

SECTION THREE

CHAPTER FIVE: DEVELOPMENT VISION

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

LAND USE AND GROWTH PRINCIPLES

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

Encourages Community Design that Uses Land Effectively

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

Encourages Project and Building Design that Balance Compactness and Efficiency

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

Mixes Land Uses

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

Creates Housing Opportunities and Choices

Most of Grimes' residential development is in the form of single-family detached units on 7,200 square foot lots. Yet, more diverse housing types will be needed to meet changing housing needs and preferences. Consequences of the mortgage crisis and subsequent economic downturn of 2008-2009 and demographic change include greater eventual demand for multi-family development because of tighter mortgage financing; smaller lot single-family development in innovative design settings, and attached housing for empty-nesters. Residential development should be incorporated into mixed use projects to reduce the separation between living places and activity centers. Grimes should provide opportunities for people at all stages of life to find their place in the city.

Promotes Walkability and Community Health through Routine Physical Activity

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

Encourages Identifiable Development Areas with a Sense of Place

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

Preserves Open Space and Important Environmental Areas

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

Diversifies Transportation Modes

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

Achieves Community and Stakeholder Collaboration in Development Decisions

Grimes should be a great place to live, work and play – a "small town in the city." City government should stay close to its constituents through techniques that measure the priorities of residents. Ideas developed by the community cannot be considered and the

implementation of the smart growth principles cannot occur without the collaboration of citizens. Partnerships between neighborhoods, adjoining communities, developers, nonprofit organizations, and the city will support and accelerate implementation of the Grimes Plan.

DEVELOPMENT FRAMEWORK

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

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

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

Balanced Residential Neighborhoods

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

Proposed Land Use and Development Policies include:

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

Commercial and Industrial Growth

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

- That commercial developments should remain focused along Highway 141, at major intersections, within the downtown and in mixed use settings that provides easy access to services for residents in surrounding neighborhoods.

- Industrial and light industrial uses should be focused in the southern portion of the city adjacent to existing industrial uses, with easy access to Highway 141 and the railroad.

Proposed Land Use and Development Policies include:

- Creation of mixed use districts, that combine residential and commercial uses or commercial and light industrial uses. These districts should provide a gradient of uses for flexibility and market variety, creating community activity centers.
- Establishment of specific standards for parking, scale, and pedestrian access.
- Encourage development of business park settings that bring economic diversity and build on Grimes' transportation access.
- Include adequate buffering and landscaping in all new development, offering an appealing image of the city.
- High impact uses should be buffered from surrounding lower intensity uses.

Transportation Connectivity

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

Proposed Development Policies include:

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

Recreation Amenities

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

Proposed Land Use and Development Policies include:

- Offer neighborhood park services within a comfortable walking distance of approximately 0.5 miles for all Grimes residents.
- Preserve environmentally sensitive areas including drainage swales, native prairie, and wetlands.
- Permeate the city, connecting relatively separated neighborhoods with each other and major features including new commercial development on the east side of Highway 141 and the High School west of County Line Road.
- Identify the Grimes park and recreation system as a signature feature for the community.

- Secure public access to trails and pathways through easements and charitable donations rather than outright property purchases to the greatest degree possible.
- Provide clear wayfinding graphics and trail makers.

A Strong Core

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

Proposed Land Use and Development Policies include:

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

PLAN ELEMENTS

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

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

Future Land Use Characteristics

Decision Making Framework

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

provides a context that helps decision-makers, including city administrative officials, the Planning Commission, and the City Council, make logical decisions which implement the plan's overall principles.

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

Table 5.1: Plan Categories and Use Criteria

Land Use Category	Use Characteristics	Features and Location Criteria
Agriculture, Open Space	<ul style="list-style-type: none"> - Generally in agricultural or open space use. - Agriculture or open space uses will remain the principal use during the planning period. - Extension of urban services is unlikely during the foreseeable future, and may not be feasible. - Extremely low residential densities, typically below 1 unit per 20 acres, may be permitted. 	<ul style="list-style-type: none"> - These areas should remain in primary open space, grasslands, or agricultural use. Urban encroachment, including large lot subdivisions, should be discouraged. - Applies to areas designated for conservation, including floodplains and steep topography. - Primary uses through the planning period will remain open or agricultural.
Urban Reserve (UR)	<ul style="list-style-type: none"> - Generally in agricultural or open space use. - Reserve areas can eventually be served with municipal water and sewer and may be in the path of future urban development. However, development will likely occur after the planning horizon contained in this plan. 	<ul style="list-style-type: none"> - These areas should be reserved for long-term urban development. - Primary uses through the planning period will remain in open land uses. - Any interim large lot residential development should accommodate future development with urban services.
Low Density Residential (LDR)	<ul style="list-style-type: none"> - Restrictive land uses, emphasizing single-family detached development, although innovative single-family forms may be permitted with special review. - Civic uses are generally allowed, with special permission for higher intensity uses. - Developments will be provided with full municipal services. 	<ul style="list-style-type: none"> - Primary uses within residential growth centers. - Should be insulated from adverse environmental effects, including noise, smell, air pollution, and light pollution. - Should provide a framework of streets and open spaces. - Typical densities range from 1 to 4 units per acre, although individual attached projects may include densities up to 6 units per acre in small areas.
Medium-Density Residential (MDR)	<ul style="list-style-type: none"> - Restrictive land uses, emphasizing housing. - May incorporate a mix of housing types, including single-family detached, single-family attached, and townhouse uses. - Limited multi-family development may be permitted with special review and criteria - Civic uses are generally allowed, with special permission for higher intensity uses. 	<ul style="list-style-type: none"> - Applies to established neighborhoods of the city which have diverse housing types, and in developing areas that incorporate a mix of development. - Developments should generally have articulated scale and maintain identity of individual units. - Tend to locate in clusters, but should include linkages to other aspects of the community. - Typical maximum density is 4 to 12 units per acre, typically in a middle range. - Innovative design should be encouraged in new

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Land Use Category	Use Characteristics	Features and Location Criteria
<p>High-Density Residential (HDR)</p>	<ul style="list-style-type: none"> - Allows multi-family and compatible civic uses. - Allows integration of limited office and convenience commercial within primarily residential areas. 	<p>projects.</p> <ul style="list-style-type: none"> - Projects at this density may be incorporated in a limited way into single-family neighborhoods. - May be incorporated into mixed use projects and planned areas. - Locate at sites with access to major amenities or activity centers. - Should be integrated into the fabric of nearby residential areas, while avoiding adverse traffic and visual impacts on low-density uses. - Traffic should have direct access to collector or arterial streets to avoid overloading local streets. - Requires Planned Unit Development designation when developed near lower intensity uses or in mixed use developments. - Developments should avoid creation of compounds. - Attractive landscape standards should be applied. - Typical density is in excess of 10 units per acre. - May be incorporated into mixed use projects and planned areas.
<p>Mobile Home Residential (MHR)</p>	<ul style="list-style-type: none"> - Accommodates mobile homes that are not classified under State law as “manufactured housing.” - May include single-family, small lot settings within planned mobile home parks. - Manufactured units with HUD certification that comply with other criteria in State statute may be treated as conventional construction. 	<ul style="list-style-type: none"> - Develop in projects with adequate size to provide full services. - Generally locate in complexes, but should include linkages to other aspects of the community. - Typical maximum density is 8 units per acre.
<p>Mixed Use (MU-1)</p>	<ul style="list-style-type: none"> - Incorporates a mix of residential, office, and limited commercial uses. - Includes a variety of mixed use contexts including: <ul style="list-style-type: none"> Residential/office/commercial (MU-1) Urban Village (UV) Neighborhood commercial (NCOM) Office/Financial Services (OFF) 	<ul style="list-style-type: none"> - Developments should emphasize relationships among parts. - Pedestrian traffic should be encouraged and neighborhood scale retained when applicable. - Projects should avoid large expanses of parking visible from major streets - Signage and site features should respect neighborhood scale in appropriate areas. - Commercial and office development in mixed-use areas should minimize impact on housing. Should be located at intersections of major or collector streets.
<p>Mixed Use (MU-2)</p>	<ul style="list-style-type: none"> - Includes a variety of commercial uses, including large-scale buildings and parking areas. - Includes major retailers, multi-use centers, restaurants, and other services. 	<ul style="list-style-type: none"> - Should be located adjacent to existing industrial uses in the southern portion of the city. - Similar in character to existing flex uses along 37th Street. - Traffic systems should provide alternative routes

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Land Use Category	Use Characteristics	Features and Location Criteria
	<ul style="list-style-type: none"> - Permits light industrial uses that do not generate noticeable external effects. - Often accommodates flex spaces that can be used for commercial, warehousing, or low impact maintenance uses. - High density residential uses, with appropriate development standards may be included. 	<p>and good traffic flow, including safe pedestrian routes.</p> <ul style="list-style-type: none"> - Negative effects on surrounding residential areas should be limited by buffering and project design. - Good landscaping and restrictive sign standards should apply. - Good pedestrian and bicycle links should be provided, including non-motorized access to surrounding residential areas, connecting residents to jobs.
General Commercial (COM)	<ul style="list-style-type: none"> - Includes a variety of commercial uses, including auto-oriented commercial development. - Includes major retailers, multi-use centers, restaurants, and other services. - Commercial may also be accommodated in MU areas. 	<ul style="list-style-type: none"> - Should be located along arterials or other major streets, and in areas that are relatively isolated from residential, parks, and other vulnerable uses. - Traffic systems should provide alternative routes and good internal traffic flow. - Negative effects on surrounding residential areas should be limited by location and buffering. - Activities with potentially negative visual effects should occur within buildings. - Development should maintain good landscaping, focused in front setbacks and common boundaries with lower-intensity uses. - Pedestrian/bicycle connections should be provided for consumer-oriented uses.
Neighborhood Commercial (NCOM)	<ul style="list-style-type: none"> - Includes a range of low impact commercial uses, providing a variety of neighborhood services. - Accommodates service related commercial uses. - Includes low to moderate building and impervious coverage. 	<ul style="list-style-type: none"> - Should be located along major streets and in areas close to residential growth centers. -Should emphasize pedestrian scale and relationships among businesses. -Traffic systems should provide good internal traffic flow. -Negative effects on surrounding residential areas should be limited by location and buffering. -Good landscaping and restrictive signage standards should be maintained. -Good pedestrian/bicycle connections should be provided into surrounding areas. -The dominance of automobiles should be moderated by project design.
Downtown Mixed Use	<ul style="list-style-type: none"> - Traditional downtown district of Grimes, also known as the Governors District. - Includes mix of uses, primarily commercial, office, and limited upper level residential. - Should be the primary focus of major civic uses, including government, cultural services, and other civic facilities. - Developments outside the center of the 	<ul style="list-style-type: none"> - Establishes mixed use pattern in the traditional city center. May also apply to planned mixed use areas. - Recognizes downtown development patterns without permitting undesirable land uses. - District may expand with development of appropriately designed adjacent projects. - New projects should respect pedestrian scale and design patterns and setbacks within the overall district.

Table 5.1: Plan Categories and Use Criteria

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

Land Use Compatibility

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

Compatibility Rating Key

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

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

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

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

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

Table 5.2: Compatibility Matrix

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

Transportation: Access for All

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

A Web of Collector and Arterial Streets

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

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

- Completion of Beaverbrooke Boulevard as an arterial street from Highway 141 to County Line Road, connecting to 230th Street in Dallas County.
- Destination Drive as a collector street from 37th Street north to Beaverbrooke Boulevard.
- Gateway Drive from 37th Street to north of Beaverbrooke Boulevard.
- A collector street generally following the half section line between James Street and County Line Road. This street should connect Douglas Parkway in Urbandale with NW 27th Street on Grimes northern edge.
- Extension of 11th Street west across the city's planning jurisdiction.
- A north south collector street between County Line Road and Jazzwood Road.
- Improvements to Highway 141 should improve the safety of the corridor. Possible improvements include conversion of Highway 141 and 1st Street intersection to an at-grade intersection and installation of lights and turn lanes at other major intersections.
- The city should closely monitor and work with the DOT on other regional projects such as improvements to the Highway 141 interchange on Interstate 80/35 and a possible regional bypass for the northwest portion of Des Moines.

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

Local Streets

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

- *Hierarchy and Order.* Local street networks should have a natural order to them, leading residents and visitors naturally to their destinations in a manner that is not confusing. Quality street networks combine the ease of a grid with privacy in residential areas.
- *Connectivity.* The street network should have segments which connect to one another internally and to collector streets.
- *Alternatives to Cul-de-Sacs.* Alternatives should be considered that maintain the positive characteristics while limiting some of the difficulties and expenses of providing public safety and maintenance. These include:
 - Access loops, which provide two points of access
 - Circles and bulbs at corners to streets or access loops
 - T-intersections, which reduce the number of traffic/pedestrian conflicts
 - Short cul-de-sacs, shorter than 300 feet in length.

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

Green Streets and Complete Streets

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

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

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

Pedestrian and Bicycle Facilities

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



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

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

Community Gateways and Corridors

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

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

Transit for a Small City

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

Parks and Recreation: A Recreation Lifestyle

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

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

- Allows the park system to grow with the city;
- Proposes new centers for recreation, which are integrated into the greenway system;
- Provides recreational facilities needed to meet community priorities;

- Envisions a linked park system, molding Grimes' future open space system into a green network that unites the community;
- Establishes a trail system linking major community features; and
- Provides an equitable mechanism for financing of new park facilities.

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

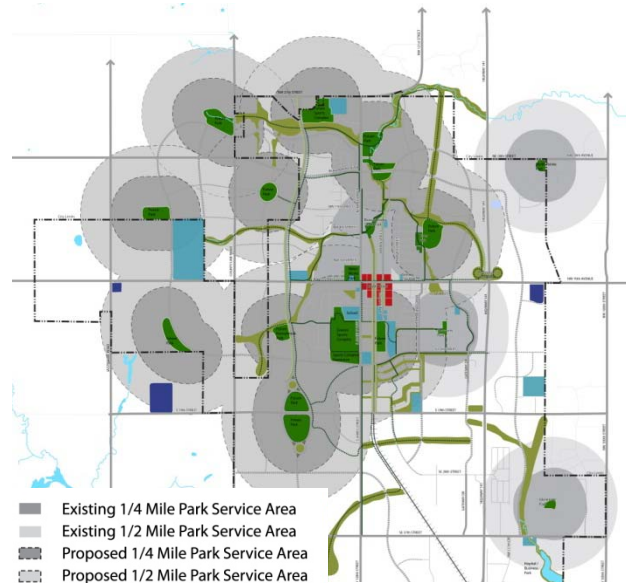
Expand the Park and Open Space System

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

The majority of Grimes's future growth will occur to the north and west. In order to serve residential growth centers, the Grimes Plan proposes new neighborhood parks within a quarter to half mile walking distance from all new residential growth areas. This should include an expanded Kenneybrooke Park, development of the north side sports complex, and a new community park along 19th Street. The plan also calls for preservation of the farm site south of downtown as part of the city's history and future park system.

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

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



Any floodplain or drainage swales should continue to be protected from development and utilized as community greenways. These greenways should not substitute for neighborhood parks but be quality amenities within the parks and links in the city's trail system. Expansion of the city's park and recreation amenities is important to meet the recreational needs of residents but is also has important economic benefits. Facilities like the sports complex are regional draws that bring visitors and thus consumer spending that comes with the visitors.

Neighborhood Park Financing

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

Approach I: Parkland per Person

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

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

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

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

Approach II: Parkland as a percentage of total development area

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

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

Other Funding Alternatives

Other park and trail funding techniques include:

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

- *Transportation Enhancements (TE)*: TE funds are appropriated through federal transportation legislation (currently SAFETEA-LU) for trails, corridor beautification, and enhancement. This program is administered through the Des Moines Area Metropolitan Planning Organization

(DMAMPO) and provides 80-percent funding for approved projects. Matching funds are typically provided through general obligation park bonds.

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

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

Greenways and Trails

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

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

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

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

1. *The system should be community wide.* Grimes' community destinations are spread out throughout the city, including the city's parks, schools, shopping, and recreation destinations. A city wide system not only provides access to all of these destinations, but fosters contact among all Grimes neighborhoods and helps visitors appreciate the city and its unique qualities.
2. *The system should benefit a wide variety of users.* Pedestrians and bicyclists are, and probably will continue to be, the dominate users of trails. Yet, trails can serve all types of people with many different interests and capabilities – seniors, children, families, people with disabilities, and visitors to the area. Indeed, new user groups and requirements are likely to emerge in the future.
3. *The system should have multiple benefits.* Recreation and physical activity continue to be the fundamental values of trail development. We have become increasingly aware that health and physical activity benefits are no longer just "amenities." Yet, trails have benefits beyond recreation and health. These benefits include community transportation, education, family experience, safety, and economic development.
4. *The system should create economic opportunities.* Trails are increasingly important to the effort of attracting residents and investments. The success of the national trail movement has caused people to expect their own communities to provide a quality trail system.

5. *The system must be strategic and sustainable.* In today's economy, governments at all levels face serious financial limitations. While these limits affect capital development, the operational costs of trails must also be considered. Trails that are neglected or deteriorated do not serve the needs of the community and waste community resources. Grimes' system must be strategic and focused on areas that will most efficiently meet both user needs and the overall goals of the city.
6. *The system should build on and enhance existing efforts.* The city has completed important links in the trail system and larger master plan exists. Future trail development should utilize and build off of these corridors.

Natural Resource Areas and Other Open Spaces

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

Urban Reforestation

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

Housing and Neighborhoods

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

The city's primary housing challenges include:

- Maintaining the structural integrity of older homes and the quality of Grimes' existing housing supply.
- Developing an effective, multi-faceted neighborhood conservation and rehabilitation program.

- Increasing the diversity of housing choices in Grimes, including rental, for present and prospective residents.

Grimes should consider policies that include:

A Variety of Housing Types

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

- *Single-Family Attached Development.* This is a housing type already seen in Grimes where single-family units comply with the minimum lot sizes of the zoning district, but have a common wall. The opposite side yard is ordinarily larger than normal. This housing type provides construction economies and more useful side yards. The lot areas can be privately owned or governed through a condominium association. Grimes should work with developers to ensure these projects have site features and amenities that make them distinctive from other similar projects in the Des Moines area.
- *Townhouses.* Townhouses are another housing configuration that has been used in Grimes and extensively in the metropolitan area. These tend to be three or more attached units that can be developed as owner-occupied or rental housing. They provide construction and land use efficiencies, while continuing the sense of a single-family neighborhood. This housing type has been heavily used throughout the Des Moines area, making distinctive styling and site amenities important in a competitive market.
- *Multi-Family Development.* Multi-family development should be integrated into the structure of new neighborhoods, rather than developed as isolated "pods" on peripheral sites. This level of density will have strategic importance for mixed use areas that cater to a pedestrian environment, especially in the Governors District. Design standards should provide a residential scale and prevent creating a "project" look.
- *Small Lot Subdivisions.* Single-family attached and detached housing on smaller lots is gaining popularity across the country. This is occurring for multiple reasons:
 - An economic shift towards smaller spaces, that are more affordable to maintain.
 - An aging baby boom population looking to down size.
 - An interest in non-traditional housing styles that provide a more urban feel and a strong sense of neighborhood.

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

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

Neighborhood Conservation

Grimes should implement neighborhood conservation programs, including rehabilitation programs to preserve the city's oldest housing stock. The preservation of existing neighborhoods and housing stock is important to any city and is essential to maintain an

affordable housing stock. Much of Grimes' affordable housing supply is already in place. Indeed, rehabilitation and preventive maintenance are the city's most cost-effective way to assure a continued supply of good entry level housing. Neighborhood conservation strategies include:

- *Land Use Policies.* Grimes should maintain zoning and land use policies that protect the integrity of its neighborhoods. New zoning proposals should be evaluated with a view toward their effect on surrounding neighborhoods. The zoning ordinance should encourage project design that reduces land use conflicts between residential and other uses; and should establish buffering and screening standards to minimize external effects on neighborhoods.
- *Rehabilitation.* Grimes should develop rehabilitation programs (including the use of private loans leveraged by Community Development Block Grant and HOME funds) to promote the stabilization of housing stock that is in need of significant rehabilitation. These programs should emphasize the leveraging of private funds to extend the use of scarce public resources.
- *Infill Development.* Grimes should encourage the development and redevelopment of vacant and under used lots within the existing city. Access to existing infrastructure creates the opportunity to construct new affordable units and uses city services in a more cost effective manner than development on greenfield areas.

A Strong Core

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

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

Assets and Opportunities

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

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

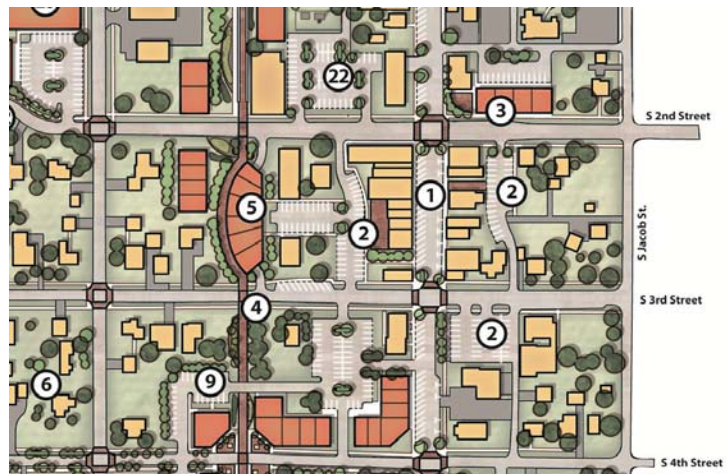
- *Vacant railroad right-of-way.* The railroad line running through most of Grimes is no longer used and has been removed north of 1st Street. The section still remaining from 19th Street north provides an excellent opportunity to use the Rail Bank program to reuse the right-of-way as a pedestrian amenity in the downtown and larger area.
- *A good inventory of sound buildings, suitable for rehabilitation.* The building stock of Main Street provides excellent opportunities for rehabilitation or adaptive reuse. Generally the vacant building stock is in fairly good condition. Although the majority of buildings are single story there is a growing interest in conversion of upper levels to residential.
- *A highly accessible location.* The district access to 1st Street (Highway 44) and James Street means a significant amount of traffic moves parallel to the district. This should provide visibility to the district without having a large amount of traffic moving directly through the heart of the district.
- *Community Icons.* The 2008 Assessment noted that the Governors District needed to take advantage of the old water tower as a marketing advantage, turning a negative into a positive. The water tower's prominent location at 1st and James Streets makes it a visible feature that could become a true community icon.

A Vision for the Governors District

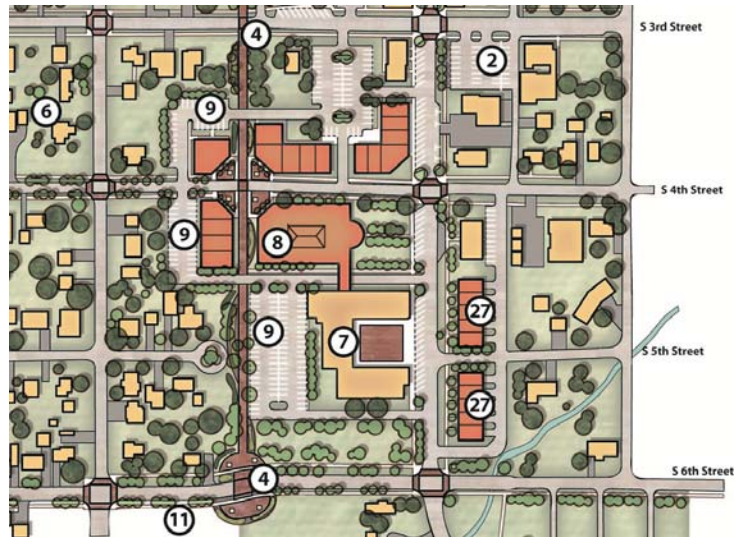
The Governors District has enormous potential to grow by serving its local and regional markets in specific ways. For local audiences, it should become a civic, commercial, activity, and increasingly residential neighborhood, growing in importance to residents of Grimes. For regional markets, it should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

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

1. Reconstruction of Main Street to address infrastructure issues, including stormwater drainage and water service.
2. Parking Improvements behind buildings and alleys that will provide the necessary parking for revitalized district.
3. Switching station improvements with new mixed-use building on S. 2nd Street that will anchor the corner and offer more retail and service oriented space.
4. Creation of a Promenade or linear park along former Railroad with Governor's District theming. Development of the right-of-way as an amenity should be a catalyst for development around it and for the larger Governors District. The linear park will function as a spine connecting parks of the district but also connecting the district to the larger city through the city's existing trail system.



5. Development of a new mixed-use building with parking along the Promenade.
6. Conservation programs, like those described under the Neighborhood Conservation portion of this plan that preserve a stable single-family neighborhood.
7. Continued investment in the existing Community Center. Even with the possible development of a YMCA at 1st Street and Highway 141 there will continue to be a need for the services and recreation and meeting spaces provided at the Community Center.
8. Construction of a new city hall to meet the needs of a growing city. The city will soon be out of space at its existing facility and a location in the Governors District, adjacent to the Community Center, will strengthen the districts mix of uses and its role in the civic lives of Grimes residents.
9. A parking loop around Promenade and new mixed-use buildings that will provide the necessary parking for the district while not taking away from the pedestrian oriented nature of the district.



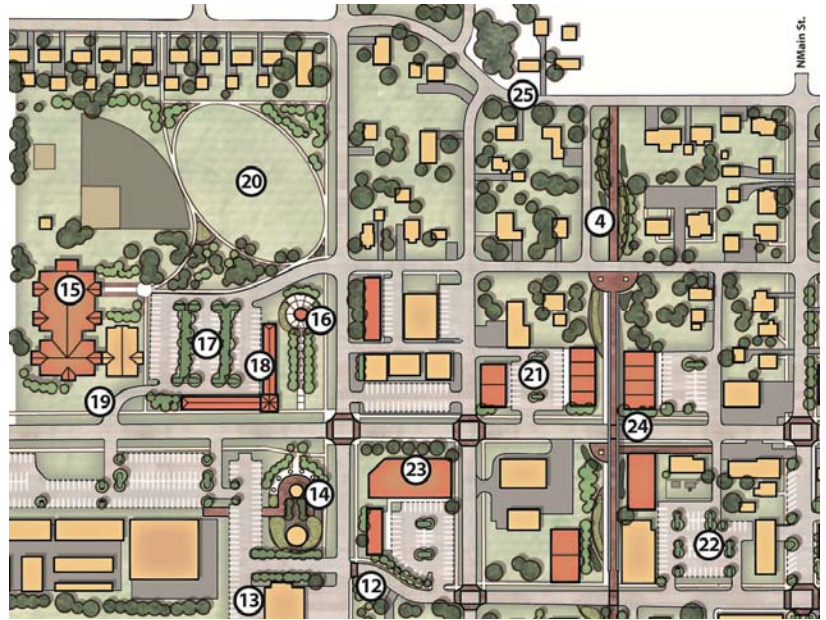
10. Entrance improvements and possible signal at the intersection of 6th and James Streets. At this corner the district meets up with the heavily used Grimes Sports Complex and South Prairie Elementary School. A significant amount of traffic moves through this intersection, making it an important entrance to the district.

11. Improve signage along South 6th Street trail and construct a gateway feature at the intersection of this trail and the Promenade.
12. Extend 2nd Street to James Street and into Brookeridge Plaza. This will be an important way to connect Brookeridge Plaza into the district but it also gives the Plaza access to James Street and creates new investment opportunities.
13. New Fire Station parking to the west with the extension of 2nd Street.
14. Improvements to the water tower, creating an iconic feature for the District.
15. Expanded library with outdoor space that is designed in conjunction with a master plan for Waterworks Park. The improvements at the library should coincide with improvements to Waterworks Park.
16. Icon or feature that connects the park with the Governors District and the water tower feature across 1st Street. The feature could be tied to the history of Waterworks Park.
17. Expanded library parking lot to serve the park and library. The exact location of the parking should be considered in the context of the rest of Waterworks Park and part of a master plan for the park. Regardless of the location of the parking lot it should be a green lot



with good landscaping and stormwater management that gives it a park like feel.

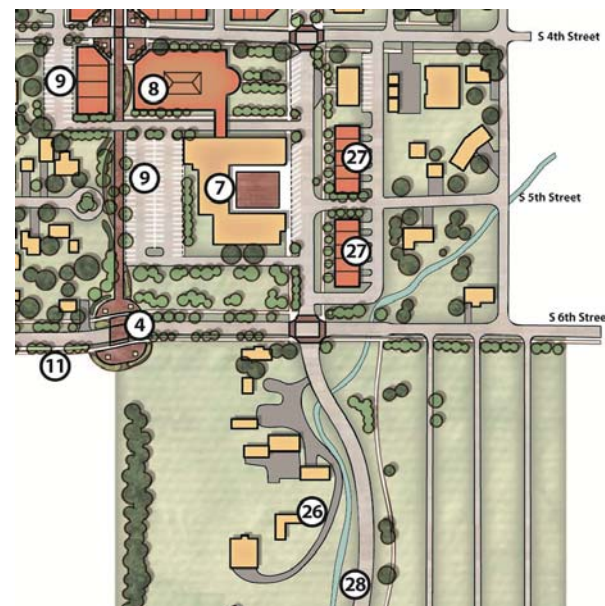
- 18. If the parking remains on 1st Street it should include car-scape feature, defining the parking area and improving the appearance along 1st Street.
- 19. A new 1st Street entrance to improve accessibility and visibility of the library and park.
- 20. Designation of a multi-use community space within Waterworks Park that can be used for large community events, like Funtastic Days.
- 21. New side loaded commercial development along 1st Street. Lot depths along 1st Street will make it difficult to orient new development directly on 1st Street while providing the necessary parking. A side loaded orientation allows for the necessary parking while giving 1st street a defined building edge and more pedestrian feel.



- 22. New off-street parking along S. 2nd Street serving existing and expanding businesses on.
- 23. A new office building with parking for the existing business along 2nd Street. The new space would provide more visibility from 1st Street while locating parking away from the corridor.
- 24. Promenade overpass over 1st Street safely connecting the district to growing residential area on the north side of the city.

- 25. Extended N. 3rd Street improving east/west connections on the north side of the city. Historically 3rd Street did not connect to James Street because of the railroad. That barrier is no long there offering an opportunity to address a transportation hurdle that has existing on the north side of the city.
- 26. Preservation of farm buildings that speak to Grimes' early history as a farming community. The location of the farm and buildings adjacent to the district provides a distinct opportunity to preserve a piece of Grimes and even Iowa history. Ultimately the land should be incorporated into the city's park system and the buildings preserved as a part of Grimes' early history.

- 27. New townhomes should be constructed east of the community center, providing additional housing and activity in the downtown. These should be designed with a distinct style that adds to the District's sense of place.
- 28. Extension of Main Street to S. 11th Street should improve transportation connectivity between northern and southern portions of the city.



Catalyst Projects

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

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

Funding Techniques

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

- Railbank Program
- Business Improvement District
- Community Development Block Grants
- Downtown Bond Issue
- HOME Funds
- Land Sale Proceeds
- Private and Foundation Philanthropy
- RACI Grant
- Safe Routes to School
- Section 130
- Statewide Enhancement Funding Program
- Tax Abatement
- Tax Increment Financing
- Transportation Enhancement (TE) Program
- Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
- Trees Forever
- Vision Iowa
- Community Action and Tourism