

CHAPTER 1 – 2003 UPDATE OF THE COMPREHENSIVE PLAN

POPULATION

Part II of the 1996 Comprehensive Plan Update presented population projections through the year 2020. Table 3 from that report is reproduced below.

	City of Indianola					30 Year
	1990	1995	2000	2010	2020	Increase
High	11,340	12,332	13,397	17,749	22,100	10,760
Middle	11,340	12,332	13,079	16,609	20,138	8,798
Low	11,340	12,332	12,957	15,425	17,892	6,552

Table 3 estimated a population for Indianola of 13,079 assuming a middle-range growth and 12,957 assuming a low-range growth. The 2000 census data showed a population of 12,998 for Indianola (between these two estimates). The 1996 Comprehensive Plan Update estimated the population of Warren County in the year 2000 at 40,772, using the low-range growth model. The 2000 census data records a population in Warren County of 40,671 (below the predicted low-range growth number).

Using the low-range growth model, the population for Indianola in the year 2020 would be 17,892. The middle-range growth model estimates the 2020 population at 20,138. It would be fair to assume that the population in 2020 will fall between these two numbers. Extrapolating the current population of 12,998, as a direct percentage between these two estimates, the 2020 estimated population is 18,655.

ZONING

Part III of the 1996 Comprehensive Plan Update discussed the existing land use and presented several maps, including a zoning map that indicated both the City and County zoning districts.

Two zoning maps have been prepared and accompany this report. The current zoning districts for the City are shown on one map, and the current zoning districts for the County in and around the City are shown on the second map. The zoning districts and City corporate limits were updated to reflect the current land use status.

The City, which has an ordinance regulating the division of land, also has an ordinance that allows them the right of review and approval of subdivisions outside the City's boundary. This review includes all lands within a two-mile distance from the City's boundary. Also included is the right to review and approve plats of survey.

PARKS

The "Indianola Parks and Recreation Plan" was completed in 1998 for the Park and Recreation Board. The reader is referred to that document for information on parks and recreation within the City. Part of this document is a map showing the proposed trails and park areas identified by the Parks and Recreation Plan.

In the Town Center Development, Business Park Development, and new Residential Development, care should be taken to include parks and trails as an integral part of the planning. Acquisition of lands for parks should precede development. At the existing Activity Center, additional land should be acquired to expand recreation opportunities. For more information on proposed and existing trails, along with development of trailheads, school and park development, refer to the 1998 Parks and Recreation Plan.

A representative from Parks and Recreation should be on the Action Development Committee.

INDIANOLA MUNICIPAL UTILITIES (IMU)

Part IV of the 1996 Comprehensive Plan Update discussed the municipal utilities. Sanitary sewer service is presented in Chapter 6 of this report. Indianola Municipal Utilities (IMU) provides the water service, electrical service, and communications services. IMU has

provided the following information as an update of their water, electrical, and communications service.

Potable water is supplied by three groundwater wells. These are deep wells, penetrating the Jordan sandstone aquifer. The average pumpage of water in 2001 was 1.355 million gallons per day. With an estimated population of 13,015 the average daily per capita usage is 104 gallons. Peak water usage in 2001 was 2.23 million gallons per day, equating to 171 gallons per capita per day.

IMU has a storage capacity of 2.8 million gallons; 2.1 million gallons in elevated storage and 0.7 million gallons in ground storage. The water treatment plant was completed in 1998, and has the capacity to treat 3.5 million gallons per day for peak water consumption.

Water service for the areas surrounding the City is supplied by Warren Water District. However IMU will consider expanding its water service territory into new annexation areas as necessary.

Indianola Municipal Utilities (IMU) operates its own electric utility, which supplies electricity to 5,850 customers, at an average rate of 5.29 cents per kilowatt-hour (kwh) for residential customers and 4.13 cents per kwh for industrial customers. Both rates include tax and an energy adjustment. MidAmerican Energy serves the area surrounding the City of Indianola.

IMU purchases electric power from MidAmerican Energy on a contractual basis through January 2004 for normal daily service. The utility has the capacity to generate 55 MW of its own electricity from two turbines and six diesel generators. The utility is required to produce 115 percent of its needs through its own generators, by contract with MidAmerican Energy. MidAmerican Energy has the right by contract to discontinue service to Indianola during peak demand periods, and IMU must then supply its own electricity.

As the City grows within the current corporate limits, IMU plans to continue to purchase electric power from a wholesale energy supplier, and maintain the ability to generate adequate power to serve the City.

IMU entered the communications utility business in 1997. A Local Area Network (LAN) was installed in 2000 using a fiber optic looped system and it is shared between IMU, the City, Indianola Schools, Simpson College, Warren County, and Mercy Clinic.

IMU recently approved a partnership with a private wireless internet provider which will bring a new service option to the community. The focus of the new IMU/Dynamic Broadband Service will be on the business customers as well as an economic development tool.

MUNICIPAL SERVICES

Part V of the 1996 Comprehensive Plan Update was a map of the City's municipal services. The information on this map has been transferred onto the new map format, and also includes park and trail information.

GROWTH MANAGEMENT POLICIES

Part VI of the 1996 Comprehensive Plan Update discussed guidelines and criteria as a basis for making planning decisions. The discussions in Chapters 2, 3, and 4, dealing with the types of development, augments this Part VI.

LAND USE MANAGEMENT PLAN

Part VII of the 1996 Comprehensive Plan Update provided a basis for future development of Indianola. The Future Development Land Use Map has been reformatted to match the other City maps, and has been updated taking into account growth patterns over the last 6 years.

GROWTH STAGING PLAN

Part X of the 1996 Comprehensive Plan Update forecasted the City's future growth. The City Expansion Map has been changed to reflect current growth and the area boundaries have been modified. Areas have been renumbered and redefined based upon growth in the last 6 years.

SIMPSON COLLEGE AREA

Part XI of the 1996 Comprehensive Plan discussed the integration of the college with the City's development. The College is now undertaking an overall planning effort. A preliminary document was presented to the College in May of 2002, and the college's response was made in September 2002. Of course, the City needs to continue development coordination with the College.

AFFORDABLE HOUSING

In development planning for town center and new neighborhoods there should be an effort to include affordable housing options. These may vary from one area to the next, but affordability attracts a bigger segment of the residential market and can encourage more rapid growth.

ZONING AND SUBDIVISION ORDINANCES

During the course of the planning effort, discussions have centered on various ordinance requirements. These standards should be again reviewed by Planning and Zoning, and the City Council, for their applicability to current situations.

- Side yard requirements for R-1 district (page 1015). The requirement for the side yard setback for a two-story residence is 12 feet, while the setback for a one-story residence is 10 feet. Side yard requirements for R-2 residences are 10 feet. It appears to be a confusing standard and considerations could be changed to make the requirement a consistent 10 feet.
- Shopping Center District C-1 (page 1031). This district is not used, as shopping centers are permitted in C-2 and C-4 districts. Consider the elimination of this district.
- Existing churches within the C-3 districts (page 1037). Existing churches within the C-3 district are not permitted, and exist as a nonconforming use. Modifications to those structures and lots are limited or not allowed. Considerations for any such modifications should be made.
- On-site storage requirements for uses in M-2 district (page 1047). No outside storage is permitted in the general industrial district. Most industries have needs for materials storage. Certainly buffer strips should be required when adjacent to Agricultural or

Residential districts, but considerations should be made to make these requirements match the existing land use.

- New Areas Annexed to City (page 1053). All new areas annexed are classified A-1 until otherwise classified, by a methodology that includes commission meetings, public hearings, and Council approval. To streamline the process, consideration could be given when annexing the property in the district for which it shall be used.
- Final plat requirements (page 1142). The engineer's construction drawings and specifications normally accompanying the submission of the final plat. Calculations for stormwater flows and detention design, an erosion and sediment control plan, and a stormwater discharge permit should be submitted with the final plat. This requirement, while being part of the current practice, needs to be stated in the City ordinance.
- Design standards for residential streets (page 1145). Residential streets can be either 31 feet or 26 feet (back of curb to back of curb) at the discretion of the Council. A 31-foot street will accommodate two 11-foot lanes of travel and parking on one side (an 8-foot lane). Any less in street width will not allow two-way traffic (where cars are parked) or will require no parking on the street. Consideration should be made to requiring all local streets to be 31 feet in width.
- Cul-de-sac design standards. The current design standard for paved cul-de-sac surfaces is 85 feet in diameter. The maximum length of street that ends in a cul-de-sac is 700 feet. When the length of a street exceeds 700 feet and a cul-de-sac is planned for the end of that street, the paved surface diameter should be increased to 100 feet to provide large vehicles with adequate turning areas.

End of Chapter 1.