



The City of Grimes

COMPREHENSIVE PLAN

A COMPREHENSIVE DEVELOPMENT PLAN
FOR GRIMES, IOWA

Acknowledgements

The authors gratefully acknowledge the friendship, support and cooperation of the residents of the City of Grimes. It is to them that we dedicate this plan. We would like to express special gratitude to city staff, Grimes Chamber and Economic Development, and the Grimes Comprehensive Plan Steering Committee whose leadership was a critical part of a successful planning process.

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Introduction

Grimes is a vibrant community in a strategic location for future growth. The city’s prospects present both exciting challenges and opportunities. Grimes’ history began as a small farming community in the northwest corner of Polk County. As Polk County’s urban population has grown, Des Moines’ development demand has created new opportunities for the city. The region’s agricultural base plays less of a role in the city’s future which is now impacted more by economic demand created from the larger metropolitan area and the pressure of state-wide agricultural interests.

The Grimes Plan is designed to provide a comprehensive vision of the city’s future, based on taking actions that will improve the lives of residents and make the city uniquely attractive for potential growth.

The Role of a Comprehensive Plan

The comprehensive development plan for Grimes has two fundamental purposes. The first provides an essential legal basis for land use regulation such as zoning and subdivision control. Secondly, a modern comprehensive plan presents a unified and compelling vision for a community, derived from the aspirations of its citizens; and establishes the specific actions necessary to fulfill that vision.

LEGAL ROLE

Communities prepare and adopt comprehensive plans for legal purposes. Section 414 of the Code of Iowa enables cities to adopt zoning and subdivision ordinances to promote the “health, safety, morals, and general welfare of the community.” Such regulations are required by Iowa Code to be in conformance with a comprehensive plan. Land use regulations, such as zoning ordinances, recognize that people in a community live cooperatively and have certain responsibilities to one another. These regulations establish rules that govern how land is developed within a municipality and its extra-territorial jurisdiction.

The comprehensive plan creates a vision for how a community should develop and thus should guide land use decisions.

THE COMMUNITY BUILDING ROLE

A comprehensive development plan has an even more significant role in the growth of a community. Based on the participation of residents in the planning of their community, the plan establishes a picture of Grimes’ future. This vision continues to be crucial, as challenges related to population growth and economic changes affect the character of Grimes. The plan is designed as a working document that both defines the future and provides a working program for realizing the city’s great potential.

The Comprehensive Plan: Approach and Format

The comprehensive plan takes a goal-oriented approach to the future development of Grimes. The plan is laid out in three sections identifying the city’s existing conditions and growth need, establishing a community vision, and



formation of a plan that fulfills the first two sections. The traditional sections of a comprehensive plan, such as land use, housing, infrastructure, and transportation, are organized as leading components of the city's vision. This enables the plan to tell the story of the city's existing opportunities and challenges while weaving those into the future vision and development of the community.

PLAN SECTIONS

Section 1: A Profile of Grimes

This section of the plan reviews the city's existing conditions and growth needs and is divided into three chapters:

1. Grimes' Demographic and Economic Profile
2. Land Use Profile
3. Public Facilities and Infrastructure Profile covering transportation, parks, public buildings, and infrastructure systems.

Section 2: A Community Vision

The residents and stakeholders of Grimes play an important role in establishing and realizing the vision for a fu-

ture Grimes. This section summarizes the findings of the community participation process and identifies key issues and perspectives. Based on this process and the city Profile the plan's goals and guiding principles are established. The section identifies the Plan's Policy Statements, the general principles and ideas that guide the overall Community Plan.

Section 3: Community Plan

This section considers Grimes' most critical issues – how to accommodate growth and in what direction that growth should occur. It provides a detailed strategy to guide future growth in new development areas and the traditional community core. The city's development strategy is holistic incorporating all the necessary components for a strong and vibrant community, including parks, transportation, public facilities, and infrastructure. The final chapter of this section draws together the analysis and policies of the plan into a program for implementation. It summarizes the recommendations and development policies of the plan, and presents an Implementation Schedule, listing proposed projects and the time frame for their completion.



section one

A PROFILE OF GRIMES



Chapter 1

A DEMOGRAPHIC & ECONOMIC PROFILE OF GRIMES

This chapter examines demographic and economic trends that will affect Grimes. The analysis examines population and demographic dynamics, including future population, and important regional issues that will affect the quality of the city's environment.

Population History and Characteristics

This discussion presents important changes in the characteristics and dynamics of Grimes' population. Table 1.1 summarizes the historical population change in Grimes and includes comparisons with Johnston, Ankeny, Pella, Carlisle, Polk City, Urbandale, and Waverly, Nebraska (Waverly is a similarly situated community along Interstate 80 northeast of Lincoln, NE). Table 1.1 indicates:

- Grimes has experienced significant growth over the last forty years.
- The construction boom that was seen between 2005 and 2007 contributed significantly to a 65.1% gain in population between 2000 and 2009.

- Over the past 50 years significant growth has occurred in all of the Des Moines Metropolitan Area suburbs, including Ankeny, Johnston and Urbandale. Significant growth within these cities began much earlier, given their closer proximity to Des Moines.

To better understand the city's future population dynamics it is important to look at the composition of the city's population. Chart 1.1 examines the city's population divided into 5 year age increments or cohorts. Table 1.2 compares the actual 2000 population with a predicted population for 2000. Average birth and death rates are applied to cohort data from 1990 to determine the 2000 predicted population. The comparison between actual and predicted provides an indication of which cohorts experienced growth (or decline) beyond natural population change.

Table 1.1: Population Change for Grimes and Other Iowa Cities, 1960-2009

	1960	1970	1980	1990	2000	2009 Estimate	% Change 1960-2000	% Change 2000-2009
Grimes	697	834	1,973	2,653	5,098	8,419	631.4%	65.1%
Johnston	-	222	2,526	4,702	8,649	15,691	3,795.9%	81.4%
Ankeny	2,964	9,151	15,429	18,482	27,117	42,287	814.9%	55.9%
Pella	5,198	6,668	8,349	9,270	9,832	10,208	89.1%	3.8%
Carlisle	1,317	2,246	3,073	3,241	3,497	3,693	165.5%	5.6%
Polk City	567	715	1,658	1,908	2,344	3,201	313.4%	36.6%
Urbandale	5,821	14,434	17,869	23,500	29,072	38,369	399.4%	32.0%
Waverly, Nebraska	511	1,152	1,726	1,869	2,448	2,649	379.1%	8.2%

Source: US Census Bureau, 2000



- Residents between the ages of 35 and 39 made up the largest cohort in 2000. Young adults aged 25 to 44 comprise the overall largest group. This is a reflection of the increasing popularity of Grimes as a place to raise families, and therefore a growing population of residents under the age of 14.
- Overall Grimes has a fairly young population. The city's median age in 2000 was 30.7 and 49% of the population was under the age of 30. For the State of Iowa as a whole the median age is 38.07.
- Grimes' population under the age of ten grew at a rate similar to that of their parents' cohorts (25-34). This indicates an increased interest in the development of Grimes as a community for families with young children within the Des Moines Metropolitan Area.
- The growth among residents in cohorts 60-84 is the result or combination of two possible scenarios. One scenario would be that death rates were much lower than would have been predicted and second, that older professionals and retirees are also migrating to

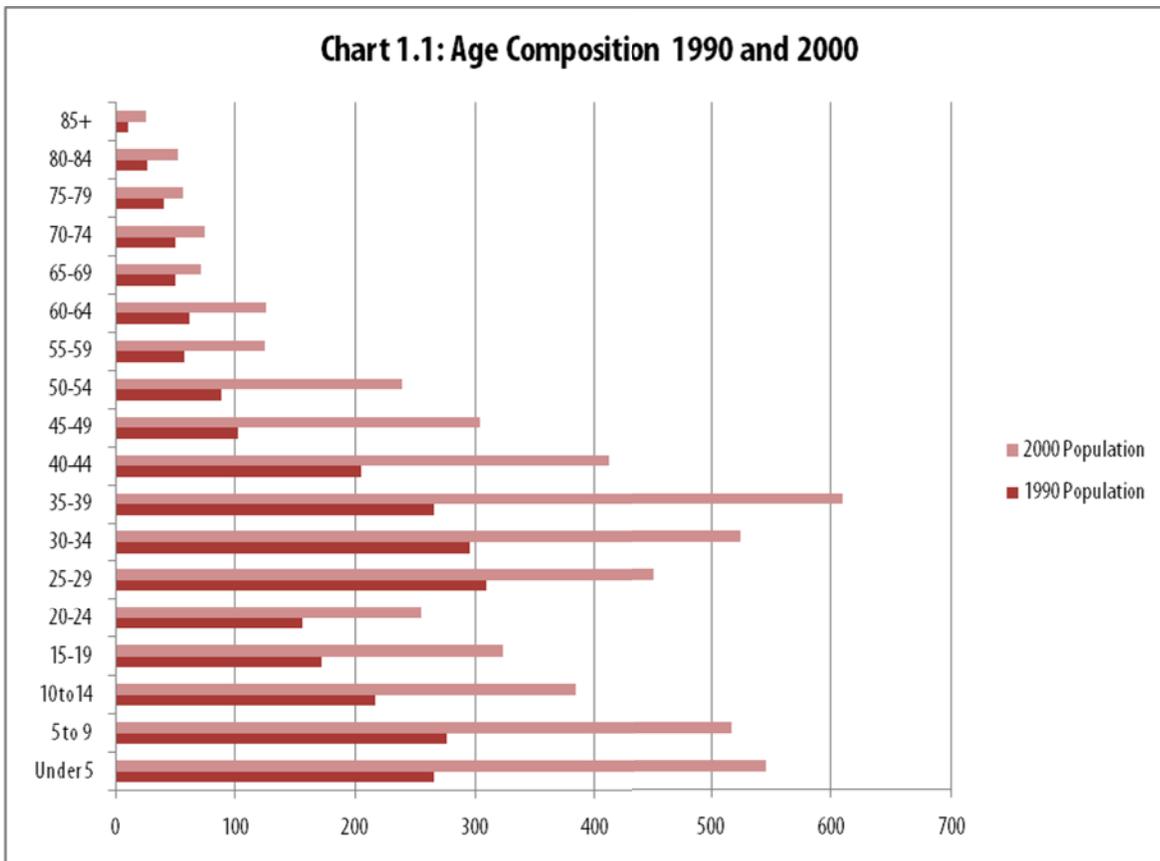
Grimes, attracted to projects such as Glenstone Village. Grimes' image as a small town close to services and amenities of the larger metropolitan area make it attractive to many older adults.

- The decline in population over the age of 85 could be caused by a higher than normal death rate, or older residents leaving the city for services and amenities that cannot be found in Grimes, such as assisted living and nursing home care.

Population Projections

Projecting Grimes' population is the first step in understanding the future demographic character of the community and the city's future land use and community service needs and policies. By evaluating Grimes' historic population and economic trends, along with construction activity, a projected future population can be formulated. Tables 1.3 and Chart 1.2 provide insight into the city's natural population change, population growth scenarios, and recent construction activity.

Chart 1.1: Age Composition 1990 and 2000





- Based on natural population change, which calculates the number of births to deaths, the city's population would increase moderately.
- During the 1990s the city's population grew by 9.48% annually. This rate slowed during the last decade to 6.4% annually.
- Construction activity since 2000 would indicate that the city's population has grown at about 7.9% annually, driven by a construction spike between 2005 and 2007. Since 2008 the national residential housing markets have experienced a significant downturn that has slowed development.
- Grimes' location and strong growth throughout the last twenty years, coupled with the availability of numerous large tracts of developable farmland, support continued growth for the city.
- Although recent and near-future growth may not be as strong, the city's goals should lay the ground work for continued population increases of 6.4% annually through 2015 before moderating to a 5% rate that accounts for overall growth in total population. This will result in a 2030 estimated population of 27,030.

Table 1.2:
Predicted and Actual Age Cohort Change

Age Group	2000 Predicted	2000 Actual	Difference (Actual-Predicted)	% Variance 1990-2000
Under 5	190	546	356	188%
5 to 9	218	517	299	137%
10 to 14	265	384	119	45%
15-19	276	324	48	17%
20-24	216	255	39	18%
25-29	171	452	281	165%
30-34	155	524	369	239%
35-39	307	610	303	99%
40-44	292	412	120	41%
45-49	261	304	43	16%
50-54	199	239	40	20%
55-59	97	125	28	29%
60-64	81	126	45	55%
65-69	51	71	20	40%
70-74	51	75	24	48%
75-79	37	56	19	50%
80-84	31	52	21	67%
85+	31	26	-5	-17%
Total	2,929	5,098	2,169	74%

Table 1.3: Projected Population

	2000	2009	2010	2015	2020	2025	2030
Natural Pop Change	5,098	5,423	5,534	5,689	5,852	6,002	6,101
6.7% Annual Growth	5,098	8,597	10,458	14,496	20,095	27,856	38,615
6.4% Annual Growth	5,098	8,419	9,517	13,002	17,764	24,270	33,158
6.4% Annual Growth, adjusted to 5% in 2020					16,594	21,179	27,030
5.1% Annual Growth	5,098	7,590	8,811	11,300	14,491	18,583	23,830
7.9% Annual Growth	5,098	8,791	11,051	16,183	23,697	34,700	50,812

Source: City of Grimes, U.S. Census Bureau, RDG Planning & Design; 2008



Chart 1.2: Residential Construction Activity

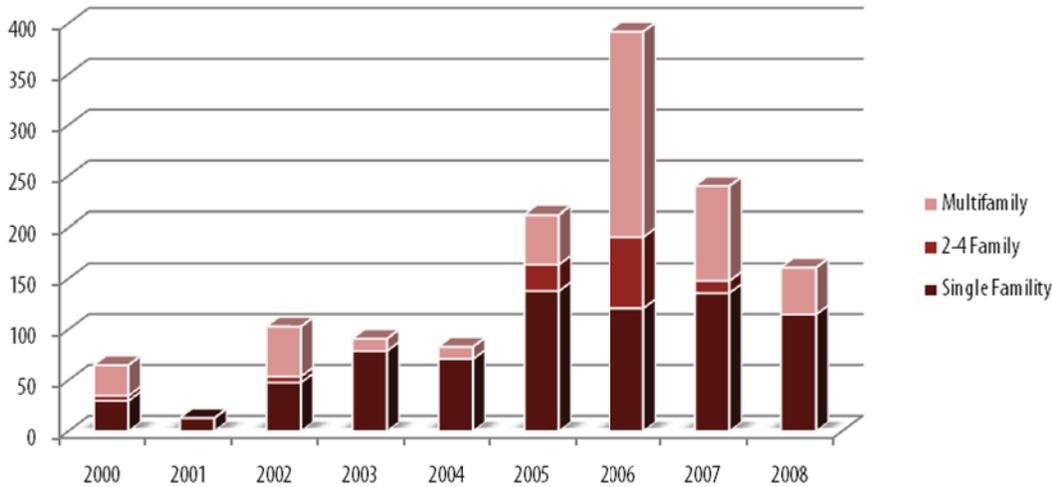


Table 1.4: Employment by Occupation, 2000

	Grimes	Dallas County	Polk County
Management & Professional	42.53%	35.86%	35.10%
Service Occupations	10.44%	13.50%	13.62%
Sales & Office	31.88%	27.63%	31.01%
Farming, Fishing & Forestry	0.27%	1.29%	0.22%
Construction & Maintenance	7.62%	9.11%	7.67%
Production & Transportation	7.76%	12.61%	11.38%

Source: U.S. Census Bureau

Table 1.5: Employment by Industry, 1990-2000

	1990	2000	Change 1990-2000
Agriculture, forestry, fishing, hunting, mining	17	31	14
Construction	86	261	175
Manufacturing	115	244	129
Wholesale Trade	166	104	-62
Retail Trade	232	296	64
Transportation, warehousing, and utilities	128	123	-5
Information *	-	122	122
Finance, insurance, real estate, and rental	233	568	335
Professional, scientific, management, administrative and waste services	117	293	176
Educational, health, and social services	147	592	445
Arts, entertainment, recreation, accommodation and food services	41	128	87
Other services	86	120	34
Public Administration	36	69	33
Total	1,404	2,951	1,547

*New category in 2000
Source: U.S. Census Bureau



Economic Factors

Historically Grimes' economy was independent from the Des Moines Metro Area, focused primarily in the agricultural economy of rural Iowa. Over the last thirty years however, an economic transition has occurred in the city with residents moving to Grimes because of its good schools, quality of life, and proximity to major employment centers in Des Moines and surrounding suburban cities. The following text reviews the city's employment and income trends.

EMPLOYMENT

Employment within a community can be assessed in two different ways. One is based on the resident's employment by occupation, while the other is based on a resident's employment by industry. Employment by occupation describes the kind of work a person does on the job, as opposed to the type of industry an individual works in, which relates to the kind of business conducted by a person's employer. For example, a person might be an accountant (their occupation) for a major manufacturer (the industry).

Tables 1.4 and 1.5 examine Grimes' employment trends.

- Over 42% of Grimes' residents are employed in management and professional occupations, while another 32% are employed in sales and office occupations.
 - Unlike Dallas County and Polk County, Grimes has a lower percentage of its population employed in so called "blue collar" professions, such as manufacturing and transportation.
 - These employment patterns have an important impact on household incomes in the city.

- During the 1990s Grimes was attracting residents employed in education, health, and social services sectors.
- Over the next fifteen years the Metropolitan Planning Organization estimates that the fastest growing industry sectors in Grimes will be information technology, finance, insurance, and real estate, and professional and business services.

INCOME AND RETAIL SALES

Table 1.6 describes the income distribution for Grimes, Dallas County, Polk County, the State of Iowa and Waverly, Nebraska.

- With more residents employed in higher paying management and professional oriented occupations the city's median household income is 11% and 25% greater than that of Dallas and Polk Counties respectively.
- Over 66% of the city households earn more than the state's median income.
- Income distribution trends for Grimes are similar to those seen in Ankeny and Waverly, Nebraska, but has the largest percentage of households earning over \$75,000.

Table 1.7 compares the city's consumer expenditures with retail sales. The gap or surplus between these two identifies areas where the city is an importer or exporter of retail dollars. If sales are greater than consumer expenditures the city is an importer and vice versa.

- Residents in Grimes fill the majority of their consumer needs in neighboring markets, such as Urbandale, Johnston, and West Des Moines. This is due to the limited amount of commercial retail that has been developed within the city.

Table 1.6: Income Distribution for Households by Percentage

	Under \$15,000	\$15,000-24,999	\$25,000-34,999	\$35,000-49,999	\$50,000-74,999	Over \$75,000	2009 Median Income
Grimes	6.26	4.30	7.54	15.23	21.26	45.42	\$69,602
Dallas County	6.95	7.8	10.13	14.77	20.41	39.96	\$62,698
Polk County	9.10	9.02	10.90	16.00	21.95	33.02	\$55,664
Iowa	11.31	11.35	12.24	17.29	22.13	25.67	\$48,098
Ankeny, Iowa	6.02	6.72	8.81	13.33	22.14	42.98	\$67,076
Waverly, Nebraska	5.42	6.83	9.76	14.75	27.11	36.11	\$62,201

Source: Claritas, Inc. 2007



Table 1.7: Retail Analysis, 2008 (In Millions of \$)

Total Retail Sales	Consumer Demand	Retail Sales	Gap/ Surplus
Grimes	91.2	75.1	16.0
Johnston	244.6	132.6	111.9
Urbandale	603.6	502.4	101.4
Ankeny	595.0	436.5	158.5
Carlisle	47.4	25.1	22.3
Pella	134.5	120.6	13.9
Polk City	43.8	17.0	26.8
Waverly, Nebraska	33.2	16.8	16.4

Source: Claritas, Inc. 2009



Table 1.9: Comparative Housing Trends, Grimes and Other Communities, 2009

	% Owner-Occupied	Median Value	Average Length of Residency – All Occupied Units
Grimes	82%	\$153,433	6
Johnston	73%	\$251,451	5
Urbandale	79%	\$178,304	7
Ankeny	74%	\$169,081	6
Carlisle	76%	\$124,882	11
Pella	69%	\$159,663	9
Polk City	82%	\$163,934	8
Waverly, Nebraska	76%	\$136,269	10
State of Iowa	73%	\$111,844	11

Source: Claritas Inc., 2009

Table 1.8: Change in Key Housing Occupancy Indicators

	1990	2000	2009 Estimate	Change 1990-2000	Change 2000-2009	% Change 1990-2000
Total Housing Units	1,005	1,958	2,763	953	805	94.8%
Owner Occupied Units	715	1,531	2,174	816	643	114.1%
% Owner Occupied	73%	81%	82%			
Renter Occupied Units	266	356	479	90	123	33.8%
% Renter Occupied	27%	19%	18%			
Vacant Units	24	71	110	47	39	195.8%
Vacancy Rate	2.4%	3.6%	4.0%			
Median Value	\$60,300	\$119,500	\$153,433	59,200	33,933	98.2%
Median Contract Rent	\$403	\$467		64		15.9%

Source: U.S. Census Bureau; Claritas, Inc. 2009



- Grimes attracts retail spending in:
 - Automotive Dealers
 - Building Materials and Gardening Equipment
 - Gasoline Stations
- Grimes is an exporter of consumer spending in:
 - Electronic and Appliance Stores
 - Food and Beverage Stores
 - Food Service and Drinking Places
 - Health and Personal Care Stores
 - Clothing and Clothing Accessories Stores
 - Sporting Goods, Hobby, Book, Music Stores
 - General Merchandise Stores (Wal-Mart, Target, etc.)

Analysis of the city's retail spending brings to light opportunities for the city. Areas where the city exports dollars identify opportunities to tap into local consumer dollars, while areas that the city imports dollars are possible niche markets for the city to build upon. The city should see a substantial increase in General Merchandise sales with the opening of the Wal-Mart Super Center in 2010.

HOUSING ASSESSMENTS

There is an interconnection between such demographic and economic factors as population trends, income, and employment and a community's housing stock. Table 1.8 compares changes in housing occupancy from 1990 to 2009.

- Overall housing numbers have increased substantially over the nearly 20 year time period but only 13% of all new occupied-units have been for renters. .
- The percentage of renter-occupied units in the market has decreased to 18%, much lower than what is considered a balanced market at 30% to 35% renter occupancy.
- The city's vacancy rate has also increased to a healthier 4%. Low vacancy rates limit the amount of choice that potential buyers have in the market. Construction activity through 2007 was very strong and remained strong during the downturn in 2008 and 2009, likely indicating that construction activity was marginally keeping pace with demand.

Table 1.9 presents a comparison of housing values in Grimes, Johnston, Urbandale, Carlisle, Pella, Polk City, and Waverly, Nebraska.

- The 2009 estimated home value in Grimes was lower than most comparable cities but nearly \$42,000 higher than the state-wide median.
- Typically median income and housing values correspond with one another; however, Grimes' lower median housing value may be a reflection of construction patterns from the 1990s. A substantial amount of the housing from this period was constructed for first time home buyers. Attracting many young families.
- Grimes' lower median values also reflect its later entry into the metropolitan construction boom, especially compared to communities like Johnston and Urbandale.



COMMUTING PATTERNS

In 2000 the average commute for a Grimes resident was 21 minutes, indicating that a large number of residents work outside the community, likely in Des Moines and the surrounding suburbs. A tight development pattern and good pedestrian access and facilities influence the percentage of residents walking to work and the opportunity for a healthier lifestyle. Pella has these characteristics, along with a strong employment base, resulting in their very high percentage of people who walk to work. Grimes, Johnston, and many of the other communities surrounding Des Moines have experienced more recent development that is less pedestrian friendly. The growth in these cities has also been related to regional job growth, often forcing residents to use cars to travel to work.



Table 1.10 Commuting Patterns for Grimes and Other Comparable Communities, 2008

	Average Travel Time to Work	% Who Walked to Work
Grimes	21.46	1.20%
Johnston	19.92	0.85%
Urbandale	20.47	1.26%
Ankeny	21.94	1.05%
Carlisle	28.13	1.52%
Pella	12.68	13.61%
Polk City	20.16	2.02%
Waverly, Nebraska	21.82	3.64%

Source: Claritas, Inc. 2009





Chapter 2

A LAND USE PROFILE OF GRIMES

Land use is typically the central element of a comprehensive plan because it establishes the overall physical configuration of the city – the mix and location of uses and the nature of community systems that support them. Because the land use plan is a statement of policy, public and private decision makers depend on it to guide individual actions such as land purchases, project design, and the review and approval process. This chapter reviews existing patterns of development, potential market needs, and the character of the natural environment.

Land Use Patterns in Grimes

Grimes' land use patterns grew outward from the small farming community along a railroad spur. The early city had a much closer relationship between the commercial core and the residential development surrounding this core. By the 1960s and '70s the city began to grow but in a slightly more dispersed pattern. While industrial and commercial developments grew to the south adjacent to the new interstate, residential development grew to the north of the downtown. The railroad remained a central element in the community, often limiting east west access in both older and newer portions of the city. In the last ten years commercial development has accelerated on the east side of the city, away from the historic core. Residential development has continued to grow incrementally with some dispersed developments on the east side of Highway 141. Map 2.1 illustrates Grimes current development patterns.

LAND USE CHARACTERISTICS

Table 2.1 shows how land is used in Grimes, while Tables 2.2 and 2.3 compare land use in Grimes to peer communities.

Residential Uses

Like many suburban communities residential uses account for the majority of developed land in Grimes.

- While the city has a mix of housing choices, varying from single-family to townhomes and apartments, the majority of residential development (61%) is comprised of single family lots.
- Grimes has a net density of about 6,700 people per residential square mile or 2,100 people per developed square mile. Grimes' newer development on larger lots has resulted in slightly lower residential densities than communities like Nevada and Papillion. Over the past 40 to 50 years, lot sizes have generally become larger, decreasing the overall compactness of communities. This is supported by an evaluation of median construction year, for Grimes it is 1996 as compared to Nevada at 1967.

Commercial Uses

- Compared to other Des Moines metro area communities, Grimes has double the amount of developed area dedicated to commercial uses. The majority of these



Table 2.1: Land Use in Grimes, 2008

Land Use Category	City (Acres)	Percent	Acres per 100 People
Residential	812.30	32.1%	9.67
Rural Residential	136.14	5.4%	1.62
Single-Family	500.57	19.8%	5.96
2-4 Family	40.69	1.6%	0.48
Multi-Family	56.84	2.2%	0.68
Mobile Home	78.06	3.1%	0.93
Commercial	270.34	10.7%	3.22
Office	31.67	1.3%	0.38
Retail	17.29	0.7%	0.21
Restaurant/Entertainment	6.42	0.3%	0.08
Service	23.94	0.9%	0.29
Auto Services	83.28	3.3%	0.99
Business Park	25.35	1.0%	0.30
Commercial Rec.	82.39	3.3%	0.98
Industrial	477.83	18.9%	5.69
General Industrial	143.46	5.7%	1.71
Lt. Industrial/Warehousing	334.37	13.2%	3.98
Salvage	-	0.0%	-
Civic	305.25	12.1%	3.63
School	-	0.0%	-
Public-Semi Public	105.95	4.2%	1.26
Civic	133.79	5.3%	1.59
Parks & Rec.	65.51	2.6%	0.78
Transportation	661.49	26.2%	7.87
Total Developed Land	2,527.21	100.0%	30.09
Agriculture and Open Space	4,784.84		56.96
Vacant Urban Land	310.24		3.69
Total Area	7,622.29		90.74

Source: RDG Planning & Design, 2009

Table 2.2: Comparative Land Use by Percentage of Developed Area

	Grimes, IA	Ankeny, IA	Papillion, NE	Plattsmouth, NE	Nevada, IA	Pella, IA	Waverly, NE
Residential	32.1%	38.0%	47.7%	47.0%	37.5%	26.8%	36.8%
Commercial	10.7%	5.6%	5.2%	5.0%	3.6%	4.3%	4.5%
Industrial	18.9%	8.5%	2.5%	2.0%	5.6%	18.0%	7.8%
Civic	12.1%	25.9%	24.8%	17.0%	20.3%	31.3%	27.1%
Transportation	26.2%	22.0%	19.8%	29.0%	33.0%	19.6%	23.7%
Total Developed Area	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: RDG Planning & Design, 2009

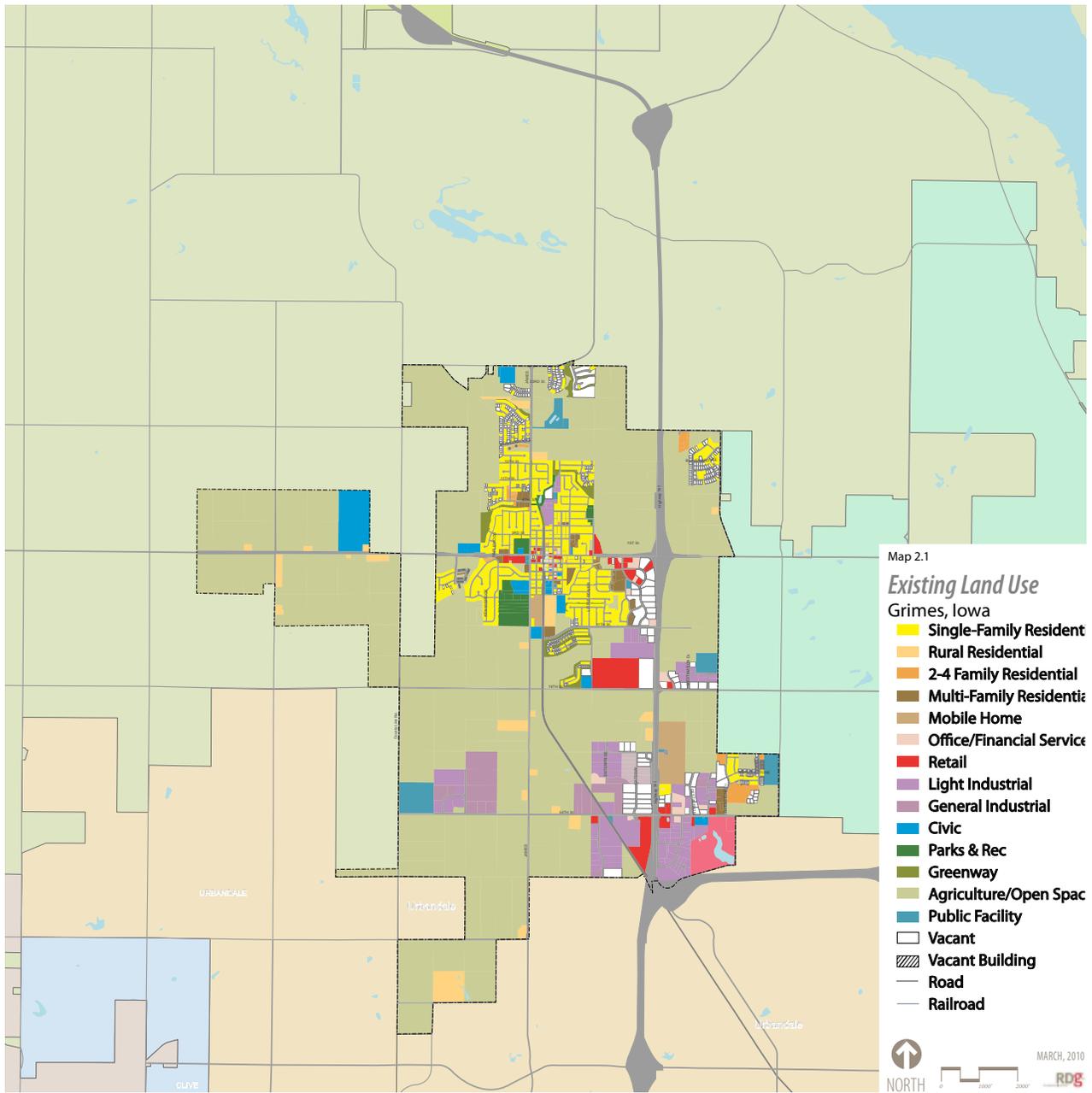


Table 2.3: Comparative Land Use by Acres per 100 Residents

	Grimes, IA	Ankeny, IA	Papillion, NE	Plattsmouth, NE	Nevada, IA	Pella, IA	Waverly, NE
Residential	9.67	10.8	6.81	9.13	7.80	9.75	8.97
Commercial	3.22	1.6	0.74	0.98	0.80	1.56	1.12
Industrial	5.69	2.4	0.36	0.47	1.20	6.53	1.89
Civic	3.63	7.3	1.05	3.37	4.20	11.38	6.22
Transportation	7.87	6.2	5.33	5.62	6.80	7.12	5.78
Total Developed Area	30.09	28.4	14.29	19.57	20.80	36.34	23.99

Source: RDG Planning & Design, 2009



commercial uses are concentrated along State Highways 44 and 141. These routes serve as the primary arterials by which residents and regional travelers access Interstate 35/80 and the greater Des Moines metro area.

- Over 61% of the city's commercial uses are in auto services and commercial recreation. Auto services are dominated by dealerships along Highway 141. Cutty's makes up the majority of the commercial recreation uses.
- Much of the city's existing commercial base does not generate traditional retail sales, as reflected in the retail analysis completed in Chapter 1. Wal-Mart's new Super Center at the intersection of Highways 44 and 141 will improve the balance between commercial uses and retail sales.

Industrial Uses

Grimes' industrial base has developed in relationship to the Interstate 35/80 and Highway 141 interchange south of Grimes. The city's industrial uses vary from small flex spaces, to distribution centers, to heavy industrial uses, which have developed along the Norfolk Southern Railroad spur. Recently, MidAmerican Energy has constructed an electrical transfer station at the intersection of County Line Road and SW 37th Street. Industrial development surrounding the transfer station has begun to take off as industries reliant on a steady flow of electricity have moved into the area.

Grimes has considerably larger industrial base than other suburban communities, with 18% of its developed land dedicated to industry and warehousing. The city's proximity to major highways and available land will likely continue to fuel Grimes' industrial base. Consideration will need to be given to the quality of the design and landscaping of new developments as the city grows. These new facilities make an important statement about a community and the quality of life the community supports.

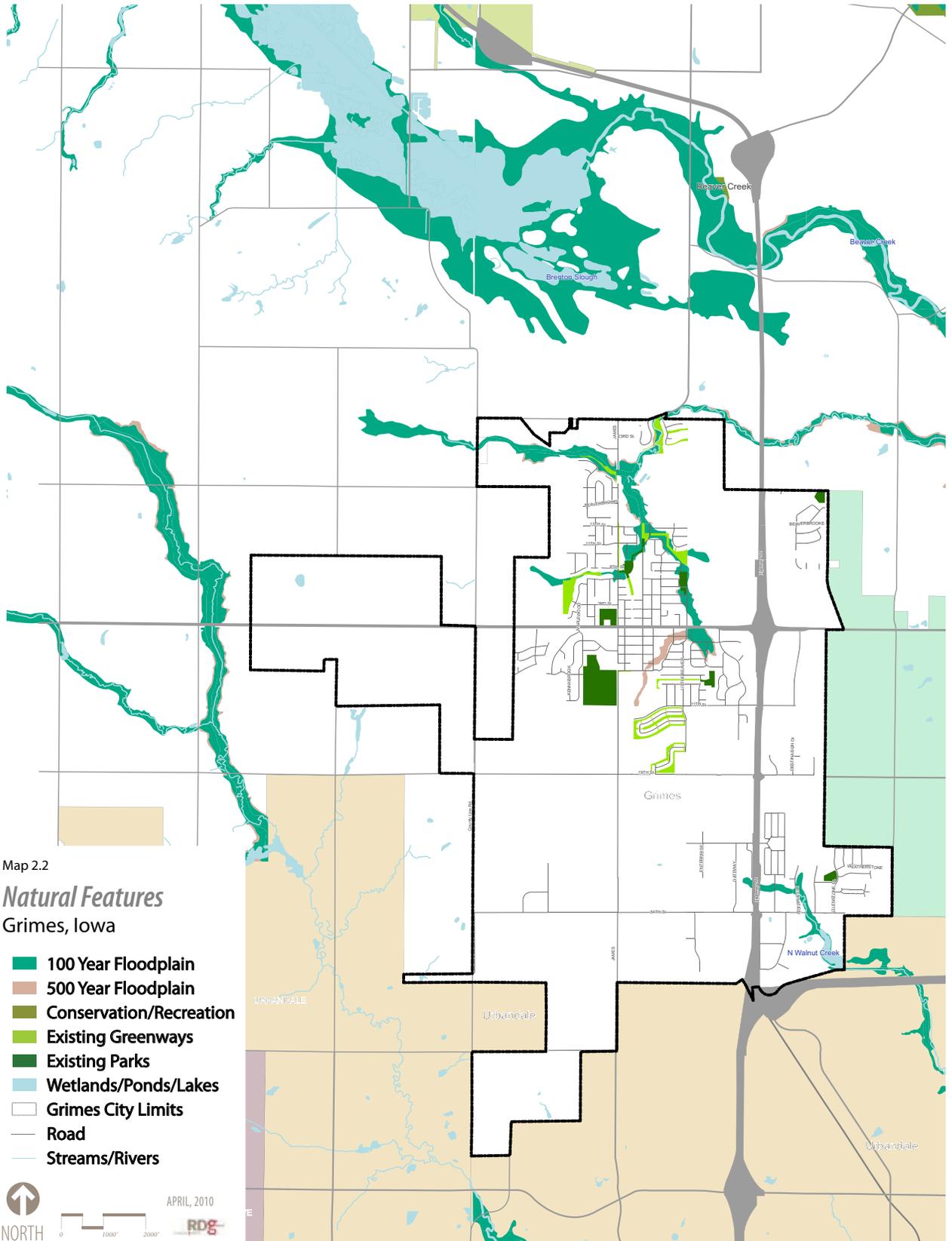
Public and Semi-Public Uses

With no large public institution, Grimes has a lower percentage of land dedicated to public uses than the comparison communities. Much of this land is in semi-public uses with very little true public open space (parks and recreational facilities).



Major civic uses in Grimes include:

- **Grimes Sports Complex.** Located next to South Prairie Elementary School on S James Street, the Grimes Sports Complex is the newest addition to the city's parks and recreation system. The complex is comprised of four baseball fields, three softball fields, 1 sand volleyball court, two tennis courts, numerous practice fields, and five multi-use playing fields.
- **Grimes Community Center.** Located in the former Grimes Elementary School at the intersection of SE Main Street and SE 6th Street, the Grimes Community Center is used by various community groups and organizations for meeting and event space. In addition to providing meeting and event space, the center also houses a local branch of the YMCA. The YMCA will be moving to a new facility to be constructed east of the Highway 44 and 141 interchange.
- **Dallas Center-Grimes Community Schools.** The school district has three schools located in Grimes, the high school, South Prairie Elementary, and North Ridge Elementary.
- **Community Churches.** Grimes is home to a number of congregations with facilities located throughout the city. These churches include:
 - St. Peter Lutheran
 - Maranatha Baptist
 - Grimes First Presbyterian
 - Grimes United Methodist
 - Crossroads Community Church
 - Grimes Congregation of Jehovah Witnesses
 - Grace Brethren Church of Grimes



Map 2.2

Natural Features

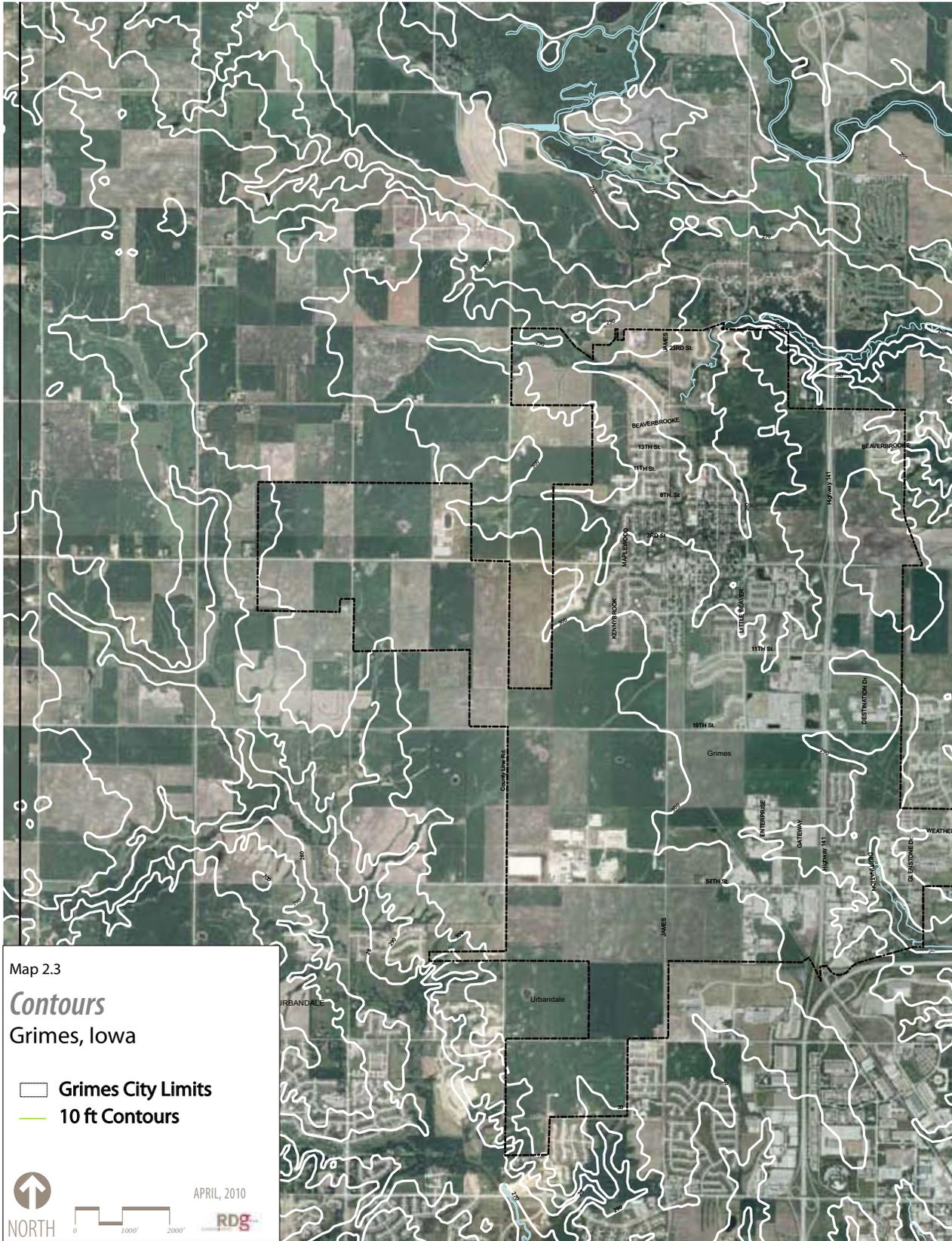
Grimes, Iowa

-  100 Year Floodplain
-  500 Year Floodplain
-  Conservation/Recreation
-  Existing Greenways
-  Existing Parks
-  Wetlands/Ponds/Lakes
-  Grimes City Limits
-  Road
-  Streams/Rivers



APRIL, 2010





Map 2.3
Contours
Grimes, Iowa

— Grimes City Limits
— 10 ft Contours

NORTH

0 1000' 2000'

APRIL, 2010

RDG



north of the city. This area, along with the rural residential development that has occurred between the city and the Slough creates a significant hurdle to future northern development.

Topography is less of an inhibitor to development for the city, but the change in drainage patterns to the south and west will increase development costs for the extension of water and sewer services into these areas. Storm water management will be a significant issue for both Grimes and the larger region in the coming years. Rapid development over the past twenty years in the region has created significant erosion and storm water management concerns for regional communities. New developments will need to effectively and efficiently address storm water to both protect the drainage corridors within developments and downstream.

Physical Character of Grimes

Each community has distinctive assets and features that can strengthen it if used to best advantage. A comprehensive plan should consider the underlying structure and order of the community as well as its basic systems, such as land use and infrastructure. This environmental structure helps define the town’s sense of place and inner harmony, and can build a vision for the future that grows from its intrinsic character. In addition to satisfying the numbers of population forecasts and land needs, the Grimes land use plan is also designed to respond to the city and jurisdiction’s physical character.

Grimes’ physical characteristics are defined by the rolling farm ground and drainage corridors that supported its early settlers. The corridors and their corresponding flood plains should be identified for preservation as both greenways and links in the city’s parks and recreation system. Map 2.2 also identifies the large Brenton Slough to the

Population And Growth Context

HOUSING PROJECTION

Population and development projections help to guide forecasts of land consumption needs during the planning period. Chapter 1 presented a population growth scenario that produces a 2030 population of 27,030 (Chapter 1, Table 1.3). Table 2.4 builds a 20 year housing demand model based on this projection and the following assumptions:

- Average people per household is expected to remain constant at 2.70 over the next twenty years.
- Unit demand at the end of the period is calculated by dividing household population by the number of people per household. This equals the number of occupied housing units.

Table 2.4: Projected Housing Development Demand

	2010	2015	2020	2025	2030	Total
Population at the End of Period	9,517	13,002	16,594	21,179	27,030	
Household Population at End of Period	9,517	13,002	16,594	21,179	27,030	
Average People/Household	2.70	2.70	2.70	2.70	2.70	
Household demand at End of Period	3,525	4,816	6,146	7,844	10,011	
Projected Vacancy Rate	4.60%	5.10%	5.60%	5.85%	6.10%	
Unit Needs at End of Period	3,695	5,074	6,511	8,331	10,662	
Replacement Need		5	5	5	5	20
Cumulative Need		1,385	1,441	1,826	2,335	6,987
Average Annual Construction		277	288	365	467	349

Source: RDG Planning & Design, 2009



- The vacancy rate over the next twenty years will increase from 3.60% in 2009 to 6.10% by 2030 due to the increased size of the community and the need to maintain a healthy level of vacancy. Manageable housing vacancy provides housing choice for new residents moving to a community.
 - Unit needs at the end of each period are based on the actual household demand plus the number of projected vacant units.
 - Replacement need is the number of housing units demolished or converted to other uses.

Homes in poor condition or that are obsolete should gradually be replaced in the city’s housing supply.

- Cumulative need shows the number of total units needed between the base year of 2010 and the year indicated at the end of the period.

The projections in Table 2.4 indicate a cumulative need for 6,987 housing units in Grimes between 2010 and 2030. This assumes a gradual increase in production, as the economy recovers, returning and then surpassing the city’s peak years from 2005 to 2007.

Table 2.5: Ten Year Pricing and Development Program

	2010-2015	2015-2020	Total
Total Need	1,385	1,441	2,826
Total Owner Occupied	900	937	1,837
Affordable Low: 60-100,000	81	84	165
Affordable Moderate: 100-130,000	163	169	332
Moderate Market: 130-200,000	227	237	464
High Market: Over \$200,000	429	447	876
Total Renter Occupied	485	504	989
Low: Less than 450	168	174	342
Affordable: 450-700	115	120	235
Market: Over \$700	202	210	412

Source: RDG Planning & Design, 2009

Table 2.6: Required Residential Land 2008-2030

	% of Demand	Units	Gross Density (du/A)	Land Needs	Designated Land (x2)
2008-2020					
Single Family Detached	65%	1837	3	612.3	1,225
Single Family Attached	15%	424	6	70.6	141
Multi-family	20%	565	12	47.1	94
Total	100%	2,826		730.0	1,460
2020-2030					
Single Family Detached	65%	2,705	3	901.5	1,803
Single Family Attached	15%	624	6	104.0	208
Multi-family	20%	832	12	69.3	139
Total	100%	4,161		1,075	2,150
Total 2008-2030		6,987		1,805	3,610

Source: RDG Planning & Design, 2009



Development Program

Table 2.5 presents a ten-year housing development and pricing program for Grimes, based on the city's relative income distribution. The program provides production targets for various cost ranges of rental and owner-occupied units. The development program is based on the following assumptions:

- New development in Grimes will be about 65% owner-occupied and 35% renter-occupied housing. This is a lower percentage of owner-occupied than the city currently has but begins to provide a better mix of housing choices in the community.
- Owner-occupied housing will be distributed generally in proportion to the income distribution of households for whom ownership is a realistic strategy. Some of the market for lower-cost owner-occupancy may be shifted toward market rate rentals.
- Households that cannot afford home ownership options will generally be accommodated in rental development.

The analysis indicates a need for about 497 owner-occupied units with prices below \$130,000 and 577 units with effective rents below \$700 in current dollars, a total of 1,074 "affordable" units. Therefore, to meet half this projected need, a housing program for Grimes should establish an average annual production target of about 107 affordable units.

It is important to note that affordable housing can be produced indirectly through a filtering process. Thus, a unit that meets the needs of a high-income, empty-nester household may encourage that household to sell their current home to a moderate-income family. Filtering processes rarely satisfy an affordable need on a one-to-one basis, but they do realistically address part of the market demand. The easy credit of the last 10 years could have also created a back log of demand for rental housing, as many households will no longer qualify for the once easy credit.



RESIDENTIAL LAND NEEDS

Sustainable community development will involve ongoing housing improvement (including replacement of substandard housing) and moderate, managed growth. During the economic downturn that started in 2008, residential construction declined dramatically. Lower construction rates will eventually produce unmet demands. However, the end of subprime mortgage instruments, tighter underwriting standards, and greater consumer conservatism are likely to increase the demand for both rental housing and smaller and more efficient ownership alternatives.

Table 2.6 calculates residential land demand based on the following factors:

- New construction will be based on the following distribution: 65% single-family detached; 15% single-family attached or townhome; 20% multi-family
- Average gross residential densities will be 3 units/acre for single-family detached; 6 units/acre for single-family attached or townhomes; and 12 units/acre for multi-family.
- Land designated for residential development during the planning period will be twice the area needed for actual construction to provide market choice and prevent artificial inflation of land cost.

This projection indicates a need for about 1,805 acres of residential land between 2010 and 2030. At two times the "hard demand," the plan should designate approximately 3,610 acres (5.6 square miles) of residential development over the next 20 years. The development concept presented in this document identifies areas where this potential development should occur.



COMMERCIAL AND INDUSTRIAL LAND NEEDS

A growing population needs additional commercial services, and commercial growth is also a key part of Grimes' economic development strategy. While this plan does not include a retail market analysis, adequate commercial space should be identified to meet market demands. However, designating too much commercial land can produce inefficient land patterns, further scatter urban development, and require customers to travel excessive distances, usually by private automobile. In contrast, sustainable land development patterns should locate commercial development closer to customers and be designed to encourage active transportation modes such as pedestrian, bicycle, and potentially public transportation.

The demand for future industrial land is linked to opportunity and recruitment, rather than exclusively to population growth. A single major corporate decision can dramatically increase (or decrease) the projected industrial demand in a community. In addition, a decision by the city to pursue industrial development aggressively can affect industrial land needs.

Despite these differences, similar projection methods are used to predict future commercial and industrial land needs. For Grimes the two methods used are:

Table 2.7: Required Commercial Land, 2009-2030

	2009	2020	2030	Conversion Need	Designated Land (x1.5)
Population Proportion Method					
Projected Population	8,400	16,594	27,030		
Commercial Use/100 res.	3.22	2.50	2.50		
Projected Commercial Use (acres)	270.34	414.86	675.76	405.42	608.13
Residential Use Proportion Method					
Residential Land (acres)	812.30	1,542.34	2,617.26		
Commercial/Residential Ratio	0.33	0.33	0.33		
Projected Commercial Use (acres)	270.34	513.30	871.05	600.71	901.06

Source: RDG Planning & Design, 2009

TABLE 2.8: Estimated Industrial/Business Park Land Requirements, 2009-2025

	2009	2020	2030	Conversion Need	Designated Land (x1.5)
Population Proportion Method					
Projected Population	8,400	16,594	27,030		
Industrial Use/100 res.	5.69	4.69	3.69		
Projected Industrial Use (acres)	477.83	778.27	997.42	519.59	779.39
Residential Use Proportion Method					
Residential Land (acres)	812.30	1,542.34	2,617.26		
Industrial/Residential Ratio	0.59	0.59	0.59		
Projected Industrial Use (acres)	477.83	907.27	1,539.59	1,061.76	1,592.63

Source: RDG Planning & Design, 2009



- **Population proportion.** This method relates land needs to population projections. It assumes that the absolute amount of commercial or industrial land per 100 people will remain relatively constant and that new development will grow in proportion to population growth. Grimes has a comparatively high proportion of commercial and industrial land than other regional cities. This proportion is often difficult to maintain, as the city gains more regional population. For this reason the proportion of population to both commercial and industrial uses will begin to slowly decline.
- **Residential use proportion.** This assumes a constant relationship between the amount of land used for residential and commercial purposes, thereby relating commercial and industrial growth rates to residential development rates.

Table 2.7 compares the results of these methods for commercial uses and suggests a hard demand for 400 and 600 acres of commercial land during the next 20 years. This does not take into account the 96 acres of vacant land that is already zoned for commercial uses. This land should initially meet the city's future demand. To provide alternatives sites, the land use plan often designates 1.5 times the "hard demand" for commercial land. Thus, for planning proposes the city should designate approximately 800 acres of land for future commercial development.

Table 2.8 calculates additional industrial land needs within the city. Based on increasing population and residential use proportion methods described above, Grimes should absorb between 520 to 1,062 acres of new industrial land. In order to provide maximum flexibility, the land use plan should designate about 1.5 times this demand or 780 to 1,500 acres for industrial and business park uses. At the present moment there are 58 acres of vacant industrial land available in Grimes.





Chapter 3

PUBLIC FACILITIES & INFRASTRUCTURE

The City of Grimes provides key services through a variety of city-owned buildings and facilities. In addition, the city also maintains a network of parks and trail corridors that provide a variety of recreational opportunities. Parks are a vital component of community life; therefore, it is essential that the city provide additional facilities as the community grows in order to maintain a high level of park and recreational services.

The following section presents an inventory and general evaluation of these various facilities. The assessment of each facility is based on existing conditions and potential community needs. Proposed or desirable changes in facilities and services are noted.

Park Facility Analysis

This chapter examines Grimes' existing park and recreation system. It covers all city-owned and operated recreation areas and any other park with public access. It considers:

- Current levels of service in the existing system.
- Service coverage to identify park and facility development needs.
- Condition inventory of existing parks.

The adequacy of park facilities is evaluated in three ways.

Facilities by Classification. Parks are classified into different categories to determine the level and area they serve.

Facilities by Geographic Distribution. The service radius of each facility is analyzed to identify geographical gaps in service.

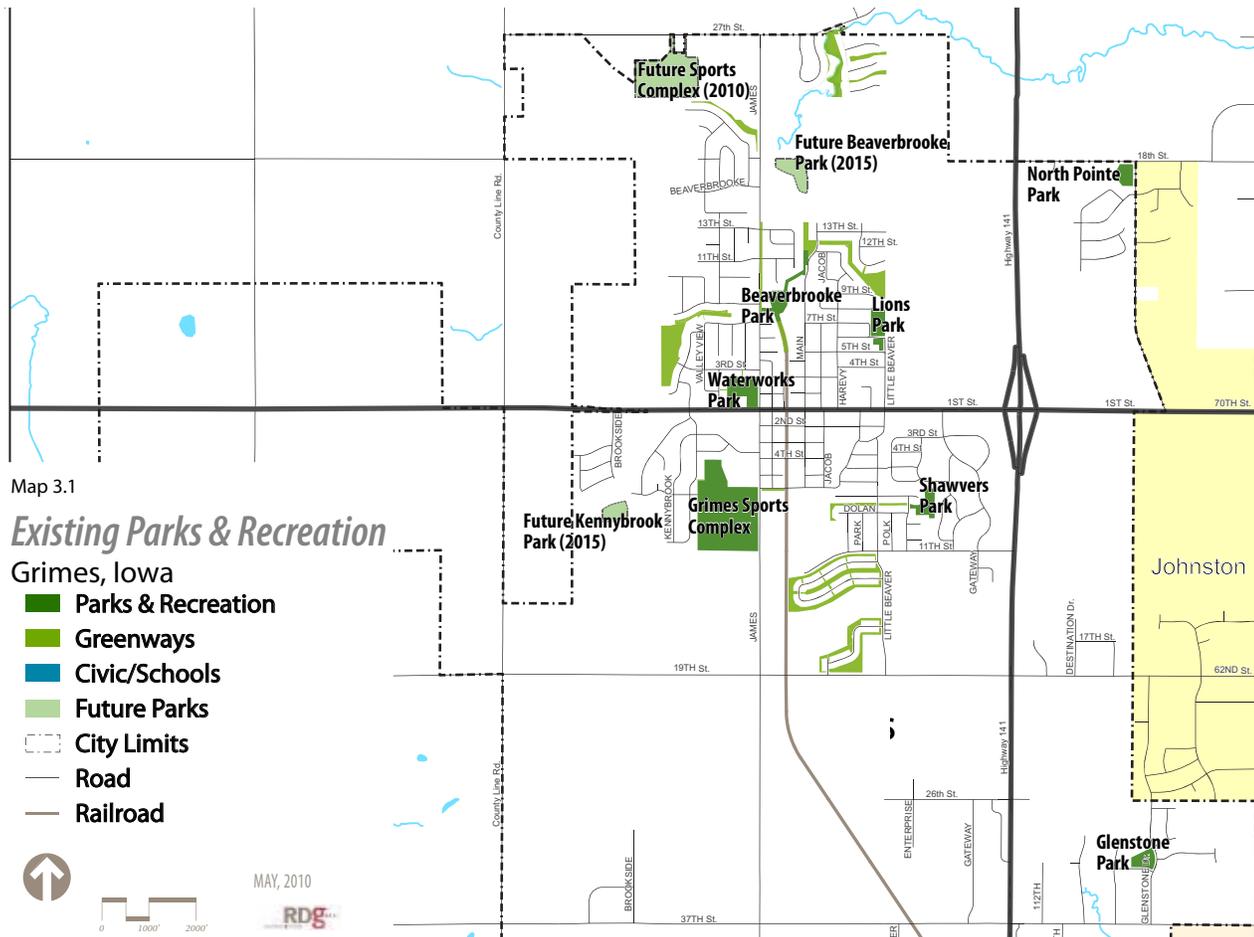
Facilities in Relation to Population Service Standards. National standards for the provision of park and recreation facilities are applied to Grimes' present system.

FACILITIES BY CLASSIFICATION

In order to systematically analyze the park system, Grimes' major recreation and open space areas are classified according to the National Recreation and Park Association system. Table 3.1 lists Grimes' park facilities by category.

Overall Park Space.

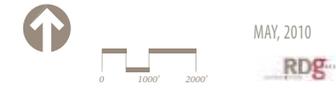
- Park land in the Grimes planning area covers about 77 acres.
- Traditional park area standards set by the National Recreation and Park Association (NRPA) suggest 10 acres of park land per 1,000 residents.
 - At present, Grimes contains about 9.1 acres per 1,000 residents.
 - This does not include the facilities at the high school as they are not part of the city's park system and they are a very specialized use. (Map 3.1)



Map 3.1

Existing Parks & Recreation

- Grimes, Iowa
- Parks & Recreation
- Greenways
- Civic/Schools
- Future Parks
- City Limits
- Road
- Railroad



Mini-Parks.

- Mini-parks generally address specific recreation or open space needs.
- These parks typically cover less than one acre and have a service radius of less than ¼ mile.
- Because of maintenance difficulties with multiple smaller sites and their small service area, most cities discourage the development of mini-parks. Parks of less than three acres provide limited services and numerous mini-parks create higher maintenance costs for the Parks Department.
- Grimes has no mini-parks

Neighborhood Parks.

- Neighborhood parks are considered the basic unit of a community's park system and provide a recreational and social focus for residential areas.

- These parks desirably provide space for informal active and passive recreational activities.
- The typical service radius for neighborhood parks is between ¼ and ½ mile, easy walking distance.
- Neighborhood parks adequate in size to accommodate the requisite facilities often contain at least 5 acres; between 5 and 10 acres is considered optimal.
- The Grimes has 5 neighborhood parks.
 - Elementary schools can also serve as neighborhood parks, however, they are not considered in this analysis.
- NRPA standards call for between 1 and 2 acres of neighborhood parkland per 1,000 residents.
 - Grimes currently has 22.3 acres of neighborhood parks, which translates into 2.6 acres per 1,000 residents.



Table 3.1: Park System Analysis, Grimes Planning Area

Facility	Location	Total Acres	Playground Areas	Playing Fields	Courts	Special Facilities
COMMUNITY PARKS						
Sports Complex	6th & S. James	46	1	3 softball 4 baseball; 12 soccer	5 tennis; 2 basketball;	Landscaped parking; concessions; restrooms
Waterworks Park	1st & James	8.5	1	3 ball fields	Tennis	Library
Total Community Parks		54.5				
NEIGHBORHOOD PARKS						
North Pointe Park	NE 18th St.	3.5				Undeveloped
Glenstone Park	Glenstone & Stone Ridge	3.6	no	no	no	Gazebo
Beaverbrook Park	East of 8th & N. James	6.4	1	no	no	Trail
Lions Park	N. Park & 6th St.	4.8	2	2	1 basketball	Trail
Shawvers Park	SE Shawver Dr.	4.0	1	no	no	Gazebo
Total Neighborhood Parks		22.3				
SCHOOL FACILITIES PROVIDING COMMUNITY PARK AMENITIES						
High School	West Highway 44				Football field & track	
South Prairie	500 S. James		2			Hard surfaced play areas
North Ridge	400 NW 27th St.		1			
Total Parks		76.8				

Source: RDG Planning & Design, 2009



School Parks.

- School park facilities can help to meet neighborhood park needs, particularly when located in areas not served by a neighborhood park.
- Grimes’ two elementary schools do not fill neighborhood park needs.
 - South Prairie Elementary is located adjacent to the Grimes Sport Complex and Northridge Elementary is not immediately adjacent to residential development and not accessible to pedestrians.

Community Parks.

- Community Parks typically include areas of diverse use and environmental quality.
- Such parks meet community-based recreation needs, may preserve significant natural areas and often include areas suited for intense recreation facilities.
- Typical criteria for community parks include:
 - Adequate size to accommodate activities associated with neighborhood parks, but with space for additional activity.
 - A special attraction that draws people from a larger area, such as a swimming pool, pond or lake, ice skating rink, trails, special environmental or cultural features, or specialized sports complexes.

- Community parks serving the Grimes planning area include the City’s Waterworks Park and Grimes Community Sports Complex.
- Community parks generally contain between 30 and 50 acres and serve a variety of needs.
- The typical service radius of a community park is approximately ½ mile to 3 miles.
- Traditional NRPA guidelines for community park areas call for 5 to 8 acres per 1,000 residents.
 - With 6.5 acres per 1,000 residents, Grimes meets the NRPA standard for community parks.
- Athletic facilities associated with the city’s high school and middle schools also function as community parks; however, Dallas Center-Grimes High School as limited accessibility.

LEVEL OF SERVICE ANALYSIS FOR FUTURE DEVELOPMENT

As outlined earlier in the Grimes Plan, it is projected that the City will have a population of 30,975 by 2030. Table 3.2 identifies the future park needs associated with this future population based on current community standards. This analysis:

- Assesses park land needs based on a ratio of existing service levels to a project 2030 population.
 - This methodology suggests a need for an additional 205 acres of park land by 2030.



- Assesses park land needs based on an elevated level of service that improves recreation opportunities for residents.
 - Based on a slightly elevated level of service the city would need 71 acres of additional Neighborhood Parks, 193 acres of Community Parks, and 233 acres of additional park and recreation space in the overall park system.

Several factors must be considered when determining a community's future park land needs. Some of these include gaps in services coverage and community demands. These factors are discussed further in subsequent sections of this chapter.

FACILITIES BY GEOGRAPHICAL DISTRIBUTION

As previously noted, neighborhood parks comprise the basic unit of a park system. Distribution of neighborhood park service can be evaluated using a standard ¼ and ½ mile service radius. These tend to be considered comfortable walking distances; however, large community parks pull in much larger areas often requiring the use of a car. Map 3.2 illustrates the location of Grimes' recreation facilities, as well as the service radius of each park. Nearly all of the developed areas of Grimes are served by existing parks. Newer developments like Kennybrook Estates and James Pointe are outside of the city's existing service areas.

TABLE 3.2: Future Parkland Needs

Park Type	Existing Acreage	Existing Acres per 1,000 Residents	2030 Acreage Need (Existing level of service)	Additional Parkland Needed	Elevated Level of Service	2030 Acreage Need (Elevated Level of Service)	Additional Parkland Needed
Neighborhood Parks	22.3	2.6	71.6	49.3	3	81.09	58.79
Community Parks	54.5	6.5	175.0	120.5	8	216.24	161.74
Mini & Specialty Parks	0.0	0.0	0.0				
Total Park and Recreation Area	76.8	9.1	246.6	169.8	10	270.30	193.50

* 2030 need based on a population of 30,975
Source: RDG Planning & Design

Table 3.3: Park and Recreation Services in Relation to Population, Grimes Planning Area

Facility Type	NRPA Standard	Existing Quantity	NRPA Present Need	2030 Need Based on NRPA Standard	2030 Need Based on Local Standard	2030 Deficit
Baseball Fields	1 per 3,000	7	3		22	15
Softball Fields	1 per 3,000	5	3		16	11
Basketball Courts	1 per 5,000	3	2		10	7
Football Fields	1 per 20,000	1	0		3	2
Golf Courses*	1 9 - hole standard per 25,000	0	0		0	0
	1 18 - hole standard per 50,000	0	0		0	0
	1 driving range per 50,000	0	0		0	0
Picnic Shelter	1 per 2,000	3	4	14		11
Playgrounds	1 per 2,000	9	4		29	20
Running Track	1 per 20,000	1	0		3	2
Soccer Fields	1 per 10,000	3	1		10	7
Swimming Pools	1 per 20,000	0	0		0	0
Tennis Courts	1 per 2,000	6	4		19	13
Sand Volleyball Courts	1 per 5,000	0	2	5		5

Source: RDG Planning & Design, 2009

* Golf Courses in the region easily serve Grimes residents needs.



FACILITIES IN RELATION TO POPULATION SERVICE STANDARDS

An evaluation of Grimes’ recreational facilities based on quantitative national standards is summarized in Table 3.3. Projections for future demand are also presented, based on a 2030 population of 27,030. The 2030 demand for each type of facility is determined based on present levels of service in Grimes if the existing standard is higher than the NRPA standard. Major findings of this analysis include the following:

- Based on national standards city has an existing surplus of baseball, softball, and soccer fields. However, these are heavily used and an economic draw for the community.
- If the city wishes to maintain its current level of service new recreation facilities will need to be constructed over the next 20 years. This will require the development of the north sports complex to accommodate additional fields and courts.
- This analysis does not take into consideration the demand for practice space or the growing interest in soccer. One soccer field per 10,000 often does not accommodate current demand within communities and the growing popularity of the sport will likely push the city to maintain its current level of service.
- The city has no swimming or water features, there are facilities in the region but as the city grows this will be a growing demand.

It is important to note that these standards are only a starting point for the city and that new facilities must be weighed against resident demand and interest. Requirements for new neighborhood park land will also result in the addition of more than just these minimum requirements. Any new neighborhood park will require standard facilities such as playgrounds, shelters, and basketball courts. Also, the demand for these facilities should not just be added to existing parks, making them overcrowded and out of reach for residents in newer developments.

PARK SITE ASSESSMENT

Continued investment in Grimes’ existing park system will ensure its status as a major community asset. While a detailed park analysis would be based on user surveys and is beyond the scope of this plan, this section identifies preliminary needs at each park. Any improvement pro-

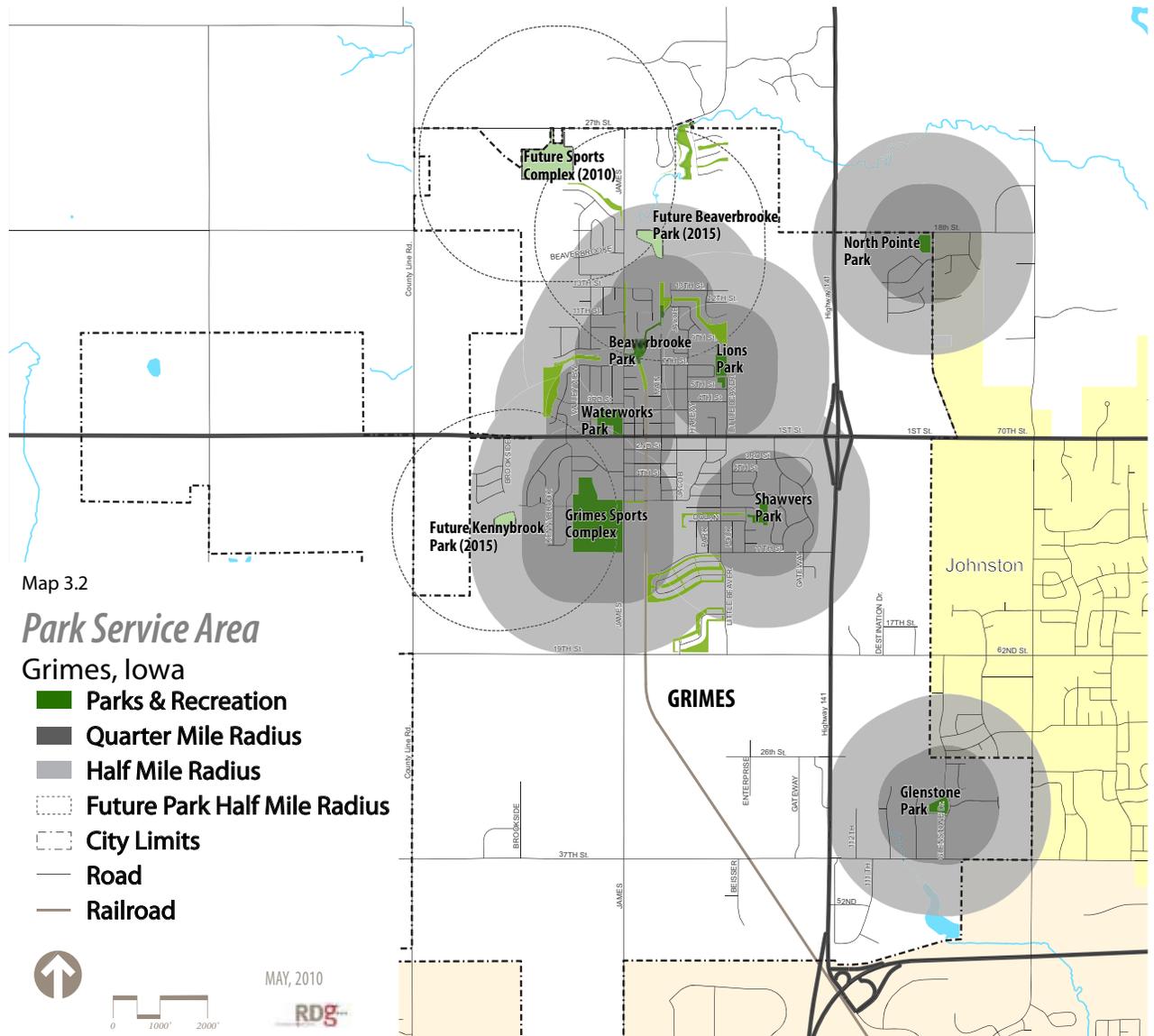


gram should identify priority parks for improvement and a general budget to be spent every year on one or more of these parks. This should be done through a participatory process in the development of a community wide park and recreation plan.

Park Site Assessment & Improvement Program

Grimes Sports Complex

- The complex is in excellent condition and heavily used
- It is at capacity and expansion will require land acquisition to the south



- Relocation of the skate park should improve visibility and allow for expansion

Beaverbrooke Park

- Visibility and access to the park from the west is poor
- There is an opportunity to expand to the east
- Play structures are not handicap accessible
- Additional landscaping for shade and landscaping structure should be added to the park

Lions Park

- The park is in excellent condition
- Play structures are not handicap accessible
- Additional landscaping would elevate the quality of the park

Shawver Park

- The park has limited sidewalk access with no sidewalks leading directly to park amenities
- Strengthen the drainage swales as natural and educational landscapes



Waterworks Park

- The park is in excellent condition but a master park plan should be done to address issues related to programming and Library growth
- Update play equipment

North Pointe Park

- Park is new and in good condition but will need additional amenities
- Extend trail along NE Edgewood Drive
- Construct pathway extensions between the trail, parking, shelter, and play equipment
- Improve the storm water swale as a natural feature in the park

Glenstone Park

- Park is new and developing
- Improvements of the stormwater retention basin should make it an amenity in the park
- Construct interior pathways
- Add amenities as appropriate for the size of the park

Public Facilities

This section examines Grimes' vital infrastructure and public facilities and suggests modifications to assure continued service to the city as it grows.

PUBLIC FACILITY INVENTORY & ANALYSIS

The City of Grimes provides key services through a variety of city-owned buildings and facilities. The following section presents an inventory and general evaluation of these varied facilities. The assessment of each facility is based on existing conditions and potential community needs. Proposed or desirable changes in facilities and services are noted.

Grimes City Hall

The Grimes City Hall has occupied several structures over the years as the community has grown. In 2004 the city relocated to a former physician's clinic at the intersection of First and Harvey Streets. This brick masonry structure was constructed in 1992 and includes:

- Administrative office space for city departments
- Council Chambers
- Offices for Chamber of Commerce

The building has adequate off-street parking for city staff but parking can be an issue during public hearings. The north door, near the parking lot, is handicap accessible, and the private drive in front of the main entrance allows for drop-off and pick-up.

Evaluation

Overall the facility is in good condition, and the space functions well for the needs and necessities of city staff. However, there is limited space available for the expansion of city departments. As Grimes continues to grow, demand for city services will also grow and City Hall will likely need to relocate to a larger building. Expansion at the current site would be difficult and would likely encroach on the surrounding residential neighborhood.

Recommendation

- Continue routine maintenance on the City Hall
- As city services and staff grow, the city will likely need to relocate due to the limited space available at the



current site. A building consultant should be hired to evaluate the needs and priorities of the city for a new facility that will meet all of the community's long term needs.



Fire Department

The Grimes Fire Department is located at the intersection of S James and Second Streets. The 13,680 square foot masonry structure was constructed in 1980 for the department, with a 2,400 square foot addition added in 2000. The building is handicap accessible. Equipment bays include 4 drive-through bays and 2 single-entrance bays that are accessible off of S James Street. Additionally, the garage bays where the department's fire apparatus are kept have radiant floor heating. The department has 5 full-time members that work Monday through Friday from 6:00 am to 6:00pm. In addition, there are 30 part-time volunteer firemen working weekend shifts, and on an as-need basis. Currently, the Fire Chief for the department is a shared position between the fire departments of Grimes and Johnston. This arrangement has created a close working relationship between the two communities for emergency management services.

The fire department serves a 40 square-mile area that serves the City of Grimes and rural areas primarily to the north and west. Emergency calls are dispatched via the Polk County Dispatch Center, which handles all 911 calls for Police and Fire Departments in Polk County. The Fire Department personnel also provide ambulance services to the city. Allowing for patient choice, the department will transport a patient to any hospital in the metro area, unless the patient's condition dictates otherwise.

Evaluation

Structurally the building is in sound condition, however, there have been some problems with water leaks in the roof of the original structure. The garage area is adequately sized for the current needs of the department but as the force has grown the office and washroom space has become too small. Currently, the only shower facilities are located in the men's washroom, and there are also no sleeping facilities. An additional fire station is needed in both Grimes and Johnston, particularly in the south-eastern portion of Grimes. The department's equipment and apparatus are in good condition and meet the current needs of the community. Older water lines that are less than five inches can create capacity issues for the fire department.



Recommendation

- Identify a location for an additional shared fire station in either the southeast quadrant of Grimes, or the southwest quadrant of Johnston.
- Upgrade water mains with any significant street or sewer project in order to ensure that there will be enough capacity to meet the needs of emergency services.
- Expand the city’s primary fire station in order to provide the department with additional office training, and sleeping space.

Public Works Facilities

The Public Works Department’s shop and yard are located along South Main Street. The facility covers 1.25 acres and includes:

- 10,349 square foot building that contains office, shop, and maintenance facility space that has been expanded three times over the last twenty years.
- 4,000 square foot building for storage of salt and rock.
- Storage yard for gravel, equipment and materials.

All of the structures at the public works yard have been constructed in the last 25 years. The storage building for rock and salt is the newest structure on the site, added in 2009. All of the structures at the yard are steel frame construction with steel siding.

Evaluation

The newest building is in excellent condition, while the main facility building is in fair condition but has developed some leaks. The main facility building has seven work bays for servicing equipment. The parking lot and fueling area are in poor condition and will need to be replaced. The overall facility is meeting the needs of the Department. As Grimes continues to grow the Public Works Department may need to expand once more, but does not have the necessary space at the current location.

Recommendation

- Continue routine maintenance on the facility grounds and structure
- Replace the parking lot in front of the main facility building



Grimes Community Center

Constructed over the course of a twenty year period beginning in 1940, the center originally housed Grimes Elementary and Middle School. The building has over 35,000 square feet, divided between recreational and community activity spaces, including a gym, fitness facilities, banquet hall, meeting rooms, park and recreation department offices, and a full-service kitchen.

Evaluation

The building is in very good condition following a recent renovation. In the coming years some minor renovation work will need to be completed. Windows on the south and west facades and minor roof leaks are also scheduled to be repaired. The building currently has enough capacity for all of the events and activities that it hosts except for a need for additional gym space. The current gym is undersized for many activities, and additional space would allow for more activities to be scheduled at any one time.

Recommendations

- Continue routine maintenance.
- Provide additional sidewalk space by the entrance to the banquet hall.
- Improve parking and outdoor facilities.
- Evaluate the long-term use of the building following construction of a new YMCA facility at the intersection of First Street and Destination Drive.



Grimes Community School District

Facilities in the Dallas Center – Grimes Community School District within the Grimes planning jurisdiction include two elementary schools, and one high school. Students in grades 5 – 8 attend class in Dallas Center, however the district has plans for the construction of a new grade 8 – 9 facility near the existing high school.

South Prairie Elementary School. South Prairie Elementary is 20 years old and was constructed to accommodate the quickly growing elementary school population in Grimes. The one-story building now houses pre-Kindergarten, Kindergarten, first and second Grades. It is in good condition and is well maintained; however, the building is beginning to show its age and is in need of upgrades and renovations. A renovation and expansion project is planned to begin in 2013 that will include the new computer labs, additional support facilities, and new mechanical systems that operate off of geothermal energy.

North Ridge Elementary School. North Ridge is the newest facility within the school district, constructed in 2008. Built for third and fourth grades, the classrooms have been designed with maximum flexibility in mind. Several of the classrooms are equipped with in-suite rest rooms for transition to pre kindergarten or kindergarten classes. The school's gymnasium is regulation size, and is utilized by the district for high school practices and junior varsity indoor sporting events. In addition, the facility

also offers before and after school day care service that is operated out of the cafeteria. A separate entrance to the cafeteria allows for children to be dropped off and picked up directly from the cafeteria. Overall, the buildings campus is in excellent condition, with adequate parking and space for outdoor play and activities. The city has purchased land adjacent to the school for construction of an additional sports complex which, if constructed, will provide the school with additional outdoor space and parking facilities.

Dallas Center – Grimes High School. Dallas Center – Grimes High School is located one mile west of central Grimes on Highway 44. The school serves the students and families of Grimes and Dallas County. The one-story building was completed in 2001, with the addition of a 3,000 square foot auditorium in 2005. A sports complex that includes an all-weather track and football/soccer field was added to the buildings facility complex in 2006. Additional facilities include 1,300 seat gymnasium, wrestling facility, weight room, media center and three computer labs. While there is enough classroom space available, the schools wrestling and weight rooms have reached their capacity. As part of the district's ten-year plan, a new 8th and 9th grade school is planned at a site adjacent to the high school. With the construction of this new facility, the district will also work to renovate the weight and wrestling room facilities in order to provide for additional capacity.



Evaluation

Overall the district's facilities are in excellent to good condition. The district is continuing to make significant investments in maintenance, upgrades and expansion of its facilities, and maintains a ten-year action plan in order to guide the districts growth and allocation of resources.

Recommendations

- Continue routine maintenance and upkeep at all facilities.
- Expand Middle School facility as needed at the current High School campus.
- Evaluate the need for additional entrances/exits for the high school off of Highway 44 as part of the districts planned expansion for the school site.
- Upgrade and expand the facilities at Prairie Ridge Elementary as part of the district's ten-year plan for future growth.
- Continue efforts to improve the energy efficiency of all district schools by investing in geothermal energy systems, and other green building techniques.



Sunny Hill Cemetery

Sunny Hill Cemetery, located on South Sixth Street between Main and Jacob Streets, has long served the residents of Grimes. Originally located on the southern edge of the city limits, it has become encircled by residential development over the last ten years. The cemetery currently covers 6.5 acres of land, with a total of 3,442 plots that are enclosed by a chain-linked fence. An expansion has recently been approved to meet the city's long term needs.

Evaluation

The cemetery is in good condition overall, with sodding and settling issues being addressed each spring by the Public Works Department. A recent audit of the cemetery's available plots revealed that there are only 100 plots still available within the confines of the cemetery's borders. These plots are located sporadically throughout the cemetery as individual or double plots but the site cannot provide larger family plots. The city owns eleven acres of land to the south for future expansion of the cemetery grounds.

Recommendation

- Continue regular maintenance of the Cemetery.
- Open a new section of the cemetery in order to increase the number of available plots.



Grimes Public Library

Located at the intersection of Highway 44 and James Street, the Grimes Public Library is centrally located for many of Grimes' residents. Constructed in 1994, the library is a 6,439 square foot concrete block building with brick facing. In addition to the more than 41,000 resource materials that are available, the library also has six workstations, two library catalog computers, a website, Facebook page, and Wi-Fi internet service for use by its patrons. The library staff is comprised of three full-time librarians, one part-time (30 hours a week) staffer, and five additional part-time staffers that work on an as-needed basis.

Evaluation

The building is in good condition, however, there has been some cracking occurring to the structure's foundation. In addition, the building's HVAC system will likely need to be replaced in the near future. With regards to the library grounds, the sidewalks and parking lot have degraded and are in need of major repairs. While the building is in good condition, it no longer fully meets the needs of the community. The growth in library collections and the expansion of library staff has drastically limited the amount of space that the library has available for future growth. The library has begun planning for either the expansion of the current library, or the construction of an entirely new facility.

Recommendation

- Continue regular maintenance of the current facility.
- Repair the sidewalks and parking lots servicing the library.
- Proceed with plans for the expansion of the city's current library facilities, by contracting with a building consultant to help in the process of programming for a new facility, and in the selection of a project architect.
- Complete Waterworks Park Master Plan to address expansion or relocation of the library.



Public Facility Priorities

- Expand the city's current library facility to provide the space and services need for a growing community.
- Work with Johnston to identify the location of an additional fire station in eastern Grimes.
- Closely monitor the needs of all public facilities in relation to the city's growing population.
- Expansion of the school facilities to maintain the district's current level of service/quality



Infrastructure Inventory & Analysis

This section presents an inventory and evaluation of the city's existing infrastructure systems. It includes water distribution and storage, sanitary sewer collection and treatment, stormwater conveyance, and transportation. The city's wastewater treatment and water treatment are contracted out to People's Service.

SANITARY SEWER

Wastewater Collection

Grimes' wastewater collection system has lines ranging in size from 4 to 30 inches in diameter. The majority of lines within the system are 10 to 12 inches. All new installations are PVC, with clay pipe existing in the oldest sections of the city. Any repair work to the original system of clay pipes is being replaced with PVC pipe. The system serves only the City of Grimes, except for the portion of the city located north of NW 27th Street. Properties in this portion of the city are on domestic well and septic systems.

Evaluation

The collection system is in good condition. There is a preventative maintenance plan in place, with lines being cleaned and jetted once every four years. In areas with root problems lines are cleaned and jetted annually. Infiltration and inflow is an issue, with the majority of infiltration originating within the city's oldest neighborhoods and from poorly sealed manholes. Continued repair and replacement of lines, and the proper sealing of manhole covers are long term solutions to the problem.

Recommendations

- Continue regular maintenance of sanitary sewer lines
- Replace obsolete clay pipes as required.

Lift Stations

There are three city-owned lift stations and no private stations in the city. All three stations are relatively new having been constructed in the last eight years, and are in excellent condition. Two of the three stations are equipped with transmitters that transmit current operational conditions to the sewage treatment plant 24 hours a day. The system has been designed for future capacities. In the short-term People's Service is planning to install a transmitter on the third lift station.



Wastewater Treatment Plant

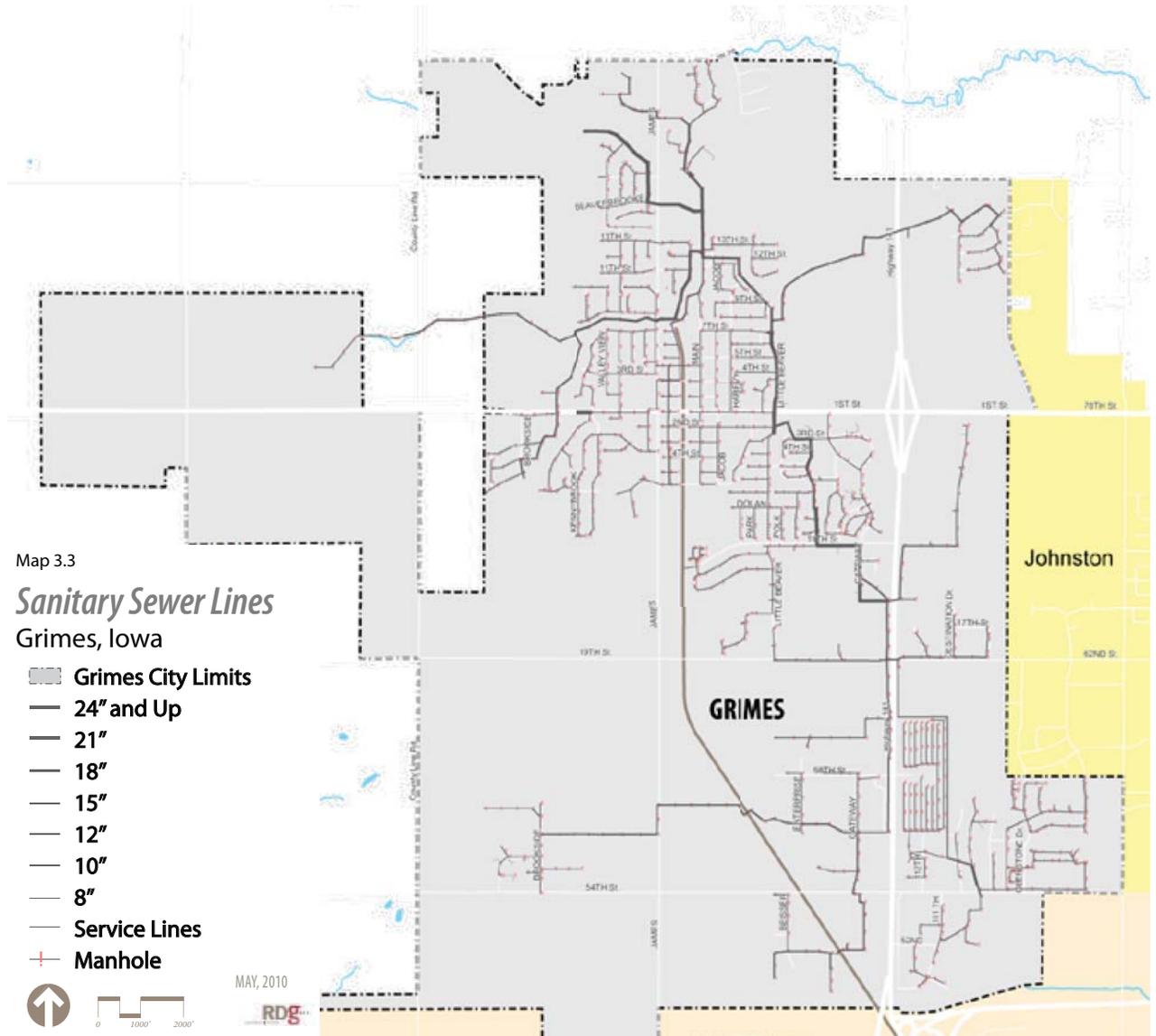
Grimes' Wastewater Treatment Plant is located near the geographic center of the city at 1801 North James Street. The plant has a design capacity of 2.9 million gallons a day (mgd) and averages 1.3 mgd. The plant was last expanded in 2001 with plans to increase capacity by another 40% within the next 5 to 10 to address growth needs. The site will allow for further expansions as needed. The facility is in good condition, preventative maintenance practices have ensured that the plant continues to work at its optimal capacity. Stormwater runoff from surrounding properties remains an issue at the plant. Addressing this problem with "green" solutions could provide a model for how to address stormwater throughout the city.

Stormwater Collection System

Grimes lies within the Beaver Creek and Walnut Creek drainage basins. There are few enclosed storm sewer lines in the oldest sections of the city but a series of drainage swales that convey stormwater. As growth quickened during the 1990s, many newer neighborhoods throughout the city were equipped with closed storm sewer lines that drain into storm channels and creeks. Commercial and Industrial developments along Highway 141 use open drainage systems that drain towards tributaries.

Evaluation

Overall the city's stormwater collection system is in fair condition, with much of the system's infrastructure constructed in the last 20 to 30 years. There are problems with the system, primarily in older districts and along Highway 141. In the downtown, along Main Street, trunk lines lead-



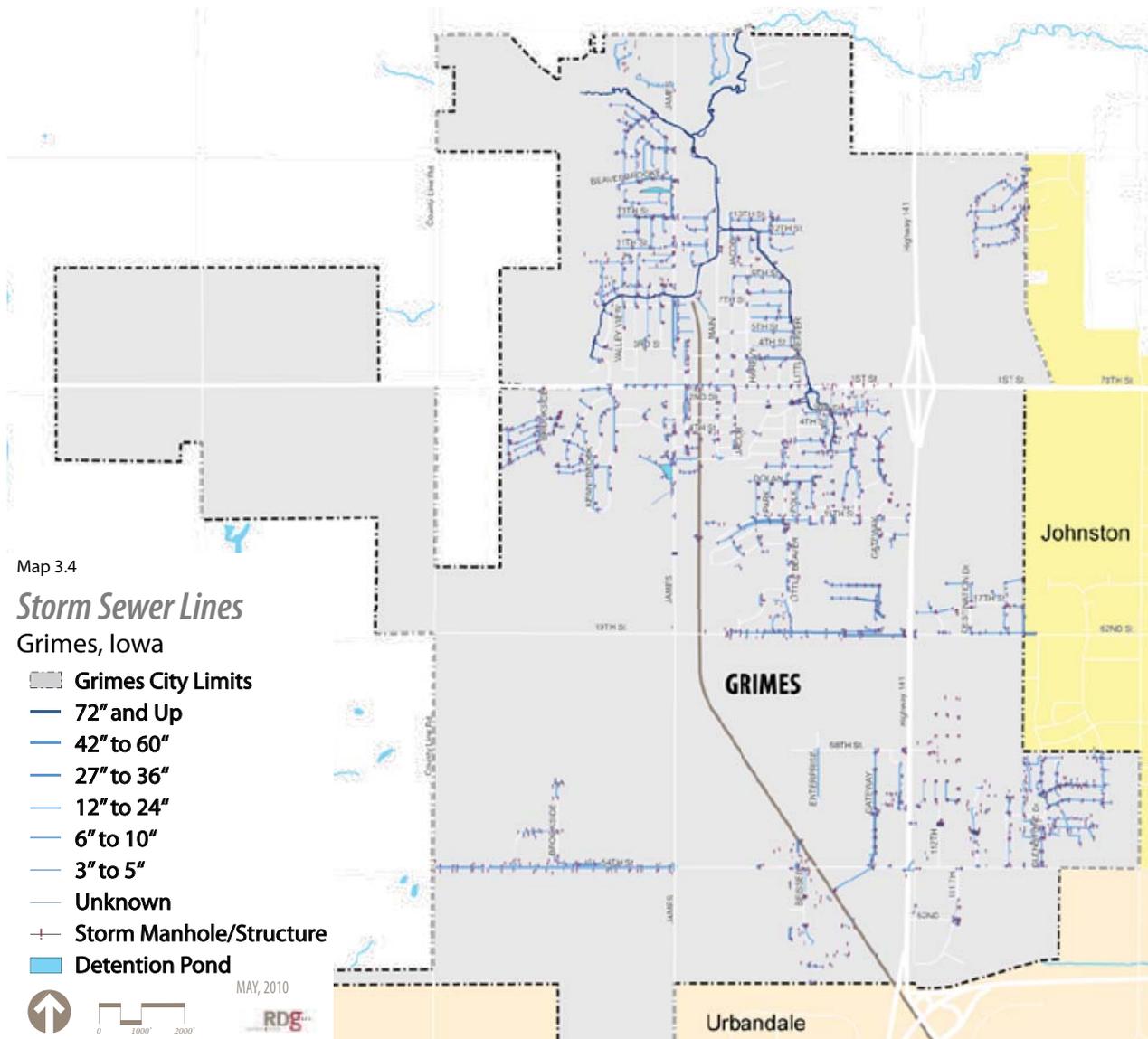
ing towards the Little Beaver Creek are undersized and in poor condition. Often, during major rain events water pools along the street, and in some instances has even backed up into businesses. More minor problems also exist along primary stormwater and conveyance channels where cattails have taken hold. During rain events these cattail stands can slow the flow of water, leading to localized flooding. The problem has been most prevalent by the Post Office at Grimes Crossing and within the Grimes Business Park. The city is actively working with these developments to clear channels.

Recently, the city council adopted new standards for developers to follow in the mitigation of stormwater runoff.

These new standards further reinforce the creation of a citywide greenway system in which open space and trail networks can be developed, as well as address erosion issues. Problems with erosion exist throughout the city's stormwater system. As the city continues to develop, more steps will need to be taken to ensure that stormwater is treated on site rather than discharged directly into streams.

Recommendations

- Continue regular maintenance of conveyance and stormwater channels to prevent localized flooding
- Upgrade Trunk lines along Main Street in order to stop



Map 3.4
Storm Sewer Lines
Grimes, Iowa

- Grimes City Limits
 - 72" and Up
 - 42" to 60"
 - 27" to 36"
 - 12" to 24"
 - 6" to 10"
 - 3" to 5"
 - Unknown
 - Storm Manhole/Structure
 - Detention Pond
- MAY, 2010
RDG

- the backup of water into businesses.
- Complete study of the city’s stormwater needs and established a phased plan for addressing issue areas and improving standards in growing areas.
- Continue working with FEMA to update Federal Flood Classification Maps.
- Adopt names for unnamed tributaries and stormwater channels as part of an emergency management plan.
- Encourage the use of best management practices to limit or decrease the amount of stormwater runoff from all new developments.

- Review city codes and ordinances to ensure that they do not prohibit the use of “green” solutions to stormwater management.



WATER SYSTEM

Water Supply

The City of Grimes relies on three wells located to the north of the city limits for its source water. These wells are between 50 to 80 feet in depth and are about one mile from the city's water treatment facility, located at 1801 N James. The well field was constructed in 2001, and averages 1.9mgd. People Service inspects the wells once every three years, and performs other regular maintenance on an as need basis.

Evaluation

The wells are in excellent condition with no indication of reduced capacity. The city will need to construct a fourth well within the next five years in order to keep ahead of increasing demands.

Recommendations

- Establish a water conservation program in the city that promotes wise water use, decreasing demand on the system.

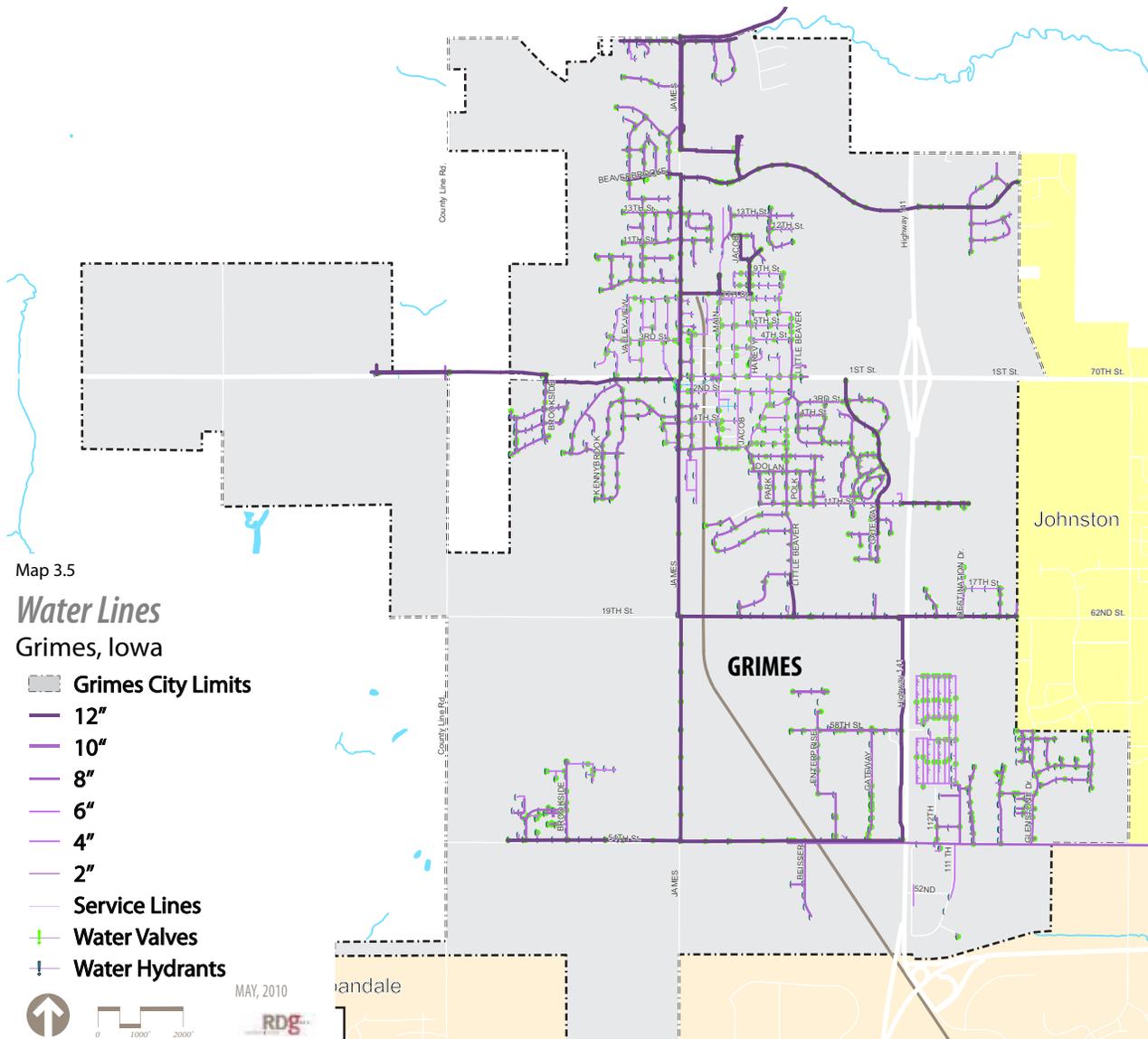
Water Treatment Plant

Grimes' Water Treatment Plant is located adjacent to its wastewater treatment facility at 1801 North James Street. Plant capacity is 1.9 mgd and averages 870,000 gallons per day. Its maximum daily demand has been 1.4 mgd, close to the facilities maximum capacity. People Service intends to increase the plant's capacity by 40% in the next ten years to address city growth needs.



Evaluation

The plant is in very good condition and has received necessary upgrades over the years. While the facility is considered small, it has been designed to allow for future expansions as the city grows.



Map 3.5

Water Lines

Grimes, Iowa

- Grimes City Limits
- 12"
- 10"
- 8"
- 6"
- 4"
- 2"
- Service Lines
- Water Valves
- Water Hydrants

Water Storage

Grimes has two storage reservoirs providing 1.35 million gallons of storage capacity. A concrete underground reservoir located at the water treatment facility has a 350,000 gallon capacity, and a standpipe located at 104 South James Street has a capacity of 1 million gallons. Water is treated before it is pumped into the storage facilities.

Evaluation

The storage facilities are in very good condition, with the standpipe being refurbished in 2008. There is a need for increased capacity, and a third storage tank is planned for the southern portion of the city.

Recommendations

- Continue routine maintenance
- Construct a new standpipe in southern Grimes in order to increase the system's capacity.
- Continue to evaluate the city's water storage needs as the city grows.



Water Distribution System

Grimes' water distribution system is comprised largely of 6 to 8 inch lines. However, portions of the system are as large as 12 inches and as small as $\frac{3}{4}$ of an inch in diameter. The older lines are a mixture of iron and concrete; new lines are constructed of PVC. The system is almost entirely looped with dead end lines a result of planned future expansions. The system only supplies residents within city limits, except for a portion of the city located north of NW 27th Street, which is on domestic wells and septic systems.

Evaluation

Grimes' distribution system is in good condition; the majority of lines have been constructed in the last 30 years. Roughly 10% of the lines are in poor condition, and are located within the oldest portions of the city. Hydrants are flushed annually in order to remove sediments and other contaminants from the lines.

Recommendations

- Establish a replacement program for the city's oldest lines. This work should be done in conjunction with improvements to the sanitary sewer system, street reconstructions, and other utility work.
- Evaluate ways to increase water conservation
- Continue routine maintenance.

Infrastructure Priorities

- Upgrade Trunk lines along Main Street in order to stop the backup of water into businesses.
- Review city codes and ordinances to ensure that they do not prohibit the use of "green" solutions to storm-water management.
- Upgrade of water treatment plant for additional capacity.
- Upgrade of the underground reservoir at the water treatment facility for extension of facility life.
- Construct an additional southside water tower.
- Establish a policy to install "dark" conduit in conjunction with any significant infrastructure work to decrease future trenching.





Transportation

EXISTING STREET CLASSIFICATION

Principal Arterials. These roads serve regional needs and connect important activity centers. They include:

- Highway 141
- Highway 44

Minor Arterials. These streets connect with and complement the principal arterial system by linking activity centers and connecting various parts of the city together. As a general rule, these streets are spaced at 0.5 to 1.0 mile intervals in developed urban areas. Streets currently in this classification include:

- First Street
- 19th Street/62nd Avenue

Collector. The collector system links neighborhoods together and connects them to arterials and activity centers. Collectors are designed for relatively low speeds (35 miles per hour and below). Collectors in Grimes' system include:

- James Street/NW 128th Avenue
- 19th Street
- 37th Street

Local Streets. Local streets serve individual properties within residential or commercial areas. They provide direct, low-speed access for relatively short trips.

TRAFFIC CAPACITY ANALYSIS (LOS)

A capacity analysis compares the traffic volumes on a street segment with the design capacity of that segment. The ratio of volume over capacity (V/C) corresponds to a "level of service" (LOS), which describes the quality of traffic flow.

Measures of Level of Service (LOS)

System performance of a street is evaluated using a criterion called the "level of service" (LOS). LOS is a qualitative measure that generally focuses on speed and smoothness of traffic flow under specific volume conditions. A ratio of volume to capacity (how much traffic the street carries divided by how much traffic the street was designed to carry) provides a short method for determining LOS. LOS categories are described as follows:

LOS A: Free-flowing operation. Vehicles face few impediments to maneuvering. The driver has a high level of physical and psychological comfort. Minor accidents or breakdowns cause little interruption in the traffic stream. LOS A corresponds to a volume-capacity (V/C) score of 0 to 0.60.

LOS B: A reasonably free-flowing operation. Maneuvering ability is slightly restricted, but ease of movement remains high. LOS B corresponds to a V/C score of 0.60 to 0.70.

LOS C: Stable operation. Traffic flows approach the range in which traffic increases will degrade service. Minor incidents can be absorbed, but a local slowdown will result. LOS C corresponds to a V/C score of 0.70 to 0.80.

LOS D: Borders on unstable traffic flow. Small traffic increases produce substantial service deterioration. Maneuverability is limited and comfort reduced. LOS D represents a V/C score of 0.80 to 0.90.

LOS E: Typical operation at full design capacity of street. Operations are extremely unstable because there is little margin of error in the traffic stream. LOS E corresponds to a V/C score of 0.90 to 1.00.

LOS F: A breakdown in the system. Such conditions exist when queues form behind a breakdown or congestion point. This condition occurs when traffic exceeds the design capacity of the street.

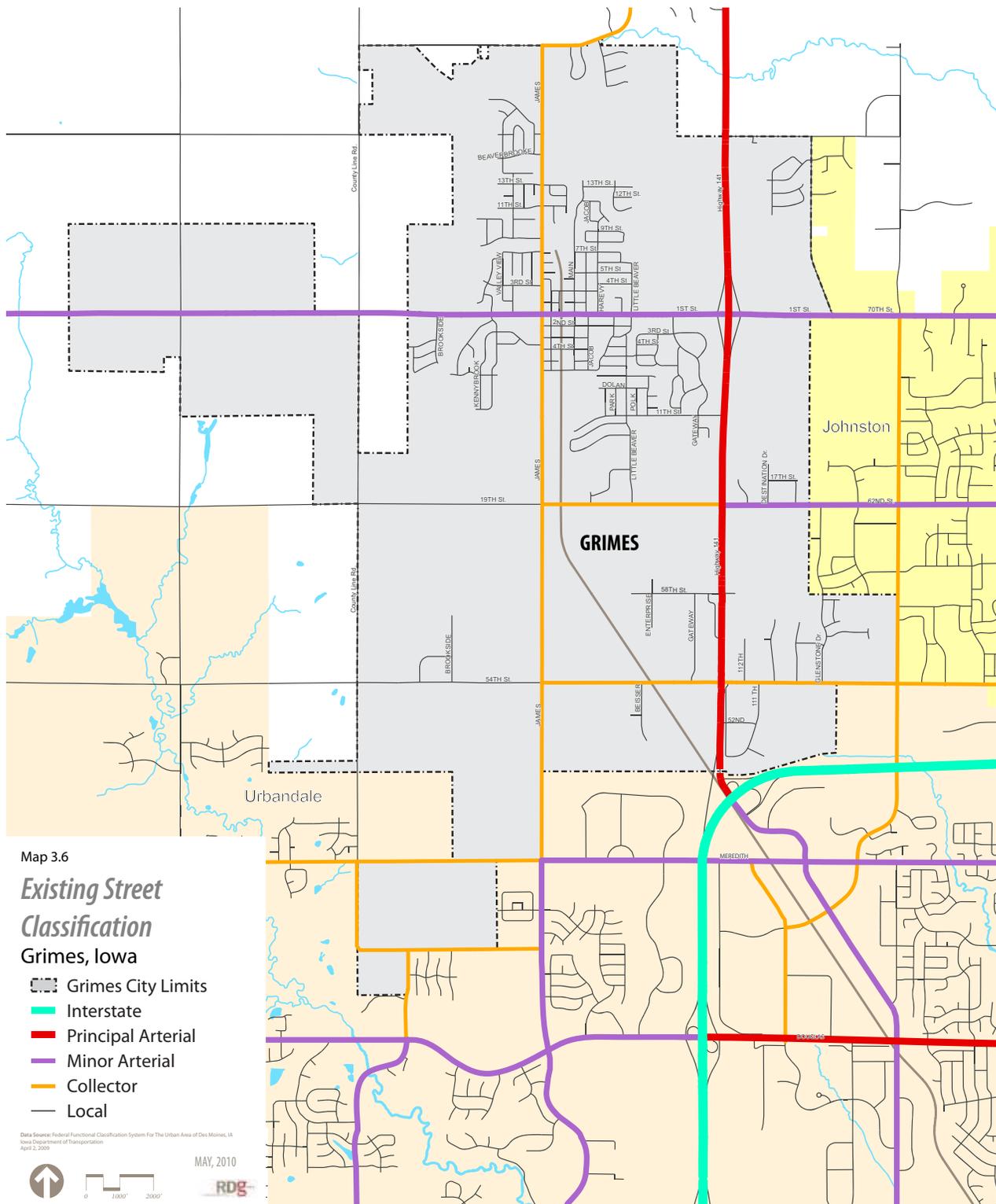




Table 3.4 presents the capacity of various street sections at LOS D, the point at which congestion problems begin to occur.

Cautions about the LOS System

The LOS measure is ultimately a measure of traffic speed. Clearly, LOS is an important measure because the fundamental purpose of streets is to move traffic. However, LOS does not measure other important values including:

- Neighborhood preservation
- Environmental quality
- Economic vitality and access
- Energy conservation
- Efficient development patterns
- Pedestrian environment



Table 3.4: Typical Traffic Capacity by Facility Type

	Capacity at LOS D (VPD)		
	2-Lane	3-Lane	4-Lane
Minimal Access	12,500	16,500	25,400
Residential	12,300	16,250	25,300
Mixed Zoning	11,200	14,850	23,600
Central Business District	9,400	12,650	20,500

Table 3.5: Performance of Key Street Segments, 2004 & 2008

Street Name	Section Description	Capacity (VPD)	2008 Volume	V/C Ratio	2008 Estimate LOS	
First St	NW 107th Street to Highway 141	25,400	2,660	5,800	0.23	A
First St	Highway 141 to Gateway Drive	25,400	12,400	12,200	0.48	A
First St	Gateway Drive to end of 4 lane	25,400	11,600	12,700	0.50	A
First St	End of 4 lane to Railroad Street	11,200	9,500	12,700	1.13	F
First St	Railroad St to James St	11,200	8,700	9,900	0.88	D
First St	James St to City Library	11,200	6,900	7,600	0.68	B
First St	City Library to Maplewood	11,200	6,600	6,800	0.61	B
First St	First St to city limits	12,500	5,800	5,900	0.47	A
Maplewood Dr	First St to NW Prairie	12,300	430	430	0.03	A
Maplewood Dr	First St to Hickory Glen	12,300	1,070	1,140	0.09	A
James Street	82nd Ave intersection	12,500	-	1,360	0.11	A
James Street	82nd Ave to 2nd St	12,300	1,240	2,530	0.21	A
James Street	N 2nd St to 1st St	11,200	4,240	5,300	0.47	A
James Street	1st to S 2nd St	11,200	3,580	3,750	0.33	A
James Street	19th Street Intersection	12,500	-	3,680	0.29	A
James Street	6th Street Intersection	11,200	4,190	-	0.37	A
James Street	54th Ave Intersection	12,500	-	4,080	0.33	A



Table 3.5: Performance of Key Street Segments, 2004 & 2008

Street Name	Section Description	Capacity (VPD)	2008 Volume	V/C Ratio	2008 Estimate LOS	
S. James St	54th Ave to Meridith Dr	12,500	3,880	5,300	0.42	A
NW 82nd St	East of James St intersection	12,500	-	1,250	0.10	A
NW 107th St	At NW 70th	12,500	-	540	0.04	A
Gateway Dr	1st St to Gateway Circle	11,200	6,600	7,300	0.65	B
Highway 141	First Street south to S 19th St	25,400	27,600	28,700	1.13	F
Highway 141	S 19th St to 54th Ave	25,400	26,800	31,600	1.24	F
Highway 141	54th Ave to Interstate 35/80	25,400	31,800	39,000	1.54	F
SE 19th St	Divided section west of highway 141	14,850	1,850	2,310	0.16	A
SE 19th St	East of highway 141 to city limit	11,200	5,300	6,400	0.57	A
NW 54th Ave	Beisser Dr to Gateway Dr	11,200		4,700	0.42	A
NW 54th Ave	Gateway Dr to Highway 141	14,850	5,100	6,100	0.41	A
NW 54th Ave	Highway 141 to NW 114th St	23,600	7,600	10,300	0.44	A
NW 54th Ave	NW 114 St to 100th St	11,200	5,100	8,600	0.77	C

A development pattern that improves LOS, can involve driving longer distances. This ultimately increases the amount of traffic and the total number and length of vehicle trips. Thus, while LOS is a useful tool, it should not be used to the exclusion of other values. The transportation system should serve, rather than dominate, the overall environment.

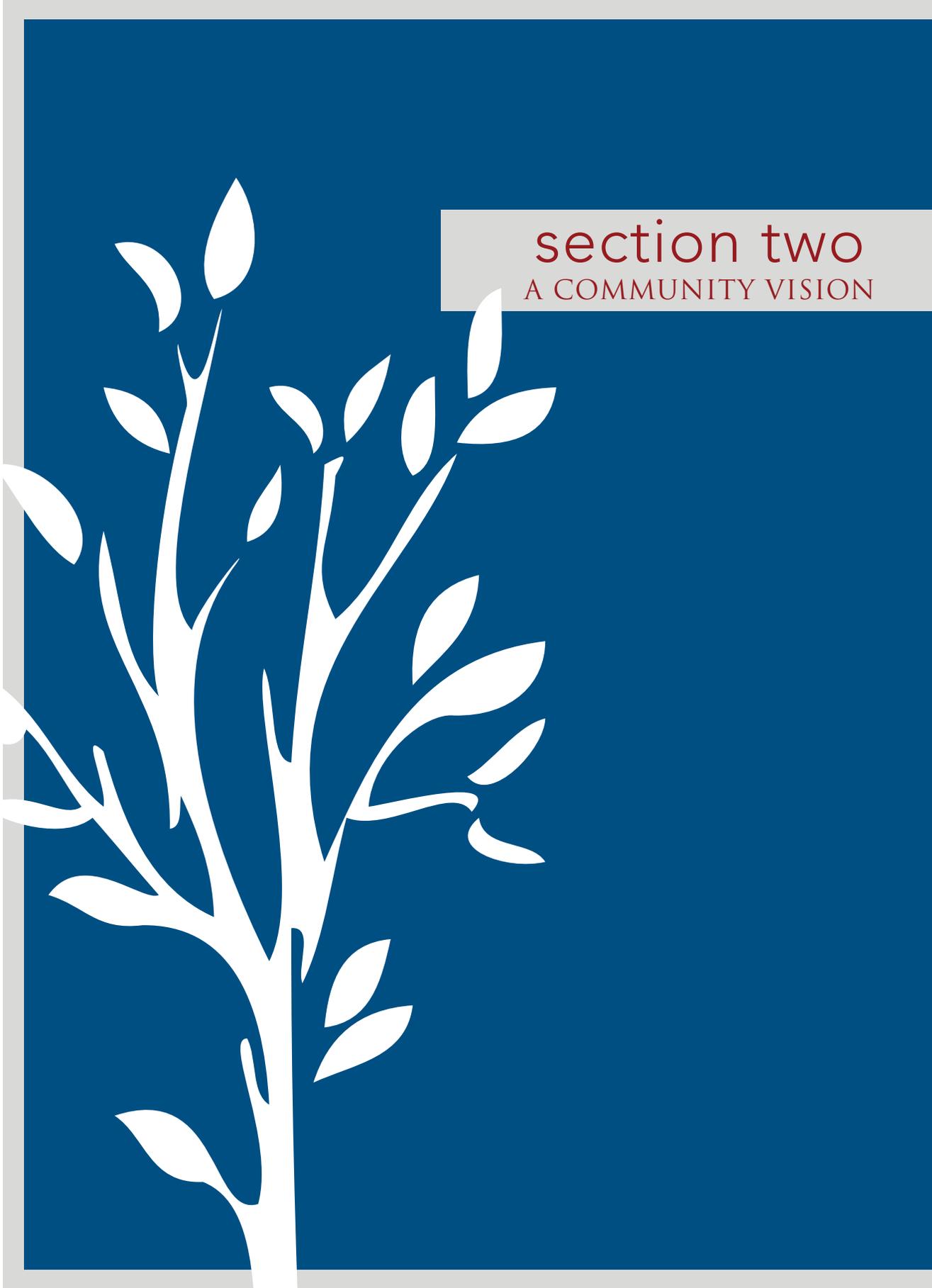
Although measures to improve LOS, such as widening roadways and adding lanes, can improve the flow of traffic, they can also diminish the quality of the pedestrian environment. These measures can also increase traffic speeds, which can in turn decrease pedestrian safety.

Operational Analysis

Table 3.5 illustrates the performance of Grimes' streets and compares traffic volumes between 2004 and 2008 for roads providing regional access. Presently, drivers in Grimes experience LOS "A" on most local arterials, however, sections of major regional arterials and collectors (First and James Streets) are at their operational capacities. Based on the traffic counts provided by the Iowa Department of Transportation, Grimes' traffic volumes have continued to rise over that last four years. The tremendous growth that has occurred around Grimes has led to increased traffic flows. A major road widening project is scheduled to begin in 2010 along First Street. This will greatly improve the flow of traffic by widening drive lanes, and incorporating a center turn lane.

TRANSPORTATION PRIORITIES

- Improve access to the downtown and to residential districts along First Street.
- Improve pedestrian access around the city, especially across Highway 141
- Improvements to James Street including new curb and gutter, sidewalks and landscaping
- Improve access around and through the city, by creating new transportation corridors.



section two
A COMMUNITY VISION



Chapter 4

A VISION FOR GRIMES

Grimes' residents and business owners are critical assets and their participation was essential to the planning process. The Grimes Comprehensive Plan includes a thorough public participation program, giving stakeholders the opportunity to frame the goals and directions of the Plan. This chapter of the Plan presents the vision for the community, from community members.

Public Participation Process

A STEERING COMMITTEE

A Comprehensive Plan Steering Committee, representing a wide variety of community interests, was the primary contributor to this process. Committee members met regularly to assist in identifying issues, developing vision statements, and prioritizing the community's goals. They also reviewed the progress of the overall plan.

COMMUNITY QUESTIONNAIRE

To begin the planning process, a community questionnaire was completed by 168 residents. The survey provided insight on important community services and facilities. The results helped to frame the issues and goals for the community, and were addressed in more detail during focus group meetings.

FOCUS GROUP MEETINGS

Focus group meetings were held in September 2009. Residents, business and property owners, financial institutions, and public officials participated in roundtable discussions to share their opinions of the community and its future opportunities.

COMMUNITY STRATEGIC PLANNING WORKSHOP

A community wide workshop was also held in September 2009. Interested residents were invited to share their thoughts on the issues and opportunities for Grimes over the next 20 years.



COMMUNITY PRESENTATION

Community presentations were held in September and October of 2009 where the Plan's Policy Statements were presented to residents. A summary of the public input process and Community Profile (Section 1) were outlined to the public as the building blocks for the Policy Statements or guiding goals for the Plan and the future of Grimes.

DESIGN WORKSHOPS

Two public design workshops were used to engage residents, business owners, and other stakeholders in the planning process. The first workshop, held in November 2009 focused on the entire city. The second workshop, held in February of 2010, focused on opportunities for the downtown. Participants shared their ideas, issues, and



concerns informally with planners and designers, while ideas were illustrated for their reactions. The results of the workshops are the basis of the Development Plan outlined in Section 3.

OPEN HOUSE

A Community Open House was held in May 2010, offering the public an overview of the Plan and opportunities to provide feedback on the Plan.

Issue Identification

During the initial stages of the planning process, a community survey was available to the public to express their thoughts about Grimes’ services and facilities. The survey consisted of questions, both multiple-choice and short-answer. Survey responses help measure perceptions about the City, examining potential priorities and the applicability of various general actions. Survey participants could respond by completing an internet-based survey or submitting a hardcopy. A total of 168 surveys were collected from the community. The results of the survey act as a base for the sessions with the steering committee, focus groups, and design workshops.

Survey participants completed a “report card” questionnaire that asked participants to rank various features of Grimes on a one to five scale, with five representing excellent and one representing poor. Attributes with average

scores of 3.0 or above are perceived strengths and those with scores below 2.5 represent areas of perceived weaknesses.

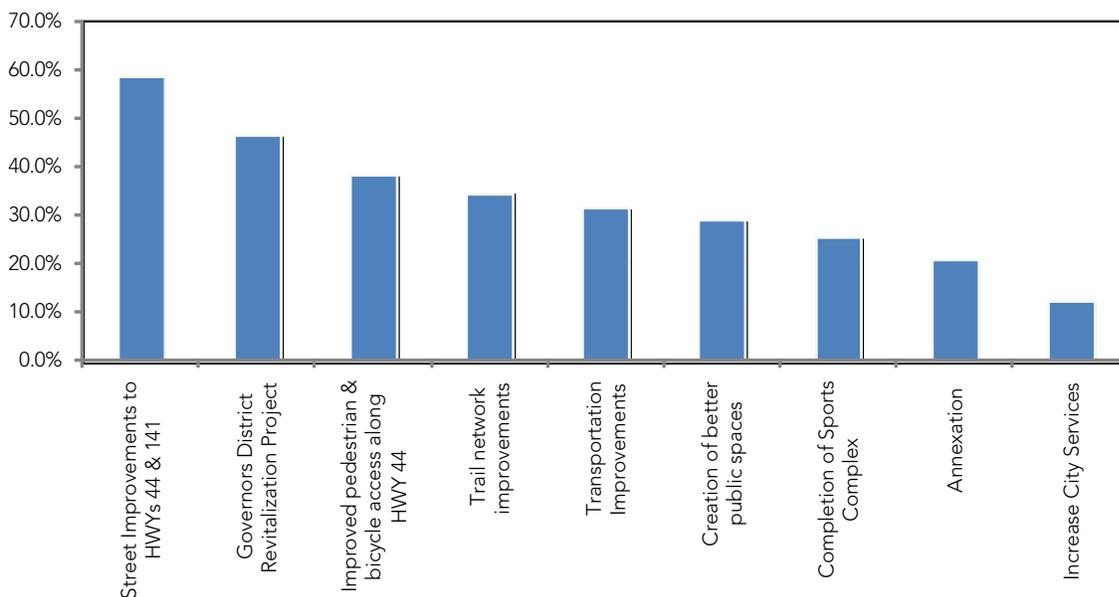
Survey respondents identified the following as perceived strengths of Grimes:

- Elementary Education (4.35)
- Secondary Education (4.24)
- Recycling Program (4.12)
- Garbage Collection (3.98)
- Overall Quality of Life (3.97)
- Availability of Housing (3.85)

Survey respondents identified the following as perceived weaknesses of Grimes:

- Downtown Grimes (1.82)
- Tourism Potential (2.27)
- Historic Buildings and Resources (2.29)
- Regional Trail Connections (2.40)
- The Highway 44 Corridor (2.50)
- Design/Appearance of Grimes (2.53)

Specific Actions or Projects to Accomplish in the Next Ten Years





The survey also asked participants, what specific actions or projects they would like to see Grimes accomplish during the next 10 years. Nearly 60% of respondents replied that they would like to see the city address needed street improvements along Highways 44 and 141, followed by downtown revitalization, and improvements to pedestrian facilities along highway corridors. Figure 2.1 further illustrates the projects and actions that participants selected as being important to undertake.

Policy Statements

The Policy Statements are the guiding principles of the Grimes Comprehensive Plan. Formulating and adopting policies as part of the comprehensive planning process are important for a number of reasons. Some of these include:

- Providing advance notice to private decision-makers, including developers, builders, and property owners, about basic principles that will guide Grimes' public decisions. This helps these groups make decisions more efficiently, avoiding conflicts and wasting time and money.
- Providing a framework for consistent decision-making, while providing flexibility for review of individual situations.
- Keeping decisions oriented to overall community goals.
- Increasing interagency communication and cooperation, assuring that different bodies act in accord with similar assumptions.

- Providing a firmer basis for evaluating the costs and benefits of public investments, and their consistency with overall policy objectives.
- Providing for public participation in local government, helping to implement ideas that grow from citizens of the area.
- Providing a general basis for interpreting and applying the comprehensive plan, maintaining the flexibility to respond to individual situations.
- Giving staff a context for developing recommendations for action by local government.

In developing this section, input from the Steering Committee, residents, and city staff was integrated with the demographic, economic, and land use information detailed in Section 1. Policy statements should be broad proposals of what a community hopes to accomplish, while strategies identify the approach or task necessary to achieve goals. The committee evaluated preliminary policy statements and strategies, and clarified them as needed. These were then presented to the public for further comment.

The subsequent section of the Grimes Comprehensive Plan provide more detailed directions toward implementing these policies and, in some ways, illustrate the physical outcome of their application. Decisions by public officials should be grounded in these concepts and directions. However, policies are guidelines rather than laws. Situations arise that require a flexible rather than literal application of these statements. Sometimes, a new or changed policy can create substantial benefits to the city and its residents, and still remain consistent with overall community goals.



GROWTH AND LAND USE

Grimes will grow as a unified community through attractive and sustainable land development.

- The city should develop in a format that will preserve the small town feel, forming neighborhoods, not subdivisions.
- Streets should be interconnected, providing a quality transportation system and a small town feel.
- Industrial development should be oriented towards existing infrastructure on the south side of the city.
- Establish long-term annexation agreements with surrounding cities.
- Develop a strategy for expanding city services and staff in conjunction with city growth, including the need for local police force.
- Establish policies that encourage a range of housing styles for different stages of life.

TRANSPORTATION

Grimes future transportation system will be accessible to all residents, conveniently and effectively move traffic in and around the city; and support the continued economic growth of the city.

- Increase the number of entrances into the city including the extension of streets like Gabus Boulevard and Highway 141.

- Specific streets, like James and County Line Road, should be improved to support existing and future development.
- Pedestrian and trail amenities should be included in all transportation projects.
- Consider and evaluate a bypass for both Highway 141 and 44.
- Remove the railroad north of 54th Avenue and utilize the corridor in the city's trail network.

PARKS RECREATION & COMMUNITY WELLNESS

Grimes will be a healthier city by providing attractive recreation resources to residents and visitors, and constructing infrastructure that encourages physical activity.

- Parks should grow with the city, at a minimum maintaining the city existing level of service.
- All residents should be within walking distance of neighborhood parks.
- Park and recreation facilities should provide a variety of recreational opportunities.
- Trails should encircle the city and connect to the regional trail system.
- Pedestrian and trail amenities should be included in all transportation projects.



CENTRAL GRIMES/GOVERNORS DISTRICT

Policies and improvements for Central Grimes will create a vibrant center that is attractive to businesses, residents, and visitors.

- Develop a master plan for the Governors District and elevator area that creates a community gathering place.
- Create a walkable district that retains small town attributes.
- Identify a niche market and then work to attract those types of businesses.
- Establish design standards that create a small town atmosphere.
- Address infrastructure issues and create reinvestment opportunities
- Connect the district to the trail system.



COMMUNITY IMAGE & CHARACTER

Grimes will build on community assets to create a distinct image and positive environment for doing business, living and playing in the community.

- Entrance features should be developed that distinguish Grimes and welcome visitors to the city.
- Design regulations should be developed and implemented that project a high quality city.
- Clarify city theme and use to market the community.



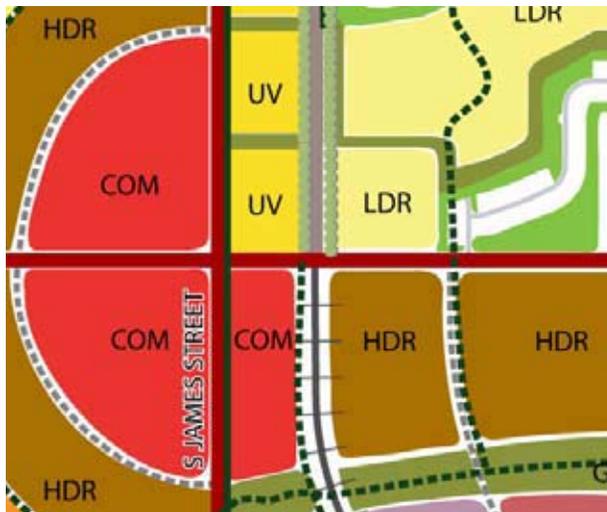


section three
COMMUNITY PLAN

Chapter 5

DEVELOPMENT VISION

Grimes' land use plan should establish a development vision, identify directions for future growth, maintain and enhance the quality of existing development, and provide a sound basis for public and private decisions. This section of the document outlines the land use principles that guided the preparation of a development framework and specific plan elements.



Land Use & Growth Principles

The analysis and calculations presented in Section One estimate how much new land the city will need to serve potential growth. However, this new development should use land efficiently, be environmentally and economically sustainable, and reinforce the quality and character of Grimes. "Smart growth" principles, applied to overall city development policy, can combine the desire of the city and its builders to take advantage of opportunities and the public benefits of environmental sensitivity, economic efficiency and enhancement of community and civic life. These principles, adapted to Grimes, establish patterns that should guide the city's overall development. Grimes will grow smart if it:

Encourages Community Design that Uses Land Effectively.

Grimes future land use plan illustrates the development of approximately six square miles of potential development to meet the estimated twenty-year demand. Much of this land will be within the existing city limits, but outside the perimeter of existing development. To avoid stretching city services over wide areas, which increases both the cost of government and the distance that people must travel to their destinations, new growth should generally be adjacent to existing development, or take maximum advantage of underutilized "infill" areas to produce a unified, economically efficient, and attractive city.

Encourages Project and Building Design that Balance Compactness and Efficiency

Contemporary urban development, framed by automobile transportation, frequently spreads out over the land, and lacks the human scale and detail often found in traditional neighborhoods. For example, places like Valley Junction have an intimate human scale in contrast to newer highway oriented developments like the Target on Urbandale Drive. While these new developments provide valuable services, the large building scale, dominance of parking lots, traffic noise, distance between buildings, and lack of pedestrian access and public spaces create a far less satisfactory environment. Compact and efficient project and building design use land and resources effectively, preserves more open space, and can provide memorable settings and experiences. Well-planned large-scale develop-



ments have an important place in a community's economy and can have a level of detail and scale that take on some of the virtues of traditional town environments.

Mixes Land Uses

In the center of Grimes, radiating out from the 1st and Main intersection, residential, retail, and recreation are located closely together. On the other hand, more contemporary growth tends to "zone" different land uses away from one another. The concept of single-use zoning grew out of a need to separate living places from major industries to protect the health of residents, and this is still good policy in some cases. But mixing compatible but different uses in a modern setting creates more interesting and efficient communities. Providing uses that are closer and linked to one another can also reduce the number of miles that people must travel by car to conduct their daily lives. Plans and land development policies that provide appropriate use mixing also provide greater flexibility for those who build communities, and avoid unnecessary regulation.

Creates Housing Opportunities and Choices

Most of Grimes' residential development is in the form of single-family detached units on 7,200 square foot lots. Yet, more diverse housing types will be needed to meet changing housing needs and preferences. Consequences of the mortgage crisis and subsequent economic downturn of 2008-2009 and demographic change include greater eventual demand for multi-family development because of tighter mortgage financing; smaller lot single-family development in innovative design settings, and at-

tached housing for empty-nesters. Residential development should be incorporated into mixed use projects to reduce the separation between living places and activity centers. Grimes should provide opportunities for people at all stages of life to find their place in the city.

Promotes Walkability and Community Health through Routine Physical Activity

Iowa's older small communities tended to have tighter development patterns clustered around the traditional downtown. This "small town feel" naturally creates a pedestrian-friendly environment. However, new developments across the country have more discontinuous streets, lack of sidewalks, and spreading developments that together make walking or cycling difficult. Land use patterns and new investments that promote "active transportation" will create a better city. Local commercial services, schools, and major activity centers should have safe and comfortable routes to most neighborhoods. This expands transportation options and increases opportunities for social interaction. Equally important, incorporating physical activity into the daily routine of citizens creates a healthier and more physically fit community.

Encourages Identifiable Development Areas with a Sense of Place

Newer residential areas often occur in defined and sometimes isolated pods, largely caused by incremental development. However, these areas do not appear to have strong identities and rarely provide community space. A smart growth concept for Grimes should increase the highly desirable pattern of neighborhood identification and a larger sense of belonging to Grimes.

Preserves Open Space and Important Environmental Areas

Grimes' surrounding open space is defined by the agricultural history of the state and the drainageways that provided life to the regions earliest inhabitants. By preserving open spaces, the city balances the built and natural environment and provides habitat for plants and animals, recreational opportunities, and places of natural beauty. Open spaces also add real property value to adjacent development. While passive in use, these environments should not be absent of use. The structure of Grimes' drainageways should connect neighborhoods and the city's park system.



Diversifies Transportation Modes

Many communities have begun to realize the need to provide a wider range of transportation options. A completely auto-dependent city limits access of such groups as young people and seniors. In addition, many of Grimes' residents work outside the city. An increase in the city's physical size should not reduce access. Techniques that increase the ability of all residents to move freely around the city include better coordination between land use and transportation, increasing connectivity within the street network, developing multi-modal (or complete) streets that accommodate all forms of transportation, and working to expand regional bus service in the city.

Achieves Community and Stakeholder Collaboration in Development Decisions

Grimes should be a great place to live, work and play – a "small town in the city." City government should stay close to its constituents through techniques that measure the priorities of residents. Ideas developed by the community cannot be considered and the implementation of the smart growth principles cannot occur without the collaboration of citizens. Partnerships between neighborhoods, adjoining communities, developers, nonprofit organizations, and the city will support and accelerate implementation of the Grimes Plan.

Development Framework

The Framework for the Grimes Plan emerges from a program based on markets, existing projects and priorities, and community-wide goals. The Framework establishes the overall structure for the Plan and includes:

- Balanced Residential Neighborhoods
- Commercial and Industrial Growth
- Transportation Connectivity
- Recreation Amenities
- A Strong Core

The Framework elements are illustrated in Map 5.1 Grimes Development Concept.

BALANCED RESIDENTIAL NEIGHBORHOODS

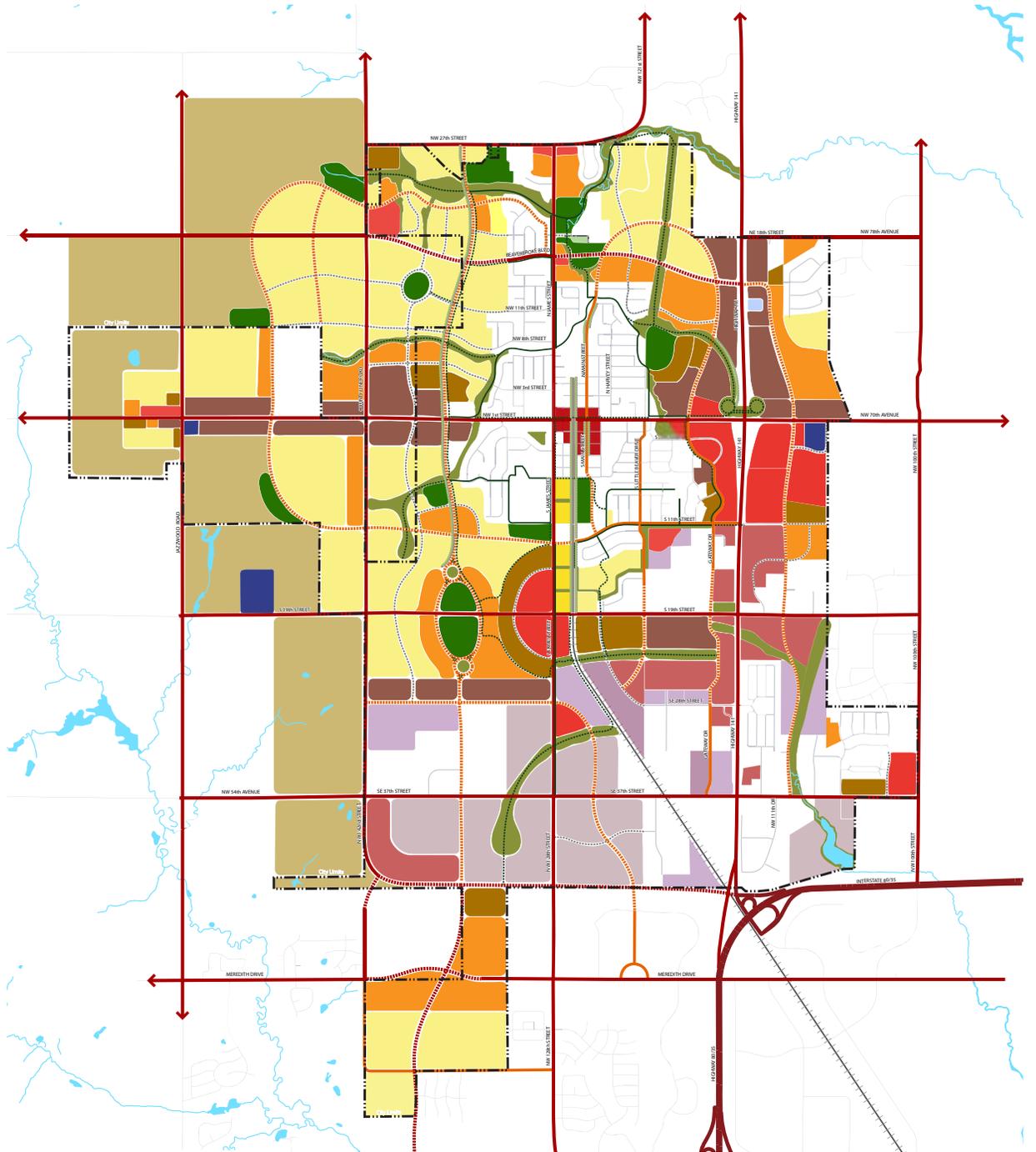
Grimes' new residential areas should provide a mix of housing types, developed around neighborhood parks



and greenways, and well-connected to the surrounding city by streets and pathways. Numerous factors impact the geographic location of development within Grimes including the boundaries of surrounding communities, the existing large lot developments on to the north, and slightly further north the large Brenton Slough. Easy access to municipal services and adjoining residential developments make areas to the north and west more appropriate for residential development. The city's land use concept (Map 5.1) suggests that primary residential areas will be north of SE 28th Street with some new developments occurring adjacent to existing residential areas south of 28th Street.

Proposed Land Use and Development Policies include:

- Provide mixed residential styles and densities to accommodate a range of housing preferences and needs.
- Include neighborhood parks/commons serving new growth areas, with locations based on drainageways and expanding sites to incorporate a menu of neighborhood park facilities.
- Incorporate neighborhood greenways into the city-wide trail and greenway system.
- Provide an interconnected street system between neighborhoods and accommodate all modes of transportation.
- Develop a north/south collector street between James and County Line Road from 27th Street to Douglas Parkway in Urbandale, providing an alternative to James and County Line Road.

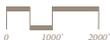


- Existing Arterials
- - - Proposed Arterials
- Existing Collectors
- - - Proposed Collectors
- Existing Local Streets
- - - Proposed Local Streets
- Existing Trails
- - - Proposed Trails
- Low Density Residential (LDR)
- Urban Village (UV)
- Urban Reserve (UR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use 1 (MU-1)
- Mixed Use 2 (MU-2)
- Neighborhood Commercial (NCOM)
- General Commercial (COM)
- Downtown/Governors District
- Business Parks (BP)
- Light Industrial (LI)
- General Industrial (GI)
- Civic (CIV)
- Future Parks & Rec (FPARKS)
- Greenway/Preserve/OS (GWY)
- Public Facility (PF)
- Broadwalk (Railroad ROW)

Map 5.1

Development Concept
Grimes, Iowa

JUNE, 2010





COMMERCIAL AND INDUSTRIAL GROWTH

Grimes should provide contemporary settings for existing and new businesses and low-impact industries that take full advantage of the city's transportation, location, and environmental assets. These areas should provide additional employment and retail opportunities for Grimes residents and surrounding metropolitan area. The land use concept for Grimes suggests:

- That commercial developments should remain focused along Highway 141, at major intersections, within the downtown and in mixed use settings that provides easy access to services for residents in surrounding neighborhoods.
- Industrial and light industrial uses should be focused in the southern portion of the city adjacent to existing industrial uses, with easy access to Highway 141 and the railroad.

Proposed Land Use and Development Policies include:

- Creation of mixed use districts, that combine residential and commercial uses or commercial and light industrial uses. These districts should provide a gradient of uses for flexibility and market variety, creating community activity centers.
- Establishment of specific standards for parking, scale, and pedestrian access.
- Encourage development of business park settings that bring economic diversity and build on Grimes' transportation access.

- Include adequate buffering and landscaping in all new development, offering an appealing image of the city.
- High impact uses should be buffered from surrounding lower intensity uses.

TRANSPORTATION CONNECTIVITY

The Grimes' future transportation system should be the basic structure on which the city grows. Previous development patterns have limited transportation connectivity for Grimes residents, frustrating them and visitors alike.

Proposed Development Policies include:

- Grimes' future streets should be designated ahead of development and dedicated as growth occurs.
- Each development project should be evaluated in relation to the broader land use plan and transportation system.
- New developments should provide connections to the collector and arterial system but also to adjoining developments along local streets, avoiding isolated enclaves.
- Future collector streets should generally follow the half section lines with the city's arterial system following the section line roads.
- Future streets should have multi-modal features including sidewalks, trails and bike lanes as appropriate to the streets design.



A STRONG CORE

The historic core of Grimes is centered on the downtown, the railroad, and surrounding residential areas. While the city continues to rapidly grow around this area, appropriate policies must maintain its health and vitality, for the benefit of all Grimes residents. Revitalization efforts in this area, specifically in the downtown or Governors District, should create a rejuvenated image center and regional destination, with renewed urban residential development surrounding and reinforcing the historic commercial district. Although, the core of Grimes will never be the central hub of large scale commercial development it should be an economically strong center for business enterprise, the arts, and tourism.

RECREATION AMENITIES

An essential component to Grimes' future quality of life will be development of a strong parks and trails system. The system should provide a green web within the community, connecting recreation features, neighborhoods, and community destinations.

Proposed Land Use and Development Policies include:

- Offer neighborhood park services within a comfortable walking distance of approximately 0.5 miles for all Grimes residents.
- Preserve environmentally sensitive areas including drainage swales, native prairie, and wetlands.
- Permeate the city, connecting relatively separated neighborhoods with each other and major features including new commercial development on the east side of Highway 141 and the High School west of County Line Road.
- Identify the Grimes park and recreation system as a signature feature for the community.
- Secure public access to trails and pathways through easements and charitable donations rather than outright property purchases to the greatest degree possible.
- Provide clear wayfinding graphics and trail markers.

Proposed Land Use and Development Policies include:

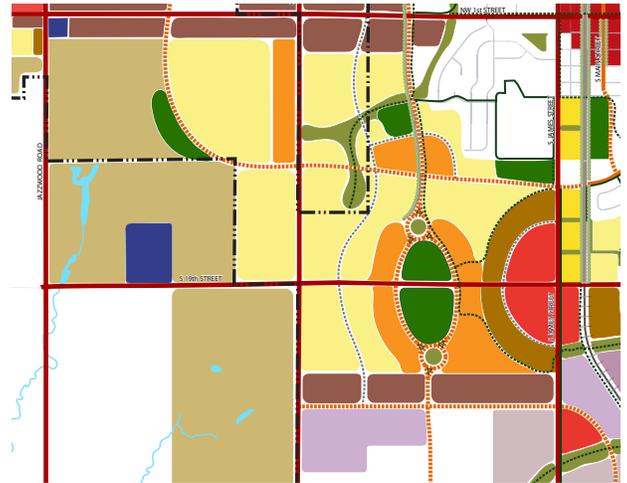
- Appropriate policies for this area are based on neighborhood conservation and include housing rehabilitation, infill development on vacant sites, and redevelopment of underused sites.
- Completion of supporting public projects that improve aging infrastructure along Main Street and in the surrounding neighborhood.
- Identify and implement strategic reuse projects in the Governors District, with a focus on highly visible buildings that adapt to market-based reuse programs.
- Improve the function, safety, and appearance of the transportation system. Make gateways to the district clear and safe for motorists and pedestrians crossing arterials.
- Establish development design guidelines consistent with the scale and proportion of the core district.
- Encourage dense or small-scale developments consistent with the area's scale.
- Increase pedestrian and bicycle access across both First Street and James Street.



Plan Elements

The community plan for Grimes should build on the Development Framework and knit it together, into a community network that permeates the city. Elements of the plan include:

- Future Land Use Characteristics
- Transportation: Access For All
- Parks and Recreation
- Housing
- The Governors District



FUTURE LAND USE CHARACTERISTICS

Decision Making Framework

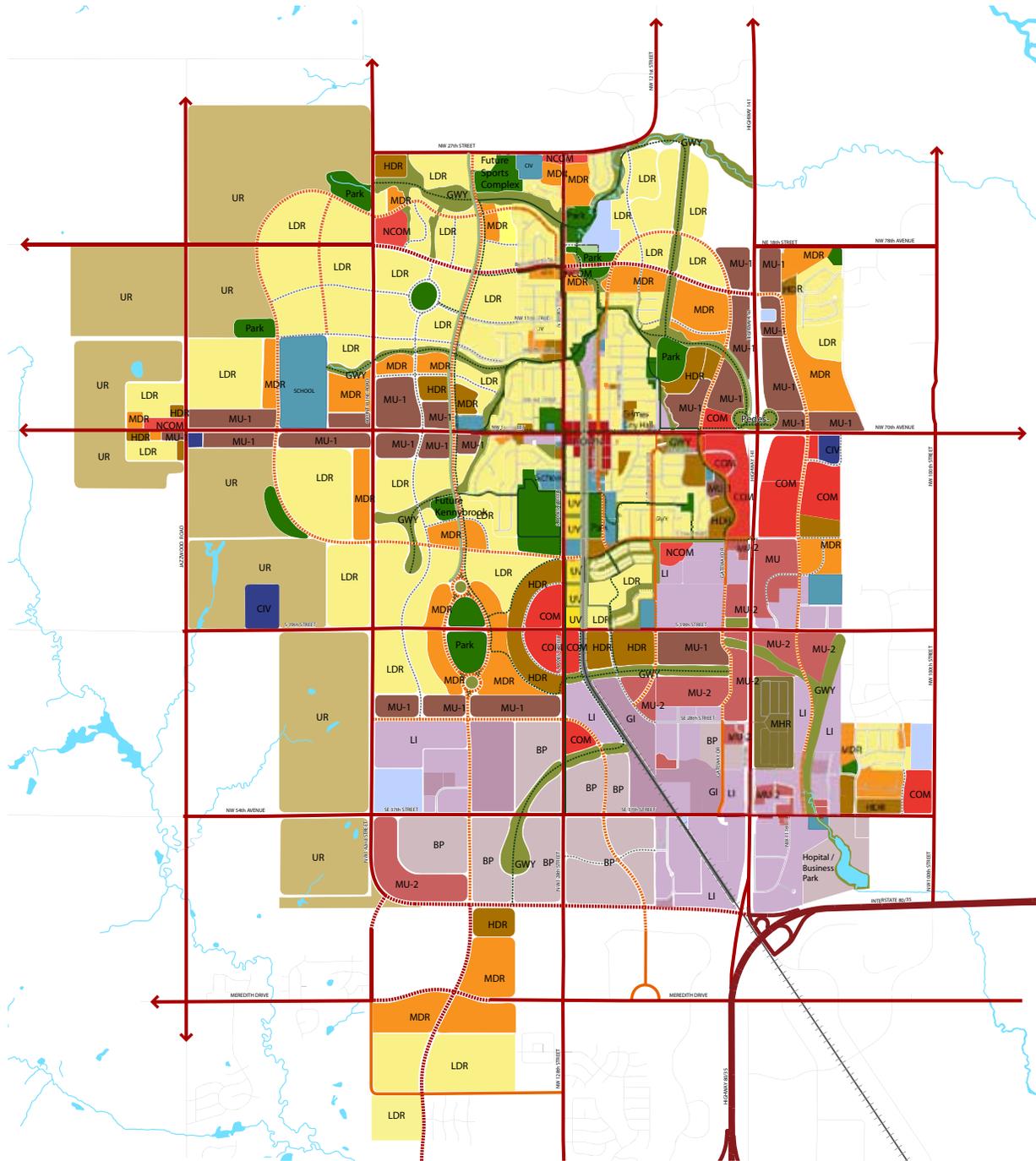
Grimes’ future land use map (Map 5.2) and policies should provide both guidance and flexibility to decision makers in the land use process. A Land Use Plan provides a development vision for the city that guides participants in the process of community building. However, it cannot anticipate the design or specific situation of every rezoning application. Therefore, the plan should not be taken as an inflexible prescription of how land must be used. Rather, it provides a context that helps decision-makers, including city administrative officials, the Planning Commission, and

the City Council, make logical decisions which implement the plan’s overall principles.

The Land Use Plan establishes a number of categories of land uses, some of which provide for single primary uses while others encourage mixed uses. The discussion below identifies various use categories and establishes criteria for their application. This forms a framework for land use decisions by the Planning Commission and City Council that provides both needed flexibility and consistency with the plan’s overall objectives.

Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
Agriculture, Open Space	<ul style="list-style-type: none"> - Generally in agricultural or open space use. - Agriculture or open space uses will remain the principal use during the planning period. - Extension of urban services is unlikely during the foreseeable future, and may not be feasible. - Extremely low residential densities, typically below 1 unit per 20 acres, may be permitted. 	<ul style="list-style-type: none"> -These areas should remain in primary open space, grasslands, or agricultural use. Urban encroachment, including large lot subdivisions, should be discouraged. - Applies to areas designated for conservation, including floodplains and steep topography. -Primary uses through the planning period will remain open or agricultural.
Urban Reserve (UR)	<ul style="list-style-type: none"> - Generally in agricultural or open space use. - Reserve areas can eventually be served with municipal water and sewer and may be in the path of future urban development. However, development will likely occur after the planning horizon contained in this plan. 	<ul style="list-style-type: none"> - These areas should be reserved for long-term urban development. - Primary uses through the planning period will remain in open land uses. - Any interim large lot residential development should accommodate future development with urban services.



Map 5.2

Future Land Use
Grimes, Iowa



JULY, 2010



- Existing Arterials
- - - Proposed Arterials
- Existing Collectors
- - - Proposed Collectors
- Existing Local Streets
- - - Proposed Local Streets
- Existing Trails
- - - Proposed Trails
- Low Density Residential (LDR)
- Urban Village (UV)
- Urban Reserve (UR)
- Mobile Home Residential (MHR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use 1 (MU)
- Mixed Use 2
- Neighborhood Commercial (NCOM)
- General Commercial (COM)
- Downtown/Governors District
- Business Parks (BP)
- Light Industrial (LI)
- General Industrial (GI)
- Civic (CIV)
- Future Parks & Rec (FPARKS)
- Greenway/Preserve/OS (GWY)
- Public Facility (PF)
- Broadwalk (Railroad ROW)

Grimes, Iowa



Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
<p>Low Density Residential (LDR)</p>	<ul style="list-style-type: none"> - Restrictive land uses, emphasizing single-family detached development, although innovative single-family forms may be permitted with special review. - Civic uses are generally allowed, with special permission for higher intensity uses. - Developments will be provided with full municipal services. 	<ul style="list-style-type: none"> - Primary uses within residential growth centers. - Should be insulated from adverse environmental effects, including noise, smell, air pollution, and light pollution. - Should provide a framework of streets and open spaces. - Typical densities range from 1 to 4 units per acre, although individual attached projects may include densities up to 6 units per acre in small areas.
<p>Medium-Density Residential (MDR)</p>	<ul style="list-style-type: none"> - Restrictive land uses, emphasizing housing. - May incorporate a mix of housing types, including single-family detached, single-family attached, and townhouse uses. - Limited multi-family development may be permitted with special review and criteria. - Civic uses are generally allowed, with special permission for higher intensity uses. 	<ul style="list-style-type: none"> - Applies to established neighborhoods of the city which have diverse housing types, and in developing areas that incorporate a mix of development. - Developments should generally have articulated scale and maintain identity of individual units. - Tend to locate in clusters, but should include linkages to other aspects of the community. - Typical maximum density is 4 to 12 units per acre, typically in a middle range. - Innovative design should be encouraged in new projects. - Projects at this density may be incorporated in a limited way into single-family neighborhoods. - May be incorporated into mixed use projects and planned areas.
<p>High-Density Residential (HDR)</p>	<ul style="list-style-type: none"> - Allows multi-family and compatible civic uses. - Allows integration of limited office and convenience commercial within primarily residential areas. 	<ul style="list-style-type: none"> - Locate at sites with access to major amenities or activity centers. - Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses. - Traffic should have direct access to collector or arterial streets to avoid overloading local streets. - Requires Planned Unit Development designation when developed near lower intensity uses or in mixed use developments. - Developments should avoid creation of compounds. - Attractive landscape standards should be applied. - Typical density is in excess of 10 units per acre. - May be incorporated into mixed use projects and planned areas.

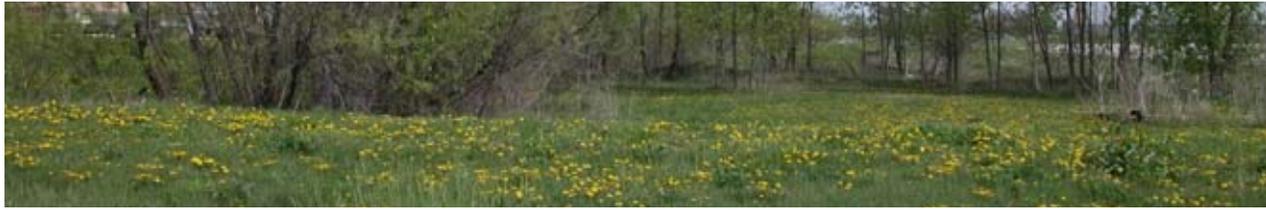


Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
<p>Mobile Home Residential (MHR)</p>	<ul style="list-style-type: none"> - Accommodates mobile homes that are not classified under State law as "manufactured housing." - May include single-family, small lot settings within planned mobile home parks. - Manufactured units with HUD certification that comply with other criteria in State statute may be treated as conventional construction. 	<ul style="list-style-type: none"> - Develop in projects with adequate size to provide full services. - Generally locate in complexes, but should include linkages to other aspects of the community. - Typical maximum density is 8 units per acre.
<p>Mixed Use (MU-1)</p>	<ul style="list-style-type: none"> - Incorporates a mix of residential, office, and limited commercial uses. - Includes a variety of mixed use contexts including: <ul style="list-style-type: none"> Residential/office/commercial (MU-1) Urban Village (UV) Neighborhood commercial (NCOM) Office/Financial Services (OFF) 	<ul style="list-style-type: none"> - Developments should emphasize relationships among parts. - Pedestrian traffic should be encouraged and neighborhood scale retained when applicable. - Projects should avoid large expanses of parking visible from major streets . - Signage and site features should respect neighborhood scale in appropriate areas. - Commercial and office development in mixed-use areas should minimize impact on housing. Should be located at intersections of major or collector streets. - For the Urban Village (UV) area projects should provide a higher density and be oriented to the Governors District Promenade.
<p>Mixed Use (MU-2)</p>	<ul style="list-style-type: none"> - Includes a variety of commercial uses, including large-scale buildings and parking areas. - Includes major retailers, multi-use centers, restaurants, and other services. - Permits light industrial uses that do not generate noticeable external effects. - Often accommodates flex spaces that can be used for commercial, warehousing, or low impact maintenance uses. - High density residential uses, with appropriate development standards may be included. 	<ul style="list-style-type: none"> - Should be located adjacent to existing industrial uses in the southern portion of the city. - Similar in character to existing flex uses along 37th Street. - Traffic systems should provide alternative routes and good traffic flow, including safe pedestrian routes. - Negative effects on surrounding residential areas should be limited by buffering and project design. - Good landscaping and restrictive sign standards should apply. - Good pedestrian and bicycle links should be provided, including non-motorized access to surrounding residential areas, connecting residents to jobs.



Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
<p>General Commercial (COM)</p>	<ul style="list-style-type: none"> - Includes a variety of commercial uses, including auto-oriented commercial development. - Includes major retailers, multi-use centers, restaurants, and other services. - Commercial may also be accommodated in MU areas. 	<ul style="list-style-type: none"> - Should be located along arterials or other major streets, and in areas that are relatively isolated from residential, parks, and other vulnerable uses. - Traffic systems should provide alternative routes and good internal traffic flow. - Negative effects on surrounding residential areas should be limited by location and buffering. - Activities with potentially negative visual effects should occur within buildings. - Development should maintain good landscaping, focused in front setbacks and common boundaries with lower-intensity uses. - Pedestrian/bicycle connections should be provided for consumer-oriented uses.
<p>Neighborhood Commercial (NCOM)</p>	<ul style="list-style-type: none"> - Includes a range of low impact commercial uses, providing a variety of neighborhood services. - Accommodates service related commercial uses. - Includes low to moderate building and impervious coverage. 	<ul style="list-style-type: none"> - Should be located along major streets and in areas close to residential growth centers. -Should emphasize pedestrian scale and relationships among businesses. -Traffic systems should provide good internal traffic flow. -Negative effects on surrounding residential areas should be limited by location and buffering. -Good landscaping and restrictive signage standards should be maintained. -Good pedestrian/bicycle connections should be provided into surrounding areas. -The dominance of automobiles should be moderated by project design.
<p>Downtown Mixed Use</p>	<ul style="list-style-type: none"> - Traditional downtown district of Grimes, also known as the Governors District. - Includes mix of uses, primarily commercial, office, and limited upper level residential. - Should be the primary focus of major civic uses, including government, cultural services, and other civic facilities. - Developments outside the center of the city should be encouraged to have "downtown" characteristics, including mixed use buildings and an emphasis on pedestrian scale. 	<ul style="list-style-type: none"> - Establishes mixed use pattern in the traditional city center. May also apply to planned mixed use areas. - Recognizes downtown development patterns without permitting undesirable land uses. - District may expand with development of appropriately designed adjacent projects. - New projects should respect pedestrian scale and design patterns and setbacks within the overall district. - Historic preservation is a significant value. - Good pedestrian and bicycle links should be provided, including non-motorized access to surrounding residential areas.



Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
Limited Industrial/ Business Park (BP and LI)	<ul style="list-style-type: none"> - Limited industrial provides for uses that do not generate noticeable external effects. - Business parks may combine office and light industrial/research uses. 	<ul style="list-style-type: none"> - Limited industrial uses may be located near office, commercial, and, with appropriate development standards, some residential areas. - Strict control over signage, landscaping, and design is necessary for locations nearer to low intensity uses. - Zoning regulations should encourage business parks, including office and office/distribution uses with good development and signage standards.
General Industry (GI)	<ul style="list-style-type: none"> - Provides for a range of industrial enterprises, including those with significant external effects. 	<ul style="list-style-type: none"> - General industrial sites should be well-buffered from less intensive use. - Sites should have direct access to major regional transportation facilities, without passing through residential or commercial areas. - Developments with major external effects should be subject to review.
Civic (CIV)	<ul style="list-style-type: none"> - Includes schools, churches, libraries, and other public facilities that act as centers of community activity. 	<ul style="list-style-type: none"> - May be permitted in a number of different areas, including residential areas. Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management.
Public Facilities/ Utilities (PF)	<ul style="list-style-type: none"> - Includes facilities with industrial operating characteristics, including public utilities, maintenance facilities, and public works yards. 	<ul style="list-style-type: none"> - Industrial operating characteristics should be controlled according to same standards as industrial uses. - When possible, should generally be located in industrial areas. - Facilities like the wastewater treatment plant should be well buffered from residential uses.
Parks and Greenways (PARKS & GWY)	<ul style="list-style-type: none"> - Traditional park and recreation areas including both passive and active recreation uses. - Environmentally sensitive areas and crucial scenic corridors that should be preserved and possibly incorporated into the city's trail system. 	<ul style="list-style-type: none"> - Parks should be centrally located with easy access for both pedestrian and auto users. -Residents should be within approximately a half mile of a neighborhood park. -All parks should be connected through the city's trail and greenway system. - Environmentally sensitive areas, including wetlands, native prairies and drainage channels should be protected and incorporated into the city's greenway network.



Land Use Compatibility

Some of the most difficult issues in plan implementation arise at boundaries where more intensive uses are proposed adjacent to less intensive uses. Table 5.2 provides a land use compatibility guide, assessing the relationships between existing land uses and providing a basis for review of proposals based on their geographic context.

Compatibility Rating Key

5: The proposed use is completely compatible with existing land uses. Development should be designed consistent with good planning practice.

4: The proposed use is basically compatible with the existing adjacent use. Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.

3: The proposed use may have potential conflicts with existing adjacent uses that may be resolved or minimized through project design. Traffic and other external effects should be directed away from lower-intensity uses. Landscaping, buffering, and screening should be employed to minimize negative effects. A Planned Unit Development may be advisable.

2: The proposed use has significant conflicts with the pre-existing adjacent use. Major effects must be strongly mitigated to prevent impact on adjacent uses. A Planned Unit Development is required in all cases to assess project impact and define development design.

1: The proposed use is incompatible with adjacent land uses. Any development proposal requires a Planned Unit Development and extensive documentation to prove that external effects are fully mitigated. In general, proposed uses with this level of conflict will not be permitted.

Table 5.2: Compatibility Matrix

	Urban Reserve	Low Density Residential	Medium Density Residential	High Density Residential	Mobile Home	Mixed Use 1	Mixed Use 2	General Commercial	Neighborhood Commercial	Downtown Mixed Use	Limited Industrial Business Park	General Industry	Civic (CIV)	Public Facilities/Utilities
Urban Reserve	-	3	3	3	3	3	3	3	3	3	3	3	3	3
Low Density Residential (LDR)		-	4	3	3	3	3	2	2	3	1	1	4	2
Medium Density Residential (MDR)			-	5	4	5	3	2	4	4	2	1	4	2
High Density Residential (HDR)				-	5	5	4	2	4	5	2	1	4	2
Mobile Home (MHR)					-	4	3	3	4	3	2	2	4	2
Mixed Use (MU-1)						-	4	4	4	5	3	2	4	3
Mixed Use (MU-2)							-	4	4	4	4	3	4	3
General Commercial (COM)								-	5	4	4	3	3	4
Neighborhood Commercial (NCOM)									-	5	4	3	4	4
Downtown Mixed Use										-	3	2	4	2
Limited Industrial Business Park (BP & LI)											-	4	2	4
General Industry (GI)												-	1	5
Civic (CIV)													-	2



Transportation: Access for All

The transportation program for Grimes should meet current and future mobility needs while enhancing the character of the city's small-town environment. Grimes' existing street system has functional problems and increased demand associated with growth will require improvements to the system. Map 5.3 illustrates various transportation improvements needed in Grimes through the 20-year planning period. The following actions are part of this transportation improvement plan:

A WEB OF COLLECTOR AND ARTERIAL STREETS

Grimes should establish a collector street and parkway system for developing areas that is designated ahead of development and dedicated as growth takes place. For a community like Grimes where growth is happening at a fast rate it is easy for new projects to address their own internal circulation needs, and ignore cross connections and linkages necessary to create an integrated transportation network. This creates a "pod" type of development pattern by which most traffic exits a development through only one or two streets, where it comes into conflict with through and regional traffic.

Avoiding this pattern of development will be especially important as development opens new areas to the north and west. As projects develop, their design should incorporate a network of connecting streets, reserving these required collector routes and dedicating their rights-of-way. The actual alignment of the collector network may differ somewhat from those proposed in the plan. However, the general network of collector streets should be maintained. In some cases, the city may pre-develop a street segment to create necessary linkages. Planned links and improvements in the street system include:

- Completion of Beaverbrook Boulevard as an arterial street from Highway 141 to County Line Road, connecting to 230th Street in Dallas County.
- Destination Drive as a collector street from 37th Street north to Beaverbrook Boulevard.
- Gateway Drive from 37th Street to north of Beaverbrook Boulevard.
- A collector street generally following the half section line between James Street and County Line Road. This street should connect Douglas Parkway in Urbandale with NW 27th Street on Grimes northern edge.



- Extension of 11th Street west across the city's planning jurisdiction.
- A north south collector street between County Line Road and Jazzwood Road.
- Improvements to Highway 141 should improve the safety of the corridor. Possible improvements include conversion of Highway 141 and 1st Street intersection to an at-grade intersection and installation of lights and turn lanes at other major intersections.
- The city should closely monitor and work with the DOT on other regional projects such as improvements to the Highway 141 interchange on Interstate 80/35 and a possible regional bypass for the northwest portion of Des Moines.

The city should also work with the Department of Transportation to evaluate roads that should be reclassified as arterials over time. These include James Street, County Line Road, Jazzwood Road, and other section line roads.

Local Streets

The local street network in Grimes' developing areas should be designed with multiple connections and relatively direct routes. A city's neighborhood street system should preserve quiet quality of local streets while providing residents, visitors, and public safety and service vehicles access which is comprehensible and direct. This can be done by incorporating the following standards into local street design:



Hierarchy and Order. Local street networks should have a natural order to them, leading residents and visitors naturally to their destinations in a manner that is not confusing. Quality street networks combine the ease of a grid with privacy in residential areas.

Connectivity. The street network should have segments which connect to one another internally and to collector streets.

Alternatives to Cul-de-Sacs. Alternatives should be considered that maintain the positive characteristics while limiting some of the difficulties and expenses of providing public safety and maintenance. These include:

- Access loops, which provide two points of access
- Circles and bulbs at corners to streets or access loops
- T-intersections, which reduce the number of traffic/pedestrian conflicts
- Short cul-de-sacs, shorter than 300 feet in length.

Grimes should also require street trees along local streets for traffic-calming and aesthetic purposes. These trees should be located between the sidewalk and the curb, enhancing the pedestrian environment, slowing vehicular traffic, and improving the perceived quality of the neighborhood.

Green Streets and Complete Streets

Grimes should have an established network of green streets or complete streets that connect significant areas of town. These streets are:

- Multi-modal streets that accommodate vehicular traffic, bicycles, and pedestrians in an attractive public environment.
- Both arterial and collector streets and should be integrated into the transportation and park and pathways network of the city.
- Treated with special street landscape plantings and maintenance requirements.

This network should be “green” in the plantings along them, in the transportation modes they offer that reduce use of fossil fuels, and in the cost savings they provide by reducing congestion.



PEDESTRIAN AND BICYCLE FACILITIES

Grimes’ pedestrian and trail system should be functional as well as recreational, providing access to major centers of activity. The system should also have the added benefit of increasing opportunities for community health and wellness. Grimes’ has an established Trail Master Plan that should be connected to a defined sidewalk system and the regional trail system. In addition to the existing system the city should consider alternatives to crossing major arterials, specifically Highway 141 and 1st Street.

Highway 141. The traffic volumes and width of the road make an at-grade crossing of Highway 141 very difficult. The city may need to consider a pedestrian overpass of the highway. The likely location of this overpass would be north of the 1st Street intersection. This location would provide better access to the growing residential population on the north side and easily connect to the city’s existing trail system. The exact location of the overpass would need to be studied and engineered.

1st Street Crossing. Improvements to the 1st Street corridor in 2010 are improving the pedestrian quality with a continuous sidewalk and crosswalks. Crossing the corridor is still difficult and the creation of a promenade along the railroad right-of-way, as described under the Governors District section, will increase pedestrian traffic in the area. For these reasons an overpass in this area should also be evaluated.





COMMUNITY GATEWAYS AND CORRIDORS

Grimes should maintain the design quality of its major community corridors, allowing them to serve as attractive gateways into the town and positive business and community environments. Principal corridors that link Grimes to the larger metropolitan area are major gateways into the community, as well as providing critical functional links in the city's transportation system. These include Highways 141, 1st Street (Highway 44), and James Street. A program to maintain the attractive character and good functioning of these key corridors should include:

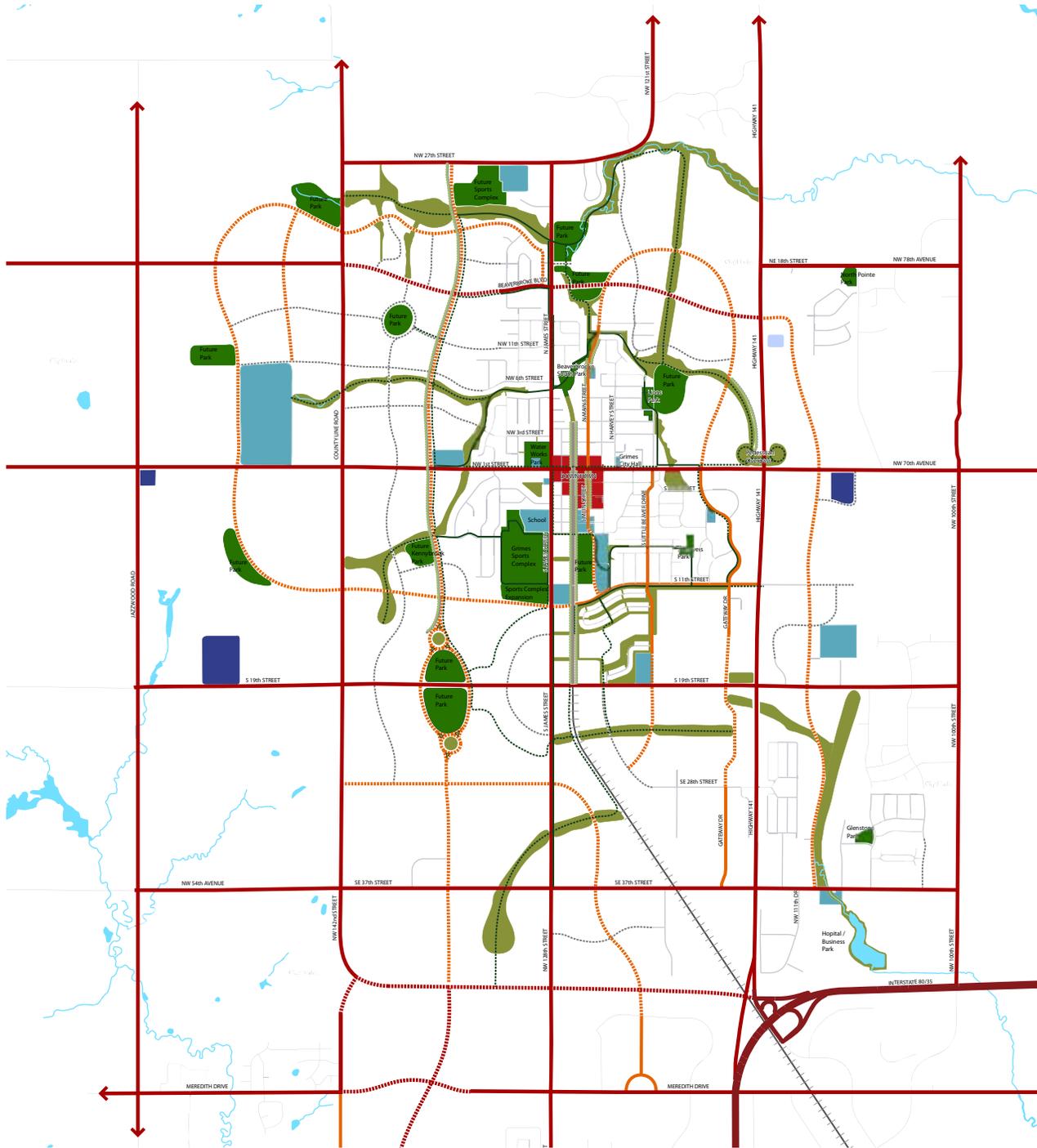
- Directional signage and community graphics letting visitors know they are now in Grimes.
- Improvements to add more complete street features, as described above.
- Improved sidewalks and glare-free lighting.
- Definition of community entrances with distinctive community signs and features at the entrance to the community. These types of features should be a priority along Highway 141.



TRANSIT FOR A SMALL CITY

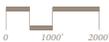
As Grimes grows the city should work with Des Moines Area Regional Transit (DART) to expand service, increase connections to the region, and reduce reliance on regional automobile trips. The city should also work with Heart of Iowa Regional Transit Agency (HIRTA) to advertise their services to Grimes' Dallas County residents. The existing DART service to the city is inadequate for a growing community and will need to be expanded to provide additional stops at consistent times. Express services to downtown Des Moines or other regional job centers should also be considered.





Map 5.4

Future Parks, Greenway & Trails
Grimes, Iowa


- Existing Arterials
- - - - Proposed Arterials
- Existing Collectors
- - - - Proposed Collectors
- Existing Local Streets
- - - - Proposed Local Streets
- Existing Trails
- - - - Proposed Trails
- Future Parks and Recreation
- Existing Parks and Recreation
- Future Greenway
- Existing Greenway
- Future Civic/Public Facility
- Existing Civic/Public Facility
- Downtown
- Broadwalk

Parks and Recreation

Grimes' residents enjoy access to a variety of park and recreation facilities, including the excellent Grimes Sports Complex. Parks and recreation are a vital component of community life; therefore, it is essential that the city provide additional facilities as the community grows. This expansion is necessary to maintain a high level of park and recreational services and to remain competitive within the larger metropolitan area.

The overall concept for Grimes' future park and greenway system:

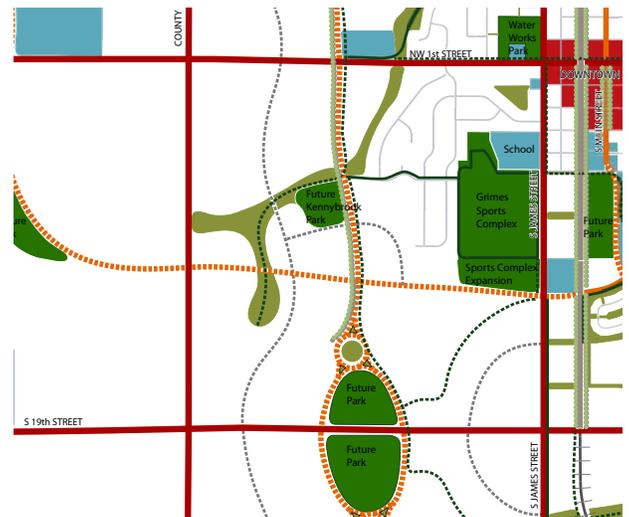
- Allows the park system to grow with the city;
- Proposes new centers for recreation, which are integrated into the greenway system;
- Provides recreational facilities needed to meet community priorities;
- Envisions a linked park system, molding Grimes' future open space system into a green network that unites the community;
- Establishes a trail system linking major community features; and
- Provides an equitable mechanism for financing of new park facilities.

Grimes' Future Park and Recreation system (Map 5.4) illustrates approximately 300 acres of park and open space land or about 12 acres per 1,000 residents. This elevates the city's existing level of service (9 acres per 1,000) and will make Grimes comparable to other Des Moines area cities. The following sections address actions and policies integral to attaining this goal.

EXPAND THE PARK AND OPEN SPACE SYSTEM

Grimes will need to provide new park and open space areas as growth occurs in order to maintain a high level of park and recreation service. All areas of the community should be served by a neighborhood park, establishing adequate service to all of the city's neighborhoods.

The majority of Grimes' future growth will occur to the north and west. In order to serve residential growth centers, the Grimes Plan proposes new neighborhood parks within a quarter to half mile walking distance from all new residential growth areas. This should include an expand-



ed Kenneybrook Park, development of the north side sports complex, and a new community park along 19th Street. The plan also calls for preservation of the farm site south of downtown as part of the city's history and future park system.

A high quality neighborhood park is determined by both size and features. New neighborhood parks should include at least the following features/amenities:

- Picnic area with shelter
- Restroom with drinking fountain
- Toddler's playground (ages 2 to 5)
- Children's playground (ages 5 to 12)
- Informal ballfield
- Flat open practice area of 1 acre
- Two basketball courts
- Walking paths and sidewalks
- Lighting
- Tree planting and landscaping
- Site furnishings

Any floodplain or drainage swales should continue to be protected from development and utilized as community greenways. These greenways should not substitute for neighborhood parks but be quality amenities within the parks and links in the city's trail system. Expansion of the city's park and recreation amenities is important to meet



the recreational needs of residents but is also has important economic benefits. Facilities like the sports complex are regional draws that bring visitors and thus consumer spending that comes with the visitors.

NEIGHBORHOOD PARK FINANCING

Grimes should implement a park financing mechanism to fund park acquisition and ensure the reservation of well-located and appropriately sized open spaces. A mechanism to finance community park acquisition is necessary to assure the reservation of well-located and appropriately sized open spaces. Without an appropriate plan, developers are more likely to only provide the undevelopable parcel or drainage area for park land. The City of Grimes should establish a park land dedication policy for all new developments. Neighborhood Park dedication can be calculated through one of two approaches: dedication based on park land need per person or as a percentage of the total development area. In addition to requiring a quantity of land, the Grimes park land dedication policy must take into account the quality of the land. The city’s policy should require that the land be appropriate for neighborhood park development, including at least 1 acre of flat ground and a limited percentage of the area utilized for stormwater drainage.

Approach I: Parkland per Person

Step 1. Determine persons per household averages, usually by dwelling type. In 2000 Grimes’s average was 2.87 persons per owner occupied unit and 1.99 per renter occupied unit.

Step 2. Establish Parkland Acre per 1,000 population standard. Grimes’s existing standard is 9 acres per 1,000 for overall park land and 2.6 acres for neighborhood parks.

Step 3, Alternate A. Count actual lots in proposed subdivision/development, determine total population, and multiply by Parkland Acre/1,000 population standard to determine required dedication.

Step 3, Alternate B. Use the minimum lot size in the applicable zoning district to arrive at a project Net Density, determine total population, and multiply by Parkland Acre/1000 population standard to determine required dedication.



Approach II: Parkland as a percentage of total development area

Under this approach the city ordinance establishes the amount of parkland as a percentage of the total development area, varying the percentage in accordance with the minimum lot area per Unit. The follow provides an example of this approach.

Residential Uses: Min. Lot Area	Percentage of Total Land Area
25,000 – 40,000 sq. ft. or greater	3%
8,000 – 24,999 sq. ft.	5%
2,499 – 7,999 sq. ft.	10%

Other Funding Alternatives

Other park and trail funding techniques include:

General Obligation (GO) Bonds. GO bonds obligate general tax revenues toward retirement, and represent the highest level of security to bondholders. Issuance of GO bonds requires voter approval. These bonds typically form the core of park financing mechanisms, with proceeds used for a variety of rehabilitation and development purposes.



Transportation Enhancements (TE). TE funds are appropriated through federal transportation legislation (currently SAFETEA-LU) for trails, corridor beautification, and enhancement. This program is administered through the Des Moines Area Metropolitan Planning Organization (DMAMPO) and provides 80-percent funding for approved projects. Matching funds are typically provided through general obligation park bonds.

Surface Transportation Program (STP). This is the primary federal road financing program, also appropriated through SAFETEA-LU and successor programs. STP funds may be used for trail facilities that are developed as part of a major transportation corridor.

Private Foundations and Contributions. Foundations and private donors can be significant contributors to park development, especially for unique facilities or for major community quality of life features.





GREENWAYS AND TRAILS

Grimes should continue to expand the trail system that links destinations within the city and provides a quality amenity. Trail development has become a significant amenity to communities and a feature that many people seek out when moving to any size community. The benefits to trail development not only include recreation but also:

- Health and physical activity
- Transportation
- Economic and community development
- Improved community image and quality
- Historical interpretation and linkages
- Environmental education and preservation
- Corridor conservation for multiple uses

Grimes has completed important trail segments and expansion and connection of this system should be a priority of the city, including connections to community destinations, neighborhoods, and the city’s green spaces. The city’s disconnected transportation system makes the utilization of greenways and railroad right-of-way even more important.

A multi-purpose trail system should follow six basic principles:

The system should be community wide. Grimes’ community destinations are spread out throughout the city, including the city’s parks, schools, shopping, and recreation destinations. A city wide system not only provides access to all of these destinations, but fosters contact among all Grimes neighborhoods and helps visitors appreciate the city and its unique qualities.

The system should benefit a wide variety of users. Pedestrians and bicyclists are, and probably will continue to be, the dominate users of trails. Yet, trails can serve all types of people with many different interests and capabilities – seniors, children, families, people with disabilities, and visitors to the area. Indeed, new user groups and requirements are likely to emerge in the future.



The system should have multiple benefits. Recreation and physical activity continue to be the fundamental values of trail development. We have become increasingly aware that health and physical activity benefits are no longer just “amenities.” Yet, trails have benefits beyond recreation and health. These benefits include community transportation, education, family experience, safety, and economic development.

The system should create economic opportunities. Trails are increasingly important to the effort of attracting residents and investments. The success of the national trail movement has caused people to expect their own communities to provide a quality trail system.

The system must be strategic and sustainable. In today’s economy, governments at all levels face serious financial limitations. While these limits affect capital development, the operational costs of trails must also be considered. Trails that are neglected or deteriorated do not serve the needs of the community and waste community resources. Grimes’ system must be strategic and focused on areas that will most efficiently meet both user needs and the overall goals of the city.

The system should build on and enhance existing efforts. The city has completed important links in the trail system and larger master plan exists. Future trail development should utilize and build off of these corridors.





NATURAL RESOURCE AREAS AND OTHER OPEN SPACES

Grimes should protect identified wetlands and address storm water management issues that can be incorporated into the city's green network. Communities across Iowa are beginning to think about stormwater runoff in a more regional context. Stormwater management can no longer be site specific but the impact of that runoff on downstream areas is the right thing to do for the environment and as a resident of a larger drainage basin. Addressing stormwater runoff through what is often referred to as "Best Management Practices" (BMPs) provides amenities, controls run-off volumes into area drainage corridors, and improves the quality of the water that is discharged into public water ways. The use of bioswales, porous pavements, green roofs, and rain gardens also provide site specific amenities and add to the city's green network. Preservation of wetlands and native prairie also add to a city's biodiversity and open space system. The city may need to consider the development of a stormwater utility fund to fund better practices and mandated improvements.



URBAN REFORESTATION

The City should work with residents to preserve and expand on the city's existing street canopy. A good tree canopy provides aesthetic, economical, and environmental benefits to a community. It creates attractive neighborhoods and an appealing community to future residents and businesses. It also provides shade in the summer and wind breaks in the winter, lowering energy costs to residents. The city should develop a program that inventories and protects existing tree canopy and provides opportunity for new plantings. Through the development of a small city owned nursery, the city could establish a tree replacement program for all city owned property and provide trees to residents at reduced cost. The residential program would be specifically for street trees or trees planted in the right-of-way. Residents could select from a specified list of trees and the city would then plant the tree for the resident at a minimal cost to the homeowner.





Housing and Neighborhoods

Preservation of existing housing and development of new housing to support new growth are vital elements of Grimes’ community development strategy. While land use and community investment strategies are important to housing planning, specific efforts are needed to address housing priorities. This section considers initiatives, which, if combined with existing programs, can help address these major priorities.

The city’s primary housing challenges include:

- Maintaining the structural integrity of older homes and the quality of Grimes’ existing housing supply.
- Developing an effective, multi-faceted neighborhood conservation and rehabilitation program.
- Increasing the diversity of housing choices in Grimes, including rental, for present and prospective residents.

Grimes should consider polices that include:

A VARIETY OF HOUSING TYPES

Grimes should provide a variety of housing for residents at all stages of their lives, including young adults and seniors. Housing variety should be integrated into new growth areas and the city’s land development ordinances should provide adequate flexibility to accommodate innovative or economical designs within traditional town patterns. Some of these configurations may include:

Single-Family Attached Development. This is a housing type already seen in Grimes where single-family units comply with the minimum lot sizes of the zoning district, but have a common wall. The opposite side yard is ordinarily larger than normal. This housing type provides construction economies and more useful side yards. The lot areas can be privately owned or governed through a condominium association. Grimes should work with developers to ensure these projects have site features and amenities that make them distinctive from other similar projects in the Des Moines area.

Townhouses. Townhouses are another housing configuration that has been used in Grimes and extensively in the metropolitan area. These tend to be three or more attached units that can be developed as owner-occupied or rental housing. They provide construction and land use efficiencies, while continuing the sense of a single-family neighborhood. This housing type has been heavily used throughout the Des Moines area, making distinctive styling and site amenities important in a competitive market.

Multi-Family Development. Multi-family development should be integrated into the structure of new neighborhoods, rather than developed as isolated “pods” on peripheral sites. This level of density will have strategic importance for mixed use areas that cater to a pedestrian environment, especially in the Governors District. Design standards should provide a residential scale and prevent creating a “project” look.



Small Lot Subdivisions. Single-family attached and detached housing on smaller lots is gaining popularity across the country. This is occurring for multiple reasons:

- An economic shift towards smaller spaces, that are more affordable to maintain.
- An aging baby boom population looking to downsize.
- An interest in non-traditional housing styles that provide a more urban feel and a strong sense of neighborhood.

Smaller lots provide more cost effective use of urban services, lower maintenance costs to homeowners, and a greater return on the developer's investment. To maintain an attractive urban scale, front-yard setbacks are often shorter and porches and other exterior features may extend into the setback while garages are set back from the front façade wall of the house or even alley loaded.

Cluster Subdivisions. In clusters, the overall density of a single-family project, including open space, must comply with the maximum density requirement of the zoning district. However, individual lots have smaller area and setback requirements. Clusters are useful when infrastructure cost should be minimized or environmental features exist which should be protected.

NEIGHBORHOOD CONSERVATION

Grimes should implement neighborhood conservation programs, including rehabilitation programs to preserve the city's oldest housing stock. The preservation of existing neighborhoods and housing stock is important to any city and is essential to maintain an affordable housing stock. Much of Grimes' affordable housing supply is already in place. Indeed, rehabilitation and preventive maintenance are the city's most cost-effective way to assure a continued supply of good entry level housing. Neighborhood conservation strategies include:

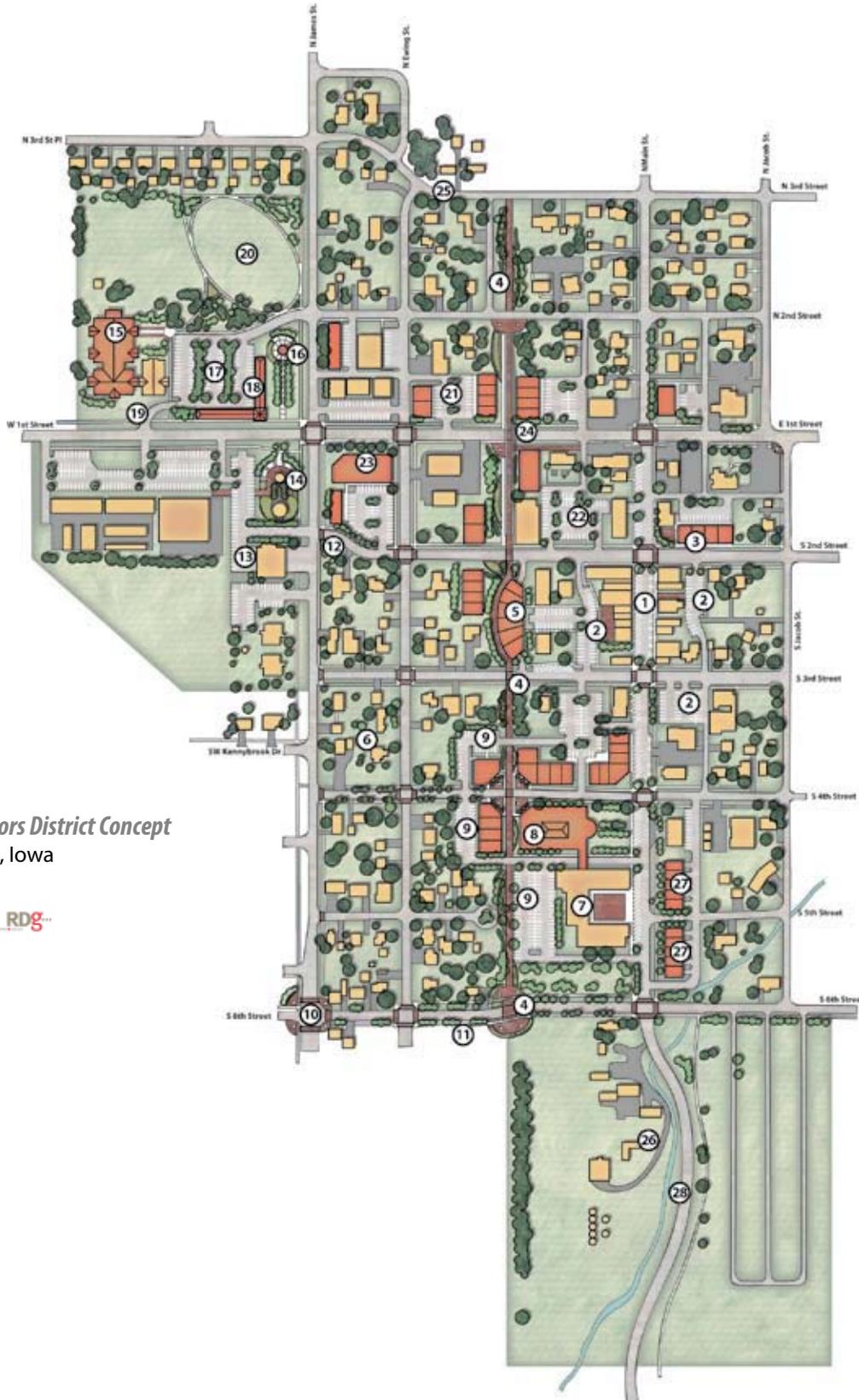
Land Use Policies. Grimes should maintain zoning and land use policies that protect the integrity of its neighborhoods. New zoning proposals should be evaluated with a view toward their effect on surrounding neighborhoods. The zoning ordinance should encourage project design that reduces land use conflicts between residential and other uses; and should establish buffering and screening standards to minimize external effects on neighbor-



hoods.

Rehabilitation. Grimes should develop rehabilitation programs (including the use of private loans leveraged by Community Development Block Grant and HOME funds) to promote the stabilization of housing stock that is in need of significant rehabilitation. These programs should emphasize the leveraging of private funds to extend the use of scarce public resources.

Infill Development. Grimes should encourage the development and redevelopment of vacant and under used lots within the existing city. Access to existing infrastructure creates the opportunity to construct new affordable units and uses city services in a more cost effective manner than development on greenfield areas.



Map 5.5
Governors District Concept
Grimes, Iowa





A Strong Core

Downtown Grimes should be an important activity center for the city and the region. Downtowns occupy a particular place of importance within cities and towns. They are unique to their individual communities – no downtown looks exactly like any other downtown. Because of this relationship, people often measure the health of their city by the health of their traditional business center. This however, has not been the case for Grimes. While the city has flourished and commercial development has grown rapidly around the Highway 141 corridor, downtown Grimes has stagnated. The district's small size and lack of identity often means that many new residents have little to no sense of the district as a destination place.

Despite a growing retail base outside of the downtown, the district should be a critical mixed use center of business, civic and residential uses. Concern over the district led to a 2008 Downtown Assessment from the Iowa Downtown Resource Center. One of the main issues for the district was a lack of identity, inspiring many to support the creation of the Governors District Alliance. The Governors District is based on the idea of building an identity for the downtown around the city's designation as the only Iowa city named after a governor of Iowa. The purpose of the Alliance is to promote development and growth of the downtown "for the common good and general welfare of the community in cooperation with the Grimes Area Chamber of Commerce, Inc."

Assets and Opportunities

A downtown development program should establish conditions that increase the customer base and expand business and property investment. Accomplishing this objective will require a carefully orchestrated effort to enhance experience, create incentives for investment, assemble and redevelop underutilized land, and improve the district's image and ease of customer use. The district has a variety of assets that provide a basis for this strategy and other issues that it must address, including:

City owned land. In recent years the City of Grimes purchased the vacant silos that lined the railroad in the downtown. In 2009 the city removed these structures, opening sites for redevelopment in the downtown.



Vacant railroad right-of-way. The railroad line running through most of Grimes is no longer used and has been removed north of 1st Street. The section still remaining from 19th Street north provides an excellent opportunity to use the Rail Bank program to reuse the right-of-way as a pedestrian amenity in the downtown and larger area.

A good inventory of sound buildings, suitable for rehabilitation. The building stock of Main Street provides excellent opportunities for rehabilitation or adaptive reuse. Generally the vacant building stock is in fairly good condition. Although the majority of buildings are single story there is a growing interest in conversion of upper levels to residential.

A highly accessible location. The district access to 1st Street (Highway 44) and James Street means a significant amount of traffic moves parallel to the district. This should provide visibility to the district without having a large amount of traffic moving directly through the heart of the district.

Community Icons. The 2008 Assessment noted that the Governors District needed to take advantage of the old water tower as a marketing advantage, turning a negative into a positive. The water towers prominent location at 1st and James Streets makes it a visible feature that could become a true community icon.



A VISION FOR THE GOVERNORS DISTRICT

The Governors District has enormous potential to grow by serving its local and regional markets in specific ways. For local audiences, it should become a civic, commercial, activity, and increasingly residential neighborhood, growing in importance to residents of Grimes. For regional markets, it should focus on unique or niche retail, service, tourism, and recreation from surrounding metropolitan areas. A strategy designed to take advantage of these market opportunities is based on establishment of a strong boundary for the District, creating a unified area with a distinct sense of space.

During the Governors District visioning process the district was defined by North 3rd Street, Jacob Street, South 6th, and James Street but also including Waterworks Park and Brookeridge Plaza. Components of the Governors District Program are identified in Map 5.5 and include:

1. **Reconstruction of Main Street** to address infrastructure issues, including stormwater drainage and water service.
2. **Parking Improvements** behind buildings and alleys that will provide the necessary parking for revitalized district.
3. **Switching station improvements** with new mixed-use

building on S. 2nd Street that will anchor the corner and offer more retail and service oriented space.

4. **Creation of a Promenade** or linear park along former Railroad with Governor's District themeing. Development of the right-of-way as an amenity should be a catalyst for development around it and for the larger Governors District. The linear park will function as a spine connecting parks of the district but also connecting the district to the larger city through the city's existing trail system.
5. **Development of a new mixed-use building** with parking along the Promenade.
6. **Conservation programs**, like those described under the Neighborhood Conservation portion of this plan that preserve a stable single-family neighborhood.
7. **Continued investment in the existing Community Center.** Even with the possible development of a YMCA at 1st Street and Highway 141 there will continue to be a need for the services and recreation and meeting spaces provided at the Community Center.
8. **Construction of a new city hall** to meet the needs of a growing city. The city will soon be out of space at its existing facility and a location in the Governors Dis-

trict, adjacent to the Community Center, will strengthen the district's mix of uses and its role in the civic lives of Grimes residents.

9. **A parking loop around Promenade** and new mixed-use buildings that will provide the necessary parking for the district while not taking away from the pedestrian oriented nature of the district.
10. **Entrance improvements** and possible signal at the intersection of 6th and James Streets. At this corner the district meets up with the heavily used Grimes Sports Complex and South Prairie Elementary School. A significant amount of traffic moves through this intersection, making it an important entrance to the district.
11. **Improve signage along South 6th Street trail** and construct a gateway feature at the intersection of this trail and the Promenade.
12. **Extend 2nd Street to James Street** and into Brookridge Plaza. This will be an important way to connect Brookridge Plaza into the district but it also gives the Plaza access to James Street and creates new investment opportunities.
13. **New Fire Station parking** to the west with the extension of 2nd Street.
14. **Improvements to the water tower**, creating an iconic feature for the District.
15. **Expanded library with outdoor space** that is designed in conjunction with a master plan for Waterworks Park. The improvements at the library should coincide with improvements to Waterworks Park.
16. **Icon or feature that connects the park** with the Governors District and the water tower feature across 1st Street. The feature could be tied to the history of Waterworks Park.
17. **Expanded library parking lot** to serve the park and library. The exact location of the parking should be considered in the context of the rest of Waterworks Park and part of a master plan for the park. Regardless of the location of the parking lot it should be a green lot with good landscaping and stormwater management that gives it a park like feel.
18. **If the parking remains on 1st Street** it should include car-scape feature, defining the parking area and improving the appearance along 1st Street.





19. A new 1st Street entrance to improve accessibility and visibility of the library and park.

20. Designation of a multi-use community space within Waterworks Park that can be used for large community events, like Funtastic Days.

21. New side loaded commercial development along 1st Street. Lot depths along 1st Street will make it difficult to orient new development directly on 1st Street while providing the necessary parking. A side loaded orientation allows for the necessary parking while giving 1st street a defined building edge and more pedestrian feel.

22. New off-street parking along SE 2nd Street serving existing and expanding businesses.

23. A new office building with parking for the existing business along 2nd Street. The new space would provide more visibility from 1st Street while locating parking away from the corridor.

24. Promenade overpass over 1st Street safely connecting the district to growing residential area on the north

side of the city.

25. Extended NE 3rd Street improving east/west connections on the north side of the city. Historically 3rd Street did not connect to James Street because of the railroad. That barrier is no longer there offering an opportunity to address a transportation hurdle that has existing on the north side of the city.





26. Preservation of farm buildings that speak to Grimes' early history as a farming community. The location of the farm and buildings adjacent to the district provides a distinct opportunity to preserve a piece of Grimes and even Iowa history. Ultimately the land should be incorporated into the city's park system and the buildings preserved as a part of Grimes' early history.

27. New townhomes should be constructed east of the community center, providing additional housing and activity in the downtown. These should be designed with a distinct style that adds to the District's sense of place.

28. Extension of SE Main Street to SE 11th Street should improve transportation connectivity between northern and southern portions of the city.

CATALYST PROJECTS

The redevelopment of the Governors District will likely be driven by public private partnerships that involve strategic investments being made by both entities. Often public investments are an important catalyst for private market investment, helping to build confidence in an area's viability. While any of the projects listed above could happen independently, two key projects or actions will likely be necessary in building momentum for the district.

1. Securing the rail road right-of-way through the rail-banking program, a process that preserves the corridor for future rail use with the interim use as a trail. This allows the city to establish a new trail corridor without purchasing the right-of-way. The proposed Promenade is an important component in the redevelopment of the District; therefore, securing the corridor should be a top priority.
2. Infrastructure improvements to Main Street are absolutely necessary to encourage reinvestment in the existing building stock. Concerns over stormwater control and water quality will deter many from wanting to invest in the district. It is also often true that investment in the public environment through improved streets and streetscaping is a necessary step to encourage private market investment.

Funding Techniques

A variety of financing tools can be utilized in a redevelopment effort and can include:

- Railbank Program
- Business Improvement District
- Community Development Block Grants
- Downtown Bond Issue
- HOME Funds
- Land Sale Proceeds
- Private and Foundation Philanthropy
- RACI Grant
- Safe Routes to School
- Section 130
- Statewide Enhancement Funding Program



Main Street Before Improvement

- Tax Abatement
- Tax Increment Financing
- Transportation Enhancement (TE) Program
- Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAF-E TEA-LU)
- Trees Forever
- Vision Iowa
- Community Action and Tourism



Main Street Potential Improvement



Chapter 6

IMPLEMENTING THE GRIMES PLAN

Grimes should implement the visions and actions presented by the plan through a realistic program that is in step with the resources of the community.

Realizing the Vision

The previous chapters, with their narratives and maps, are the core of the Grimes Plan. This section addresses the scheduling of plan implementation by both public agencies and private decision-makers. Key areas include:

- **Development Policies and Actions.** This section summarizes the policies and actions proposed in the Grimes Plan, and presents projected time frames for the implementation of these recommendations.
- **Annexation.** This section outlines a phased annexation plan based on the areas of highest property for annexation.
- **Plan Maintenance.** This section outlines a process for maintaining the plan and evaluating progress in meeting the plan's goals.
- **Plan Support.** This section identifies possible funding sources that can assist in implementation of the plan.



Development Policies and Actions

The following tables in this chapter present a concise summary of the recommendations of the Grimes Plan. These recommendations include various types of efforts:

- **Policies**, which indicate continuing efforts over a long period to implement the plan. In some cases, policies include specific regulatory or administrative actions.
- **Action Items**, which include specific efforts or accomplishments by the community.
- **Capital Investments**, which include public capital projects that will implement features of the Grimes Plan.

Each recommendation is listed as part of its chapter in the Grimes Plan. In addition, a time frame for implementing recommendations is indicated. Some recommendations require ongoing implementation. Short-term indicates implementation within five years, medium-term within five to ten years, and long-term within ten to twenty years.



Map 6.1: Implementation Schedule

	Type	On-going	Short	Medium	Long
Balanced Residential Neighborhoods					
Grimes' new residential areas should provide a mix of housing types, developed around neighborhood parks and greenways, and well-connected to the surrounding city by streets and pathways.	Policy	X			
Commercial and Industrial Growth					
Grimes should provide contemporary settings for existing and new businesses and low-impact industries that take full advantage of the city's transportation, location, and environmental assets.	Policy	X			
Transportation Connectivity					
The Grimes' future transportation system should be the basic structure on which the city grows with connectivity between neighborhoods and community destinations.	Policy Capital	X			
Recreation Amenities					
Grimes' park and recreation system should provide a green web within the community, connecting recreation features, neighborhoods, and community destinations.	Action Capital		X		
A Strong Core					
Revitalization efforts in the historic core of Grimes, specifically in the downtown or Governors District, should create a rejuvenated image center and regional destination, with renewed urban residential development surrounding and reinforcing the historic commercial district.	Action			X	
Transportation: Access for All					
The transportation program for Grimes should meet current and future mobility needs while enhancing the character of the city's small-town environment.	Policy	X			
A Web of Collector and Arterial Streets					
Grimes should establish a collector street and parkway system for developing areas that is designated ahead of development and dedicated as growth takes place. Transportation system Improvements should include:	Policy	X			
Completion of Beaverbrooke Boulevard as an arterial street from Highway 141 to County Line Road, connecting to 230th Street in Dallas County.	Policy Capital		X	X	
Destination Drive as a collector street from SE 37th Street north to NE Beaverbrooke Boulevard.	Capital			X	
Gateway Drive from SE 37th Street to north of NE Beaverbrooke Boulevard.	Capital			X	
A collector street generally following the half section line between James Street and County Line Road. This street should connect Douglas Parkway in Urbandale with NW 27th Street on Grimes northern edge.	Policy Capital			X	X
Extension of 11th Street west across the city's planning jurisdiction.	Capital			X	
A north south collector street between County Line Road and Jazzwood Road.	Policy Capital				X
Improvements to Highway 141 should improve the safety of the corridor. Possible improvements include conversion of Highway 141 and 1st Street intersection to an at-grade intersection and installation of lights and turn lanes at other major intersections.	Capital		X		
The city should closely monitor and work with the DOT on other regional projects such as improvements to the Highway 141 interchange on Interstate 80/35 and a possible regional bypass for the northwest portion of Des Moines.	Policy Action	X			



Map 6.1: Implementation Schedule

	Type	On-going	Short	Medium	Long
Local Streets					
The local street network in Grimes' developing areas should be designed with multiple connections and relatively direct routes.	Policy	X			
Green Streets and Complete Streets					
Grimes should have an established network of green streets or complete streets that connect significant areas of town.	Policy	X			
Pedestrian and Bicycle Facilities					
Grimes' pedestrian and trail system should be functional as well as recreational, providing access to major centers of activity. Specific projects should include:	Policy	X			
Highway 141 pedestrian overpass.	Capital			X	
1st Street pedestrian improvements.	Capital		X		
Completion of a looped trail system connected to the regional trail system.	Capital			X	
Community Gateways and Corridors					
Grimes should maintain the design quality of its major community corridors, allowing them to serve as attractive gateways into the town and positive business and community environments.	Policy	X			
Transit for a Small City					
As Grimes grows the city should work with Des Moines Area Regional Transit (DART) to expand service, increase connections to the region, and reduce reliance on regional automobile trips.	Action		X		
Expand the Park and Open Space System					
Grimes will need to provide new park and open space areas as growth occurs in order to maintain a high level of park and recreation service.	Policy Capital	X			
Neighborhood Park Financing					
Grimes should implement a park financing mechanism to fund park acquisition and ensure the reservation of well-located and appropriately sized open spaces.	Action		X		
Park Site Improvements					
Grimes should establish a Park Site Improvement program for upgrades and improvements to existing parks.	Capital Policy	X			
Natural Resource Areas and Other Open Spaces					
Grime should protect identified wetlands and address storm water management issues that can be incorporated into the city's green network.	Action Policy	X			
Urban Reforestation					
The City should work with residents to preserve and expand on the city's existing street canopy.	Action	X	X		



Map 6.1: Implementation Schedule

	Type	On-going	Short	Medium	Long
Public Facility Priorities					
Expand the city's current library facility to provide the space and services needed for a growing community.			X		
Work with Johnston to identify the location of an additional fire station in eastern Grimes.	Capital Policy		X		
Closely monitor the needs of all public facilities in relation to the city's growing population.		X			
Expansion of the school facilities to maintain the district's current level of service/quality		X			
Infrastructure Priorities					
Upgrade trunk lines along Main Street in order to stop the backup of water into businesses.	Capital		X		
Review city codes and ordinances to ensure that they do not prohibit the use of "green" solutions to stormwater management.			X		
Upgrade of water treatment plant for additional capacity.				X	
Upgrade of the underground reservoir at the water treatment facility for extension of facility life.			X		
Construct an additional southside water tower			X		
Transportation Priorities					
- Improve access to the downtown and to residential districts along First Street.			x		
- Improve pedestrian access around the city, especially across Highway 141	Capital Policy			x	
- Improvements to James Street including new curb and gutter, sidewalks and landscaping			x		
- Improve access around and through the city, by creating new transportation corridors.		x			
A Variety of Housing Types					
Grimes should provide a variety of housing for residents at all stages of their lives, including young adults and seniors.	Policy	X			
Neighborhood Conservation					
Grimes should implement neighborhood conservation programs, including rehabilitation programs to preserve the city's oldest housing stock.	Action Capital		x		
Governors District Redevelopment					
A downtown development program should establish conditions that increase the customer base and expand business and property investment. Key projects include:	Policy	x			
Reconstruction of Main Street.	Capital		X		
Secure Railroad right-of-way through the Rails to Trails program.	Action		X		
Creation of a Promenade or linear park along former Railroad.	Capital		X		
Construction of a new library and a master plan for Waterworks Park.	Capital		X		
Plan Implementation					
Review and revise the city's zoning and subdivision ordinance to address conflicts between the Comprehensive Plan's policy recommendations and implementation of the plan.	Policy		X		



Phased Annexation

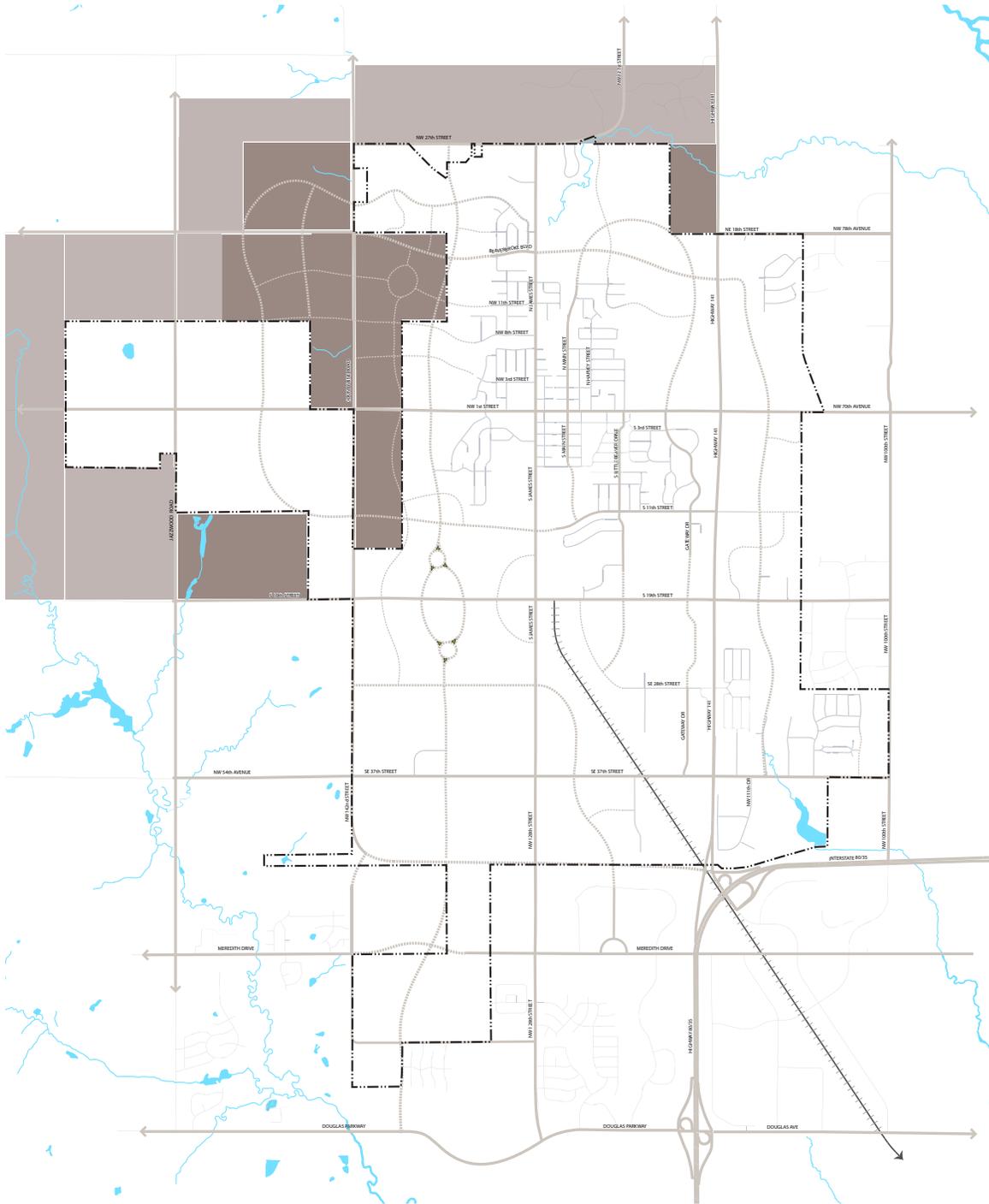
Grimes should implement an annexation policy that incorporates future development area and meets state statutory requirements. The city should work with surrounding communities and counties to establish annexation agreements and ensure consistent development patterns.

The Grimes Development Concept is predicated on significant community growth, generated by the region's strong economy and attractiveness as a living environment. The projected land needs exceed the amount of available, undeveloped land within existing corporate limits. As a result, sound community growth will require annexations to accommodate land needs during the planning period.

Voluntary annexation of developments should occur before extension of city services. Grimes should also adopt an annexation policy that establishes objective criteria for annexation and identifies candidate areas for incorporation into the city. Areas considered for annexation should meet at least one of the following criteria:

- **Areas with Significant pre-existing development.** Areas outside the city that already have substantial commercial, office, or industrial development are logical candidates for annexation. In addition, existing residential areas developed to urban densities (generally higher than 2 units per acre) should be considered for potential annexation.
- **Protection of Future Growth Areas.** In order to allow the city to guide its growth and development more effectively, future growth areas will need to be managed through annexation and annexation agreements with surrounding communities. Annexation will allow the city to extend its zoning jurisdiction to adjacent areas, thus guiding development in a direction that will provide safe and healthy environments.
- **Public Services.** In many cases, public service issues can provide compelling reasons for annexation. Areas for consideration should include:
 - Parcels that are surrounded by the city but remain outside of its corporate limits. In these situations, city services may provide enhanced public safety with improved emergency response times.
 - Areas that are served by municipal infrastructure. Grimes' existing sewer and water system is adjacent to areas outside the city. The city should review its existing annexation agreement with Urbandale and evaluate areas that can best be served by the respective communities.
 - Areas to be served in the short-term by planned improvements, including trunk sewer lines and lift stations.
- **Community Unification.** While difficult to quantify, a split between people who live inside and outside the corporate limits can be harmful to the town's critical sense of community and identity. Establishing unified transportation and open space systems and maintaining a common commitment to the city's future can be important factors in considering annexation.

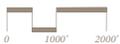




Map 6.1

Phased Annexation
Grimes, Iowa

- Phase One Short Term
- Phase Two Long Term
- Existing Streets
- Proposed Streets



JUNE, 2010





The Annexation Plan map (Map 6.1) illustrates those areas around Grimes that should be considered for annexation. The areas are categorized into two phases based on the estimated likeliness for incorporation into the city. Within each phase, sections are delineated by their relevance regarding the need for annexation and the services the city will need to provide. The need for annexation should be determined by each area's unique situation.

- **Phase One – Short Term.** Location and associated issues will likely warrant consideration for annexation in the next ten years. These areas are adjacent to city limits and may already have access to city services. Some of these areas, specifically along the County Line Road corridor have significant potential for development. Water and sewer services to these areas will need to be closely managed to ensure system capacity.
- **Phase Two – Long Term.** Conditions exist that may bring about the need for annexation of these sections. Annexation will not be likely during the early stages of the plan. Therefore, these areas should be reevaluated within six to ten years. Areas north of the city may have access to city services but larger lot development in this area may limit extension of services into this area. Within 10 years areas to the west should be closer to city services but these areas are outside the city's waste water drainage basin. The city will want to closely monitor the impact that future development would have on the capacity of the sewer treatment plant. Development of areas to the west should only occur following development contiguous to the city.

Plan Maintenance and Support

Because the scope of the Grimes Plan is both ambitious and long-range, its recommendations may appear daunting. Thus, the City should implement an ongoing planning process that uses the Plan to develop year-by-year improvement programs. In addition, this process should evaluate the plan on an annual basis in consideration of the development events of that particular year.

Such a process should include the following features:

ANNUAL ACTION AND CAPITAL IMPROVEMENT PROGRAM

A key feature of this process is an annual action and capital improvement program. In such a program, the Planning and Zoning Commission and City Council use the Plan to define annual strategic work programs of policies, actions, and capital investments. This program should be coordinated with Grimes' existing capital improvement planning and budgeting process, even though many of the Plan's recommendations are not capital items. This annual process should be completed before the beginning of each budget year and should include:

- A specific work program for the upcoming year. This program should be specific and related to the City's financial resources. The work program will establish the specific plan recommendations that the City will accomplish during that year.
- A three year strategic program. This component provides for a multi-year perspective, aiding the preparation of the annual work program. It provides a middle-term implementation plan for the City.
- A six year capital improvement program. This is merged into Grimes' current capital improvement program.



ANNUAL EVALUATION

In addition, this process should include an annual evaluation of the Comprehensive Plan. This evaluation should occur at the end of each calendar year. Desirably, this evaluation should include a written report that:

- Summarizes key land use developments and decisions during the past year and relate them to the Comprehensive Plan.
- Review actions taken by the City during the past year to implement Plan recommendations.
- Defines any changes that should be made in the Comprehensive Plan.

The Plan should be viewed as a dynamic changing document that is used actively by the City.



Plan Support

In order to implement many of the objectives described in the Plan, the City will need to consider outside funding sources. Table 6.2 on the following pages present possible funding sources available to the City of Grimes for various projects recommended in the Comprehensive Plan.

This should not be viewed as a complete list, but rather one that should be reviewed and modified each fiscal year.





Table 6.2 Potential Funding Sources

SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Community Attraction and Tourism Program	Vision Iowa, Iowa DED	Funding for the development and creation of multiple purpose attraction or tourism facilities.	Creation of a major recreation facility in the city.	NA	TBD	Encouraged
Community Development Block Grant (CDBG)	HUD/State of Iowa	Federal funding for housing and economic development to benefit low-and moderate income residents.	Rehabilitation and infill projects, directed to projects that benefit low-and-moderate-income households or eliminate blighted areas.	NA	NA	NA
DOT/DNR Fund	Iowa DOT	State funds for roadside beautification of primary system corridors with plant materials.	Landscaping improvements along key corridors in the city.	Open	\$300,000	Encouraged
Federal Transportation Enhancement Program	Iowa DOT or RPA/MPO	Funding for enhancement or preservation activities of transportation related projects.	Projects must fit at least one of the following: facilities for pedestrians and bicyclists; acquisition of scenic or historic sites; scenic beautification; historic preservation; rehabilitation and operation of historic transportation facilities; preservation of abandoned railway corridors; control and removal or outdoor advertising; archaeological planning and research; mitigation of water pollution due to highway runoff; safety and educational activities for pedestrians and bicyclists; historical displays at tourist and welcome centers; or transportation museums.	1-Oct	\$4,500,000 each for statewide and regional projects	30%
Federal Recreation Trails Program	Iowa DOT	Provides funding for motorized and non-motorized recreational trails and trail related projects.	Local, regional or statewide trails plans.	1-Oct	\$1,000,000	20%



Table 6.2 Potential Funding Sources

SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Highway Bridge Replacement and Rehabilitation Program	Iowa DOT	Funds for replacement or rehabilitation of structurally deficient or functionally obsolete public roadway bridges.	Bridge rehabilitation or replacement	1-Oct	\$ 1 Million per bridge	20%
HOME	IDED	Funds administered by the State to provide leverage financing for new or rehabilitated rental development.	New and rehabilitated rental projects. HOME funds may be used in conjunction with Section 42 Low Income Housing Tax Credits. They may also be used for innovative project approaches, such as rent-to-own development.	NA	NA	NA
Iowa Clean Air Attainment	Iowa DOT	Funding for highway-street, transit, bicycle/pedestrian or freight projects or programs which help maintain Iowa's clean air quality by reducing transportation related emissions.	Upgrades to arterial and major collector streets.	1-Oct	TBD	20%
Land and Water Conservation Fund	Iowa DNR	Funding for park and trail improvements and land acquisition.	Improvements to existing recreation facilities and development of new facilities.	15-Mar	TBD	50%
Living Roadway Trust Fund	Iowa DOT	State funds to implement integrated Roadside Vegetation Management programs (IRVM) on city, county, or state rights-of-way or areas adjacent to traveled roads.	Roadside inventories, gateways, education, research, roadside enhancement, seed propagation, and special equipment.	31-Aug	TBD	NA
Pedestrian Curb Ramp Construction	Iowa DOT	To assist cities in complying with the Americans with Disabilities Action primary roads.	Construct curb ramps to ADA standards.	Accepted all year	\$250,000 per city per year	45%



Table 6.2 Potential Funding Sources

SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Public Facilities Set-Aside Program (PFSA)	IDED	Financial assistance to cities and counties to provide infrastructure improvements for businesses which require such improvements in order to create new job opportunities.	Provision or improvement to sanitary sewer systems, water systems, streets, storm sewers, rail lines, and airports. For Iowa Cities under 50,000 populations, CDBG benefit requirements.	NA	NA	50%
Resource Enhancement and Protection (REAP)	Iowa DNR	Available for projects that enhance and protect natural and cultural resources.	Available for parkland expansion, multi-purpose recreation developments, soil and water conservation, DNR acquisition, and DNR land management.	Applications not currently being accepted	\$125,000	NA
Revitalization Assistance for Community Improvement (RACI)	IDED	Funding for various economic and community development projects.	Neighborhood revitalization, historic preservation, upper story restoration of downtown buildings.	7-Nov	\$15,000	Encouraged
Revitalize Iowa's Sound Economy (RISE)	Iowa DOT	DOT administered funds used to promote economic development through construction or improvement of roads and streets.	Construction or improvement of roadways that will facilitate job creation or retention. Potential uses include a street system for additional business or industrial development.	2/1 and 9/1	\$30,000,000	20/50%
Safe Route to Schools	Iowa DOT	Competitive grant program for infrastructure improvements within a 2 miles radius of K-8 Schools.	Sidewalk installation and improvements, and downtown pedestrian safety improvements.	1-Oct	\$1,000,000	NA
Section 42 Low Income Housing Tax Credit	HUD	The allocation of tax credits to affordable housing developers through the State. Developments can utilize either a 4% or 9% credit, depending on the mix of low-income residents.	Multi-family housing development for low and moderate-income families.	NA	NA	NA
Self-Supported Business Improvement District	Business Association	Contributions by business owners used for various business district enhancements.	Physical improvements to business district, upper-story restoration of downtown buildings.	NA	NA	NA



Table 6.2 Potential Funding Sources

SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
State Recreational Trails Program	Iowa DOT	Provides funding for public recreational trails.	Local, regional or statewide trails plans.	1/2 and 7/1	\$2,000,000	25%
Surface Transportation Program (STP)	Regional Planning Affiliation or Metropolitan Planning Organization (RPA/ MPO)	Funding for road or bridge projects on the federal aid system.	Road or bridge projects. Trails improvements. Bicycle facilities.	Vary by RPA/ MPO	\$43,000,000 for all RPA/ MPO's	20%
Tax Abatement	City	Reduction or elimination of property taxes for set period of time on new improvements to property granted as an incentive to do such projects.	Available for commercial, industrial, or residential developments.	NA	NA	NA
Tax Increment Financing (TIF)	City	Used added property tax revenues created by growth and development to finance improvements within the boundaries of a redevelopment district.	New residential, commercial, or industrial developments, including public improvement, land acquisition, and some development costs.	NA	NA	NA
Traffic Safety Improvement Program (TSIP)	Iowa DOT	Traffic safety improvements or studies on any public road.	Traffic safety and operations at specific site with an accident history. New traffic control devices. Research, studies or public information initiatives.	15-Aug	\$500,000 per project	NA
Transportation and Community and System Preservation Program	Iowa DOT	Funding for planning and implementing strategies that improve the efficiency of the transportation system, reduce the environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services and centers of trade, and examine private sector development patterns and investments that support these goals.	Innovative transportation improvements that address stated goals.	Established yearly	\$61,250,000	NA



Table 6.2 Potential Funding Sources

SOURCE	FUND ADMINISTRATOR	DESCRIPTION	POSSIBLE USES	DEADLINES	AVAILABLE FUNDS	REQUIRED MATCH
Transportation Equity Act (SAFETEA-LU)	Federal Highway Administration through RPA/MPO's	Federal transportation funding, including matching grants for major street improvements, enhancements funding for corridor design, streetscape, trail development, and transit.	Improvements to arterial and major collector streets and trail development.	NA	NA	NA
Trees Forever	Trees Forever	Funds for roadside vegetation	Landscaping improvements along key corridors in the city.	TBD	TBD	Encouraged
Urban-State Traffic Engineering Program (U-STEP)	Iowa DOT	Improvements involving a municipal extension of a primary road.	City must engineer and administer project. Spot improvements or linear improvements.	Accepted all year	\$200,000 for spot improvements \$4,000,000 for linear improvements	