

CITY OF CLINTON 2032 COMPREHENSIVE PLAN

Prepared by East Central Intergovernmental Association

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City of Clinton 2032 Comprehensive Plan

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City of Clinton 2032 Comprehensive Plan

Chapter 1: Introduction

The City of Clinton comprehensive plan provides the City a guide for the future. Clinton, with a population of 26,885, is located in eastern Iowa along the Mississippi River. The comprehensive plan identifies issues and opportunities in such areas as land use, infrastructure, parks and recreation, economic development, and environmental resources. The comprehensive plan will also provide a road map for implementation which will combine the goals and objectives and found needs to achieve the shared community vision.

Purpose of the Plan

The comprehensive planning process is designed to be a transparent public process in which citizens create a shared vision to promote the health, safety and prosperity of the community. A comprehensive plan has two fundamental purposes: First, provide a legal basis for land use regulations by analyzing existing conditions and developing growth goals. Second, present a unified and compelling vision for a community and establish the specific actions necessary to fulfill that vision. The recommendations of the plan are designed to take advantage of Clinton's unique location, resources and heritage to build an optimum future for the citizens of Clinton.

Legal Role

Iowa Code2003: Section 414.4 enables communities to plan. A municipality is empowered to plan future land uses within a 2-mile radius of their actual municipal boundaries. Where multiple municipal jurisdictions overlap, the authority is generally split at the half-way point between the municipal boundaries. However, municipalities often plan to the 2-mile radius limit even if there is an overlap. This is to indicate their desired land use pattern as a basis for boundary agreements, review of plans for unincorporated areas, and the reservation of public sites and open space corridors. If a city chooses to adopt zoning and subdivision ordinances, which recognize that people in a city live cooperatively and have certain responsibilities to coordinate and harmonize the uses of private property, the Iowa Code requires that these ordinances be in conformance with a comprehensive plan and its corresponding vision for the community's physical development. The Clinton Comprehensive Plan provides the legal basis for the city's authority to regulate land use and development.

Community Vision

Comprehensive planning is important because it helps solve and avoid problems, meet the needs of the future, and realize new opportunities for the overall benefit of the entire community. A comprehensive plan helps achieve the community's vision of the future in accord with local priorities and resources. Many of the opportunities of the future may be beyond the current resources of the City or require conditions, which do not exist at the time the plan is created. Comprehensive planning provides the basis for shaping the decisions within the City's control and for reacting effectively as changes occur through external factors.

A complete comprehensive plan will provide the framework for both public and private decision makers to make choices where the end results that are in the best interest of the entire community. The foundation of the plan is based upon principals that make it valid regardless of the exact rate or extent of growth. Comprehensive planning can be vital in determining:

- ◊ The quality of life in the community;
- ◊ The character, health and accessibility of open space and natural resources;
- ◊ The degree to which storm water runoff is controlled from new development;
- ◊ The available revenues to support capital improvements and public services;
- ◊ The employment, housing, recreational and shopping needs of the community;
- ◊ The current and future demand on infrastructure and;

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- ◊ The compatibility of new development, especially those that occur adjacent to existing or proposed residential land uses.

Public Involvement

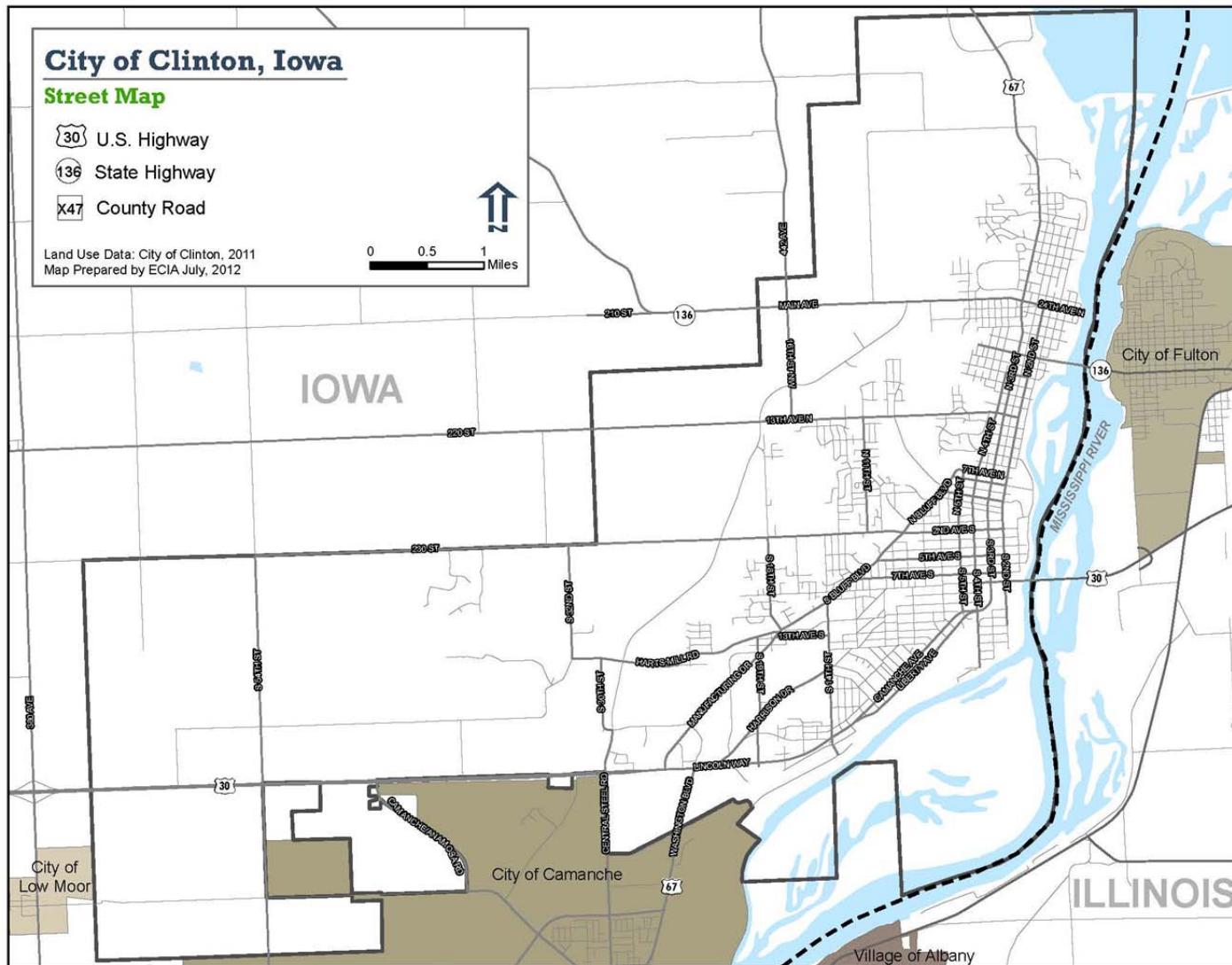
Public involvement is critical to building consensus in the planning process. If the full community is involved in the planning process the comprehensive plan is stronger in its applications. It is unrealistic that all ideas presented in the comprehensive plan will receive complete agreement. However, since the planning process was all inclusive and included a wide range of ideas and opinions, the comprehensive plan becomes the unifying element for decisions.

Public participation was sought through a variety of measures. First, a community wide comprehensive plan public information gathering meeting was held on September 21, 2011. This meeting was designed to inform the residents on what a comprehensive plan is and the importance of the comprehensive plan along with gather input from community members on what the needs of the City Clinton are and will be. A community wide survey was conducted in late March and early April of 2012. Over 130 surveys were received. The survey results are in Appendix A. Community stakeholder meetings were held on April 19, 2012 and April 24, 2012 to gain information on five topic areas stakeholders and the general public. A public input open house was held on May 3, 2012. It was designed so that participants could come and go; in hopes it would make it more convenient for participants and more input received.



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Map 1.1



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Chapter 2: Vision Statement, Goals & Objectives

Vision Statement for Clinton: The City of Clinton envisions a community that encourages healthy active living, promotes economic development and redevelopment and preservation of existing housing stock.

The comprehensive plan goals will help guide the future development and growth within the planning boundaries of the City of Clinton. These goals and objectives are to be used for guidance for proposed development and redevelopment.

Goals are considered to be a series of guides to consistent and rational public and private decisions to be used in the development of our urban and rural lands. A goal is an ideal and expresses the real purpose that underlies the action. As such, it is expressed in abstract terms and deals with subjective values. It is open to a variety of interpretations and must be interpreted by one's own individual system of values.

Whereas goals are lofty and abstract, specific ends must be attained in order to reach these goals. These ends are called Objectives, and unlike goals, can be measured to a certain specificity or standard. The objective is either reached, or it is not; it is a matter of fact, not a matter of opinion. The objectives of the Plan take the form of Policy recommendations.

Economic Development

Promote Clinton as a tourist destination.

- i. Promote existing attractions.
- ii. Foster enhanced recreational assess to the river as an economic development strategy.

Reduce unemployment, achieve economic stability and increase the standard of living for all citizens.

- i. Promote establishing and maintaining a broad community consensus regarding the direction of economic development efforts.
- ii. Promote diversification of the commercial/industrial base.
- iii. Encourage access to economic incentives for quality job creation and/or tax base enhancement.
- iv. Continue to use a unified economic development team, with private/public sector involvement, to achieve the City's economic development goals.



Increase the number of small firms by fostering local entrepreneurship.

- i. Cooperate with other agencies and institutions to identify programs and services to assist in the creation of new small business.
- ii. Promote support for start-up businesses with both financial and technical assistance.

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Housing

Promote the preservation, rehabilitation and investment in our city housing stock and neighborhoods.

- i. Encourage a range of affordable, accessible, and decent, safe and sanitary rental housing options throughout the city.
- ii. Promote programs to improve energy efficiency and enlist the participation of utility companies in promotional efforts.
- iii. Promote recycling existing, vacant or under-utilized structures, such as schools, industrial building, into housing with an affordable component, where appropriate.

Improve housing opportunities.

- i. Provide for a variety of housing types, costs and locations.
- ii. Become more aggressive in attracting new residents to live in Clinton.

Public Infrastructure, Services and Facilities

Provide public facilities and services at levels which support a “desirable quality of life” for current and future residents.

- i. Provide facilities and services in locations compatible with planned uses, populations and needs.
- ii. Encourage new development to locate where existing infrastructure is already in place.

Promote cost-effective emergency services and facilities that enhance and protect the lives of residents.

- i. Promote cooperation and coordination among emergency services agencies.
- ii. Investigate the strategic locations of fire stations.
- iii. Support provisions of responsive, high quality emergency services.
- iv. Encourage private –public partnerships where possible.

Provide, maintain and improve safe and efficient movement on the City's street system.

- i. Support continuing street construction program, providing for timely maintenance, repair and reconstruction of streets.
- ii. Encourage the implementation of safety principles and practices in the area of street lighting, street layout, speed limits, street signage, street pavement striping and traffic signals.
- iii. Support maintaining the street system's continuity and safety.



Provide, maintain and improve a cost-effective, safe and functional surface transportation system.

- i. Support ongoing street reconstruction, rehabilitation, and maintenance overlay programs, ensuring the timely maintenance, repair and reconstruction of the city's streets and bridges.
- ii. Seek alternative funding sources for construction and maintenance.

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- iii. Support extending the life and improving the quality of the city street system through preventative maintenance programs.
- iv. Coordinate with county, state and other cities for surface transportation system improvements and maintenance.

Provide, maintain and improve a cost-effective solid waste collection and disposal infrastructure and services.

- i. Strive to maintain the efficiency and effectiveness of the solid waste collection system.

Provide, maintain and improve cost-effective, functional and self-supporting sanitary sewer and water pollution control systems.

- i. Support maintaining the integrity of the sanitary sewer system
- ii. Encourage efficient operation of the Water Pollution Control Plant and sanitary sewer system.
- iii. Strive to meet all local, state and federal water quality standards.
- iv. Continue to address combine sewer operations.

Provide, maintain and improve a safe and functional storm water system.

- i. Support maintaining the integrity of the storm water system.
- ii. Strive to meet all local, state and federal regulations.
- iii. Identify existing and potential flood prone problem areas, and alleviate with appropriate mitigation strategies, where possible.
- iv. Continue to address combined sewer operations.

Administration

Promote the fiscal soundness and viability of City government operations.

- i. Consider using nonrecurring revenues only to fund nonrecurring expenditures.
- ii. Monitor changing conditions, trends and legislation appropriate to the City's fiscal position and promote the City's sound fiscal condition.
- iii. Identify and evaluate revenue alternatives to City property tax.
- iv. Minimize program costs by using sound purchasing practices.
- v. Maintain adequate reserves to positively impact bond rating and provide flexibility to implement projects as opportunities come up.
- vi. Use City Council goals and priorities to guide the budgeting process.



Land Use and Zoning

Encourage redevelopment opportunities to revitalize unused property.

- i. Encourage redevelopment or adaptive reuse of vacant or underutilized buildings and sites.
- ii. Promote infill development.
- iii. Promote affordable commercial space for small start-up, new or growing businesses.
- iv. Encourage reinvestment in our existing neighborhoods (i.e., smart growth).
- v. Consider incentives for smart growth.

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Chapter 3: Smart Planning

The “Iowa Smart Planning Act” was signed into law in the spring of 2010, as a way to guide and encourage the development of local comprehensive plans. The bill articulates 10 Smart Planning Principles and 13 comprehensive plan elements for application in local comprehensive plan development and public decision making. These guidelines are intended to improve economic opportunities, preserve the natural environment, protect quality of life and ensure equitable decision-making processes.

The 10 Smart Planning Principles are as follows:

- ◊ Collaboration: The comprehensive plan should have a proactive strategy to gain public participation from governmental, community and individual stakeholders, including those outside the jurisdiction in planning, zoning, development and, resource management deliberations, decision making and implementation processes.
- ◊ Efficiency, Transparency and Consistency: The comprehensive planning process should be transparent. The decision making process should follow clearly defined standards, be consistent and documented.
- ◊ Clean, Renewable and Efficient Energy: Efforts to incorporate clean, renewable and efficient principals into design standards, ordinances and policies should be looked at and addressed in the comprehensive plan.
- ◊ Occupational Diversity: Planning, zoning and development should promote increased diversity of employment, business opportunities, access to education and training, expanded entrepreneurial opportunities.
- ◊ Revitalization: Facilitate the redevelopment and or reuse of established town centers and neighborhoods by promoting development that conserves land, protects historic resources, promotes pedestrian accessibility and integrated mixed uses of properties. Redevelopment and reuse of existing sites, structures and infrastructure is preferred over new construction in under developed areas.
- ◊ Housing Diversity: Promote a multitude of housing types, styles, and price ranges. Look at areas where rehabilitation might be a good fit and identify new housing developments close to existing transportation and employment centers.

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- ◊ Community Character: Identify the characteristics that make the city what it is. Then develop a strategy to promote activities and development that are consistent with the character and architectural style of the community.
- ◊ Natural Resources & Agricultural Protection: Emphasize the protection, preservation and restoration of natural resources, agricultural land, cultural and historic landscapes while also looking to increase the availability of open spaces.
- ◊ Sustainable Design: Promote developments, buildings and infrastructure that utilize green design and construction practices with the goal of conserving natural resources by reducing waste and pollution through efficient use of land, water, air, and energy.
- ◊ Transportation Diversity: Promote expanded transportation options for residents of the community. Consideration should be given to transportation options and development that maximize mobility, reduce congestion, conserve fuel and improve air quality.

The 13 Comprehensive Planning Elements are as follows:

- ◊ Public Participation
- ◊ Issues and Opportunities
- ◊ Land Use
- ◊ Housing
- ◊ Public Infrastructure and Utilities
- ◊ Transportation
- ◊ Economic Development
- ◊ Agricultural and Natural Resources
- ◊ Community Facilities
- ◊ Community Character
- ◊ Hazards
- ◊ Intergovernmental Collaboration
- ◊ Implementation



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Chapter 4: Community Profile/Character

Community Profile

To understand where the future of the Clinton is heading, it is good to examine its past. A community profile includes information on the demographic information which includes: total population, gender, race, ancestry, age, employment, income, economy, education. The data presented should provide an overall picture of the community. This data is meant to provide a resource for City officials and the public in the creation of policy, implementation of capital improvement projects, and making of business decisions.

Much of the data for this chapter comes from the 2010 Census, Iowa Workforce Development, and U.S. Bureau of Labor Statistics, Iowa State University Extension and the American Community Survey. It should be noted that the American Community Survey produces population, demographic and housing data using estimates, while the 2010 Census provides official counts. To show relevance and significance of the data presented, comparisons are made between the City of Clinton and similar cities.

Peer City Reasoning

Comparing the City of Clinton to the peer cities identified in the Iowa State University Retail Sales Analysis and Report for the City of Clinton, Iowa Fiscal Year 2011 can help identify the City's strengths and weaknesses relative to similar counties in the state. The cities used in the Retail Sales Analysis as peer cities are the counties Boone, Burlington, Fort Dodge, Indianola, Marshalltown, Mason City, Muscatine, Newton, Oskaloosa, Ottumwa.

Population History and Characteristics

Examination of the population history reveals important changes in the personality and characteristics of the City of Clinton. Table 4.1 summarizes the historical population changes in that have occurred over time in the city. Table 4.2 includes a comparison of the peer cities with the City of Clinton.

Table 4.1
Historic Population Change in the City of Clinton, 1880-2010

| Year | Population | Decade | Percent Change between Decade |
|------|------------|-----------|-------------------------------|
| 1870 | 6,129 | 1860-1870 | |
| 1880 | 9,052 | 1870-1880 | 32.29% |
| 1890 | 13,619 | 1880-1890 | 33.53% |
| 1900 | 22,698 | 1890-1900 | 40.00% |
| 1910 | 25,577 | 1900-1910 | 11.26% |
| 1920 | 24,151 | 1910-1920 | -5.90% |
| 1930 | 25,726 | 1920-1930 | 6.12% |
| 1940 | 26,270 | 1930-1940 | 2.07% |
| 1950 | 30,379 | 1940-1950 | 13.53% |
| 1960 | 33,589 | 1950-1960 | 9.56% |
| 1970 | 34,719 | 1960-1970 | 3.25% |
| 1980 | 32,828 | 1970-1980 | -5.76% |
| 1990 | 29,201 | 1980-1990 | -12.42% |
| 2000 | 27,772 | 1990-2000 | -5.15% |
| 2010 | 26,885 | 2000-2010 | -3.30% |

Source: U.S. Census Bureau

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Table 4.2
Population Change for City of Clinton and Peer Cities, 1960-2010

| | 1960 | 1970 | | 1980 | | 1990 | | 2000 | | 2010 | |
|--------------|-------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|-------------|----------------|
| | Population | Population | Percent Change |
| Clinton | 33,589 | 34,719 | 3.25% | 32,828 | -5.76% | 29,201 | -12.42% | 27,772 | -5.15% | 26,885 | -3.61% |
| Boone | 12,468 | 12,468 | 0% | 12,602 | 1.06% | 12,392 | -1.69% | 12,803 | 3.21% | 12,661 | -1.12% |
| Burlington | 32,430 | 32,366 | -0.20% | 29,529 | -9.61% | 27,208 | -8.53% | 26,839 | -1.37% | 25,663 | -4.58% |
| Ft. Dodge | 28,399 | 31,263 | 9.16% | 29,423 | -6.25% | 25,894 | -13.63% | 25,136 | -3.02% | 25,206 | 0.28% |
| Indianola | 7,062 | 8,852 | 20.22% | 10,843 | 18.36% | 11,340 | 4.38% | 12,998 | 12.76% | 14,782 | 12.09% |
| Marshalltown | 22,521 | 26,219 | 14.10% | 26,938 | 2.67% | 25,178 | -6.99% | 26,009 | 3.20% | 27,552 | 5.60% |
| Mason City | 30,642 | 30,379 | -0.87% | 30,144 | -0.78% | 29,040 | -3.80% | 29,172 | 0.45% | 28,079 | -3.89% |
| Muscatine | 19,813 | 22,405 | 11.57% | 23,467 | 4.53% | 22,881 | -2.56% | 22,697 | -0.81% | 22,886 | 0.83% |
| Newton | 15,381 | 15,619 | 1.52% | 15,292 | -0.61% | 14,799 | -3.33% | 15,579 | 5.01% | 15,254 | -2.13% |
| Oskaloosa | 11,053 | 11,224 | 1.52% | 10,989 | -2.14% | 10,600 | -3.67% | 10,938 | 3.09% | 11,463 | 4.58% |
| Ottumwa | 33,871 | 29,610 | -14.39% | 27,381 | -8.14% | 24,488 | -11.81% | 24,998 | 2.04% | 25,023 | 0.10% |

Source: U.S. Census

Population Projections

Population projections can help the City of Clinton plan efficiently for future land use and community needs. These projections are formed by first evaluating the city's historic trends in population and then projecting these trends out toward the future. The methods implemented to predict the future population are:

1. Trend line analysis
2. Relative proportion

The trend line analysis method utilizes the community's historic census population figures to calculate a "best fit" trend line of past growth. Once the trend line is developed, it is then extended to show projected future growth. This method assumes that the City of Clinton's growth rate will continue at a rate similar to the past.

The relative proportion method assumes that the total population of a municipality can be projected based on the total population of its surrounding county. By using Woods and Poole population projections for Clinton County a ratio of City of Clinton's Population to Clinton County's population can be established. The table below shows the results for the City of Clinton from the two methods.

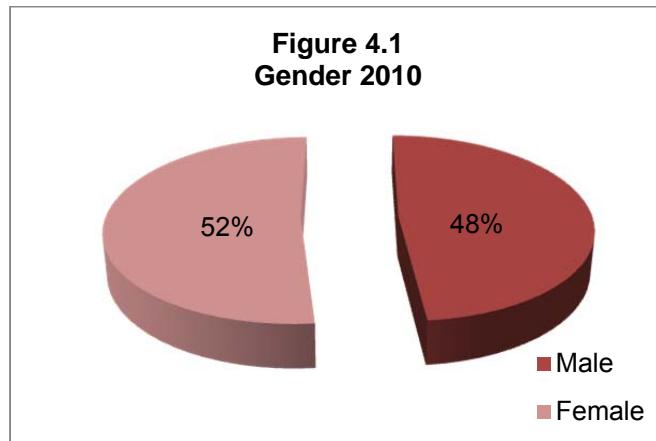
Table 4.3
Population Project City of Clinton, 2020-2040

| | 2020 | 2030 | 2040 |
|---------------------|-------------|-------------|-------------|
| Trend Line Analysis | 36,773 | 38,298 | 39,823 |
| Relative Proportion | 26,853 | 26,852 | 26,803 |

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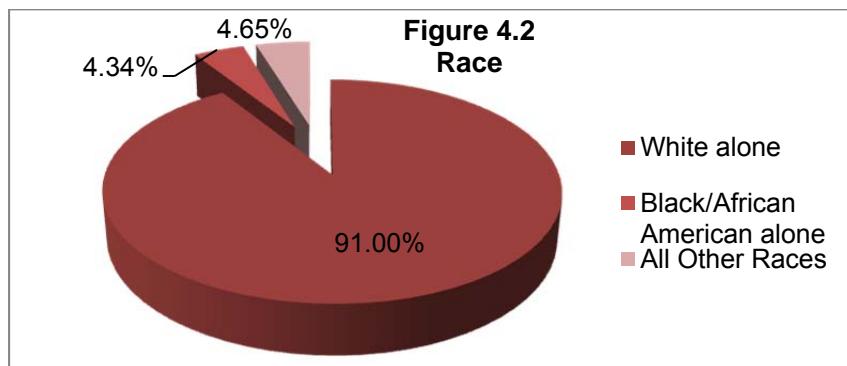
Gender

As of the 2010 Census, the City of Clinton's population was 48% male and 52% female. These numbers are consistent with the majority of U.S. which is at 51% male and 49% female.



Race, Ancestry, Ethnicity, Age & Gender

Census data can show diversity within a population that is not always perceptible to the general public. The latest U.S. Census figures show the City of Clinton's population to be fairly homogenous in terms of race with 91.0% of the population identified as white. The highest racial minorities are persons of African American at 4.34% of the population. While all other races made up 4.65% of the population.



Ethnicity

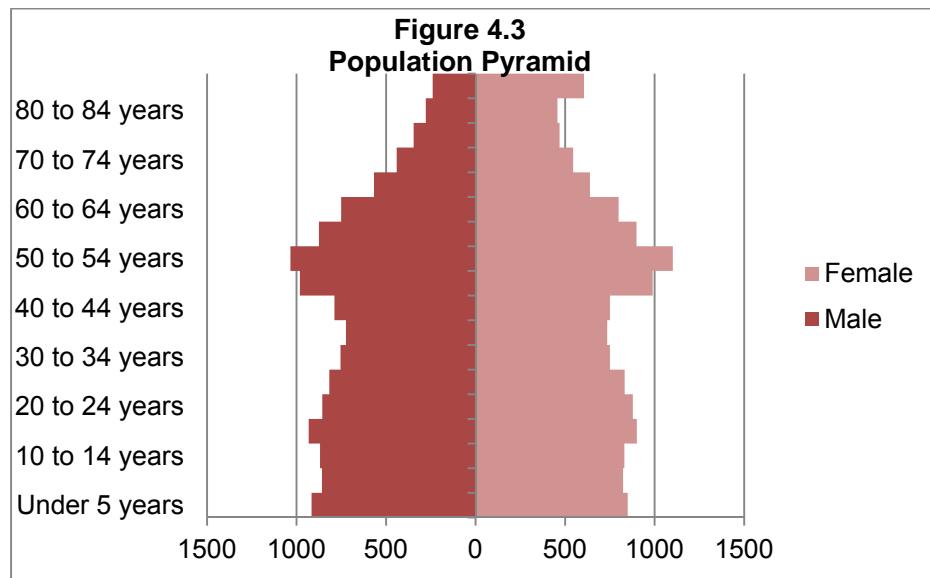
Respondents to the decennial census can indicate if they have Hispanic or Latino ethnicity. Persons identifying themselves as Hispanic or Latino can be of any race or ancestry. The City of Clinton has a Hispanic/Latino population of 883 or 3.28% of the total population.

Age & Gender

The best evaluation of the population's overall age is the median age. The U.S. Census Bureau defines median age as the "measure that divides the age distribution in a stated area into two equal parts: one-half of the population falling below the median value and one-half above the median value." The higher the median age the older a population, and conversely, the lower the median age the younger the population. The U.S. Census Bureau data shows that the median age for the City of Clinton has been steadily increasing from 29.5 in 1980 to 40.4 in 2010.

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The population figures provide an illustration of the age distribution within the city. On graphs of this type, younger communities will be wider at the base and narrower at the top. The opposite is true for older communities.



Labor Force and Employment

According to the American Community Survey there are 13,750 persons in the labor force of those 6,601 are female. The labor force is employed across a wide range of industrial sectors. An industrial sector is simply any grouping of private, non-profit or governmental establishments that have some type of commonality. The most common industrial sector for the City of Clinton, according to American Community Survey is manufacturing at 21.4% followed by education, health and social services at 19.76%.

Income

The median household income is a standard used to measure the prosperity within a community. The median household income is the income for a housing unit that includes both related and unrelated persons living in that unit. The median household income for the City of Clinton according the American Community Survey (in 2010 inflation-adjusted dollars) 2008-2010 3-year estimates was \$41,911. A household is defined as all related and unrelated persons living in that housing unit, whereas, family is defined as related persons living in a housing unit. Table 4.4 provides income statistics for the City of Clinton from 1980 to 2010. It should be noted that the 2010 data is from the American Community Survey while the 1990 and 2000 data is from the Census. The American Community Survey is a monthly sample household survey conducted by the Census Bureau to obtain information similar to the long-form census questionnaire, which is it has replaced.

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Table 4.4
City of Clinton Income Statistics Table

| | 1990 | 2000 | 2010 |
|---------------------------------------|-------------|-------------|-------------|
| Persons 16 and older in the workforce | 13,936 | 13,467 | 13,750 |
| Per Capita Income | \$11,830 | \$17,320 | \$21,908 |
| Median Household Income | \$23,562 | \$34,159 | \$41,911 |
| Median Family Income | \$29,975 | \$43,157 | \$64,213 |
| Individuals Below Poverty Status | 12.7% | 12.5% | 15.9% |
| Families Below Poverty Status | 10.2% | 10% | 8.8% |

Economy

The Retail Sales Analysis & Report for Clinton, Iowa Fiscal Year 2011 created by Iowa State University Department of Economics provides an extensive look at the retail activity occurring within the City of Clinton. In fiscal year 2011 the City of Clinton generated \$386,161,147 in real total taxable sales. There were 746 firms reporting with an average of \$502,994 in sales per firm and an average per capita sale of \$13,980. In comparison the ten peer cities range from \$136,619,539 to \$541,049,279 in real taxable sales for fiscal year 2011.

A pull factor is a measure that describes how well a community is servicing its population in terms of retail trade or the ability to attract business from beyond its borders. A pull factor of 1 indicates a community is servicing 100% of its population's retail needs. A pull factor greater than 1 indicates that customers are being drawn from beyond the community's borders. The 2011 pull factor according to the Retail Sales Analysis & Report for Clinton, Iowa Fiscal Year 2011 is 1.38.

Table 4.5 shows how the City of Clinton compares to the peer cities identified in the Retail Sales Analysis & Report.

Table 4.5
2011 Retail Sales Analysis Table

| City | Taxable Retail Sales Per Capita | Pull Factor |
|--------------|--|--------------------|
| Clinton | \$375,233,200 | 1.38 |
| Boone | \$136,619,539 | 1.05 |
| Burlington | \$295,426,223 | 1.13 |
| Fort Dodge | \$434,453,192 | 1.71 |
| Indianola | \$155,566,297 | 0.97 |
| Marshalltown | \$304,662,931 | 1.09 |
| Mason City | \$541,049,279 | 1.82 |
| Muscatine | \$375,283,095 | 1.56 |
| Newton | \$248,809,709 | 1.60 |
| Oskaloosa | \$160,038,653 | 1.43 |
| Ottumwa | \$353,467,061 | 1.43 |

Education

According to the American Community Survey for 2008-2010, 38.7% of the City of Clinton residents earned a high school diploma or equivalent. While 22.5% attended some college 11.6% earned an associate's degree. The percent of the population that earned bachelor's degree was 10.1% and



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those earning a graduate or professional degree were 4.3%.

The City of Clinton is served by the Clinton Community School District and Prince of Peace Schools for pk-12 education. The Clinton Community School District has two high schools which are Clinton High School and Lincoln Campus. Washington Middle School and Lyons Middle School serve grades 6-8. There are five elementary schools: Bluff, Eagle Heights, Jefferson and Whittier that serve grades pk-5. The district currently has 4,150 students enrolled district wide.

Prince of Peace Schools is a private Catholic Education System that provides pk-12 education. The Prince of Peace campus is located at 312 S. 4th Street.

The City of Clinton is also served by Eastern Iowa Community Colleges – Clinton Community College and Ashford University. Clinton Community College main campus is located at 1000 Lincoln Boulevard while the technology center is located at 1951 Manufacturing Drive. It was founded in 1946 and enrolls more than 1,800 students each fall.



Ashford University is located at 400 North Bluff Boulevard. The campus is 24 acres. The University serves students in a traditional classroom setting as well as via internet classes. There are approximately 959 students on campus.

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Chapter 5: Land Use

The Canadian Institute of Planners defines land use planning as the “means the scientific, aesthetic, and orderly disposition of land, resources, facilities and services with a view to securing the physical, economic and social efficiency, health and well-being of urban and rural communities.” In other words, land use describes how and why the land is being used for a particular purpose. Existing land uses are those in place at the time the information was recorded or surveyed. Future land use addresses the desired use for land within the planning period and planning boundary. The Clinton Comprehensive Plan planning period is 20 years. Normally a 2 mile radius from the existing corporate limits is used for planning the future growth, however because of sustainability being a priority of the public redevelopment within the existing corporate limits will be looked at.

The land use chapter provides the framework and statement of land use policy. The future land use map, presented in this chapter provides guidance to local officials on the quality and character of the development that may take place within the next 20 years.

There are six types of land uses identified in the comprehensive plan. They are residential, commercial, industrial, recreational, open space and conservation, institutional, and agricultural. Residential land use is land that has a home or dwelling on it for the purpose of human habitation. Commercial land use is land used for wholesale/retail sales, office use, which relates to professional services and business activities. Industrial facilities include manufacturing, warehousing, wholesale trade, construction and utilities. Parks, recreation, and conservation land use are areas dedicated to parks, recreation such as trails or have been put into conservation. Institutional land use is defined as land dedicated for government buildings, schools, churches, cemeteries and health services. An agricultural land use is land used for agricultural production either crop or livestock production or land that has been left as open space.



Existing Land Use

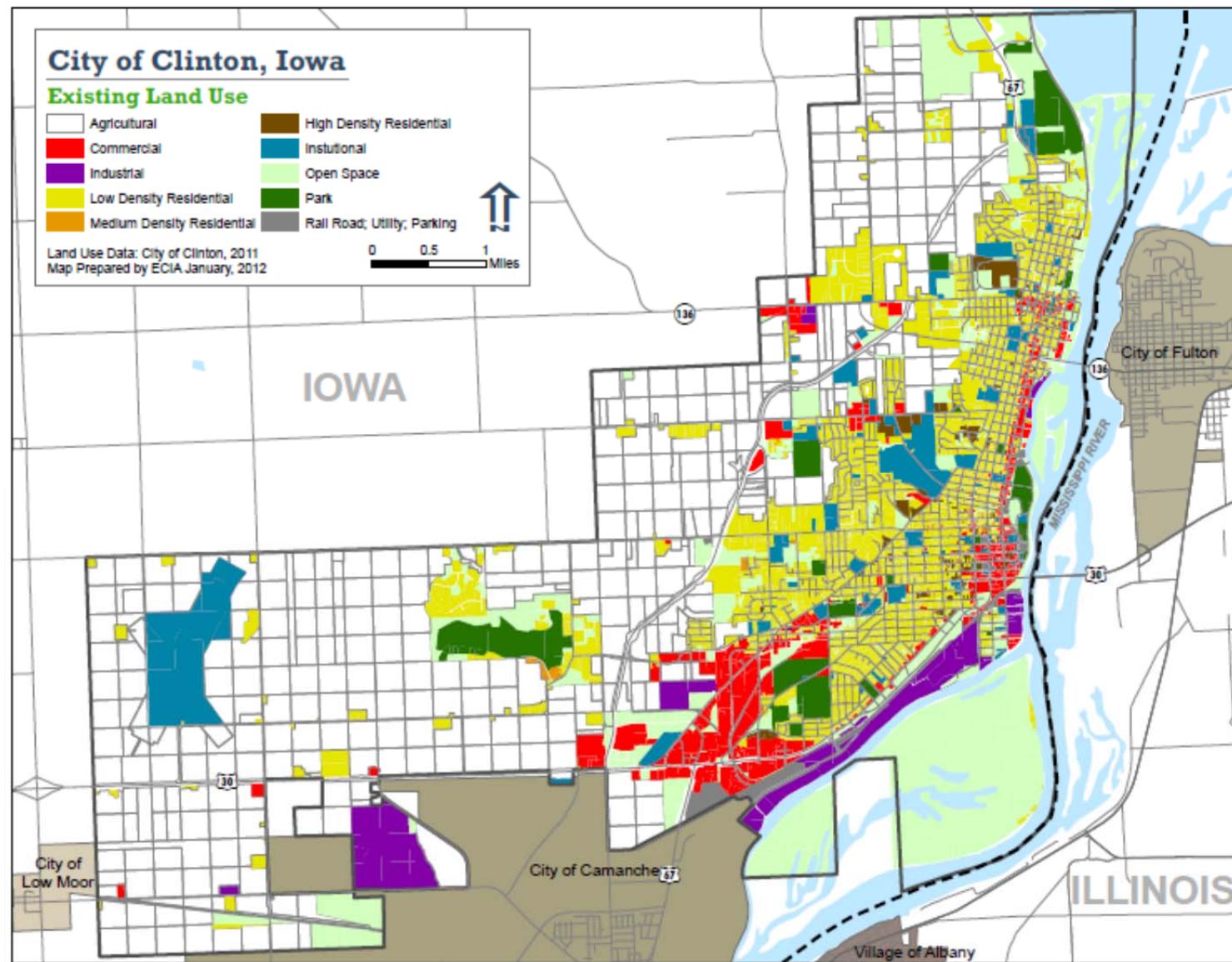
To plan what types of land use the City of Clinton will need in the next 20 years it is important to understand what the existing conditions are. Map 5.1 shows the existing land use in the City of Clinton while Map 5.2 shows the existing land use in greater detail. Table 5.1 provides a detailed breakdown of the existing land use by acres in the City of Clinton.

Table 5.1
Existing Land Use

| Land Use Type | Total Acres | Percentage |
|-----------------------------------|-------------|------------|
| Residential | 3,353 | 16% |
| Commercial | 988 | 5% |
| Industrial | 695 | 3% |
| Parks, Recreation, & Conservation | 680 | 3% |
| Institutional | 1,039 | 5% |
| Agricultural & Open Space | 13,980 | 67% |

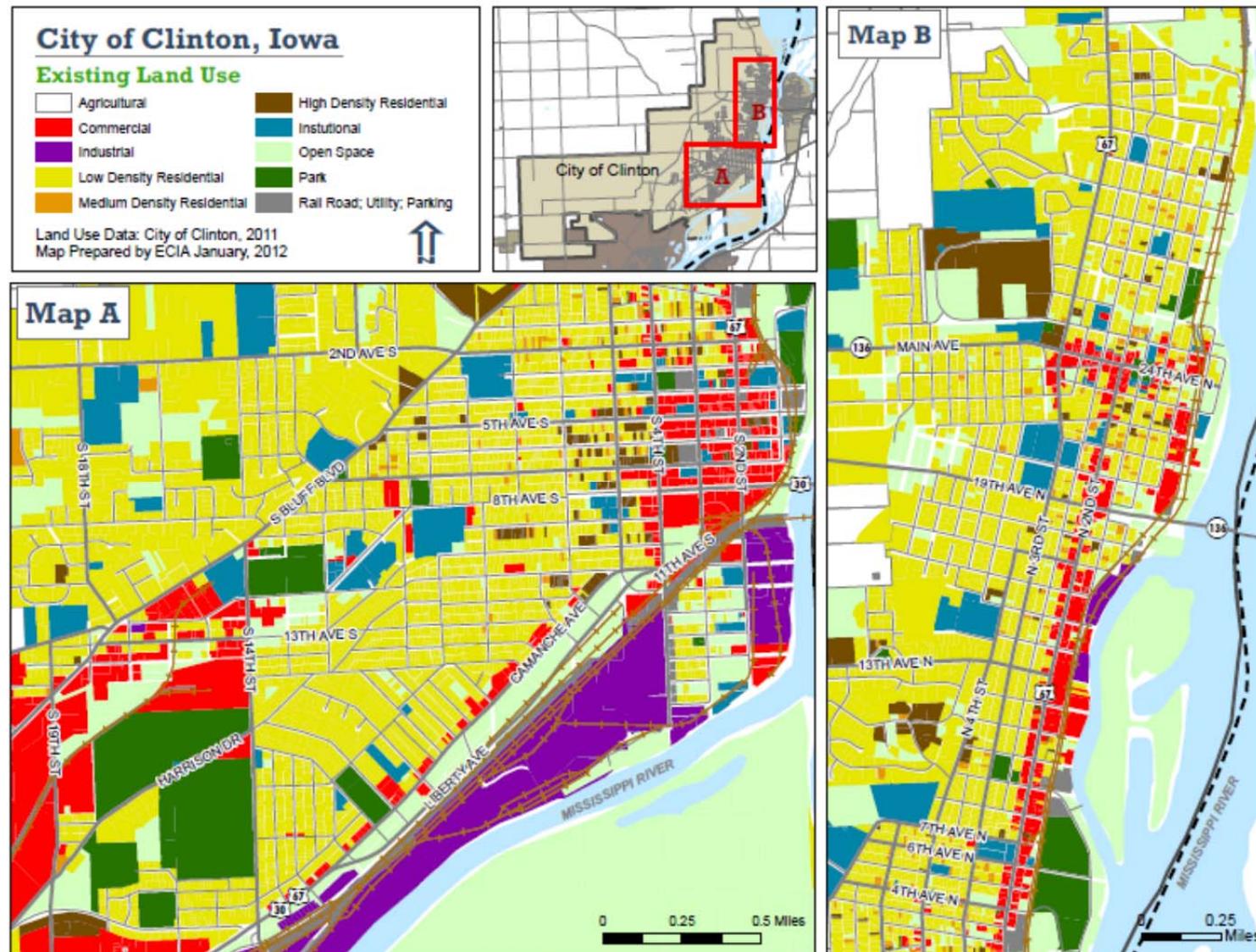
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Map 5.1



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Map 5.2



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Future Land Use

Providing a map of the anticipated future growth areas and expected future land uses allows for preferred future growth patterns to occur. This provides a guide for where development activities should occur to maximize the City's resources. Map 5.3 is the Future Land Use Map for the City of Clinton display's the city's preferred future growth patterns and future land uses. In preparing for the future it is essential to identify ways to encourage, attract and/or retain residential. Ways to encourage long-term residents are:

- ◊ Retain and encourage locally owned businesses
- ◊ Encourage home ownership
- ◊ Provide a variety of housing options
- ◊ Offer quality of life amenities; such as multi-use trails

Table 5.2 provides a detailed breakdown of the future land use needs for the City of Clinton.

Table 5.2
Future Land Use

| Land Use Type | Total Acres | Percentage |
|---------------------------------------|-------------|------------|
| Low Density Residential | 4,592 | 22% |
| Medium Density Residential | 232 | 1% |
| High Density Residential | 203 | 1% |
| Medium Density Residential/Commercial | 82 | 0% |
| Commercial | 1,122 | 5% |
| Industrial | 1,818 | 9% |
| Industrial/Commercial | 138 | 1% |
| Parks | 620 | 3% |
| Open Space | 3,090 | 15% |
| Institutional | 1,213 | 6% |
| Railroad, Utility, & Parking | 257 | 1% |
| Agricultural | 7,652 | 36% |

Land Use Goal

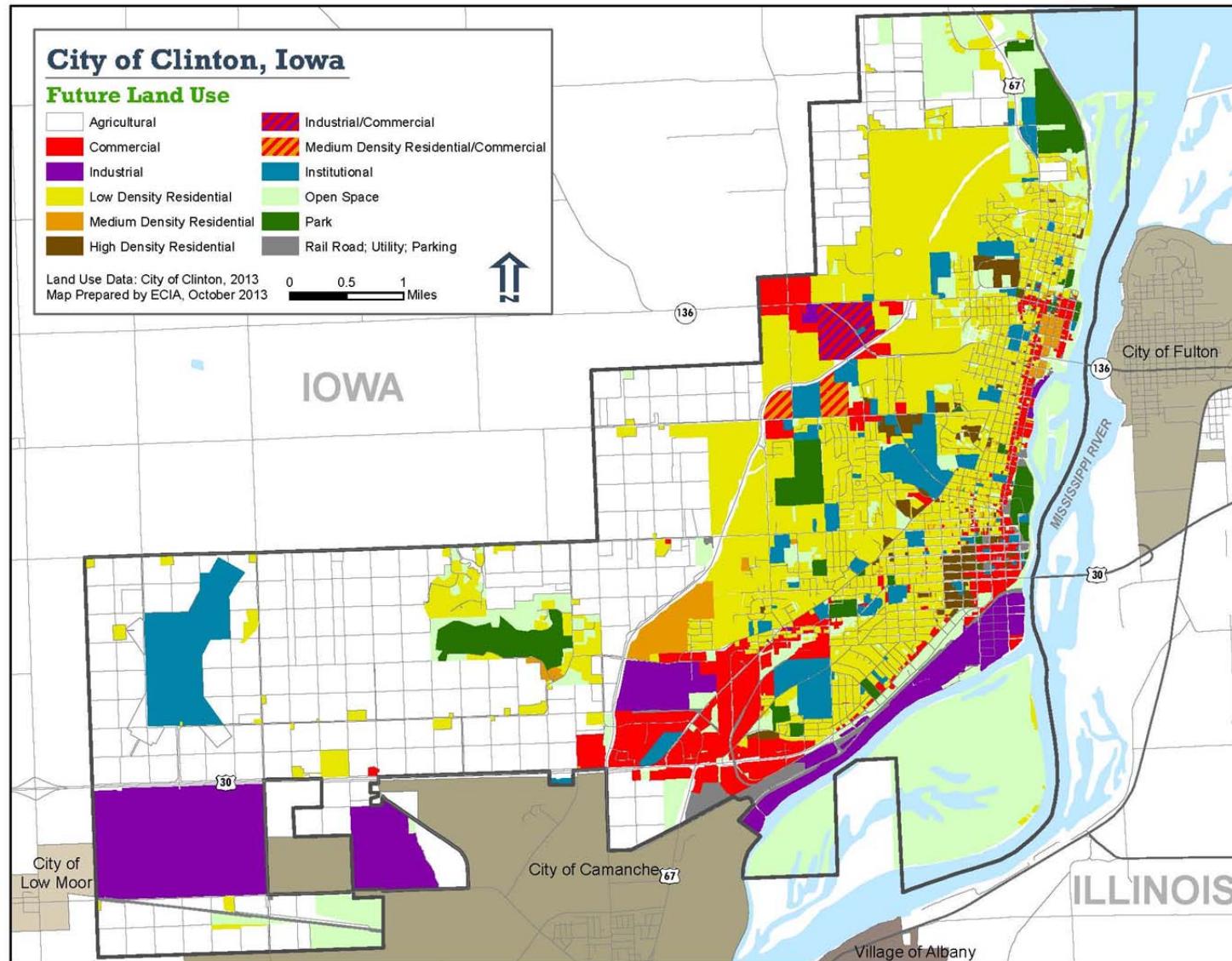
The land use goal of the City of Clinton as referenced in Chapter 2 are meant to provide continuity on how land use matters are addressed over the next 20 years in the city. It is a means to protect identified valuable resources and preserve what truly makes the City of Clinton a great place.

Encourage redevelopment opportunities to revitalize unused property is the primary land use goal. Areas for redevelopment should be examined prior to approving new developments especially in the northern and western parts of the City. The City should explore options that encourage redevelopment and revitalization of existing areas, such a housing rehabilitation program. The City also should keep City maps especially the existing land use map current. When making land use decision continuity should be considered in regards to adjoining land uses.

The Comprehensive Plan and Future Land Use Map (Map 5.3) need to be kept current with the changing growth conditions of the City. The comprehensive plan is designed to be a living document. The comprehensive plan should be evaluated approximately every five years to ensure that it is constant with the growth and development that is or has occurred. If significant development changes occur between the five year comprehensive plan evaluation then the comprehensive plan should be amended to reflect changes.

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Map 5.3



City of Clinton 2032 Comprehensive Plan

Chapter 6: Housing

Housing is the dominant form of development in the City of Clinton. A significant amount of Clinton's 2032 Land Use Plan is earmarked for residential uses. The housing supply plays an important role in shaping the community. To a large degree, the size, form and type of housing units determines who lives in the City of Clinton. The quality and character of Clinton's neighborhoods plays an important role in shaping the identity of the community and its stature as a place to live.

Including housing policies and initiatives in the comprehensive plan is appropriate for two reasons. First, the housing needs of a community are not completely met by private market forces, land use planning and land use controls. Community plans and ordinance controls create the framework for private land development; land development that is almost universally profit-driven. Private market forces need to be supplemented by programs and funding sources that bridge the financial gaps of providing housing for segments of the community that can't afford market-rate housing. Accordingly, this chapter can help identify housing needs and provide a foundation for local decision making to guide residential development and redevelopment efforts in the City of Clinton.

The second reason that housing is addressed in this plan is to meet the intent of recent Iowa Smart Planning legislation enacted by the Iowa Legislature. The Smart Planning legislation defines components that are suggested content for comprehensive plans. These components are presented as ten Smart Planning principles, one of which addresses housing. The housing principle addresses housing diversity. It states, "planning, zoning, development and resource management should encourage diversity in the types of available housing, support the rehabilitation of existing housing, and promote the location of housing near public transportation and employment centers."

The legislation further states that when developing or amending a comprehensive plan, "objectives, policies and programs to further the vitality and character of established residential neighborhoods and new residential neighborhoods and plans to ensure an adequate supply of housing that meets both the existing and forecasted housing demand. The comprehensive plan or land development regulations may include an inventory and analysis of the local housing stock and may include specific information such as age, condition, type, market value, occupancy, and historical characteristics of all the housing within the municipality. The comprehensive plan or land development regulations may identify specific policies and programs that promote the development of new housing and maintenance or rehabilitation of existing housing that provide a range of housing choices that meet the needs of the residents of the municipality."



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Characteristics of the Existing Housing Supply

Housing Values

Table 6.1 shows the assessed value of owner-occupied residential properties in the City of Clinton according to 2010 US Census data. Over 68% of Clinton's housing has a value between \$50,000 and \$149,000. In most cases, the value of a given home closely correlates to its construction age. Residential units lying along US Highway 30 on the south and through much of the downtown area and north to the Lyons area comprise the majority of the housing constructed prior to 1960 and have values below \$150,000. The larger, older homes that sit on bluff areas west of downtown and areas of newer housing in the northwest and west areas of the City contain the newer housing and higher values.

Table 6.1
Owner-Occupied Housing Values

| Assessed Value | # of Units | Percent |
|-----------------------|-------------------|----------------|
| < \$50,000 | 910 | 12.0 |
| \$50,000 - \$99,999 | 3,417 | 45.1 |
| \$100,000 - \$149,999 | 1,789 | 23.6 |
| \$150,000 - \$199,999 | 786 | 10.4 |
| \$200,000 - \$299,999 | 394 | 5.2 |
| \$300,000 - \$499,999 | 210 | 2.8 |
| > \$500,000 | 67 | 0.9 |

Source: 2010 US Census

Year Built

Clinton's housing stock is relatively old with almost 90% of the total units being more than 30 years old, constructed prior to 1980 (see Table 6.2). Over 65% of the City's housing stock is over 50 years old and was built prior to 1960 with the majority of those, 38.6%, being built before 1940. Homes constructed prior to 1980 will require increasing amounts of ongoing maintenance. The city will need to continually monitor overall housing quality to ensure the long-term integrity of its housing stock throughout the City.



The census data shows there were 551 housing units constructed after 2000. These units are scattered throughout the City, generally in the west part of the City.

Table 6.2 shows the distribution of housing units in the community by year of construction. *The high percentage of older homes indicates a need for an ongoing owner-occupied rehabilitation program in the City.*

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Table 6.2
Housing by Year Built

| Year Built | # of Units | Percent |
|-------------------|-------------------|----------------|
| < 1940 | 4,692 | 38.6 |
| 1940 – 1949 | 1,345 | 11.1 |
| 1950 – 1959 | 1,928 | 15.9 |
| 1960 – 1969 | 1,551 | 12.8 |
| 1970 – 1979 | 1,411 | 11.6 |
| 1980 – 1989 | 260 | 2.1 |
| 1990 – 1999 | 394 | 3.2 |
| > 2000 | 551 | 4.7 |

Source: 2010 US Census

Housing Types and Availability

The availability of affordable, quality housing is an important factor in a community's ability to maintain, expand, or develop a healthy economy. The availability of housing can be an important location factor for new industries when considering a community. A community that is better prepared to meet these needs may have an edge in attracting new development, along with retaining current residents. Housing must be made available for the low-to-moderate income households, the first-time home buyer, residents looking to upgrade homes within the community, and for those looking to move to or retire in the community.

Table 6.3 provides an inventory of the types of housing located in the City of Clinton, Clinton County, and the state of Iowa. Owner-occupied housing is by the dominant form of housing within the City of Clinton accounting for 62.3% of the total. This is generally consistent with Clinton County and the state of Iowa. The higher percentage of renter-occupied housing tends to be an indication of a less traditional, more transient population, which is not expected in City of Clinton's size. The higher percentage of renter-occupied units is consistent with comments received during public input meetings when residents commented on the lack of higher-end housing. Other comments included the lack of any newer rental units being constructed in the City. It appears that many of the City's large older homes have been converted into rental units to meet the demand for same over the past years. A 9.2% vacancy rate within the City of Clinton was experienced in 2010. This is higher than expected but may be slightly lower as homes for sale and rental units that have been rented but were vacant at the time of the census were included in this figure. The City of Clinton is higher than the 5% the U.S. Department of Housing and Urban Development (HUD) considers to be a normal vacancy rate. This vacancy rate may be the result of the higher than expected percentage of rental units and/or the poor economy experienced in recent years and many rental households being able to relocate out of the City for employment opportunities.

Table 6.3
Owner-Occupied and Renter-Occupied Housing Units

| | Owner-Occupied | | Renter-Occupied | | Vacant | |
|----------------|-----------------------|------|------------------------|------|---------------|-----|
| | Number | % | Number | % | Number | % |
| Clinton | 7,573 | 62.3 | 3,459 | 28.5 | 1,120 | 9.2 |
| Clinton County | 14,826 | 68.1 | 5,112 | 23.5 | 1,833 | 8.4 |
| State of Iowa | 880,635 | 65.9 | 340,941 | 25.5 | 114,841 | 8.6 |

Source: 2010 US Census

Table 6.4 shows the breakdown of housing units in Clinton. HUD believes that a city should have a 5% vacancy rate that is 5% of a community's housing units are available for sale or rent, as a standard. One would assume that the 5% split would reflect the percent of owner occupied

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housing versus rental units in the community. (If a community has 67% of its homes classified as owner-occupied and 33% rental units, one would assume that 67% of the available units are owner occupied units for sale and 33% are rental units for rent.) The census shows that the City of Clinton has 12,202 housing units. Based on the HUD standard, the City of Clinton should have 610 units available. Of the 610 units, 409 would be available for sale and 201 would be available for rent. The 2010 census shows 292 units available for rent (plus an additional 10 units rented but not occupied), almost 50% above the expected number, is well above a reasonable range of expectation. However, the 177 units for sale (plus 44 units sold but not occupied) is considerably lower than expected. *The lack of houses for sale indicates a potential need for additional homes in the communities. The higher number of rental units when combined with comments on the lack of newer rental unit construction may indicate a need for rental rehabilitation.*

Table 6.4
Status of Housing Units

| | Owner | Renter | For Sale | For Rent | Seasonal | Other Vacant |
|----------------|---------|---------|----------|----------|----------|--------------|
| Clinton | 7,573 | 3,713 | 177 | 292 | 50 | 437 |
| | 67.0% | 33.0% | 1.5% | 2.4% | 0.4% | 3.6% |
| Clinton County | 25,695 | 5,528 | 277 | 431 | 165 | 637 |
| | 72.7% | 27.3% | 1.3% | 2.0% | 0.8% | 2.9% |
| State of Iowa | 880,635 | 340,941 | 18,405 | 31,812 | 21,020 | 43,604 |
| | 72.1% | 27.9% | 1.4% | 2.4% | 1.6% | 3.2% |

Source: 2010 US Census

In community input sessions conducted for the comprehensive planning process, housing was an issue of concern to residents. The issues of highest importance were focused on property maintenance, lack of owner-occupied housing options, and lack of newer rental units. These comments are consistent with the housing data provided by the US Census. The high percentage of older housing units commonly indicates a higher need for property maintenance as older housing components reach the end of their normal useful lives. The lack of owner-occupied housing options is evident in the lack of units available for sale and the lower than expected percentage of newer units. The lack of newer rental unit may be a comment that more aptly applies to the lack of good quality rental options being available. Other areas of concern included high the lack of choice in moderate and higher-end price ranges. These issues form the basis for the housing plan.

Traditional single-family detached housing has always been a strong component of virtually all cities in the Midwest and is particularly notable in Iowa. Development in the City of Clinton over the past ten years has been relatively low. There has been very limited construction of owner-occupied housing units, which have been moderately priced and scattered. As the community looks forward to the next two decades, this comprehensive plan assumes that efforts will be made to maintain housing diversity. Future housing constructed in the City of Clinton should either occur as infill housing in the developed portion of the community or new housing in the already developed, west area of the city. In infill situations, housing types will need to be compatible with surrounding housing types and lot sizes. In the developing area, more flexibility exists. The City should consider programs that would offer opportunities to restore large older homes back to owner-occupied units to create moderate units as well as result in updating of older homes in the downtown area. This would be consistent with Smart Planning principles whereby these units would be located near public transportation and employment centers. The land use pattern in the community promotes some opportunities for housing diversity. However,

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it may require some effort on the part of the City to promote moderately priced single-family detached housing and new or rehabilitated rental housing opportunities.

A Community of Well Maintained Housing

An analysis of the age of the City of Clinton's housing stock revealed that a significant portion of the housing in the community was built before 1960. Homes that are over 50 years old tend to require more maintenance. The Comprehensive Plan surveys noted concerns about property maintenance. There are some deteriorating housing units located in prominent locations, including entrances to the City and downtown. Such properties sometimes deteriorate and negatively impact the image of the community. In some cases, owners of property sometimes defer required maintenance due to a lack of funds or other reasons. The City may consider implementing a property maintenance code and applying for grant funding to assist grant-eligible property owners. Efforts should also concentrate on property maintenance in all areas of the City. Neighborhood deterioration due to abandoned vehicles, peeling paint, junk storage, etc. can be addressed in these property maintenance standards.

Housing Development that Respects the Natural Environment

The City of Clinton has topography that provides physical features including slopes and floodplain. Environmental regulations strive to protect these features as distinct benefits for "quality of life." Any housing developments that may be considered must be designed in a manner to preserve and protect natural features and preserve ag land to the extent possible. Also, the city should be committed to preserving the existing character of the estate area through less intensive land development.

Improvement of Linkages between Housing and Employment and the Provision of Services to Residents

The City of Clinton is a community with strong west and south transportation corridors. US Highway 30 is the most significant east-west roadway and US Highway 67 is the significant south bound roadway. Most of the commercial uses in the city have located along US Highway 30 and 67. Industrial employment is also in the south and southwest areas of the City along US Highway 30. Most traffic is oriented west and south which tends to cause a portion of residents to funnel out of the city for retail goods and services.



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CHAPTER 7: Economic Development

Economic development is a process that involves every aspect of a community. The City of Clinton must support and develop all of these facets in order to improve the economic well-being of the community in a balanced and healthy way. Good jobs that pay a living wage as well as access to goods and services are important factors in measuring a community's quality of life. Effective economic development requires a broad understanding of the forces that shape an economy. Many of these forces were outlined in previous chapters of this plan: transportation, infrastructure, etc. All of these strategies must align and work towards a common goal in order to support a vibrant economy. The below economic development plan was developed using citizen feedback collected through surveys and visioning meetings and incorporates the strategies and principles highlighted in previous chapters.

STRATEGIC ADVANTAGES

The City of Clinton is located approximately 120 miles directly west of the Chicago metro area. The community has grown from a one street river town to a thriving city that is now home to nearly 27,000 people and a prosperous business community. Transportation is convenient for every type of business including those needing rail, barge, or air service. Recent renovations to the downtown area along with the presence of several Fortune 500 businesses make Clinton a great place to live and work.

The major employers in Clinton are ADM, Mercy Medical Center, Custom-Pak, Clinton School District, Lyondell Chemical, Rock-Tenn, Ashford University, and Clinton Community College.

The town's beautiful landscapes, rich history, and cultural opportunities continue to attract new residents and businesses alike. These assets have earned Clinton funding from the Governor's Vision Iowa program, and most recently, a designation as one of Iowa's "Great Places."

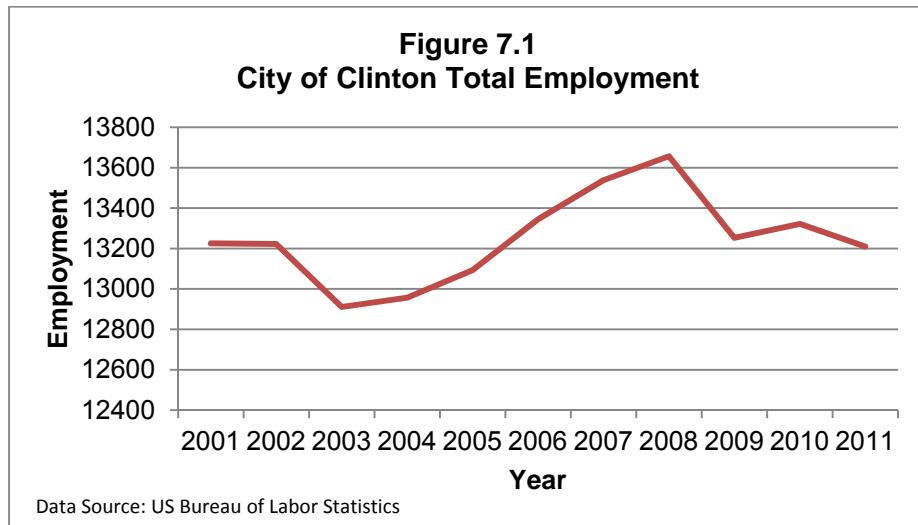
DATA ANALYSIS

As the City of Clinton develops a more vibrant economy, informative data and maps that illustrate the economic forces at work are essential. The US Census Bureau, Bureau of Economic Analysis (BEA), and the Bureau of Labor Statistics (BLS) provide a wide variety of economic data through the Decennial Census and the American Community Survey (ACS). The following charts and tables are selections from the U.S. Census and the U.S. Bureau of Labor Statistics that depict some important aspects of the City of Clinton's economy.

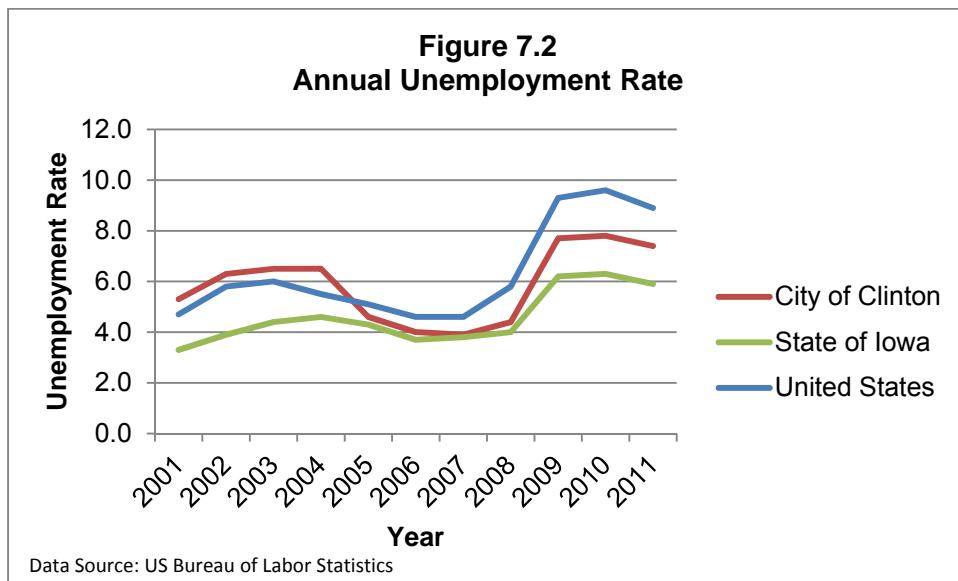
Employment

The City of Clinton has seen dramatic changes in employment over the last ten years. The total number of jobs has decreased slightly from 13,222 in 2002 to 13,209 in 2011. Figure 7.1 illustrates the changes in total employment in the City of Clinton from 2001 to 2011.

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Since 2001, Clinton's unemployment rate has closely mirrored that of the State of Iowa and federal government. As shown in Figure 7.2, since 2005 the unemployment rate in the City of Clinton has been lower than the federal rate; however, since 2001 the local unemployment rate has been higher than the state. Figure 7.2 shows the Annual Unemployment Rate for the City of Clinton, the State of Iowa, and the United States.



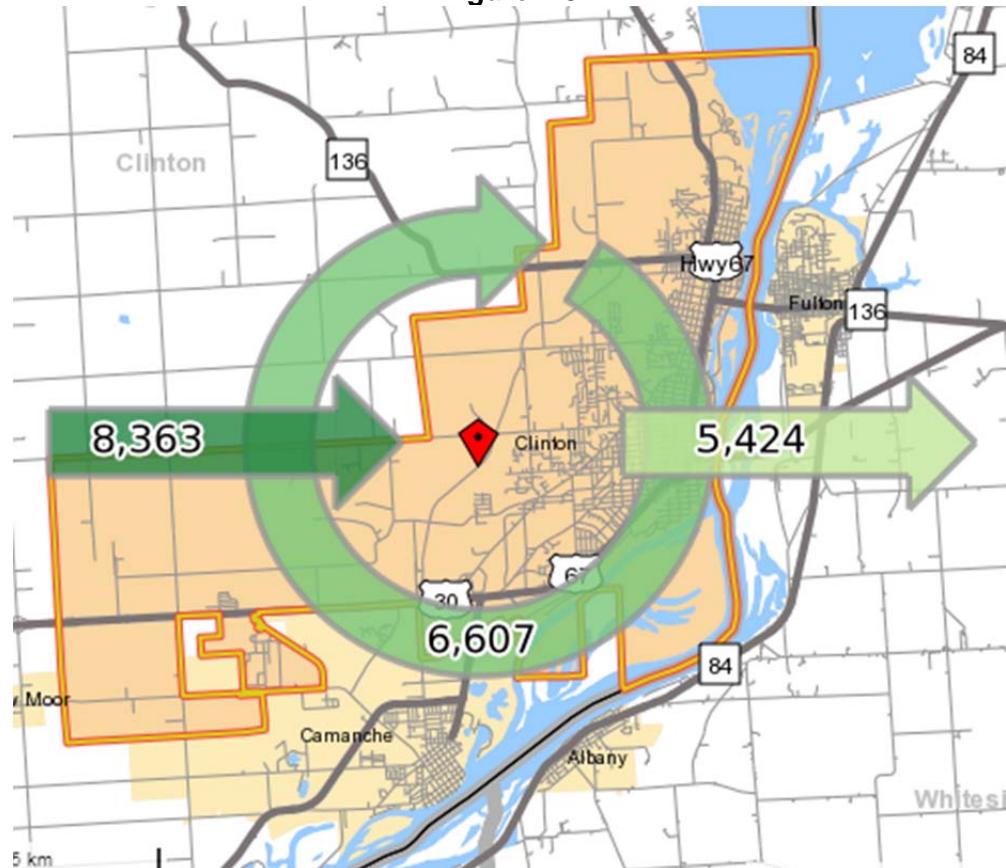
Employment by industrial sector data is available through the US Census Bureau's County Business Patterns (CBP) dataset. The CBP is an annual series of data that provides county MSA economic data by industry. County Business Pattern data excludes most government employees, railroad employees, and self-employed persons. According to the 2010 CBP data, manufacturing (4,315 or 18%), health care and social assistance (3,690 or 16%), and retail trade (2,690 or 11%) are the largest employers in the City of Clinton.

Figure 7.3 shows the flow of workers in and out of the City of Clinton. The arrows signify the number of workers that commute to the City to work, the number of workers that live and work in the City, and the number of workers that live in the City but work elsewhere. This employment

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data was mapped using the US Census Bureau *On the Map* service. *On the Map* uses data derived from Unemployment Insurance Wage Records reported by employers and maintained by each state for the purpose of administering its unemployment insurance system. The City of Clinton has more workers commuting into the City to work than commuting out. This demonstrates an opportunity to recruit some of these workers to move to the City of Clinton. A survey or study would need to be conducted to determine why these workers are choosing to live elsewhere or what barriers are preventing them from living in the City of Clinton.

Figure 7.3



PUBLIC INPUT

A public input survey conducted in the spring of 2012 revealed that residents are fairly satisfied with the quality of life in the City of Clinton. Of the 138 survey respondents, 64% reported this satisfaction. A city's appearance is closely tied to successful economic development. Overall, the survey respondents feel the tree plantings, flowers, and landscaping are adequate with 53% reporting strongly agree or agree to this question. Residents feel that the City's signage and downtown appearance of building fronts are not adequate (53%) in addition to the building and zoning codes (54%). Measures should be taken to improve these areas. Forty-seven percent of respondents reported that the City's signage and Lyons Business District building fronts are not adequate while 42% stated that they are. The remaining participants had no opinion. When asked about the City's efforts to preserve and enhance historic buildings, 49% indicated that the efforts are inadequate while 32% believe they are sufficient. Many of the comments indicated that the community has a lot of potential but it needs to be cleaned-up and revitalized.

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Enhancing the livability of Clinton can help attract workers and businesses. Well over half of survey respondents indicated that diverse shopping opportunities, a vibrant and active downtown area, a vibrant and active Lyons Business District area, incentives for small businesses to improve their buildings/properties, and a sustainable or “green” community are very important or important contributing factors to a livable community. Comments indicate that community members would like much of this development to take place downtown.

Diverse retail options help improve the quality of life in a city while generating tax revenue. Over 45 survey respondents indicated they would like the following types of businesses in the City of Clinton: pharmacy, florist, bicycle shop, hotel, bookstore, restaurant, entertainment, and clothing store. Respondents would also like a grocery store closer to home but not necessarily in the City.

ECONOMIC DEVELOPMENT GOALS

The economic development goals of the City of Clinton are meant to foster economic growth through expansion of existing business, new economic partnerships, and fostering a strong workforce.

Over all Goals:

Promote Clinton as a tourist destination. This can be by promoting existing attractions and recreational opportunities that already exist in the City. Clinton has many great attractions already such as Riverview Park, Clinton Lumberjacks, great dining choices that residents and visitors need to be reminded of.

Reduce unemployment, achieve economic stability and increase the standard of living for all citizens. Clinton should strategize on how to diversify its commercial and industrial bases. That way if one sector takes an economic hit, the entire City will not. Another idea that should be explored is the development of economic incentives for quality job creation and/or tax base enhancements.

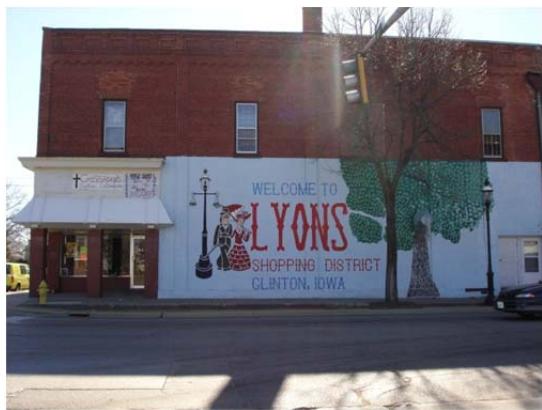
Increase the number of small firms by fostering local entrepreneurship. Cooperate with other agencies and institutions to identify programs and services to assist in the creation of new small business should be explored so that the City can build its entrepreneurship base. The downtown area would be a great place to house local entrepreneurship. The City should explore the use of financial and technical assistance to help encourage start-up businesses within the City.

Lyons Business District

The Lyons Business District is part of the former “Lyons” community that was founded in 1835 and incorporated into the City of Clinton in 1895. The Lyons community originally prospered as a grain and milling center and later as a lumber manufacturing center. The Lyons Business District is one of Clinton’s two “traditional” downtowns. This important asset is located within a predominately residential neighborhood and anchors the northern portion of Clinton. Specialty retail shops, professional offices, restaurants, and essential city services characterize the area. Further, it is home to the annual community gatherings such as the Lyons Street Dance festival and a Farmer’s Market.

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The displacement of key area businesses, deteriorating physical conditions of buildings and public infrastructure, and reduced traffic counts have combined to negatively impact the once vibrant downtown. These conditions have collectively resulted in vacant land, underutilized buildings, and general disinvestment within the area and surrounding neighborhoods.



In order to reverse this situation, key stakeholders such as area business owners and residents initiated a grassroots-driven effort to revitalize the district.

This work resulted in the creation of a City Council

appointed Steering Committee tasked with producing a document to help guide the successful redevelopment of the area. The background information, vision statement, and goals in this section were taken directly from that document, the Lyons Business District Master Plan, which was adopted by the Clinton City Council in 2011.

Vision Statement

The Vision for the Lyons Business District Master Plan is to revive the Main Avenue Corridor and its surrounding neighborhoods to its once vibrant past. This involves preserving the area's unique history and integrating the Mississippi River in the creation of a dynamic and attractive area which offers a diverse mixture of land uses and recreational opportunities to serve the needs of the entire community.

Once achieved, the Lyons Business District will become a sustainable, center of activity while maintaining its traditional "downtown" appearance.

GOAL 1: ENCOURAGE REDEVELOPMENT ALONG EASTERN PORTION OF MAIN AVENUE CORRIDOR

Objective 1: Identify vacant and/or underutilized properties available for redevelopment opportunities

Objective 2: Promote future development and establishment of an "anchor" which will attract individuals to Main Avenue east of North 2nd Street

GOAL 2: PLAN FOR APPROPRIATE AND COMPATIBLE FUTURE LAND USES

Objective 1: Encourage future development/redevelopment that complements existing land uses

Objective 2: Identify areas with incompatible land uses in close proximity and recommend more appropriate future uses

GOAL 3: IMPROVE THE AESTHETIC QUALITY OF THE CORRIDOR THROUGH FAÇADE IMPROVEMENTS AND STREETSCAPE PROJECTS

Objective 1: Encourage appropriate façade improvements for existing structures

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Objective 2: Identify areas appropriate for streetscape improvements (i.e. gateway and/or way-finding signage, benches, bike racks, street lighting, etc.)

Objective 3: Create a prioritized installation/construction schedule for the targeted areas

Objective 4: Specify potential sources of funding to install/construct the public improvements

GOAL 4: PRESERVE TRADITIONAL “MAIN STREET” APPEARANCE AND PEDESTRIAN ORIENTATION OF THE CORRIDOR

Objective 1: Ensure new development and redevelopment projects are compatible with character of existing corridor (i.e. building materials)

Objective 2: Maintain common site design practices for new construction in downtown Lyons (i.e. zero front yard setbacks, parking located in rear of properties, pedestrian-scale development, etc.)

GOAL 5: USE THE CITY OF CLINTON ZONING REGULATIONS TO IMPLEMENT PLANNING POLICIES

Objective 1: Establish tools and requirements that foster quality development

Objective 2: Amend or modify existing code as needed to allow for appropriate site development within the study area

GOAL 6: EXPAND THE AMOUNT OF EXISTING OPEN SPACE WITHIN THE STUDY AREA

Objective 1: Identify lands ideal for the development of future passive and active recreational spaces

Objective 2: Encourage the development of multi-use trails in accordance with the Bicycle and Pedestrian Trail Routes Plan

Objective 3: Create links with other existing open spaces within the community

Objective 4: Preserve and expand areas of natural beauty within the corridor, particularly those associated with the Mississippi River

GOAL 7: MAXIMIZE VISIBILITY AND USE OF THE RIVERFRONT

Objective 1: Identify potential improvements and areas to provide additional access to the Mississippi River for residents of Lyons and the greater Clinton area.

Objective 2: Create additional open space areas along the River

Objective 3: Connect a trail/walk-way from the Lyons District to the Discovery Trail along the River

GOAL 8: IDENTIFY AND PRIORITIZE NECESSARY PUBLIC INFRASTRUCTURE IMPROVEMENTS

Objective 1: Identify infrastructure improvements appropriate for inclusion within the city's Capital Improvements Program (CIP)

Objective 2: Prioritize identified projects for inclusion in the CIP

Mill Creek Parkway Development

In 2011, the Clinton City Council adopted the Mill Creek Parkway Master Plan. This master plan for the Mill Creek Parkway and 19th Avenue North extension planning area was prompted by

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numerous public/private investments and infrastructure improvements which are collectively serving as a catalyst for new growth and dramatically changing the needs of this sub-area. The background information, vision statement and goals in this section are reflective of the Mill Creek Parkway Master Plan.

The geographic location of the Mill Creek Parkway and 19th Avenue North extension planning area is a significant factor and driving force for future development. The target area serves as a gateway into the community from the west and is located in close proximity to various intermodal transportation systems which connect Clinton to larger markets both regionally and nationally. This includes the Clinton Municipal Airport, U.S. Highways 30 and 67, the Mississippi River and the Union Pacific mainline railroad.

Vision Statement

The Vision for the Mill Creek Parkway Master Plan is “to enhance the economic viability of the area by planning for transportation, land uses and intensities and to make it an attractive corridor for the City of Clinton.”

GOAL 1: IMPROVE TRANSPORTATION AND ACCESS

- Objective 1: Maintain and promote system connectivity
- Objective 2: Restrict the number of controlled access points to preserve the “parkway” status
- Objective 3: Integrate “complete streets” concept into the local transportation system in order to foster and promote alternative transportation options

GOAL 2: GUIDE AND CONTROL FUTURE GROWTH THROUGH PUBLIC INFRASTRUCTURE EXTENSIONS AND EXPANSIONS

- Objective 1: Encourage growth while helping to maintain the city’s existing development density
- Objective 2: Serve developable land in a responsible and controlled manner
- Objective 3: Promote development in areas where existing infrastructure with adequate capacity is in place or readily available

GOAL 3: CREATE AN ATTRACTIVE CORRIDOR TO SERVE AS A GATEWAY INTO THE COMMUNITY

- Objective 1: Require quality landscape improvements along the corridor edge and between land uses
- Objective 2: Encourage high-quality development in terms of overall design standards, building materials, open space requirements, site layout, etc.
- Objective 3: Serve as a model for future development within the city

GOAL 4: ZONING REGULATIONS

- Objective 1: Establish tools and requirements that foster quality development

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Objective 2: Amend or modify existing code as needed to allow for appropriate site development within the corridor

GOAL 5: DEVELOP PARK LAND TO SERVE FUTURE RESIDENTIAL GROWTH

Objective 1: Identify land ideal for future passive and active recreational opportunities

Objective 2: Encourage the development of recreational trails in accordance with the Bicycle and Pedestrian Trail Routes Plan

Objective 3: Create links with other existing open spaces within the community

Objective 4: Preserve greenbelts and other areas of natural beauty within the corridor

GOAL 6: FUTURE LAND USE

Objective 1: Identify appropriate land uses and intensities to ensure compatible and harmonious development



Objective 2: Encourage future development which serves to complement existing land uses

Liberty Square Redevelopment

In 2002, the Clinton City Council formally adopted the Liberty Square Comprehensive Plan. This comprehensive plan serves as a guide for creating economic redevelopment of Liberty Square. The plan includes a strategy for investment and funding opportunities for redevelopment, and recommendations for implementation. Liberty Square is the area along

Camanche and Liberty Avenues from 25th Place to South 4th Street.

GOAL 1: Create a successful model for stimulating economic development

GOAL 2: Create high-wage quality jobs that attract quality workers and enhance the health and wellbeing of its citizens.

GOAL 3: Develop a plan and strategy for investment and funding opportunities for redevelopment.

GOAL 4: Create a comprehensive redevelopment plan for Liberty Square area with a method to implement plan recommendations.

GOAL 5: Integrate urban design that:

- ◊ *Develop a safe efficient transportation corridor.*
- ◊ *Maintain existing commercial enterprises while maximizing opportunities for redevelopment.*
- ◊ *Enhance the community's visual character.*
- ◊ *Maximize opportunities for future development.*

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Expand and Enhance Employment Opportunities

A strong local economy requires good jobs and a skilled workforce to fill those positions. When residents and Clinton advocates were asked what matters should be given special attention in the City of Clinton's Comprehensive Plan 95% of respondents cited employment opportunities.

Available sites and buildings are essential for business recruitment. There are currently enough available sites for development, which is significant competitive advantage. To ease the development process for businesses interested in relocating to or expanding in Clinton, the process for development should be streamlined. This will require putting all of the permitting and other requirements into writing and creating flow charts to guide the businesses through the process. Every effort should be made to make this process as efficient and quick as possible.

A diversified economy can help shield Clinton from future economic recessions while creating opportunities for people with diverse skillsets. Diversifying the local economy will require a concerted marketing effort targeted at absent industries that would benefit from the location, workforce, or other positive attributes of Clinton.

In order to attract new businesses to Clinton and to support existing business, it is important to strengthen the labor force in the City. Students starting in middle school all the way through college should be kept well informed about the opportunities available in Clinton. Special attention should be given to high demand areas such as the skilled trades. One method for this outreach is to create a trade/apprenticeship program and/or partner with Junior Achievement. A comprehensive workforce retention program will require a strong partnership between the County, local industries, the school district, and the community college.

Redevelop and Preserve Downtown

The downtown serves as a visual testimony of the community's economic health, livability, and values. The Clinton downtown must become more visually appealing and valuable physically, economically, socially, and politically in order for the downtown to re-establish itself as the social and commercial center of the community. The downtown area has a number of unique assets that will help drive the development. These assets include walkability, historic buildings, parking, proximity, and character.

There are many economic opportunities for the Clinton downtown. It is a prime location for incubating small and independent business because of the affordability of space. The commercial center provides a compact environment with multiple stories for commerce, government and living spaces, thus reducing sprawl and the cost associated in extending city services and infrastructure. The pedestrian friendly environment is convenient and accessible, serving as the center for not only



City of Clinton 2032 Comprehensive Plan

commercial trade but also cultural, social and civic engagement. Historic downtown districts can also serve as heritage tourism attractions. There was a strong agreement amongst survey respondents that the rehabilitation of vacant buildings and the addition of retail shops should be given special attention in the development of the downtown area in Clinton.

Developing and preserving the downtown area is going to require a strong commitment from the entire community. One way Clinton can gain and channel this commitment is by starting a Main Street program. The first step in this process is to form a working group to evaluate if this is the right approach for Clinton. The resources on the National Trust for Historic Preservation website can be helpful in this process. Historic preservation tax credits in addition to other state and federal funding opportunities could be used to kick-start the development. Support from the private sector will be essential.

GOAL 1: ENCOURAGE REDEVELOPMENT OF EXISTING BUILDINGS

- Objective 1: Development of a commercial property tax abatement program.
- Objective 2: Address fire sprinkler issue so that a cost effective solution can be reached.
 - See legislative active
 - Interconnect buildings with one sprinkler system
- Objective 3: Establish a façade program.
- Objective 4: Upper story residential.
- Objective 5: Bring back a hotel in the Downtown.

GOAL 2: ENCOURAGE MIX BUSINESS TYPE DEVELOPMENT

- Objective 1: Work with Ashford University and Clinton Community College and Economic Development Groups to establish a business incubator downtown.

GOAL 3: CREATE AN IDENTIFIABLE DOWNTOWN IMAGE

- Objective 1: Create positive shelf perception
 - Market Downtown Clinton
 - Showcase what is going on in the Downtown
- Objective 2: Expand SSMID from HyVee to Marina.
- Objective 3: Fully utilize riverfront.
- Objective 4: Install signage to define the boundaries of the Downtown.
- Objective 5: Develop festivals or events to get people back Downtown.
- Objective 6: Work to bring recreational activities to the Downtown.
 - Community recreation center
 - Band shell

GOAL 4: MAKE DOWNTOWN EASILY ACCESSIBLE

- Objective 1: Address transportation issues.
- Objective 2: Add a parking garage.
- Objective 3: Bring back a trolley system.

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It is also important in the revitalization process of the Downtown to keep the “people generating” uses in the Downtown: library, police station, city hall, churches, post offices, etc. The architecture and history of the buildings is what makes the Downtown unique, therefore it is important to retain this within the Downtown. In the event that buildings must be demolished, new construction should be designed to blend with the existing architecture.

Through the public input process it was noted that the attitudes and perceptions of the Downtown needed to be changed. While this is not an easy undertaking, it can be done through education. It was suggested that a defined person help market the Downtown to the City. This person would issue press releases regularly informing the citizens of Clinton on what is happening Downtown. Another way is to start having events such as music festivals, art showings, etc. in the Downtown to draw people back.

Finally, business owners and interested citizens and other community partners need not get discouraged. Regular brainstorming meetings on what is needed in the Downtown and how vacant storefronts might be used will keep the revitalization effort moving forward within the Downtown.



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Chapter 8: Public Infrastructure and Utilities

This section provides an inventory and analysis of the City of Clinton's infrastructure system, including water distribution and storage, sanitary sewer collection and treatment and storm water conveyance. Considerations for the growth of these systems are also covered.

Inventory and Analysis

Water System

The City of Clinton's water system owned and operated by Iowa American Water. Clinton's water comes from seven deep wells in four well fields. Water is obtained from the Cambrian-Ordovician and Jordon aquifers. The average amount of water supplied to customers on a daily basis is between 2.925 to 4.819 million gallons.

Sanitary Sewer System

In 1957, the City of Clinton retained Consoer, Townsend & Associated out of Chicago, Illinois to help engineer the new wastewater facility. The first phase which began in 1963 was the construction of the two interceptor sewers and the wastewater treatment plan. The wastewater treatment plant included raw wastewater pumps, two primary settling tanks and two sludge digesters. Phase two began in 1965 which extended the sewer to intercept the remainder of the outlets into the river and increased the capacity of the treatment plant.

It was recommended in 1969 by the Iowa Water Pollution Control Commission that a chlorination facility be constructed to reduce the bacterial concentration in the plant's effluent. Construction of the dual chlorine contact tanks occurred in 1971. The activated sludge type treatment facility was added in 1977, which included three two-pass aeration tanks, three final clarifiers, two air flotation type sludge thickeners, and a secondary digester. Fine bubble ceramic disc aeration was installed in the aeration tanks in 1990 and the final clarifier and anaerobic digester were constructed in 1994.

The existing water pollution control plant is outdated and obsolete. In 2006 the City of Clinton began construction of a regional wastewater reclamation facility, which will be fully operational in the fall of 2013. This new regional wastewater reclamation facility is a collaboration between the cities of Clinton, Camanche and Low Moore.

Future System Needs:

- ◊ Beaver Slough Trunk Sewer
- ◊ 13th Avenue N Sewer Extension
- ◊ System wide I/I Rehabilitation
- ◊ 20th Avenue North Sewer Separation
- ◊ Basin 6 CSO 014 Phase 1
- ◊ 13th & 15th Avenue Sewer Separation
- ◊ Hwy 30/67 Reconstruction
- ◊ 25th Avenue Sewer Separation
- ◊ Regional Wastewater Reclamation Facility Package 3
- ◊ Sewer Operations Center and Laboratory
- ◊ Disinfection at the Water Pollution Control Plant
- ◊ Margaret Pump Station
- ◊ Upgrade/Replace 20th Avenue Pump Station
- ◊ Upgrade/Replace 25th Avenue Pump Station
- ◊ Green Infrastructure
- ◊ Turtle Creek Cleaning
- ◊ SEP/Mitigation
- ◊ Basin 6 CSO 014 All Phases
- ◊ Bluff Boulevard Pump Stations

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Other Utility Service Providers

Table 8.1
Service Provider by Service

| Service | Service Provider |
|-----------------------|------------------|
| Electric | Alliant Energy |
| Gas | Alliant Energy |
| Cable | Mediacom |
| Garbage and Recycling | City of Clinton |

Alliant Energy Cooperation is an energy holding company providing electric and natural gas services to communities throughout Iowa, Wisconsin and Minnesota. Service is provided to more than 1.4 million customers and nearly 4,000 people are employed by Alliant Energy.

Mediacom Communications is the nation's eighth largest cable television company. Mediacom's focus is providing cable, internet and phone service to America's smaller cities and towns. They serve over 1,500 communities nationwide and have a workforce over 4,400.



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CHAPTER 9: Transportation

The City of Clinton's transportation system is vital to everyday life within the region. Locally, the transportation system facilitates the movement of people and goods within the region. The system allows residents to get from their homes to employment, education, medical care, and shopping, and it allows people and goods to move in and out of the region. Connections to regional transportation networks allow businesses to import and export goods quickly and efficiently, and allow the region to compete in the global marketplace.

Along with the benefits from transportation, come unintended negative impacts. If left unchecked, pollution, noise, congestion, safety, and high maintenance costs can diminish quality of life for local residents. In addition, some segments of the population such as the disabled, the elderly, and low-income populations are not able to access the transportation system. Through this Comprehensive Plan, the City of Clinton will strive to provide efficient and affordable transportation to residents and businesses while striving to minimize negative impacts. The City of Clinton will work to provide diverse and interconnected modes of transportation, accessibility, safety, and improved environmental quality.

Transportation Planning

The City of Clinton coordinates with a regional transportation planning agency, Regional Planning Affiliation 8 (RPA 8). RPA 8 is a four-county region that includes Clinton, Delaware, Dubuque, and Jackson counties. RPA 8 facilitates coordination among local, regional, state, and federal agencies on transportation issues and plans. RPA 8 is responsible for planning for the development of a seamless system for the safe and efficient movement of people and goods within and between modes of transportation including streets, highways, bicycle, pedestrian, transit, rail, water, and air.

The City of Clinton Comprehensive Plan provides an overview of the City's transportation system. More detailed transportation information is included in the RPA 8 Long Range Transportation Plan (LRTP). The RPA 8 LRTP focuses on transportation related issues over a 20-year period. In accordance with Iowa DOT recommendations, RPA 8 updates its LRTPs every five years. The LRTP provides an explanation of the area's current transportation trends, and a forecast of future transportation issues. Through the LRTP planning process, local residents create the vision and goals that will guide transportation investment within the region over the next 20 years. The RPA 8 LRTP and other transportation planning documents are available for download at www.eciatrans.org.



Roadways

The predominant transportation system in Clinton is a network of streets and highways that carry cars and trucks. These roadways serve the circulation needs of local residents and visitors from outside the area. The following section describes the roadway system in the City in terms of functional classification, capacity, congestion, and safety.

Functional Classification

Functional classification describes a roadway based on the type of service that it provides. Roadways provide two basic types of service: land access and mobility. The degree to which a roadway provides access and/or mobility determines its functional classification. The key to

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planning an efficient roadway system is finding the appropriate balance between mobility and accessibility. The following defines the functional classifications found in Clinton.

Principal Arterial roadways primarily serve a mobility function with minimal land access. The primary purpose of principal arterials is the rapid movement of people and goods for extended distances. Principal arterials are high capacity, high-speed roadways with restricted access. US Highway 30 in Clinton is an example of a principal arterial.

Minor Arterials interconnect with and augment principal arterials. Minor arterials within urban areas serve inter-community trips of moderate length. Although the primary purpose of the minor arterial is mobility, this functional class provides more access points and more land access than a principal arterial. Bluff Boulevard in Clinton is an example of a minor arterial.

Collector streets channel trips between the local street system and the arterials. Collectors serve a balance between mobility and land access. Parking and direct driveway access to the street are typically allowed on collectors. Collectors are usually wider, have higher capacity, and permit somewhat higher speeds than the local street network. Harts Mill Road in Clinton is an example of collector street.

Local streets primarily provide local land access and offer the lowest level of mobility. Characteristics of local streets include uncontrolled intersections, posted speed limits of 25 miles per hour or less, and few restrictions on parking. Local streets include all streets not classified as principal arterial, minor arterial, or collector.

The Table 9.1 lists the miles of roadway in the City of Clinton in terms of functional classification. Map 9.1 displays Clinton roads by Functional Classification.

Table 9.1
Functional Classification

| Functional Classification | Total Roadway Miles |
|---------------------------|---------------------|
| Principal Arterial | 21 |
| Minor Arterial | 26.48 |
| Collector | 18.64 |
| Local Streets | 99.88 |
| Total | 166 |

Data: Iowa DOT 2009

Level of Service

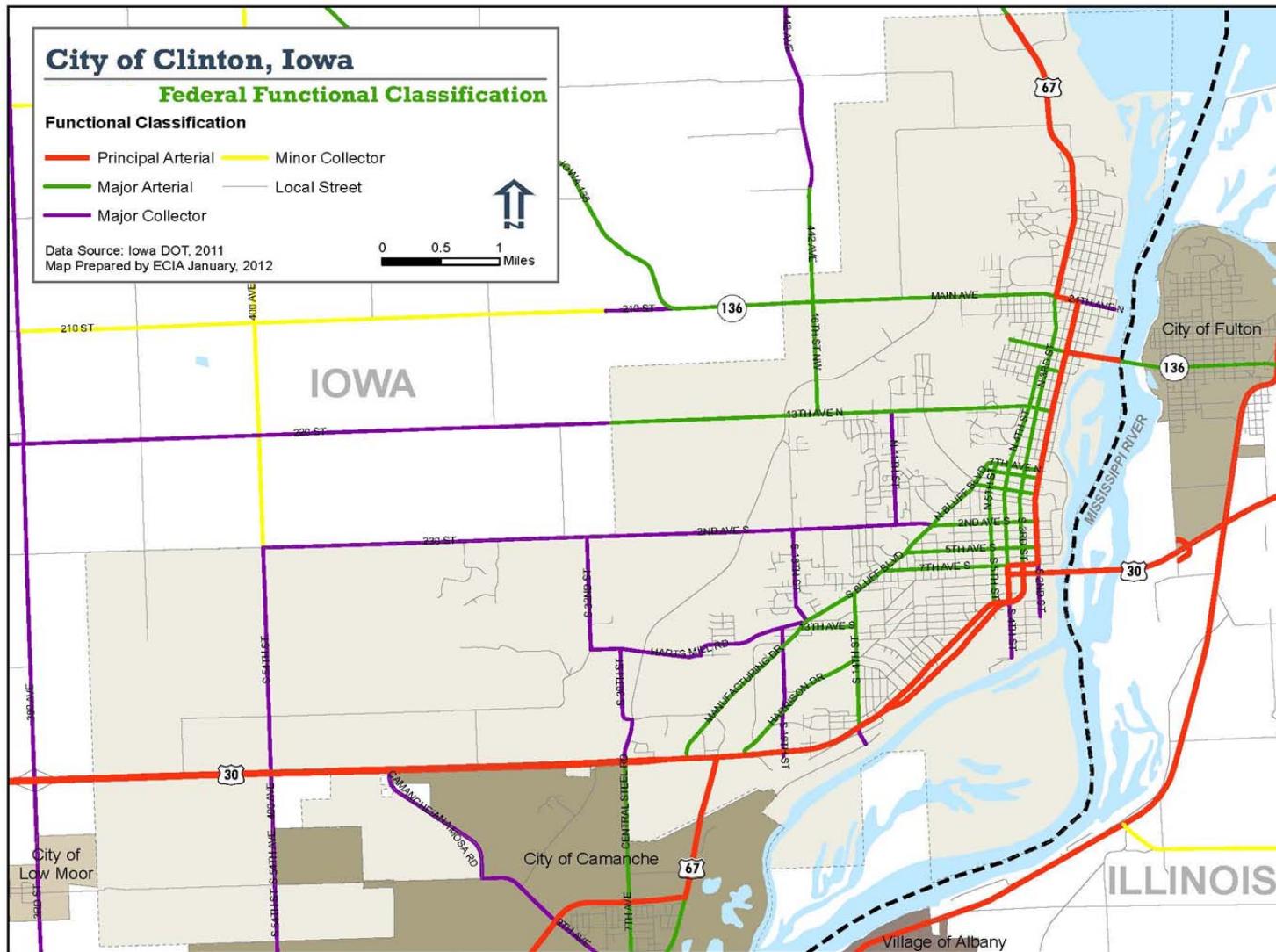
Level of Service (LOS) is a qualitative measure that describes congestion on a roadway, based on speed, travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. LOS is determined by calculating the Volume to Capacity (VC) ratio, where the traffic volume, observed or forecasted, is divided by the estimated capacity of the roadway. LOS "A" represents complete free flow of traffic, allowing traffic to maneuver unimpeded. LOS "F" represents a complete breakdown in traffic flow, resulting in stop and go travel. VC ratios for Clinton roads and streets were calculated using 2009 Iowa DOT traffic counts. See Map 9.2 for the current level of service in Clinton. Map 9.2 indicates that congestion is not a severe issue in most areas, as the majority of Clinton Roads are LOS A or B.

Future Roadway Needs

Road Maintenance will be an important issue for the future of Clinton. Map 9.3 shows the condition of Clinton roads. Roadway conditions are assessed based on Pavement Condition Index (PCI). The PCI process assigns a numerical value between 0 and 100 based on a visual survey of the pavement with 100 representing excellent pavement. Figure 9.1 displays pavement condition by percentage of road miles for federal aid eligible secondary roads and primary highways. According to the PCI data, the majority of Clinton's roads (51%) are in Poor or Very Poor condition.

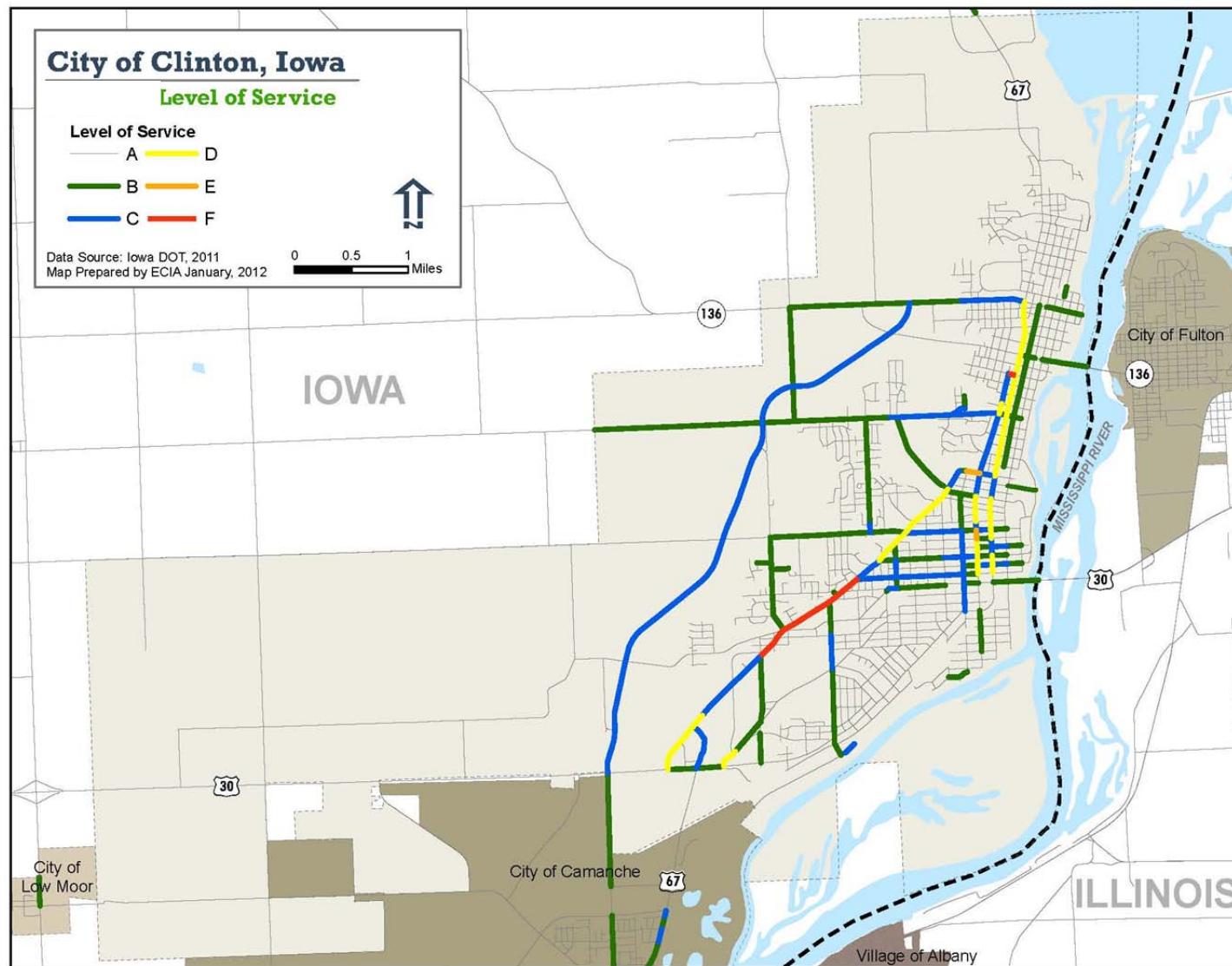
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Map 9.1



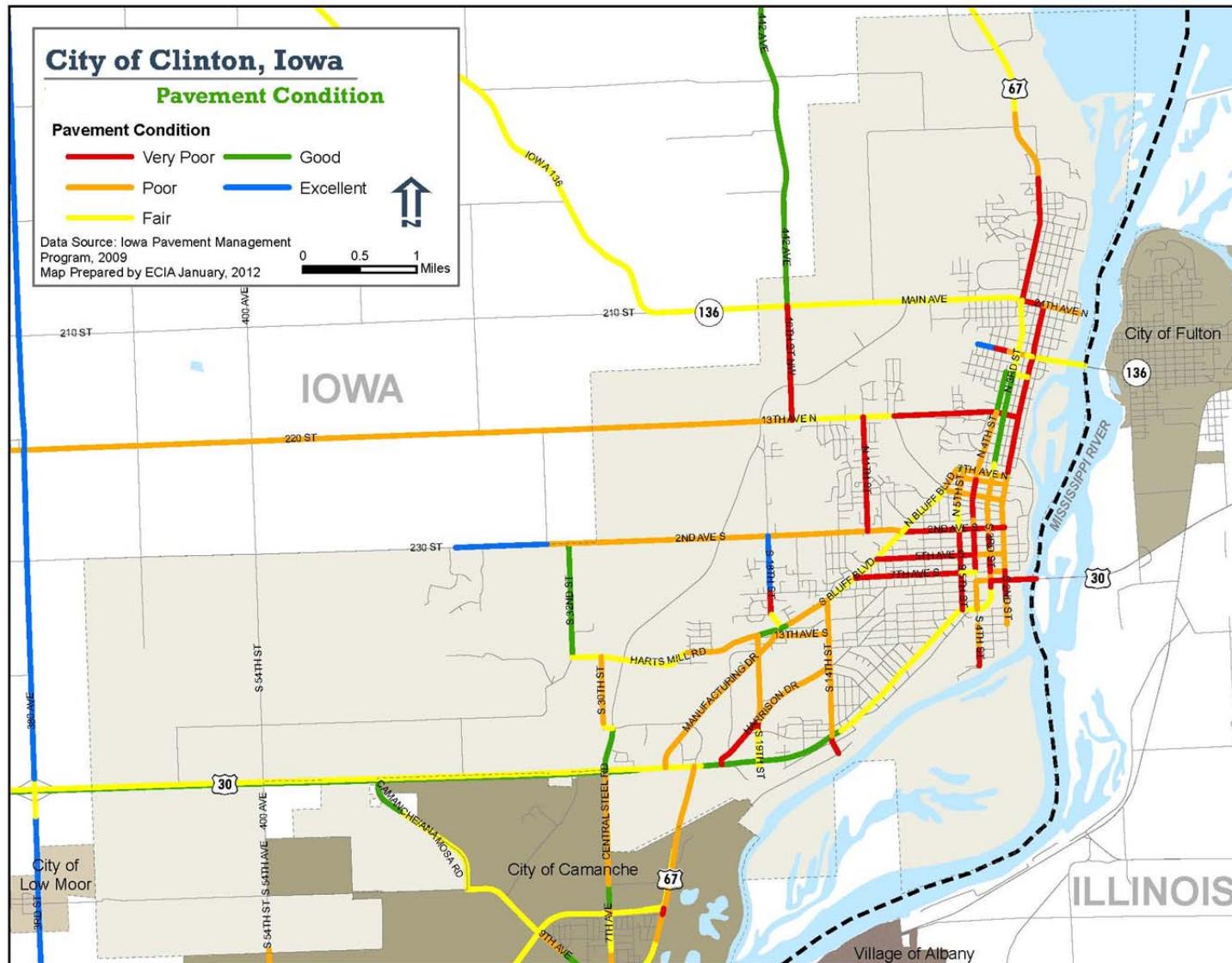
City of Clinton 2032 Comprehensive Plan

Map 9.2



City of Clinton 2032 Comprehensive Plan

Map 9.3



City of Clinton 2032 Comprehensive Plan

Roadways provide the connections that allow efficient movements of people and goods within the region. The ongoing maintenance of the roadway network is vital to the City's economic success. In the future, Clinton must face the challenge of stretching limited budgets to maintain vital transportation infrastructure.

Roadway Safety is an important consideration when planning for the future of the transportation system. Outdated or deteriorating infrastructure, high traffic volumes, or unsafe driver behavior are all potential causes of safety issues that can lead to serious injury or death.

Transportation planners use crash data to identify areas on the road network where the number of crashes is higher than expected. Once identified, the local government can take action to correct the problem. Iowa Department of Transportation provides crash data for all counties in the state. Using data from 2001-2006, staff created maps to illustrate the distribution of fatal crashes, and crashes causing major or minor injuries. The maps are used to identify locations experiencing more crashes than would normally be expected. See Map 9.4 for Iowa DOT crash data. The crash data shows that while the City is relatively safe, there are some problem areas. Injuries and fatalities from auto crashes can place a burden on local residents and can reduce the overall quality of life in the City. Clinton must continue to work to improve safety for its roadway users.

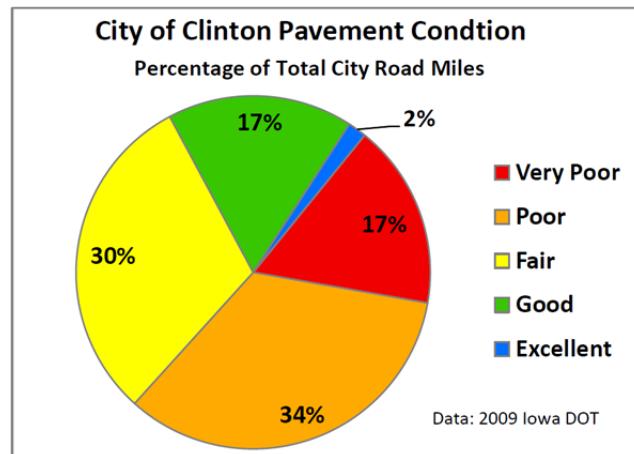
Pavement Management Plan

A comprehensive street inventory effort was completed in 2012 by the City Engineering Department. Every street within the City was visually inspected, historical research was completed, and new budgetary cost estimates were completed for each street. This intensive assessment resulted in an upfront increase in funding recommendations for the Pavement Management Program. The funding necessary to complete the first phase of the pavement management program totals \$18.6 million. This is an approximate \$3.5 million increase from the previous year's Pavement Management Program report. It is not expected that the amount of funding recommended will again increase significantly over the lifetime of this program.

Levels will need to be increased with construction cost inflation after 2019, but taxing levels should also increase to match the cost of inflation. Though the report does have an increase in cumulative recommended spending, it is not the recommendation of the Pavement Management Plan to increase the spending level each year. It is also not the plan's recommendation to increase spending beyond the six years as laid out in the Pavement Management Plan. This is due to the need to scale spending back at some time for the sake of affordability of the program to our property tax payers.

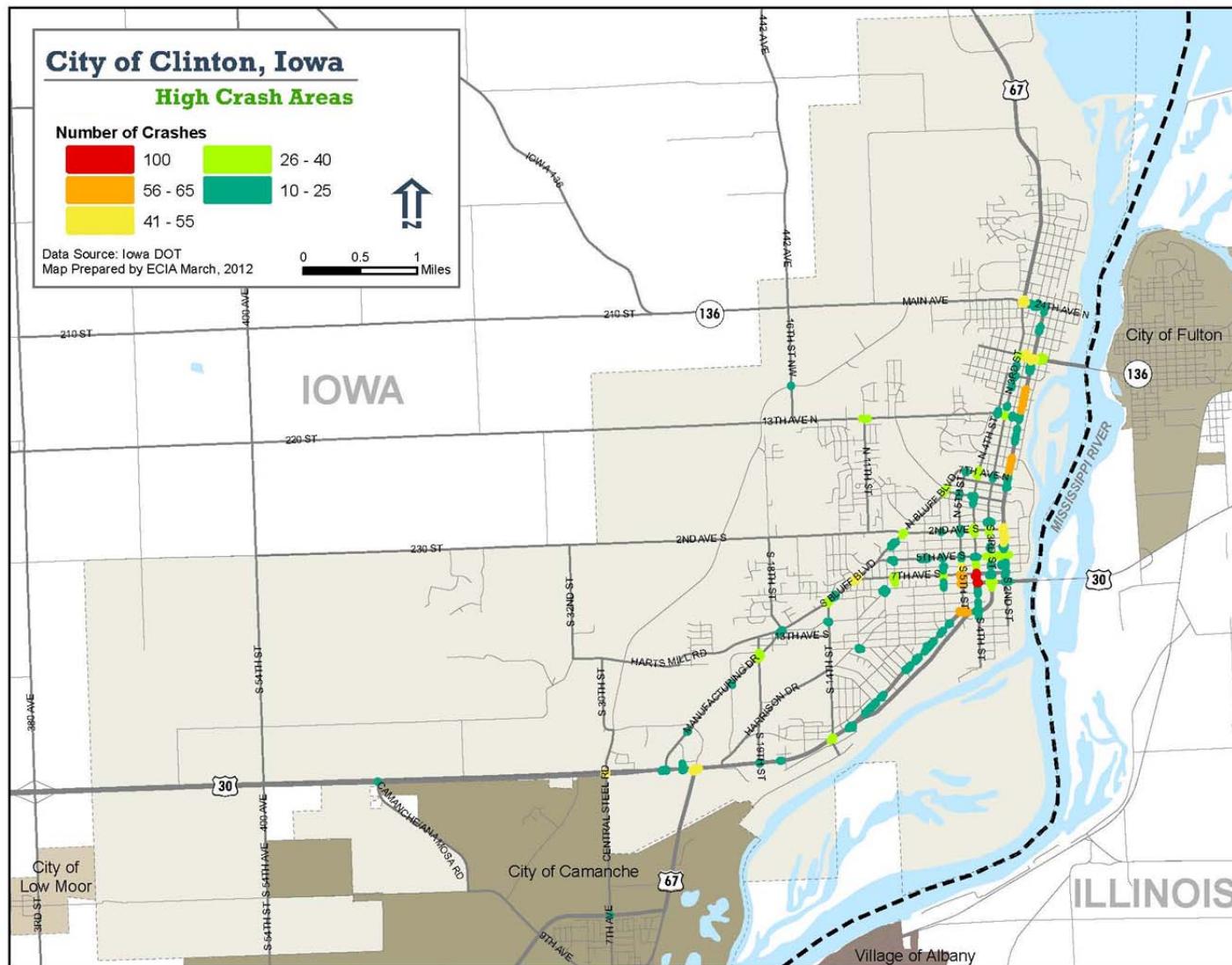
The Pavement Management Plan recommendation is to allocate \$2.8 million per year over the next six years for street rehabilitation. This is an increase of \$300,000 per year from the last Pavement Management Plan. With local option sales tax revenues expected to be approximately \$1.6 million, this still means a \$1.2 million general obligation bond will be needed each year for the next six years to make up the funding difference. However, this still leaves a

Figure 9.1



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Map 9.4



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\$1.8 million shortfall over the first six years of the plan and spending will need to be scaled back by \$1.8 million per year beginning in 2019.

In 2019 the focus will be to repair the remaining roads in “poor” condition that are scheduled for resurfacing. Much of the streets previously scheduled for the 2018-2019 construction year will have at least received some form of preventative maintenance before this point.

Beginning in 2020, the City should be able to focus on a yearly resurfacing and maintenance plan, with the goal of maintaining streets rather than repairing them. From 2020 on, the level of spending is based on an estimated maintenance cost per lane mile of improved street. The budget is based on the assumption that all streets are in “fair” or “better” condition. The spending level is contingent upon the increased upfront spending over the first six years. All other “poor” condition streets will be reconstructed as part of the sewer separation projects which is part of the Long Term Control Plan, CDBG funding, or federal funding programs such as STP funding of arterial streets.

The spending levels recommended in the Pavement Management Program report are minimum recommendations. Without an increase level of spending of \$2.8 million per year from 2013-2018, and the \$1.8 million each year thereafter, the City’s street infrastructure would continue to crumble and would be difficult to maintain. Additional funding sources such as the Franchise Fee, additional General Obligation Bonds and reallocation of LOST property tax relief should be looked at to help fund the Pavement Management Program.

Yearly Budget Scenarios

Table 9.2
2013 Pavement Management Program

| | |
|-------------------------|----------------|
| Residential Resurfacing | \$1,700,00.00 |
| Collector Resurfacing | \$1,000,000.00 |
| Miscellaneous Repairs | \$100,000.00 |
| Total 2013 | \$2,800,000.00 |

Table 9.3
2014 Pavement Management Program

| | |
|-------------------------|----------------|
| Residential Resurfacing | \$2,125,00.00 |
| Collector Resurfacing | \$550,000.00 |
| Pavement Maintenance | \$125,000.00 |
| Total 2014 | \$2,800,000.00 |

Table 9.4
2015 Pavement Management Program

| | |
|-------------------------|----------------|
| Residential Resurfacing | \$1,000,00.00 |
| Pavement Maintenance | \$100,000.00 |
| Collector Resurfacing | \$1,700,000.00 |
| Total 2015 | \$2,800,000.00 |

Table 9.5
2016 Pavement Management Program

| | |
|-------------------------|----------------|
| Residential Resurfacing | \$800,000.00 |
| Collector Resurfacing | \$1,850,000.00 |
| Pavement Maintenance | \$150,000.00 |
| Total 2016 | \$2,800,000.00 |

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**Table 9.6
2017 Pavement Management Program**

| | |
|-------------------------|-----------------------|
| Reconstruction | \$625,000.00 |
| Residential Resurfacing | \$825,000.00 |
| Collector Resurfacing | \$1,225,000.00 |
| Pavement Maintenance | \$125,000.00 |
| Total 2017 | \$2,800,000.00 |

**Table 9.7
2018 Pavement Management Program**

| | |
|-------------------------|-----------------------|
| Residential Resurfacing | \$1,175,000.00 |
| Pavement Maintenance | \$125,000.00 |
| Reconstruction | \$1,500,000.00 |
| Total 2018 | \$2,800,000.00 |

**Table 9.8
2019 Pavement Management Program**

| | |
|-------------------------|-----------------------|
| Residential Resurfacing | \$1,000,000.00 |
| Collector Resurfacing | \$550,000.00 |
| Pavement Maintenance | \$250,000.00 |
| Total 2019 | \$1,800,000.00 |

**Table 9.9
2020 Pavement Management Program**

| | |
|--------------------------------------|-----------------------|
| 2001-2006 Resurfacing | \$950,000.00 |
| N 3 rd Street Resurfacing | \$375,000.00 |
| Concrete Patching | \$225,000.00 |
| Pavement Maintenance | \$250,000.00 |
| Total 2020 | \$1,800,000.00 |

**Table 9.10
2021 Pavement Management Program**

| | |
|----------------------|-----------------------|
| Downtown Resurfacing | \$950,000.00 |
| Concrete Patching | \$600,000.00 |
| Pavement Maintenance | \$250,000.00 |
| Total 2021 | \$1,800,000.00 |

**Table 9.11
2022 - 2037 Pavement Management Program**

| | |
|-------------------------------|-----------------------|
| Resurfacing 2010-2021 | \$1,300,000.00 |
| Pavement Maintenance/Patching | \$500,000.00 |
| Total 2022 - 2037 | \$1,800,000.00 |



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Transit

Clinton Municipal Transit Administration (MTA) provides public transit service to within the city of Clinton. The MTA provides ADA accessible fixed route service for the general public, para-transit door-to-door service for the elderly and disabled, and special event transportation. Fixed route service operates Monday through Friday 6 a.m. to 6 p.m. and Saturday 8 a.m. to 3:30 p.m. MTA operates a fleet of 19 vehicles and employs a staff of 12 full-time and 20 part-time employees. Map 9.5 shows MTA's transit routes within Clinton.

Future Transit Needs

As part of the DMATS and RPA 8 2011-2015 Passenger Transportation Plan (PTP), staff conducted a public input process. The goal of this process was to identify steps transit providers could take to improve the system. The following were the improvements identified for MTA by its riders and area residents.

MTA:

- ◊ Implement a Camanche to Fulton Route.
- ◊ Provide access to real time route information online.
- ◊ Provide transportation to Davenport, Iowa City, and Dubuque for medical appointments.
- ◊ Expand hours and days of service.

MTA hopes to improve transit service and increase ridership by implementing the improvements listed above.

Bicycle and Pedestrian

Non-motorized transportation is a key component of a multi-modal transportation system. Good walking and biking facilities can improve quality of life by reducing the number of vehicles on the road, promoting an active lifestyle, attracting visitors to the area, and providing a low cost mode of transportation. In recent years, the City of Clinton has worked to integrate bike and pedestrian facilities into its transportation network. However, according to 2010 Census estimates, only 3.2% of the population walks to work, and only 0.47% rides a bike.¹



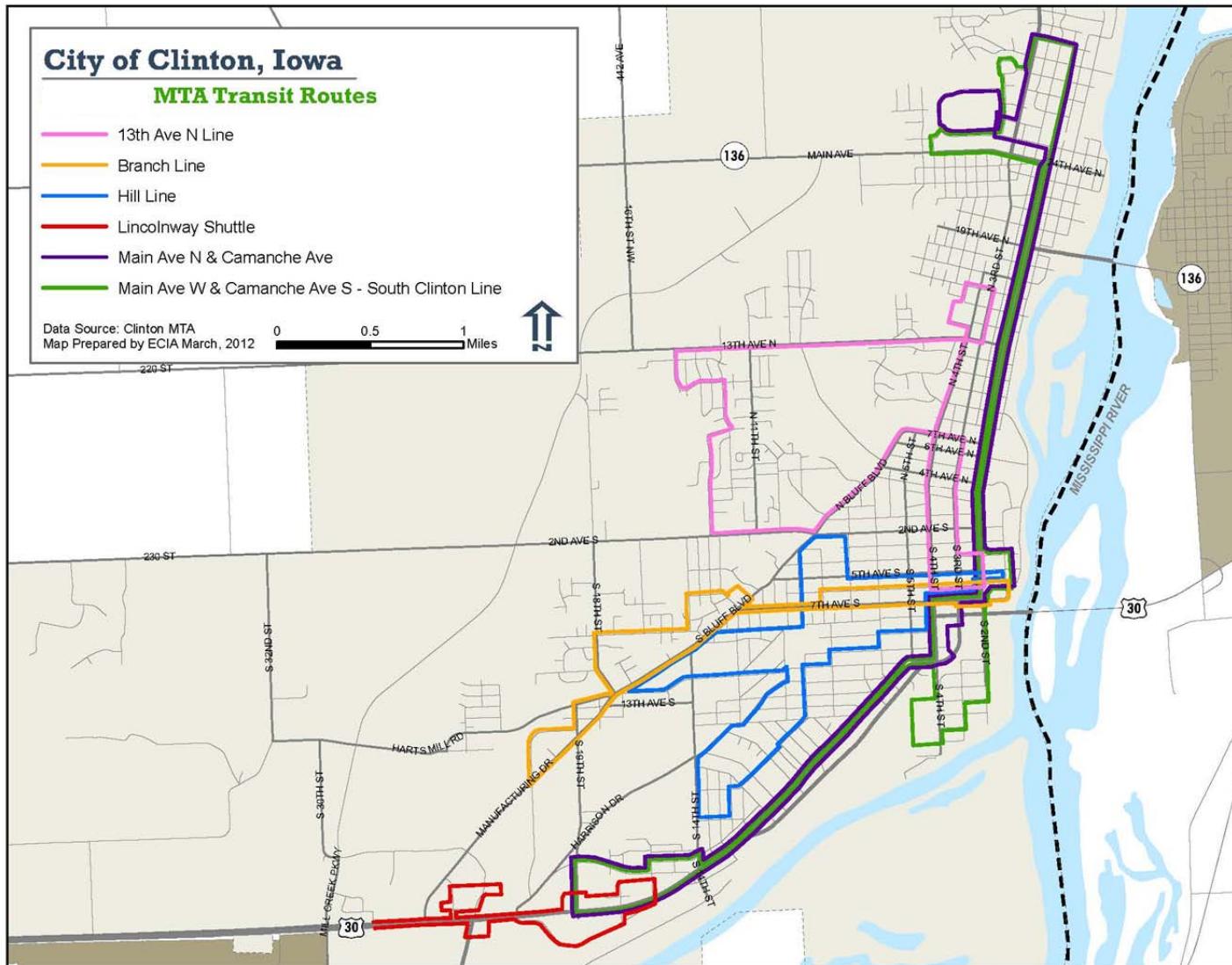
Clinton's bike and pedestrian facilities fall into two categories, separated and on-street facilities. A separated facility is a bikeway/walkway physically separated from motorized traffic by open space or barrier either in the highway right-of-way or in an independent right-of-way. Separated facilities are suitable for all pedestrians and bicyclists. In an on-street route, bicyclists share space with motorized vehicles. On-street routes can take several forms including bike lanes or shared roadways. In some cases, striping, signing, and pavement markings designate a portion of the roadway for the preferential or exclusive use of bicyclists by. In other cases, an on-street route signage indicates that the route is safe for bicyclists.

¹ U.S. Census Bureau, 2006-2010 American Community Survey.

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_10_5YR_B08301&prodType=table

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Map 9.5



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When planning a bicycling, hiking, and walking system, local governments should design a system that will accommodate as many users as possible. The system should take into consideration the differing abilities of the potential riders using the system. The Federal Highway Administration (FHWA) uses the following categories of bicycle users to assist in determining the impact that different facilities and roadway conditions will have on the bicyclist. Group A riders have the most experience, and are comfortable riding on most city streets. Group B bicyclists are less experienced and prefer riding on separated trails or low speed low traffic.

The Bicycle Federation of America estimates that out of nearly 100 million people in the United States that own bicycles, roughly 5 percent qualify as Group A bicyclists, with the remaining 95 percent as Group B and C bicyclists. See Map 9.6 for the bike and pedestrian facilities in Clinton.

Future Bicycle and Pedestrian Needs

Safety – Improving bicycle and pedestrian safety will be a primary concern for Clinton. According to Iowa DOT, the state averages 5 bicyclist and 21 pedestrian fatalities each year. In Clinton, City injury hospitalization data shows bicycle and pedestrian accidents as one of the leading causes of injury and death for residents between the ages of 1 and 34. The Iowa DOT recommends the following to improve bicycle and pedestrian safety:

- ◊ Young children need supervision in the traffic environment.
- ◊ Children should learn bicycle and pedestrian safety from an early age
- ◊ Wearing a helmet can reduce the risk of head injury by as much as 85%. ²

Distance – Walking or bicycling to a destination in Clinton can be difficult because of the long distances involved. Local governments can help reduce travel distances by encouraging compact development that reduces sprawl and promotes land use patterns that create more walkable neighborhoods. Examples of this include conservation subdivisions, mixed-use development, and infill development.

Infrastructure – Incomplete infrastructure prevents many Clinton residents from walking and biking. Map 9.6 shows that there are many gaps in the regional trail and on-street bicycle route network, and many neighborhoods in the City have incomplete or inadequate sidewalk networks. Local governments can fill the gaps in the bicycle and pedestrian network working to obtain funding for trails and other facilities, and by exploring new sidewalk or Complete Streets policies. Complete Streets are designed to allow pedestrians, bicyclists, and transit to travel safely alongside automobiles. Clinton communities should continue to work to improve the quality of its residents by supporting programs that make walking and biking safer and more convenient.

Freight

The efficient movement of goods is one of the keys to effective competition in the world market system. As a result, policy makers, industry specialists, and transportation planners have recognized that an efficient freight system is fundamental for economic development in Clinton. This section focuses on the three freight modes which are most active in the Clinton: truck, rail, and air. The freight modes are described separately, but the different modes are often used in combination, which is referred to as intermodal freight transport.

² Iowa Department of Public Health. 2002-2006 The University of Iowa Injury Prevention Research Center. <http://www.public-health.uiowa.edu/iprc/resources/reports/Clinton-County.pdf>

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US Highways 30 and 67 and State Highway 136 pass through Clinton. These highways provide a ground connection to the region and the nation. The rail system that passes through the region is also a valuable resource. Two rail lines owned by the Union Pacific Railroad and the Canadian National Railroad pass through Clinton. The Mississippi River provides Clinton with an important freight connection to global markets. The City of Clinton has five barge facilities. Alliant Energy, ADM Corn Processing, ADM/Growmark, ARTCO provide facilities for loading and unloading of barges and fleet and harbor services. Air transport accounts for a small portion.



City of Clinton 2032 Comprehensive Plan

Map 9.6



City of Clinton 2032 Comprehensive Plan

of the freight moving in and out of Clinton. Cedar Rapids, IA and Rockford, IL are located within reasonable driving distance and both serve as major air freight hubs for the surrounding area. Map 9.7 shows the locations of freight facilities in Clinton.

Freight Future Needs

Lincolnway Industrial Rail and Air Park (LIRAP) is an important economic development and freight transpiration project planned for the City of Clinton. The LIRAP is a 1,000-acre+ industrial park, designed to attract both large and small industries that require rail and barge transportation. The LIRAP site is located 6 miles west of down town Clinton, directly south of the Clinton Municipal Airport and in between US Highway 30 and the Union Pacific (UP) east-west main line. LIRAP plans call for a 9,000-foot rail spur off the UP main line that will give the LIRAP's tenants the unique ability to ship products anywhere in the world. This project will create a national hub for an array of manufacturers, to receive raw materials and transport finished goods nationally and globally. The rail infrastructure is designed to accommodate transportation of large turbines and other large load wind industry components, thus eliminating these loads from the nation's roadways. The state of Iowa has awarded funding for the initial phases of the LIRAP. The City of Clinton and its project partners have been working to secure additional funding to complete construction on all phases of the project.

Airport

The Clinton Municipal Airport provides air transportation services for the City of Clinton. The Clinton Municipal Airport is located approximately 6 miles west of Clinton on the north side of US Highway 30. See map 9.7 for airport location. The Airport is owned and operated by the City of Clinton and is managed by an appointed airport commission. The airport has two runways, a primary runway that is 5,204 feet long and 100 feet wide, and a secondary runway that is 4,200 feet long and 75 feet wide. The Iowa DOT classifies the Clinton Municipal Airport as an Enhanced Service airport. Enhanced Service airports have runways of 5,000 feet or greater in length, facilities and services that can accommodate a full range of general aviation activity including most business jets, serve business aviation, and are regional transportation centers and economic catalysts.



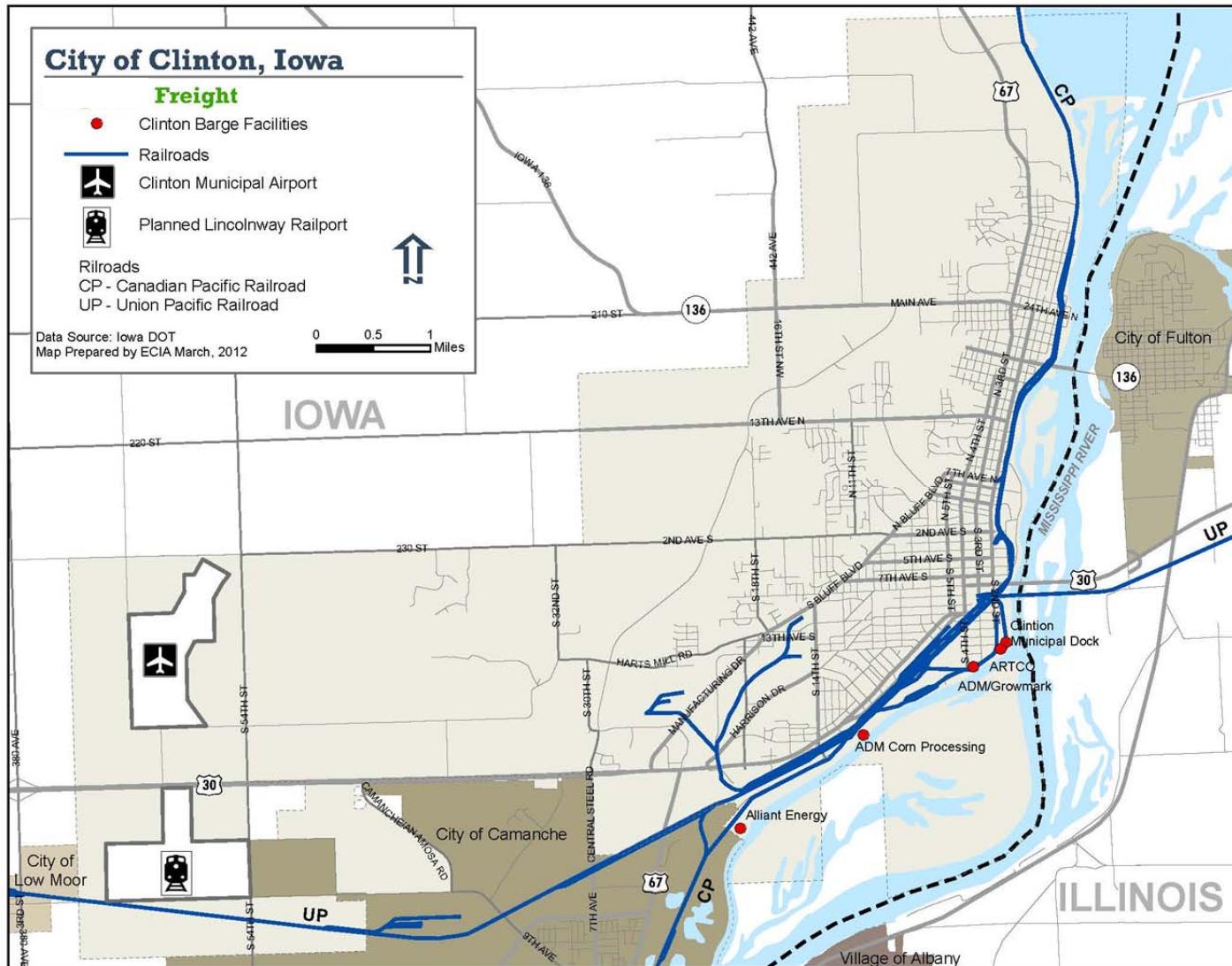
Special Transportation Initiatives

The City of Clinton is currently partnering with private businesses, non-profit organizations, and individuals to implement several special initiatives within the region. This section will present two of these initiatives: Safe Routes to School and Sign Reflectivity. These initiatives are aimed at improving the quality of life in Clinton by making the region more sustainable, improving the transportation system, and improving safety and security.

The goal of the Safe Routes to School (SRTS) program is to enable community leaders, schools and parents across the United States to improve safety and encourage more children to walk and bicycle to school safely. The City of Clinton Safe Routes to School plan seeks to achieve this goal through two objectives. The first objective is to involve a variety of local entities in the planning process. Involving city, county, and school officials in the planning process will ensure that parents, local governments, and the schools are communicating and working together on walking and biking projects. The second objective of the plan is to provide a list of projects for

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Map 9.7



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each school that, when implemented, will provide students with safer opportunities to walk and bike to school and encourage students to take advantage of these opportunities. The project list can be used to guide future investments in walking and biking. Planning funds were awarded in January of 2009, and the planning process is currently underway. For more safe routes information please visit <http://www.eastiowasafareroutes.org/>.

The City of Clinton is currently collaborating with the other municipalities in RPA 8 to comply with new federal regulations and improve transportation safety. RPA 8 is working to acquire a set of sign retroreflectometers for the counties and cities in the region. This new technology will enable communities to test the reflectivity of their road signs to ensure that they are visible at night. Improved sign testing will improve the City's ability to identify and replace signs that no longer meet minimum safety requirements.



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CHAPTER 10: Parks, Recreational Facilities and Programs

Parks, recreational facilities and programs are vital components to a community's quality of life. Active living or the integration of physical activity into daily life is becoming increasing popular. Walking, bicycling and hiking are the most popular ways to participate in active living. Providing facilities that support an active living have a variety of social, health, economic, and environmental benefits. These benefits include: improved quality of life, improved livability (which is a positive factor in attracting new residents, businesses and workers), and reduced energy consumption.

Community Input

The initial public input meeting held received the following public responses:

Parks:

- ◊ Very nice well maintained parks
- ◊ Eagle Point Park has unlimited potential
- ◊ Need neighborhood parks
- ◊ Could use more funding
- ◊ Need more parks

Recreation:

- ◊ Need better public recreation
- ◊ Need cold weather activities
- ◊ Expanded fitness center with indoor pool
- ◊ Need golf course
- ◊ Consistent funding

Trail System:

- ◊ More trails needed
- ◊ Existing trails need to be maintained
- ◊ Develop a comprehensive



Community wide survey received the following response:

Parks:

- ◊ Re-establish 100 steps in Eagle Point Park
- ◊ Keep lubbers fountain

Recreation:

- ◊ More activities such as a climbing wall, indoor pool, mini golf, children's play center, dancing, ice skating rink
- ◊ Senior citizens center

Trail System:

- ◊ Existing trails need to be maintained
- ◊ Need more connections of existing trails to key destinations

Facility Analysis:

This chapter examines the City of Clinton's existing park and recreational system, including all city-owned and operated recreation areas and other parks with public access. The following components are looked at:

- ◊ Current levels of service in the existing park system

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- ◊ Gaps in service coverage
- ◊ An inventory of existing parks

Park facilities are evaluated according to the following standards:

- ◊ Park Classification: Facilities are classified according to size of the area they serve.
- ◊ Geographic Distribution: The service radius of each park is analyzed to determine if gaps in service area exist.
- ◊ Population Service Standards (NRPA): The existing system is analyzed according to the National Recreation and Park Association (NRPA) standards for park and recreational facilities.

Existing Park System Overview:

The City currently has eighteen existing parks, the Mississippi River Trail and Discovery Trail. Table 10.1 lists Clinton's park facilities by NRPA category and map 10.1 shows the location of the existing parks. Here is an overview of the existing park system:

- ◊ 474.1 acres of parkland in Clinton (excluding Clinton Community Schools facilities)
- ◊ Approximately 17.63 acres of parkland per 1,000 residents (excluding Clinton Community Schools facilities)

Park Classifications:

A uniform classification system is used to examine the existing parks and future park needs. The plan uses standards for mini parks, neighborhood parks and community parks to assess the adequacy of both existing and future facilities. The following is a summary of each park category.

Mini Parks

Description: Fulfill open space needs or provide niche recreation opportunities.

Location criteria: A service radius size of less than $\frac{1}{4}$ mile

Size criteria: 0.5 to 1.5 acres

Currently the City of Clinton has eleven mini parks ranging in size from 0.5 acres to 3 acres.

Neighborhood Parks

Description: The basic unit of the park system that serves as the recreational focus of the neighborhood. Focus of neighborhood parks is on informal active and passive recreations.

Location criteria: $\frac{1}{4}$ to $\frac{1}{2}$ mile distance and uninterrupted by non-residential roads and other physical barriers.

Size criteria: Between 5 to 25 acres

Standard: 5 acres per 1,000 people

NRPA standard: Is 2.0 acres per 1,000 people. With 39.9 acres of neighborhood parks Clinton is slightly under this standard at 1.48 acres of parkland per 1,000 people.

School Parks

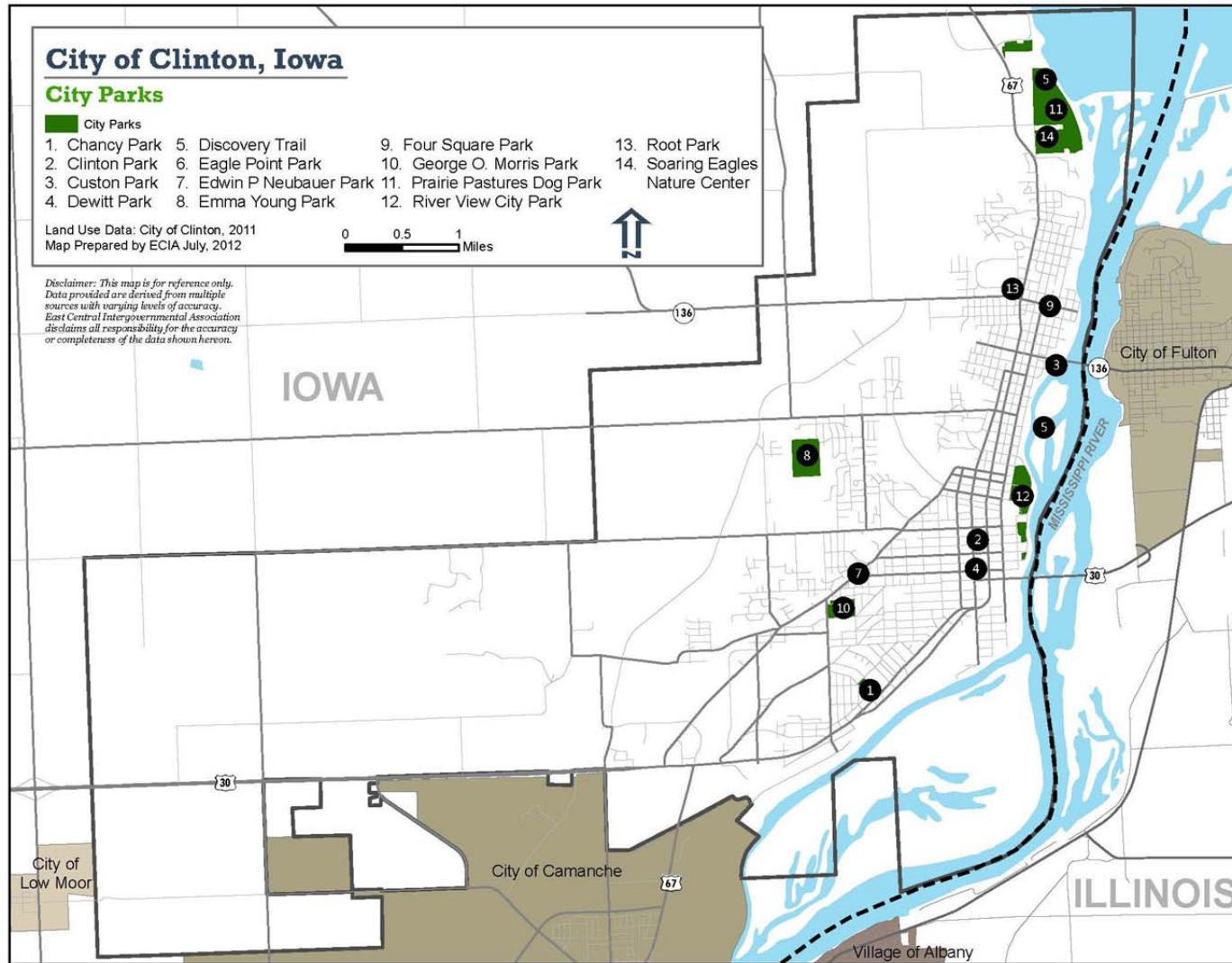
Description: Combining parks with school sites can fulfill space requirements for other classes of parks such as neighborhood, community, sport complex and special use.

Location criteria: Determined by the location of the school.

Size criteria: Variable

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Map 10.1



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Community Parks/Sports Complex

Description: Serves a broader purpose than neighborhood parks. The focus is on meeting community-based recreational needs as well as preserving unique open space. Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites. Location criteria: Determined by the quantity and usability of the site.

Size criteria: Between 30 to 80 acres

Standard: 5 acres per 1,000 people

NRPA standard: Is 5 to 8 acres per 1,000 people. With 418 acres of community parks the City of Clinton exceeds the standard at 15.55 acres per 1,000 people.



Natural Resource Areas

Description: Land that is set aside for preservation of significant natural resources, remnant landscape, open space and visual aesthetics.

Location criteria: Depends on the resource availability and opportunity.

Size Criteria: Variable

Greenways and Linear Trail Connections

Description: Land used to effectively tie park system components together to form a continuous park environment.

Location Criteria: Depends on resource and availability and opportunity

Size criteria: Variable

Private Park and Recreation Facilities

Description: Parks and recreation facilities that are privately owned yet contribute to the public park system. Private facilities can offer either indoor or outdoor recreation opportunities, usually on a membership or fee basis.

Location criteria: Variable, depends on specific use.

Size criteria: Variable

Indoor Park/Recreation Facility

Description: Indoor recreational facility that is open to the general public and operated by a public entity.

Location criteria: Located on sites with convenient transportation access.

Size criteria: Variable

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Table 10.1
Park System Analysis

| Name & Location | | Acres | Tennis Courts | Ball Fields | Shelters | Picnic Tables & Barbeques | Playground Equipment | Basketball Backboard | Hike, Bike, Fitness Trails | Restrooms | Highlights |
|-----------------------------------|----------------------------------|-------|---------------|-------------|----------|---------------------------|----------------------|----------------------|----------------------------|-----------|-------------------------------------|
| Mini Parks | | | | | | | | | | | |
| Earl F. Mayer Park | 26th Ave. N. & Garfield | 3 | N/A | X | N/A | N/A | N/A | N/A | X | N/A | Youth softball fields |
| Clinton Park | S. 4th St. & 3rd Ave. S. | 2.1 | N/A | X | N/A | N/A | X | X | N/A | N/A | Basketball court |
| DeWitt Park | S. 4th St. & 6th Ave. S. | 1.8 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Courtland Young Park (South Side) | S. 4th St. & 16th Ave. S. | 1.8 | N/A | X | X | X | X | X | N/A | X | |
| Lyons Four Square Park | Main Ave. & Roosevelt St. | 1.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | Gazebo/ Band shell |
| Elijah Buell Terrace | Main Ave. & Harding St. | 1.2 | N/A | N/A | X | N/A | N/A | N/A | N/A | N/A | Scenic Overlook |
| Neubauer Park | S. Bluff Blvd. & 7th Ave. S. | 1.1 | N/A | N/A | N/A | N/A | X | N/A | N/A | N/A | Gazebo |
| Cleppe Park | 13th Ave. N. & 13th St. N.W. | 1.0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | |
| Locust Park | Locust Pl. Between 4th & 5th St. | 0.5 | N/A | N/A | N/A | N/A | X | X | X | X | Playground equipment, horseshoe pit |
| Rainbow Playground | 26th Ave. N. & Garfield | 1.1 | N/A | X | N/A | X | X | N/A | N/A | N/A | |
| Hawthorne Park | 9th Ave. N. & N. 3rd St. | 1 | N/A | N/A | N/A | X | N/A | X | N/A | N/A | Horseshoe Courts & pits |
| Neighborhood Parks | | | | | | | | | | | |
| Chancy Park | Camanche Ave. & 22nd Place | 10.4 | X | X | X | X | X | X | N/A | X | Picnicking |
| George Morris Park | S. 14th St. & 11th Ave. S. | 9 | N/A | X | N/A | X | N/A | N/A | N/A | N/A | Rugby field |
| Root Park | 25th Ave. N. & N. 10th St. | 5.5 | N/A | X | N/A | N/A | X | N/A | N/A | N/A | |
| Honeywell Park | 25th Ave. S. & S. 18th St. | 15 | N/A | N/A | N/A | X | N/A | X | N/A | N/A | Horseshoe Courts & pits |
| Community Parks | | | | | | | | | | | |

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| | | | | | | | | | | | |
|------------------------------------|--------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|---|--|
| Emma Young Park | 11th Ave. N. & N. 14th St. | 148 | X | X | X | X | X | N/A | X | X | Lake area, golf hitting area, cross country skiing |
| Eagle Point Park/Eagle Point Lodge | N. 3rd St. & Stockwell Lane | 205 | N/A | X | X | X | X | X | X | X | Cross country skiing, horseshoe pit |
| Riverview Park | 6th Ave. S. to 9th Ave. N., at River | 65 | X | X | X | X | X | N/A | X | X | Swimming pool, band shell, theatre, RV park |
| Jurgensen Soccer Park | 1800 Block of Harrison Drive | | N/A | X | Soccer Complex |

Level of Service

Recreational opportunities are becoming increasing important factors in keeping existing residents as well as attracting new residents and businesses to the community. The projected 2030 population for the City of Clinton is 26,852. Table 10.2 identifies additional park and recreational space needed to accommodate this increased population. The park and recreational needs for the City of Clinton for 2032 are as follows:

- ◊ If the population stays as projected the City should have sufficient neighborhood parks to accommodate the population of 26,852.
- ◊ The City should consider adding an additional 11.9 acres in the form of a community park.
- ◊ The City is sufficient in mini parks if the population stays as projected.

Several factors must be considered when determining a community's future park land needs, including gaps in service coverage and new community demands. Please note that this analysis does not cover physical factors such as geographic location of parks, accessibility, service area and park facilities.

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Geographic Distribution

Park and recreational facilities should be equally distributed throughout the City to provide accessibility by all residents. Map 10.2 shows the location of Clinton's park locations along with the service radius of each park. A mini park has a service area of $\frac{1}{4}$ mile while a neighborhood park's service area of 1 mile while community parks range from 2 to 5 miles.

Table 10.2
Future Park System Needs

| Park Type | Existing | Acres per 1,000 Residents | 2030 Need* (Existing Level of Service) | Additional Parkland Needed |
|--------------------------------|----------|---------------------------|--|----------------------------|
| Neighborhood Parks | 39.90 | 1.48 | 3.55 | 0 |
| Community Parks | 418 | 15.55 | 11.9 to 19.0 | 11.9 |
| Mini Parks | 16.2 | 0.60 | 0.7 | 0 |
| Total Park and Recreation Area | 474.1 | 17.63 | 16.15 | 11.9 |

*2030 Clinton Population Projection of approximately 27,000

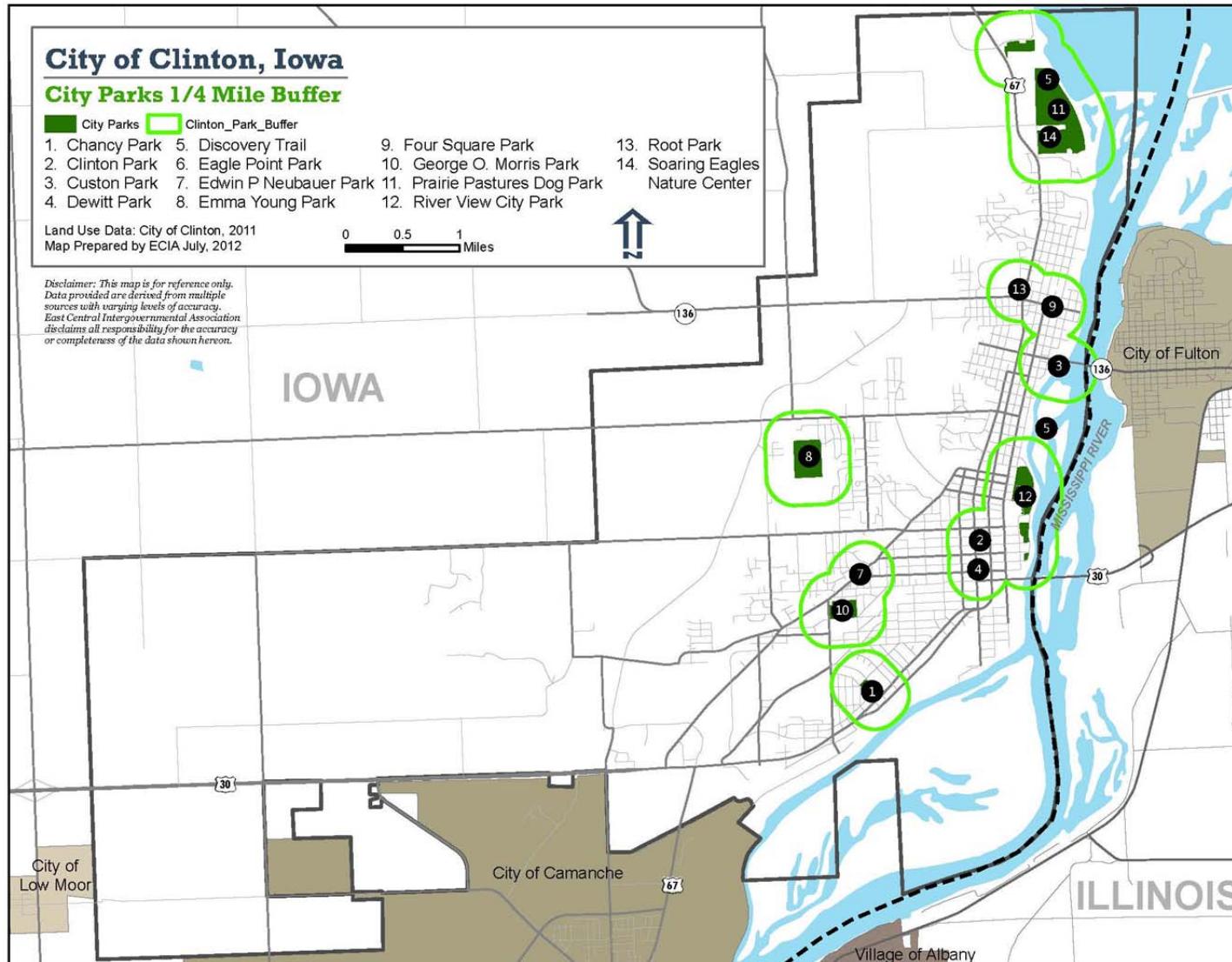
Table 10.3
Park and Recreation Service in Relation to Population

| Facility Type | NRPA Standard | Existing Quantity | Present Need | 2010 Surplus (Deficit) | 2030* Need | 2030 Surplus (Deficit) |
|------------------------|---------------------|-------------------|--------------|------------------------|------------|------------------------|
| Baseball Fields | 1 per 3,000 | 9 | 9 | 0 | 11 | 0 |
| Softball Fields | 1 per 3,000 | 6 | 9 | (3) | 11 | (5) |
| Basketball Courts | 1 per 5,000 | 4 | 5 | (1) | 7 | (2) |
| Football Fields | 1 per 20,000 | 0 | 1 | (1) | 1 | (1) |
| Soccer Fields | 1 per 10,000 | 8 | 3 | 5 | 3 | 5 |
| Golf Course | 9 hole 1 per 25,000 | 0 | 1 | (1) | 1 | (1) |
| Picnic Shelters | 1 per 2,000 | 7 | 13 | (6) | 16 | (9) |
| Playgrounds | 1 per 2,000 | 7 | 13 | (6) | 16 | (9) |
| Running Track | 1 per 20,000 | 0 | 1 | (1) | 1 | 0 |
| Swimming Pools | 1 per 20,000 | 1 | 1 | 0 | 1 | 0 |
| Tennis Courts | 1 per 2,000 | 10 | 13 | (3) | 16 | (6) |
| Sand Volleyball Courts | 1 per 5,000 | 1 | 5 | (4) | 7 | (2) |

*Population calculated on an average increase between the relative proportion and trend line analysis conducted in Chapter 4.

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Map 10.2



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Population Service Standards

The National Recreation and Park Association (NRPA) establishes standards for park and recreational facilities based on population. Table 10.3 provides a summary of park facilities based on these standards. Projections of future park facility needs based on 2030 population projection are included in the evaluation. Major findings include:

- ◊ The City is sufficient in meeting its current and future needs in the number of baseball fields and swimming pools it has.
- ◊ The City has a surplus of soccer fields.
- ◊ The City has a deficit in the number of softball fields, basketball courts, football fields, golf courses, picnic shelters, playgrounds, running track facilities, tennis courts and sand volleyball courts in meeting its current and future needs.

It should also be noted that these numbers do not include privately operated facilities and facilities owned by the school system.

Park Site Assessment

Mini Parks:

Earl F. Mayer Park

Overall condition: Very Poor

Proposed Improvements: Fix fencing issues; even ground and replenish level playing surfaces; create permanent concession/restroom building.

*In the event the city pursues a brand new sports complex, this site may be decommissioned as softball fields and renovated to a neighborhood park.

Clinton Park

Overall condition: Moderate

Proposed Improvements: Replace playground equipment and playground sand pits with rubber surface



DeWitt Park

Overall condition: Good

Proposed Improvements: Continue maintenance and improved landscaping of park to continue to be an adequate open space

Lyons Four Square Park:

Overall condition: Good

Proposed Improvements: Maintenance on pavilion; sidewalk and landscaping improvements; creation of a full-time shelter for farmer's market;

Elijah Buell Terrace:

Overall condition: Fair

Proposed Improvements: Benches need replacing, brick pavement needs repairs

Neubauer Park: Great

Overall condition: Great

Proposed Improvements: Continued maintenance

Cleppe Park

Overall condition: Fair

Proposed Improvements: Needs amenities and landscaping

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Locust Park

Overall condition: Fair

Proposed Improvements: Needs amenities and landscaping

Rainbow Park

Overall condition: Good

Proposed Improvements: Continued maintenance

Hawthorne Park

Overall condition: Moderate

Proposed Improvements: Update horseshoe pits; resurface basketball courts; playground equipment

Neighborhood Parks

Chancy Park

Overall condition: Moderately Good

Proposed improvements: New roof for open-air pavilion, update playground equipment; rehabilitation of the southwest corner and re-open shelter.

George Morris Park

Overall condition: Good

Proposed improvements: More amenities

Root Park:

Overall condition: Very Poor

Proposed improvements: Need to develop a plan for the future use of the park

Honeywell Park:

Overall condition: Good

Proposed improvements: None



Community Parks

Emma Young Park:

Overall condition: Fair

Proposed improvements: Improvements needed to the Ericksen Center; new lighting on the Emma Young Softball Complex; continued modernization and updating go facilities and equipment; safety improvements to facilities; new outdoor sports complex

Eagle Point Park:

Overall condition: Good

Proposed improvements: Road repair; landscaping; aesthetic elements need repair; stone structures and masonry work; lodge/pavilion repairs; land acquisition necessary to maintain the natural look of the park; improve the connectivity with the City; new pavilions and open air shelters

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Riverview Park:

Overall condition: Great

Proposed improvements:

Renovations to the band shell; maintenance on Leubber's fountain; dredge Joyce's Slough, renovate parking lot on west side of Ashford University field; acquisition of former Allied Steel lot, updates to showboat; municipal pool renovations, resurface parking lot north of Ashford University field

Jurgensen Soccer Park:

Overall condition: Poor

Proposed improvements:

Field maintenance and repair; permanent restroom and concession building; two additional soccer fields; parking lot upgrade; field lights



Trails:

Existing system: Good

Proposed Improvements: Continue to work on trail connectivity and maintenance

Other:

The City should explore the addition of a City sports/recreation/athletic complex. This would provide indoor recreational opportunities not currently available within the City of Clinton.

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Chapter 11: Public and Community Facilities

The City of Clinton provides a wide variety of services to their citizens. An inventory and evaluation of the public and community facilities has been conducted and presented below.

Clinton Public Library

| | |
|--------------------|--|
| Location | 306 8 th Avenue S |
| Functions | Library |
| Age | 110 years old (built in 1903) |
| Facility Condition | Poor |
| Challenges | Lack of space |
| Short-Term Needs | Heating and cooling system, elevator, address peeling plaster |
| Medium-Term Needs | Restore existing historical building |
| Long-Term Needs | Building addition to provide space for technology, eliminating ADA issues. |

Lyons Branch Library

| | |
|-----------|-----------------|
| Location | 105 Main Avenue |
| Functions | Library |

Clinton MTA Building

| | |
|--------------------|--|
| Location | 1320 South Second Street |
| Functions | Public transit operation, maintenance and vehicle storage facility |
| Age | 30 years (built in 1983) (renovated in 2002) |
| Facility Condition | Good |
| Needs | Building maintenance |

Ericksen Community Center

| | |
|--------------------|--|
| Location | 1401 11 th Avenue North |
| Functions | Community Center for City of Clinton. Serves the City of Clinton's public recreational needs including Basketball, Volleyball, Tae Kwon Do, Zumba, Billiards, and Weightlifting. Also serves community with conference rooms, party rooms, and provides location for the department offices. Is part of Emma Young Park. |
| Age | 43 years (built in 1970) |
| Features | |
| Facility Condition | Fair |
| Challenges | Signs of aging, many facilities functions outdated, however still usable. Capacity an issue with some of the sports leagues offered by the department. |
| Short-Term Needs | New Boiler |
| Medium-Term Needs | Building renovation/update |
| Long-Term Needs | Expansion of facility to accommodate new basketball courts, multi-purpose rooms, weight lifting facilities, and to address any other recreational needs they city may have. |

Riverview Pool

| | |
|--------------------|---|
| Location | 101 South 1 st Street (Riverview Park) |
| Functions | City of Clinton's Aquatic Center |
| Age | 84 years (Built in 1929) (renovated 1983 & 2006) |
| Facility Condition | Good |

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| | |
|-------------------|---|
| Short-Term Needs | Facility improvements, filtration system |
| Medium-Term Needs | Zero-depth entry wading pool and drop-slide for diving area |
| Long-Term Needs | Lazy River |

Eagle Point Lodge

| | |
|--------------------|---|
| Location | 4301 North 3 rd Street (inside Eagle Point Park) |
| Functions | Indoor Pavilion |
| Age | 76 years (1937) (renovated late 1960's) |
| Facility Condition | Fair |
| Challenges | The building is in need of some upgrades. |
| Short-Term Needs | Stone pillar repair, electrical work and bathroom repairs |
| Medium-Term Needs | Floor remodel, exterior siding repair; Addition of 2 medium-sized breakout rooms, kitchen space and storage rooms and drive-thru overhang; HVAC upgrade |
| Long-Term Needs | Outdoor plaza addition including picnic tables, gazebo-like structure, power, wall and associated rod-iron ornate fence-work |

Clinton Area Showboat Theater

| | |
|--------------------|--|
| Location | 303 Riverview Drive |
| Functions | Stage and theater |
| Age | 78 years (1935 built as a tugboat) (1962 converted to showboat) (purchased by City of Clinton in 1966) (renovated 6 times) |
| Facility Condition | Good |
| Short-Term Needs | Facility improvements including soundproofing, roof membrane replacement. |
| Medium-Term Needs | Exterior maintenance: painting, landscaping and preservation |
| Long-Term Needs | N/A |

Police Station

| | |
|-------------------|--|
| Location | 113 6 th Avenue S |
| Functions | Main Headquarters |
| Age | City has been leasing property since 1993 for Police Department |
| Short-Term Needs | N/A |
| Medium-Term Needs | Construct new City-owned facility for permanent placement of the Police Department. Look into LEED building certification. |
| Long-Term Needs | Regular building maintenance of new City-owned Police Station |

File Storage Building

| | |
|-------------------|------------------------------------|
| Location | 110 5 th Avenue South |
| Functions | File Storage for Police Department |
| Age | Purchased in mid-2000's by City |
| Condition | Good |
| Short-Term Needs | New roof |
| Medium-Term Needs | N/A |
| Long-Term Needs | N/A |

Storage Garage

| | |
|-----------|-------------------------------|
| Location | 900 block of Roosevelt Street |
| Functions | Police Department Storage |
| Age | Unknown – rental unit |

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| | |
|-------------------|-----|
| Short-Term Needs | N/A |
| Medium-Term Needs | N/A |
| Long-Term Needs | N/A |

Lyons Fire Station

| | |
|-------------------|--|
| Location | 2311 Roosevelt Street |
| Functions | North End Fire Station |
| Age | 99 years (built in 1914) |
| Condition | Good |
| Short-Term Needs | ADA compliance, new windows and basic maintenance |
| Medium-Term Needs | Basic Maintenance |
| Long-Term Needs | Depending on future growth, or population reduction, there may be opportunities in the future to replace this station or combine Central Fire Station and Chancy Fire Station. |

Central Fire Station

| | |
|-------------------|--|
| Location | 344 3 rd Avenue South |
| Functions | Main Fire Station |
| Age | 76 years (built in 1937) |
| Condition | Good |
| Short-Term Needs | Basic Maintenance |
| Medium-Term Needs | Basic Maintenance |
| Long-Term Needs | Depending on future growth, or population reduction, there may be opportunities in the future to replace Lyons Fire Station or combine Central Fire Station and Chancy Fire Station. |

Chancy Fire Station

| | |
|-------------------|--|
| Location | 2301 South 14 th Street |
| Functions | South End Fire Station |
| Age | 56 years (built in 1957) (renovated in 2010) |
| Condition | Good |
| Short-Term Needs | Basic Maintenance |
| Medium-Term Needs | Basic Maintenance |
| Long-Term Needs | Depending on future growth, or population reduction, there may be opportunities in the future to replace Lyons Fire Station or combine Central Fire Station and Chancy Fire Station. |

Street Maintenance Shop

| | |
|-----------|---|
| Location | 1321 South 3 rd Street |
| Functions | Mechanic Shop, Department offices and Vehicle Storage |

Street Department Sign Storage and Winter Facility

| | |
|-----------|---|
| Location | 1104 South 2 nd Street |
| Functions | Sign storage, salt storage, gas pumps, storage for snow plows and heavy snow removal equipment. |

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Airport

| | |
|-------------------|--|
| Location | 2000 South 60 th Street |
| Functions | General Aviation Facility |
| Condition | Moderate – currently renovating main terminal and resurfacing runways |
| Short-Term Needs | Resurface Airport Entry |
| Medium-Term Needs | Replacement of underground fuel tanks to remain environmentally friendly and compliant |
| Long-Term Needs | Hangar Upgrades |

Water Pollution Control Plan

| | |
|-------------------|---|
| Location | Beaver Channel Parkway |
| Functions | Cleansing and treatment of City's used water supply |
| Age | 56 years (built in 1957) (renovated in 2010) |
| Condition | Outdated and Obsolete – changes to regulatory requirements, need for increased capacity and lack of additional land around location have rendered this plan insufficient to the City's needs. |
| Short-Term Needs | N/A |
| Medium-Term Needs | N/A |
| Long-Term Needs | N/A |

Regional Wastewater Reclamation Facility

| | |
|-------------------|--|
| Location | 4025 South 30 th Street |
| Functions | Cleansing and treatment of City's used water supply |
| Age | Opens Fall 2013 |
| Condition | Good – construction started in 2006 and the facility has been gradually introduced into regions sewer systems and will be fully operation in the fall of 2013. |
| Short-Term Needs | Laboratory |
| Medium-Term Needs | Basic Maintenance |
| Long-Term Needs | Basic Maintenance |

City Hall

| | |
|-------------------|---------------------------------------|
| Location | 611 South 3 rd Street |
| Functions | Council Chambers, City Administration |
| Age | 44 years (built in 1969) |
| Condition | Good |
| Short-Term Needs | Basic Maintenance |
| Medium-Term Needs | Basic Maintenance |
| Long-Term Needs | Basic Maintenance |

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Chapter 12: Hazards

Hazard Mitigation

Hazard Mitigation is crucial to the comprehensive planning process, and hazard concerns are integrated throughout the preceding document. In order to facilitate review of this plan for compliance with Iowa's smart planning grant expectations, this section uses the "safe growth audit questions" from the FEMA publication *Hazard Mitigation: Integrating Best Practices into Planning* as a framework to collect and present the hazard mitigation elements of this plan. The Clinton comprehensive plan focuses on flooding issues for its hazard mitigation recommendations, as this is the hazard most likely to be affected by the decisions of the comprehensive plan (namely, land use and environmental decisions.)

SAFE GROWTH AUDIT QUESTIONS FROM HAZARD MITIGATION: INTEGRATING BEST PRACTICES INTO PLANNING

Land Use

◊ Does the future land-use map clearly identify natural-hazard areas?

Yes. All underdeveloped parcels that are in the floodplain are shown as "greenway" in the future land use map.

◊ Do the land-use policies discourage development or redevelopment within natural-hazard areas?

Yes. As described above, natural hazard (floodplain) areas are planned as "greenway." New development is not planned for flood hazard areas

◊ Does the plan provide adequate space for expected future growth in areas located outside of natural-hazard areas?

Yes. The future land use map shows more than enough land for future growth in non-hazard areas in the planning time frame. The City of Clinton will be focusing on revitalizing the existing downtown space which is protected by a levee system.

Protection of the levee system will keep the downtown area out of a flood hazard area and will make it viable for commercial and residential revitalization.

◊ Does the transportation plan limit access to hazard area?

The transportation plan does not encourage access to hazardous area. For example, all new roads proposed for growth areas will be encouraged not to enter the floodplain, but loop around on higher ground.

◊ Is transportation policy used to guide growth to safe location?

Yes. Proposed new roads connect to areas of town that have areas of non-hazard land available for development. Providing access to these areas will encourage development in safe areas. The Clinton floodplain ordinance if it already does not do so, should stipulate that subdivisions should have means of access during flood.

◊ Are movement systems designed to function under disaster conditions (e.g. evacuation)?

Yes. One of the primary features of the set of proposed transportation changes is the provision of multiple access routes to all developed areas, and accommodation of multiple modes of transportation, including auto, bike, and pedestrian. By limiting since access developments (such as cul-de-sacs), the proposed system allows for greater evacuation possibilities. Most new growth areas have multiple street outlets and all new growth areas have at least one proposed street connection to the existing street network

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that does not cross a floodplain. A more connected system also makes safety services such as ambulance/fire service more efficient. Providing multiple mode choices improves safety by allowing options for evacuation and mobility during disaster conditions, particularly for those without vehicles. Proposed street extensions also reduce the load on existing streets, which increase mobility for safety purposes such as ambulance/fire service and other emergency services.

Environmental Management

- ◊ Are environmental systems that protect development from hazards identified and mapped?
Yes. Map 12.1 shows floodplains and wetlands. These areas contribute to the natural drainage system that can help prevent flooding in developed areas by conveying storm-water properly.
- ◊ Do environmental policies maintain and restore protective ecosystems?
Yes. The Future Land Use Map preserves the levee system which protects the City of Clinton from flooding, along with a network of greenways in the floodplain areas to allow natural storm-water conveyance.
- ◊ Do environmental policies provide incentives to development that is located outside of protective ecosystems?
Yes. The Future Land Use map locates new development in areas outside of protective ecosystems and shows areas inside those ecosystems as non-developable (greenways). This map is presented as a guide for the planning and zoning commission and city council in deciding where new development should be allowed. The City of Clinton floodplain ordinance places restrictions on development in the floodplain.

Public Safety

- ◊ Are the goals and policies of the comprehensive plan related to those of the FEMA Hazard Mitigation Plan?
Yes. The goals and policies of the comprehensive plan are in agreement with the 2011 Clinton County Multi-Jurisdictional Multi-Hazard Mitigation Plan (MJHMP). As mentioned above, the comprehensive plan primarily addresses floodplain issues, as this is the hazard most likely to be affected by the decisions of the comprehensive plan (namely, land use and environmental decisions). The land use plan and storm-water plans in this document help realize a priority goal of the MJHMP, which is to maintain and protect the levee system that provides the primary protection from flooding in the City of Clinton. The MJHMP also recommends that Clinton continue to enforce their floodplain ordinance, which has recommendations similar to those in the comprehensive plan, including minimizing flood damages in subdivisions by having adequate drainage and means of access in a flood.

SPECIFIC ACTION STEPS FOR HAZARD MITIGATION INCLUDED IN THE COMPREHENSIVE PLAN:

1. Preserve an interconnected system of greenways and natural areas that will provide natural storm-water management.
Hazards Effect: Keeps new development out of the path of flooding and maintains natural flood control through storm-water management.
Responsible Entity: City Staff, Planning and Zoning Commission, City Council
2. Guide residential growth within existing planned subdivisions and identify new development areas.

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Hazards Effect: Guides growth to non-hazard areas protected by the levee system and where emergency and response mechanisms are already in place.

Responsible Entity: City Staff, Planning and Zoning Commission, City Council

3. Practice multi-modal street design.

Hazards Effect: Provides mobility options in case of disaster, particularly for vulnerable populations.

Responsible Entity: City Staff, Engineering

4. Continue to implement public safety improvements as recommended by the Clinton County Multi-Jurisdictional Hazard Mitigation Plan including: improve protocol for response to ice storms, publicize locations for storm shelters, build new police station and emergency response facility to accommodate equipment and to better prepare for emergency response.

Responsible Entity: City Staff, Police Department

5. Continue all mitigation actions that ensure the ongoing safety of the levee system such as:

- a. Keeping birds and animals from nesting or burrowing on the levee which causes erosion of the levee system.
- b. Continue annual inspection of levee and implement any recommendations.
- c. Create a Public Information Campaign to educate the public about levee safety and maintenance.
- d. Maintain floodgates and gate wells to continue protective measures and prevent flooding.

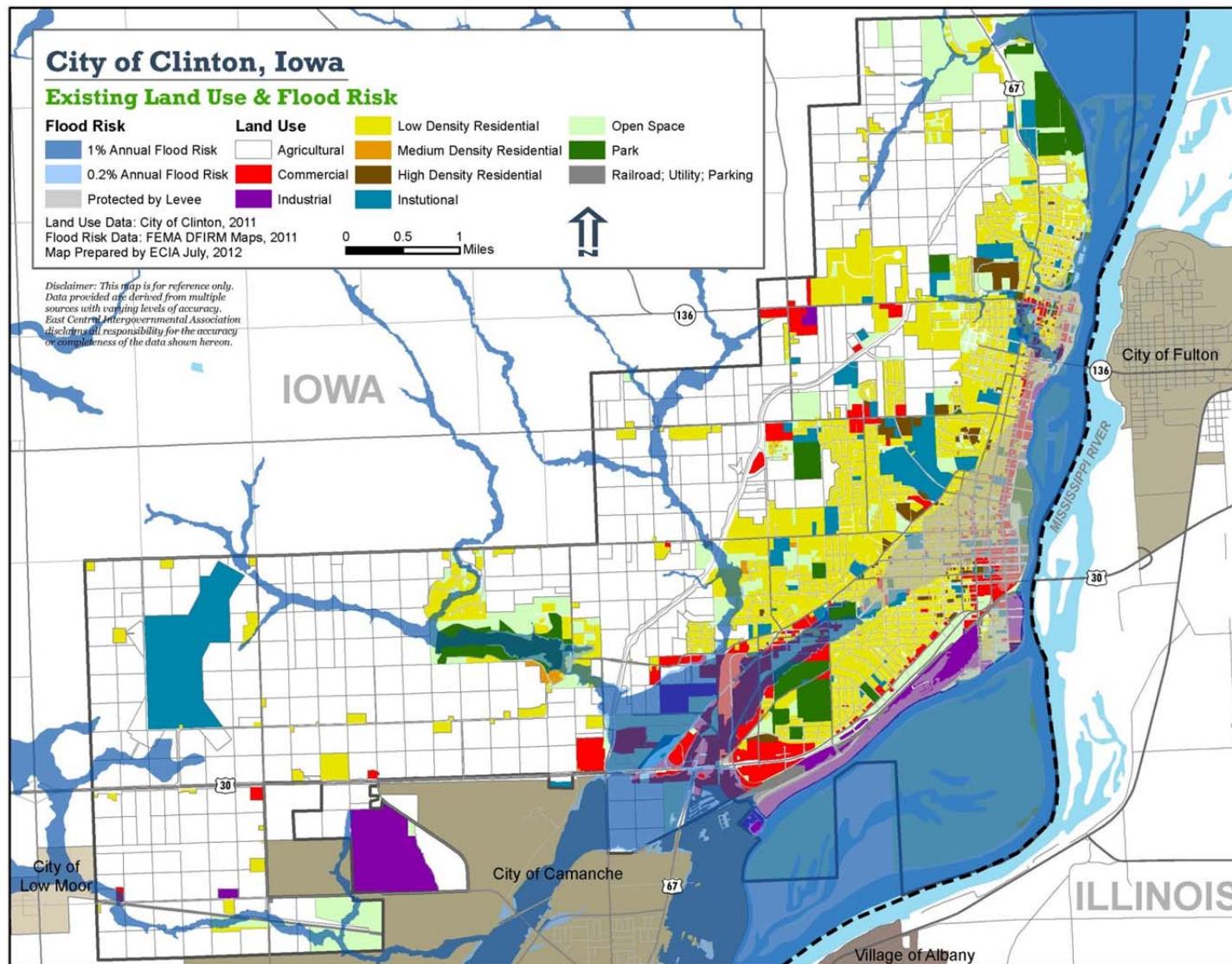
Responsible Entity: City Staff, Public Works, Engineering

6. Complete dam failure study and levee certifications as required and implement recommendations for the study.

Responsible Entity: City Staff, City Council, Engineering, Public Works

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Map 12.1



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Chapter 13: Intergovernmental Relations/Collaboration and Image

As the City of Clinton continues to develop and grow community leaders are encouraged to improve interagency, intergovernmental cooperation and coordination between local groups, organizations, state, and federal agencies and governments. The City of Clinton should periodically review existing and potential intergovernmental agreements to provide more efficient cost-effective public services. It is suggested that the City of Clinton maintain communication with the cities located within the Clinton County. Communication should also be maintained with local, state and federal governments, organizations through conversations, meetings, associations, membership, and other forms that promote cooperation and further community goals.



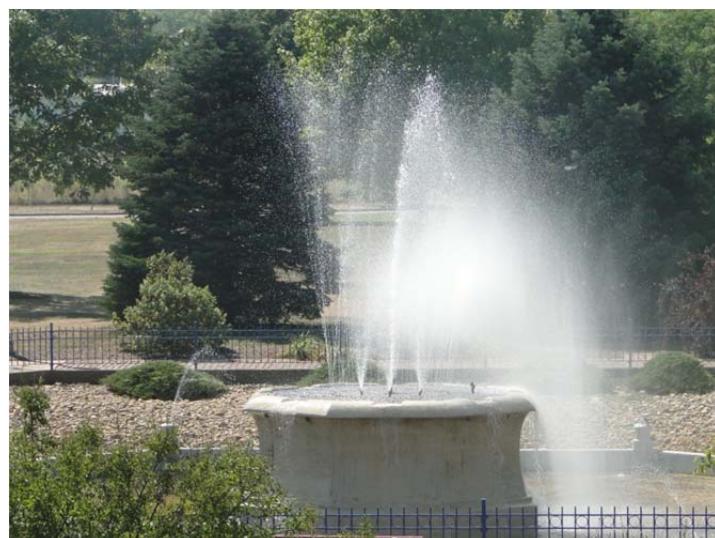
The City of Clinton participates in a variety of intergovernmental activities including but not limited to:

- ◊ Clinton Community School District
- ◊ Clinton Regional Development Corporation
- ◊ East Central Intergovernmental Association
- ◊ Clinton Area Chamber of Commerce
- ◊ Downtown SSMID

The need for intergovernmental collaboration opportunities are increasing as local funding is stretched further and further and state and federal funding becomes more and more competitive. One area that should be explored is the development of joint purchasing. Communities could go out to bid together on items, which will save money with bulk pricing and with bid specification development. Items that may be eligible for joint purchasing could be, but are not limited to office supplies, road maintenance supplies such as salt or sand.

Image

The vision statement is a description of the image residents wish to project regarding the City of Clinton. As mentioned in Chapter 2 the vision for Clinton is a community that encourages healthy active living, promotes economic development and redevelopment and the preservation of existing housing stock. Clinton will succeed in this endeavor through strategic new development and through the protection of viable cultural resources. Through the public input survey many of the participants agreed that while the community's appearance



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was adequate. Being a sustainable or “green” community was important. When asked why you choose to live in the City of Clinton the number one response was because of friends and family nearby. Therefore the City should concentrate on building on existing sustainability efforts as a means to the City’s future success.

Marketing

A community marketing strategy or public relations plan is suggested to communicate the visions of Clinton. Updating of the existing city website should be considered to include steps on how the City of Clinton is planning on attaining the community’s vision. This would provide a 24/7 public information forum for the city.

Controls

Community image and its appearance can be enhanced through a review of existing municipal ordinances. While the majority of survey participants agreed that the City’s current building and zoning codes are needed to maintain the character of the community, many written comments expressed a concern that they need to be enforced. Another area that can help with maintaining the community’s charter and image would be to implement a building and residential revitalization or rehabilitation program.



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Chapter 14: Issues and Opportunities and Strategies and Mechanisms for Plan Implementation

The Clinton Comprehensive Plan is a road map of what it is that the City of Clinton will need over the next 20 years. The implementation of the visions and actions presented in the previous thirteen chapters should be completed through a realistic program that is compatible with the available resources. This section will address the issues and opportunities of implementing the goals and objectives and address scheduling, potential funding sources and plan maintenance and support.

Issues and Opportunities

Before the goals can be achieved it is best to evaluate the issues or hurdles and the opportunities or benefits of implementation. By doing this decision makers will have a clear understanding of the undertaking they will have to implement the goals. Table 14.1 list goals and issues and opportunities associated with each goal.

Table 14.1
Issues and Opportunities

| Goal | Issues | Opportunities |
|--|---|---|
| Promote Clinton as a tourist destination. | <ul style="list-style-type: none">•Marketing•Funding | <ul style="list-style-type: none">•Bring more people to Clinton•Bring more development to Clinton |
| Reduce unemployment, achieve economic stability and increase the standard of living for all citizens. | <ul style="list-style-type: none">•Funding•Changing Rules and Regulations | <ul style="list-style-type: none">•Stabilize /increase in population |
| Increase number of small firms by fostering local entrepreneurship | <ul style="list-style-type: none">•Finding office space•Marketing | <ul style="list-style-type: none">•Partnerships –Clinton Community College, UI, ISU, etc.•Bring more people to Clinton |
| Promote vacant, development-ready land for industrial use. | <ul style="list-style-type: none">•Land•Funding | <ul style="list-style-type: none">•Diversification of industry•Bring more development to Clinton |
| Promote the preservation, rehabilitation and investment in our city housing stock and neighborhoods. | <ul style="list-style-type: none">•Funding | <ul style="list-style-type: none">•Increased home values•Higher quality of life |
| Improve housing opportunities. | <ul style="list-style-type: none">•Funding | <ul style="list-style-type: none">•Increased home values•Higher quality of life |
| Provide public facilities and services at levels which support a “desirable quality of life” for current and future residents. | <ul style="list-style-type: none">•Funding•Changing Rules and Regulations | <ul style="list-style-type: none">•Tourism•Stabilize /increase in population |
| Promote cost-effective emergency services and facilities that enhance and protect the lives of residents | <ul style="list-style-type: none">•Funding•Availability of trained staff•Changing regulations | <ul style="list-style-type: none">•Quality of life•Safe community |
| Provide, maintain and improve safe and efficient movement on the City’s street system. | <ul style="list-style-type: none">•Funding | <ul style="list-style-type: none">•Safety•Higher quality of life |
| Provide, maintain and improve a cost-effective, safe and functional surface transportation system. | <ul style="list-style-type: none">•Increased home values•Higher quality of life | <ul style="list-style-type: none">•Safety•Higher quality of life |
| Provide, maintain and improve a cost-effective solid waste collection and disposal infrastructure and services. | <ul style="list-style-type: none">•Funding•Changing rules and regulations | <ul style="list-style-type: none">•Quality of life•Sustainable community |
| Provide, maintain and improve cost-effective, functional and self-supporting sanitary sewer and water pollution control systems. | <ul style="list-style-type: none">•Funding•Changing rules and regulations | <ul style="list-style-type: none">•Quality of life•Sustainable community |
| Promote the fiscal soundness and viability of City government operations. | <ul style="list-style-type: none">•Property tax rates•Funding | <ul style="list-style-type: none">•Balanced budget•City savings |
| Encourage redevelopment opportunities to revitalize unused property | <ul style="list-style-type: none">•Funding | <ul style="list-style-type: none">•Increased property values•Higher quality of life |

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Achieving the Goals

To achieve the goals outlined in this plan Clinton should look to the objectives as action steps to realizing the goals of the plan. The previous chapters provide a detailed analysis of the chapter subject area and what specific items or action steps are needed to achieve the goals of the plan. This chapter addresses the scheduling of the action steps outline in previous chapters, plan maintenance and plan support.

Plan Scheduling: summarizes the policies and actions proposed in previous chapters and presents projected time frames for the implementation of these recommendations.

Plan Maintenance: outlines the process for maintaining the plan and evaluating the progress in meeting the plan's goals.

Plan Support: identifies potential funding sources that can assist in the implementation of the objectives and action steps.

Plan Scheduling

Throughout the planning process goals, objectives and action steps to achieve the goals and objectives were identified. Table 14.2 provides a timeline on when items needs to be addressed. Recommendations are classified into the following categories: on-going, short-term, medium-term and long-term. Short-term indicates that implementation should occur within the next five years, while medium-term is five to ten years and long-term is ten to twenty years.

Table 14.2
Schedule

| Economic Development | | | | |
|--|--------------------|-------------------|--------------------|--------------------|
| Goal: Promote Clinton as a tourist destination. | Action Item | On-Going | Short-Term | Medium-Term |
| Promote existing attractions | | X | | |
| Foster enhanced recreational access to the river as an economic development strategy | | X | | |
| Goal: Reduce unemployment, achieve economic stability and increase the standard of living for all citizens. | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Promote establishing and maintaining a broad community consensus regarding the direction of economic development efforts. | | X | | |
| Promote diversification of the commercial/industrial base. | | X | | |
| Encourage access to economic incentives for quality job creation and/or tax base enhancement. | | | X | |
| Continue to use a unified economic development team, with private/public sector involvement, to achieve the City's economic development goals. | | X | | |
| Goal: Promote the preservation, rehabilitation, and investment in the housing stock and neighborhoods | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Encourage a range of affordable, accessible, and decent, safe and sanitary rental housing options throughout the city. | | X | | |
| Promote programs to improve energy efficiency and enlist the participation of utility companies in promotional efforts. | | | X | |

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Promote recycling existing, vacant or under-utilized structures, such as schools, industrial building, into housing with an affordable component, where appropriate.

X

Goal: Improve housing opportunities.

| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|--|----------|------------|-------------|-----------|
| Provide for a variety of housing types, costs and locations. | X | | | |
| Become more aggressive in attracting new residents to live in Clinton. | | X | | |

Goal: Provide public facilities and services at levels which support a “desirable quality of life” for current and future residents.

| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|---|----------|------------|-------------|-----------|
| Provide facilities and services in locations compatible with planned uses, populations and needs. | X | | | |
| Encourage new development to locate where existing infrastructure is already in place. | X | | | |

Goal: Promote cost-effective emergency services and facilities that enhance and protect the lives of residents.

| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|---|----------|------------|-------------|-----------|
| Promote cooperation and coordination among emergency services agencies. | X | | | |
| Investigate the strategic locations of fire stations. | | X | | |
| Support provisions of responsive, high quality emergency services. | X | | | |
| Encourage private –public partnerships where possible. | X | | | |

Goal: Provide, maintain and improve safe and efficient movement on the City’s street system.

| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|--|----------|------------|-------------|-----------|
| Support continuing street construction program, providing for timely maintenance, repair and reconstruction of streets. | X | | | |
| Encourage the implementation of safety principles and practices in the area of street lighting, street layout, speed limits, street signage, street pavement striping and traffic signals. | X | | | |
| Support maintaining the street system’s continuity and safety. | X | | | |

Goal: Provide, maintain and improve a cost-effective, safe and functional surface transportation system.

| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|--|----------|------------|-------------|-----------|
| Support ongoing street reconstruction, rehabilitation, and maintenance overlay programs, ensuring the timely maintenance, repair and reconstruction of the city’s streets and bridges. | X | | | |
| Seek alternative funding sources for construction and maintenance. | X | | | |
| Support extending the life and improving the quality of the city street system through preventative maintenance programs. | X | | | |
| Coordinate with county, state and other cities for surface transportation system improvements and maintenance. | X | | | |

Goal: Provide, maintain and improve a cost-effective solid waste collection and disposal infrastructure and services.

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| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
|---|----------|------------|-------------|-----------|
| Strive to maintain the efficiency and effectiveness of the solid waste collection system. | X | | | |
| Goal: Provide, maintain and improve cost-effective, functional and self-supporting sanitary sewer and water pollution control systems. | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Support maintaining the integrity of the sanitary sewer system. | X | | | |
| Encourage efficient operation of the Water Pollution Control Plant and sanitary sewer system. | X | | | |
| Strive to meet all local, state and federal water quality standards. | X | | | |
| Continue to address combine sewer operations. | X | | | |
| Goal: Provide, maintain and improve a safe and functional storm water system. | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Support maintaining the integrity of the storm water system. | X | | | |
| Strive to meet all local, state and federal regulations. | X | | | |
| Identify existing and potential flood prone problem areas, and alleviate with appropriate mitigation strategies, where possible. | X | | | |
| Continue to address combined sewer operations. | X | | | |
| Goal: Promote the fiscal soundness and viability of City government operations. | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Consider using nonrecurring revenues only to fund nonrecurring expenditures. | | X | | |
| Monitor changing conditions, trends and legislation appropriate to the City's fiscal position and promote the City's sound fiscal condition. | X | | | |
| Identify and evaluate revenue alternatives to City property tax. | | X | | |
| Minimize program costs by using sound purchasing practices. | X | | | |
| Maintain adequate reserves to positively impact bond rating and provide flexibility to implement projects as opportunities come up. | X | | | |
| Use City Council goals and priorities to guide the budgeting process. | X | | | |
| Goal: Encourage redevelopment opportunities to revitalize unused property. | | | | |
| Action Item | On-Going | Short-Term | Medium-Term | Long-Term |
| Encourage redevelopment or adaptive reuse of vacant or underutilized buildings and sites. | X | | | |
| Promote infill development. | X | | | |
| Promote affordable commercial space for small start-up, new or growing businesses. | X | | | |
| Encourage reinvestment in our existing neighborhoods (i.e., smart growth). | X | | | |
| Consider incentives for smart growth. | X | | | |

Plan Maintenance

The Clinton Comprehensive Plan is designed to be a long-range plan and many of the recommendations will require funding and continuous support. The City of Clinton should refer to the comprehensive plan to develop annual improvement programs, and budgets. An annual evaluation of the plan should be conducted. Land use developments, plan implementations and

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changes that should be made to the comprehensive plan should be reviewed and reported back to elected officials annually.

Potential Funding Sources

Many of the goals, objectives and action steps identified will require outside funding sources to make them a reality. Table 14.3 contains a listing of potential funding sources available. Since funding sources change this list should not be viewed as the ultimate listing and should be reviewed and modified each fiscal year.

Table 14.3
Potential Funding Sources

| Source | Administrator | Description | Deadline | Funding | Match Requirement |
|--|-------------------------------------|---|---|--------------------------------------|-------------------|
| Community Attraction and Tourism Program | Iowa Economic Development Authority | Projects that promote recreational, cultural, educational or entertainment attractions | January 15 April 15 July 15 October 15 | \$5 million | Encouraged |
| Community Attraction and Tourism Program Marketing | Iowa Economic Development Authority | Marketing of Vision Iowa CAT and RECAT Projects | November 4 | \$100,000, (maximum grant \$15,000) | 50% |
| River Enhancement Community Attraction and Tourism Program | Iowa Economic Development Authority | Help with projects that create recreational and entertainment attractions that connect with and enhance a river, lake or river corridor | October 15 | Varies | 25% |
| Community Development Block Grant | Iowa Economic Development Authority | Public Facilities, Housing and Community Facilities Projects | November December January | Varies | Encouraged |
| Enhancement Program | Iowa Department of Transportation | Projects must meet at least 1 of the 10 categories | October 1 | \$4,500,000 Minimum project \$10,000 | 30% |
| Federal Recreational Trails Program | Iowa Department of Transportation | Recreational Trails | October 1 | \$1.25 million | 20% |
| State Recreational Trails Program | Iowa Department of Transportation | Recreational Trails | July 1 | \$2 million | 25% |
| Highway Bridge Program | Iowa Department of Transportation | Replacement or rehabilitation of structurally deficient or functionally obsolete bridges | October 1 | \$1 million | 20% |
| Home Fund | Iowa Finance Authority | Provide decent affordable housing to lower-income households | Varies | \$15 million | 25% |

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| Iowa Clean Air Attainment Program | Iowa Department of Transportation | Projects that will help meet national ambient air quality standards | October 1 | \$4.5 million, minimum \$20,000 per project | 20% |
|--|---|--|---|--|------------------------------|
| Land & Water Conservation Fund | Iowa Department of Natural Resources | Outdoor recreation area development and acquisition | March 15 | | 50% |
| Living Roadway Trust Fund | Iowa Department of Transportation | Roadside vegetation management programs | June 1 | | 20% |
| Pedestrian Curb Ramp Construction | Iowa Department of Transportation | Assists City's with complying with the Americans with Disabilities Act on primary roads | Accepted year round | Maximum of \$250,000 per city per year | 45% |
| Public Facilities Set-Aside Program | Iowa Economic Development Authority | Sanitary sewer system, water system, streets, storm sewers, rail lines and airport improvements for Cities under 50,000 population, 51% of the persons benefiting must be low or moderate income | Accepted year round | | 50% |
| Resource Enhancement and Protection | Iowa Department of Natural Resources | Enhancement and protection of the state's natural and cultural resources | Varies | \$12.45 million | Varies by grant category |
| Revitalize Iowa's Sound Economy | Iowa Department of Transportation | Economic development projects through construction or improvements of Iowa roads | February 1 September 1 Immediate opportunities accepted all year | \$11 million for cities and \$5.5 million for counties | Local: 50% Immediate: 20% |
| Safe Routes to School | Iowa Department of Transportation | Education or construction projects that help promote walking or bicycling to school | October 1 | \$1.5 million | Encouraged |
| Section 42 Low Income Housing Tax Credit | HUD | Multi-family housing development for low and moderate-income families | NA | NA | NA |
| Surface Transportation Program | Iowa Department of Transportation | Road, bridge, transit, bicycle/pedestrian projects and planning activities | Counties are notified by DOT, Cities need to submit a letter by October 1 | \$2,100,000 | 20% |
| Tax Increment Financing | Reduction or elimination of property taxes for a set period of time on new improvements to property | Available for commercial, industrial or residential developments | NA | NA | NA |

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| Traffic Safety Improvement Program | Iowa Department of Transportation | Traffic safety improvement projects or studies | June 15 | \$5.4 million \$500,000 per project maximum | |
|--|-----------------------------------|--|---------------------|--|-----|
| Urban-State Traffic Engineering Program (U-Step) | Iowa Department of Transportation | Solve traffic operation and safety problems on primary roads | Accepted year round | \$200,000 for spot improvements \$400,000 for linear improvements | 45% |

Appendix A

Survey Results

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Clinton Comprehensive Plan Public Input Survey Results 138 surveys received

I am a Clinton resident: 121

I am not a Clinton resident: 17

1. Do you think there is good quality of life in Clinton? Yes: 78 or No: 60

2. What are your opinions about the current appearance of the Clinton community?

| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
|--|----------------|-------|------------|----------|-------------------|
| a. The City's appearance through tree plantings, flowers and landscaping is adequate. | 15 | 56 | 7 | 47 | 9 |
| b. The City's signage and downtown appearance of building fronts are adequate. | 8 | 41 | 14 | 51 | 21 |
| c. The City's signage and Lyons Business District appearance of building fronts are adequate. | 7 | 49 | 15 | 50 | 13 |
| d. The City's efforts to preserve and enhance historic preservation are adequate. | 5 | 37 | 26 | 42 | 23 |
| e. The City's building and zoning codes to maintain the character of the community are adequate. | 4 | 25 | 32 | 48 | 24 |

Comments: Roads need repair, Enforce the codes that are in place, If no one wants to buy and take care of the historic buildings then they need to be raised, Signage and appearance should be improved in Lyons and the downtown "adequate" is not good enough, While the city's building and zoning code are adequate there is not commitment on the part of many property owners to cooperate in the interest of the community rather than serving their own personal interests, agendas, and pocketbooks, Need to adopt property maintenance code, Downtown is a mess with leaves and garbage everywhere, Too many citizens that do not value historic properties and think demolishing them is progress, Need to keep sidewalks clean of snow and debris, The appearance of the city needs to be constantly evaluated and improved, Keep lubbers fountain, Clinton has such a rich history and beautiful potential we could step up and make Clinton a shining gem once again, Do something with the old post office either fix it or tear it down, Signs coming into Clinton and Fulton and out of town look like circus signs, The new Overlay District created for the Liberty Square Corridor will dramatically improve the aesthetic quality of the community (at least for the designated area) the City needs to create (and enforce) a landscaping ordinance for new developments this should include parking lots, building perimeters, etc. also, an appearance code require high-quality development in specific areas would enhance the community (i.e. prohibit metal sided buildings along community gateways, within downtown, etc.), Clinton's historic features are sold to the highest bidder and/or torn down to make parking lots or left standing to decay new buildings are just big boxes, Loss of SSMID has ended progress in downtown revitalization most unoccupied buildings are crumbling many will not be redeemable if purchased or reoccupied for code reasons both property owners and general economic situation are to blame here impossible to maintain quality of infrastructure with so little economic growth, Forget about spending money downtown,

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I actually believe they are beyond adequate much of the cost should be left to individual business I think the building and zoning codes seem more to changing the character than maintaining the character, Too much money has been spent on some of these and the building code is restricting growth and is a joke, They focus too much on historic buildings, Plantings around the city are beautiful would like to see prairie plantings in the Green Space now available on Camanche Ave like the plantings across from the swimming pool many building fronts in Clinton and Lyons need restoring to reflect the Prairie architectural style which was popular in the late 19th/ early 20th centuries we have neglected to preserve our history look at Galena and LeClaire the Roosevelt Building needs a purpose, perhaps apartments similar to the Van Allen building the Clinton Public Library needs remodeling and needs to stay in its current location not sure if the building and zoning codes are adequate it seems that owners of the buildings downtown and in Lyons don't have much incentive to spruce them up, in particular buildings on the North side of 5th Avenue, near the river, Landlords need to clean up building fronts, School system needs to do a better job preserving our beautiful school here already

3. Regarding the livability of Clinton, how important to you are each of the following?

| | Very Important | Important | Unimportant | No Opinion |
|---|----------------|-----------|-------------|------------|
| Many Diverse Shopping Opportunities | 54 | 68 | 9 | 2 |
| Vibrant and Active Downtown Area | 58 | 53 | 3 | 17 |
| Vibrant and Active Lyons Business District Area | 39 | 65 | 21 | 7 |
| Incentives for Small Businesses to Improve their Buildings/Properties | 62 | 53 | 10 | 6 |
| Sustainable or "Green" Community | 61 | 44 | 20 | 6 |
| Sidewalks | 67 | 56 | 8 | 2 |
| Bicycle Paths/Bikeways | 47 | 54 | 28 | 4 |
| Street Repair and Maintenance | 124 | 11 | 0 | 0 |
| Sewer and Water | 87 | 43 | 2 | 2 |

Comments: Roads need repair, Need to establish an environment that encourages entrepreneurship and home-based businesses, Downtown is horrible, Sustainability, Develop a millcreek mall, Enforce rules (complete siding) clean up town, If you want people to shop in these areas make them attractive and user friendly (benches, tables, fountains, statuary, flowers, etc.), Utilize existing downtown buildings, Better lighting in restroom on riverfront app 4th Avenue S, Riverfront bike path by sawmill museum needs some work, More department stores in downtown, Water and sewer bills need to be lowered,

4. How would you prefer the City of Clinton spend public funds for transportation improvements over the next 10 – 20 years?

| | High Priority | Moderate Priority | Low Priority | No Opinion |
|--|---------------|-------------------|--------------|------------|
| Sidewalks | 37 | 68 | 23 | 0 |
| Trails | 18 | 44 | 63 | 3 |
| Streets | 123 | 9 | 0 | 0 |
| Other: Trolley Service, Bike lanes, Rail, Railport | 12 | 7 | 0 | 6 |

5. Is there a specific area in the City where safety should be improved for pedestrians? Yes-71 or No-36

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If yes, where: Downtown needs handicapped accessibility, 7th Ave in front of YWCA, Enforce J-walking laws, Safe access to City Hall and YWCA, Enforce no bike riding on sidewalks downtown, S 18th Street, Camanche Avenue, Manufacturing Drive, Bluff Blvd, 13th Avenue N, 2nd Avenue to bypass, 100-300 block of 5th Ave S, Ashford University, Crosswalk signals need to have a reasonable amount of time, All city streets should have sidewalks, Lincolnway, Springdale Ave, Westside of 3500 and 3200 block of McKinley Street, Lyons, Downtown, Near Eagle Heights School, 11th Street N, Riverfront bike path needs cameras for protection, Hawthorne Park, By all schools, 2nd Street, High curbs along 2nd Street and 4th Ave, Between CNB and Old Best Western, Main Avenue from 3rd to 2nd Street, Bluff area bikers should not be allowed on the sidewalk it is too narrow, CBD, Where new middle school is planned, Millcreek

6. What types of transportation facilities do you expect to use when traveling in the City of Clinton over the next 10 -20 years? Check all that apply

| | |
|--|-----|
| Bus | 61 |
| Bicycle Paths/Bikeways/Bike lanes/Trails | 76 |
| Sidewalks | 115 |
| Streets | 122 |
| Taxi | 20 |
| Other: Light rail, Personal auto, Train, Airport | 4 |

7. What types of services or retail establishments would you like to be located closer to your home or elsewhere in the City of Clinton?

| | Closer to Home | In the City | | Closer to Home | In the City |
|--|----------------|-------------|--|----------------|-------------|
| Pharmacy | 13 | 45 | Clothing Store | 17 | 70 |
| Assisted Living Center | 8 | 44 | Florist | 9 | 49 |
| Convenience Store/Gas Station | 22 | 35 | Recreation/Community Center | 29 | 44 |
| Book Store | 21 | 62 | Bakery | 21 | 44 |
| Hotel | 6 | 52 | Deli | 25 | 35 |
| Hardware Store | 21 | 39 | Laundromat | 11 | 42 |
| Grocery Store | 40 | 27 | Dry Cleaner | 12 | 39 |
| Health Club/Fitness Center | 20 | 41 | Specialty Stores | 13 | 59 |
| Entertainment | 25 | 58 | Bank | 23 | 33 |
| Bicycle Shop | 10 | 46 | Big Box Store (like Wal-Mart or Target) | 14 | 41 |
| Restaurant, if yes what type: Texas Roadhouse, Healthy, Moderately Price Not Fast Food, Bob Evans, Olive Garden, Diner, Tastee Freeze, Chipotle, Seafood, Steakhouse, Nicer, Hungry Hobo, Sit down, Golden Coral, O'Charley's, Buffalo Wild Wings, Mexican, American, TGI Fridays, Family, Fast Food, Non Chain, Gourmet, Steak & Shake, 24-hour, Indian, Thai, Middle Easter, Greek | 22 | 56 | Other: Community Garden, Arboretum & Eco-Center, Whitey's Ice Cream, AAA, Best Buy, Pet Store, Mall, Fabric & Craft Store, Women's Dress Shop, Piano Bar, Jazz Club, Coffee Shop that is Open at Night, Toy, Bath & Body, Jewelry, Shoe Store, Health Food Store, Vegetarian Restaurant, Nice Department Stores | 4 | 16 |

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8. Do you agree that the following services adequately meet the needs of the residents?

| | Strongly Agree | Agree | No Opinion | Disagree | Strongly Disagree |
|---|----------------|-------|------------|----------|-------------------|
| Police Protection | 15 | 78 | 9 | 21 | 6 |
| Fire Protection | 21 | 82 | 11 | 13 | 1 |
| Services Provided at City Office (sewer bills, pet licensing, building permits, etc.) | 10 | 58 | 27 | 22 | 12 |
| Snow Removal | 8 | 47 | 5 | 44 | 24 |
| Street Sweeping | 6 | 49 | 28 | 35 | 8 |
| Street Repair and Maintenance | 3 | 9 | 1 | 60 | 56 |
| Activities for Senior Citizens | 2 | 36 | 57 | 24 | 7 |
| Activities for Adults | 4 | 33 | 31 | 42 | 13 |
| Activities for Teenagers | 3 | 23 | 38 | 38 | 25 |
| Activities for Youth | 6 | 36 | 34 | 30 | 20 |
| Library Services | 10 | 57 | 20 | 29 | 10 |
| Parks and Recreation Programs | 11 | 70 | 20 | 18 | 6 |
| Trails | 8 | 53 | 30 | 25 | 7 |

9. Please list new services, or improvements to existing services, that you think should be provided for residents? Community kitchen, Health and fitness options, Extended bicycle and walking paths, Restoring the 100 steps in Eagle Point Park, Re-establish City Planning, Indoor pool, Longer library hours, Safe trails, Climbing wall, Petting zoo, Mini golf course, batting cages, Bike lanes, Comedy club, Examine fire, police and ambulance sirens at night, Better city-wide bus coverage, Library budget, More police officers, Wi-Fi, Incentives to attract younger people, Repair library, Expand library's technology, More recreational activities, Workout facility, Adult daycare, Roads and streets, Garbage pickup tipping fee only, Library addition, Plow the streets, Better communication between the elected officials to citizens, Resurface bike trail, Clean sewer grates of trash, More adult centered activities, Get serious about eyesores, Don't stop big item pick up, Ballroom dancing, More affordable assisted living center, Get out of the garbage pickup business, Water, sewer and trash too high, Improvements at the Erickson Center softball fields, Photography class, Canoe trips, Night or weekend classes, Need boutique shopping downtown, Nice affordable apartment buildings, Enforce sidewalk maintenance, Open marina to boaters year round, Police facility improvements are needed, Moderate priced housing, Spring and fall clean up needs improvement, Expansion of recreational services, Do not outsource street department duties, Instead of tax breaks for big business give small business tax breaks to foster a small business climate, K-9 unit, Free garbage, Building maintenance,

10. What kinds of municipal, social, or educational facilities are not currently located in City, but should be?

Community kitchen, More activities for kids – play center, Senior citizen center, Place for ballroom dancing, Economic development as part of City Government, Convention center and hotel, More restaurants besides fast food, Taxi service and city run tow service, Programs for young adults to network, Diverse continuing education classes at CCC such as dance lessons, Library, Boys and Girls Club, Theater for musicals, Mall, Cultural, Artistic, Intellectual, Activities for teens other than sports, Government facilities campus, Dance club for teens, Free concerts, Redo existing schools instead of building new ones, More things for young people, Sports/recreation facility, Ice skating rink, Mini golf, Lyons needs more bars, Sports complex, Train service to Iowa City and Chicago, Rock climbing, Full service hotel, Youth center, Art studio, All city offices located in one spot, Recycling center

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11. Should additional efforts be made to protect natural resources and open spaces within the City?

Yes- 97 or No -27

12. Based on your observations of the City of Clinton as it is now, what is your opinion of the amount of land devoted to each of the following types of uses?

| | Too Much | About Right | Need More | No Opinion | I Don't Know |
|--|----------|-------------|-----------|------------|--------------|
| Single Family Residential Homes | 12 | 73 | 21 | 12 | 6 |
| Condominium Residences | 5 | 43 | 37 | 25 | 12 |
| Commercial Uses (shopping, services, restaurants, offices) | 12 | 42 | 48 | 11 | 4 |
| Mixed Use Development (commercial and residential uses) | 8 | 51 | 26 | 23 | 10 |
| Hotel and Motel Units | 8 | 51 | 40 | 19 | 3 |
| Natural Areas, Open Space and Wildlife Habitat | 3 | 42 | 60 | 11 | 2 |
| Apartment Buildings | 15 | 36 | 40 | 20 | 7 |
| High-end rental apartments/townhomes | 10 | 24 | 55 | 20 | 10 |
| Civic Spaces (parks, pedestrian plazas, outdoor entertainment) | 1 | 36 | 74 | 9 | 1 |
| Elderly/Assisted Living Facilities | 5 | 58 | 27 | 22 | 10 |

13. Should the City improve or add to its code and other ordinances? Yes -52 or No-53

If yes, what area(s):Pollution, Property maintenance, Animal control, Enforce existing laws, Sign ordinance, Special downtown district ordinance, Under 21 liquor laws, No open burning, Stop allowing variances – r-1 no more apartments or shops, Building fire codes to much time and money is wasted on house fires on run down homes, Over regulated now, Make building codes less prohibitive and costly, Do not allow old homes to be divided into apartments, Enforcement of substandard properties, Make historic preservation codes stronger, Make residents keep up their properties, Remove junk on properties, Sidewalks, Stay out of people's property, Smoke detectors, Protect labbers fountain in and the riverfront, Tear down burned homes within 1 month of fire, Require green building, Enforce the tree requirement, Building codes for uniform building at all levels, Improved enforcement of codes, Housing code for rental properties, Allow modernization/renovation of older downtown buildings, Address unmaintained yards and houses,

14. What are your opinions about the park and recreational services in the City?

| | Agree | Disagree | I Don't Know |
|---|-------|----------|--------------|
| There are enough recreational facilities for families | 53 | 45 | 18 |
| There are enough programs and services for teens and children | 37 | 58 | 25 |
| There are enough programs and services for senior citizens | 37 | 38 | 42 |
| There are enough organized activities for singles and adults | 23 | 24 | 60 |
| The facilities are adequately maintained | 53 | 46 | 20 |
| More park space and facilities are needed | 50 | 40 | 26 |
| The existing trail system is adequate | 48 | 49 | 21 |
| The existing trail system is adequately maintained | 28 | 62 | 28 |
| More trails are needed | 55 | 46 | 20 |
| Need more connections of existing trails to key destinations | 63 | 34 | 22 |

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15. Why do you choose to live in the City of Clinton? (Please indicate a maximum of three reasons, ranking them from 1 to 3, with 1 being the most important)

| | 1 | 2 | 3 | | 1 | 2 | 3 |
|--|----|----|----|------------------------------|----|----|----|
| Lived here all my life | 21 | 11 | 15 | Size of the community | 7 | 20 | 13 |
| Family and friends nearby | 40 | 25 | 12 | Scenic beauty | 7 | 5 | 24 |
| Convenience of services | 2 | 9 | 15 | Proximity to the Quad Cities | 6 | 11 | 14 |
| Close to work | 26 | 13 | 12 | Housing availability or cost | 12 | 13 | 12 |
| Other: Schools, Job, Scholarship, Historic Flavor, College | 10 | 2 | 3 | Mississippi River | 15 | 14 | 8 |

16. With regard to redevelopment of the downtown, what do you think should be given special attention?

| | Yes | No |
|--------------------------------------|-----|----|
| Rehabilitation of buildings | 95 | 21 |
| Rehabilitation of vacant buildings | 104 | 17 |
| More retail shops | 101 | 16 |
| Facelift of the outside of buildings | 83 | 27 |
| Parking | 51 | 56 |
| More housing | 49 | 58 |

17. What are the most important housing problems in the City? (Please indicate a maximum of three reasons, ranking them from 1 to 3, with 1 being the most important)

| | 1 | 2 | 3 |
|--|----|----|----|
| Not enough affordable rental | 8 | 12 | 11 |
| Not enough higher end rental | 15 | 16 | 8 |
| Property maintenance | 55 | 16 | 9 |
| High purchase prices | 6 | 12 | 10 |
| Not enough housing for single people | 6 | 9 | 8 |
| Not enough housing for young couples/families | 5 | 14 | 8 |
| Not enough senior housing | 9 | 10 | 9 |
| Not enough choice in moderate price ranges | 14 | 17 | 10 |
| Not enough affordable housing | 8 | 13 | 11 |
| Not enough downtown housing | 6 | 9 | 11 |
| Not enough housing in the Lyons Business District | 7 | 3 | 12 |
| Other: Smell, Streets, High Utility Costs, College Student Rental, Governmental Assistance for Purchase and Repair of Homes, High Property Taxes, Too Many Run Down Apartments, Loft Housing for Management and Professionals, | 10 | 3 | 2 |

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18. Other than a change in employment, which factors would be the most likely to cause you to leave Clinton?

| | Yes | No |
|---|-----|----|
| Inadequate housing opportunities | 42 | 41 |
| Quality of schools | 42 | 41 |
| Area becoming overdeveloped | 54 | 22 |
| Taxes too high | 78 | 23 |
| Inadequate community services | 69 | 18 |
| Not enough parks and recreation facilities | 33 | 49 |
| Loss of community character | 81 | 17 |
| Other: High Utility Fees, City Government, Poor Air and Water Quality, Not Enough Attention to Preservation, Pollution, Smell, Dangerous Schools, Lack of Property Maintenance, Not Enough Quality Jobs, Crime, Appears Unclean, Streets, | 23 | 4 |

19. What do you think should be given special attention in the City of Clinton's Comprehensive Plan?

| | Yes | No |
|--|-----|----|
| Employment opportunities | 107 | 6 |
| Development of vacant sites | 68 | 31 |
| Development of vacant downtown buildings | 92 | 16 |
| Development of vacant Lyons Business District buildings | 85 | 21 |
| Parking | 36 | 60 |
| Traffic circulation | 40 | 54 |
| Availability of public recreation facilities and trails | 58 | 40 |
| Natural resources protection and open space preservation | 71 | 30 |
| Housing opportunities | 59 | 33 |
| Conservation/sustainability/green principles | 74 | 28 |
| Historic preservation/protection | 70 | 31 |
| Neighborhood preservation | 75 | 25 |
| Neighborhood redevelopment | 86 | 18 |
| City's fiscal future | 108 | 3 |
| Systematic plan for street repair and maintenance | 117 | 0 |

20. With regard to redevelopment of the Lyons Business District, what do you think should be given special attention?

| | Yes | No |
|--------------------------------------|-----|----|
| Rehabilitation of buildings | 85 | 21 |
| Rehabilitation of vacant buildings | 87 | 18 |
| More retail shops | 88 | 14 |
| Facelift of the outside of buildings | 76 | 20 |
| Parking | 54 | 44 |
| More housing | 41 | 49 |