Upper Explorerland Regional Planning Commission

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Welcome!

- Introductions
- Housekeeping – be comfortable
- Participate freely
- Respect all comments

Iowa Smart Planning …

- Is a tool for local comprehensive planning and subsequent decision-making
- Provides 10 planning principles as a guide to ensure a complete and equitable process
- Identifies 13 elements that may be included in a comprehensive plan
- Is part of the Land Use section of the Iowa State Code, signed into law in April of 2010

Smart Planning Principles

- Collaboration
- Efficiency, Transparency and Consistency
- Clean, Renewable and Efficient Energy
- Occupational Diversity
- Revitalization
- Housing Diversity
- Community Character
- Natural Resource and Agricultural Protection
- Sustainable Design
- Transportation Diversity

Smart Planning Elements

- Public Participation
- Community Characteristics
- Community Culture
- Community Facilities
- Housing
- Public Infrastructure and Utilities
- Transportation
- Natural Resources and Agriculture
- Economic Development
- Land Use
- Hazards
- Intergovernmental Collaboration
- Implementation Plan

Today's Discussion

Housing

Transportation

Elements to Consider Throughout

- Land Use
  - Understand the best placement for agriculture, industry, housing and commercial to avoid conflicts
  - Understand the suitability of land for various uses
- Hazards
  - To ensure that hazard-prone areas are considered during planning and growth
  - To help prevent some hazards – what can we do now to be able to handle certain events?
- Intergovernmental Collaboration
  - Who are our partners and champions for implementation and support?

The Process

- Background information
- Element analysis
  - Strengths (our assets)
  - Limitations (our challenges)
  - Opportunities (our ideas
- Select possible actions
- Prioritize actions

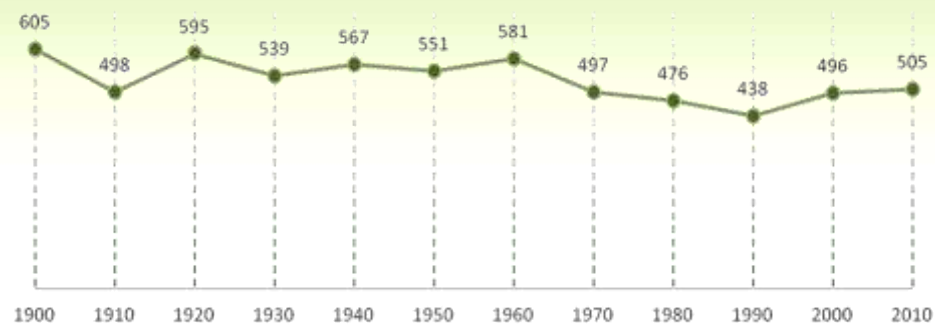
Demographics & Government Finances

Why do we look at demographics and finances?

- To look for trends – are we growing or declining, do we know why?
- To understand our population and financial assets – what do we have to work with?
- To help plan for the future– what will we need in the future to support our population and community?

Demographics

Population Trend Since 1900



Demographics

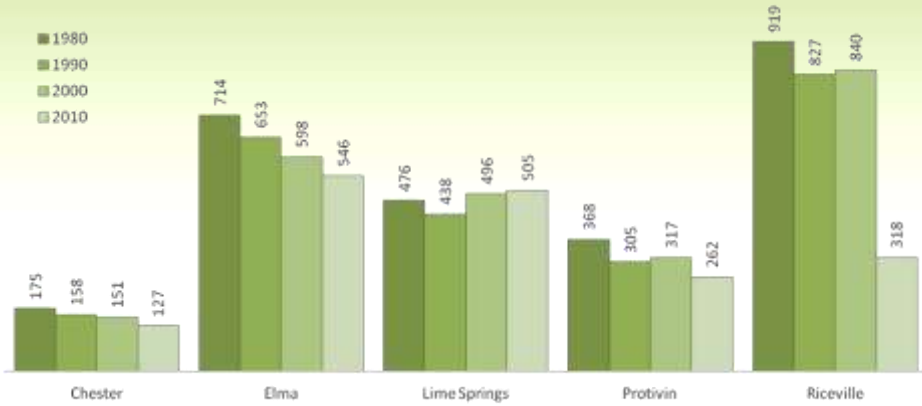
Age Group as a Percent of Population: 1980-2010

Demographics

Population Projection to 2030

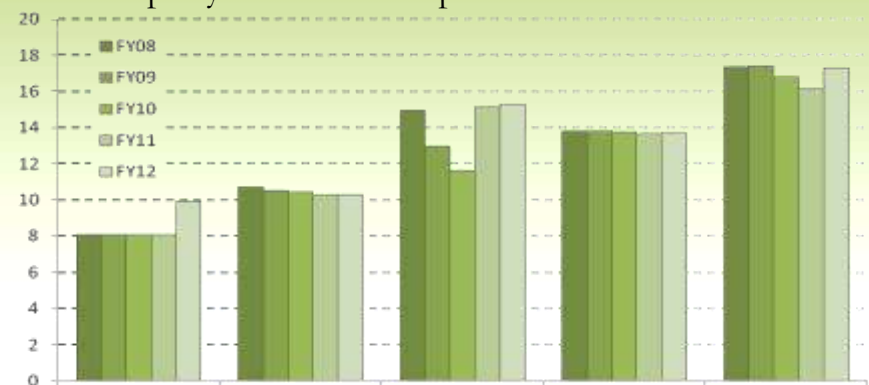
Population Change

City Population Comparisons 1980 - 2010



Government Finances

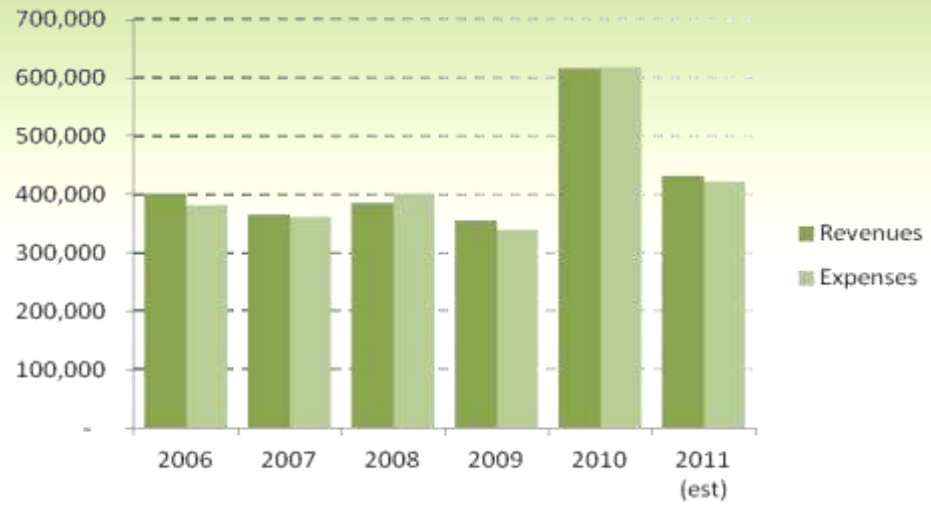
Property Tax Rate Comparisons – 2008 - 2012



	Chester	Protivin	Lime Springs	Elma	Cresco
FY08	8.1	10.73446	14.94298	13.81387	17.34079
FY09	8.1	10.54537	12.97396	13.80783	17.38167
FY10	8.1	10.41957	11.63119	13.74605	16.79928
FY11	8.1	10.30926	15.1257	13.67933	16.15941
FY12	9.912	10.30979	15.25917	13.70109	17.30357

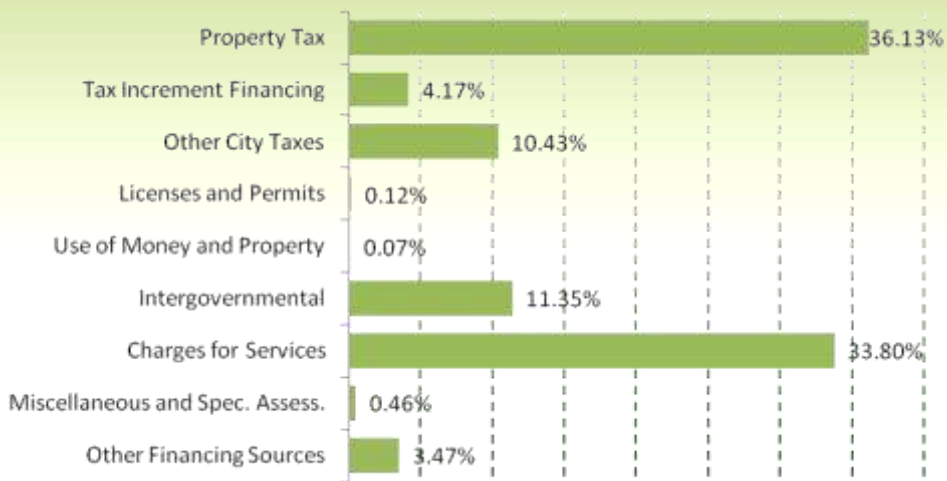
Government Finances

City Revenue and Expenses 2006 - 2011



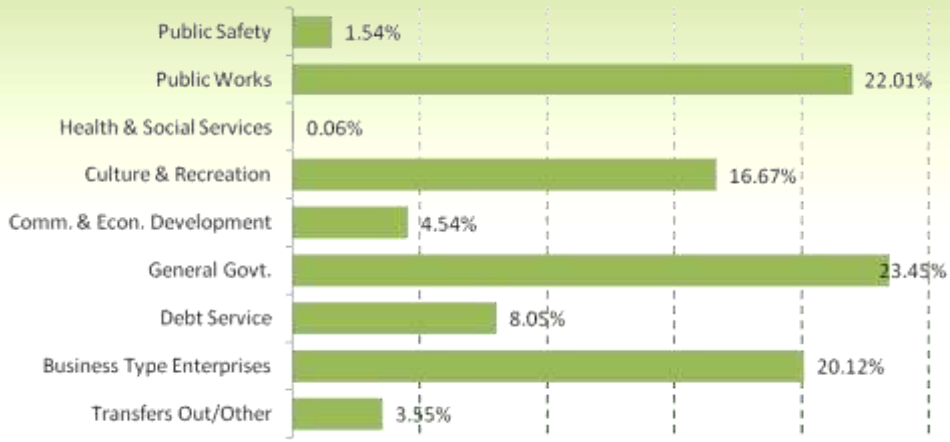
Government Finances

City Revenue Sources: Estimated 2011



Government Finances

City Expense Items: Estimated 2011



Any questions?

Let's get started!

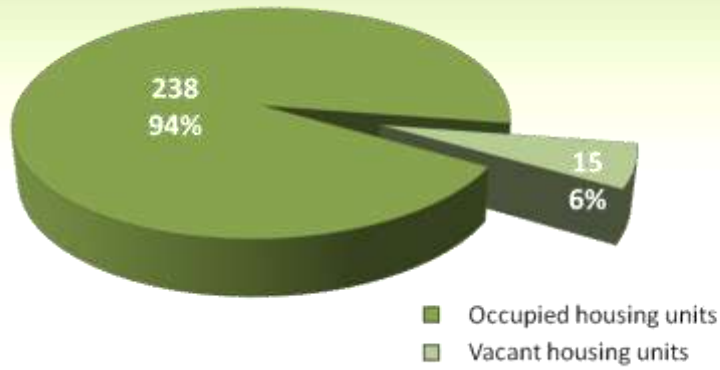
Element: Housing

Why do we look at housing?

- To identify what type of housing is available – do we have a variety of unit-types and price ranges?
- To understand the condition of our housing stock – how old are our houses?
- To help plan for all of us – what will we need in the future to support our population and communities?

Data: Housing

Total Housing Units in Lime Springs: 253



Data: Housing

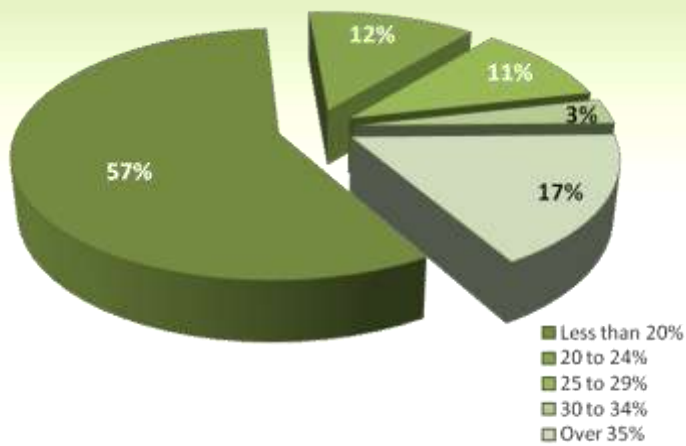
Lime Springs Owner Occupied and Rental Units

Data: Housing

Value of Lime Springs Housing

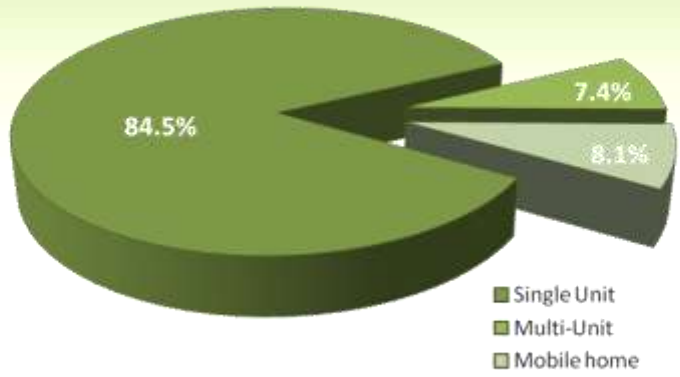
Data: Housing

Percent of Income Spent on Rent, Mortgage and Selected Monthly Owner Costs by Lime Springs Residents



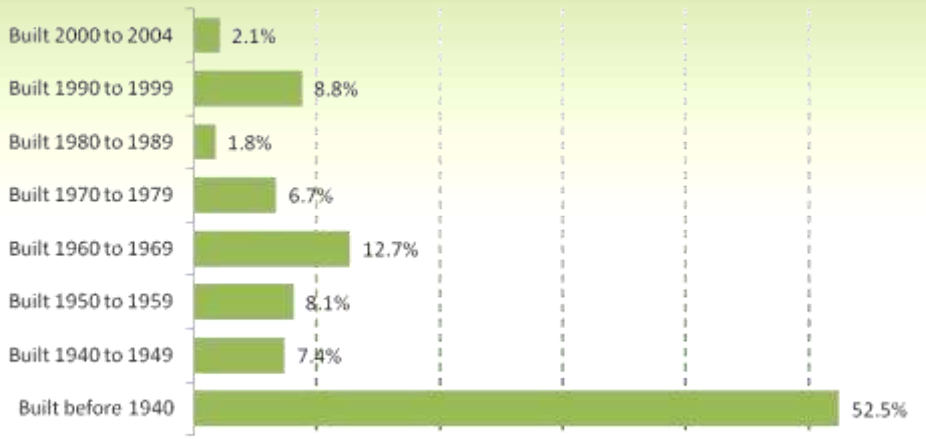
Data: Housing

Types of Lime Springs Housing



Data: Housing

Age of Lime Springs Housing Stock



Element Analysis

Strengths (our assets)

Limitations (our challenges)

Opportunities (our ideas)

Element: Transportation

- How do we get around and what is the impact to our transportation system? Consider all users: pedestrians of all ages and abilities, bicyclists, trucks, buses, emergency vehicles and cars. (Complete Streets)
- How can we make sure everyone can get **safely** to where they need to go?
- Do we accommodate bicycle and pedestrian traffic?
- Is there sufficient parking?
- Is public transportation accessible/affordable for our residents?
- Does our plan consider the impacts of air quality and noise disturbance?

SAFE ROUTES TO SCHOOL

Shift: Less children walk and bike in their own community

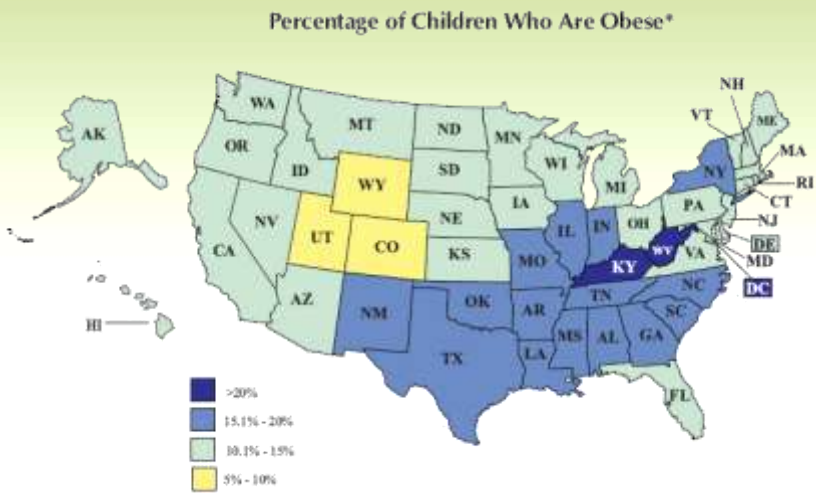
- In 1969, **48%** of students in grades K through eight (ages 5 through 14) walked or bicycled to school.
  - In 2009, only **13%** of students in grades K through eight walked or bicycled to school.
- In 1969, **89%** of students in grades K through eight who *lived within one mile* of school usually walked or bicycled to school.
  - In 2009, the number of children walking and biking decreased to **35%**.
- In NE Iowa, less than 20% of all children walk or bicycle to school.

Shift: Automobile dependency

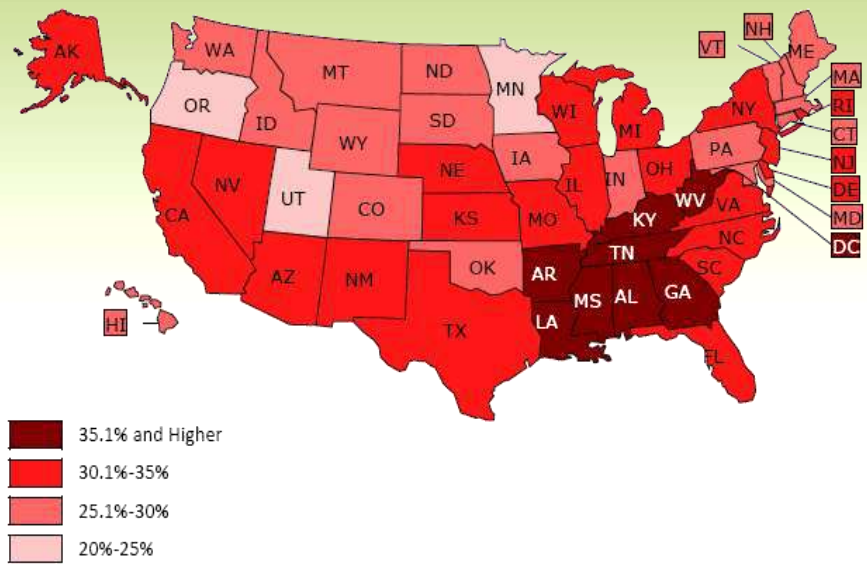
- Half of all trips made in the US are three miles or less, a distance easily accessible by walking or biking.
  - Less than 20 minutes to walk a mile
  - Bike 5 miles in 30 minutes (6 min./mile)
- 72% of these trips are made by automobile.
  - Behavioral concerns (time, perceived distance)
  - Built environment (infrastructure and safety)

So what's the big deal?

- Childhood obesity statistics, 2003



Childhood obesity statistics, 2007



Childhood obesity: A growing concern

- In the last 40 years,
  - Obesity rates for 6-11-year-olds have *almost tripled* from 5% to 14%
  - *More than tripled* from 5% to 17% for 12-17-year-olds
- Childhood obesity alone costs an estimated **$22 billion** a year in direct medical expenses.
  - Children treated for obesity are four times more expensive for the health care system than the average child.
- More than **one in four** 17-24 -year-olds in the United States are now **too heavy** to serve in the military, a development that retired military leaders say endangers the nation's national security.

Walking and biking to and from school is part of the solution…

Benefits of walking and biking to school

- Children need 60 minutes of physical activity every single day.
- Physically active kids are more likely to control their weight, improve endurance and bone health and reduce risk of diabetes.
- Improves mental health and academic performance.
- Teaching children how to actively transport themselves at an early age leads to healthy lifelong habits.
- Builds own social support system, independence and familiarity of their community.

Adults benefit, too!

- Adults gain all of the health and wellness benefits of walking and biking in their community as their main mode of transport that children do.
- They also see lower health care costs, are more productive in their workplace and save money by spending less on gas and car repair.

CREATING SAFE WALKING, BIKING AND PUBLIC TRANSPORTATION OPTIONS FOR RURAL RESIDENTS BUILDS A MORE LIVABLE, ACCESSIBLE COMMUNITY FOR PEOPLE OF ALL AGES, ABILITIES AND INCOME LEVEL.

Community Comparison

Current trends:	Walkable & Bikeable Communities:
• Isolated, larger schools • Sprawling housing developments and "big box" stores • Gravel shoulders (?) • Speed limits appropriate for truck traffic, not foot traffic • Passing lane • Vacant buildings	• Small, centrally located schools • Mixed land use for housing and business • Sidewalks, crosswalks, bike lanes and ramps • Safe speed limits and appropriate signage • Vibrant downtown district • Parks and community places

A change in the built environment

Together,

it is our responsibility to plan for safe walk and bikeways in our community. For the health, safety and prosperity of our community, we need to plan for safe roadways that encourage walking and biking.

Element Analysis

Strengths (our assets)

Limitations (our challenges)

Opportunities (our ideas)

Select and Prioritize

Thank You!

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Comprehensive Smart Planning
2012