



**JOINT GRINNELL PLANNING COMMITTEE AND  
PLANNING & ZONING COMMISSION MEETING  
MONDAY, JUNE 17, 2024, AT 6:15 P.M.  
IN THE COUNCIL CHAMBERS ON THE 2ND FLOOR OF CITY  
HALL AND VIA ZOOM**

Join Zoom Meeting

<https://zoom.us/j/98067012988?pwd=3ZSMXE2bn2FyVyNmEY2qtgcAc5pVy9.1>

Meeting ID: 980 6701 2988

Passcode: 307559

---

One tap mobile

+13126266799,,98067012988#,,,,\*307559# US (Chicago)

---

Dial by your location

• +1 312 626 6799 US (Chicago)

Find your local number: <https://zoom.us/u/adm1dbtTx>

### ***TENTATIVE AGENDA***

---

**ROLL CALL:** Bly (Chair), Wray, Karjalahti.

### **PERFECTING AND APPROVAL OF AGENDA:**

### **COMMITTEE BUSINESS:**

1. Presentation of the Comprehensive Plan.
2. Consider approval of the first reading of an ordinance amending the zoning for the property within the Scout Subdivision (See Ordinance No. 1549)
3. Consider approval of the first reading of an ordinance adding regulations related to the Scout Subdivision Overlay District for the purpose of establishing design guidelines (See Ordinance No. 1550).
4. Consider approval of a resolution approving the sale of 1203 Spring St to Home Revisions, LLC (See Resolution No. 2024-147).

### **INQUIRIES:**

### **ADJOURNMENT:**



# PlanGrinnell

## Comprehensive Plan

May 2024



# ACKNOWLEDGEMENTS

## MAYOR & CITY COUNCIL

**Dan Agnew**  
Mayor

**Julie Davis**  
City Council, First Ward

**Jo Wray**  
City Council, Second Ward

**Rachel Bly**  
City Council, Third Ward

**Matt Karjalahti**  
City Council, First Ward

**Byron Hueftle-Worleys**  
City Council, At Large

**Jim White**  
City Council, At Large

## STEERING COMMITTEE

**Tyler Avis**  
City of Grinnell

**Barb Baker**  
Grinnell Mutual

**Shelby Davis**  
City of Grinnell

**Julie Davis**  
City Council

**Matthew Karjalahti**  
City Council

**Kellie McGriff**  
Mayflower

**Sharon Mealey**  
City of Grinnell

**Graham Miller**  
Grinnell College

**Christopher Starrett**  
Grinnell-Newburg  
Community School

**Melissa Strovers**  
Grinnell College

**Kendra Vincent**  
Grinnell Chamber  
of Commerce

## CONSULTANT



RDG Planning & Design  
www.RDGUSA.com



# TABLE OF CONTENTS

<i>Chapter</i>	<i>pg #</i>
<i>1: About Plan Grinnell</i>	<i>4</i>
<i>2: Land Use</i>	<i>10</i>
<i>3: Housing &amp; Neighborhoods</i>	<i>24</i>
<i>4: Transportation</i>	<i>33</i>
<i>5: Parks &amp; Recreation</i>	<i>43</i>
<i>6: Economic Development</i>	<i>55</i>
<i>7: Public Facilities</i>	<i>65</i>
<i>Appendix</i>	<i>70</i>



PlanGrinnell

# About Land Plan Grinnell

1

## CONTENTS

Introduction

Public Engagement Process

Public Engagement Themes



# INTRODUCTION

## A COMPREHENSIVE PLAN FOR THE CITY'S FUTURE

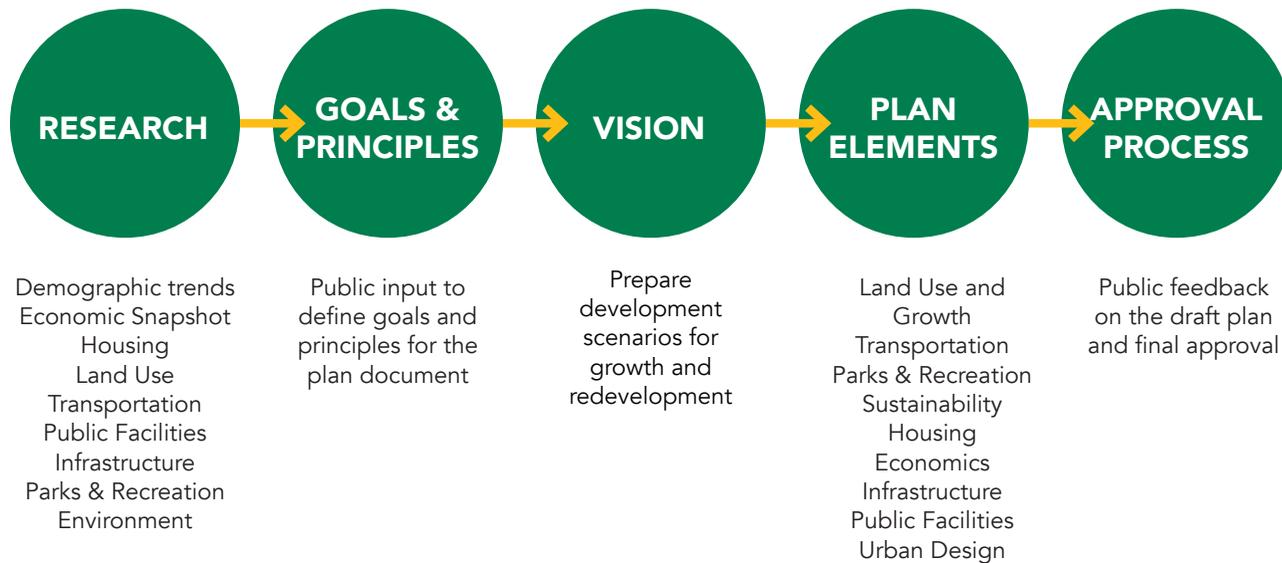
### What is a Comprehensive Plan?

Land Plan Grinnell lays out a road map and vision for Grinnell's future in the next 10 to 20 years. The vision is a collaboration of residents' hopes and dreams alongside data and policy.

Grinnell strives to grow in a way that retains downtown at its core, is congruent with nature, and places it on the cutting edge. Grinnell residents want more affordable housing, beautiful entry ways, and a vibrant economy rooted in the community. Residents also want infrastructure that give them options in how to move between destinations.

The City of Grinnell completed its last comprehensive plan in 2004. The world has changed in many ways since then. Land Plan Grinnell seeks to build upon the success of the previous plan while meeting new realities and opportunities with innovative and common sense solutions.

Figure 1.1: Planning Process



## WHY PLAN

**When cities have potholes to fill, parks to maintain, and traffic to keep moving, why take the time to plan?**

- **Comprehensive plans are required by Iowa code Chapter 414 if municipalities want to regulate land use and development.** A comprehensive plan guides future development and land use decisions and ensures non-arbitrary decisions and continuity as City officials and staff change over time.
- **Plans allow a community to step back and observe where they have come and where they want to go.** It fosters discussions about larger ideals and for meaningful, actionable steps to be proposed to reach those ideals.
- **Many competing interests are within a community.** Comprehensive planning allows for a balancing of these interests.



Central Park

# PUBLIC ENGAGEMENT PROCESS

## Overview of Public Input Process

The Grinnell community played an important role in developing the comprehensive plan. Residents, business owners, and employees shared their insights, lived experiences, and dreams for the future of their community during the planning process through various engagement settings.

- **Advisory Committee.** A group of stakeholders met four times throughout the process to provide direction, raise awareness about the project, and review the plan's content.
- **Listening Sessions.** A series of discussions were held with community stakeholders including real estate agents, bankers, business owners, local employers, and others.
- **Design Studio Open House.** The design studio focused on development concepts and beautification efforts. During the open house events, the public provided feedback on the emerging concepts.
- **The Website.** Ensured information about the plan was readily available. The website advertised updates on the planning process and allowed residents to provide insight via an interactive web map and online survey.
- **Draft Plan Open Houses.** An open house was held at Drake Library for the public to review land use concepts and major elements of the plan.



## Build a Better Grinnell

Grinnell has an active community with many residents and organizations striving to create the best Grinnell possible. Build a Better Grinnell is a community assessment and visioning process led by a Steering Committee made up of community members. Land Plan Grinnell worked alongside Build a Better Grinnell, to reduce duplications in public engagement efforts and to ensure each plan is pulling in the same direction.

**OVER 250 PARTICIPANTS CONTRIBUTED TO THE PLANNING PROCESS!**



Design Studio Recap



Advisory Committee Meeting



Design Studio Open House

# PUBLIC ENGAGEMENT THEMES

Significant takeaways from each activity are summarized in this section. *These are not statistically valid results.*

## Design Studios and Open House

- **Diversity of housing in each quadrant of the City.** Open house attendees wanted a diversity of housing types and pricepoint built throughout Grinnell.
- **Beatification of the City's entryways and corridors.** The entryways of Highway 146 and Highway 6 create one's first impressions of Grinnell. Beatification can enhance the image of Grinnell and attract people to the City center.
- **Traffic calming and better pedestrian environment.** Participants were concerned with fast traffic speeds. They were also concerned about the safety of pedestrians crossing main roads and children walking to school.

## Listening Sessions

- **Increases in housing options.** Grinnell has limited new houses being built and most are custom houses. Being able to build housing at scale can increase affordability and options.
- **Beautification of entry corridors.** Central Grinnell is offset from Interstate 80 making the approach along Highway 146 extremely important to the experience residents and visitors have.
- **Pedestrian and bicycle safety.** Concerns, especially around crossing Highway 6 and 146, for pedestrians and bicyclists were expressed. Also, the ability to bicycle and walk safely to parks, schools, and other destinations was important to the groups.
- **Expansion of the economy.** To grow, Grinnell needs a combination of housing options, employment opportunities, and amenities. Finding ways to foster local business development and attract employers to the region were important for participants.

## Survey: 129 responses

- **Affordable housing and available workforce** were the two most important issues to address according to survey responses.
- **Better street and utility improvements along with more job opportunities and growth** were the top two objectives for survey respondents.

## What challenge is the most important to address in Grinnell?

- **Affordable Housing.** 31.4%
- **Available Workforce.** 21.2%
- **Community Connection.** 11.0%
- **Sustainability and Climate Change.** 11.0%
- **Transportation.** 5.1%
- **Other (please specify).** 20.3%

» *More restaurant, jobs and businesses were the top written in responses.*

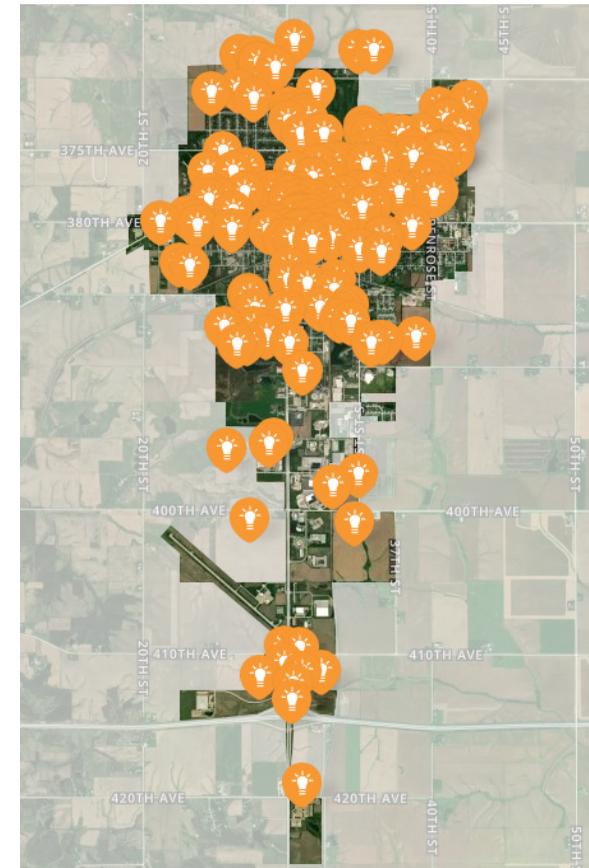
## What should Grinnell focus on most in the next 10 years? (choose your top 5)

- **Better street and utility improvements.** 60.8%
- **More job opportunity and growth.** 57.5%
- **More development and reuse of existing buildings.** 53.3%
- **More diverse housing options.** 43.3%
- **More tourism attractions (sports, arts, outdoors, recreation).** 41.7%
- **Better alternative transportation (transit, pedestrian/ bicycle safety).** 32.5%
- **Renewable energy project.** 23.3%
- **Better parks and open spaces.** 18.3%
- **Other (\*please specify).** 28.3%

» *More restaurants, improved school district, and things to do.*

## Interactive Map: 71 comments

- **Pedestrian and bicycle improvements to key destinations.** Crossing of 6th Avenue and further trail connections were mentioned.
- **Park improvements.** Improvements to and connections between Arbor Lake Park and Miller Park.
- **Redevelopment and revitalization of vacant storefronts and deteriorating housing.**
- **Rough roads and speeding challenges throughout the town** were mentioned.



| Map 1.1: Interactive Map with Community Comments

# PUBLIC ENGAGEMENT THEMES

Themes that emerged during the public input included.

## Road Expansion

For Grinnell to grow its population and employment centers, it will need to extend key roads to allow for access to development areas.

- **Industrial and commercial land is available in the south.** However, a lack of roadways means many of these parcels are undevelopable. Road extensions will provide vehicles and trucks access to potential industrial and employment centers.



## Lane Reduction on Highway 146 and Highway 6

Grinnell has a strong arterial road network moving within City limits. However, these roads are too wide for the amount of traffic. Iowa Department of Transportation (DOT) is currently exploring lane reduction options.

- **Wide roads are barriers for pedestrian.** The four lanes of traffic can be difficult for pedestrians and bicyclist to cross or move alongside.
- **Wide roads result in faster car speeds.** Wide travels lanes have been shown to increase vehicles speeds which reduces safety.



## Trail and Park Connectivity

Grinnell has wonderful parks and trails. Central Park, Arbor Lake Park, and Miller Park are true gems.

- **Connecting the trails network together increases usefulness.** The more places a trail connects to, the more reasons to use the trail.
- **Connect parks together via trails and on-street facilities.** Having connections between parks allows residents the ability to move between parks via active transportation.



## Placemaking

Grinnell has a unique sense of place, especially around its central core. Finding ways to highlight this uniqueness and extend it towards the south side of town can enhance peoples' first impressions.

- **Highway 146 and Highway 6 offer opportunities for placemaking.** Highway 146, in particular, has a long commercial and industrial strip leading to the core of Grinnell. Placemaking and wayfinding can show the uniqueness of Grinnell to visitors on I-80 and Highway 6. Participants in listening session and the 2019 Cultural Connection Plan mentioned need for improved corridors.



## Affordable, Quality, & Unique Housing Options

Like much of the nation, Grinnell is in need of affordable, quality housing. To create more affordability, housing is going to need to have a smaller footprint than previous decades.

- **Unique Housing Options.** Grinnell attracts residents from all over the country and world. Many of these residents and potential residents are looking for smaller, unique housing options that are harder to find in Grinnell.
- **Creating a diversity of housing option to meet different price points for different incomes and lifestyles.**



## Industrial & Commercial Development

Grinnell has industrial and commercial spaces along Highway 146. Finding ways to expand current businesses, foster entrepreneurs, and attract new businesses will create more opportunities.

- **Creating alternative road access** will create more viable industrial and large scale commercials spots in the southeast.
- **Increase the number of affordable, quality housing units** can make Grinnell attractive for employees and aid the expansion of businesses.
- **To attract new residents Grinnell needs both new jobs and housing.**



# SMART PLANNING PRINCIPLES

WHY HAVE A PLAN AND HOW BEST TO USE IT?

## Guidance

The comprehensive plan is a guiding document. The plan is not a step-by-step guide to how the next twenty years will unfold for Grinnell, but rather a framework for decision makers to approach new challenges and opportunities in a way that optimizes outcomes and adapts to new realities. Having a plan that incorporates the residents' vision and voice allows for consistency as City staff and officials change throughout the years. The plan can and should be updated as major changes occur.

## Iowa Smart Planning Principles

Land Plan Grinnell bases all action items within the context of Iowa's Smart Planning Principles. Grinnell seeks to build a resilient and healthy future.



**Housing Diversity.** Grinnell will encourage varied housing options to meet the diversity of residents' needs.



**Transportation Diversity.** Grinnell will develop systems that allow for diverse transportation options that promote health and reduce greenhouse gas emissions.



**Revitalization.** Grinnell will reinvest in its current infrastructure.



**Efficiency, Transparency, and Consistency.** Grinnell will provide equitable and reliable development guidelines and implementation.



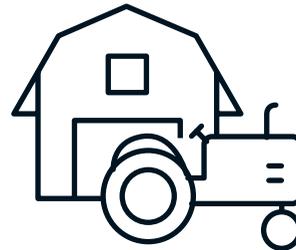
**Sustainable Design.** Grinnell will promote sustainable design and development at all scales.



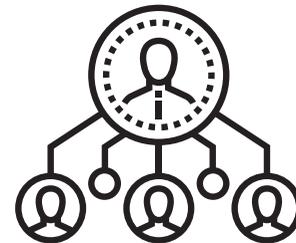
**Community Character.** Grinnell will promote its uniqueness in architecture and culture.



**Clean, Renewable, and Efficient Energy.** Grinnell promotes land use and transportation design for minimal environmental impact.



**Natural Resources and Agricultural Protection.** Grinnell will advance land use that keeps agricultural land intact and allow access to natural spaces.



**Collaboration.** Grinnell has many stakeholders residents, business community, and College. Making sure they are involved in the process is embedded into this plan.



**Context Sensitivity.** Grinnell's future has to be in context with its environment.



**Occupational Diversity.** Grinnell's economy will be diverse in response to future economic changes.

# Land Use

# 2

## CONTENTS

Population Trends

Land Use Trends & Features

Future Land Use

Annexation

# POPULATION TRENDS

## POPULATION GROWING

Population changes effect housing, land use, and services that will be needed in a community. The next two pages discuss population trends and projections that will influence the future land use of Grinnell.

### Overall Population

- **Grinnell's population has steadily grown between 1960 and 2021.** Between 2000 and 2020, Grinnell saw a 5% growth.
- **Poweshiek County's population has experienced a slight decline between 1960 and 2021.** Between 2000 and 2020, Poweshiek County saw a -0.8% decline.

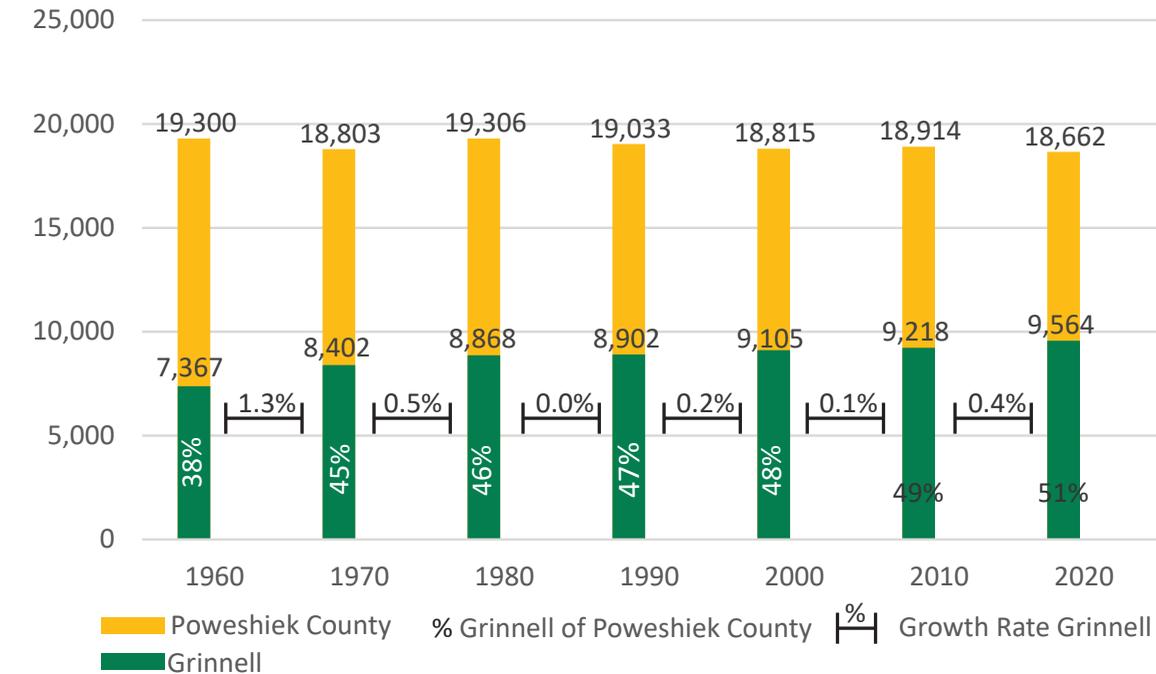


Figure 2.1: Grinnell and Poweshiek County Population

### Aging Adult Population

Population by age and sex, as seen in Figure 2.2, indicates how Grinnell's population might change overtime, with births and deaths influenced by the current age of residents.

- **Increasing older adults since 2000.** Grinnell is an attractive location to relocate for retirees. Factors such as quality of life, healthcare, and Grinnell College activities are pull factors.
- **Growing teenage population since 2000.**
- **Decreasing in those 25 to 50 years of age.** This is the prime starting and mid-career age groups that may explain why Grinnell's median income is lower than the State's median. This decreased population is associated with a decrease in children under 10.

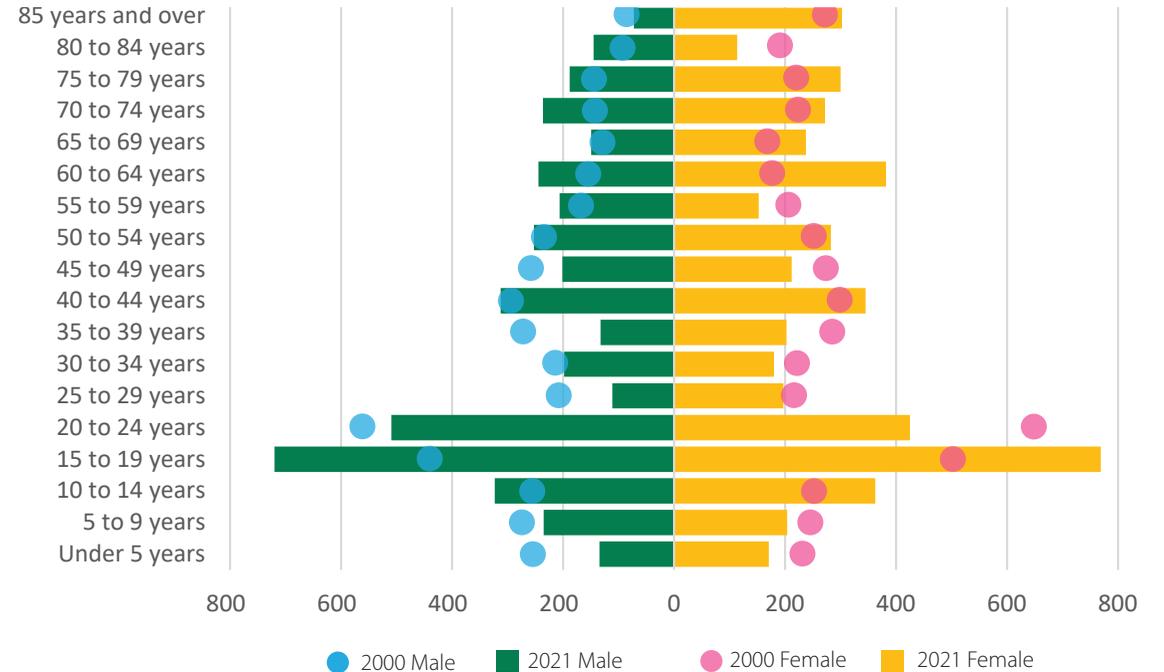


Figure 2.2: Population Pyramid (2021)

# POPULATION TRENDS

## GROWTH PROJECTIONS

The future is always unknown. Grinnell works within, and is influenced by external factors like the national economy and housing market. Having a plan that functions through different plausible scenarios allows Grinnell to respond in a way that provides the highest quality of life for residents given the current circumstances.

Planning for future land use considers two plausible population scenarios. These scenarios allow flexibility for leaders to make decisions based on current trends and development priorities. The future will see periods of high and low growth as factors evolve at the local and national scale.

### Grinnell College Student Population

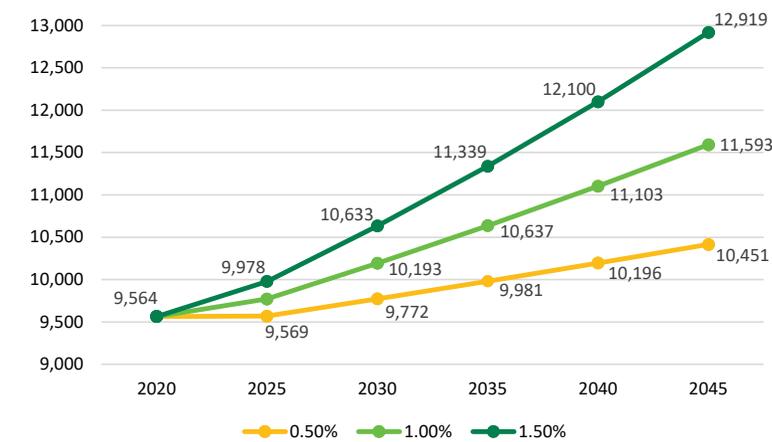
To better understand the City of Grinnell's population projection, segmenting out the population change of the non-college student residents is important. Between 2010 and 2020, City of Grinnell saw a 0.37% annual population increase. When looking at just the non-college student population, the City of Grinnell had 0.91% annual population growth. It is expected that this remaining population will continue to see growth.

**TABLE 2.1: GRINNELL POPULATION**

	2010	2020	Annual Growth Rate
<b>Total Population</b>	9,218	9,564	0.37%
<b>Student Population (Group Quarter Population)</b>	1,688	1,694	-
<b>Remaining Population</b>	7,530	7,870	0.44%

# GRINNELL'S POPULATION MAY INCREASE BY 3,622 RESIDENTS BETWEEN 2020 AND 2045

**Figure 2.3: Population Scenarios Total Population**



**TABLE 2.2: POPULATION PROJECTION**

Permanent Population	2020	2025	2030	2035	2040	2045
<b>0.50% Annual Growth Rate</b>	7,870	8,069	8,272	8,481	8,696	8,915
<b>1.0% Annual Growth Rate</b>	7,870	8,271	8,693	9,137	9,603	10,093
<b>1.5% Annual Growth Rate</b>	7,870	8,478	9,133	9,839	10,600	11,419
<b>Permanent Population Plus Student</b>	1,694	~1,500	~1,500	~1,500	~1,500	~1,500
<b>0.5% Annual Growth Rate</b>	9,564	9,569	9,772	9,981	10,196	10,451
<b>1.0% Annual Growth Rate</b>	9,564	9,771	10,193	10,637	11,103	11,593
<b>1.5% Annual Growth Rate</b>	9,564	9,978	10,633	11,339	12,100	12,919

### Growth Scenarios

- **0.91% Annual Growth Rate Scenario.** In this scenario, Grinnell maintains the 0.91% annual growth rate amongst its non-college student population.
- **1.5% Annual Growth Rate Scenario.** In this scenario, Grinnell's non-college student population grows above its current growth rate. This scenario is plausible given the demand for housing and the supply of jobs in the community.

These are not mutually exclusive scenarios for the entire planning horizon and should be reviewed as local and national trends evolve.

The Census Bureau population projection estimate the national population will continue to grow at an annual rate of roughly 0.32% a year until 2045.

# LAND FEATURES

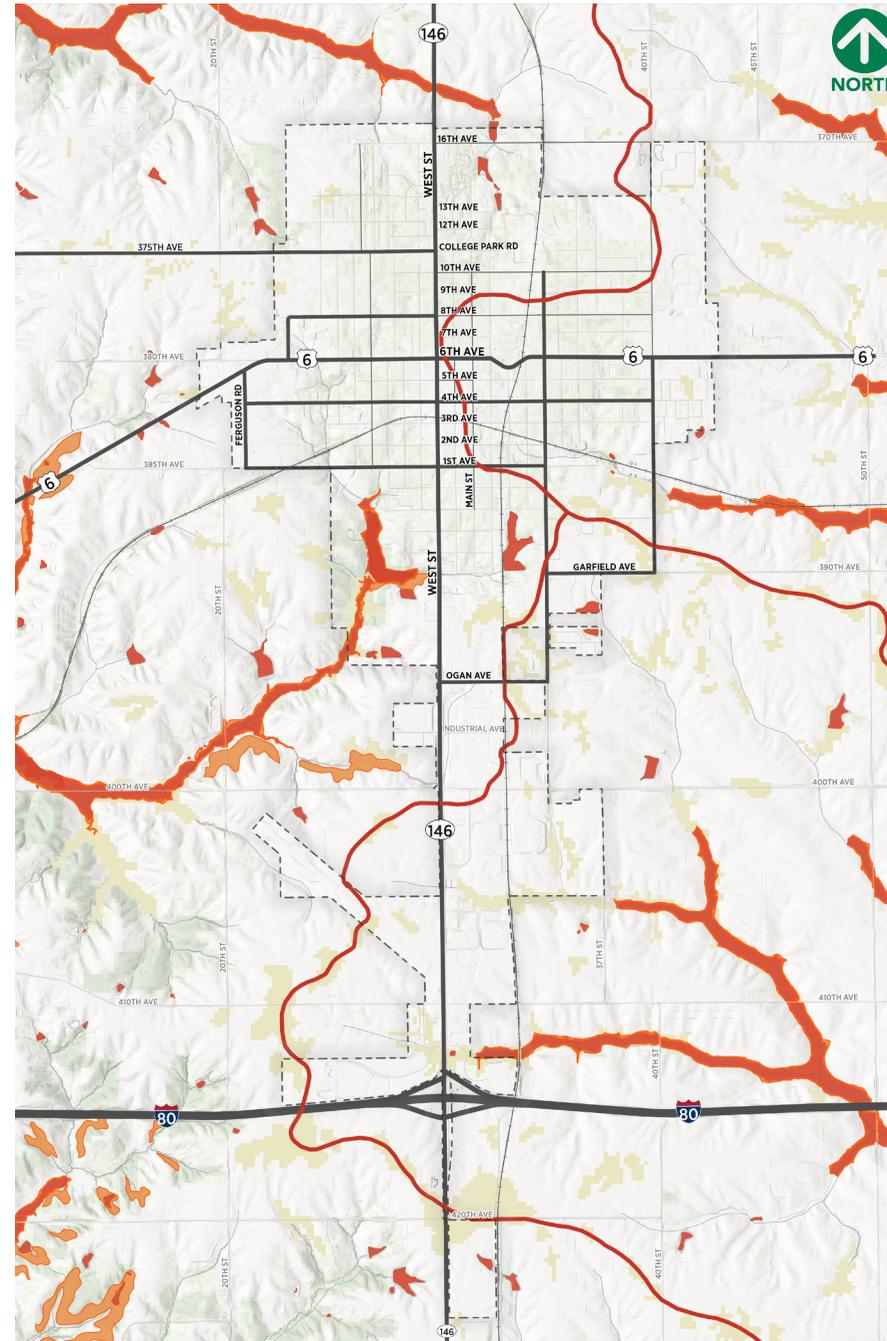
## Development Suitability

Not all land is suitable for development. Development suitability considers the floodplain, wetlands, and steep slopes. Areas with these characteristics are best left undeveloped and reserved for preservation, recreation, or agriculture. The Future Land Use Map considers the suitability of land for development.

- **Most residential neighborhoods have suitable land to expand.** In the near term, most residential neighborhoods can develop and avoid floodplains and steep slopes. This allows Grinnell to develop compact and congruent.
- **Steep slopes to the west.** The area to the west of Grinnell's City limit has fairly steep slopes. Development on the western side will need to focus on the flatter areas and lower density options that are tailored to the topography.
- **Flatter area to the east.** The area to the east of Grinnell is significantly flatter than the western side. Long term (20 plus years) development should focus on expanding towards the east.
- **Streams and flood plains.** Streams appear throughout the area. Keeping development far enough back to avoid flooding will protect property along with giving streams and wetland ecosystems space.



Steep Topography



Map 2.1: Development Suitability

# LAND USE TRENDS

Current land use trends informs future growth patterns and redevelopment.

## Current Land Use

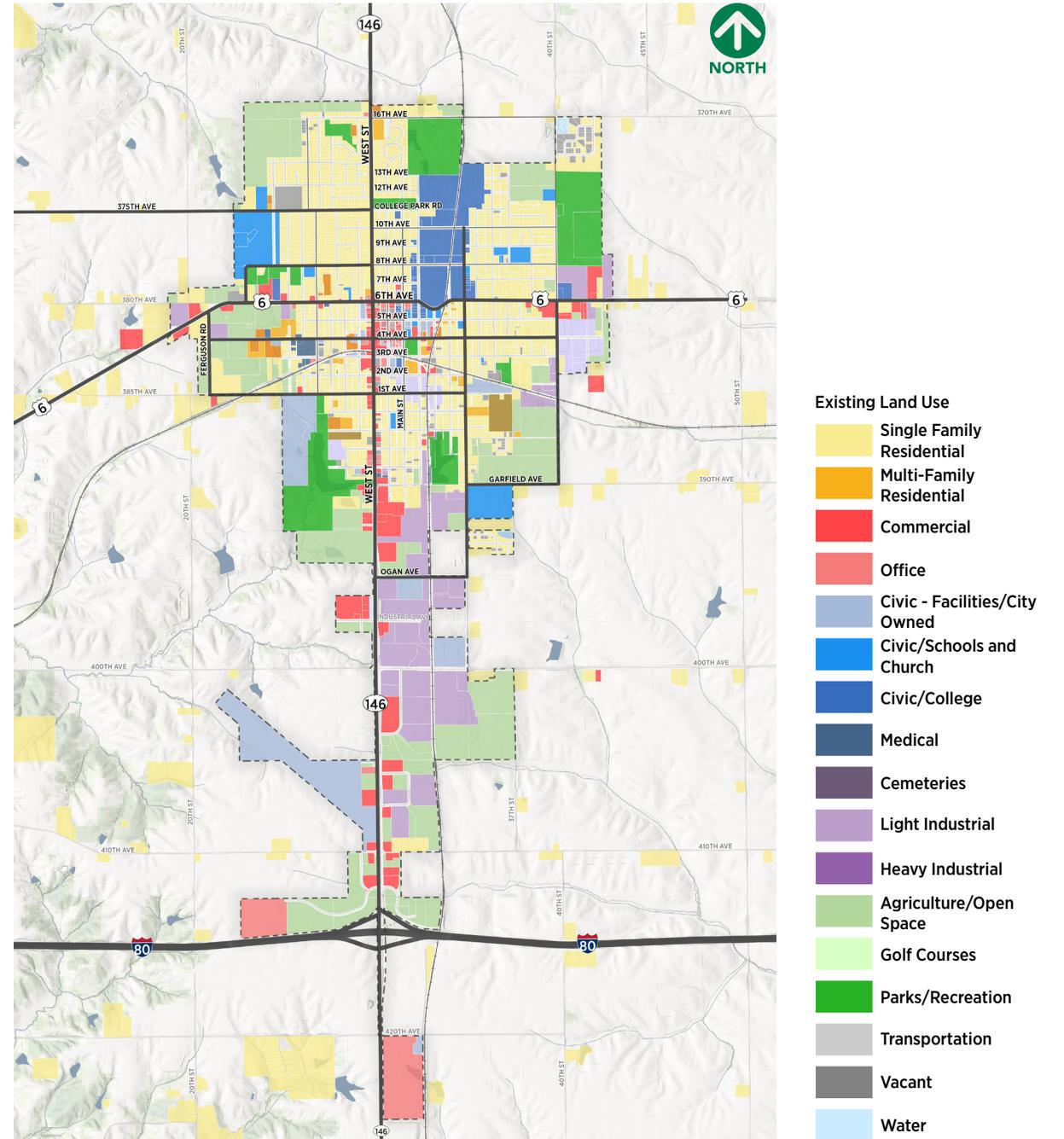
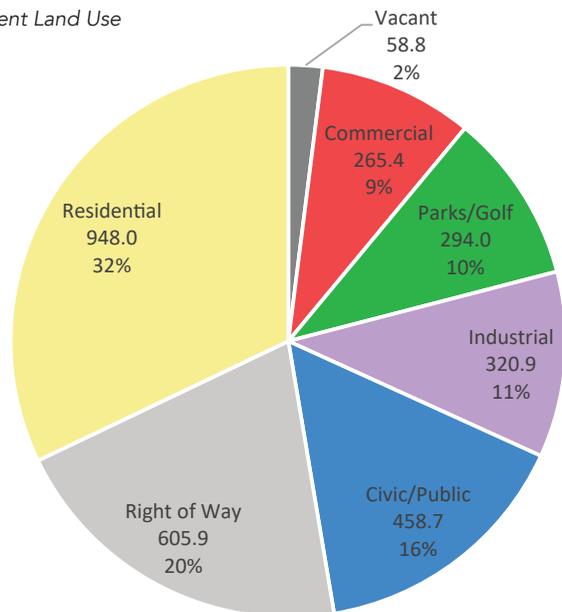
Grinnell's largest land use category is residential. At 32.1%, this is close to the average for Midwestern cities of similar population to Grinnell.

- 91.6% is low density residential
- 8.4% is medium to high density residential

Grinnell's industrial uses vary in size and are mainly clustered on the south end of West Street where there is easy access to I-80. Smaller clusters of industrial can be found along the east and west ends of Highway 6.

For future land planning purposes, there are 725.5 acres of vacant, open and agricultural space inside the existing City limits (219 acres which are improved and ready for development much of which is in the Certified Site for Brownell's Business Park). Centrally located undeveloped land should be prioritized for infill development. Infill projects can access existing infrastructure and can bring more tax revenue without significant infrastructure investments. Next prioritized land for development should be undeveloped parcels adjacent to development to keep growth contiguous.

Figure 2.4: Current Land Use



Map 2.2: Current Land Use 2022

# FUTURE LAND USE DEMAND

This plan focuses on growth being contiguous to current development. This is the easiest method for extending infrastructure and maintains downtown as the center of the community. The Future Land Use Concept shows more acres than the projected need to allow for unexpected change and ensure flexibility as new circumstances occur. Note a portion of the planning area must remain undeveloped based on floodplains, steep elevations, and other natural features.

The proposed Sapphire Lake development would have roughly over 1,000 acres dedicated to residential development. If the total amount of Sapphire Lake residential were built, there would be more than enough to contain the 631 projected acres needed to meet the population growth.

## How were base future land use growth areas calculated?

The growth areas are based on population projections and hard demand. Residential hard demand is calculated by keeping average household size similar to predict roughly how many housing units and how many acre of land are needed. The number of acres are then doubled to ensure we have land available since not all land will be available at once.

For commercial and industrial, the present ratio between land use to population is kept for the future land use projections. It is also doubled to ensure land is available as need be.

## Residential planning through 2045

Residential intensity is measured in units per acre. If six units are built on an acre of land the density of the site is 6 units per acre. The higher the density the more units can be served by infrastructure decreasing the overall cost of development.

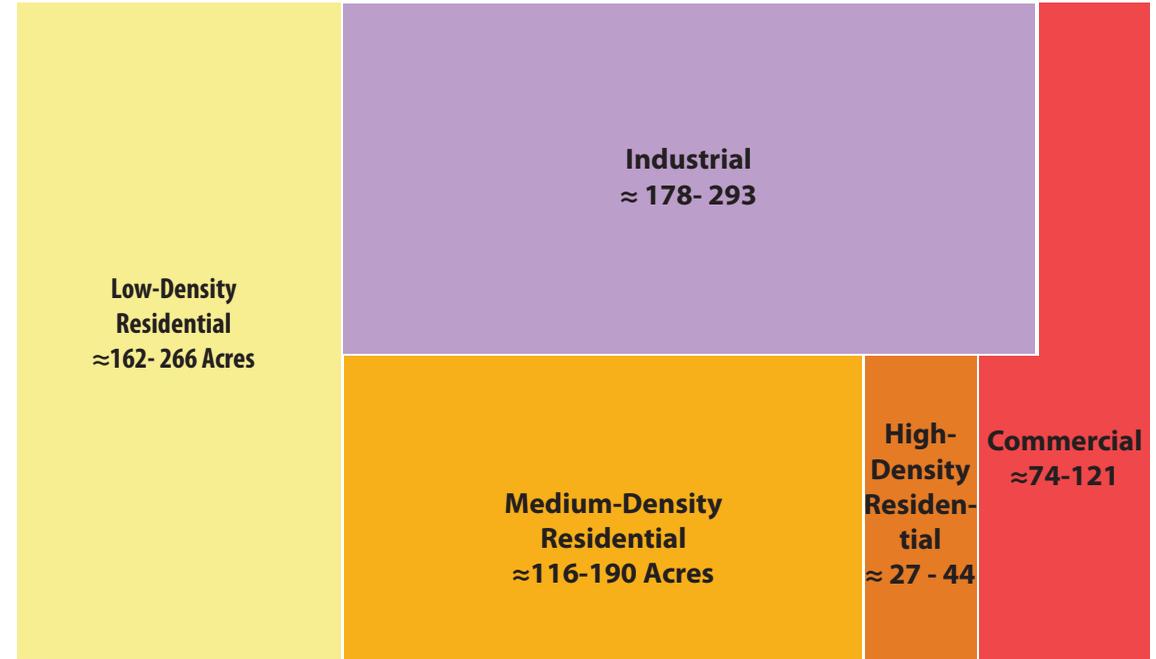


Figure 2.5: Future Land Use Demand



**Low-Density: Conventional Single-Family**

- Percentage of Demand: 30%
- Units ≈ 243 - 399
- Gross Density: 3-6 units/acre



**Medium-Density: Small Lot, Attached, & Townhome**

- Percentage of Demand: 50%
- Units ≈ 406 - 666
- Gross Density: 6-12 units/acre



**High-Density: Townhome & Multi-family**

- Percentage of Demand: 20%
- Units ≈ 162-266
- Gross Density: 12+ units/acre

# FUTURE LAND USE MAP

## WHAT DOES THE FUTURE LAND USE MAP DO?

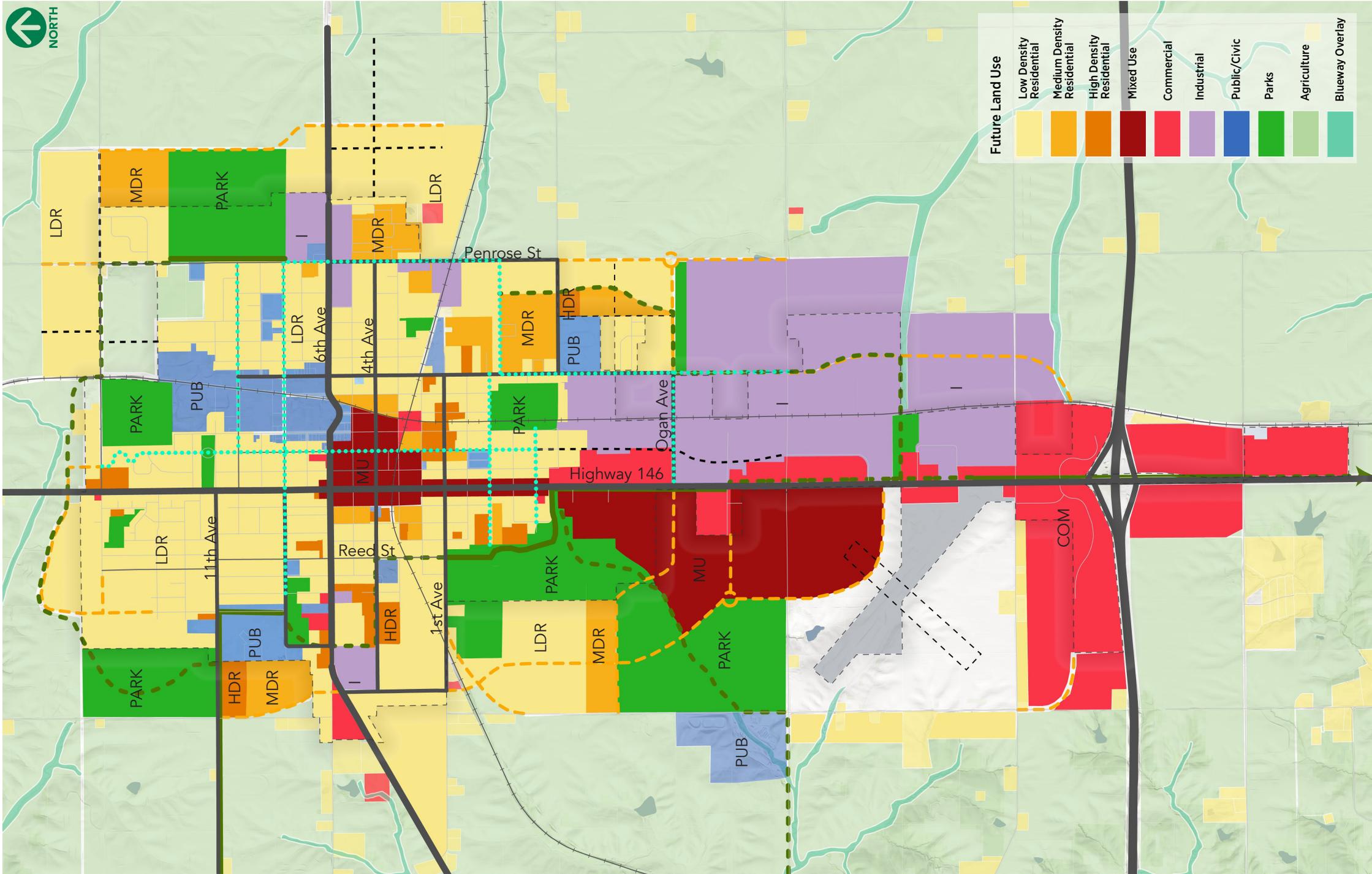
The Future Land Use Map is based on population projections, economic trends, and public input. It plans for more development than projected or needed to allow for flexibility, avoid a land shortage, and provide long-term planning scenario.

### Understanding the Map

- **Property Owners Decide.** The future land use map depicts new land uses for privately owned properties. The transition of these properties from their current use to the depicted use is expected to occur slowly over time in response to market demand, as property owners voluntarily sell, develop, or change the use of their land.
- **Generalized Map.** The future land use map should be interpreted generally and is not intended to be rigid like the zoning map. The boundaries between land uses on the map are "fuzzy" lines showing approximate areas of transition. Trails, collector streets, and arterial streets indicate connections that need to be made, but the exact areas will be determined by engineering studies.
- **Basis for Land Use Decisions.** The future land use map should provide the basis for decisions by the Planning and Zoning Commission, the City Council, and private developers. the map is a critical part of the approval process for development proposals and zoning decisions.



| Figure 2.6: Future Land Use Process



Map 2.3: Future Land Use Map

# FUTURE LAND USE CATEGORIES

The future land use categories describe how each category should function.

	Gross Density	Uses	Form	Compatibility
<p><b>(AG)</b> <b>Agricultural</b></p> 	<ul style="list-style-type: none"> <li>Less than 1 dwelling unit/20+ acres.</li> </ul>	<ul style="list-style-type: none"> <li>Farming and agriculture.</li> </ul>	<ul style="list-style-type: none"> <li>No or limited City services due to its low density.</li> <li>Open space with environmental preservation.</li> <li>Agricultural zones should not be planned in areas where City services can be provided currently or in the near future.</li> </ul>	—
<p><b>(RR)</b> <b>Rural Residential</b></p> 	<ul style="list-style-type: none"> <li>Less than 2 dwelling units/acre.</li> </ul>	<ul style="list-style-type: none"> <li>Rural residences and associated uses.</li> </ul>	<ul style="list-style-type: none"> <li>No or limited City services available due to its low density.</li> <li>Rural residential development should not be planned where City services can be provided currently or in the near future.</li> </ul>	<ul style="list-style-type: none"> <li>Street connections and layout should be compatible with future development and potential service expansion.</li> </ul>
<p><b>(P or OS)</b> <b>Parks &amp; Trails</b></p> 	—	<ul style="list-style-type: none"> <li>Park shelters, ball fields, and golf courses should be complementary to the broader area's recreational purpose.</li> <li>Passive recreation like trails can be permitted.</li> </ul>	<ul style="list-style-type: none"> <li>Traditional parks and recreation areas along with open spaces for environmental preservation.</li> </ul>	<ul style="list-style-type: none"> <li>Minimal land impact.</li> <li>Intense recreational use should be commercial.</li> <li>Development abutting floodplains should provide stormwater management practice.</li> </ul>
<p><b>(CIV)</b> <b>Civic &amp; Public</b></p> 	—	<ul style="list-style-type: none"> <li>Schools, medical facilities, major campuses, cemeteries, landfills, water plants, and major utilities.</li> </ul>	<ul style="list-style-type: none"> <li>Public and government facilities should have the same standards for site design and connectivity as any other private enterprise of similar intensity.</li> </ul>	<ul style="list-style-type: none"> <li>Permitted in different areas.</li> <li>Maintenance, operating facilities, and public works yards should be in or near industrial or undeveloped areas.</li> <li>General civic offices and education facilities would have fewer compatibility requirements.</li> </ul>
<p><b>(I or GI)</b> <b>General Industrial</b></p> 	—	<ul style="list-style-type: none"> <li>Intense uses with outdoor areas for storage, equipment and other operations.</li> </ul>	<ul style="list-style-type: none"> <li>Traffic routes should enhance connectivity and efficiency.</li> <li>Higher impact industrial uses would require additional location considerations.</li> </ul>	<ul style="list-style-type: none"> <li>Lower-density residential or schools should not be located in this use.</li> <li>Development adjacent to GI should be held to higher design standards for compatibility between uses.</li> </ul>

**(LDR)  
Low Density  
Residential**



**Gross Density**

- 3-6 dwelling units/acre.

**Uses**

- Civic uses are generally allowed.
- Existing neighborhood-scale commercial uses can remain.
- Future nonresidential uses that serve the immediate neighborhood may be allowed.

**Form**

- Connectivity for vehicles and pedestrians.
- Overall framework and open space should create a neighborhood sense.
- Smaller lots and attached housing should be a transition to other densities and uses.
- Nonresidential uses placed along street intersections or as transition spaces for other uses.

**Compatibility**

- Compatible with most detached single-family housing.
- Higher density and traffic are directed to major streets and away from low density areas.

**(MDR)  
Medium  
Density  
Residential**



- 6-12 dwelling units/acre.

- Limited medium-scale multi-family.
- Civic uses generally allowed.
- Existing neighborhood-scale commercial uses can remain.
- Future nonresidential uses serving immediate neighborhood may be allowed but must complement surrounding structures.

- Connect to commercial and civic uses while still providing a neighborhood sense.
- Common scale across structures and maintain the identity of individual units.

- Attached and detached single-family housing.
- Traffic and higher intensity of uses directed to higher traffic volume routes.
- Can start the transition into higher density or commercial uses.

**(HDR)  
High  
Density  
Residential**



- 12+ dwelling units/acre.

- Attached and small-lot detached single-family housing.
- Civic uses are generally allowed.
- Neighborhood services like office and commercial are allowed but limited.

- Located at sites with access to major arterials and activity centers.
- Integrated into the fabric of nearby residential areas.
- High level of pedestrian access and connectivity.

- Traffic and other external effects are steered away from lower intensity uses.
- Landscaping, buffering, and screening should be implemented to minimize adverse effects.

**(MU)  
Mixed Use**



- 7-12+ units/acre.

- Mix of complementary uses like multi-family housing, schools, mid-sized parks and churches, commercial, and mixed-use structures.
- Detached single-family not encouraged.
- Limited light industrial is permitted.

- High density and high connectivity transportation networks.
- Parks, plazas, and quality streetscapes should be more prevalent.

- Attention to traffic circulation, parking, site and building design, and on-site operations.
- Complementary uses in one structure or a smooth transition to different land use types, both with larger structures clustered around arterials.

**(COM)  
Commercial**



- 12+ dwelling units/acre if permitted.

- Office, retail, and service-oriented commercial, limited heavy industrial with outdoor storage and high-density residential.

- Freestanding structures, attached centers, and horizontal configurations.
- Consider the surrounding environment, provide pedestrian walkways and connections in parking areas and between properties, and maximize positive interactions between different uses.

- Located along arterial or collector streets, at higher intersections, and established commercial areas.
- Should feature unobtrusive monument signs, integrate landscaping into street frontages and site designs, minimize access points from major streets, and direct traffic away from residential areas.

# LAND USE COMPATIBILITY

## Compatibility Defined

One of the most important concerns in land use planning is the relationship between different uses and their relative compatibility with each other. In areas where densities are low, compatibility is usually achieved using spacing between buildings and by congregating similar uses together. This simple method is easy to administer and understand. However, it can lead to some undesirable conditions such as increased commute times and less walkable neighborhoods.

Compatibility in mixed-use districts can be attained in a more nuanced way by focusing more on the performance (effects) of various uses and designing land use regulations that allow for more integration of uses. If carefully done, the integration of uses can be achieved to create transportation efficiencies and walkable neighborhoods, all while preserving privacy, security, and aesthetics.

Land Plan Grinnell's future land use districts exist on a continuum of intensity and, therefore, have a continuum of compatibility methods. As land uses become more intense and uses become more integrated, compatibility methods focus less on spacing and congregating similar uses and more on performance-based methods that directly address issues+ such as a noise, traffic, privacy, and aesthetics.

It is important to remember that while many areas allow mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements for higher impact uses are an important part of the land use system proposed in this plan. See compatibility chart on next page. Figure 2.7 shows a diagram of land use transitions and their compatibility.



| **Figure 2.7:** Land Use Compatibility Diagram

## Future Land Use Districts Compatibility Criteria

The district compatibility descriptions provide a basis to inform development decisions and site requirements. Because Land Plan Grinnell promotes a mixing of uses in many areas and contexts, the following compatibility guides further clarify the level of design required between adjacent future land use districts. Creating new conflicts should be avoided moving forward. Existing conflicts should be encouraged to change over time as property turns over.

The compatibility of each pairing is rated 1 to 5 and described in more detail on the following page.

- 5: Completely compatible**
- 4: Basically compatible**
- 3: Potential conflicts**
- 2: Significant conflict**
- 1: Incompatible**

**TABLE 2.3: FUTURE LAND USE COMPATIBILITY**

	AG	P, OS	RR	LDR	MDR	HDR	MU	COM	I	CIV
<b>Agriculture (AG)</b>	-	4	4	3	3	3	3	3	4	*
<b>Parks and Open Space (P) (OS)</b>		-	4	4	5	5	5	4	**	**
<b>Rural Residential (RR)**</b>			-	5	4	3	3	3	2	*
<b>Low-Density Residential (LDR)</b>				-	5	4	3	2	1	*
<b>Medium-Density Residential (MDR)</b>					-	5	4	3	2	*
<b>High-Density Residential (HDR)</b>						-	5	3	2	*
<b>Mixed-Use (MU)</b>							-	4	2	*
<b>Commercial (COM)</b>								-	4	*
<b>Industrial (I)</b>									-	*
<b>Civic (CIV)</b>										-

\* Case-by-case basis. Refer to the district that the proposed civic use most aligns with.

\*\*Rural Residential is not a promoted use in the City of Grinnell's future land use

The compatibility of each pairing is rated 1 to 5:

- **5: Completely compatible.**
- **4: Basically compatible.** Traffic from higher intensity uses should be directed away from lower intensity uses. Building elements and scale should be consistent with surrounding development.
- **3: Potential conflicts.** Conflict 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 can be a method to minimize negative effects.
- **2: Significant conflict.** Major effects must be strongly mitigated to recent influences on adjacent uses. A site plan is preferred in all cases to assess project effect and define development design.
- **1: Incompatible.** In general, proposed uses with this level of conflict will not be permitted. Any development proposal requires a site plan and extensive documentation to prove that external effects are fully mitigated.

**This chart should be used to elevate the compatibility between the proposed land use and existing land use**

# ANNEXATION POLICY

## WHEN TO EXPAND?

One of the important regulatory tools that the City can use when managing growth is annexation. Iowa Law prescribes the process that communities can annex land. Grinnell/Poweshiek County Fringe Area agreement should also be consulted.

**Annexation policies should consider the following topics.**

### Areas with Significant Preexisting Development.

Areas outside Grinnell with existing residential areas developed to urban densities (generally higher than two units per acre should be considered for potential annexation). The City should use its subdivision controls, and evaluate using two-mile zoning, to limit and/or manage further development expansion around the City that would inhibit future growth and expansion of the City's boundaries.

### Protect Future Growth Areas.

To allow the City to guide its growth and development more effectively, future growth areas may need to be managed through annexation. In Grinnell, these areas are mostly used for agriculture and are not currently expected to experience significant urban growth under county jurisdiction. Annexation will allow the City to guide development in a direction that will provide safe and healthy environments.

### Availability of Public Services.

Public service issues can provide compelling reasons for annexation. Areas for consideration should include:

- Parcels that may become surrounded by City limits but would remain outside the City limits without annexation. In general, the City should avoid these situations.
- Areas that are served by municipal infrastructure. Grinnell's sewer and water system should not be extended without an annexation agreement.

### Community Connectivity.

Establishing unified transportation and open space systems is an important factor when considering annexation.

### Opportunistic Market Forces.

Opportunities may arise under changing market conditions for a new subdivision or commercial project at locations outside of City limits. These opportunities are a valid consideration for annexation to support overall job and population growth in Grinnell.

### A Positive Cost Benefit Analysis.

The economic benefits of annexation, including projected tax revenues, should compensate for the additional cost of extending services to newly annexed areas. The review policy for annexation should include the following:

- Estimated cost impact and timetable for providing municipal services.
- The method by which the City plans to finance the extension and maintenance of municipal services.
- Identification of tax revenues from existing and probable future development in areas considered for annexation.
- Calculation of the added annual operating cost for urban services, including public safety, recreation, and utility services, offered within newly annexed areas.

### Decisions about annexation should not be based solely on one of the considerations on this page.

All considerations should be evaluated and a plan in place to ensure development satisfies the goals and objectives of Land Plan Grinnell, including:

- Adjacency to existing infrastructure.
- Ability to fulfill a community need.
- A strategy to incorporate new civic and park uses if needed.
- Protection of environmental features.
- Ability to be reached by emergency services.
- Economic development opportunities.

# ANNEXATION PROCESS

## HOW IT HAPPENS

The annexation policy provides guidelines for decision making that minimize unnecessary conflicts and expenditures. Grinnell should consider the following procedure when annexation is deemed beneficial or necessary.

- 1. Pursue Voluntary Annexation.** Grinnell should use the “voluntary annexation” provisions of Iowa annexation law and should avoid annexing areas under “involuntary” procedures if possible. The drawbacks of involuntary annexations include:
  - *More complex annexation process.*
  - *Confrontation with landowners.*
  - *Susceptibility to court challenges, which add delays and expense.*
  - *Costly extension of City services is mandated within a short time period (3 years), even if development is not imminent.*
  - *It may be appropriate to pursue involuntary annexation for any areas already receiving City services.*

In contrast, the benefits of voluntary annexation are:

- *Allows the City to promote areas for development without having to install costly infrastructure ahead of that development. The annexation/infrastructure extension plan is required but becomes a negotiated process between the property owner, developer, and the City.*
- *Does not require the City to choose among potential annexation areas. Instead, the private market determines development timing and location.*
- *Simpler process, less controversial and generally more productive.*

To make the voluntary annexation approach work, the City must:

- *Enact Parts 2-6 of this process.*
- *If necessary, it may be appropriate to use involuntary*

*annexation (<20 percent of the total land area) to include areas of urban character as part of a larger voluntary annexation to create logical jurisdiction boundaries.*

- 2. Initiate Outreach to Property Owners.** Initiate ongoing communication with interested owners in the annexation priority areas. Communicate the potential benefit of annexation priority areas including the extension of City services/infrastructure greatly enhances the development potential and maximizes its sale value.
- 3. Negotiate Development Agreements.** Development opportunities in the annexation priority areas should be pursued on a “negotiated development agreement” basis, with zoning, infrastructure extensions, and any applicable development incentives included in the negotiation process. The Future Land Use Map should serve as the guide for uses in the annexation areas.
- 4. Wait to Zone.** Annexation areas should not be zoned for future uses until the areas are voluntarily annexed and a negotiated development deal is accomplished. Discussion of appropriate zoning, consistent with the Future Land Use Map, should be a part of the negotiation process.
- 5. Place Priority on Contiguous Parcels.** Annexation priority should go to parcels contiguous to current City boundaries and not create islands, as required by Iowa law.
- 6. Continue Use of the 2-mile Extraterritorial Zoning and Subdivision Review under the provisions of Iowa law.** Iowa Code grants cities authority to review plats within the two-mile area outside the City boundaries when a local subdivision ordinance is in place.

## IOWA ANNEXATION

The State of Iowa Legislative Code allows cities to annex land through a voluntary or involuntary process, detailed in Iowa Code Chapter 368. In all annexation procedures, the application must ensure the adequacy of services and that the annexation does not create an island.

- **Voluntary Annexation.** When not within two miles of another City, the voluntary annexation process is relatively easy and does not require review by the State City Development Board when all property owners agree to voluntarily annex. When the land owners of 80% or more of the area being annexed submit a voluntary annexation request to the City, then the application must be submitted to the State City Development Board. The City Council does not have to accept voluntary annexation request.
- **Involuntary Annexation.** When more than 20% of land owners oppose an annexation request, the involuntary annexation procedures in Iowa Code Chapter 368 apply. The process can be initiated by the City Council, the County Board of Supervisors, the Regional Planning Authority, or 5% of registered voters of the City. Several requirements must be met for involuntary annexation, multiple public notices, approval by the State City Development Board, and a City election.

# Housing & Neighborhoods

# 3



## CONTENTS

Housing Trends

Housing Projections

Goals and Strategies

# HOUSING TRENDS

Houses and neighborhoods are the building blocks of the community. Ensuring quality, affordable housing for all is important for a strong quality of life. Creating policies, tools, and partnerships to build and maintain healthy housing and neighborhoods will make Grinnell a truly welcoming home for all residents.

## Housing Occupancy

- **Increasing renter-occupied housing between 2010 and 2021 to 40.8%.**
  - There was a 11.5 percentage point increase in renters between 2010 and 2021.
  - In 2021, 1,536 housing units were renter occupied.
- **The vacancy rate has stayed low between 2010 and 2021.**
  - Grinnell's vacancy rate moved to 7.2% in 2021 from 5.4% in 2010.
  - A healthy vacancy rate is around 7%, allowing for movement in the market without too many vacant buildings to significantly impact the value of the buildings around them.
- **Increasing home values and rents.**
  - Median home value rose to \$151,000 in 2021 from \$113,000 in 2010.
- **Grinnell's median home value is above neighboring cities of Newton and Marshalltown's median home value in 2021**
  - Grinnell is slightly below Iowa's median value in 2021.
- **Median monthly rent rose to \$748 in 2021 from \$563 in 2010.**
  - 2021 median rents are slightly above Iowa's median.
- **High percentage older home owners.**
  - In 2021, 40% of Grinnell owner-occupied households are 65 years of age and older compared to 31% for Iowa.
  - This low turnover rate does not allow houses to turn over creating an increased shortage of houses on the market and increasing their price.



**Grinnell Renter Occupied**  
2021 - 40.8%  
2010 - 29.3%

---

**Iowa Renter Occupied**  
2021 - 28.1%  
2010 - 27.9%



**Grinnell Vacancy Rate**  
2021 - 7.2%  
2010 - 5.4%

---

**Iowa Vacancy Rate**  
2021 - 8.8%  
2010 - 8.6%



**Grinnell Owner Occupied**  
2021 - 59.2%  
2010 - 70.7%

---

**Iowa Owner Occupied**  
2021 - 71.9%  
2010 - 76.0%

## Mix of Housing Ages

- **41% of houses were built before 1960.**
- **32% of houses were built after 1980.**

Older housing tends to be some of the most affordable housing in a community. Having a diversity of housing ages helps residents and potential residents find housing that meets their financial and life style needs easier.



**Grinnell Median Home Value**  
2021 - \$151,000  
2010 - \$113,000

---

**Iowa Median Home Value**  
2021 - \$160,700  
2010 - \$119,200



**Grinnell Median Rent**  
2021 - \$748  
2010 - \$563

---

**Iowa Median Rent**  
2021 - \$689  
2010 - \$489

| Figure 3.1: Housing Market Data

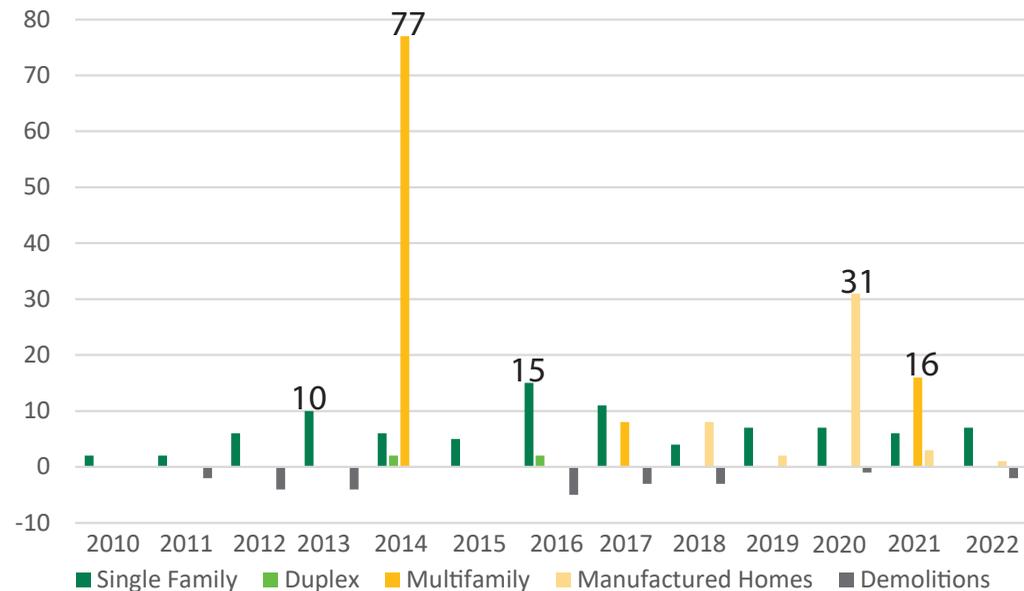


Figure 3.2: Housing Production by Year and Type of House

### Steady Single Family Production

Grinnell's population has grown in the past decade creating a greater demand in the housing market.

- **Steady production of single family housing has occurred.** A median of 6 single family houses were produced per year between 2010 and 2022.
- **Over 70 new multi-family units via the Spaulding Lofts project built in 2014.** Most new multi-family units have been built towards the edge of the City.
- **Few duplexes built between 2010 and 2022.** Duplex and triplex structures are part of a housing style called "missing middle". These housing styles often offer more

privacy and space than apartments and at a lower cost than single family residential.

- **Low demolition number between 2010 and 2021.** Low demolition numbers indicate strong housing quality and high demand for housing.

### Cost Burdened

Cost burdened refers to households who pay over 30% of their income on mortgage, rent, or other housing cost. Being cost burdened can effect a persons' ability to pay for other necessities (food, clothing, and healthcare) or be able to save money.

- **In 2021, 49.8% of renters were cost burdened.** This is a 6.9 percentage point

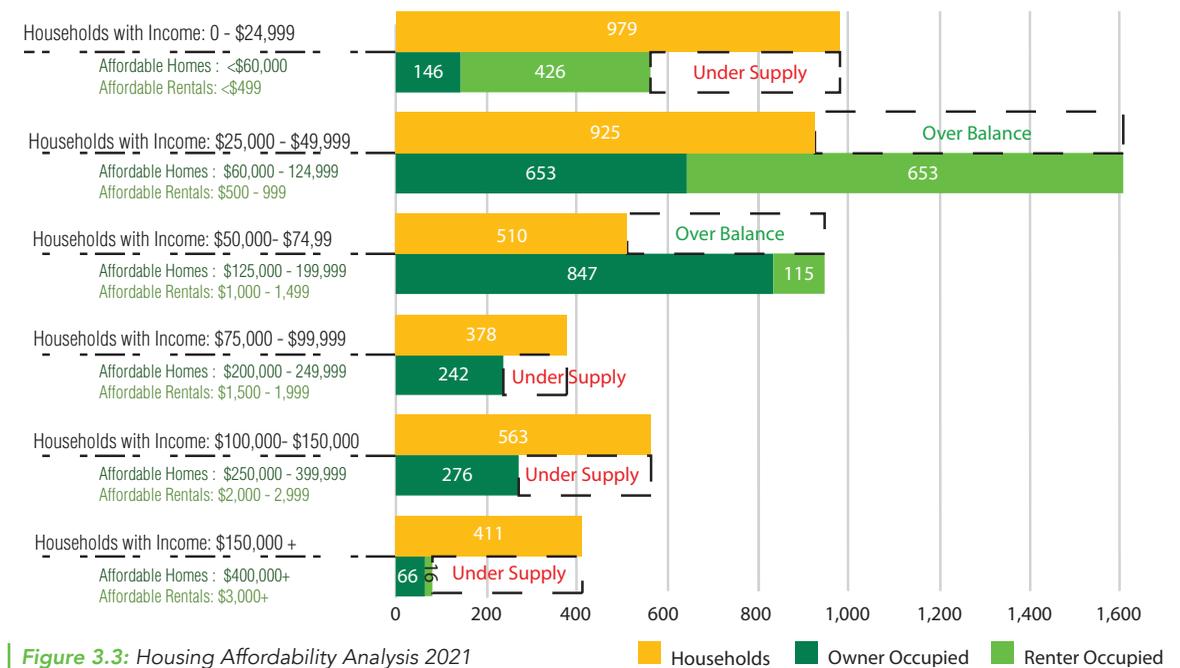


Figure 3.3: Housing Affordability Analysis 2021

decrease since 2010.

- **In 2021, 20.1% of owner-occupied households were cost burdened.** This is a 1.8 percentage point increase since 2010.

### Housing Affordability

Figure 3.3 evaluates the number of housing units in different income ranges and the quantity by price of homes to meet household income levels.

- A positive balance indicates a surplus of housing within the affordability range of each respective income group, while a negative balance indicates a shortage.
- Housing shortages affect the lowest income households more because of their limited

choices.

- An affordable housing unit surplus exists for households earning between \$25,000 and \$74,999.
- This does not mean households earning above \$75,000 are without housing but rather that many are living in housing units below what they could reasonably afford. The result pushes those earning less into lower valued or lower quality housing.
- Increasing the supply of higher end housing can attract some higher income households to move out of their current more affordable house, therefore placing a more affordable unit on the market.

# HOUSING PROJECTIONS

The population projection and housing demand analysis builds on trends identified in this document.

Two housing models were built to assess two different scenarios. The first is based on an increased 1.0% annual growth (Table 3.1). The second is based on an aspirational 1.5% annual growth (Table 3.2). Growth is shown higher than current history, because population growth needs housing to occur. Additionally, the following assumptions were made:

- The percentage of individuals not living in households (HH) (college, skilled nursing, and incarcerated) will remain stable through 2045.
- People Per Household (PPH) will see a slight increase as Grinnell builds more affordable and diverse housing types and attracts more families.
- The vacancy rate will remain stable at 7.1%. A 7% vacancy rate is generally considered a healthy rate that allows movement in the market while not bringing down surrounding property values.
- Units leave the market each year due to demolition or conversion to other uses. Grinnell's demolition numbers have historically been low and are not anticipated to increase.

*Cumulative need of 1,400 housing units between 2020 and 2045*

**TABLE 3.1: HOUSING DEMAND MODEL, 1.0% ANNUAL GROWTH RATE**

	2020	2025	2030	2035	2040	2045	Total
<b>Population at End of Period</b>	9,564	10,002	10,460	10,940	11,441	11,965	
<b>Household Population at End of Period</b>	8,000	8,174	8,527	8,898	9,288	9,698	
<b>Average People Per Household</b>	2.13	2.14	2.14	2.15	2.15	2.15	
<b>Household Demand at End of Period</b>	3,756	3,828	3,984	4,148	4,320	4,856	
<b>Project Vacancy Rate</b>	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	
<b>Unit Needs at End of Period</b>	4,043	4,121	4,289	4,465	4,650	5,011	
<b>Replacement Need (Total lost units)</b>		9	9	5	5	5	33
<b>Cumulative Need During Period</b>		86	177	181	190	210	844
<b>Average Annual Construction</b>		17	35	36	38	42	34

**TABLE 3.2: HOUSING DEMAND MODEL, 1.5% ANNUAL GROWTH RATE**

	2020	2025	2030	2035	2040	2045	Total
<b>Population at End of Period</b>	9,564	9,978	10,633	11,339	12,100	12,919	
<b>Household Population at End of Period</b>	8,000	8,347	8,895	9,485	10,122	10,807	
<b>Average People Per Household</b>	2.13	2.14	2.14	2.15	2.15	2.15	
<b>Household Demand at End of Period</b>	3,756	3,909	4,156	4,422	4,708	5,026	
<b>Project Vacancy Rate</b>	7.1%	7.1%	7.1%	7.1%	7.1%	7.1%	
<b>Unit Needs at End of Period</b>	4,043	4,208	4,474	4,760	5,068	5,411	
<b>Replacement Need (Total lost units)</b>		9	9	5	5	5	33
<b>Cumulative Need During Period</b>		173	275	291	313	348	1,403
<b>Average Annual Construction</b>		34	55	58	63	70	56

# GOALS & STRATEGIES

## MOVING FORWARD

### INTRODUCTION

Housing and neighborhoods are the building blocks of the community. Ensuring quality, affordable housing for all is important for a strong quality of life. Creating policies, tools, and partnerships to create and maintain healthy housing and neighborhoods will make Grinnell a truly welcoming home for all residents.

The plan recommends the following policies and actions to begin reaching Land Plan Grinnell's goals. These are not comprehensive of all possible ways to reach the goals of Land Plan Grinnell. Policies and actions will also fall within other detailed plans, studies, regulations, and decisions in the community.

### GOALS

- Have quality existing neighborhoods with support to encourage reinvestment, conservation, and enhancement of existing housing.
- Offer a range of housing types to accommodate workers and residents in all stages of life and income ranges.

### POLICIES & ACTION STRATEGIES

1. Establish a Housing Development Fund.
2. Create a purchase-rehab-resale program.
3. Amend regulations to permit a variety of housing types.
4. Create micro-reinvestment and enhancement programs for the most vulnerable neighborhoods.
5. Develop policy and strategies for infill development, ensuring incentives match need/cost.
6. Continue implementation of rental registry and inspection.



## Future residential development area is 962 acres

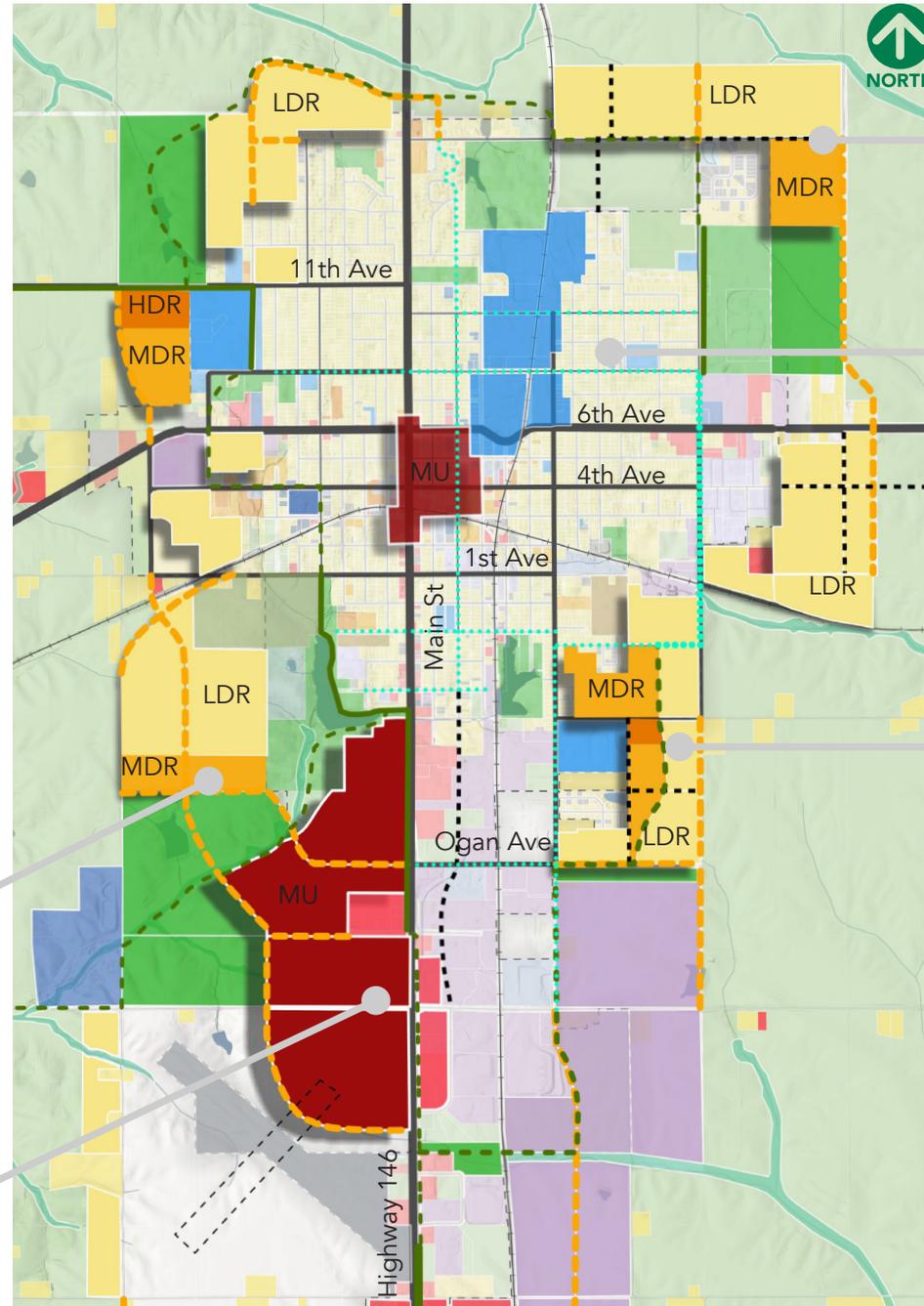
The 962 residential acres shown on the future land use map is over the demand calculated on page 16. This is because not all land will be available for development as private property owners decide whether to sell or not. The future land use also expands to logical places for future road extensions to create a future land use and future road map that is coherent.

Mix of development types in all areas:

- 30% conventional single family
- 25% small lot single family
- 20% "missing middle"
- 25% apartment

Concentric residential development keeps Downtown at the center

Mixed use housing opportunity



Map 3.1: Future Housing Neighborhoods

Contiguous development prevents leap frog development

Rehabilitate older housing

Diversity of housing styles should be implemented in each quadrant

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial
- Public/Civic
- Parks
- Agriculture
- Blueway Overlay

# HOUSING

## 1. Establish a Housing Development Fund.

Grinnell housing development has been slow with builders receiving financing for only a small number of parcels. Grinnell should explore approaches to financing housing developments. To avoid strains on public or organizational budgets, devoted funding pools are often the most secure and flexible to finance housing development projects. These funding pools are appropriate to allocate for gap financing on projects but can also facilitate other housing strategies.

- **Housing Development Fund.** A lending consortium pools together local funding, similar to an economic development fund, in order to share risk. It can begin as a cooperative venture among lending institutions active in the market to spread individual risk. Grinnell housing development has been slow as builders have only been able to receive financing for a very limited amount of houses at a time. A housing development fund makes sure not one banking institution is taking on the risk for a new project and allows a developer/builder more capacity therefore increasing the supply of housing units.

## 2. Create a Purchase-Rehab-Resale Program.

Older houses are the most affordable and sustainable houses Purchase-Rehab-Resale programs purchase older houses in need of repairs, rehab them and sell to a new owner making enough profit to move on and rehab the next home. Grinnell has a higher percentage of residents 65 years and older owning their own homes than the Iowa average. A Purchase-Rehab-Resale program could place liquidity in older homeowners' pockets and keep rehabbed housing more affordable to younger generations.



Cottage Style Housing in Grinnell

## COMMUNITY BASED ACTION AND RISK SHARING

Risk sharing is a noted strategy and goal to address housing challenges in Grinnell. However, communities cannot simply wait around for development opportunities and developer interest. Residents and stakeholders within several communities in Iowa are recognizing the need to take action by pooling their own resources and expertise to act as the developers of new lots. Two examples are described below:

- **Fairfield, Iowa.** A group of local stakeholders combined equity stakes to act together as the developer and builder of 27+ townhomes and duplexes. Risk sharing included private equity, City TIF funds, tax abatement, and Iowa Workforce Housing Tax Credits. Units were priced between \$160k-\$220K.
- **Humbolt, Iowa.** Similar to development in Fairfield, local stakeholders pooled equity to finance 32 single-family and duplex units. The City helped share risk through TIF financing and tax abatement. Units are priced between \$230K-\$280K.

These are a couple examples of local action to share risk and start a grassroots, proactive effort to housing development. These projects were assisted in part by 571 Polson Developments, LLC.

For more information on these and similar projects in Iowa go to: <https://571polson.com/>

### 3. Amend regulations to permit a variety of housing types across the City.

Greater diversity in housing styles, types, and sizes allow people to better find a house that fits their budgets, stage of life, and lifestyles. Today, there is a growing interest in "non-traditional" housing types such as the Garden Cottage. The City's existing ordinance should consider the possibility of increasing the level of residential density in all zones.

Variety of Housing to Permit and Encourage in Grinnell

Small lot single family



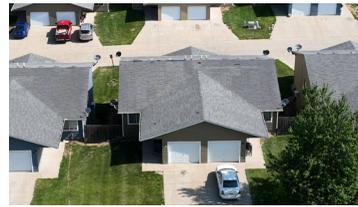
Rowhouses



Apartment



Duplex



Townhouses



Downtown Living



Triplex



Small Apartments

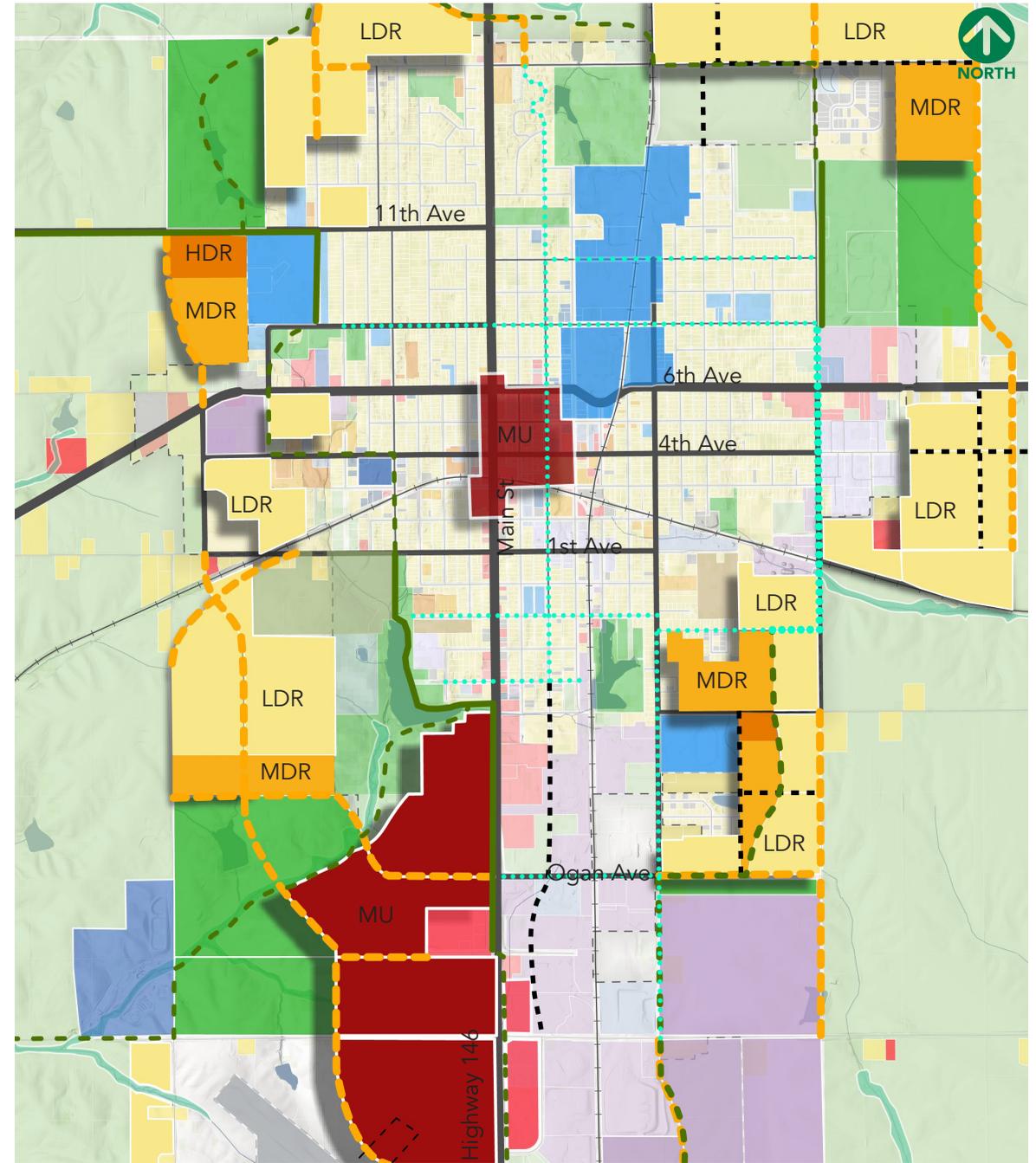


New Mixed-Use



#### Future Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial
- Public/Civic
- Parks
- Agriculture
- Blueway Overlay



Map 3.2: Diversity of Housing Densities

#### 4. Create a micro-reinvestment and enhancement program for the most vulnerable neighborhoods.

Grinnell has very strong neighborhoods and quality housing. However, ensuring pockets of disrepair do not become widespread is important. Targeted reinvestment funding for neighborhoods in need can be more effective than broad City-wide programs. Targeted reinvestment allows a neighborhood to see the results of new investment happening more easily than a City-wide program where the effects are diffused. Seeing the effectiveness can encourage private investment in the neighborhood. Over time, the City should rotate the micro reinvestment program to different neighborhoods to address issues for both owners and renters.

#### 5. Develop policies and strategies for infill development, ensuring incentives match needs/cost.

Grinnell has had residential demolitions throughout the years. Demolitions often result in a vacant lot. A portion of the new housing option to accommodate population growth should happen on these vacant infill lots. Infill development takes advantage of existing infrastructure, can increase property values, stabilizes neighborhoods, and helps vacant lots not become an issue.

- **Identify infill properties and areas within the existing built-up area.** Focus on sites that are:
  - *Vacant and buildable.*
  - *Underutilized or sporadically developed.*
  - *Occupied by unnecessary parking, storage yards, or other paved areas.*
  - *Blighting influence in neighborhoods.*
- **Identify strategies for consolidating ownership of vacant lots in older neighborhoods.** One of the largest hurdles to transformative infill development is the assembly of land or lots to create economy of scale for development. Most developers/builders do not have the capital, time, or resources to assemble lots from multiple property owners. In areas with a concentration of infill sites or just one large infill, property acquisition and preparation by the City could be a first step.
- **Establish incentives for development of vacant lots.** The City should identify barriers to the development of vacant lots, especially in target neighborhoods. With the lack of developers working in Grinnell, this could mean selling lots at a discount or giving them for free to for-profit or nonprofit developers to encourage development.

#### 5. Continue implementation of rental registry and inspection program.

Rentals make up a significant portion of residents. Having quality, safe rentals play an important role in the housing market by giving residents a more affordable option than ownership and allowing new residents time to settle into the community before buying a house.

In 2019, Grinnell adopted a rental registry and inspection program to ensure Grinnell renters have a safe housing environment. Grinnell should continue tracking the success of the program and make adjustment as necessary.

# Transportation

# 4

## CONTENTS

Current Conditions

Goals & Strategies

# CURRENT CONDITIONS

## TRANSPORTATION

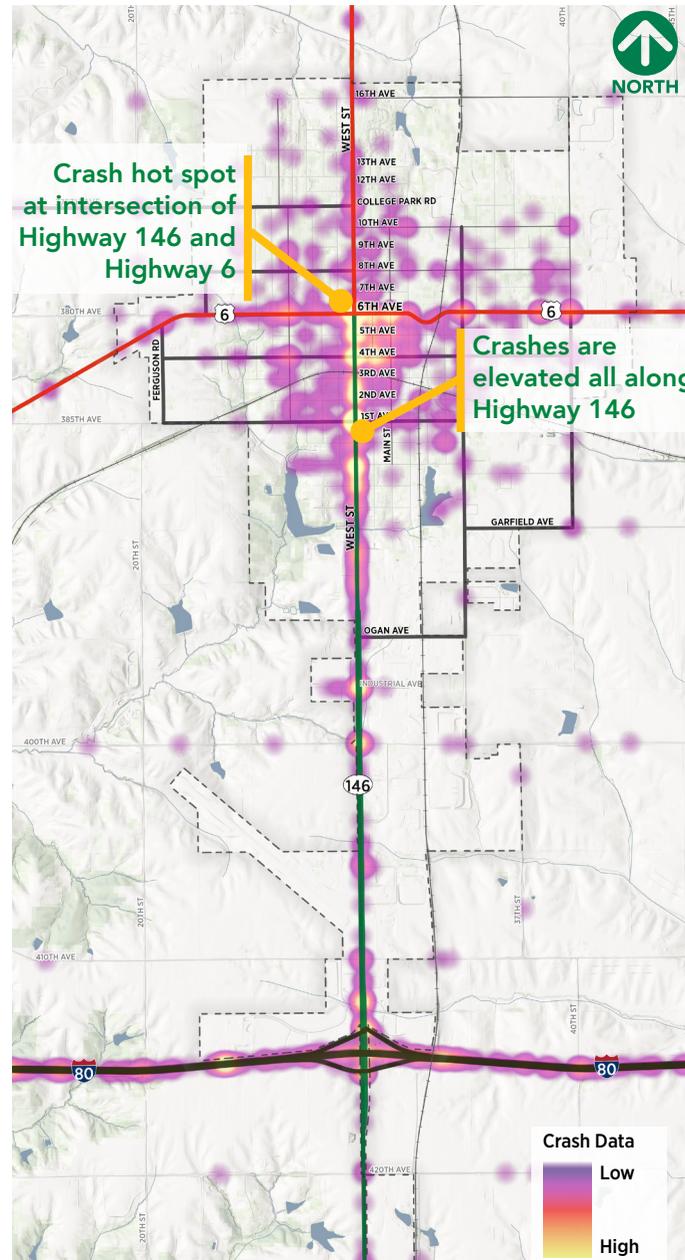
### Roadway Network

Movement of people and goods to and within Grinnell is essential for community function and growth.

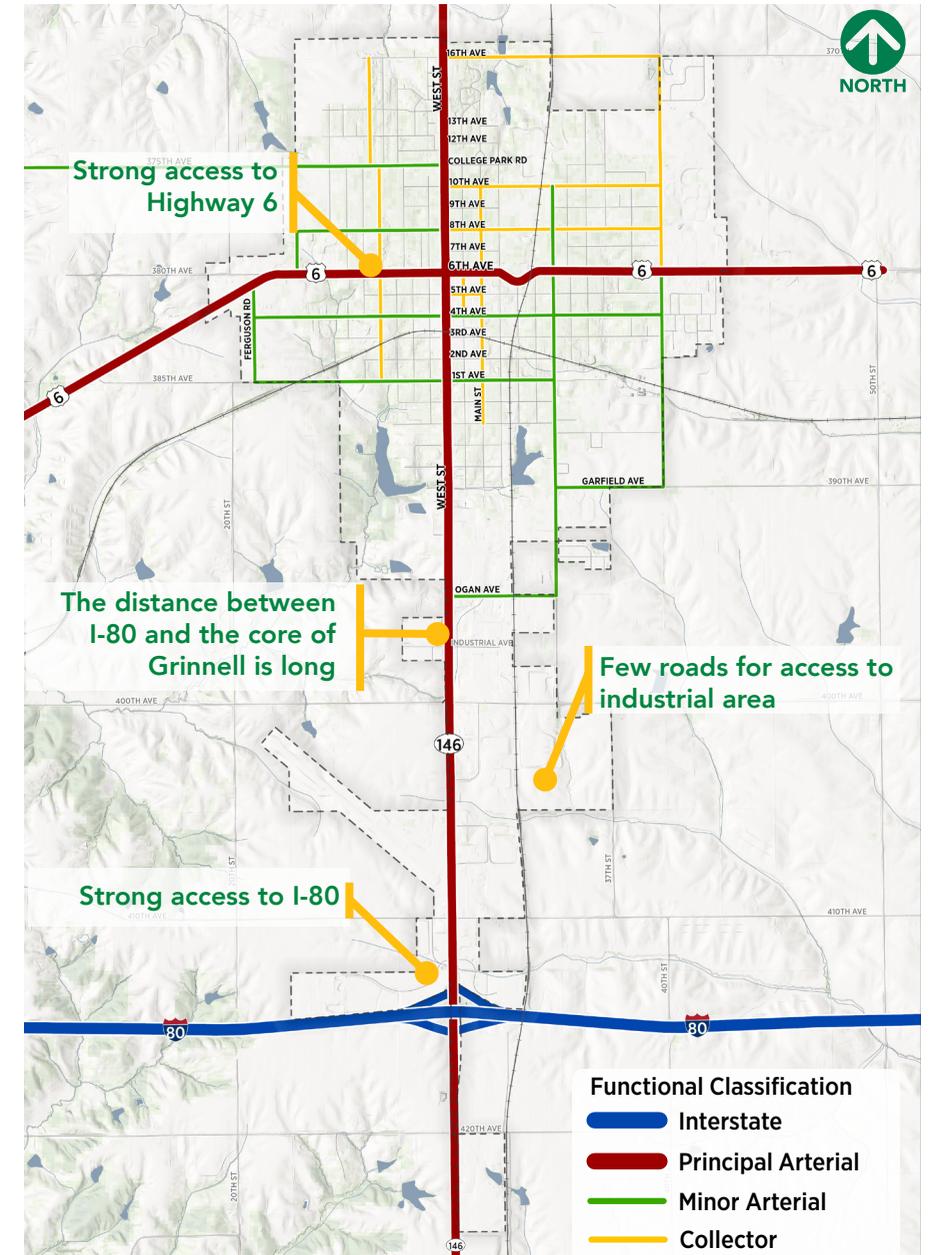
Transportation takes many forms from walking to driving a car. Land Plan Grinnell provides a transportation network that offers mobility choices to destinations across the City.

Grinnell is located along Interstate 80, Highway 6 and is crossed by two railroad tracks. These transportation options can bring people and commerce to Grinnell.

- **The main population center of Grinnell is located north of Interstate 80.** A 2.5 mile narrow strip of commercial and industrial land creates a physical and visual barrier between Interstate 80 and the core of the City.
- **Highway 6 creates a north and south division in central Grinnell.** There are current studies with the Iowa DOT to look into lane reduction to make safer pedestrian crossings and safer, smoother traffic flow for vehicles.
- **The highest concentration of crashes happens along 146 and Highway 6.** The proposed lane reduction on Highway 6 can reduce the number of crashes in Grinnell.
- **Grinnell's flat topography lends itself to walking, bicycling, and other alternative forms of transportation.** Gaps in the sidewalk and trail network along with major street crossings hamper pedestrian activity.
- **Street expansion is needed to allow for new development in Grinnell.** Street expansion should create better connections between arterial roads to improve safety and traffic flow around the outskirts of Grinnell and also allow better access to I-80 and Highway 6. Street needed for long term expansion are shown later in this chapter.



Map 4.1: Traffic Crash Hot Spots



Map 4.2: Functional Classification

# CURRENT CONDITIONS

## TRANSPORTATION

### Sidewalks

Grinnell's flat topography, small scale, and relatively low traffic volumes makes walking a viable option.

- **The sidewalk network has missing connections throughout.** Completing the sidewalk network will allow pedestrians more viable options for mobility within the City.
- **Ensuring quality sidewalks and curb cuts increases the accessibility for all residents.** Accessible sidewalks and curb cuts allow individuals of all abilities to better use the infrastructure.

### Trails

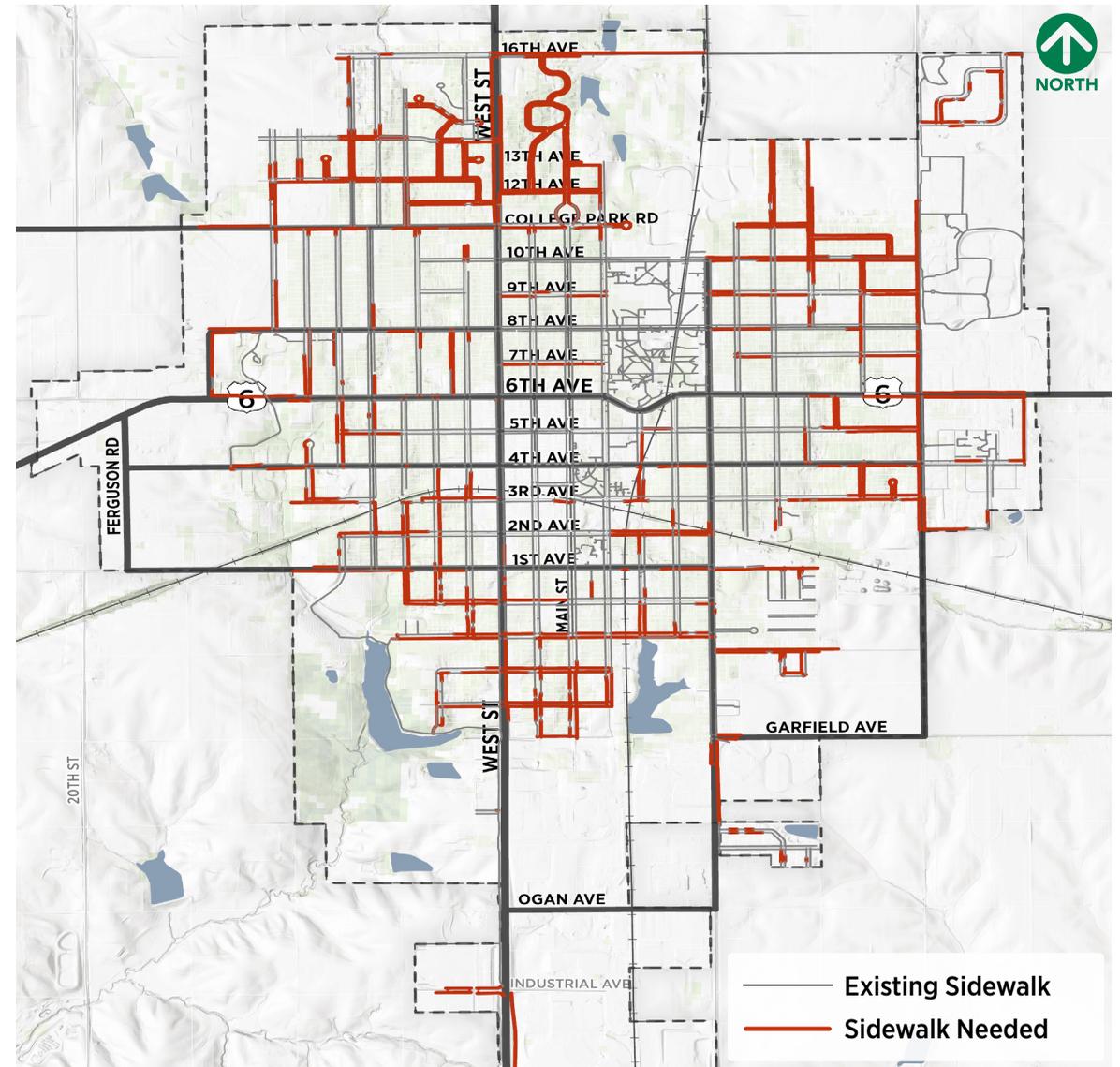
- **Grinnell has a trail along the west side of the City, moving from Industrial Avenue all the way to Rock Creek State Park.** Extending the trail network to encircle the the City allows more residents safe and easy access to the trails. It also connects the trail to more community spaces.
- **Trails have an ability to connect to various centers of the community.** Ensuring strong wayfinding is done along the trail can aid trail users in understanding where to go and how long it will take them.
- **For more information on trails, check out the Parks and Recreation Chapter**



Arbor Lake Trail



Trail Along 11th Avenue



Map 4.3: Gaps in the Sidewalk Network

# GOALS & STRATEGIES

MOVING FORWARD

## INTRODUCTION

Transportation is the lifeblood of a community. Transportation infrastructure allows children to walk to school, workers to commute, and goods to be moved. Ensuring Grinnell's future transportation infrastructure is planned for can ensure everyone can move smoothly in the future.

### GOALS

- **Maintain and grow a safe, comfortable, and connected multi-modal network with planned extensions of pedestrian, bicycle, and micro-mobility facilities.**
- **Safe and comfortable access to neighborhood cores, parks, and other activity areas for all abilities.**

### POLICIES & ACTION STRATEGIES

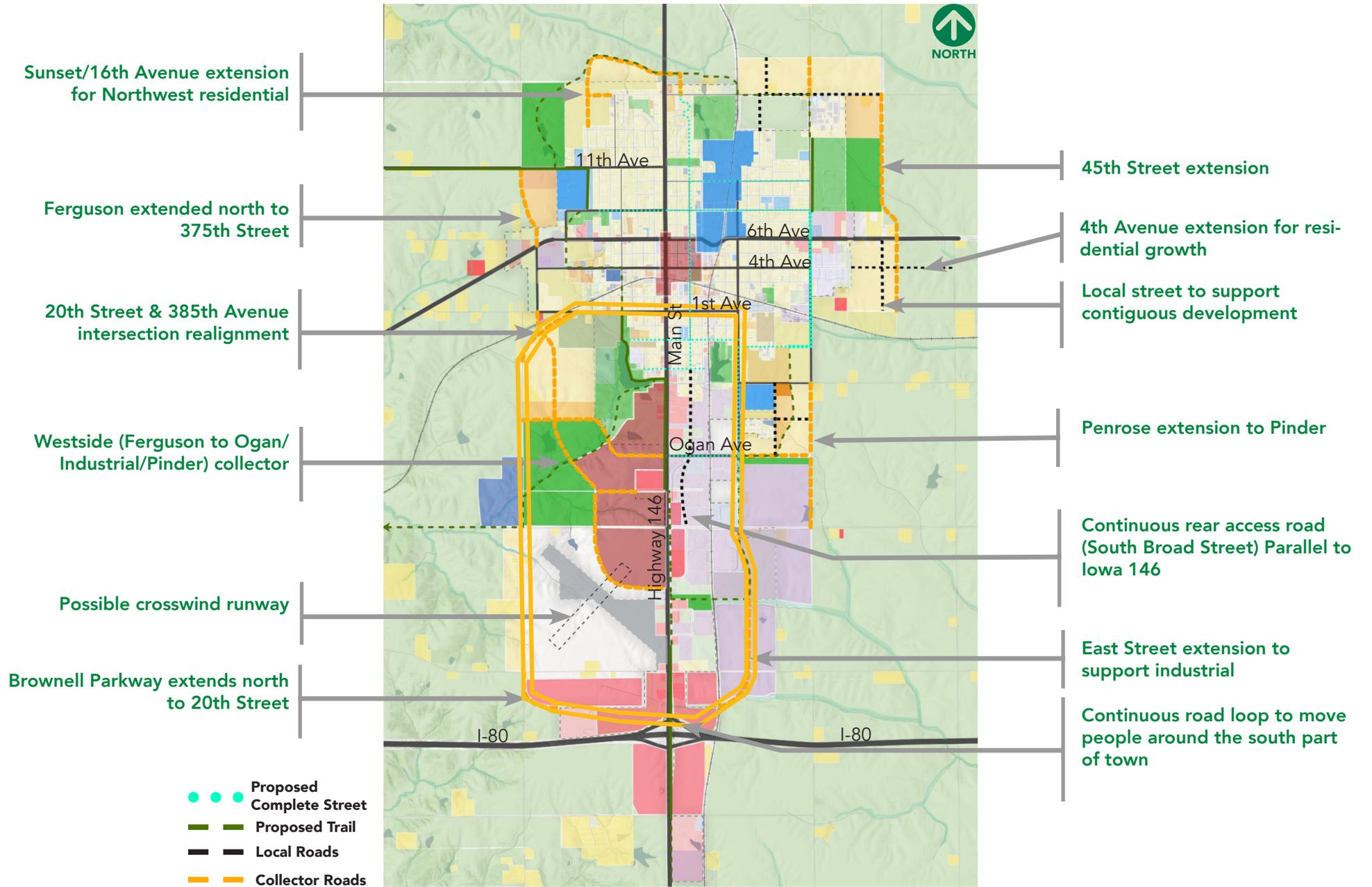
1. **Prepare for future road extensions.**
2. **Implement lane reduction proposal on Highway 146 and Highway 6.**
3. **Bolster a complete street network and infrastructure.**
4. **Implement cost sharing program to help fund missing sidewalk links.**
5. **Increase number of bicycle racks.**
6. **Identify public/private partnerships to prepare for new transportation modes such as micro-mobility.**



## 1. Prepare for future road extensions.

Grinnell must plan for future road expansions to allow for growth. Some of these road expansions might not take place within the next twenty years, but the City should aim to make sure new development does not take away the possibility of future road expansion.

- **Ogan Avenue.** Extend to the west.
- **Industrial Avenue.** Extend to the west.
- **Ferguson Road.** Extend to the south to Highway 6 and and north to 375th Ave.
- **Brownell Parkway.** Extend north to 20th Street.
- **Broad Street.** Extend south to Ogan Avenue.
- **45th Street Extend south.**
- **4th Avenue.** Extend east to 50th Street.
- **East Street.** Extend south to 410th Avenue.

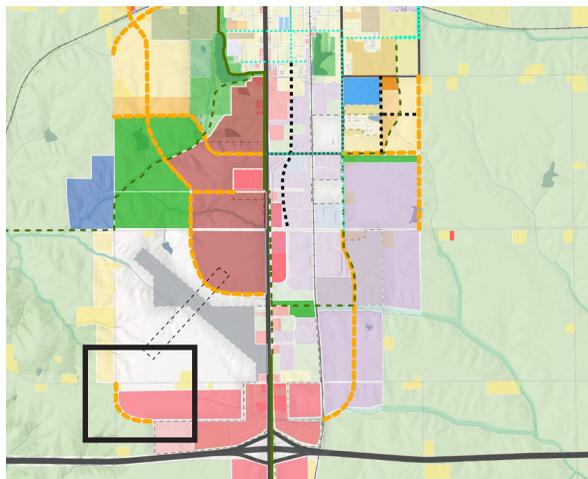


Map 4.4: Future Transportation Network



Figure 4.1: Brownell Parkway

- Brownell Parkway Extension.** The area around Brownell Parkway has potential for further commercial/industrial development. Ensuring the ability to extend Brownell Parkway to connect with 20th Street at the 410 Avenue Intersection can ensure further development has space to grow. The road extension also provides new residential areas to the north the ability to access Interstate 80.

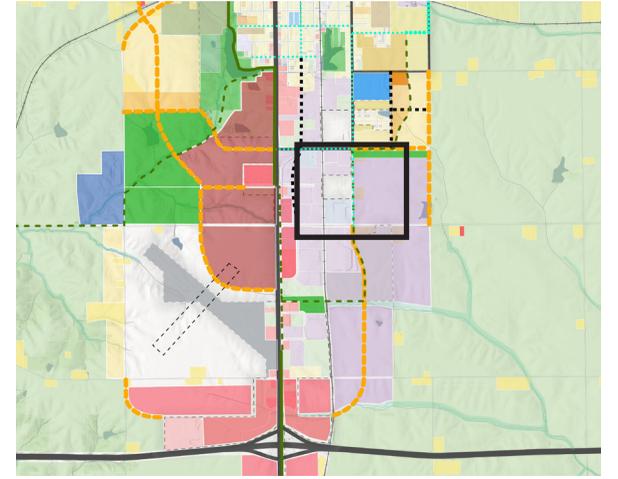


Map 4.5: Inset map of Brownell Parkway Extension



Figure 4.2: Broad Street

- Broad Street Extension to Ogan Avenue.** Extending Broad Street to Ogan Avenue can open the area to further industrial growth.



Map 4.6: Inset map of Broad Street Extension

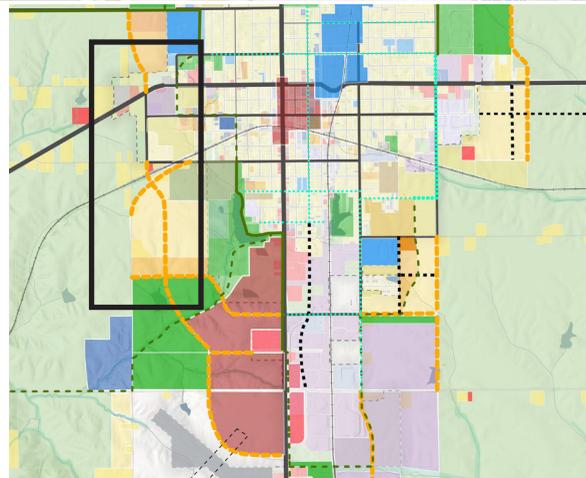


Figure 4.3: Intersection of 6th Avenue and Ferguson Road



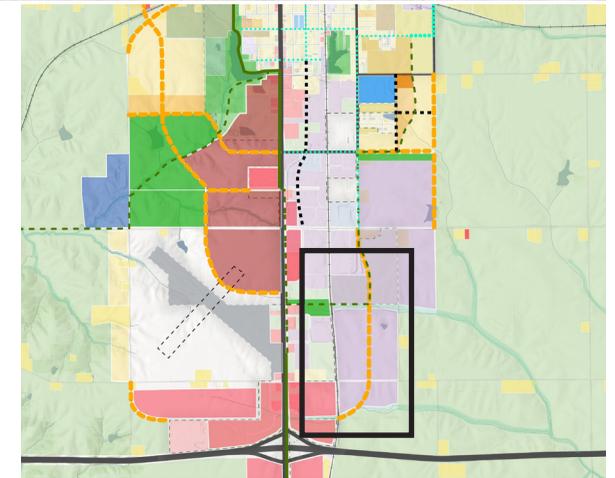
Figure 4.4: Pinder Avenue - Proposed Complete Street

- Northwest Proposed Road Extension.** Creation and extension of arterial roads to Grinnell's west will open opportunities for residential and commercial development. Realignment of roads to reduce jogs can create safer, smoother traffic flow and intersections as development increases traffic on these roads.



Map 4.7: Inset map of Northwest Road Extension

- East Street Extension.** Creation and extension of arterial roads to Grinnell's east will open industrial development opportunities.



Map 4.8: Inset map of East Street Extension



Figure 4.5: Highway 146 - Proposed Lane Reduction & Pedestrian Improvements



Figure 4.6: 6th Avenue - Proposed Lane Reduction & Pedestrian Improvements

## 2. Implement lane reduction proposal on Highway 146 and Highway 6.

Residents expressed concern about crossing Highway 146 and Highway 6. Lane reduction, currently being studied by the Iowa Department of Transportation, can address this issue. Lane reduction from four lanes to three lanes (two drive lanes, one turn lane) is becoming common across Iowa on underutilized four lane roads. According to the Iowa DOT, 4 - 3 lane conversions have been shown to reduce crashes by about half. The extra space on the road from the lane reduction can be used to improve walkability, bikeability, and parking.

- **Reduced lane widths**
  - Increase safety for vehicle drivers, pedestrians, and bicyclists
  - Lower vehicle speeds
- **Provide opportunities for pedestrian and bicycle infrastructure enhancements**
  - Curb bump outs
  - Increased sidewalk widths (Potentially enough for a shared use path)
  - Bicycle Lane



Figure 4.7: Potential Highway 146 Lane Reduction



Figure 4.8: Washington Avenue - Proposed Complete Street



Figure 4.9: Marvin Avenue - Proposed Complete Street

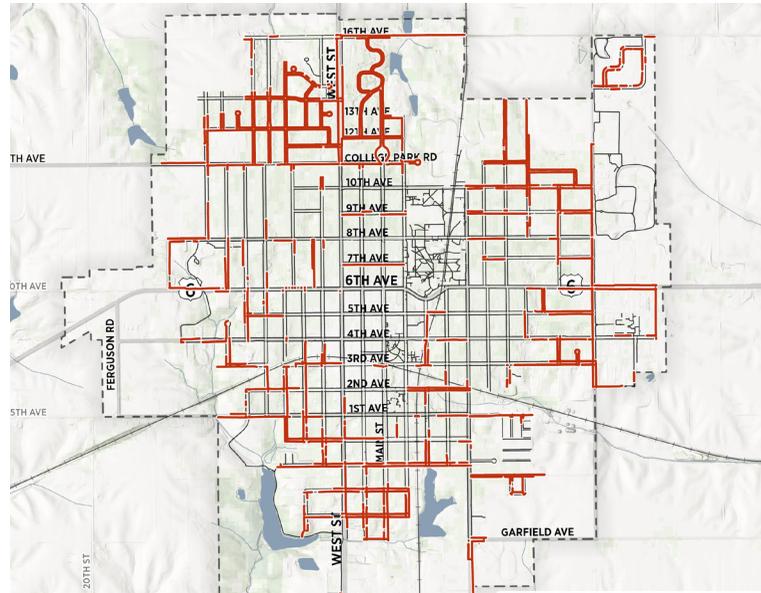
### 3. Bolster complete street network and infrastructure.

Residents expressed an interest in better active transportation options. Complete streets are roadways designed with multiple transportation options in mind. This allows bicyclist, pedestrians, and other micro-mobility users to safely use the street. Grinnell has several bicycle lanes and advisory bicycle routes. Ensuring upkeep of the striping and wayfinding signage can keep the street safer for all.

- **Washington Avenue.** Connects Arbor Lake Park to Miller Park.
- **Marvin Avenue.** Can provide an alternative way to connect Arbor Lake Park to Miller Park.
- **East Street.** Connect Miller Park and the core of Grinnell to Industrial jobs in the southern section of the City.
- **Penrose Avenue.** Connect Ahrens Park to southeast neighborhoods.
- **8th Avenue.** Provides an east to west connection on the north side of Grinnell. It also moves through the Grinnell College campus.
- **10th Avenue.** Provides an east to west connection on the north side of Grinnell. It also provides a connection through the Grinnell College campus.



Figure 4.10: Marvin Ave. - Potential Complete Street Treatment



**Map 4.9:** Gaps in the Sidewalk Network

— Existing Sidewalk  
 — Sidewalk Needed

#### 4. Implement cost sharing program to help fund missing sidewalk links.

Sidewalk gaps influence the walkability of an area. Gaps in sidewalks reduce accessibility for residents, especially for younger and older residents and those with disabilities. Working towards a viable monetary solution to fill in the missing sidewalk gaps will make the City more walkable and accessible for all residents.



Overfilled Bicycle Rack Downtown Grinnell

#### 5. Increase the number of bicycle racks.

When cyclists arrive at their destination, having quality bicycle parking nearby is necessary. Quality, safe bicycle parking should allow for two points of contact between the bicycle frame and the bicycle rack. Bicycle racks can be enhanced with local colors and artwork to add aesthetic value to the area.



Electric Car Charging Station

#### 6. Identify public/private partnerships to prepare for new transportation modes such as micro-transit.

Not every resident or college student has access to a car. Grinnell has several public transportation options such as the PeopleRides and Grinnell College Local Shuttle. Identifying public/private partnerships to further enhance these transportation services. Accentuating the public transportation services with current and future micro-mobility (e-bikes and e-scooters) enhances the ability to move around town in an efficient way.

# Parks & Recreation

# 5

CONTENTS

Current Conditions

Goals & Strategies



# CURRENT CONDITIONS

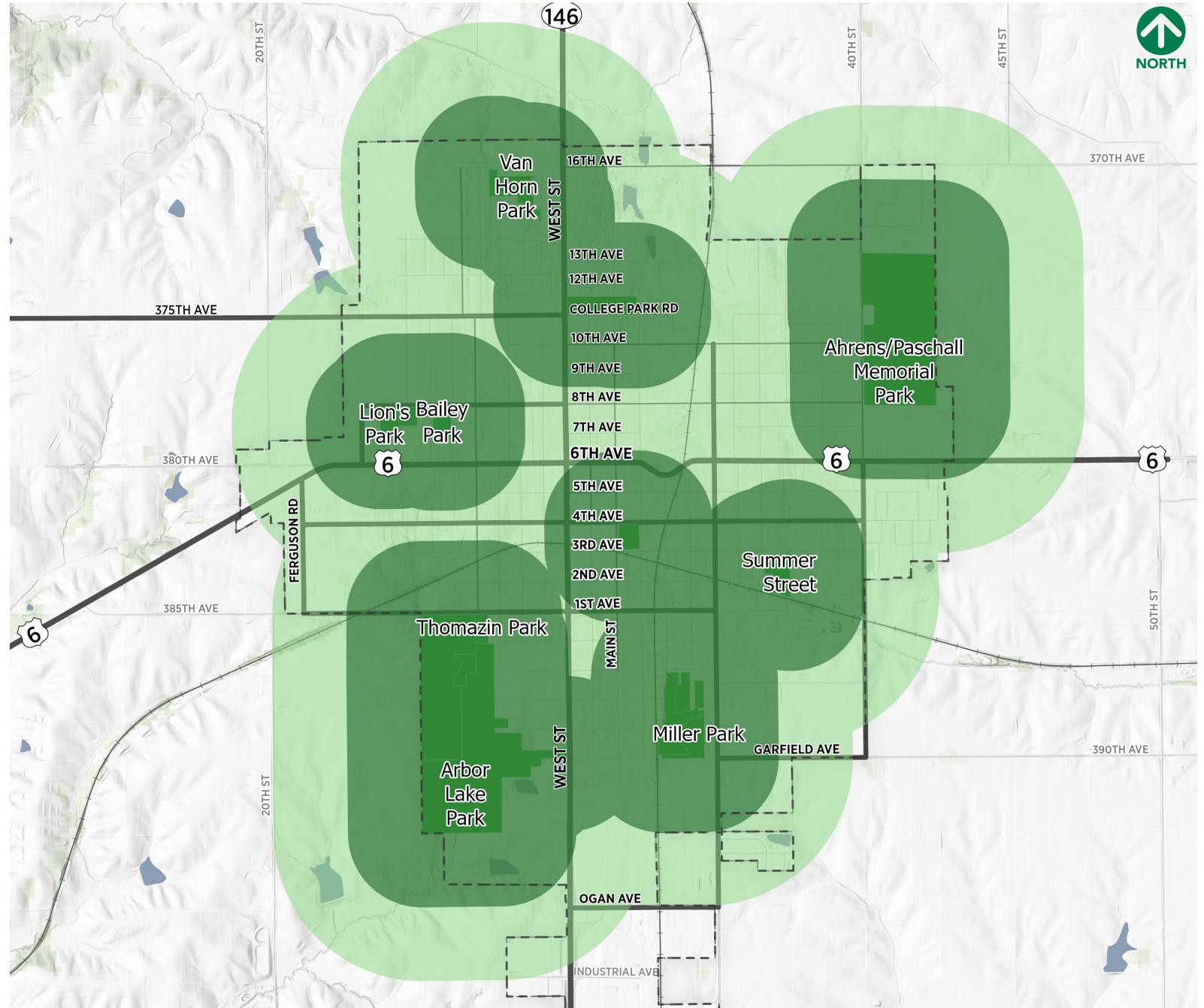
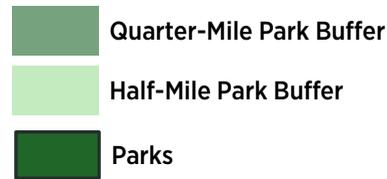
## PARKS & RECREATION

Parks and recreation areas are essential for providing a community with a high quality of life. Spaces providing opportunities for exercise, relaxation, socialization, and connections to nature are needed.

### Residents have Strong Access to Parks

Grinnell has eight traditional parks, one sports complex, and one special use area distributed throughout the northern side of the City. Access to parks is important, not only for physical and mental health, but the social well-being of a community. A quarter-mile to a half-mile is the range that residents are likely to access a park by walking or bicycling. Grinnell's entire population is covered within the half-mile buffer. Several portions of the City are not covered by a quarter mile buffer. The majority of the area not covered by the quarter mile buffer is on either side of Grinnell College. Residents in this area could access the Grinnell College campus with its ample greenspace.

Overall, the City is above the National Recreation and Park Association (NRPA) standards for acres of park space per 1,000 residents. The City is below the NRPA Community Style Park recommendations but still has a diversity of park choices and recreation options.



Map 5.1: Parks with Quarter and Half Mile Buffers

# CURRENT CONDITIONS

## PARKS & RECREATION

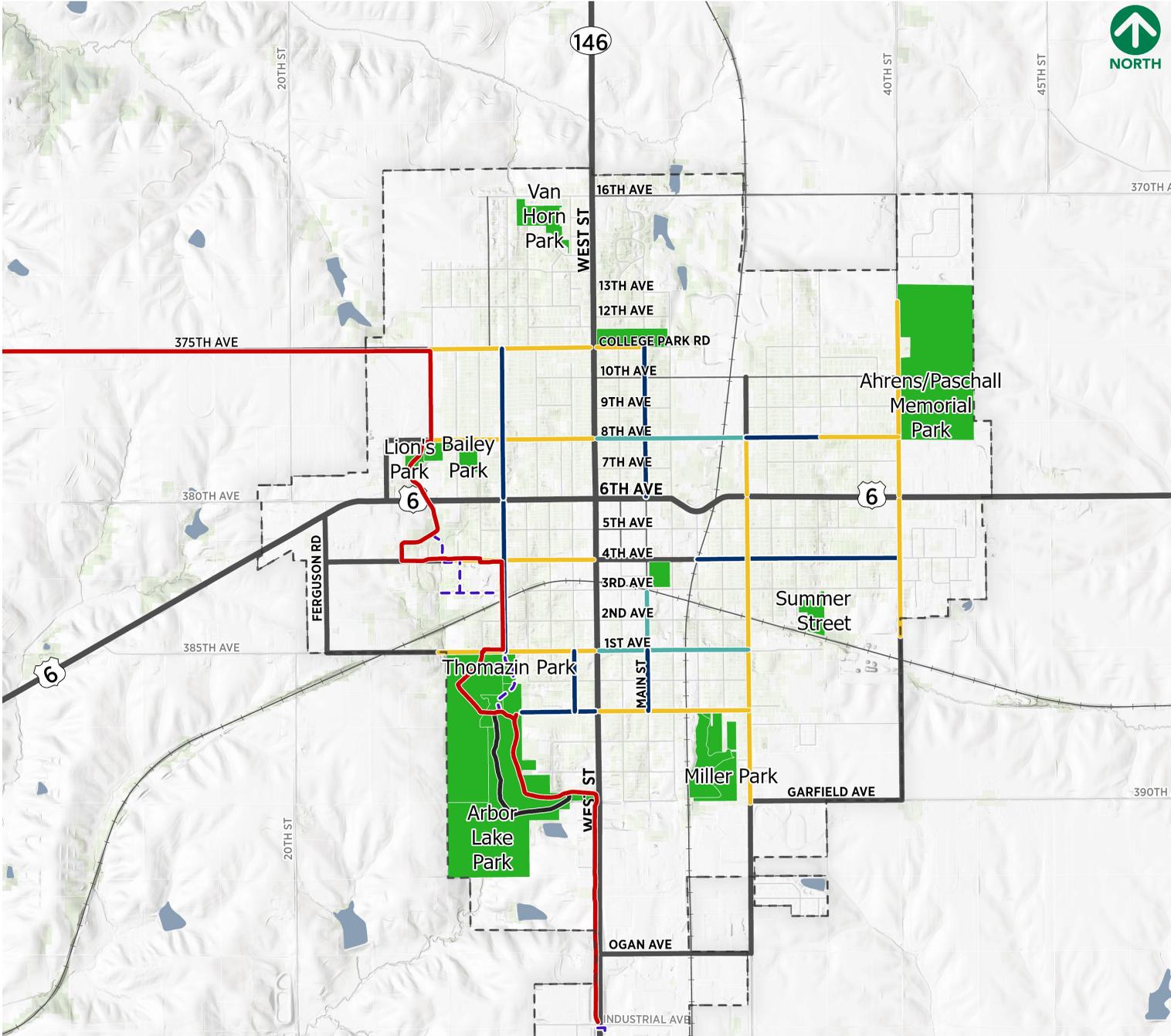
### Trails & Pathways

Grinnell has several park trails and a strong regional trail leading to Rock Creek State Park. Finding ways to provide on and off-street bicycle and trail connections between the trails, parks, downtown, Grinnell College, and other major destinations can expand access and opportunities for outdoor activity.



Trail Along Arbor Lake

- Existing
- Proposed
- Gravel
- Alternate No Parking Bike Route
- No Parking Bike Lane
- No Parking Bike Route
- Parks



Map 5.2: Trails and On-Street Facilities

# GOALS & STRATEGIES

## MOVING FORWARD

### INTRODUCTION

Parks and recreational areas are essential for providing a community with a high quality of life. Spaces that provide opportunities for exercise, relaxation, socialization, and connections to nature are needed and should be accessible to all.

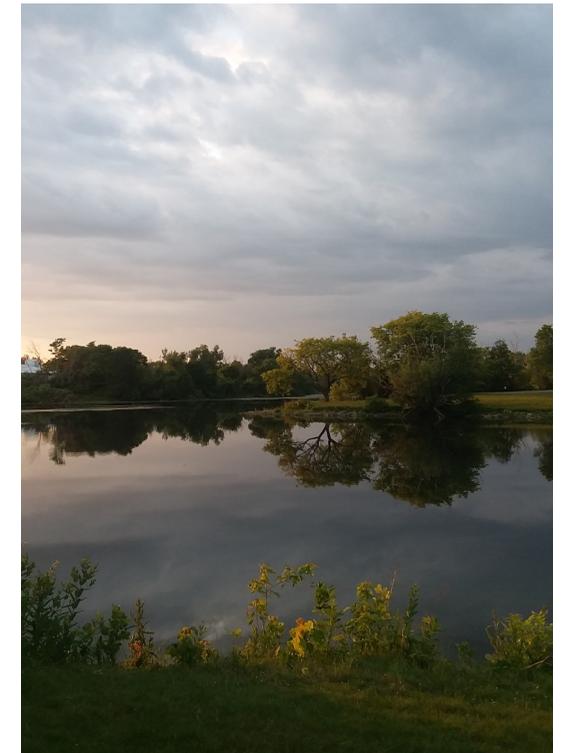
The plan recommends the following policies and actions to begin reaching Land Plan Grinnell's goals. These are not comprehensive of all possible ways to reach the goals of Land Plan Grinnell. Policies and actions will also fall within other detailed plans, studies, regulations, and decisions in the community.

### GOALS

- **The recreational system will develop to serve the overall community and its changing needs.**
- **Natural areas, parks, and open space will be maintained and connected using trails as the primary routes.**
- **Parks, recreational facilities, and programming will be accessible.**

### POLICIES & ACTION STRATEGIES

1. **Invest and update existing parks to create more accessibility and serve changing needs.**
  - Create a natural park extension of Arbor Lake.
  - Plan for opportunities to expand Miller Park to the west.
2. **Continue to implement and refine Prairie Park along Highway 146.**
3. **Create neighborhood parks within new housing developments.**
4. **Establish Blueways to protect natural drainage ways and steep terrain for its ecosystem services.**
5. **Complete the recreational trail loop.**



## Future Parks

Grinnell looks to provide access to parks in all areas of town. A diversity of parks and open spaces provide varied recreation opportunities for residents and visitors alike.

The future land use map indicates several key themes:

- **Distribute parks around the City.** Currently parks are spread throughout Grinnell, allowing residents to be relatively close to park access. As Grinnell expands, park development should be distributed to ensure all residents remain close to park access.
- **Diversity of passive and active spaces.** Parks should be a combination of low intensity passive uses along with more intense recreational and sporting uses.
- **Protect environmentally sensitive spaces.** Using passive park spaces works well for protecting environmentally sensitive spaces such as steep hills, wetlands, and drainage areas.
- **Connect parks by pathways.** Having parks connect to each other ensures people can move between parks on foot or bicycle and can extend the feeling of a park.

### 1. Invest and update existing parks to create more accessibility and serve changing needs.

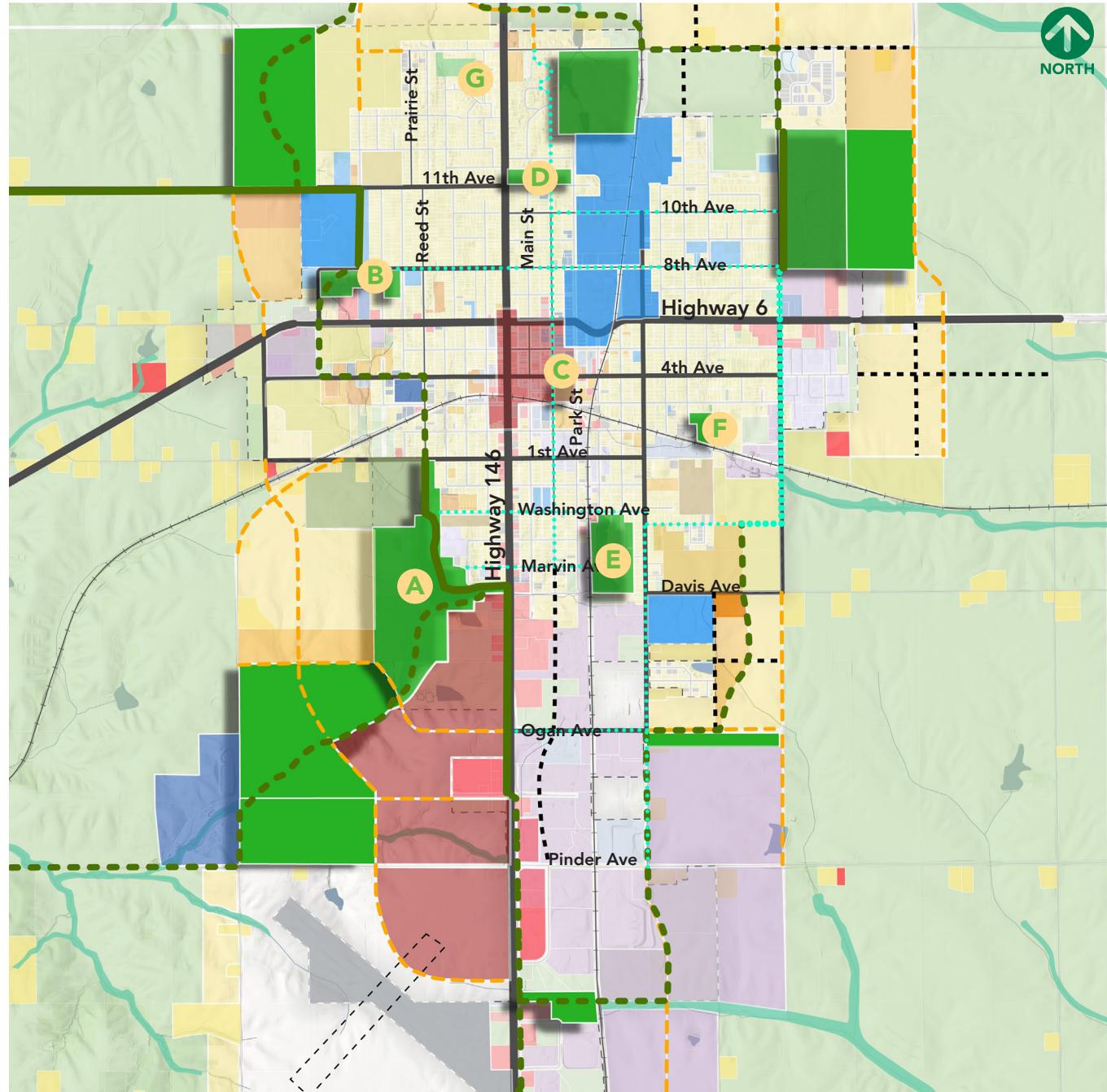
Existing parks are crucial components of existing neighborhoods as spaces for relaxation, exercise, and social interactions.

Parks are like houses; if taken care of and updated occasionally, they can last and be well used for a long time. When parks become in disrepair, people don't want to live next to them, the space becomes unappealing to visitors, and facilities can become unsafe.

The following pages indicate enhancements that should be considered and planned for.

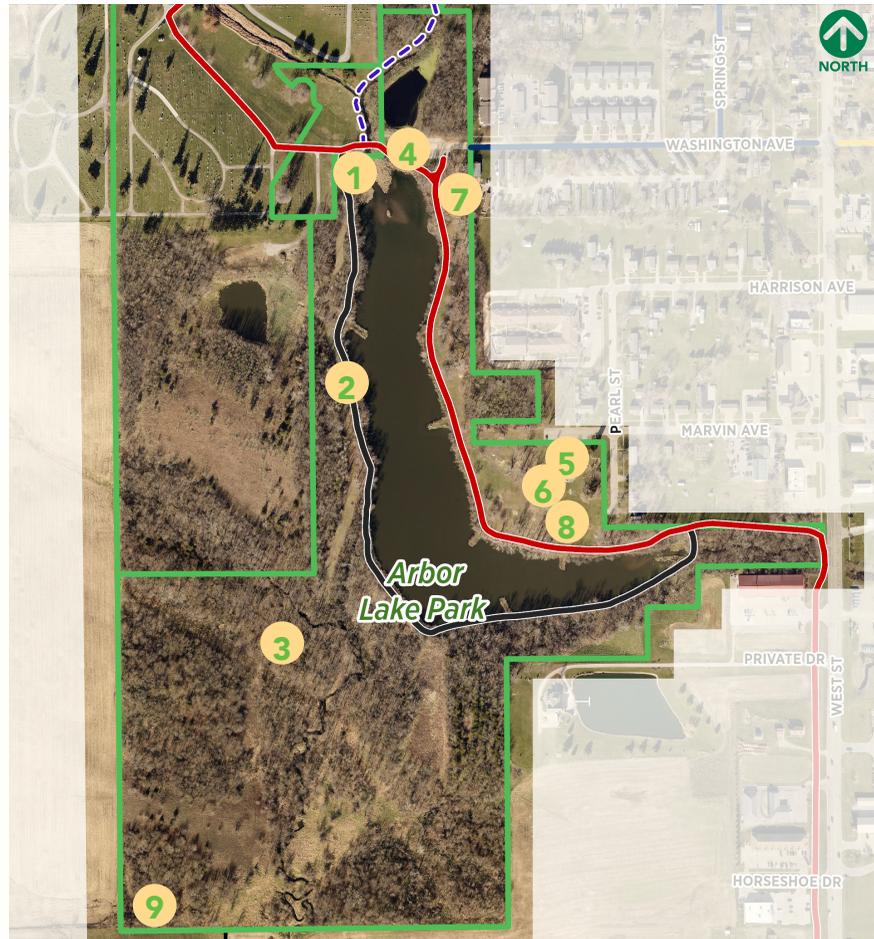
- A. Arbor Lake Park
- B. Bailey Park & Lion's Park
- C. Central Park
- D. Merrill Park
- E. Miller Park
- F. Summer Street Park
- G. Van Horn Park

- ● ● Proposed Complete Street
- — Proposed Trail



Map 5.3: Current and Proposed Parks Map

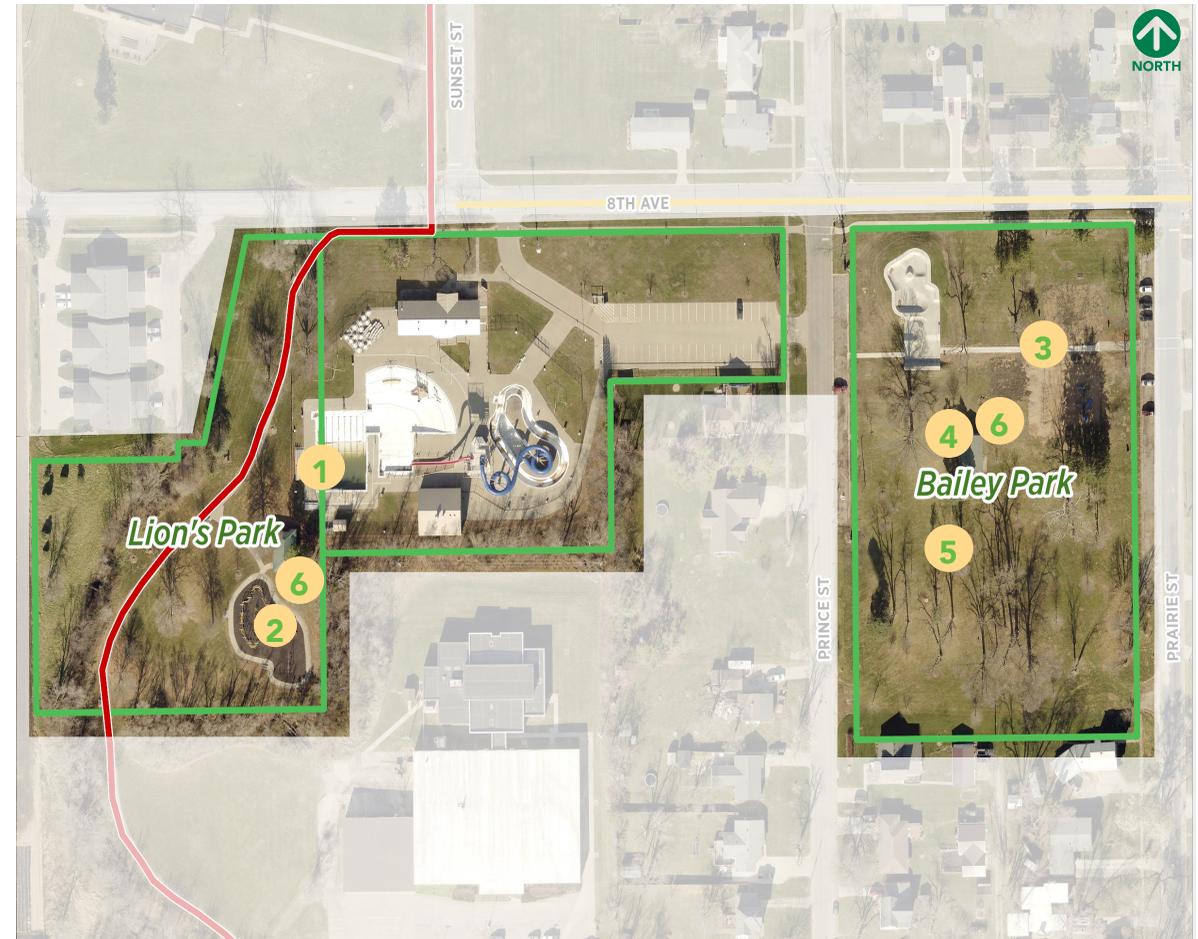
## A ARBOR LAKE



- Existing Sidewalk
- Existing Trail
- - - Proposed Trail
- Gravel Trail
- Alt. No Parking Bike Route
- No Parking Bike Lane
- Parks

1. Dam and lake restoration
2. Pave gravel trail on the west side
3. Add natural paths throughout woodland area
4. Add canoe/kayak access
5. New playground
6. Natural amphitheater on hillside west of shelter
7. Create trailhead with restroom facility, bike repair station, and wayfinding signage
8. Path between bicycle trail and shelter
9. Create natural park expansion to the southwest indicated in the Future Land Use Map

## B BAILEY PARK & LION'S PARK



- Existing Trail
- No Parking Bike Lane
- Parks

1. Trim trees behind the Aquatic Center
2. Find ways to make the play equipment more visible and connected to the Aquatic Center
3. Additional play equipment
4. New shelter with ADA accessible restrooms
5. Walking path in interior of park
6. Add restrooms and potable water external to the aquatic center in each park

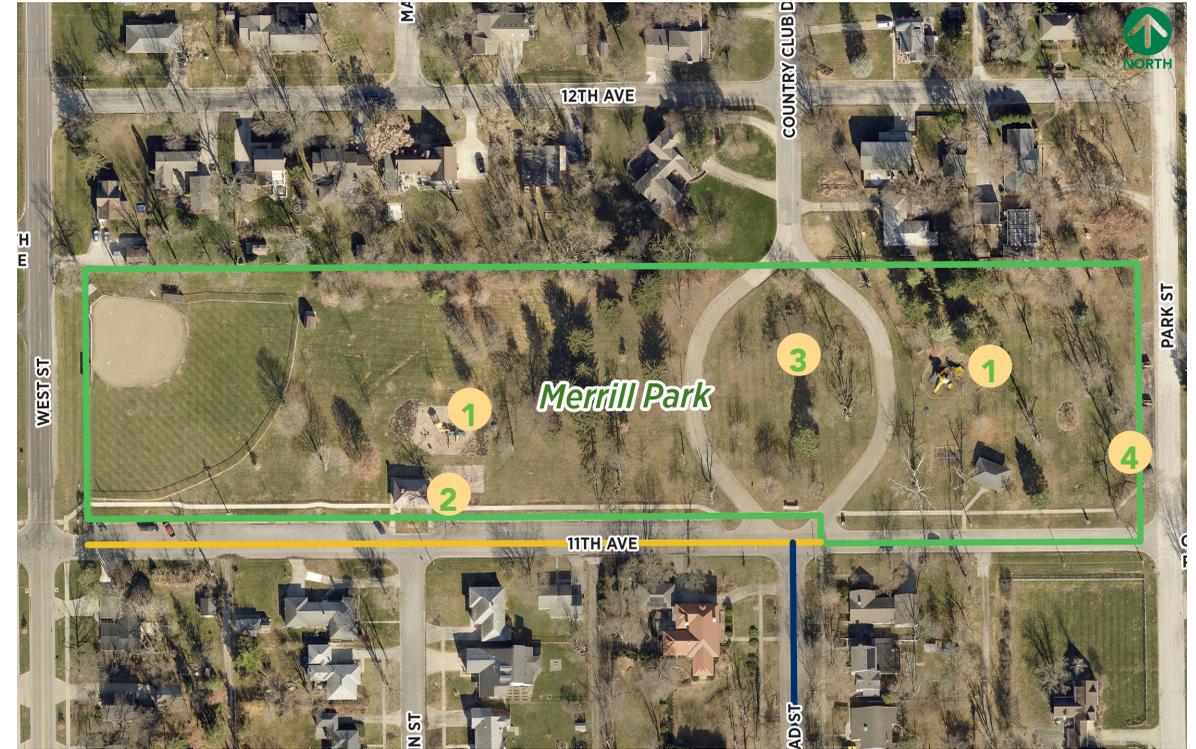
## C CENTRAL PARK



 Parks

1. Update Veterans Memorial
2. Inclusive play equipment
3. Upgrade electric hook up for events and holiday lights

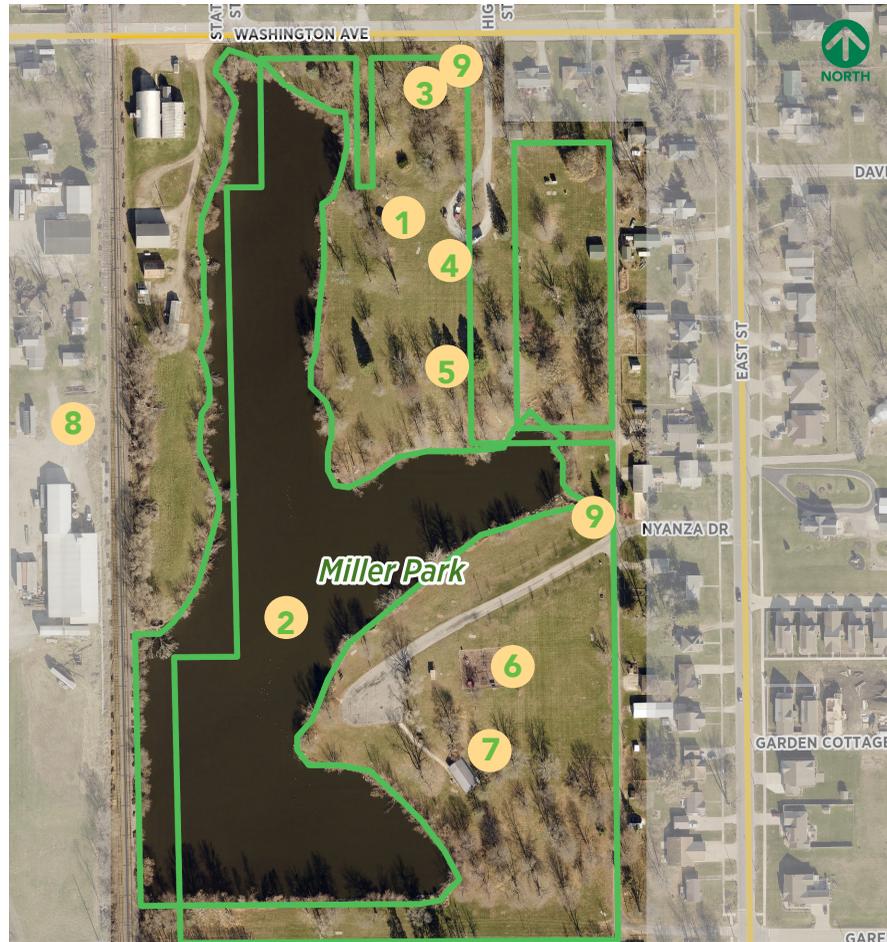
## D MERRILL PARK



 Alt. No Parking Bike Route  
 No Parking Bike Lane  
 Parks

1. Update playgrounds with inclusive features
2. Accessible restroom facilities
3. Enhanced landscaping in oval
4. Update small parking lot

## E MILLER PARK



- No Parking Bike Lane
- Parks

1. Landscaping area
2. Lake restoration needed
3. Walkways into the park
4. Accessible bathroom on north side
5. Small play feature on the northside
6. New playground with equipment for ages 2-5
7. New shelter and accessible bathrooms
8. Expand Miller Park to the west to encompass Park Street
9. More visible signage at Park's entrances

## F SUMMER STREET PARK



- Parks

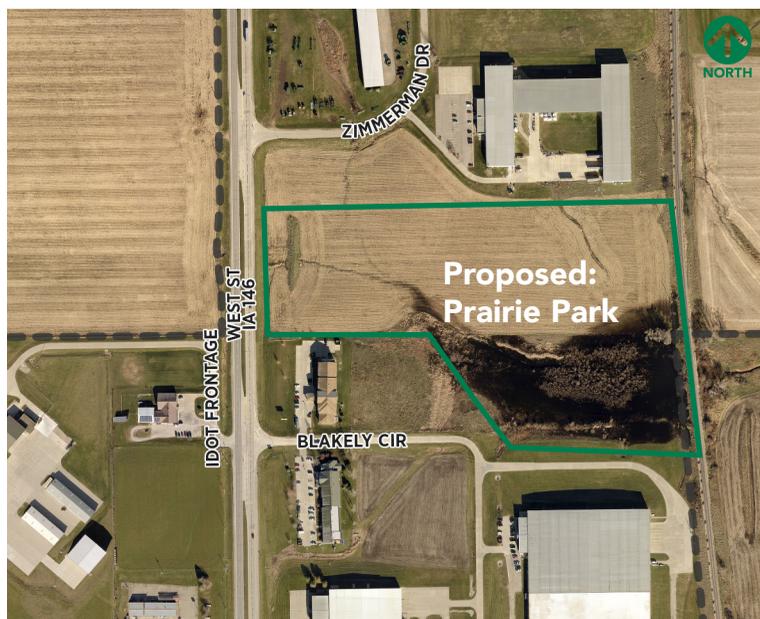
1. Update natural play area
2. Study ways to differentiate and create its uniqueness
3. Add restrooms and potable water
4. Incorporate native plants to help reduce mowing cost

# G VAN HORN PARK



 Parks

1. Add pickleball courts
2. Renovate basketball court
3. Add accessible restroom facilities
4. Additional parking at end of Spencer Street
5. Study best use of additional green spaces
6. Small shade shelter



Map 5.4: Proposed Prairie Park

## 2. Continue to implement and refine proposed Prairie Park along Highway 146.

Prairie Park is being developed between Blakely Circle and Zimmerman Drive. This will turn a hard to develop piece of property into a restored prairie. This restored prairie can encourage biodiversity and create a unique park setting for Grinnell residents and visitors between I 80 and the core of Grinnell. Grinnell should watch and adjust Prairie Park as necessary to help develop the park's prairie ecosystem.

As the recreational trail is extended, Prairie Park would provide a good trailhead in the south.



Summer Street Park

## 3. Create neighborhood parks within new housing development.

Residents expressed interest in being able to walk to parks. Neighborhood parks are smaller parks easily accessible by foot from the surrounding neighborhoods. Having neighborhood parks distributed throughout new growth areas allows neighbors to easily walk to them.

- **Neighborhood park locations should emphasize external connectivity.** New parks should be in areas that encourage bicycle and pedestrian access and have strong street access.



Merrill Park

Strong access to the parks creates a more accessible and open environment for park users.

- **Focus on spatial distribution to allow all new neighborhoods to be within walkable distance of a neighborhood park.** Neighborhood parks are best activated when neighbors are able to easily walk to them.



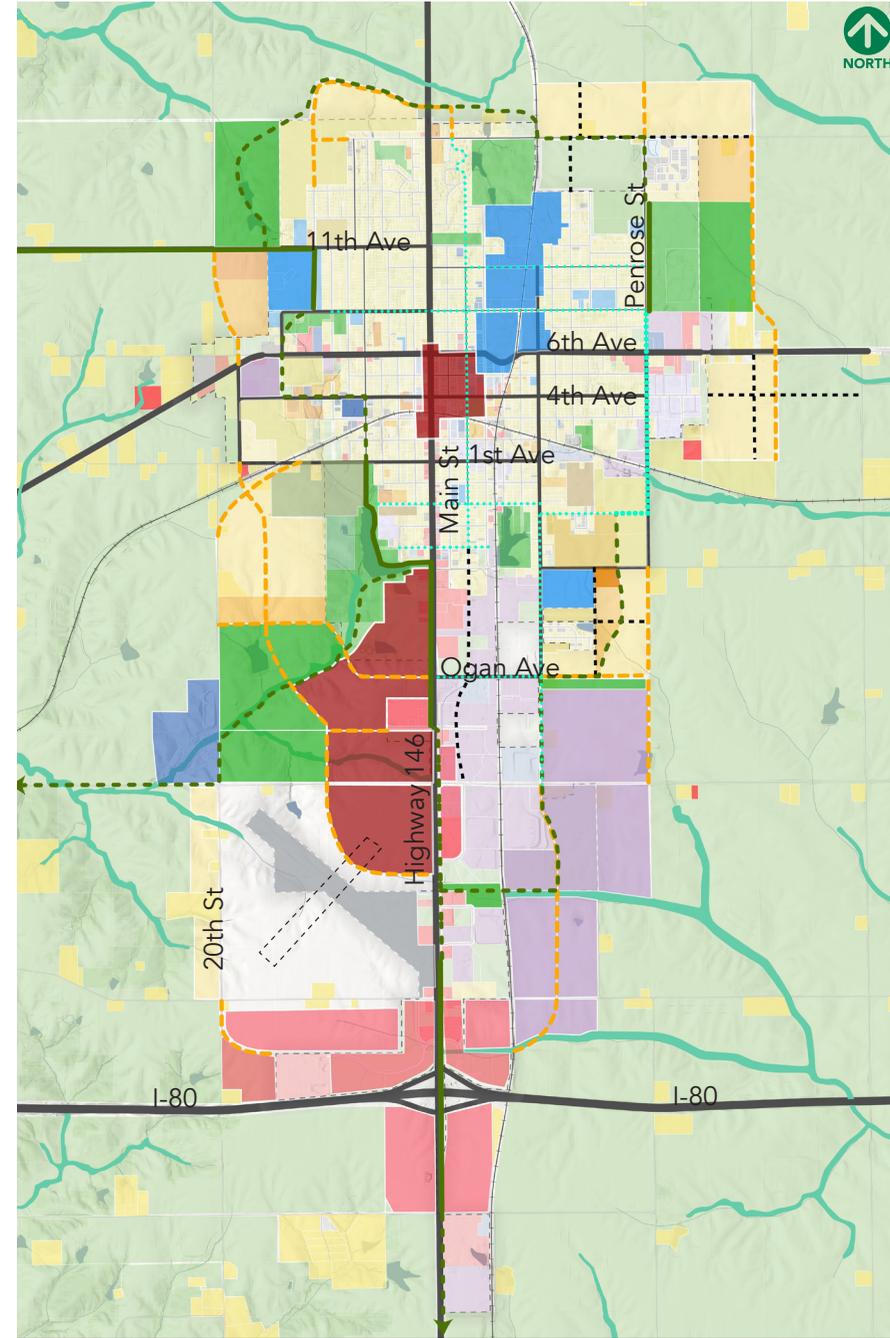
Drainageways East of Grinnell

#### 4. Establish "Blueways" to protect natural drainage ways and steep slopes.

Blueways are policy areas established to protect streams, wetlands, and drainage areas. These Blueways might not be designated floodplains, but are still a great way to improve stormwater management, protect property, and create corridors for trail connectivity. A small buffer should be added to the drainage way to provide protection and space for trail linkages. Many of these buffers are identified on the future land use map, but changing climate and water patterns may expand or create new areas for blueways needs over time.

#### Implementation Tools

- **Conservation Easements.** These are legal mechanisms for landowners to place voluntary restriction on the future use of their land.
- **Public Acquisition.** In certain instances, the City may have the opportunity to acquire land in sensitive flood or drainage areas.
- **Subdivision Regulations.** Regulations can require buffers, typically maintained in out-lots that work with vegetation to improve water quality and water management.



Map 5.5: Blueway Overlay

Blueway Overlay

## 5. Complete the recreation trail loop.

Active transportation allows people to move by their own energy and provides the users with a low cost, healthy way to travel. Trails are some of the safest and most well liked active transportation infrastructure.

Throughout public engagement, residents were interested in being able to bicycle and walk between parks.

Grinnell's existing trail network outlines the western side of the City. Completing the loop to encompass the other sides makes accessing the trail system from anywhere in the City easier.

Creating links between off-street trails and on-street bicycle facilities allows people to move throughout the City. Focus on connections across major streets, to schools, and through parks to move residents around smoothly.

North loop connection to Grinnell Trail at 11th Avenue and Sunset

Upgrade of 4th Avenue and Reed Street segments of Grinnell Trail

Sidepath to Jacob Krumm Nature Preserve

Pinder Street path to complete trail loop

Complete gap on Highway 146 Trail, future continuation to Sapphire Lake

Penrose Street "complete street"

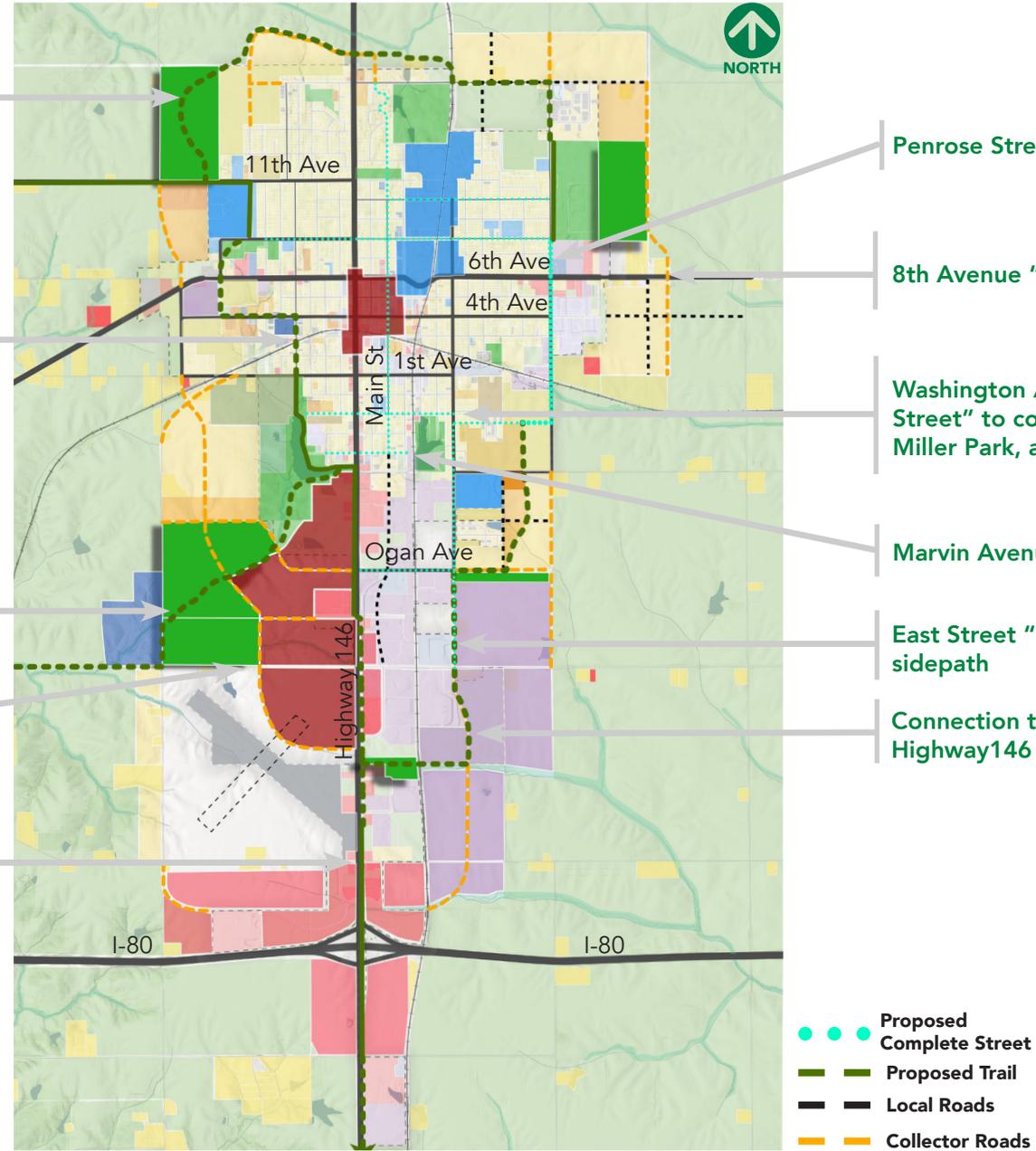
8th Avenue "complete street"

Washington Avenue "Complete Street" to connect Arbor Lake, Miller Park, and Ahrens Complex

Marvin Avenue lake to lake link

East Street "complete street" and sidepath

Connection through City site to Highway 146 trail



Map 5.6: Potential Recreation Trail Loop

# Economic Development

# 6

## CONTENTS

Current Conditions

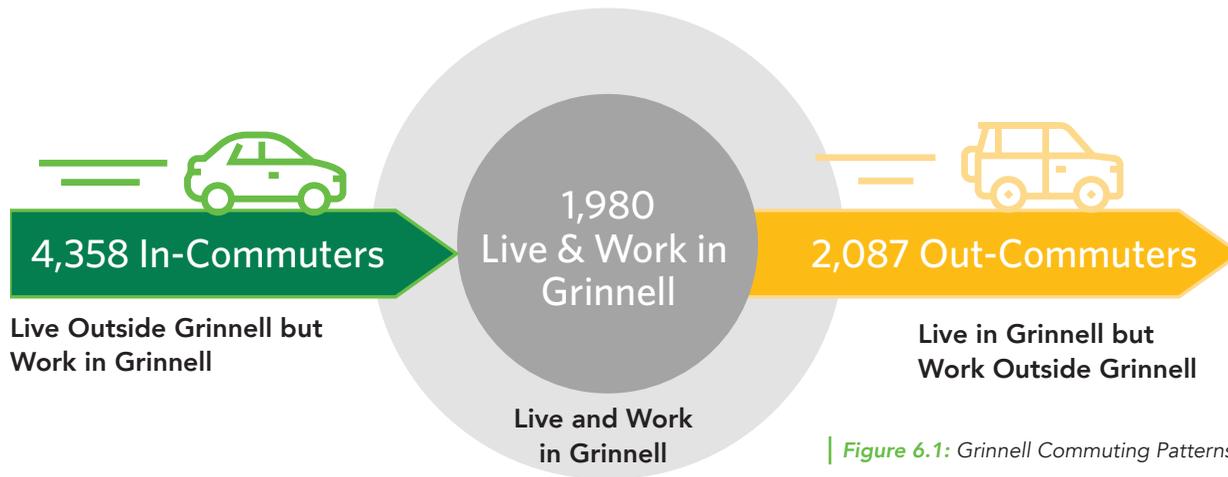
Goals & Strategies

# CURRENT CONDITIONS

## ECONOMIC DEVELOPMENT

### Introduction

The economy is important to support Grinnell. The economy is always shifting and is impacted by state, national, and global trends such as inflation and global supply chains. This plan supports both traditional economic development initiatives (recruiting, retaining, and promoting spaces for businesses) along with new ones that focus on quality of life projects to foster a more inviting, resilient, and diverse economy.



| Figure 6.1: Grinnell Commuting Patterns 2021

### Workforce and Commute Times

Commuting patterns indicate an overall strong local economy, with some commuting leakage to surrounding communities.

- **Strong in-commuting numbers in 2021**
  - Over 2,000 more people commuted into Grinnell than Grinnell residents commuted out for work.
    - » Grinnell has many job opportunities drawing commuters but comparatively high housing prices keep people from moving to Grinnell.

- **For Grinnell residents, about equal number live and work in Grinnell as commute elsewhere for work**
  - This indicates that Grinnell has a high quality of life; but to afford it, one must work for higher paying jobs outside of the community.
  - 48.7% of Grinnell residents work within Grinnell in 2021. The second and third highest cities of employment are:
    - » 3.6% work in Des Moines, IA
    - » 3.5% work in Newton, IA



### OPPORTUNITIES

Grinnell has opportunities to promote growth of the population and economy.

- **Quality of life.** Strong in-commuting workforce
  - Grinnell can capture a percentage of in-commuting workforce by providing affordable housing, quality K-12 education, and constantly increasing the quality of life to create an attractive place to live, work, and play.
- **Grinnell College.**
  - Students at Grinnell College bring a vibrancy and innovation that liberal arts colleges are known for.
  - Create opportunities to further engage and retain students, alum, and retirees.

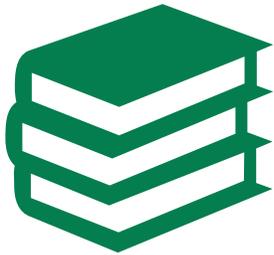
# CURRENT CONDITIONS

## ECONOMIC DEVELOPMENT

### Employment Sectors

In 2021, Grinnell's economy employed over 5,000 people in a diverse range of sectors. The top three largest employee sectors are shown below.

## EDUCATION



- **803 employees**  
*2021*
- **29.7%** *2021*
- **19.4%** *2010*

- The education sector has seen a significant increase in employees between 2010 and 2021.
  - Education employment has increased by 10.3 percentage point between 2010 and 2021.
  - Education employed 803 people in 2021 compared to 452 in 2010.

## MANUFACTURING



- **383 employees**  
*2021*
- **14.2%** *2021*
- **19.0%** *2010*

- Manufacturing has seen a slight decline in manufacturing employment between 2010 and 2021.
  - Between 2010 and 2021 there was a 4.9 percentage point decrease in the percentage of workers employed in manufacturing.
  - In 2021, approximately 383 people were employed in manufacturing compared to 444 in 2010.

## HEALTHCARE & SOCIAL SERVICES



- **361 employees**  
*2021*
- **13.4%** *2021*
- **11.6%** *2010*

- Healthcare and Social Services have both increased slightly between 2010 and 2021.
  - Healthcare and social services experienced a 1.8 percentage point increase.
  - In 2021, approximately 361 people were employed in healthcare and social services compared to 270 in 2010.

| **Figure 6.2:** Top employment sectors 2021 (ACS 2021, Census Bureau)

# GOALS & STRATEGIES

## MOVING FORWARD

### INTRODUCTION

An impactful way for Grinnell to boost economic activity within its community is to harness the strengths already present and implement infrastructure to allow greater accessibility to growth areas. Grinnell can attract and retain talent by creating an environment where people and businesses want to stay, invest, and thrive in.

Grinnell's economy has the potential to grow in the coming years by encouraging more businesses, retaining college students in the community, and boosting the housing availability for the workforce population.

### GOALS

- Promote economic development in sectors that will do well in Grinnell.
- Attract people and events with historical features in downtown Grinnell.
- Redevelop existing buildings to maintain community charm.

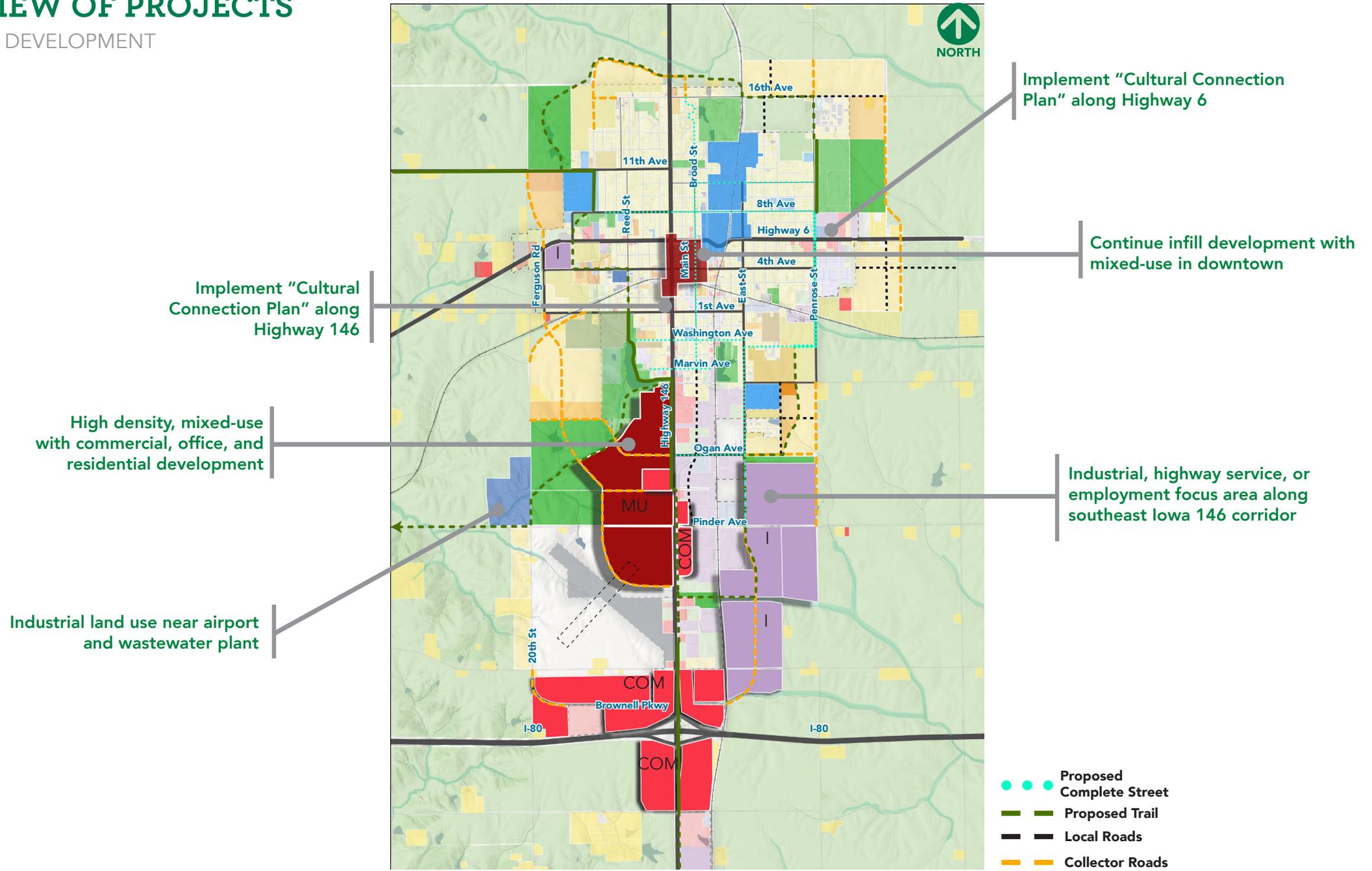
### POLICIES & ACTION STRATEGIES

1. Maintain and support growth in Grinnell's industrial base at strategic locations with access to efficient transportation and expansion opportunities.
2. Continue to advance relevant strategies from the 2019 Grinnell Cultural Connection Plan to promote beautified entryways to Grinnell.
3. Develop a unique mixed-use center around West Industrial Avenue.
4. Promote thoughtful development along the I-80 interchange.
5. Create an action plan for providing sustained services for residents in need.
6. Redevelop opportunities to maximize prime opportunity sites.



# OVERVIEW OF PROJECTS

## ECONOMIC DEVELOPMENT

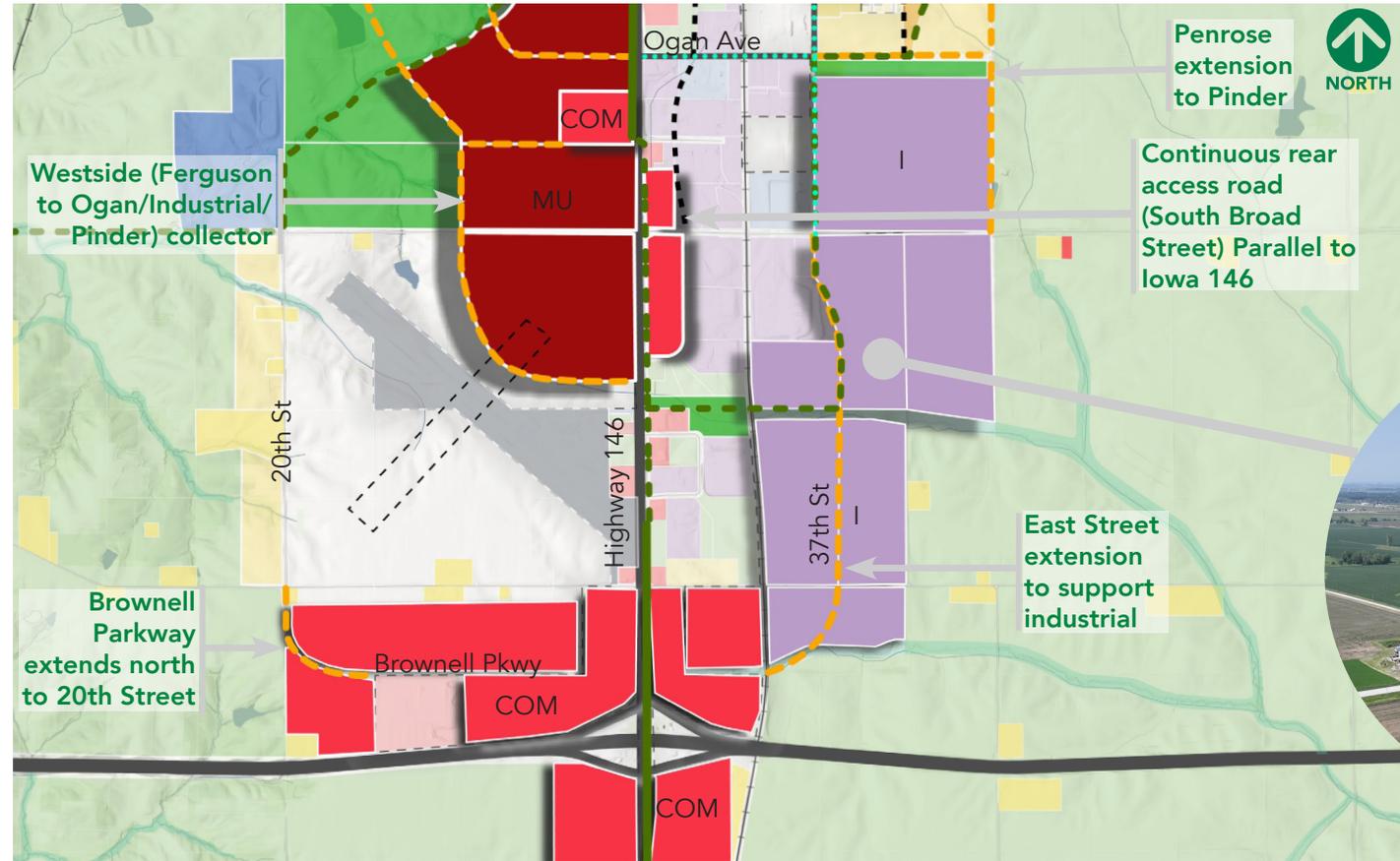


Map 6.1: Proposed Economic Development Projects

**1. Maintain and support growth in Grinnell's industrial base at strategic locations with access to efficient transportation and expansion opportunities.**

Grinnell's strong industrial base should continue to be supported. The City should guide industrial development in strategic locations where businesses can access efficient transportation with minimal impact on residential neighborhoods. The growth of industrial areas in Grinnell should be concentrated in the southeast side of Highway 146.

The future land use map provides industrial areas with opportunities for businesses to expand as needed. Keeping land available for road expansion will assure the future transportation network can be built to provide access to make these locations viable in the future.



Map 6.2: Future Industrial Areas

- Proposed Complete Street
- Proposed Trail
- Local Roads
- Collector Roads

**2. Continue to advance relevant strategies from the 2019 Grinnell Cultural Connection Plan to promote beautified entryways to Grinnell.**

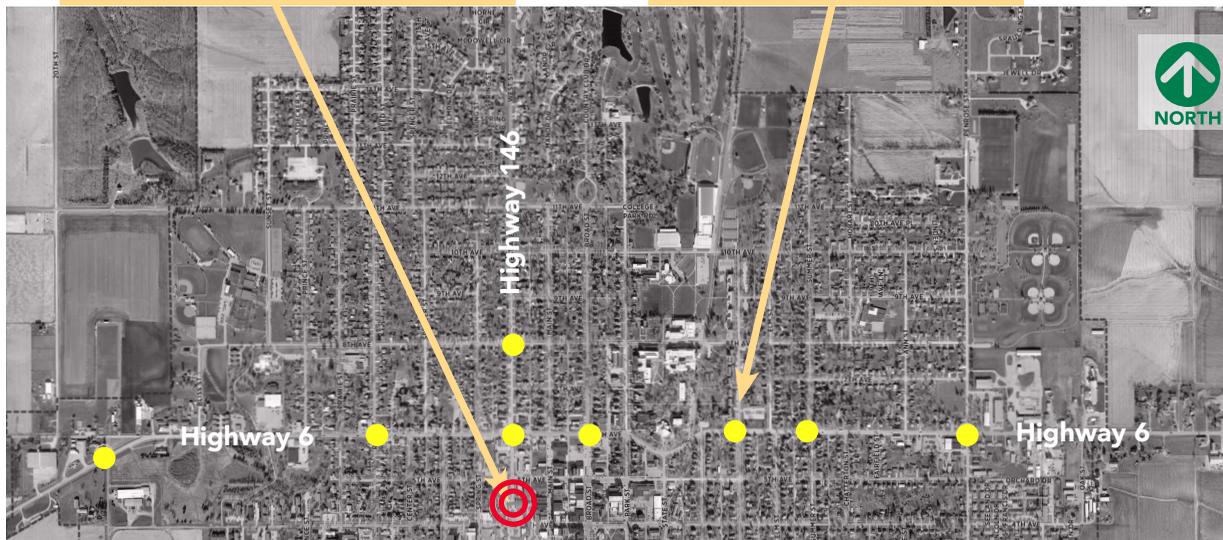
Grinnell should continue to look to its 2019 Grinnell Cultural Connection Plan and hold progress updates on the program theme implementation.

The Cultural Connection Plan 2019 update worked to identify a series of community improvement projects. A main focus from the Cultural Connection Update that carries strongly into the comprehensive plan is placemaking along Highway 146 and Highway 6. Placemaking along these corridors was brought up in public engagement.

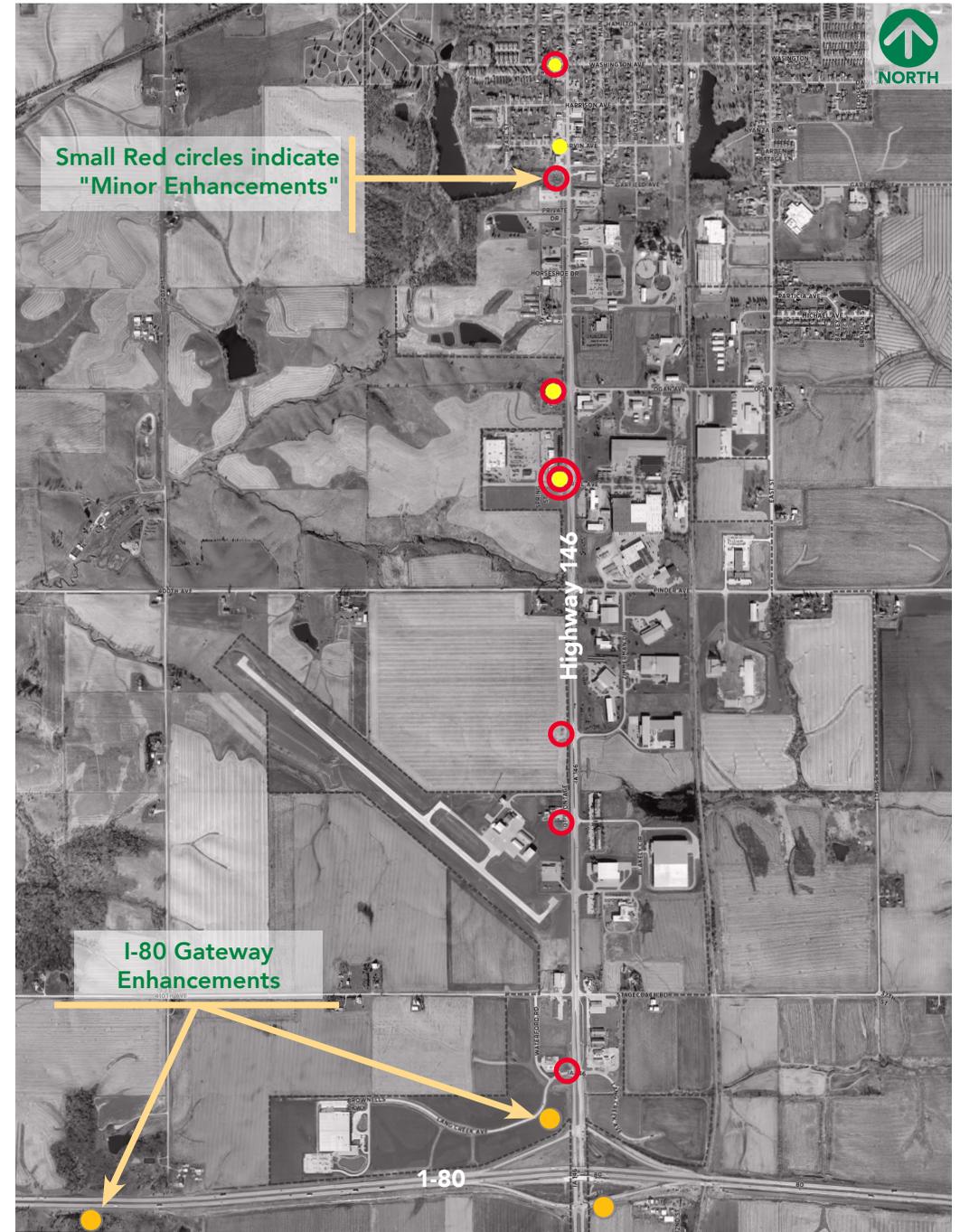
Grinnell’s entryways and entry corridors are important and placemaking can set a positive tone and draw people off the interstate and highway into downtown and Grinnell College. The Cultural Connection plan lays out a series of art enhancements that draw one towards downtown. Further public engagement could be done to restart placemaking along Highway 146 and Highway 6.

Double red circles indicate artistic “Major Gateway” features

Yellow circles indicate crosswalk enhancements



Map 6.3: Proposed Beautification Locations



Map 6.4: Proposed Beautification Locations

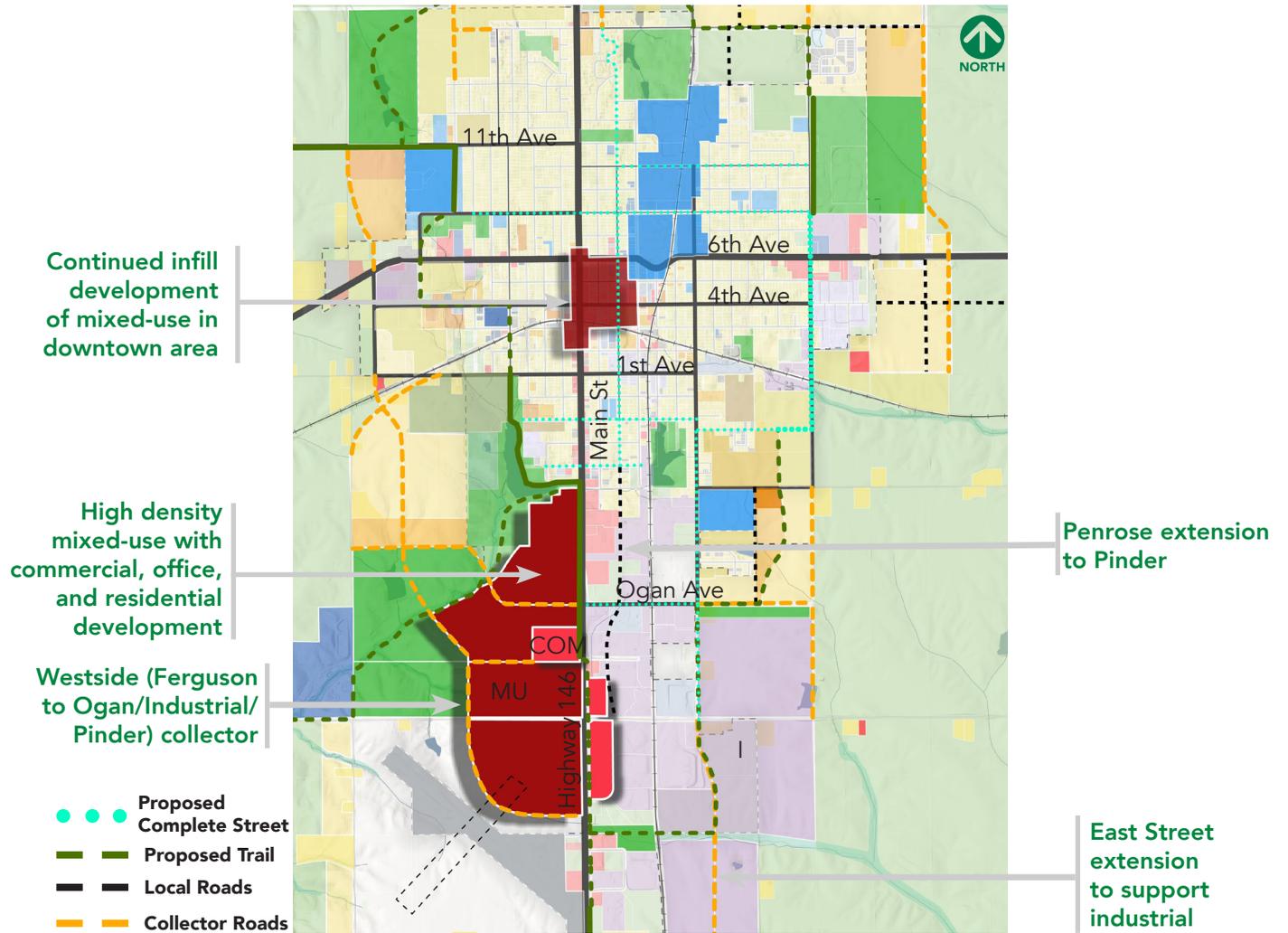
### 3. Develop a unique mixed-use center around West Industrial Avenue.

Mixed-use areas are a significant focus on the Future Land Use map. Public engagement indicated people wanted more walkability and integration of complementary uses which encourage activity at various times of day, increasing the security, walkability, vitality, and number of people using public spaces.

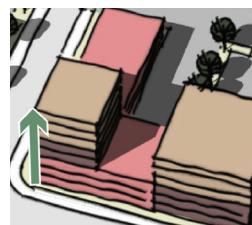
A new mixed-use area is starting to come into existence on the west side of Industrial Avenue with apartments going up next to Walmart and the other commercial businesses. A mix of commercial, office, and residential spaces should be promoted along with quality active transportation infrastructure, neighborhood parks, and public arts to make it a vibrant, livable environment.

- **Orient commercial and residential development toward each other to mitigate congestion.** Strategic development of multiple uses can lower traffic in areas and create infrastructure for active transportation.
- **Create walkable and pedestrian-friendly systems through human-centered design.** This creates a well-connected community where residents can access essential locations. Incorporating Grinnell's trail systems can further encourage multi-modal and active transportation methods.

- **Amending zoning ordinances that limit development to one type can increase the opportunities to travel without a personal vehicle.** The commercial areas along Highway 146 can incorporate light residential use since work and other essential locations are nearby with potential trail access for alternative modes of transportation.
  - Encourage more businesses and horizontal mixed-use development in the Walmart commercial complex. Characteristics of horizontal mixed use is having multiple uses beside one another. Buildings are often kept to similar size and height to maintain the same feel despite different uses.
  - Vertical mixed-use can be implemented where upper story residential units are above commercial or office space.



Map 6.5: Mixed-Use Area



**Vertical Mixed Use Development** means that different uses are located in the same building.



**Horizontal Mixed Use Development** means that different uses are housed in different buildings but are related to each other.

Figure 6.2 Mixed Use Scenarios

#### 4. Promote thoughtful development along the I-80 interchange.

The immediate vicinity of the I-80 interchange contains relatively little development around it. Thoughtful development can attract drivers off I-80 to spend money in Grinnell. This can also fill the entryway with more vibrancy, positively impacting peoples' first impressions of Grinnell. Ensuring the interchange has wayfinding guides visitors towards central Grinnell attractions is essential (see the Grinnell Cultural Connections Plan for details on how this might function).



Sign: A Northbound

Figure 6.3: Wayfinding draws visitors attention to various locations in Grinnell

Figure 6.4: Example of what an Entryway Sign into Grinnell could look like

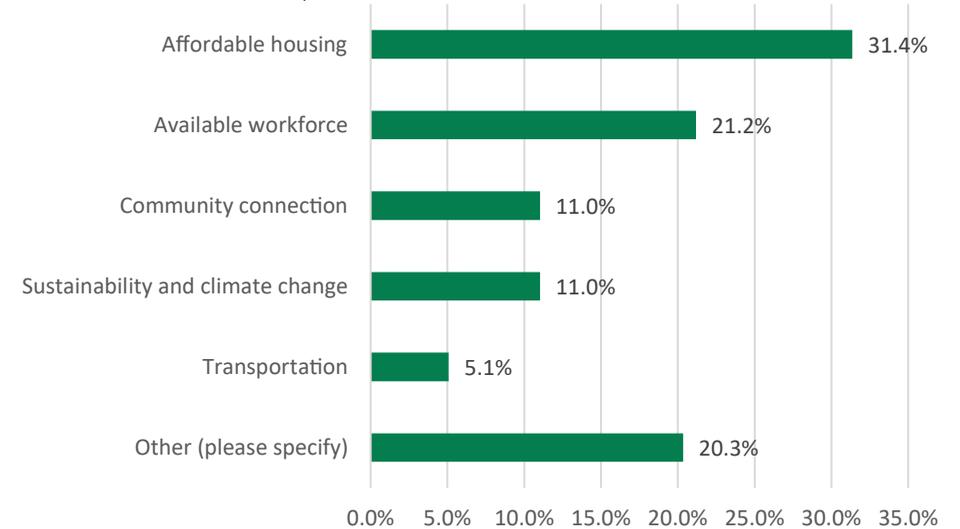


#### 5. Create action plan for providing sustained services for residents in need.

Grinnell residents, like many Americans, face rising cost of living. Creating a plan to make sure the most vulnerable of populations are considered can ensure all residents are on the path for a prosperous future.

The community survey responses indicate that residents would like to see a higher emphasis on affordable housing options. Finding solutions for more affordable housing should be a priority when creating the action plan.

Figure 6.5 What challenge is the most important to address in Grinnell.



### CREATIVE ECONOMIC DEVELOPMENT

As the economy has shifted, a strong segment of the working population is choosing a location where they can have a high quality of life and then finding employment afterwards. Recreation, housing, and arts are great ways to increase the quality of life and attract economic development.

- Recreation
- Housing
- Arts & Culture

## 6. Redevelop opportunities to maximize prime opportunity sites.

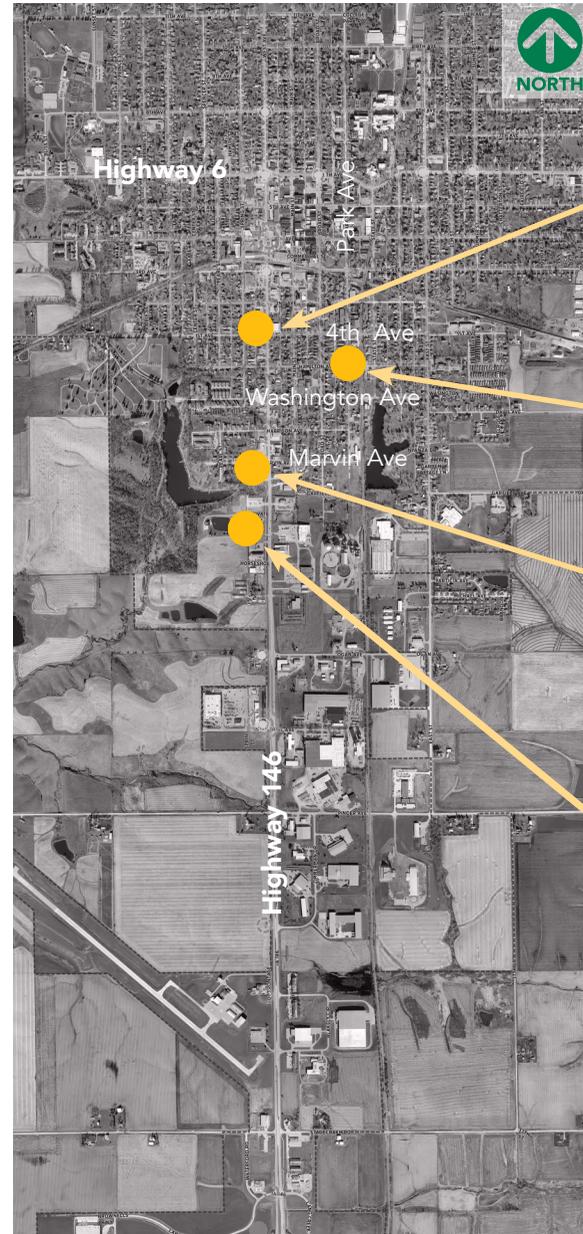
Grinnell has few undeveloped parcels within its central core. However, certain sites should be considered subject to change. The areas shown on Map 6.6, are clusters of buildings showing dilapidation or areas of high importance that a different land use would be more attractive. As with any land use decision, private property owners make decisions. Therefore, the transitions of these properties from their current use to the depicted use is expected to occur slowly over time in response to market demands, as property owners voluntarily sell, develop, or change the use of their land.

- **Edges of downtown.** Several sites subject to change are along the edges of downtown. Updating these sites to more urban styles creates a stronger edge of downtown and additional vibrancy.
  - *Maintain the historic features in the downtown commercial district while encouraging economic activity. Repurpose vacant or abandoned buildings for upper-story residential along with*

*office, retail, and other commercial uses. Reusing current infrastructure maintains the community's aesthetics and draws people in. Capitalize on historic preservation programs to revitalize empty downtown buildings.*

» *Federal Rehabilitation Tax Credits are applicable to historic buildings registered on the National Register of Historic Places*

- **Highway 146.** Highway 146 has several vacant commercial spaces. Redeveloping these sites can create business opportunities and make the Highway 146 corridor more attractive to move along.
- **Highway 6.** Highway 6 presents similar opportunities as Highway 146. Vacant and underutilized parcels should be redeveloped to higher intensity uses.



Map 6.6: Redevelopment clusters.

**4th Ave and Spring St.**  
Redevelop as residential or vertical mixed use

**3rd Ave and Park St.**  
Redevelop as residential or vertical mixed use

**Harrison Ave and West St.**  
Redevelop as residential

**Private Dr. and West St.**  
Redevelop as residential

## TAX CREDIT PROGRAMS

CASE STUDY: Palace Hotel

The Palace Hotel was constructed in 1892 and was individually listed in the National Register in 1990 as the First Thurston County Courthouse. The project included a full building rehabilitation for mixed use commercial and residential.

Location: 400 Main St, Pender, NE

- Project Management: Local Residents
- Federal Tax Credit: \$1.5 Million
- State Historic Tax Credit: \$1 Million
- Started: 2015
- Completed: 2018



Before



After

# Public Facilities

# 7

**CONTENTS**

**Goals & Strategies**

**Conditions & Needs**



# GOALS & STRATEGIES

## MOVING FORWARD

### INTRODUCTION

Community support involves all things that enable a City to function efficiently. While not flashy, these services, facilities, and infrastructure are crucial to pursuing other parts of Land Plan Grinnell.

The plan recommends the following actions to reach the Land Plan Grinnell Goals. These are not comprehensive of all possible ways to reach the Vision and Goals of Land Plan Grinnell. However, these provide a base that is necessary to reach the other goals.

### GOALS

- **Responsibly invest in public facilities and infrastructure that strategically encourages private sector investment, reinvestment, job creation, and high quality of life.**
- **Be transparent and inclusive in collaborating with residents, businesses, and partners.**
- **Growth patterns support efficient and cost-effective delivery of emergency services.**

### POLICIES & ACTION STRATEGIES

1. **Construct a new Water Storage Tower with enough capacity to meet Iowa DNR recommendations.**
2. **Be fiscally responsible with funds for routine maintenance and repair to avoid higher cost to resident in the future.**



**CITY OF GRINNELL FACILITY IMPROVEMENT SCHEDULE**

Facility	Condition	Ongoing	Within 10 years	Beyond 10 years	Needs
<b>New Water Storage Tower</b>	Insufficient water storage capacity		x		The current Water Tower has insufficient storage capacity to meet Iowa DNR recommendations.
<b>Be fiscally responsible with funds for routine maintenance and repair to avoid higher cost to residents in the future.</b>		x			

## IMPLEMENTATION SCHEDULE

Policy/Strategy	Type	Time Frame	Partners
<b>HOUSING</b>			
<b>Establish a Housing Development Fund.</b>	Capital/Policy	Medium Term	City of Grinnell, Business Community, Pow I-80, Poweshiek County
<b>Create a purchase-rehab-resale program.</b>	Policy/Action	Medium Term	City of Grinnell, Business/Developer Community
<b>Amend regulations to permit a variety of housing types.</b>	Policy	Short Term	City of Grinnell
<b>Create a micro-reinvestment and enhancement program for the most vulnerable neighborhoods.</b>	Active	Medium Term	City of Grinnell
<b>Develop policy and strategies for infill development, ensuring incentive match need/cost.</b>	Policy	Medium Term	City of Grinnell, Pow I-80, Poweshiek County
<b>Continue implementation of rental registry and inspection.</b>	Policy	On Going	City of Grinnell
<b>Transportation</b>			
<b>Prepare for future road extensions.</b>	Capital	On Going	City of Grinnell
<b>Implement land reduction proposal on Highway 146 and Highway 6.</b>	Action	Short Term	Iowa DOT
<b>Bolster a complete street network and infrastructure.</b>	Action	Short Term	City of Grinnell
<b>Implement cost sharing program to help fund mission sidewalk links.</b>	Policy/Capital	Short term	City of Grinnell
<b>Identify public/private partnerships to prepare for new transportation such as micro-mobility.</b>	Action	Long Term	City of Grinnell, Grinnell College, Business Community, Pow I-80, Poweshiek County
<b>Increase number of bicycle racks.</b>	Action	Short Term	City of Grinnell, Business Community
<b>Parks &amp; Recreation</b>			
<b>Invest and update existing parks to create more accessibility and serve changing needs.</b>	Action/Capital	On Going	City of Grinnell
<b>Create a natural park extension of Arbor Lake.</b>	Capital	Medium Term	City of Grinnell
<b>Plan for opportunities to expand Miller Park to the west.</b>	Capital	Medium Term	City of Grinnell
<b>Implement idea for Prairie Park along Highway 146.</b>	Capital	Medium Term	City of Grinnell
<b>Create neighborhood parks within new housing development.</b>	Policy/Action	On Going	City of Grinnell, Developers

## IMPLEMENTATION SCHEDULE

Policy/Strategy	Type	Time Frame	Partners
<b>Parks &amp; Recreation Continued</b>			
<b>Establish Blueways to protect natural drainage ways and steep terrain for its ecosystem services.</b>	Policy	Short Term	City of Grinnell
<b>Complete the recreational trail loop.</b>	Action/Capital	Medium Term	City of Grinnell
<b>Economic Development</b>			
<b>Maintain and support growth in Grinnell's industrial base at strategic location with access to efficient transportation and expansion opportunities.</b>	Capital	On Going	City of Grinnell
<b>Continue to advance relevant strategies from the 2019 Grinnell Cultural Connection Plan to promote a beautified entry way to Grinnell.</b>	Action	Short Term	City of Grinnell, Iowa DOT
<b>Develop a unique mixed-use center around East Industrial Avenue.</b>	Policy	Short/Medium Term	City of Grinnell
<b>Promote thoughtful development along the I-80 Interchange.</b>	Policy	Short term	City of Grinnell
<b>Create an action plan for providing sustained services for Grinnellians in need.</b>	Action	On going	City of Grinnell, Grinnell nonprofit
<b>Redevelop opportunities to maximize prime opportunity sites.</b>	Policy/Action	Short Term	City of Grinnell



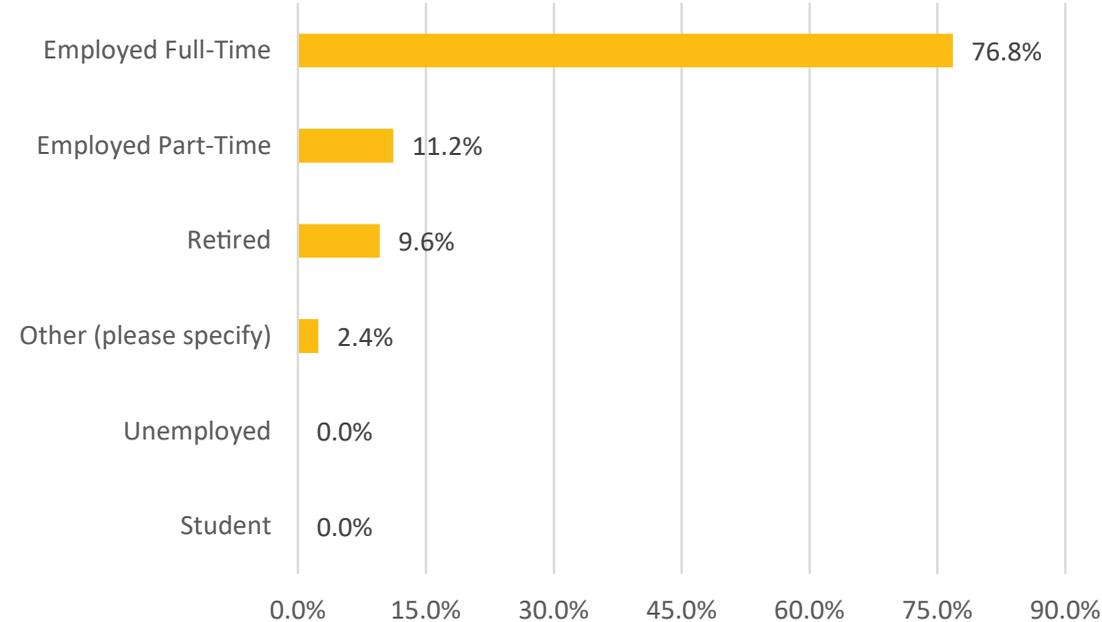
PlanGrinnell

Appendix

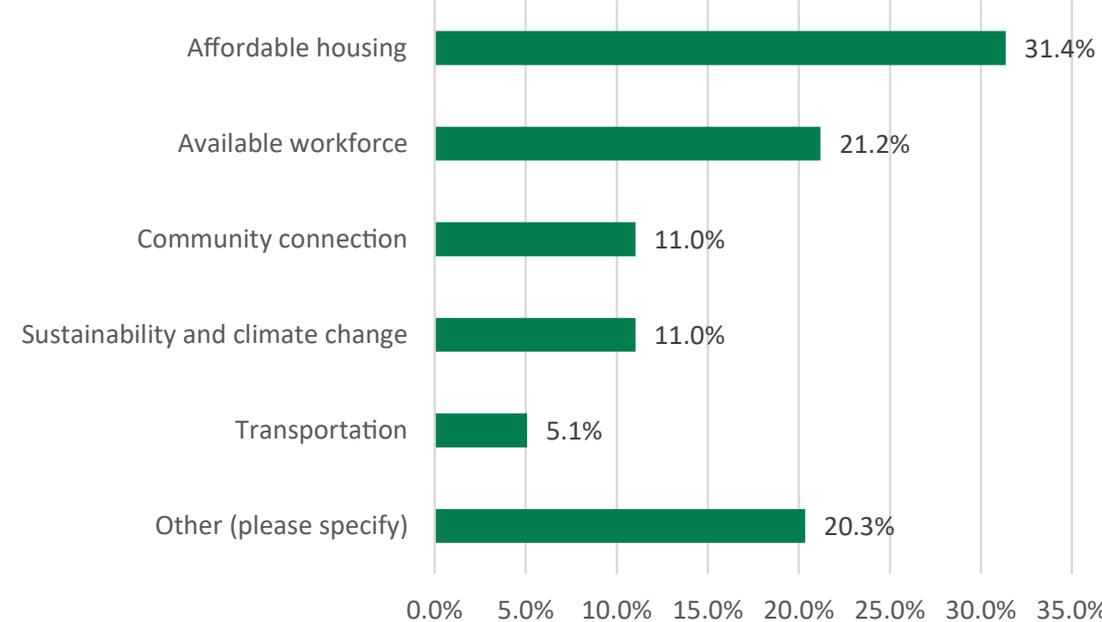
**RDg...**  
PLANNING • DESIGN

# SURVEY RESULTS

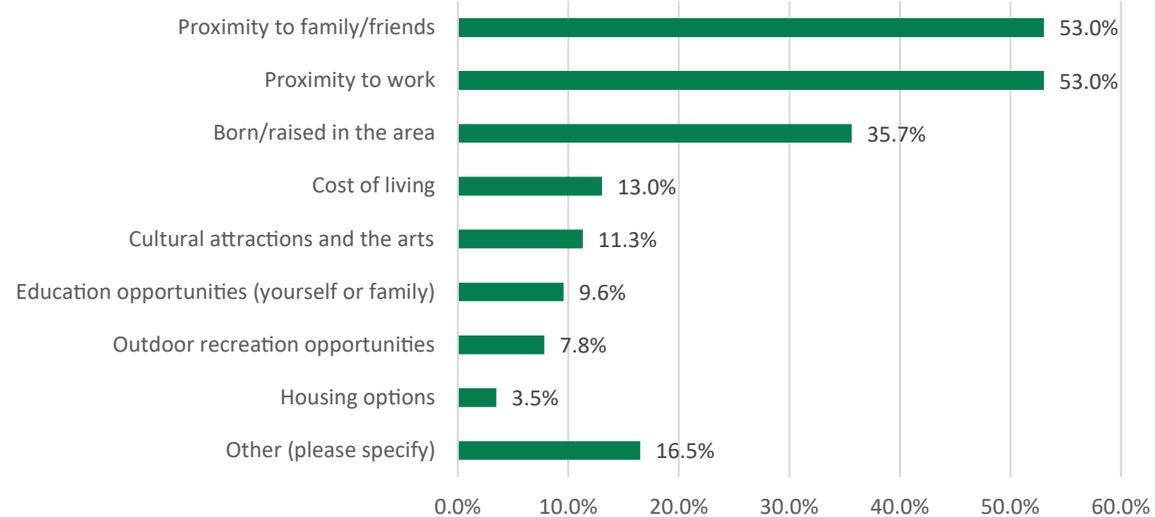
**Question 3:** What is your employment status?



**Question 5:** What challenge is the most important to address in Grinnell.



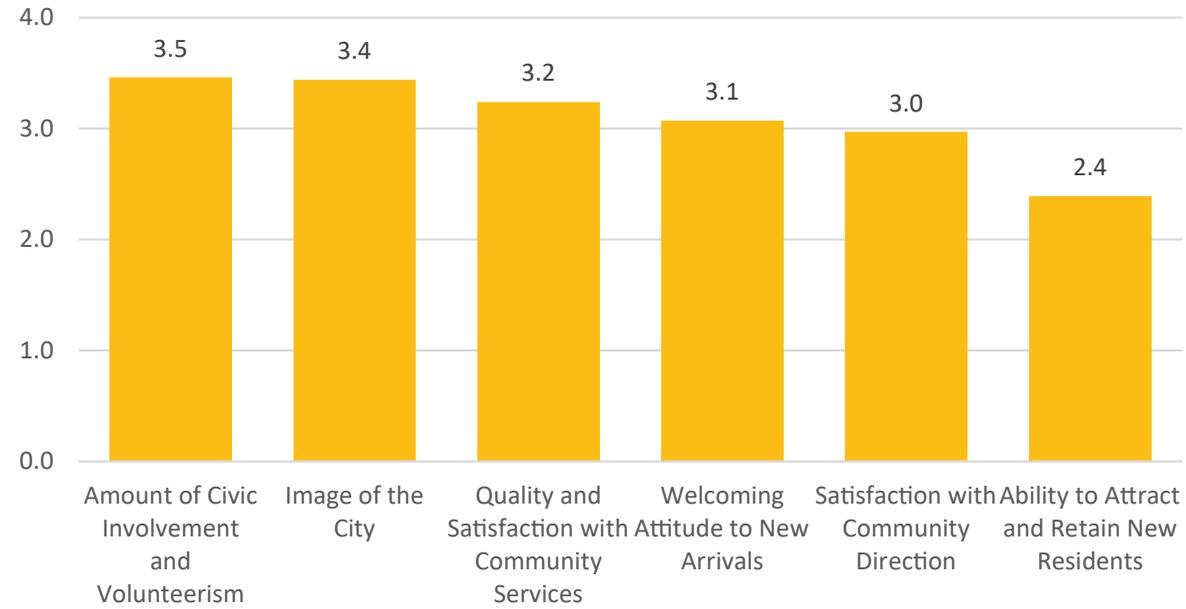
**Question 4:** Why do you choose to live in Grinnell?



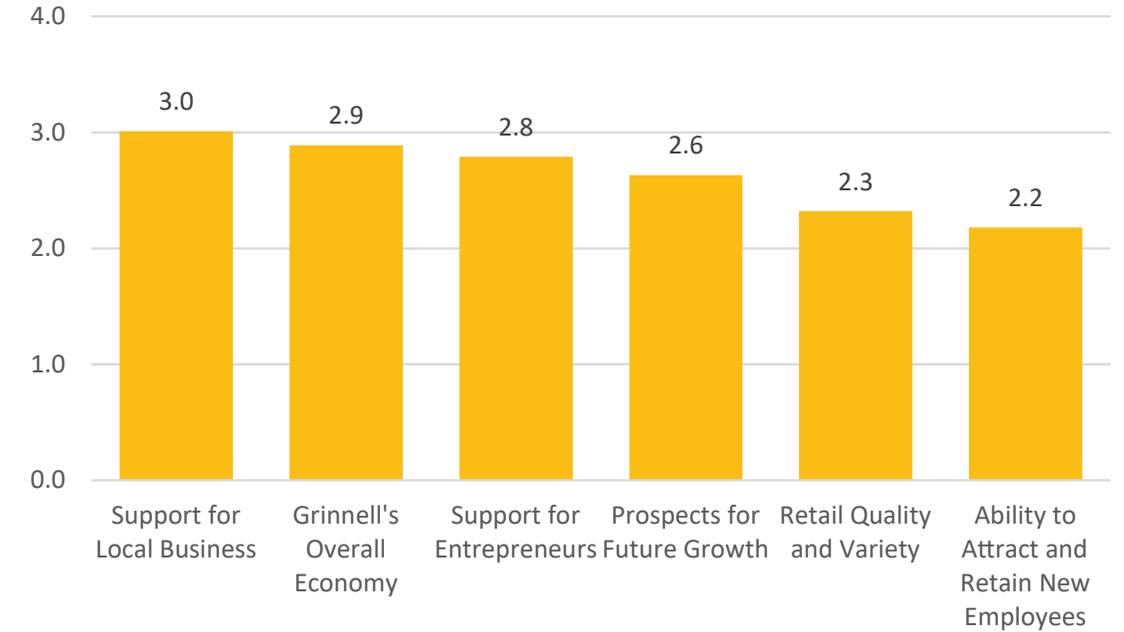
**Question 6:** What should Grinnell focus on most in the next 10 years?



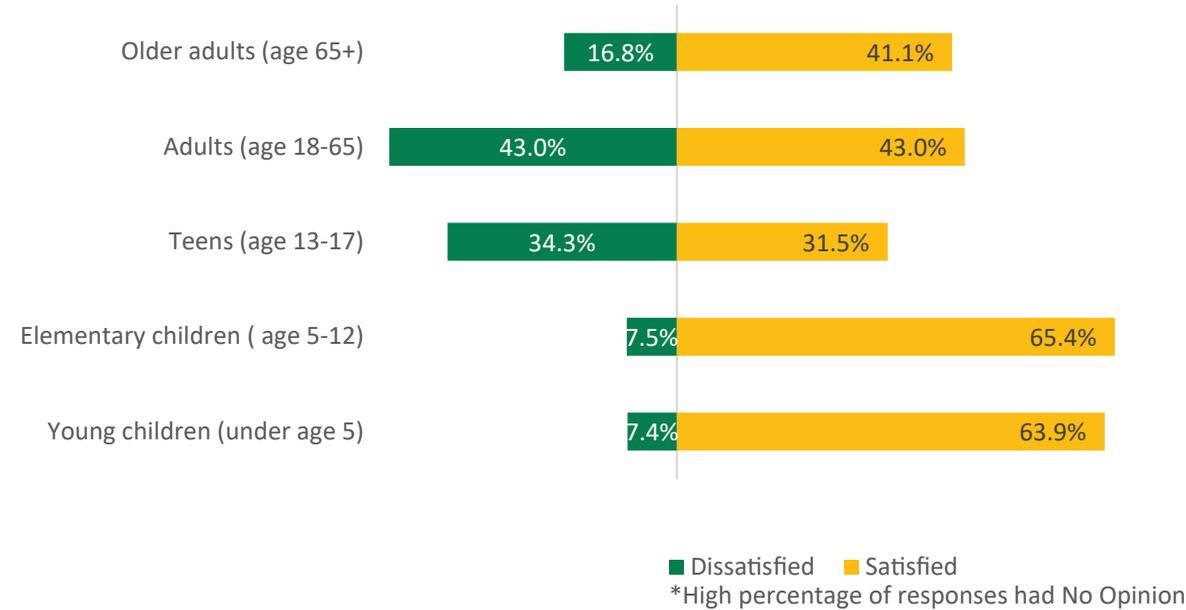
**Question 7:** On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Grinnell in regards to Community Image and Values? (Weighted average)



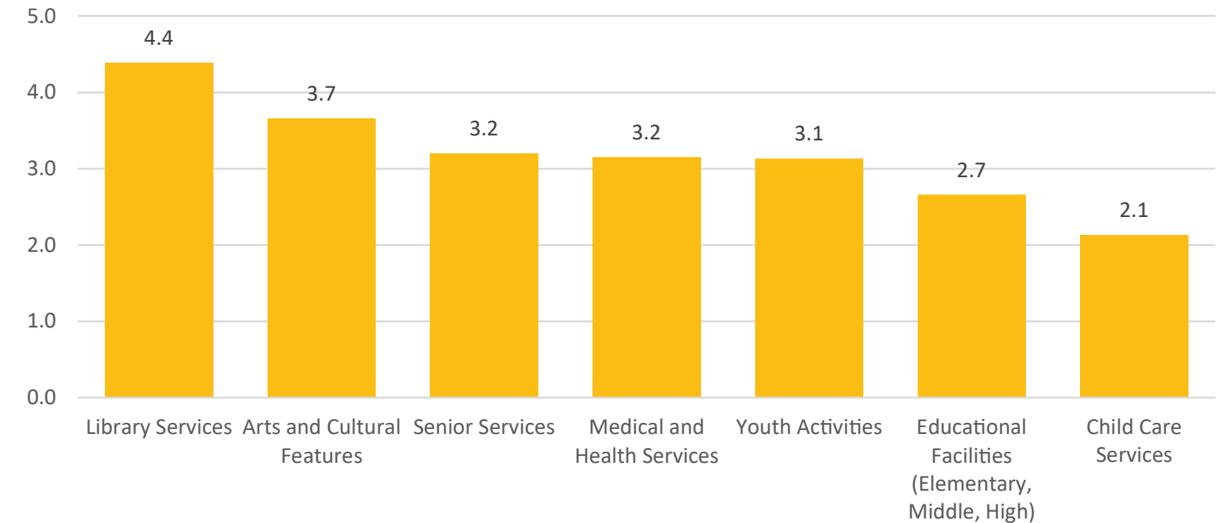
**Question 9:** On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Grinnell in regards to the Economy? (Weighted average)



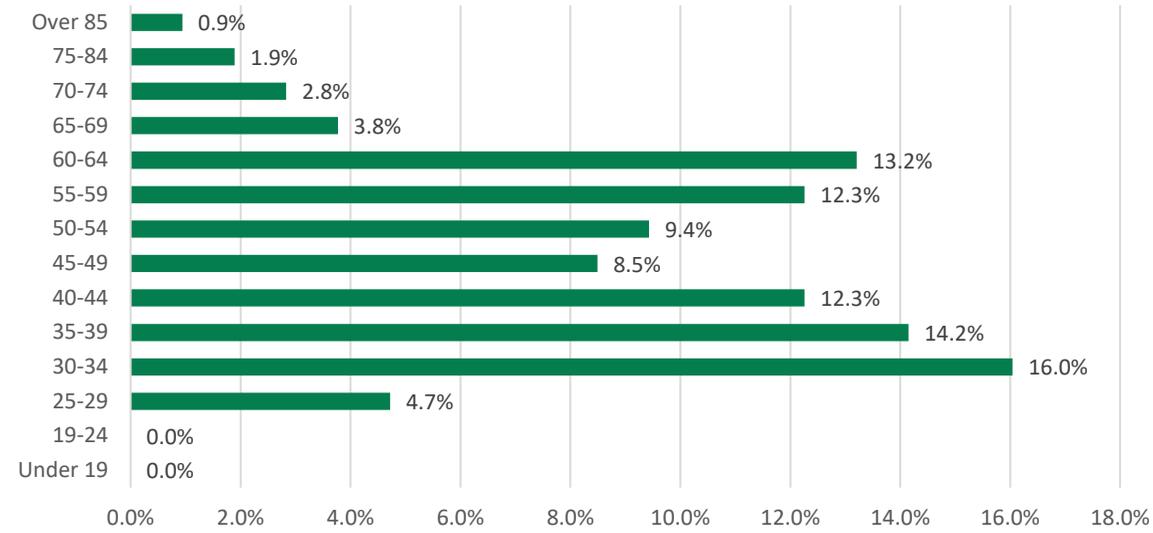
**Question 8:** Rate your satisfaction with recreational opportunities for the following groups.



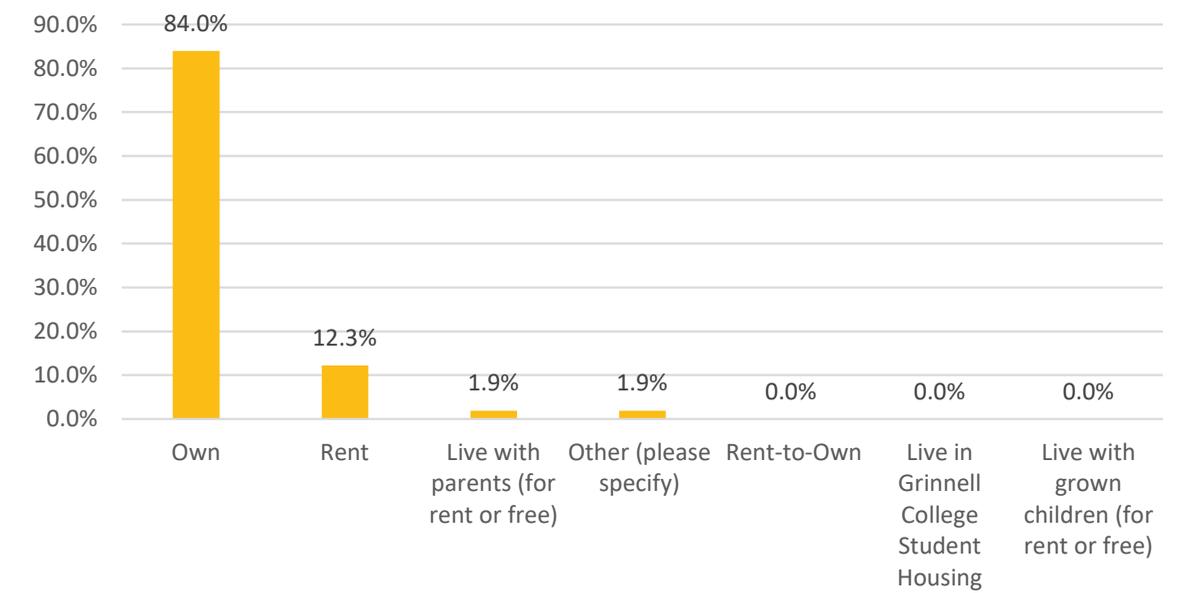
**Question 10:** On a scale of 1 to 5 (one being poor and 5 being excellent), how would you rate Grinnell in regards to other Community Services? (Weighted average)



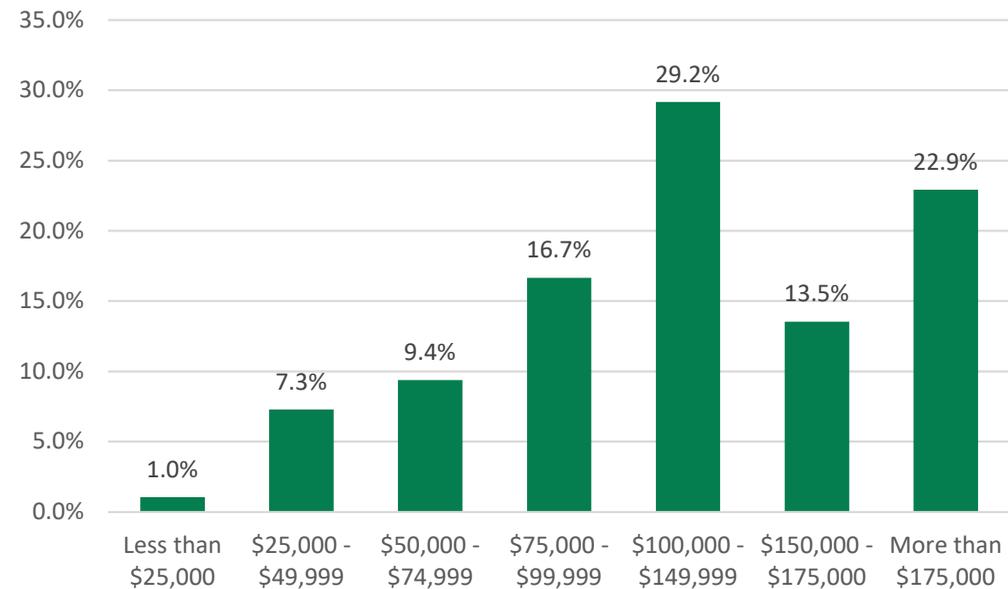
Question 12: How old are you?



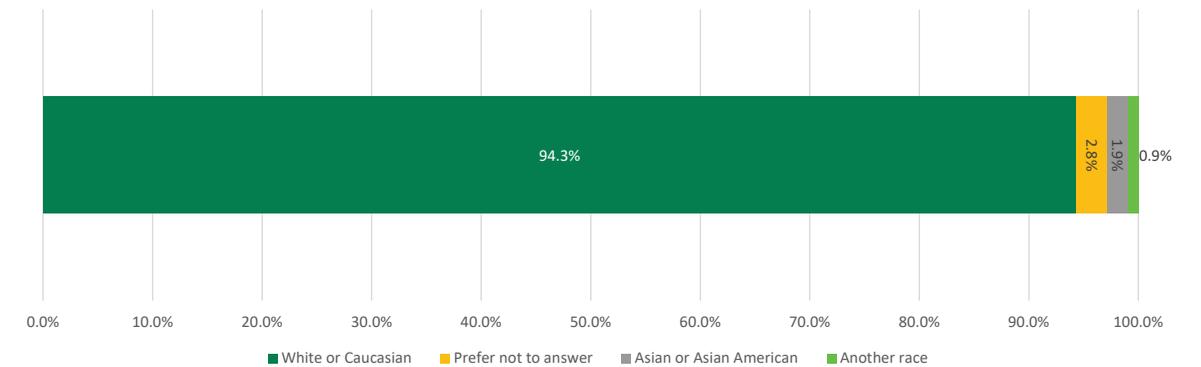
Question 14: Do you own or rent your home?



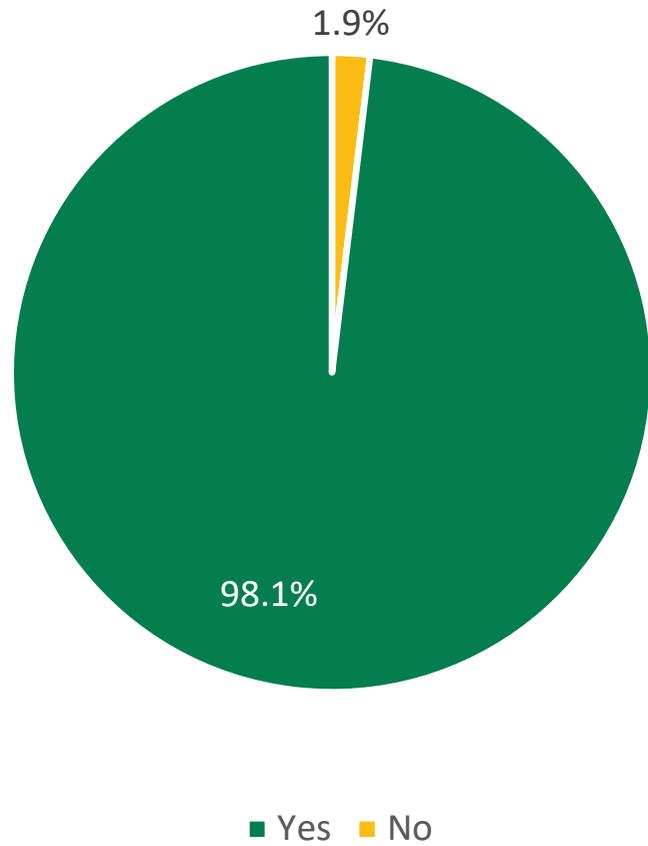
Question 13: What is the total annual income of all residents living in your household? (Optional)



Question 15: What is your race (check all that apply)?



Question 16: Are you Hispanic or Latino?



## OPEN ENDED QUESTIONS

Question 1: What is the ZIP Code where you live? (Open Ended)

**87% - 50112**

Question 1: What is the ZIP Code where you work? (Open Ended)

**92% - 50112**

Question 11: What final thoughts do you want to share about Grinnell? (Open Ended)

ORDINANCE NO. 1549

**AN ORDINANCE AMENDING THE ZONING ORDINANCE OF THE CITY OF GRINNELL, IOWA BY AMENDING THE ZONING FOR THE PROPERTY WITHIN THE SCOUT SUBDIVISION, GENERALLY LOCATED AT THE INTERSECTION OF 11<sup>th</sup> AVENUE AND SUNSET STREET, AND DIRECTING THE ZONING ADMINISTRATOR TO NOTE THE ORDINANCE NUMBER AND DATE OF THIS CHANGE ON THE OFFICIAL ZONING MAP**

NOW, THEREFORE, be it ordained by the City Council of the City of Grinnell, Iowa:

Section 1. ZONING MAP AMENDMENT. The official zoning map of the City of Grinnell, Iowa, is hereby amended by changing the zoning classification of the following described real property, from its current classification of C-1: General Commercial to R-2: One- and Two-Family Residential, to wit:

Lots 1 – 19 in the Scout Subdivision, an Official Plat, now included in and forming a part of the City of Grinnell, Poweshiek County, Iowa.

The Zoning Administrator is directed to amend the Official Zoning Map to indicate said changes.

Section 2. ZONING MAP AMENDMENT. The official zoning map of the City of Grinnell, Iowa, is hereby amended by changing the zoning classification of the following described real property, from its current classification of C-1: General Commercial to R-1: Single-Family Residential, to wit:

Lots 20-40 and Outlot ‘Z’ in the Scout Subdivision, an Official Plat, now included in and forming a part of the City of Grinnell, Poweshiek County, Iowa.

The Zoning Administrator is directed to amend the Official Zoning Map to indicate said changes.

Section 3. NOTATION. The Zoning Administrator shall hereby record the ordinance number and date of passage of this ordinance.

Section 4. REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 5. SEVERABILITY CLAUSE. If any section provision or part of this ordinance shall be adjudged invalid or unconstitutional such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

Section 6. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval, and publication as provided by law.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Read First Time: \_\_\_\_\_, 2024

Read Second Time: \_\_\_\_\_, 2024

Read Third Time: \_\_\_\_\_, 2024

PASSED AND APPROVED: \_\_\_\_\_, 2024.

I, \_\_\_\_\_, City Clerk of the City of Grinnell, County of Poweshiek, Iowa, do hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_ passed and approved by the City Council of the City at a meeting held \_\_\_\_\_, 2024, and published in the Grinnell Herald Register on \_\_\_\_\_, 2024.

\_\_\_\_\_  
City Clerk, Grinnell, Iowa

(SEAL)

ORDINANCE NO. 1550

**AN ORDINANCE AMENDING THE ZONING CODE OF THE CITY OF GRINNELL, IOWA BY ADDING REGULATIONS RELATED TO THE SCOUT SUBDIVISION OVERLAY DISTRICT FOR THE PURPOSE OF ESTABLISHING DESIGN GUIDELINES**

NOW, THEREFORE, be it ordained by the City Council of the City of Grinnell, Iowa:

Section 1. TEXT AMENDMENT. The City Code of the City of Grinnell, Iowa, is hereby amended by adding subsections 165.32 and 165.33 as follows:

**165.32 SPECIAL AND OVERLAY DISTRICTS**

Overlay districts are used in combination with base districts to modify or expand base district regulations. Special districts are not used in conjunction with a base district, but otherwise serve the same purpose as overlay districts. Both districts adapt to the special needs of areas of the City and further allow this chapter to evolve as the planning and development needs and trends of specific areas also change. The overlay and special districts are designed to achieve the following objectives:

1. To recognize special conditions in specific parts of the City which require specific regulations.
2. To provide for the protection of special features in the natural and built environment of the City.
3. To allow for change and adaptability to different needs and trends in land development.
4. To encourage comprehensive neighborhood and environmental planning in the city, and to protect the integrity of vital city services such as the water supply and airport operation.
5. To provide flexibility in development and to encourage innovative design through comprehensively planned projects.

**165.33 SCOUT SUBDIVISION OVERLAY DISTRICT**

1. The Scout Subdivision Overlay District (SSOD) provides enhanced design requirements and use restrictions for the Scout Subdivision **due** to its... Development in the SSOD must comply with the standards outlined herein.
2. Properties subject to SSOD regulations are those properties located within the Scout Subdivision, an Official Plat, now included in and forming a part of the City of Grinnell, Poweshiek County, Iowa.
3. SSOD Regulations.
  - A. **Lots** 20-40 and 'Outlot Z' within the SSOD are subject to the following:
    - 1) Must include at minimum a two-car garage.

- 2) Minimum finished first floor living area for 1-story: 1,200 sq ft
- 3) Minimum finished first floor living area for 2-story: 1,100 sq ft
- 4) The facade of any dwelling or accessory structure must face the street of which the property is assigned its address from.
- 5) The exterior materials of any dwelling façade or accessory structure must have:
  - a. A minimum of twenty percent (20%) of the gross exterior façade (excluding window and door areas), shall be brick, stone or a veneer combination of either. The remaining 80% shall be constructed of vinyl siding with a minimum thickness of .042” or hardboard siding by LP SmartSide or cement board siding by James Hardie or other brands of comparable siding.
  - b. All exterior façade walls having any areas of exposed concrete shall be painted to blend with exterior wall finishes or covered with brick or stone veneer or the equivalent.
- 6) Exterior colors must be of natural earth tones.
- 7) All structures shall not be of post-frame type construction.
- 8) All structures shall be secured to a permanent foundation.
- 9) No clothes lines, playsets, or satellite dishes are permitted in the front or side yards.
- 10) Any boat, camper, rv, etc., must be stored to not be visible from any street, and in a covered and enclosed permanent structure.
- 11) All vehicles must be stored on a concrete paved surface with no vehicles permitted to be stored on any driveway approach.
- 12) A basement or accepted tornado shelter must be present on each individual lot.
- 13) All driveways must be concrete.
- 14) The exterior of any accessory structure must be of the exact same materials and colors as the dwelling upon the lot, no metal or plastic storage sheds or units will be permitted.

B. Lots 1-19 within the SSOD are subject to the following:

- 1) For any single-family dwelling constructed within these lots, the regulations from subsections A(1) – (14) above will apply.
- 2) For any two-family dwelling constructed within these lots, the regulations from subsections A(4)-(14) above will apply, in addition to the following:
  - a. Must include at minimum a two-car garage per dwelling unit.
  - b. Minimum combined finished first floor living area for a two-family single-story structure: 2,500 sq ft
  - c. Minimum combined finished first floor living area for two-family two-story structure: 1,500 sq ft

Section 2. REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. SEVERABILITY CLAUSE. If any section provision or part of this ordinance shall be adjudged invalid or unconstitutional such adjudication shall not affect the validity of the ordinance as a whole or any section, provision or part thereof not adjudged invalid or unconstitutional.

Section 4. WHEN EFFECTIVE. This ordinance shall be in effect from and after its final passage, approval, and publication as provided by law.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

Read First Time: \_\_\_\_\_, 2024

Read Second Time: \_\_\_\_\_, 2024

Read Third Time: \_\_\_\_\_, 2024

PASSED AND APPROVED: \_\_\_\_\_, 2024.

I, \_\_\_\_\_, City Clerk of the City of Grinnell, County of Poweshiek, Iowa, do hereby certify that the above and foregoing is a true copy of Ordinance No. \_\_\_\_\_ passed and approved by the City Council of the City at a meeting held \_\_\_\_\_, 2024, and published in the Grinnell Herald Register on \_\_\_\_\_, 2024.

\_\_\_\_\_  
City Clerk, Grinnell, Iowa

(SEAL)

**RESOLUTION NO. 2024-146**

**A RESOLUTION APPROVING THE SALE OF CERTAIN REAL PROPERTY**

**WHEREAS**, the City Council scheduled a hearing for the 3rd day of June 2024, to make its final determination on the proposal to sell certain real property; and

**WHEREAS**, said public hearing was held and all comments and objections were duly considered; and

**WHEREAS**, the City Council determined that the city's best interests would be served by selling such real property; and

**NOW, THEREFORE**, upon a motion duly made by Council member \_\_\_\_\_, seconded by Council member \_\_\_\_\_, and properly carried, it is hereby **RESOLVED**:

1. That the City of Grinnell, Iowa proposes to sell the following described property, to-wit: (1203 Spring Street):

LOT TWENTY-EIGHT IN ALEMIA J HAMLIN'S SUBDIVISION OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION EIGHT, TOWNSHIP EIGHTY NORTH, RANGE SIXTEEN WEST OF THE 5TH P.M., ACCORDING TO THE PLAT THEREOF APPEARING OF RECORD IN BOOK A, PAGE 320.

2. That such property shall be sold to Home Revisions, LLC for \$1.00 and the buyer's other obligations under the proposed terms of a real estate purchase agreement.

3. That the proposed real estate purchase agreement is hereby accepted and the Mayor and City Clerk are hereby authorized to execute the purchase agreement and other documents related to completing the conveyance of the real estate.

4. That the City Attorney will be directed to prepare all necessary documents to complete the contemplated sale.

Dated this 17th day of June 2024.

\_\_\_\_\_  
**MAYOR**

**ATTEST:**

\_\_\_\_\_  
**CITY CLERK**

**PURCHASE AND DEVELOPMENT AGREEMENT  
WITH  
HOME REVISIONS, LLC  
(1203 Spring Street)**

This Purchase and Development Agreement (the “**Agreement**”) is entered into by and between the City of Grinnell, Iowa, a municipality (the “**City**”) and Home Revisions, LLC, an Iowa limited liability company (the “**Developer**”), on or as of \_\_\_\_\_, 2024.

WHEREAS, the City has received a proposal from the Developer for the purchase and redevelopment of certain City-owned real estate, locally known as 1203 Spring Street, Grinnell, Iowa and legally described as follows (the “**Property**”):

Lot Twenty-eight in Amelia J. Hamlin’s Subdivision of the Southeast Quarter of the Southeast Quarter of Section Eight, Township Eighty North, Range Sixteen West of the 5<sup>th</sup> P.M., according to the Plat thereof appearing of record in Book 1, Page 320.

NOW, THEREFORE, in consideration of the terms, covenants, warranties and conditions hereinafter set forth, the parties hereto, intending to be legally bound hereby, mutually agree as follows:

**ARTICLE I. CONVEYANCE OF THE PROPERTY**

Section 1.1. Due Diligence. Following the execution of the Agreement and until the Closing Date (the “**Due Diligence Period**”), Developer may, at Developer’s expense, perform an acquisition study to determine the suitability of the Property for Developer’s intended use, which study may include, but not be limited to, a physical inspection of the Property by persons of Developer’s choice; Developer’s evaluation of the area of the Property and availability to the Property of sufficient sanitary and storm sewer, gas, water, communication, and electrical utility services; Developer’s evaluation of parking availability, traffic flow, and ingress and egress to and from the Property; Developer’s evaluation of the zoning classification of the Property; Developer’s inspection and review of all agreements, leases, conveyances, encumbrances, restrictive covenants, contracts, or easements affecting the Property in any manner whatsoever; preparation, review, and approval of the Developer’s site and development plans for the Property, if any, by all governing agencies and necessary third parties; and other aspects of the Property pertaining to its use for Developer’s purposes. In the event Developer is not satisfied for any reason whatsoever with the results of its acquisition study of the Property, then on or before the expiration of the Due Diligence Period, Developer may, in its sole discretion, terminate this Agreement by providing written notice to the City.

Section 1.2. Sale of Property. For the purchase price of \$1.00 (the “**Purchase Price**”) and other consideration, including the obligations being assumed by the Developer under this Agreement, the City agrees to sell, and the Developer agrees to purchase, the Property, subject to easements and appurtenant servient estates, and any zoning and other ordinances and subject to a reversionary right held by the City, which the City may exercise as described in Section 4.3.

Such transfer shall occur under the terms and conditions of this Agreement and following all process required by the City pursuant to the Iowa Code. Developer shall pay the Purchase Price to the City by wire transfer, cashier's check, or cash at the Closing (subject to prorations, reductions, and credits as provided below).

Section 1.3. Closing. The transfer of the Property shall occur on or before July 17, 2024 (the "**Closing Date**"). On the Closing Date, the City shall transfer title of the Property to Developer and Developer shall pay the Purchase Price for the Property, upon the obligations of both parties hereunder being met, including the execution of all documents required hereunder. The transfer shall be considered closed upon the delivery to Developer of a duly executed deed without warranty (the "**Deed**") for the Property (which Deed shall reference the City's reversionary rights), the filing of all title transfer documents, and the City's receipt of all funds due as of the Closing Date from Developer under this Agreement ("**Closing**"). Possession of the Property shall be delivered to Developer on the Closing Date. Any adjustments of rent, insurance, taxes, interest, and all charges attributable to the City's possession of the Property shall be made as of the Closing Date. All parties and individual signatories hereto further agree to make, execute, and deliver such further and additional documents as may be reasonably requested by the other party for the purpose of accomplishing the transfer herein contemplated.

Section 1.4. Closing Costs. At the Closing, each party agrees to pay the following costs, respectively:

- a. The City agrees to pay:
  - i. City's attorney's fees or other professional fees incurred by City in connection with this transaction.
  - ii. The cost of providing an updated abstract for the Property.
  - iii. Recording fees for the City proceedings showing City authorization of sale of the Property and for other documents recorded to address or cure title defects identified.
  - iv. Transfer taxes, if applicable.
- b. The Developer agrees to pay:
  - i. The Purchase Price for the Property.
  - ii. Any closing costs.
  - iii. Developer's attorney's fees or other professional fees incurred by Developer in connection with this transaction.
  - iv. Recording fees for the Deed.

Section 1.5. Real Estate Taxes; Special Assessments. The Developer acknowledges that the Seller is a tax-exempt government entity, and the Developer agrees that the Seller shall not be required to give the Developer a credit for prorated real estate taxes at Closing. The City shall pay all real estate taxes due and payable as of the Closing Date. The Developer shall pay all real estate taxes, if any, assessed against the Property after Closing. The City shall pay or release all special assessments which are a lien on the Property as of the Closing Date. The Developer

shall pay all subsequent special assessments.

Section 1.6. Risk of Loss and Insurance. The City shall bear the risk of loss or damage to the Property prior to Closing. The City agrees to maintain existing insurance, if any, and Developer may purchase additional insurance on the Property prior to Closing. In the event of substantial damage or destruction of the Property prior to the Closing, the City shall have the option of using insurance proceeds to repair the Property such that this Agreement shall continue and Developer shall complete the Closing regardless of the extent of damages. Developer shall bear the risk of loss or damage to the Property after Closing.

Section 1.7. Inspection and Disclaimer of Warranties. Developer acknowledges and agrees that the City is not making and has not at any time made any warranties or representations of any kind or character, express or implied, with respect to the Property, including, but not limited to, any warranties or representations as to habitability, merchantability, fitness for a particular purpose, title, leasing, zoning, tax consequences, latent or patent physical condition, utilities, operating history or projections, valuation, governmental approvals, or the compliance of the Property with laws. Developer represents to the City that Developer has conducted, or will conduct prior to Closing, any investigations of the Property, including its physical and environmental condition, as the Developer deems necessary to satisfy itself as to the condition of the Property. **Developer acknowledges and agrees that at the Closing, Developer shall accept the Property “as is, where is, with all faults.”** At the Closing, Developer shall be deemed to have released the City from any claims, known or unknown, which the Developer might have asserted or alleged against the City arising out of any latent or patent physical condition of the Property, violations of any applicable laws, and any other matters regarding the Property. Developer acknowledges that the compensation to be paid to the City for the Property considers that the Property is being sold subject to the provisions of this Section 1.7.

Section 1.8. Abstract and Title. The City shall provide an abstract of title for the Property, continued at least through a date 30 days prior to the Closing Date, and deliver the abstract to Developer for examination, which abstract shall become the property of Developer upon Closing. Such abstract of title shall show merchantable title in the City in conformity with this Agreement, the land title laws of the State of Iowa, and the Iowa Title Standards of the Iowa State Bar Association. The City agrees to pay all costs related to creation and/or continuation of the abstract as set forth herein. Developer may, at its sole cost and expense, obtain title insurance on the Property for itself and/or its lenders.

Section 1.9. Certification. Developer and City each certify that they are not acting, directly or indirectly, for or on behalf of any person, group, entity, or nation named by any Executive Order or the United States Treasury Department as a terrorist, “Specially Designated National and Blocked Person” or any other banned or blocked person, entity, nation, or transaction pursuant to any law, order, rule, or regulation that is enforced or administered by the Office of Foreign Assets Control; and are not engaged in this transaction, directly or indirectly on behalf of, any such person, group, entity, or nation. Each party hereby agrees to defend, indemnify, and hold harmless the other party from and against any and all claims, damages, losses, risks, liabilities, and expenses (including attorney’s fees and costs) arising from or related to my breach of the foregoing certification.

## ARTICLE II. COMPLETION OF PROJECT

Section 2.1. Completion of Minimum Improvements. Developer shall complete the construction of a single-family residential home and related site improvements (the “**Minimum Improvements**”) on the Property within three (3) years from the Closing Date (the “**Project**”). Completion of construction shall be evidenced by the issuance of a final certificate of occupancy from the City for the structure. Developer shall obtain or caused to be obtained, in a timely manner, all required permits, licenses, and approvals, if any, and shall meet, in a timely manner, all requirements of all applicable local, state, and federal laws and regulations which must be obtained or met before the Minimum Improvements may be lawfully completed.

Section 2.2. Compliance with Laws. Developer shall comply with all state, federal, and local laws, rules, and regulations relating to the Project, including laws prohibiting discrimination against any applicant, employee, or tenant because of age, color, creed, national origin, race, religion, marital status, sex, physical disability, or familial status.

Section 2.3. Available Information. Upon request, Developer shall promptly provide the City with copies of information requested by City that are related to this Agreement and the Developer’s obligations hereunder.

Section 2.4. Insurance. The Developer agrees, following Closing and until at least the Termination Date, to maintain builder’s risk, property damage, and liability insurance coverages with respect to all portions of the Property and all improvements thereon then-owned by Developer in such amounts as are customarily carried by like organizations engaged in activities of comparable size and liability exposure with insurance companies reasonably satisfactory to the City, together with such additional coverages as the City may reasonably request, and shall provide evidence of such coverages to the City upon request.

Section 2.5. Liens on Property. Prior to the completion of the Improvements, the Developer shall not permit any mortgage, encumbrance, or lien on the Property, except for the purpose of obtaining necessary funds for construction of the Minimum Improvements.

Section 2.6. Assignment. Prior to the completion of the Minimum Improvements (and issuance of a final certificate of occupancy for the same), Developer shall not sell, assign, convey, lease, or otherwise transfer its rights and interests in this Agreement or the Property, except with respect to a proposed sale of the Property following completion of the Minimum Improvements, unless: (i) the transferee entity or individual assumes in writing all obligations of Developer under this Agreement and (ii) the City provides prior written approval to such sale, assignment, conveyance, lease, or other transfer. If a transferee or assignee is approved as successor to Developer pursuant to this Section, then the successor entity or individual shall comply with all provisions of this Agreement and shall perform all obligations of Developer hereunder. If such successor entity or individual shall desire to make changes to the proposed Improvements or any other term of this Agreement, then said entity or individual shall submit a request for an amendment to this Agreement to the City.

Section 2.7. Completion Guarantee. By signing this Agreement, Developer hereby

guarantees to the City performance by Developer of all the terms and provisions of this Agreement pertaining to Developer's obligations with respect to the construction of the Minimum Improvements. Without limiting the generality of the foregoing, Developer guarantees that: (a) construction of the Minimum Improvements shall be completed within the time limit set forth in Section 2.1; (b) the Minimum Improvements shall be constructed and completed in accordance with the terms of this Agreement and consistent with the scope of work outlined in this Agreement; (c) the Minimum Improvements shall be constructed and completed free and clear of any mechanic's liens, materialman's liens, and equitable liens; and (d) all costs of constructing the Minimum Improvements shall be paid when due.

Section 2.8. Maintenance of Property. From and after the Closing Date, for so long as the Developer owns the Property, Developer agrees to maintain, preserve, and keep the Property (and the Minimum Improvements, once constructed) in good repair and working order, ordinary wear and tear excepted, and from time to time will make all necessary repairs, replacements, renewals, and additions.

### **ARTICLE III. RELEASE AND INDEMNIFICATION**

#### **Section 3.1. Release and Indemnification Covenants.**

a. Developer releases the City and the governing body members, officers, agents, servants, and employees thereof (hereinafter, for purposes of this Article III, the "Indemnified Parties"), from covenants and agrees that the Indemnified Parties shall not be liable for, and agrees to indemnify, defend, and hold harmless the Indemnified Parties against, any loss or damage to property or any injury to or death of any person occurring at or about or resulting from any defect in the Minimum Improvements or Property.

b. Except for any willful misrepresentation or any willful or wanton misconduct or any unlawful act of the Indemnified Parties, Developer agrees to protect and defend the Indemnified Parties, now or forever, and further agrees to hold the Indemnified Parties harmless, from any claim, demand, suit, action, or other proceedings whatsoever by any person or entity whatsoever arising or purportedly arising from: (i) any violation of any agreement or condition of this Agreement (except with respect to any suit, action, demand or other proceeding brought by Developer against the City to enforce its rights under this Agreement); (ii) the acquisition and condition of the Property and the construction, installation, ownership, and operation of the Minimum Improvements; or (iii) any hazardous substance or environmental contamination located in or on the Property arising after Closing.

c. The Indemnified Parties shall not be liable for any damage or injury to the persons or property of Developer, or its officers, agents, servants, or employees or any other person who may be about the Minimum Improvements or Property due to any act of negligence of any person, other than any act of negligence on the part of any such Indemnified Party or its officers, agents, servants, or employees.

d. All covenants, stipulations, promises, agreements, and obligations of the City contained herein shall be deemed to be the covenants, stipulations, promises, agreements, and

obligations of the City, and not of any governing body member, officer, agent, servant, or employee of the City in the individual capacity thereof.

- e. The provisions of this Article III shall survive the termination of this Agreement.

#### ARTICLE IV. DEFAULT AND REMEDIES

Section 4.1. Events of Default – Prior to Closing. Prior to Closing, the parties' sole remedies for a default under this Agreement shall be as follows:

- a. If the City breaches, repudiates, or otherwise fails to timely perform this Agreement, the Developer's sole and exclusive remedy will be to terminate this Agreement by written notice to the City and to recover its actual out-of-pocket expenses associated with this transaction, not to exceed \$1,000, from the City.

- b. If the Developer breaches, repudiates, or otherwise fails to timely perform this Agreement, the City's sole and exclusive remedy will be to terminate this Agreement by written notice to the Developer and to recover its actual out-of-pocket expenses associated with this transaction, not to exceed \$1,000, from the Developer.

Section 4.2. Events of Default – After Closing. After Closing, if (i) the Developer fails to cause the Minimum Improvements to be completed pursuant to the terms and conditions of this Agreement; (ii) the Property is put up for tax sale by the County; (iii) mortgage foreclosure proceedings are initiated for the Property or any improvements thereon; (iv) the Developer files any petition in bankruptcy or similar action; or (v) the Developer otherwise fails to substantially observe or perform any covenant, condition, or obligation under this Agreement, then the City may deliver written notice to the Developer of such event of default. If Developer fails to cure said default within thirty (30) days after the written notice, then the City may (i) terminate this Agreement upon written notice to the Developer; (ii) demand payment of a default penalty of \$1,000; (iii) seek to enforce any reversionary right it retains in the Property, as further described in Section 4.3; and/or (iv) take any other legal or equitable action deemed appropriate to enforce the Developer's obligations under this Agreement.

Section 4.3. Reversionary Right. As security for the Developer's completion of the required Minimum Improvements, the City shall hold a reversionary right in the Property until a final certificate of occupancy has been issued for the completed Minimum Improvements. If Developer defaults under this Agreement prior to completion of the required Minimum Improvements and issuance of a final certificate of occupancy for the Improvements, then following the 30-day cure period described in Section 4.2, the City may exercise its reversionary right by delivering written notice to the Developer of its intent to exercise the reversionary right and re-take title to the Property. Within thirty (30) days after the written notice, the Developer shall take all reasonable steps to ensure the City acquires marketable legal title to the Property, including without limitation, the execution of a deed conveying the Property to the City and causing all liens that have attached to the Property since Closing to be released in full.

#### ARTICLE V. MISCELLANEOUS

Section 5.1. Notices. Any notice required or permitted under this Agreement shall be deemed given on the date personally delivered or sent by certified mail, or by overnight delivery, addressed to the respective party at the address provided below, or to any other address as shall be furnished in writing by the respective party:

- a. In the case of the Developer, is addressed or delivered personally to Home Revisions, LLC at 1450 NE 69<sup>th</sup> Pl, Ste. 52/53, Ankeny, IA 50021, Attn: Nick Darland; and
- b. In the case of the City, is addressed to or delivered personally to the City of Grinnell at 520 4<sup>th</sup> Avenue, Grinnell, IA 50112, Attn: City Clerk;

Section 5.2. Interpretation of this Agreement. Any titles of the several parts, Articles, and Sections of this Agreement are inserted for convenience of reference only and shall be disregarded in construing or interpreting any of its provisions.

Section 5.3. Entire Agreement. This Agreement and the exhibits hereto reflect the entire agreement among the parties regarding the subject matter hereof, and supersedes and replaces all prior agreements, negotiations, or discussions by the parties regarding the subject matter hereof, whether oral or written. This Agreement may not be amended except by a subsequent writing signed by all parties hereto.

Section 5.4. No Merger. None of the provisions of this Agreement shall be deemed merged in, affected by, or impaired by a deed provided by the City at Closing. The terms of this Agreement shall survive Closing until the Termination Date.

Section 5.5. Counterparts. This Agreement may be executed in one or more counterparts, each of which will be deemed an original, but all of which together will constitute one and the same instrument. Facsimile and PDF signatures shall be given the same effect as original signatures.

Section 5.6. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of Iowa.

Section 5.7. Successors and Assigns; No Third-Party Beneficiaries. This Agreement is intended to and shall inure to the benefit of and be binding upon the parties hereto and their respective permitted successors and assigns. No rights or privileges of either party hereto shall inure to the benefit of any landowner, contractor, subcontractor, material supplier, or any other person or entity, and no such contractor, landowner, subcontractor, material supplier, or any other person or entity shall be deemed to be a third-party beneficiary of any of the provisions contained in this Agreement.

Section 5.8. Termination Date. This Agreement shall terminate and be of no further force or effect on and after the issuance of a final certificate of occupancy for the completed Minimum Improvements (the "Termination Date"), unless terminated earlier under the

provisions of this Agreement.

Section 5.9. Severability. The invalidity or unenforceability of any provision of this Agreement shall not affect or impair any other provision hereof.

IN WITNESS WHEREOF, the City of Grinnell, Iowa has caused this Agreement to be duly executed in its name and on its behalf by its Mayor and its seal to be hereunto duly affixed and attested by its City Clerk, and Developer has caused this Agreement to be duly executed in its name and on its behalf by the officer(s) indicated below, on or as of the dates set forth below.

(SEAL)

CITY OF GRINNELL, IOWA

By: \_\_\_\_\_  
Dan F. Agnew, Mayor

ATTEST:

By: \_\_\_\_\_  
Annmarie Wingerter, City Clerk

STATE OF IOWA                    )  
  ) SS  
COUNTY OF POWESHIEK )

On this \_\_\_\_\_ day of \_\_\_\_\_, 2024, before me a Notary Public in and for said State, personally appeared Dan F. Agnew and Annmarie Wingerter, to me personally known, who being duly sworn, did say that they are the Mayor and City Clerk, respectively, of the City of Grinnell, Iowa, a Municipality created and existing under the laws of the State of Iowa, and that the seal affixed to the foregoing instrument is the seal of said Municipality, and that said instrument was signed and sealed on behalf of said Municipality by authority and resolution of its City Council, and said Mayor and City Clerk acknowledged said instrument to be the free act and deed of said Municipality by it voluntarily executed.

\_\_\_\_\_  
Notary Public in and for the State of Iowa

*[Developer's Signature Page Follows]*

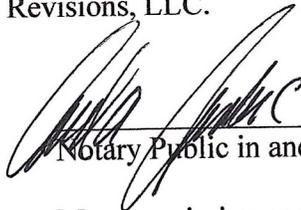
HOME REVISIONS, LLC  
an Iowa limited liability company

By:   
Nick Darland

Its: owner  
[Manager/Member]

STATE OF IOWA            )  
  ) SS  
COUNTY OF POIK        )

This record acknowledged before me on June 13, 2024 by Nick Darland as  
the owner of Home Revisions, LLC.



Notary Public in and for said state

My commission expires: 4.12.27

