



GRINNELL PLANNING AND ZONING COMMISSION REGULAR  
SESSION MEETING  
FRIDAY, APRIL 18, 2025, AT 12:00 PM  
IN THE COUNCIL CHAMBERS ON THE 2ND FLOOR OF CITY  
HALL AND VIA ZOOM

Join Zoom Meeting

TENTATIVE AGENDA

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1. **Roll Call: (Vice-Chair) Adelberg \_\_\_\_\_, Duke \_\_\_\_\_, Landstrom \_\_\_\_\_, Baumann \_\_\_\_\_, Briscoe \_\_\_\_\_, (Chair) Motta \_\_\_\_\_, Spriggs \_\_\_\_\_.**
2. **Approval of the Minutes from January 19, 2024**
  - A. 1-19-2024 Minutes
3. **Approve Agenda:**
4. **Communications from Staff:**
  - A. Election of officers: First meeting of the year calls for a vote for a Chair and Vice-Chair.
  - B. Review and discuss findings of the Comprehensive Plan related to land use.
5. **Adjourn:**

[MEET\_FOOT]

## MINUTES OF THE PLANNING AND ZONING COMMISSION

Chairman Motta called the Planning and Zoning Commission to order at 12:01pm on January 19, 2024.

**ROLL CALL:** Adelberg   P  , Duke   P  , Landstrom   P  , Baumann   P  , Briscoe   P  , Motta   P  , Spriggs   A  .

**APPROVAL OF MINUTES From September 8, 2023:** Duke moved to approve the minutes; Baumann seconded the motion. The minutes were approved unanimously.

**APPROVAL OF AGENDA:** Two corrections to the agenda were made regarding the description of the lots to be rezoned.

**COMMUNICATIONS:** None.

**OLD BUSINESS:** None.

### NEW BUSINESS:

Election of officers: First meeting of the year calls for a vote for a Chair and Vice-Chair. Duke nominated Motta for Chair. Adelberg seconded the motion. Motion passed unanimously. Duke nominated Adelberg for Vice-Chair. Motta seconded the motion. Motion passed unanimously.

24-1: Review the Preliminary and Final Plat for the Scout Subdivision PUD, located at the former Iowa Telecom Site, comprising of completing a replat of the existing parcel into 41 individual lots. The PZC will make a recommendation to City Council.

Avis explained that the Scout Subdivision name stems from the history of this property, being that there was once a plane owned by Billy Robinson that was buried here, whom is what the Cul-De-Sac is named after, and that 'Scout' was the name of his original airplane. He explained that this plat iteration includes more storm water retention basins than what was proposed previously to help slow water discharging into the storm water system. He noted that the total impervious surface area of this development when fully constructed has a major net decrease from the total impervious surface area that existed when the GTE building and parking lot were in place, and that there were essentially no storm water retention infrastructure in place for the decades that those existed. He explained that the preliminary and final plat both meet all of the Subdivision and Zoning regulations.

Duke made a motion for the PZC to recommend the approval of the Preliminary and Finals Plats for the Scout Subdivision to the City Council. Landstrom seconded the motion. Motion proved unanimously.

24-2: In addition to reviewing the Scout Subdivision Preliminary Plat, the PZC will discuss and make a recommendation to City Council for rezoning lots 1-19 to R-2: Two-Family Residential, and lots 20-40 & 'Outlot Z' to R-1: Single-Family Residential.

Avis explained that there is a proposal for 8 duplexes to be constructed along 11<sup>th</sup> Avenue, and that each half of a duplex will be on one side of the proposed lots along that road. There are also three lots north along Sunset St that are also of similar size to these lots and it would be possible for another duplex and a smaller home built on them. He explained the remaining lots would all be solely for single-family homes to be built, and would be in line with the adjacent properties' assigned zoning and use.

Duke made a motion for the PZC to recommend the approval of the rezoning changes as described for the lots within the Scout Subdivision to the City Council. Adelberg seconded the motion. Motion proved unanimously.

24-3: The PZC will also review the potential creation of the Scout Subdivision Overlay Zoning District, which would create zoning restrictions which would apply to property within the Scout Subdivision Planned Urban Development.

Avis explained that through conversations with the nearby neighbors of this subdivision that there was a desire to protect the integrity of the existing neighborhood through some type of covenants. Avis explained that the easiest way to the City to complete this would be through the creation of an overlay zoning district, which could have regulations that would apply to these lots like that of covenants within a neighborhood association. He further explained that the City does not have a desire to be the authoritative figure of a homeowner association, and that to enforce regulations like those detailed, an overlay district is preferred.

Landstrom made a motion for the PZC to recommend the approval of the Scout Subdivision Overlay Zoning District for the Scout Subdivision to the City Council. Baumann seconded the motion. Roll Call votes were as follows:

Adelberg Yes, Duke No, Landstrom Yes, Baumann Yes, Briscoe Yes, Motta Yes, Spriggs A. Motion passed 5 yes to 1 no.

**ADJOURN:** Motta moved that the meeting be adjourned. Duke seconded the motion. Motion passed unanimously. Meeting was adjourned at 12:41 p.m.

SECRETARY



## Planning and Zoning Commission Questionnaire for Plan Grinnell

Thank you for taking the time to provide your feedback on the implementation of Plan Grinnell. Your insights are invaluable to ensuring the plan's success and alignment with community needs. Please answer the following questions based on your understanding and perspective.

### Vision and Goals

1. How well do you understand the vision and goals outlined in Plan Grinnell? Pages 5-9.

- Very well
- Somewhat well
- Not well
- Not at all

2. Do you believe the vision and goals align with Grinnell's long-term needs? Pages 5-9

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

3. What aspects of the vision and goals do you feel are the strongest? (Open-ended)

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4. Are there any gaps or areas of concern you believe should be addressed? (Open-ended)

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### Land Use and Development

5. How clear is the Future Land Use Map in guiding development decisions? Pages 11-23.

- Very clear
- Somewhat clear
- Neutral
- Somewhat unclear
- Very unclear

6. What potential challenges do you foresee in implementing the land use strategies? (Check all that apply)

- Zoning regulations
- Infrastructure limitations
- Community opposition
- Funding constraints
- Other: \_\_\_\_\_

8. Do you support the emphasis on contiguous development to prevent leapfrog growth? Pages 28-29.

- Yes
- No
- Not sure

### **Housing and Neighborhoods**

9. Do you think the proposed housing strategies address current and future needs? Pages 30-32.

- Yes
- No
- Not sure

10. Which housing policies do you see as most impactful for Grinnell? (Rank the top 3)

- Establishing a Housing Development Fund
- Purchase-Rehab-Resale Program
- Incentivizing infill development
- Enhancing rental inspection programs
- Other: \_\_\_\_\_

11. Do you have suggestions for additional housing initiatives that could benefit the community? (Open-ended)\_\_\_\_\_

### **Transportation and Infrastructure**

12. Do you agree with the proposed strategies for improving transportation and infrastructure? Pages 36-42.

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

13. Are there specific transportation challenges that should be prioritized? (Open-ended)

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### **Economic Development and Public Input**

14. Do you believe the plan sufficiently supports economic growth. Pages 56-64.

- Yes
- No
- Unsure

15. Are there additional economic strategies you would recommend? (Open-ended)

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### **Final Thoughts**

16. Do you have any other comments or concerns about Plan Grinnell? (Open-ended)

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# Plan Grinnell: Comprehensive Overview

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Key Highlights and Future Land Use Emphasis

# Overview of Plan Grinnell

- Plan Grinnell is a roadmap for the city's growth over the next 10-20 years. It incorporates community feedback, data, and policy to ensure sustainable development.

## Key Sections:

- - Vision and Goals
- - Future Land Use
- - Housing and Neighborhoods
- - Transportation and Infrastructure
- - Economic Development

# Vision and Goals

## Vision:

To grow while preserving Grinnell's unique character and enhancing community well-being.

## Goals:

- Promote affordable and diverse housing
- Strengthen economic opportunities
- Improve infrastructure and transportation options
- Foster sustainability and environmental stewardship

# Future Land Use

The Future Land Use Map identifies key development areas:

- Residential: Low, Medium, and High-Density Options
- Mixed-Use and Commercial Zones
- Industrial Growth Areas
- Parks and Open Spaces

Strategies:

- - Contiguous development to avoid leapfrogging
- - Flexibility to adapt to changing needs

# Future Land Use

The Future Land Use Map:

[https://drive.google.com/file/d/1yd\\_fd7Cp\\_iAIBAsVkFifKYnc4rxJ7Mfi/view?usp=sharing](https://drive.google.com/file/d/1yd_fd7Cp_iAIBAsVkFifKYnc4rxJ7Mfi/view?usp=sharing)

# Future Land Use

The Future Land Use Slides:

<https://drive.google.com/file/d/1j2DFR9HZFHTVNHcmIb7n9VjbeLn17xLA/view?usp=sharing>

# Housing and Neighborhoods

## Goals:

- Provide diverse housing types for all income levels
- Incentivize infill development to utilize existing infrastructure
- Implement a Housing Development Fund and rehab-resale programs

## Future Residential Development:

- 962 acres planned for residential use, including single-family, multi-family, and mixed-use options

# Transportation and Infrastructure

## Key Highlights:

- Lane reduction on Highway 6 to improve pedestrian safety
- Expanding roadways to enhance connectivity and support growth
- Addressing gaps in the sidewalk and trail network

## Focus:

- Improve traffic flow and reduce crash hotspots
- Enhance alternative transportation options

# Next Steps

1. Continue to share and reference the plan and its strategies in decision making.
2. Prioritize implementation of housing and land use policies.
3. Coordinate with local organizations for transportation improvements.
4. Monitor progress and update the plan as needed to reflect evolving needs.

# Using a Comprehensive Plan Effectively

1. **Establish a Shared Vision**: Aligns community goals and priorities.
2. **Guide Land Use and Zoning**: Ensures orderly growth and compatible land uses.
3. **Address Housing Needs**: Improves affordability and diversity in housing.
4. **Enhance Transportation**: Improves connectivity and mobility for all.
5. **Promote Economic Development**: Supports local businesses and attracts new employers.
6. **Preserve Resources**: Protects environmental and cultural assets.
7. **Attract Funding**: Demonstrates organized planning to secure grants.
8. **Encourage Engagement**: Involves residents in shaping the community.
9. **Support Resilience**: Prepares for future challenges and opportunities.
10. **Provide a Decision Blueprint**: Guides consistent and strategic actions.

# POPULATION TRENDS

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.

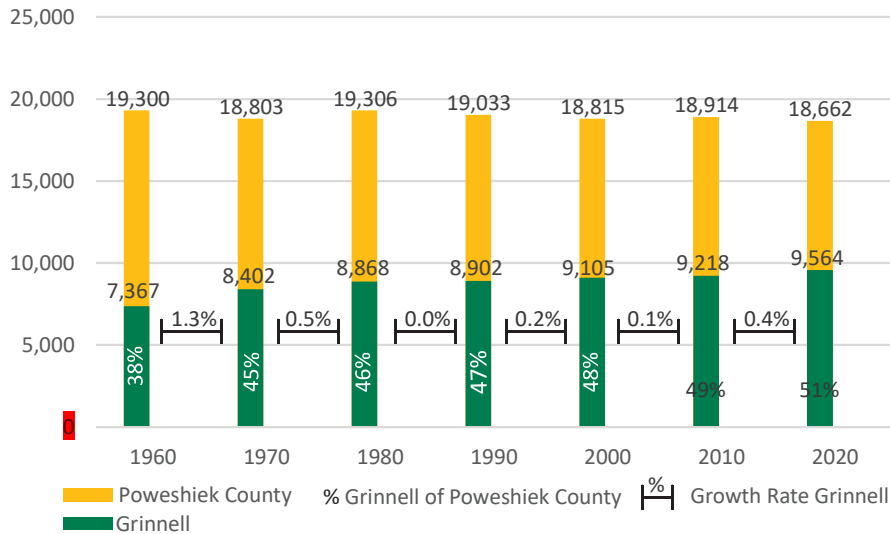


Figure 2.1: Grinnell and Poweshiek County Population

## Aging Adult Population

Population by age and sex, as seen in Figure 2.2, indicates how Grinnell's population might change over time, 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.

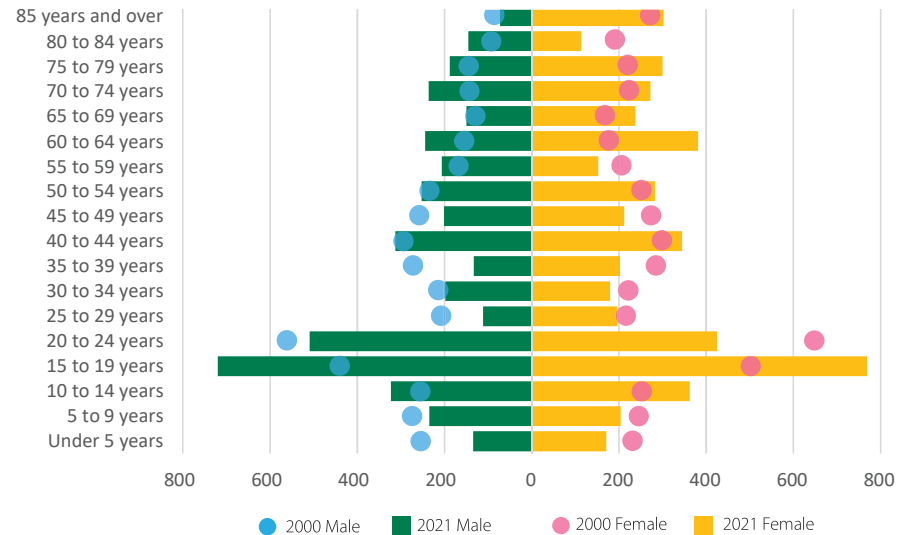


Figure 2.2: Population Pyramid (2021)

# POPULATION TRENDS

## GROWTH PROJECTIONS

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</b><br>(Group Quarter Population) | 1,688 | 1,694 | -                  |
| <b>Remaining Population</b>                             | 7,530 | 7,870 | 0.44%              |

# GRINNELL'S POPULATION MAY INCREASE BY ~ 2,000 RESIDENTS BETWEEN 2020 AND 2045

Figure 2.3: Population Scenarios Total Population

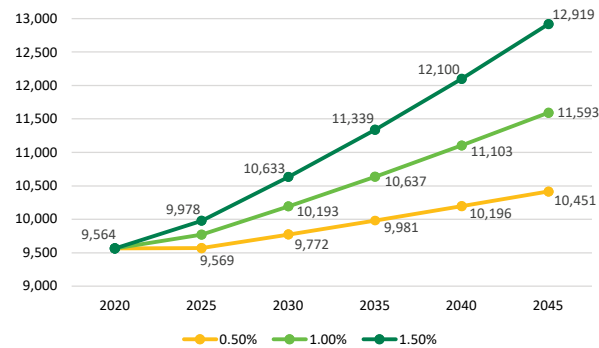


TABLE 2.2: POPULATION PROJECTION

| 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






- **1.0% Annual Growth Rate Scenario.** In this scenario, Grinnell doubles its 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 being able to capture significant portions of the incommuting population. If this higher growth is achieved, Grinnell should revisit the plan more frequently.






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 estimates the national population will continue to grow at an annual rate of roughly 0.32% a year until 2045.

# FUTURE LAND USE CATEGORIES

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

|   | Gross Density  | Uses   | Form   | Compatibility   |
|---|--|--|--|---|
| <p><b>(AG)</b><br/><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><br/><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 layouts should be compatible with future developments and potential service expansions.</li> </ul>  |
| <p><b>(P or OS)</b><br/><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>(PUB)</b><br/><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><br/><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>   |

|  | Gross Density   | Uses   | Form  | Compatibility  |
|--|---|--|---|--|
| <p><b>(LDR)</b><br/>Low Density Residential</p>     | <ul style="list-style-type: none"> <li>• 3-6 dwelling units/acre.</li> </ul>  | <ul style="list-style-type: none"> <li>• Civic uses are generally allowed.</li> <li>• Existing neighborhood-scale commercial uses can remain.</li> <li>• Future nonresidential uses that serve the immediate neighborhood may be allowed.</li> </ul>   | <ul style="list-style-type: none"> <li>• Connectivity for vehicles and pedestrians.</li> <li>• Overall framework and open space should create a neighborhood sense.</li> <li>• Smaller lots and attached housing should be a transition to other densities and uses.</li> <li>• <b>Nonresidential uses placed along street intersections or as transition spaces for other uses.</b></li> </ul> | <ul style="list-style-type: none"> <li>• Compatible with most detached single-family housing.</li> <li>• Higher density and traffic are directed to major streets and away from low density areas.</li> </ul>  |
| <p><b>(MDR)</b><br/>Medium Density Residential</p>  | <ul style="list-style-type: none"> <li>• 6-12 dwelling units/acre.</li> </ul> | <ul style="list-style-type: none"> <li>• Limited medium-scale multi-family.</li> <li>• Civic uses generally allowed.</li> <li>• Existing neighborhood-scale commercial uses can remain.</li> <li>• Future nonresidential uses serving immediate neighborhood may be allowed but must complement surrounding structures.</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Connect to commercial and civic uses while still providing a neighborhood sense.</b></li> <li>• Common scale across structures and maintain the identity of individual units.</li> </ul>  | <ul style="list-style-type: none"> <li>• Attached and detached single-family housing.</li> <li>• Traffic and higher intensity of uses directed to higher traffic volume routes.</li> <li>• Can start the transition into higher density or commercial uses.</li> </ul>   |
| <p><b>(HDR)</b><br/>High Density Residential</p>    | <ul style="list-style-type: none"> <li>• 12+ dwelling units/acre.</li> </ul>  | <ul style="list-style-type: none"> <li>• Attached and small-lot detached single-family housing.</li> <li>• Civic uses are generally allowed.</li> <li>• Neighborhood services like office and commercial are allowed but limited.</li> </ul>   | <ul style="list-style-type: none"> <li>• Located at sites with access to major arterials and activity centers.</li> <li>• Integrated into the fabric of nearby residential areas.</li> <li>• <b>High level of pedestrian access and connectivity.</b></li> </ul>  | <ul style="list-style-type: none"> <li>• Traffic and other external effects are steered away from lower intensity uses.</li> <li>• Landscaping, buffering, and screening should be implemented to minimize adverse effects.</li> </ul>   |
| <p><b>(MU)</b><br/>Mixed Use</p>                   | <ul style="list-style-type: none"> <li>• 7-12+ units/acre.</li> </ul>         | <ul style="list-style-type: none"> <li>• Mix of complementary uses like multi-family housing, schools, mid-sized parks and churches, commercial, and mixed-use structures.</li> <li>• Detached single-family not encouraged.</li> <li>• Limited light industrial is permitted.</li> </ul>  | <ul style="list-style-type: none"> <li>• High density and high connectivity transportation networks.</li> <li>• <b>Parks, plazas, and quality streetscapes should be more prevalent.</b></li> </ul>   | <ul style="list-style-type: none"> <li>• Attention to traffic circulation, parking, site and building design, and on-site operations.</li> <li>• Complementary uses in one structure or a smooth transition to different land use types, both with larger structures clustered around arterials.</li> </ul>  |
| <p><b>(COM)</b><br/>Commercial</p>                | <p>—</p>  | <ul style="list-style-type: none"> <li>• Office, retail, and service-oriented commercial, limited heavy industrial with outdoor storage and high-density residential.</li> </ul>   | <ul style="list-style-type: none"> <li>• Freestanding structures, attached centers, and horizontal configurations.</li> <li>• <b>Consider the surrounding environment, provide pedestrian walkways and connections in parking areas and between properties, and maximize positive interactions between different uses.</b></li> </ul>   | <ul style="list-style-type: none"> <li>• Located along arterial or collector streets, at higher intersections, and established commercial areas.</li> <li>• 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.</li> </ul> |

# 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.

Grinnell's future land use districts vary in intensity so different methods are used to ensure they fit together. As areas become busier and more varied, the focus shifts from keeping similar uses together to managing things 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 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**

### 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 Cottages. 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

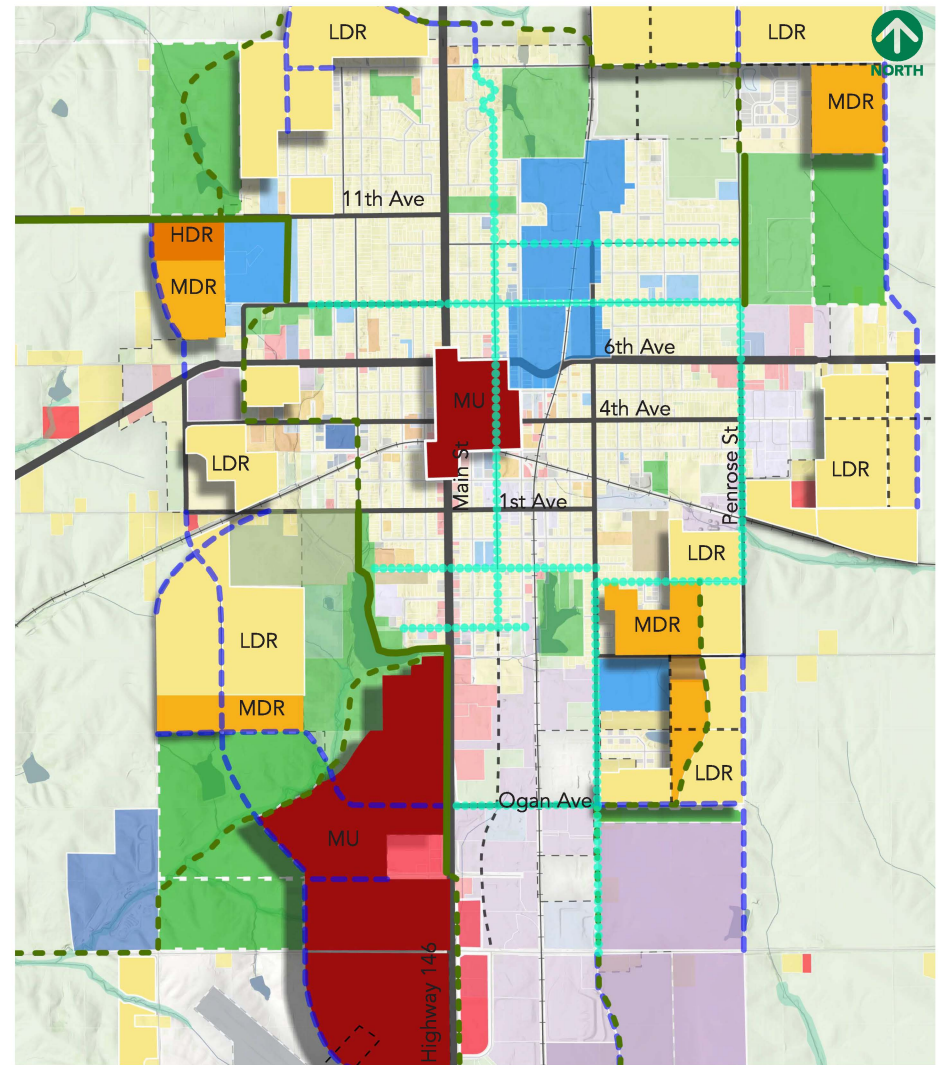


New Mixed-Use



#### Future Land Use

- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use (MU)



Map 3.2: Diversity of Housing Densities

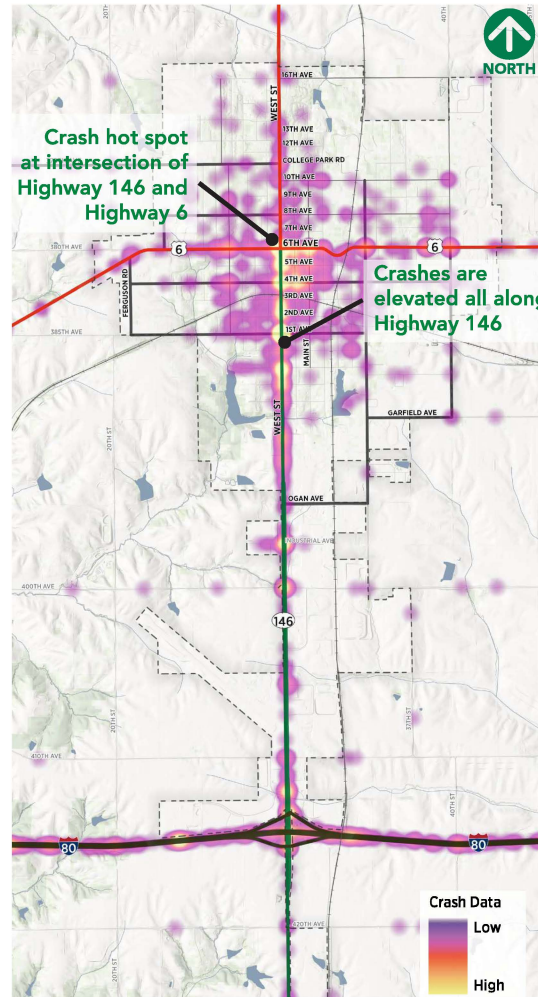
# CURRENT CONDITIONS

## TRANSPORTATION

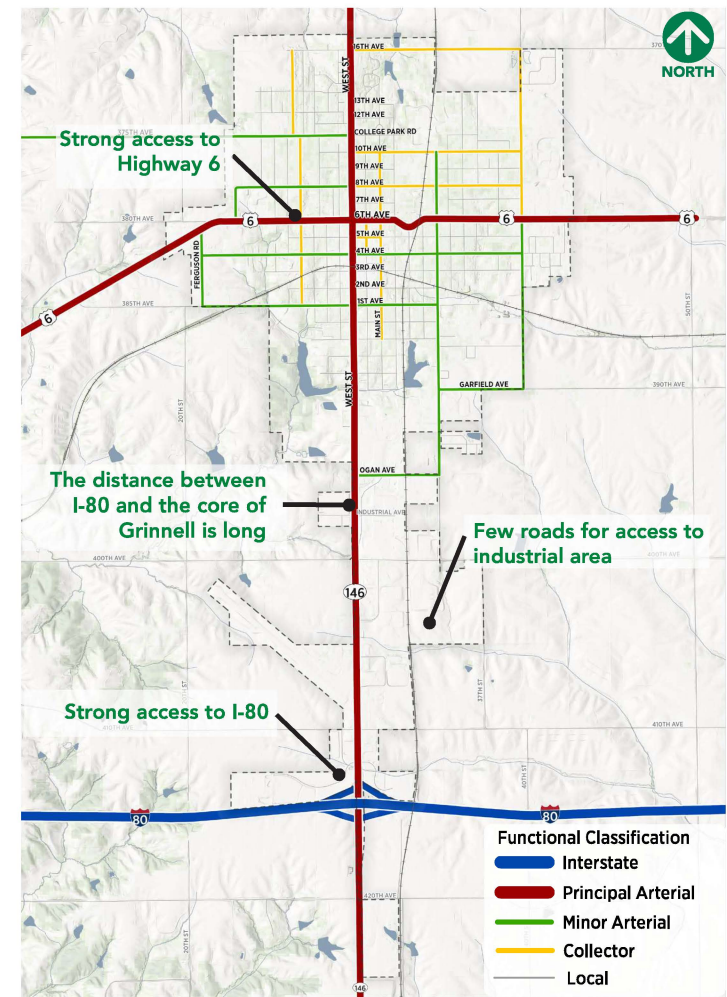
### Roadway Network

Movement of people and goods to and within Grinnell is essential for community function and growth. Plan Grinnell provides a transportation network that offers mobility choices to destinations across the City. Grinnell is located along Interstate 80 and Highways 6 and 146, as well as being 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 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 would create better connections between arterial roads to improve safety and traffic, allow flow around the outskirts of Grinnell, and also provide better access to I-80 and Highway 6. Streets needed for long term expansion are shown later in this chapter.



Map 4.1: Traffic Crash Hot Spots

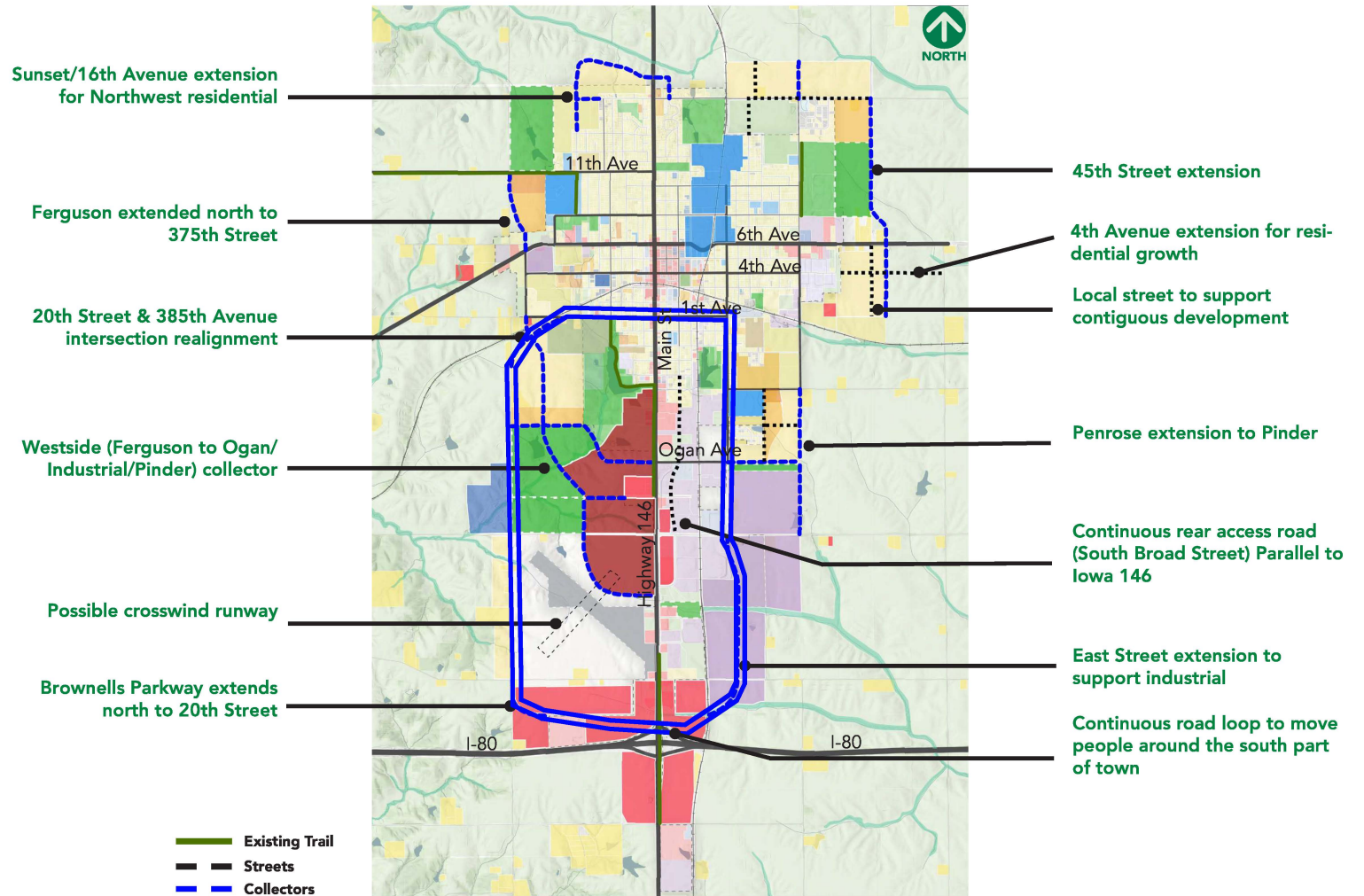


Map 4.2: Functional Classification

### 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 north to 375th Ave.
- **Brownells 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