communities and its rural countryside. The NL extends northeast on Highway 191 through Underwood and Neola; continuing east on Highway 83 through Minden and Avoca with a short extension to Walnut; then south on US Highway 59 through Hancock and Oakland; and returning east on Highway 92 through Carson and Treynor, back to Council Bluffs. The "environment" link of the NL is the Nishnabotna River itself, from Avoca through Hancock, Oakland, and Carson and termination in Macedonia.

The two-tract, regional and local approach of the NL is designed to address two specific community development markets:

Creating a network to attract new visitor-based economic activity from the Omaha/Council Bluffs and Des Moines metropolitan areas. This expands Walnut's successful "Antique City" strategy to other communities in the Loop.

Making each community attractive to potential residents who may work in the metropolitan area but are attracted by rural life in excellent towns.

### **Components of the Regional Network**

The regional network concept includes several specific investments and actions, including:

The design of a Nishnabotna Loop identifying logo and signage marking the loop on roadways.

Special interpretive graphics and signs at specific points on the loop. A consistent design would be developed for these components.

Preparation of marketing materials and a guidebook to the loop and its communities, analogous to those completed for other multi-community visitor networks.

Development of a multi-use trail and greenway along the Nishnabotna River from Avoca on the north to Macedonia on the south. The terminus points of this greenway would be City Park in Avoca on the north and Old Town Park outside of Macedonia on the south. The concept calls for acquisitions through purchase of easement of a continuous strip of land along the east bank of the Nishnabotna; development of a multi-use recreational trail along this strip; and development of the river itself as a canoe trail.

Gradual upgrading of the major road links of the loop to accommodate bicycles. The highest priority for bicycle accommodation would be Highway 191 and 83 from Council Bluffs to Walnut.

Development of a bicycle trail or improved roadway with bicycle shoulder along 400<sup>th</sup> Street from Carson to Macedonia.

Expansion of WIDA as a regional development corporation, capable of assembling and financing projects, accepting and acting on façade easements, recruiting businesses, and coordinating promotional activities.

### **The Local Community Concept**

While the regional network provides the connecting rural framework for the Nishnabotna Loop, the primary focuses of activity are the ten communities of the system. It is impossible for any community to general funding to complete a comprehensive community enhancement program. Instead, we suggest a focused approach that concentrates on two or three specific projects that are particularly strategic to each community. We believe that defining and completing these strategic projects can effectively leverage other investment and economic growth as a part of the overall network.

The succeeding parts of this preliminary report include:

A brief analysis of the structure and special features of each community.

A summary of specific issues, threats, and opportunities that each community faces.

An outline of strategic actions that can most effectively improve and transmit the message of community quality, and that accelerate the emergence of the Nishnabotna Loop concept.

The later document will present more specific images and concepts.

# Underwood

## Population History

1980: 446

1990: 515

1998: 588 (estimate)

## Structure and Features

Highway 191 is major arterial, cutting diagonally through the town.

Mosquito Creek rings the town on the east.

Small town center along 3<sup>rd</sup> Street between highway and creek.

Drainageway runs through town, running in the median along Charles Street, past the elementary school, crossing the highway, and emptying into Mosquito Creek.

New subdivision development and high school on the northwest edge of city.

Historic billboard acts as north entry to city.

## Opportunities/Issues

Town center is off the highway and difficult to see.

Third Street is an import east-west crossing of the highway and includes a country store.

Historic Creek Bridge is being replaced by a new road bridge on 3<sup>rd</sup> Street east of town center.

Creek and drainageway provide a trail development opportunity to connect new and old parts of town.

Historic billboard is deteriorating, but is an unusual feature and advertises Underwood area businesses

## Possible Actions and Projects

Restore historic billboard on north side of town. Duplicate billboard as a south entrance to Underwood.

Develop continuous trail loop from high school through town center, using the following alignment:

Mahogany Road from the high school to Clark Circle

Clark Circle and the existing sidewalk from the cul-de-sac to Charles street.

The median along Charles Street to the elementary school

The drainage way past the elementary school and across or under the highway to Mosquito Creek.

The east bank of Mosquito Creek to 3<sup>rd</sup> St.

Restoration of the historic 3<sup>rd</sup> Street Bridge and 3<sup>rd</sup> street back though the town center to Charles Street.

Landscaping and enhancement of 3<sup>rd</sup> and Highway 191 intersection with corner nodes and landscaping clearly marked pedestrian crossings, and special signing and graphics. Intersection

should include at least blinking caution lights for highway through traffic, incorporated into intersection features.

Enhancement of Charles Street “boulevard” with trail. Landscaping and drainageway treatment, and special lighting, connecting elementary and high schools.

# Neola

## Population History

1980: 839

1990: 909

1998: 903 (estimate)

## Structures and Features

Highway 191 is major community corridor, forming the main business street of the town. Highway is 60 feet wide from curb to curb in town center.

The center of town extends one block north along 3<sup>rd</sup> and 4<sup>th</sup> Streets.

Townscape is dominated by historic St. Patrick's Church at 4<sup>th</sup> and Avon.

Town grid rotates, oriented to railroad in the lower part and shifting to the surveyor's grid above Mendel Street

3<sup>rd</sup> Street climbs the hill, leading from downtown, past the church and attractive houses to the cemetery and panoramic countryside views.

2<sup>nd</sup> Street leads out of town past construction yard to I-80 interchange and Arrowhead Park.

Arrowhead Park is an important community resource.

## Opportunities/Issues

Highway 191 corridor through the city is relatively unattractive.

Entrance from I-80 into Neola is also unattractive, but is highly visible.

Veteran's Memorial proposed for south side of town, near ballfields, could provide an excellent south entrance to the city.

Third Street provides a good progression from the town center to the cemetery and top-of-the-hill prospect.

Brich Plumbing building is a highly visible building, but its deterioration hurts town center appearance.

## Possible Actions and Projects

Develop Front Street between 2<sup>nd</sup> and 5<sup>th</sup> Street as a divided boulevard through the center of town. Include a well-landscaped median, special lighting, and entry graphics, as well as new sidewalks.

Restore the face of the Brich Plumbing building. Consider possible purchase and restoration as a commercial building with housing above. Alternatively, consider a façade easement program, by which the owner donates the façade to a nonprofit organization for a tax deduction; funding is then provided through the NOP to complete façade restoration.

Design and develop the Veterans Memorial as a south entrance into the city. Incorporate the memorial with the ballfield complex and a walkway along the creek.

Complete a corridor landscaping and enhancement program along Highway 191 outside of the town center.

Develop a 3<sup>rd</sup> Street promenade with continuous sidewalks and special lighting and signage from Front Street to the cemetery. Include markers that discuss the history of Neola along the way. Terminate the promenade with a prospect at the top of the hill, with its commanding view of the surrounding landscape.

Construct a curving low wall with Neola graphics and art along the construction yard boundary leading from I-80 to Front Street. Use this as a screening wall to divert views away from the industrial uses along the extended 2<sup>nd</sup> Street.

Develop a bicycle trail connecting Neola to Arrowhead Park.

Promote the adaptive reuse of the St. Joseph's School building.

# Minden

## Population History

1980: 483

1990: 539

1998: 564 (estimate)

## Structures and Features

Unusual triangular public commons forms the heart of the town.

Kahler Park is a major recreation complex, located on the extreme eastern edge of Minden

Second Street provides direct connection the triangle from Lincoln Street, the main approach route from I-80.

## Opportunities/Issues

The triangular commons is a unique feature, with a distinctly European town quality. Yet aspects of the square are deteriorating or unsightly, including retaining walls and railings. Grades in the town center create some sharp drop-offs and stairs at intersections.

The triangle suffers from excessive amount of paving.

Historic light poles are still standing.

The Minden Community Club is adjacent to downtown and is on axis to the triangle, but lacks an attractive pedestrian connection.

The link into town from Lincoln Street is indirect and easy to miss.

The Main Street Corridor is generally unattractive. In addition, it lacks a strong pedestrian link to Kahler Park.

## Possible Actions and Projects

Implement a comprehensive renewal plan for the corridor. Components might include:

- Expanding the triangle to the north, removing parallel parking along its edge.

- Redesigning and re-landscaping the triangle itself.

- Replacing deteriorated retaining wall with attractive new masonry walls. Walls may include art features and special textures.

- Restore historic light poles and refit with historically appropriate heads.

- Replace pipe rails with attractive metalwork railings.

Provide thematic directional signage at the 2<sup>nd</sup> and Lincoln intersection, directing traffic from I-80 to the town center.

Develop a landscaped entrance garden with an attractive sign at the divergence of Park Street and Main Street.

Develop Community Club Road as a tree-lined pedestrian and vehicular link between the Club and the triangle. Encourage the redevelopment of the vacant but architecturally important garage on the East Side of Community Club Road.

Implement a corridor enhancement plan for the Main Street corridor. Include landscaping and trail/walkway development between Lincoln Street and Kahler Park.

# Avoca

## Population History

1980: 1,650

1990: 1,497

1998: 1,459 (estimate)

## Structures and Features

Walnut Street (US Highway 59) is principal trafficway through town.

Walnut and Elm are two parallel, complementary streets. Walnut is (US 59) is principally residential, with a number of historic houses along it. Elm is the main street of the town center. City is generally linear in a north-south direction, rising out of the Nishnabotna Valley.

City Park is a superb, multi-use open space, and is defined by the east branch of the West Nishnabotna and Ballard Creek. The park is connected to the city by a bicycle trail, which ends at Cherry Street.

Historic town center boasts many historic buildings.

New development has occurred around the interchange and along Willow Street on the north end of town.

Highway 83 is the main east-west street, rising relatively steeply from the Nishnabotna to the Walnut Street intersection.

## Opportunities/Issues

Highway alignments make it relatively easy to bypass town center on US 59

High & Walnut intersection, the main highway intersection, has poor sight lines and lacks directional signage. Cross traffic on Highway 83 stops on a slope for intersecting Highway 59. Many historic downtown buildings are vacant or underused. Substantial opportunities exist for restoration.

Avoca has suffered from steady, if moderate, population declines.

Bicycle trail from City Park to town ends at Cherry Street. A steep, broken sidewalk becomes the pedestrian access along the highway to the west.

Superb houses and mature trees distinguish Walnut Street. Some houses are vacant and deteriorating.

Nishnabotna River frontage at City Park makes the park a possible north terminus for a greenway along the river.

New northside subdivision is relatively isolated from City Park and the rest of town.

## Possible Actions and Projects

Develop a welcome triangle at the divergence of Elm and Chestnut Streets. Include landscaping and attractive graphics directing traffic into the town center. Consider establishing a visitor information kiosk as part of this triangle.

Implement a downtown streetscape program, beginning with intersection improvements at the High and Walnut Street intersection. Improvements should include corner nodes to reduce street

crossing distance, special lighting, landscaping and graphics. In later stages, extend intersection improvements to the Lyon and Crocker Street intersections, and reconstruct sidewalks along Walnut.

Implement a storefront restoration program. If a nonprofit organization with foundation support is used to carry out restorations, consider the donation of façade easements by private owners. Use CDBG funds or other sources to capitalize an enterprise fund to encourage new business start-ups in restored buildings.

Institute an intersection improvement program at the main highway intersection of High & Chestnut. Include attractive directional graphics, directing visitors into the city center, special lighting, and traffic controls. Work with IDOT to install appropriate controls, which may include a 4-way stop, a flashing caution signal directed toward Walnut street or full signalization.

Develop an Avoca History Walk, with repaired, barrier free sidewalks and interpretive signage, linking the fine residential architecture of Walnut Street with the distinguished main street commercial architecture of Elm Street.

Extend the City Park bicycle path into the center of town. Options for the extension include cutting a new path adjacent to the High Street curb, bounded by a new retaining wall; or directing bicycle traffic south along Lyon Street into the town center.

Connect city Park to new residential development on the north side of town using a pedestrian/bicycle bridge over the Nishnabotna and a trail alignment along 450<sup>th</sup> St.

Establish City Park as the north “station” of a Nishnabotna River Greenway system. Provide and opportunity for a canoe concession, which in turn could produce other outfitting businesses.

Build on the restored historic courthouse that dominates the town center.

# Walnut

## Population History

1980: 897

1990: 857

1998: 900 (estimate)

## Structures and Features

Iowa's Antique City, a major visitor attraction for the Omaha/Council Bluffs and Des Moines metropolitan areas.

Attractive community entrance sequence between I-80 and town center.

Town center includes a variety of specialty retailers and services, with a concentration of antique dealers unique in the area.

Dramatic definition between town and country at Pearl Street (Highway 83) adds a real sense of place to the town center.

Highway 83, main east-west corridor into town, marks a sharp south boundary.

## Opportunities/Issues

Walnut is recognized as an important visitor destination in the area and is a vital anchor. This role must be preserved.

As a result, Walnut cannot afford to have such "chinks in its armor" as vacant buildings, deteriorating storefronts, or sites in disrepair. Maintaining the quality of this attraction is critical to the success of the NL concept.

While the Antique City Drive entrance into town is very attractive, the Highway 83 approach from the west is much less attractive.

## Possible Actions and Projects

Restore and rehabilitate the two most visible vacant buildings in the town center – the bank and opera house buildings on the northeast corner of Antique City Drive and Pearl Street. Use CDBG funds as an incentive to promote occupancy of the buildings.

Acquire and demolish the vacant building north of the opera house. Use this as a passageway into a renewed back alley area.

Implement a major alley renewal plan that provides improved parking and loading facilities, parklike open spaces, pedestrian linkages, and some sites for new development. Use the alleys to expand Walnut's town center beyond its current boundaries and to make the district a larger attraction.

Implement a corridor enhancement program, with new lighting and landscaping along the Highway 83 approach into Walnut. This will be the main link between the town and the rest of the Nishnabotna Loop.

Create an entrance node at the south end of Antique City Drive, establishing a good entrance from Highway 83 and helping to reinforce the rehabilitation of the two historic corner buildings. A landscaped median may also be used along Pearl Street to define this entrance more strongly.

Make appropriate and aesthetically attractive ADA improvements to building entries. Establish mid-block nodes to encourage people to shop on tow sides of the street and to reduce crossing distances at this point.

Implement a program to decorate light posts with flowers.

# Hancock

## Population History

1980: 254

1990: 201

1998: 216 (estimate)

## Structure and Features

Botna Bend is a significant resource on the East Side of town.

Highway 59 is the main street through town, oriented in an east-west direction. The highway veers off to the south, paralleling rural county road, and US 59.

Harold's Café, in the center of town, is an important local landmark.

## Opportunities/Issues

Improved linkage of Botna Bend Park into town would be a benefit. Current direct connection along Delta Street has conflicts with the grain elevator. Botna Bend route from Highway 59 is somewhat difficult to define.

Town center is not well developed, but has opportunities. Harold's Café and convenience store on the highway are foundations. The American Legion site, with its small building, provides an opportunity for a small office area.

Main Street is very wide and provides places for enhancements to create a gateway into town.

## Possible Actions and Projects

Develop and landscape triangle and intersection of US Highway 59 and county road G-30 as an entry feature, including directional information to Botna Bend Park as part of the design

Develop a landscaped median at the end of Main Street in the town center, at Main and Kimball and Delta. Design the entrance median so that it does not conflict with truck movements to the grain elevator.

Establish and landscape a direct pedestrian into Botna Bend Park along Delta Street.

Link Delta Street entrance to the river by continuing a trail link through the park.

Continue the trail between a double row of trees parallel to G-30, leading back to the entrance triangle.

Establish Hancock as a landing on the Nishnabotna River Greenway by providing canoe facilities.

Update camping and other facilities in the park.

Encourage office or commercial reuse of the American Legion site, including restoration of the small building on the site.

Encourage housing development on the former school site at Kimball and Joseph Streets.

# Oakland

## Population History

1980: 1,552

1990: 1,496

1998: 1,477 (estimate)

## Structure and Features

Linear city, with Highway 59 forming the principal north-south spine.

Superb historic building stock, one of western Iowa's best historic town centers.

Nishna Heritage Museum is a major resource and occupant of space in the town center.

Town center has a strong visual exposure to northbound traffic on Highway 59.

Major Park development is in the planning process, with about 50 acres extending from Downtown to the Nishnabotna Riverfront.

One-way downtown traffic circulation pattern, with one-way south Main Street paired with a one-way north alley behind Main Street buildings on the east.

Significant new commercial and residential development on the south part of US 59 corridor.

## Opportunities/Issues

Downtown is a principal development issue and opportunity. This historic row of buildings so close to a metropolitan area provides tremendous potential as a specialty "rural retailing" district. Yet, many of its buildings are underused or falling into poor repair.

Traffic circulation in the town center is awkward and tends to confuse or discourage visitors. Travelers from the south are confronted with do not enter signs and are shunted to the unsightly alley on the east. Access from US 59 is not adequately controlled or accommodated.

The alley and parking area parallel to US 59, now providing principal northbound circulation between Oakland Avenue and Linden Street are unattractive, even after some screening and landscaping efforts. These rear-building facades, many of which are part of the Nishna Heritage Museum, actually become the principal view of downtown from certain directions, particularly to southbound travelers on Highway 59.

Some sites in the town center are vacant or have dilapidated buildings. This establishes a sense of decay and downward momentum in the district.

The major park development is a great potential resource, providing downtown with a front lawn and linking it to the riverfront. The park and downtown area should complement one another.

## Possible Actions and Projects

Implement a major alley and rear façade improvement program in the alley and adjacent parking area between Main Street and Highway 59. Begin the project with improvement of the rear facades of the Nishna Heritage museum buildings. The effort should include:

Providing more landscaped and park area, replacing unnecessary paving in this area. Use this additional green area to provide better landscape treatment of the highway edge.

Redesign the alley as a striate, with a defined right-of-way and parking areas, sidewalks, attractive lighting, and other street furniture. Make this street “read” as a contributing part of downtown.

Redesign and implement a comprehensive rear façade program, providing front entrance like features, screening of building services and storage areas, and developing parking in a street-like format.

Redesign the south entrance into downtown, using the extensive land and old brick highway right-of-way in front to create a welcoming entrance, a “front lawn” for the downtown historic district. Consider an overall redesign of access into downtown from highway 59, providing better traffic control and directional guidance. This would involve modifications and possible realignment of the existing Oakland Avenue intersection.

Complete a downtown streetscape and sidewalk improvement program along Main Street between Oakland and Linden.

Establish a nonprofit development corporation for downtown Oakland. The corporation should be a vehicle for facade restoration, business recruitment and marketing.

Secure listing of downtown Oakland on the National Register of Historic Places.

Through the nonprofit corporation, establish a program to donate and restore historic facades. Stabilization of these facades is a critical immediate priority and will preserve a major asset in the Nishnabotna Loop system. The development corporation should aggressively market restored buildings for specialty businesses, or assemble project financing packages for overall development.

Demolish crumbling building remnants on the West Side Main Street. Develop this site as a scenic overlook, with its view of the Nishnabotna Valley.

Provide a trail linkage as part of park development between downtown and the Nishnabotna River.

Establish Oakland as a principal landing on the Nishnabotna Greenway with canoe ramps and concession opportunities.

# Carson

## Population History

1980: 716

1990: 705

1998: 706 (estimate)

## Structure and Features

Highway 92 is major approach to the city, but is located on its south edge.

Broadway Boulevard, a divided boulevard, forms the town's central feature. The boulevard begins at Commercial Street and climbs through the one block town center. To the east, the boulevard becomes a distinctive residential street, terminating at the top of the hill at Oak Street. Attractive one-block long town center features a restored movie theater and specialty retailing. Carr Arena and Millstone Park form an important open space resource and community amenity.

## Opportunities/Issues

The highway approaches to Carson either miss the town (in the case of Highway 59) or are relatively unattractive (in the case of Highway 92). Directional signage is relatively difficult to see.

The main accesses to the town center and rodeo/park area from Highway 92 are close to one another, but somehow ambiguous. Commercial Street is the primary town center entrance. A gravel drive about 500 feet to the west leads to the rodeo area and Millstone Park.

Linkages are relatively weak between the town center and park area. Direct access from Broadway is blocked. Vehicles use a continuation of Broadway that involves a south jog on Commercial. A recent pathway connection was built on the alignment of the alley one-half block north of Broadway.

Broadway is a very attractive boulevard that forms a central community feature. The first block of the boulevard, from Central to Locust, has parking on its gravel surface. The other blocks are landscaped, but could be improved through better lighting and landscaping.

## Possible Actions and Projects

Complete a corridor enhancement project along the Highway 92 corridor, including landscaping; access control, lighting, and attractive directional signage into the town.

Define Commercial Street as a primary gateway into Carson. Install a gateway feature and directional signage to establish this entrance. Consider a new entrance road to the arena and park that lead from Commercial Street. Enhance the Commercial Street corridor with better lighting and landscaping, possibly lining the route with flags displaying a city logo.

Develop a termination for Broadway at Commercial Street, directing cars to the rodeo grounds. The feature should balance the gazebo in the median at Central & Broadway.

Connect the sidewalk on Broadway with the trail leading to Millstone Park ½ block to the north by developing a trail along or through a vacant lot along Commercial Street north of Broadway.

Improve the town center streetscape by installing attractive, ornamental metalwork railings at sidewalk drop-offs.

Implement a Broadway Boulevard enhancement program by replanting the median between Central and Locust and upgrading median landscaping and installing ornamental lighting in the median between Locust and Dye St.

Establish a secondary town entrance route from Highway 59 along North Street.

Continue the Nishnabotna Greenway through Millstone Park, and provide canoe ramps and concession.

# Macedonia

## Population History

1980: 279

1990: 262

1998: 264 (estimate)

## Structures and Features

Pioneer Trail is the main spine in the town, connecting most of its major features.

Old water tower is a major community landmark, and symbolizes the town when approached from 400<sup>th</sup> Street to the north.

Small town center includes the Grist Mill Theatre.

Old railroad depot in a hollow below town center and near the grain elevator.

School campus, historic Hamilton Field, and park create a cluster of amenities on west edge of town.

Mormon Pioneer Trail crossed through Macedonia and is noted in interpretive historic markets. Pioneer Trail descends to Nishnabotna River, with Old Town Park providing river access to the river's West Bank.

## Opportunities/Issues

Pioneer Trail is a linear path with several unusual assets: the town center and theater, depot, school, historic grandstand and Hamilton Field, Mormon Trail marker, and Old Town Park.

Theater is a special community anchor, but rest of town center is largely vacant.

Depot is intact although deteriorating. Access can be reached in several directions.

Hamilton Field's historic grandstand is a special resource, but requires restoration to assure its maintenance.

Old Town Park is an excellent resource that provides good river access and could be a terminus for a Nishnabotna Greenway.

## Possible Actions and Projects

Develop Pioneer Trail as a linkage of attractions, accommodating both vehicles and pedestrians wishing to take a closer look at the town. The linkage should begin with Macedonia entrance signs or features. Consistent signage should be used to direct travelers to attractions and features along the trail

Provide pedestrian or trail continuity between the school, park, depot, and town center. Incorporate the park trail loop into this linkage.

Restore the historic depot. Link the depot into the Pioneer trail system by either developing a walkway off shoot through the hollow north of Pioneer Trail; or by extending a pedestrian way west from Evans Street.

Restore the historic and unique Hamilton Field grandstand. Restoration should include basic structure, painting, installation of appropriate railings, and sidewalks. Complete the restoration with interpretive material on the history of sports and Macedonia's schools.

Establish Old Town Park as the southern landing for the Nishnabotna Greenway. Link the greenway's trail to the town with bicycle shoulders along Pioneer Trail.

Encourage reuse of vacant buildings in Macedonia's town center.

# Treynor

## Population History

1980: 981

1990: 897

1998: 949 (estimate)

## Structure and Features

Very linear community configuration along Highway 92

Center of town is clearly the Main and Eyeberg intersection. Eyeberg south of the highway has a special intimate scale that is unusual in other towns.

Significant new development is occurring both north and south of Highway 92 corridor.

Historic town is generally centered between Eyeberg and Volkens Avenue, and includes distinctive residential architecture.

The high/middle school campus is a significant part of the Main Street corridor.

## Opportunities/Issues

Main and Eyeberg is the central place of the community and should be reinforced in this role.

This intersection has significant enhancement opportunities, including the historic bank on the southwest corner and the vacant gas station with sheltered drive on the northwest corner.

Pedestrian access to developing commercial west of Eyeberg is not well developed.

Vacant land south of the high school and east of Volkens Avenue provides a substantial park development opportunity.

## Possible Actions and Projects

Focus on the enhancement of the Main and Eyeberg intersection, including nodes and landscaping, clearly defined crosswalks, special lighting, and traffic control at this key location.

Encourage restoration of the bank at the Main and Eyeberg intersection and the reuse of the gas station on the northwest corner. The gas station provides an excellent opportunity for specialty retailing or a restaurant.

Improve landscaping, lighting, and pedestrian connections to new commercial development west of Eyeberg.

Reinforce the historic part of Treynor south of Main between Eyeberg and Volkens, using techniques such as special lighting and yard designations.

In long term plans, master plan for the development of a new community park, reserving trail connections on adjacent property that link the park to other parts of Treynor.