

City of LeClaire, Iowa

Comprehensive Plan

“A unique, regional attraction noted for its scenic, historical setting on the Mississippi River”

November 2016

DRAFT

Prepared by



LeClaire, Iowa Comprehensive Plan

November 2016

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Chapter 1 Introduction

The City of LeClaire is situated in the northeastern portion of the Quad Cities Metropolitan Area in Scott County and eastern Iowa. The Mississippi River and U.S. 67 borders the eastern and southern part of the community while Interstate 80 bisects the southwestern third of the community. LeClaire boasts an excellent geographic location for transportation and commerce with its access to interstate and state highways, railroad lines, and river navigation. Map 1 illustrates the location of LeClaire in the metropolitan area. The 2010 Census population for the city was 3,765, a 32% increase from 2000. The U.S. Census Bureau's 2014 American Community Survey estimates LeClaire's population to be 3,846.

To advance a community vision, the City of LeClaire recognizes the importance of a well-defined comprehensive land-use plan containing a clear vision statement, goals, and objectives. The City Council through the assistance of the Planning and Zoning Commission and citizen involvement has updated the comprehensive plan to address near-term and long-range community planning. The purpose of the plan is to outline the vision, existing conditions, and future project needs; set goals and objectives; and recommend strategies for implementation. Beyond the plan, a community's development codes and

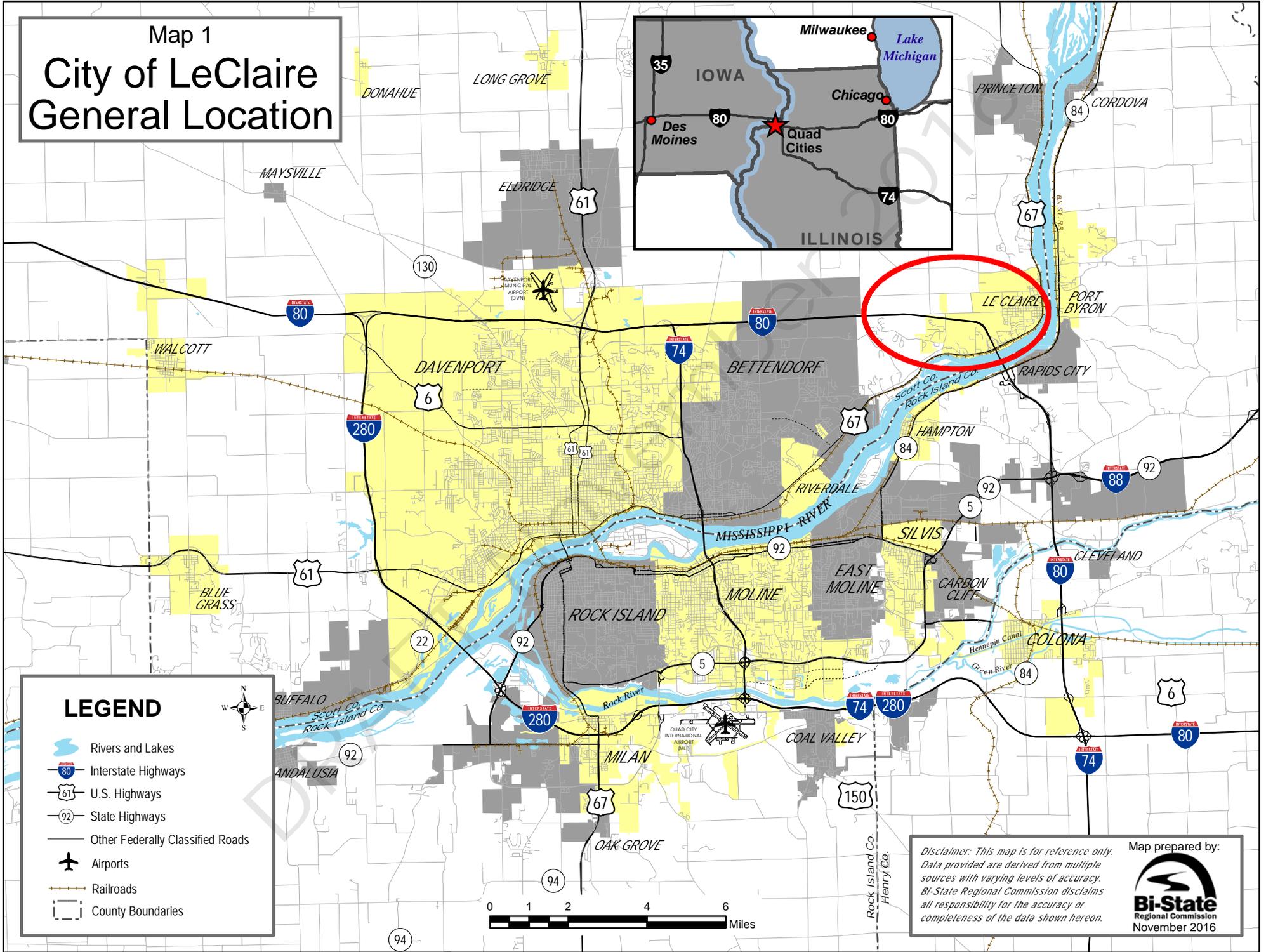
working groups are used to move plans forward to implement the LeClaire vision.

Elements of the Comprehensive Plan

The comprehensive plan is composed of several elements including the community vision, goals, and objectives; land use; infrastructure; services; and implementation strategies. It is a valuable document with the following purposes: legal, educational, guidance, coordination, and needs. The plan declares the community purpose and policies, informs the community of the city's strengths and weaknesses, guides land use decisions and investments, and provides elements for joint efforts among community groups and organizations within and outside LeClaire. The plan also outlines areas for further study or planning and documents community needs that will help the city pursue funding opportunities, such as grants, loans, public-private partnerships, etc.

As a legal document, the plan's goals and objectives transform the community vision into achievable tasks. It provides the foundation for decisions on land use, public infrastructure and services, public facilities, growth, development, and level of public investment needed to meet future community needs.

Map 1 City of LeClaire General Location



LEGEND

- Rivers and Lakes
- Interstate Highways
- U.S. Highways
- State Highways
- Other Federally Classified Roads
- Airports
- Railroads
- County Boundaries



Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Map prepared by:

 Bi-State Regional Commission
 November 2016



Chapter 3 outlines existing socio-economic characteristics of the community by population, gender, income, housing, and educational attainment. It also outlines trends and projections for the future of LeClaire.

Land use defines where people live, work, or play. Land use patterns shape the nature of the community by reflecting urban and non-urban activity through population, employment, dwelling units, school enrollment, etc. Some locations represent areas with a greater density of urban activity, including residential, commercial, industrial, institutional, or recreational land uses; or non-urban activity, such as agriculture and open space. Natural resources affect land use patterns through development limitations due to slope, erosional surfaces, prime farmland, floodplain, wetlands, archaeological sites, etc. By planning for the arrangement and intensity of land uses, the City of LeClaire can reduce or eliminate unnecessary costs, which often result when the long-range effects of zoning, subdivisions, and site development decisions are not considered.

Public infrastructure and services provide the basic facilities and equipment needed by the city to serve its residents. The various land uses and their related activities create greater or lesser need for these facilities or services depending on the activities. While one acre of land with

new houses generates more total revenue to a city than an acre of farmland, this does not provide the entire picture of the community's fiscal stability. In reality, it costs local government more to provide services to homeowners than these residential landowners pay in property taxes. In contrast, commercial and industrial land increases the tax base and help balance local budgets in order to provide a variety of public services. While one type of land use is not better than another, balancing a variety of land uses in a community and providing reliable services adds to its stability and quality of life.

Chapter 11, "Strategies for Implementation," is an extremely important part of the plan that summarizes specific projects, tasks, and/or actions to be undertaken in the next 20 years. The implementation strategies are considered the means by which the City of LeClaire can address its needs and meet its goals. The course of action for implementation will require periodic review to assess needs, timing, and financial feasibility. In the implementation of projects, careful consideration will be given to full utilization of existing facilities and funding opportunities.

The final chapter of the plan relates to mechanisms for plan implementation, which outlines the tools the community can utilize to implement its strategies.



Public Involvement

Public involvement is important for building consensus in the planning process. The City of LeClaire provided a number of opportunities for public input into this comprehensive plan. A community visioning workshop was held on January 28, 2016 at Cody Elementary School. Fifty-four participants attended the meeting. At the workshop, participants shared their perspectives on community strengths and areas for improvement in LeClaire. Additionally, citizens and officials were invited to attend three focus groups with targeted discussions on natural resources and land use; economic development, housing and transportation; and visions, goals, and objectives. These meetings were held on May 18, May 25, and June 2, 2016 at the

LeClaire Fire Department, 201 N. 15th Street. A summary of these meetings can be found in Appendix A. Input from these public involvement opportunities was used to prepare the plan update, and comments received from citizens were considered during the planning process. Throughout the process of plan development, Planning and Zoning Commission meetings were open to the public. The Planning and Zoning Commission presented a final draft of the comprehensive plan at a public hearing held on October 27, 2016 to solicit additional comments, and city officials used the public input to shape the final plan.



Chapter 2 Vision Statement, Goals, and Objectives

Vision Statement

The community vision statement is used as the guide for land use and development decisions made by the City Council and its designees:

The City of LeClaire is envisioned to be a unique, regional attraction noted for its scenic, historical setting on the Mississippi River.

The community prides itself on its historic riverfront charm and character, volunteerism, family-oriented and friendly neighborhoods, vibrant downtown, dynamic commercial areas and economic opportunities, and its commitment to prosperity and progress.

Goals and Objectives

Goal #1 – Land Use

With sensitivity to the environment, promote a variety of land uses that are carefully planned and arranged to provide for a solid, diversified tax base.

Objective 1. Maintain a comprehensive land-use plan for planned development that considers a variety of land uses, their contribution to the tax base, and the *Iowa Smart Planning Principles*: collaboration; efficiency, transparency, and consistency; clean, renewable, and efficient energy; occupational diversity; revitalization; housing diversity; community character; natural resources and agricultural

protection; sustainable design; and transportation diversity.

Objective 2. Maintain development ordinances that are consistent with the comprehensive land-use plan’s goals and objectives and consider Iowa’s Smart Planning Principles.

Objective 3. Discourage intensive development of the 100-year floodplain and steep slope areas of the community through zoning and enforcement of the floodplain ordinance and stormwater management best practices to reduce economic loss due to flooding and erosion, and preserve the natural storage capacity of the floodplain and the scenic and resource value of the Mississippi River and its tributaries.

Objective 4. Encourage development that supports sustainable design and efficient use of land and infrastructure resources, considering location, density, and environmental effects.

Objective 5. Review community preparedness and hazard mitigation to support recovery from natural and man-made disasters.

Goal #2 – Growth

Manage growth to preserve the scenic, historical setting of the community and maintain a fiscally-responsible level of public infrastructure and services.



Objective 1. Monitor the condition and adequacy of public and private utilities infrastructure on a periodic basis to address facility and service needs. Infrastructure includes water, sewer, transportation, energy, and communications.

Objective 2. Prepare and maintain a five-year capital improvement program for the City of LeClaire that prioritizes infrastructure and service improvements and other community investments.

Objective 3. Create and use a local historic preservation district(s) through a historic preservation ordinance to safeguard the unique, historical character of the downtown area as growth and development occur in the community.

Objective 4. Have a downtown master plan to address building assessment for size, quality and availability, facade restoration and improvements, traffic flow, pedestrian accessibility, railroad crossing safety, parking capacity, river connectivity, landscaping, lighting, signing, and visual appeal.

Objective 5. Examine the impact of traffic on the community related to congestion, safety, speed, and air/noise pollution in relation to revitalization of the downtown and for new developments.

Objective 6. Create and use a riverfront access district to enhance the appearance, scale, use, and visual and physical access to the riverfront.

Goal #3 – Economy

Expand the tax base by enhancing and fostering commercial and manufacturing business opportunities within the corporate limits.

Objective 1. Emphasize and support the community as a regional tourism attraction.

Objective 2. Provide for existing and future commercial and industrial land uses within the community, and support with adequate public infrastructure and planned utilities to maintain a solid, diversified tax base.

Objective 3. Promote development of the planned development district; other commercial districts; and the existing industrial park, targeting light manufacturing industries, and businesses that support innovation, advancing technologies, environmental sensitivity, and sustainable design by reducing consumption of non-renewable resources, minimizing waste and effects, and creating a healthy, productive environment.

Objective 4. Support commercial and industrial land uses with adequate infrastructure, including streets, water and sewer systems, and energy and advanced telecommunications systems.

Objective 5. Review downtown development plans and address strategies to enhance customer experience through parking and pedestrian management, public gathering spaces, wayfinding and connectivity to the river.

Objective 6. Assess adequacy of advanced telecommunications within the community to support business development and develop a strategy to make improvements.

Goal #4 – Housing

Encourage a range of housing types to serve a variety of residential needs.



Objective 1. Review housing assessments to encourage a range of housing types and address changing lifestyles and residential living needs.

Objective 2. Work cooperatively with developers and resource organizations to provide residential developments that foster friendly neighborhoods by connecting people through public open spaces, sidewalks, parks, other public facilities, and retail service opportunities, and provide for sustainable design by optimizing natural light, choosing non-toxic materials, providing proper ventilation, using land responsibly, creating durable and energy-efficient homes, and selecting building materials and products wisely (*National Building Museum’s Principles of Sustainable Design*).

Objective 3. Seek funding programs to rehabilitate existing structures and improve neighborhoods.

Goal #5 – Recreation

Provide a variety of year-round, affordable recreational opportunities through park and open space facilities and programs.

Objective 1. Maintain high quality parks, and provide recreation opportunities to serve a variety of citizen needs and to attract young families to the community.

Objective 2. Pursue funding opportunities and partnerships to implement park conceptual master plans.

Objective 3. Implement the proposed active and passive greenways outlined in the *Iowa Quad Cities Metropolitan Area Comprehensive Greenway Plan* in conjunction with the city park conceptual master plans, and work cooperatively with other jurisdictions to link greenways and implement the Mississippi River Trail.

Objective 4. Establish a City Parks and Recreation Commission with full-time staff support to oversee park maintenance, development, and recreational programming.

Objective 5. Develop recreation amenities for families in the downtown.

Goal #6 – Leadership and Investment

Support responsible, fiscally sound decision-making and investment within the community to provide quality public infrastructure and services, and promote community development.

Objective 1. Maintain and review administrative, management, and personnel capacity for effective support and implementation of city activities; and review community services, such as protective services (police, fire, and emergency), waste management, waste water and water services, and snow removal.

Objective 2. Develop a transportation plan to identify maintenance and future street needs, connectivity of neighborhoods through sidewalks or shared paths, downtown parking, trails



development, and public transit opportunities.

Objective 3. Involve and integrate youth in functions related to the municipality to foster future leadership and investment in their community.

Goal #7 – Cooperation and Coordination

Improve interagency, intergovernmental, and intra-city cooperation and coordination between local groups and organizations and local, state, and federal agencies and governments.

Objective 1. Maintain communication with local, state, and federal governments and organizations in and/or representing the Quad Cities Metropolitan Area through conversations, meetings, associations, memberships, and other forums that promote cooperation and further community goals.

Objective 2. Partner with the local school district to further recreational and educational goals related to the *Comprehensive Land-Use Plan*, including recreational programming and civic involvement by youth in the community.

Objective 3. Develop an emergency response plan to ensure the safety of the community from natural, man-made, and biological hazards.

Objective 4. Partner with the organizations responsible for maintaining the library and museum to support coordination of events and activities.

Goal #8 – Community Image

Present and communicate a positive, progressive image of the community within its historical context and scenic river setting.

Objective 1. Incorporate public art within the city, and support beautification efforts through landscaping, community gateways, signing, and enforcement of nuisance ordinances on weeds, litter, abandoned vehicles, etc.

Objective 2. Develop a community marketing strategy that will utilize existing local and state development resource agencies and technologies, such as website enhancement, to promote the city image both internally and externally and its development potential as a unique regional attraction.

Objective 3. Create and enhance amenities that support the community's historic river town image, such as the historical riverfront museum, riverboat, a historical tour of important community sites, addition of a water taxi or passenger ferry to Port Byron, and enhancements in the older town area of the community.



Chapter 3 Community Profile

The community profile for LeClaire, Iowa includes information on population, employment, income, the economy and tax base, education, and housing. Data from the U.S. Census Bureau 2014 American Community Survey is used wherever possible for demographic information, although other data sources, including Infogroup, EMSI Analyst, and the Bi-State Regional Commission are cited as well.

To understand the context of future community desires, general socio-economic data is compiled to provide background about the city. A series of public input opportunities were available for citizens to provide input on the vision of LeClaire. A LeClaire town meeting and land use visioning session was held on January 28, 2016, and general demographic data was presented to provide a profile of the city. Members of the community were asked to provide feedback on the community – strengths, weaknesses, and opportunities – and on where development should occur. Additional input was received from an input form with suggestions on city's land use priorities and goals. A summary and results of the public participation input can be found in Appendix A.

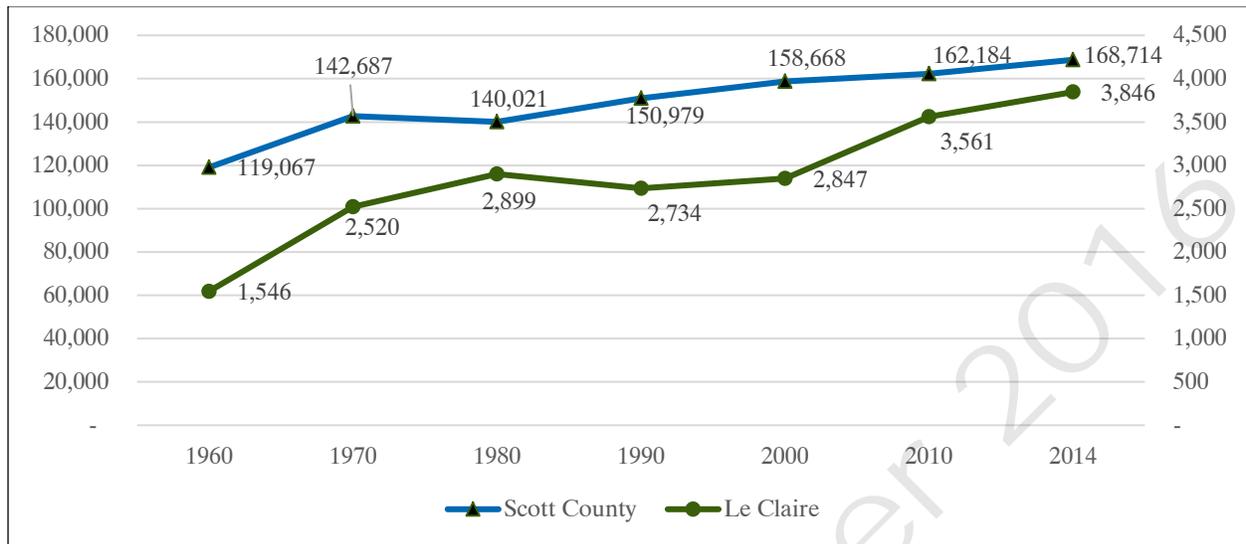
Bi-State Regional Commission presented the public input pertaining to the future land use goals to the LeClaire Planning and Zoning Commission on March 10, 2016. The public was invited to attend. Lastly, three separate stakeholder focus groups were held on May 18, May 25, and June 2, 2016. Each meeting had a topic as described in Chapter 1. Individuals who were identified as key stakeholders in the community were invited along with the general public. Results of the stakeholder focus groups are included in Appendix A to shape the plan implementation strategies, along with the community profile.

Population

After steady growth in population from 1950 to 1980, LeClaire experienced a slight drop in the 1990 Census. The city has since rebounded to a 2014 population of 3,846, a 40.6% increase from the 1990 population of 2,734. Roughly 2.3% of Scott County residents live in LeClaire.



Figure 1 – Population Trends for LeClaire and Scott County



Source: U.S. Census Bureau. 2010 - 2014 American Community Survey 5-Year Estimates. U.S. Census Bureau, 2000 Summary File Data. Census of Population and Housing, 1960-1990.

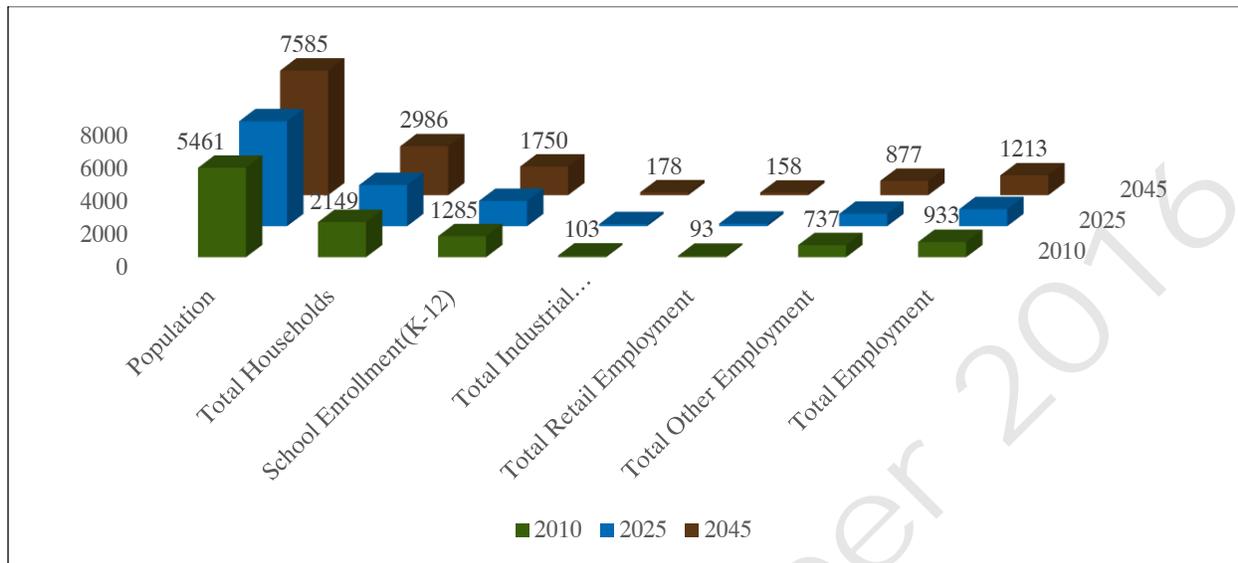
According to the U.S. Census Bureau, the median age of the population has been steadily increasing with the current median age in 2014 being 41.4, compared to 36.9 years in 2000, and 27.4 years in 1980. These aging trends are similar across the State of Iowa as well as Scott County. The largest age group is currently 45 to 49 year olds, in both the male and female cohorts.

For planning purposes, future population and employment estimates were developed using input from city and school officials in LeClaire as part of the *2045 Quad Cities Long Range Transportation Plan* update process. Based on this analysis, the population is projected to reach 6,396 by 2025 and

7,585 by 2045. These figures are based on Traffic Analysis Zones (TAZs) that surround and encompass LeClaire to approximate the future proposed planning boundary. As a result, they do not match up perfectly with the city's boundaries, which may create some degree of variation in projections due to the geography selected. In any case, industrial employment, retail employment, and other employment are also predicted to rise in the years 2010 to 2045. Projections may be viewed in Figure 2. These growth patterns may necessitate a need for more housing, infrastructure, and other development that is consistent with the wants and needs of the community.



Figure 2 – 2010-2045 Long Range Projections



Source: City of LeClaire, Iowa. Represents LeClaire’s Traffic Analysis Zones (TAZ) #: 1894,1896-1899,1901-1908, 1910, 1918-1923.

Employment

As of 2014, LeClaire has a labor force of 2,222 people, and a civilian unemployment rate of 4.5% (U.S. Census Bureau, 2014 American Community Survey, 5-Year Estimates). The manufacturing industry is the leading employment sector in LeClaire, accounting for 19.2% of the employment base, followed by health care and social services with 15.8%, and retail with 12.3% (U.S. Census Bureau, 2014 American Community Survey, 5-Year Estimates). According to InfoGroup Reference USA and individual employers in 2016, the largest employers in LeClaire are primarily the elementary and junior high schools (see Table 1).



Table 1 – Employers in LeClaire

Rank	Company Name	Employees	Primary NAICS Description
1	Pleasant Valley Jr High School	75	Elementary & Secondary Schools
2	Bridgeview Elementary School	46	Elementary & Secondary Schools
3	Cody Elementary School	36	Elementary & Secondary Schools
4	Bierstube	34	Full-Service Restaurants
5	Cody Concrete Co	30*	Construction Materials Suppliers
6	Mc Donald's	28	Fast Food Restaurants
7	Steventon's	25*	Full-Service Restaurants
8	Comfort Inn-Riverview	20	Hotels (Except Casino Hotels) & Motels
9	Holiday Inn Express	19*	Hotels (Except Casino Hotels) & Motels
10	Les Baer Custom	18*	Small Arms, Ordnance, & Ordnance Accessories Mfg

*Not personally verified by Bi-State

Source: Infogroup Reference USA & Verified with Individual Employers by Bi-State Regional Commission, – October and November 2016.

Income

The per capita income of LeClaire residents in 2014 was \$46,104, much higher than the per capita income in Scott County (\$29,243) and the average statewide (\$27,621). The median household income in 2014 was \$76,083, higher than the countywide figure of \$53,704. LeClaire has 230 households supported by retirement income and a mean retirement income of \$15,881. The U.S. Housing and Urban Development (HUD) reports 20.93% of the population meet the low to moderate income thresholds, which is lower than the 2002 figure of 29.96% of the population.

Economy

In fiscal year 2014, the total retail sales in LeClaire amounted to \$22.52 million as

reported by the Iowa State University Extension Retail Trade Analysis Report. This is significantly greater than previous years' revenue of \$17.5 million in 2009, \$9.54 million in 1999, \$4.89 million in 1989, and \$4.13 million 1979. Roughly 51% of all LeClaire residents work in Scott County, with 28% working in the City of Davenport.

An economic indicator used to determine a community's effectiveness at drawing consumers from outside its borders into the community is called a pull factor. In fiscal year 2014, the pull factor for LeClaire was 0.40, compared to 0.31 in 1999. This indicates that approximately 60% of the local residents are traveling elsewhere to purchase retail goods. A pull factor of 1.0 suggests that a community is meeting 100% of its retail



needs. This indicates that LeClaire is not meeting all of its retail needs in the community, but that it is getting more self-sufficient over time. In Scott County, the majority of taxable retail sales occur in Davenport (\$2.02 billion), Bettendorf (\$336.7 million), and Eldridge (\$66.3 million). In FY 2014, Le Claire had a total of \$22.5 million in taxable retail sales, which amounts to 0.09% of the county's total \$2.54 billion in taxable retail sales.

Education

LeClaire is part of the Pleasant Valley Community School District. Within the city limits there are two primary schools, Cody Elementary and Bridgeview Elementary. There is one middle school, Pleasant Valley Junior High. High school students attend Pleasant Valley High School in Bettendorf. Total enrollment for the entire district (including schools not in LeClaire's corporate boundaries) for the 2014-2015 school year was 4,520, a large increase from the 2001-2002 enrollment numbers of 3,142. Using the TAZ projections that encompass LeClaire, it is estimated that there will be an increase of 36% in total enrollment from 2010 to 2045.

Though LeClaire does not have institutions of higher education within the city, it has good accessibility to many community colleges, colleges, and universities, including Augustana College, Black Hawk College, Palmer College of

Chiropractic, the Quad-Cities Graduate Study Center, St. Ambrose University, Scott Community College, and Western Illinois University of the Quad Cities.

Census data for 2014 shows that of the 13,846 persons in LeClaire age 25 or over, 97.8% are high school graduates, 39.6% have a bachelor's degree or higher, and 20.30% have a graduate or professional degree. LeClaire's level of educational attainment is, on average, higher than that of Scott County as a whole, where only 31.9% hold bachelor's degrees or higher. There has been a gradual shift in educational attainment in LeClaire. In 2000, only 24.9% of the population had a bachelor's degree, which was slightly less than Scott County on average.

Housing

As of 2014, there are 1,663 total housing units in LeClaire, an increase from 1,175 units in 2000, and 1,067 units in 1990. From 2000 to 2014, the number of owner-occupied housing units has increased 48% from 886 to 1,310. The number of rental dwellings has increased from 218 in 2000 to 228 in 2014. There were 125 vacant housing units in 2014, making up 8% of the housing stock. The average persons per unit is 2.55 for owner-occupied units and 2.19 for rental units.

According to Ruhl & Ruhl's Winter 2016 Market Report, the average housing sale price for the LeClaire, Pleasant Valley, and Princeton area is currently \$237,300.



This is among the highest in the Quad Cities Metro area as reported by realtor associations, second only to Bettendorf & Riverdale (\$304,500). New housing construction in the LeClaire and Princeton area vary on a year-to-year basis, with 34 new housing starts occurring in both 2015 and 2014, 174 housing starts occurring in 2013, and 83 housing starts occurring in 2012.

Natural/Cultural Resources

Natural Resources

With its setting on the Mississippi River, LeClaire offers magnificent vistas and possesses natural scenic overlooks above the floodplain. The Mississippi River is a dominant feature of the LeClaire landscape and has been a major factor in its history, influencing economic, social, and cultural activities.

The community is situated on the western bank of the Mississippi River as the river bends west, flowing from east to west as it makes its way to the Gulf of Mexico. The geology of the area is a result of uplift and erosion creating an ancient river valley, which was further defined in the Pleistocene Epoch by four major glacial advances and subsequent recessions. The bluff areas are capped by unconsolidated sand and gravel, forming alluvial terraces that rest on sedimentary bedrock, including sandstone, limestone, shale, and dolomite. An active quarry is located on the north side of the community and taps

into these deposits. The State of Iowa also yields high quality ground water.

The community is characterized by steep slopes along the riverfront bluff area and in the vicinity of Silver Creek. More gentle slopes are found on top of the bluff west of the riverfront area. The degree of slope has significant impact on siting public infrastructure and development. The elevations generally range from approximately 570 feet above sea level to 710 feet above sea level. Details on topography can be found on the U.S. Geological Survey Port Byron Illinois-Iowa Quadrangle 7.5 Minute Series.

In and around LeClaire, Special Flood Hazard Areas or 100-year floodplains are located along the Mississippi River, Silver Creek, McCarty Creek, and Sycamore Creek. There are at least nine unnamed tributaries of the Mississippi River also identified as areas between the 100-year and 500-year floodplain, which bisect the community. The Special Flood Hazard Area associated with the Mississippi River is less than 400 feet from the shoreline and relatively compact. The Silver Creek floodplain intersects 5th Street and Ewing Street and 3rd Street and Ewing Street. Except for the Mississippi River, the other waterways in LeClaire are classified as intermittent streams.

With regard to soils, LeClaire is located in the Downs-Fayette association, which is characterized by gently sloping to very



steep, well-drained soils formed in loess on the uplands. The ridgetops are suited for row crops where the steeper Fayette soils are better suited to permanent pasture or woodland. They are also subject to erosion. Generally, these areas coincide with areas that are less than 10% or higher slope.

Cultural Resources

LeClaire has a rich history. With its location on the Mississippi River and other surface waters, LeClaire possesses areas with a high probability of archaeologically significant sites. Native Americans inhabited the region and the river bluffs where they utilized the area for hunting and fishing. Members of the Sauk and Fox tribes lived in the vicinity. Historically, a formidable battle occurred in the area between LeClaire and Princeton, north of LeClaire in 1804 where 1,000 Native Americans were killed.

In addition to this rich Native American history and culture, America's westward expansion influenced LeClaire's development. In 1829, three families migrating from the East moved into the LeClaire area. In 1832 as part of a peace treaty, native tribes gave a section of land at the head of the Upper Rapids to Antoine LeClaire. The land is the current location of the City of LeClaire.

From 1840 to 1910, LeClaire was known as a river community. Riverboat captains

lived in the community who were skilled at navigating the dangerous, fifteen-mile stretch of the Mississippi River, known as the Upper Rock Island Rapids. The community was chartered in 1834 and flourished with sawmills, flour mills, a plow factory, boatyards, and a variety of stores and shops. A nine-block area, known as the Cody Road Historic District, features homes from the river town era. With the bridging of the River near Davenport in 1857 and better navigation through the lock and dam system in the 1930s, the community experienced a decline as a river employment center, and the economy shifted toward farming.

As part of the Quad Cities Metropolitan Area, the citizens of LeClaire today have access to a wide variety of cultural resources, including an 11,000-seat civic center, several museums, performing arts and movie theaters, a botanical center and conservatories, universities and colleges, and a number of visitor centers as well as festivals and events.

Within the City of LeClaire, the community has a historical museum, historical homes, scenic overlooks, and festivals, including Tug Fest, Apple Festival, and Vettes on the River. The Buffalo Bill Cody Museum is located at 199 Front Street. It houses authentic artifacts from the life of William Cody as well as historical memorabilia from the pioneering and riverboat eras. It includes



exhibits on the Mississippi River and features the steamwheeler, The Lone Star.

In the summer of 2007, LeClaire began a multi-million dollar downtown revitalization and beautification project. Much of the project focused on Historic Cody Road Corridor, from May Street to Ewing Street. The city constructed ornamental lighting, traffic-calming features, such as tree planters and bumpouts for pedestrian safety, and

improved the aesthetic environment of the downtown area. *A Case Study of LeClaire's Revitalization Efforts* by Dr. Rick Reed found that the value of homes between 2000 and 2010 nearly doubled and new business growth nearly tripled, with the Chamber of Commerce reporting 85 registered businesses in the year 2000 and 221 registered businesses in the year 2010.¹ Much of the new business growth was attributed to the revitalization efforts in the downtown area.

¹ Reed, Rick N., "A Case Study of LeClaire, Iowa, Revitalization Efforts" (2012). Ed.D. Dissertations. Paper 47



Table 2 – Income and Education for LeClaire, IA

Income			
Per Capita Income		Income 2014 Households	
1980	\$7,750	Less than \$10,000	1%
1990	\$11,885	\$10,000 to \$14,999	2%
2000	\$21,243	\$15,000 to \$24,999	6%
2010	\$32,522	\$25,000 to \$34,999	6%
2014	\$46,104	\$35,000 to \$49,999	10%
Median Household Income		\$50,000 to \$74,999	23%
1980	\$22,500	\$75,000 to \$99,999	18%
1990	\$33,150	\$100,000 to \$149,999	16%
2000	\$45,644	\$150,000 to \$199,999	5%
2010	\$71,250	\$200,000 or more	13%
2014	\$76,083	Income 2014 Families	
Median Family Income		Less than \$10,000	3%
1980	\$25,538	\$10,000 to \$14,999	0%
1990	\$37,528	\$15,000 to \$24,999	4%
2000	\$51,546	\$25,000 to \$34,999	6%
2010	\$84,643	\$35,000 to \$49,999	9%
2014	\$86,364	\$50,000 to \$74,999	20%
Income and Benefits (in 2014 Inflation-Adjusted Dollars)		\$75,000 to \$99,999	18%
Median family income	\$86,364	\$100,000 to \$149,999	17%
Mean family income	\$125,331	\$150,000 to \$199,999	7%
Mean Social Security Income	\$18,050	\$200,000 or more	17%
Mean Supplemental Security Income	\$8,537		
Mean Retirement Income	\$21,627		
Education			
2015 – 2016 Public School Enrollment		Educational Attainment (Population 25 years and over)	
Bridgeview Elementary School	383	Less than 9th grade	0%
Cody Elementary School	320	9th to 12th grade, no diploma	2%
Pleasant Valley Junior High School (Grades 7 & 8)	668	High school graduate (includes equivalency)	16%
Pleasant Valley High School	1,337	Some college, no degree	24%
		Associate's degree	17%
		Bachelor's degree	20%
		Graduate or professional degree	21%

Source: 1980, 1990, 2000, and 2010 Census. 2014 American Community Survey, 5-Year Estimates. Iowa Department of Education, 2015 – 2016 Iowa Public School PreK-12 Enrollment by Building.



Chapter 4 Land Use

Land use commonly defines where people live and where they work. Existing land use describes how the land is being used today and for what purpose while proposed land use describes how land could be used in the future. This chapter outlines both existing and future land use for the City of LeClaire.

Existing Uses

Land use can be classified into several categories including low-density residential, high-density residential, commercial, industrial, recreation/open space, institutional, and agricultural/not classified.

Residential. The majority of the developed land within the current municipal boundaries is classified as low-density residential development or single-family homes. There is some high-density residential development or multi-family homes such as apartments or duplexes scattered throughout the city. The 2010 Census data shows that LeClaire has 1,468 housing units with an occupancy rate of 88%. Residential development is located primarily west of Highway 67 and northeast of I-80. There is some residential development west of I-80 extending to the corporate limits.

Commercial. Commercial development is located mainly in two areas. The downtown commercial corridor is located along U.S 67 and the Riverfront Levee. It

is considered to be the Central Business District (CBD) with restaurants, antique shops, flower shops, and other assorted specialty shops. Another section of commercial development lies further south along U.S. 67, known as the highway commercial area. It has a grocery store, restaurants, hotel, and other retail outlets.

Industrial. The single largest industrial land use in LeClaire is the quarry located south of Territorial Road and west of Highway 67. The quarry also operates a barge terminal on the east side of U.S.67/Cody Road. Two other parcels of industrial land are located east of North 23rd Street and south of Territorial Road. The LeClaire Industrial Park is the site located farthest south of Territorial Road.

Institutional. Institutional land use includes municipal or other public buildings such as City Hall, the fire station, police station, sewer plant, library, post office, cemetery, schools, churches, and the Buffalo Bill Museum. Institutional land is scattered throughout the community and is discussed further in Chapter 9.

Recreation and Open Space. Recreation and open space within city limits is primarily comprised of four municipal parks. The largest of the four is Huckleberry Park located west of 15th Street. Residents also have access to a public boat launch at the Riverfront



Levee. Programs and facilities are discussed further in Chapter 8.

Agricultural/Not Classified. Agricultural land or land not otherwise classified is used for farming, farmsteads, rights-of-way, open space, and other rural activities. There is approximately two-thirds of the community within the existing corporate limits that is yet undeveloped by the other types of land uses.

Proposed Uses

In outlining proposed future land uses, community leaders in the community asked themselves “What makes a good community and why do people stay here?” In creating the future community, there must be anchors that encourage people to stay. Effective ways to boost long-term residency is to encourage small businesses, home ownership, involvement of families with children, and local clubs/associations to promote civic

involvement, as well as the availability of open space and recreational opportunities. Using the input from the community meetings, focus groups, and Planning and Zoning Commission, proposed land uses have been determined for LeClaire in the next 20 years.

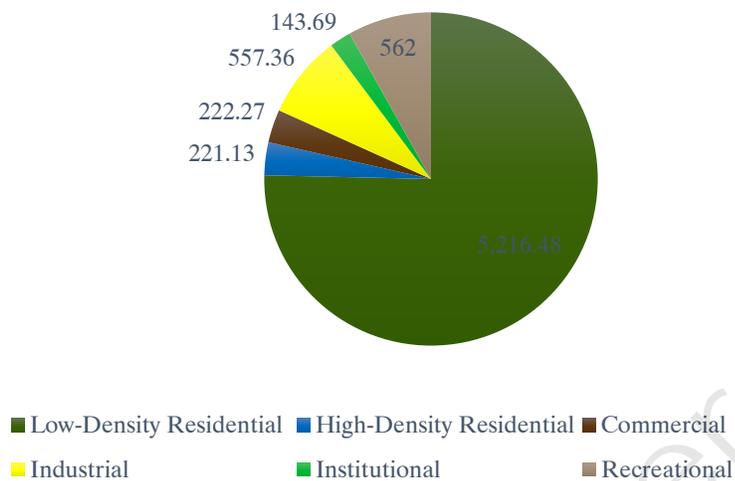
The City of LeClaire will use its extraterritorial review that has been squared off to a logical boundary area to serve as its future planning boundary. The boundary has been established in agreement with communities in proximity to LeClaire, including Bettendorf and Princeton. The proposed future land area amounts to 10.82 square miles. Map 2 and Table 3 illustrate the proposed future land uses and the land area within the future planning boundary.

Table 3 – Proposed Future Land Use

Land Use Classification	Acres	Square Miles	Percent
Low-Density Residential	5,216.48	8.15	75.35%
High-Density Residential	221.13	0.35	3.19%
Commercial	222.27	0.35	3.21%
Industrial	557.36	0.87	8.05%
Institutional	143.69	0.22	2.08%
Recreational	562.00	0.88	8.12%
TOTAL	6,922.93	10.82	100.00%



Figure 3 – Proposed Future Land Use



Note: Land use values and percentages are general and subject to inaccuracies of the base map of used in this comprehensive plan. The base map was created using AutoCad from USGS Digital Ortho Quads and Sidwell Co. Plat Sheets.

Residential. Within the 10.82 square miles of the future planning boundary, low-density residential development will comprise 5,216 acres or 8.15 square miles. Low-density residential development will account for 75.35% of the future community.

The city envisions residential development to occur in and around the existing corporate limits to reasonably provide public infrastructure and services. Service areas are shown on the water and sewer system maps in subsequent chapters. Residential growth is anticipated from 0-5 years in the quadrant southwest of I-80. The community envisions residential growth to occur within 5-10 years south of Holland Street/205th Street as services become more steadily available to this area. The

land north of Holland/205th Street will likely to be served by the City of LeClaire in 10 to 20 years or more. In the northeast corner of LeClaire, immediately south of Territorial Road, low-density residential has been added to the future land use map to plan for future development in this area. High-density residential development will continue to be interspersed throughout the community. It will account for 221 acres or 3.19% of the proposed land area. Some will occur as infill while the other high-density residential development is anticipated to occur near the junior high school and proposed commercial area on the west side of the community.

To address housing revitalization and redevelopment in the older neighborhoods of LeClaire, an Infill



Overlay District is recommended. Where lot sizes are such that they don't meet modern zoning standards, there is a need to make allowances to encourage the highest and best use of the residential land. In the current city zoning regulations, this type of allowance would require a variance from the zoning standards. Overuse of variances in a particular area of the community typically points to a underlying problem with the regulations. To reduce the need for variances while accommodating redevelopment of this part of town and in keeping with its historical nature, the overlay district provides for variation in the criteria for that designated area and can permit site-specific determinations when paired with a discretionary approval process through the Planning and Zoning Commission. The recommended area for this type of district is shown on Map 2.

Commercial. The City of LeClaire envisions improvements to its Central Business District (CBD) and expansion of commercial development along South Wisconsin Street, West 15th Street, and north of I-80. Commercial development will account for 222 acres or 3.21% of the community within the future planning boundary. Citizens of LeClaire value small businesses, which reinforce civic involvement because local owners are invested in the community. This is particularly important to maintain the historical quality of the downtown and its

attraction as a unique tourism destination. Since tourism is central to LeClaire's economy, emphasis in the CBD will be given to establishments that embody the river history, recreation, and specialty shopping, providing the nostalgic feeling of a quaint riverboat community. Redevelopment and infill will be emphasized in the downtown CBD. At community meetings, members of the public strongly recommended an increased usage of the riverfront to offer more amenities that provide a more marina-like ambience. This may include a refueling station for boats, washing and repair facilities, boat ramps, and stores and restaurants that correlate to the marina-like image. It was suggested a potential overlay district be utilized to accomplish this vision. The overlay district would serve as a higher level of regulation that supersedes the existing regulations. In this case, the overlay district would be established as a Marina Boat District. The proposed Marina Boat District has been identified in two different locations, including a small segment along U.S. 67 when first entering LeClaire, and a much larger segment along U.S. 67 beginning just south of downtown and extending north up to the existing corporate limits.

While the downtown CBD will be focused on nostalgia and tourism, the highway/business commercial area between South Wisconsin, West 15th



Street, and north of I-80 will meet community and regional retail, office, and service needs. This area has been identified as the Green Tree Planner’s Development District (PDD). Residents expressed a desire for family restaurants within the community as well as services that may serve everyday needs such as a hardware store. Business parks and/or office complexes are also desired. In both commercial areas of the community, the vision is to increase the tax base of the community for a solid, diversified economy.

Industrial. Within the future planning boundary of LeClaire, industrial development will account for 557 acres or 8.05% of the land area. The quarry is not expected to expand beyond its long range operational boundary as shown Map 2. At the end of its useful life, the quarry will be converted to open space. This is not expected to occur in the next 20 years. The other industrial area proposed for the community will be in the vicinity of the existing industrial park, both east and west of 270th Avenue. Citizens emphasized ultra-light and light industrial development at community meetings. Operations that present a clean, attractive appearance are preferred. This may be accomplished through planned industrial parks or an expansion of the existing one. Similar to the vision for commercial development, industrial development will be important for a solid, diversified

economy in order to support and provide for community infrastructure and services.

Institutional. Institutional land, as previously noted, includes public and semi-public buildings and/or facilities. In the future, institutional land is expected to account for 144 acres or 2.08% of the community. Future public facilities and services are discussed further in a subsequent chapter.

Recreation and Open Space. In the future land use of LeClaire, recreation and open space is expected to amount to 562 acres or 8.12% of the community. Several greenways, linear corridors of open space, and an expansion to Huckleberry Park are envisioned. The Mississippi River Trail (MRT) is also expected to expand all the way to LeClaire. Refer Chapter 8 for details on future parks and recreation opportunities.

Agricultural/Not Classified. To preserve farmland within Scott County, development is encouraged to occur within city limits where public infrastructure and services are readily available. LeClaire recognizes the importance of farmland and its role in the economy. It has identified the extraterritorial boundary as its future service area in cooperation with adjacent communities and Scott County.

In decisions on future land use in the City of LeClaire, community leaders should



review the plan goals and objectives as part of the decision-making process. In particular, the following goals should be examined:

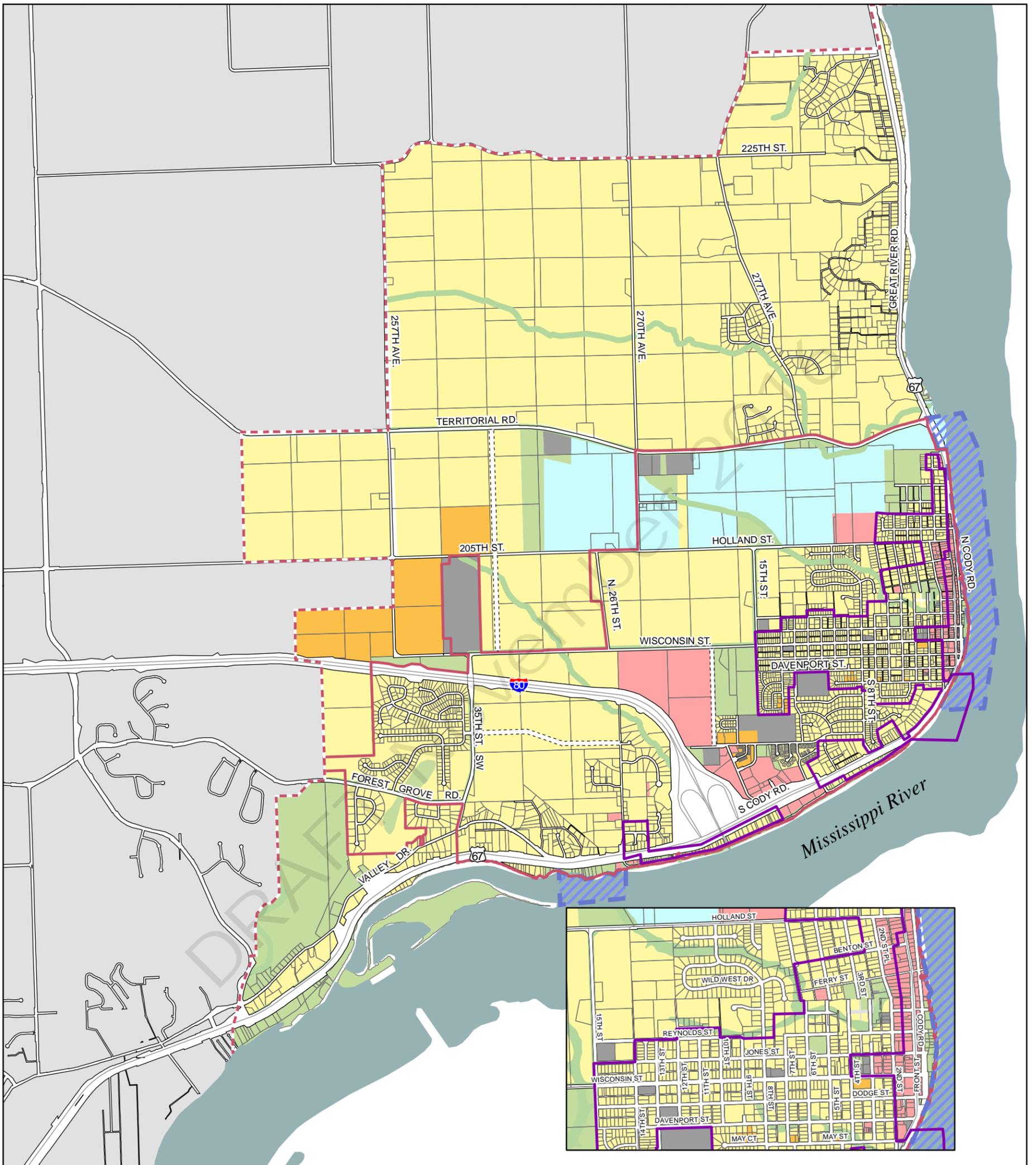
Goal #1 – Land Use

With sensitivity to the environment, promote a variety of land uses that are carefully planned and arranged to provide for a solid, diversified tax base.

Goal #2 – Growth

Manage growth to preserve the scenic, historical setting of the community and maintain a fiscally-responsible level of public infrastructure and services.

MAP 2 City of LeClaire Proposed Future Land Use



Map prepared by:



November 2016

Geographic Sources:

Roads - Scott County GIS (2016)
 Parcels - Scott County GIS (2016)
 City Limits - Scott County GIS (2016)
 Future City Limits - City of LeClaire
 Future Land Use - City of LeClaire &
 Bi-State Regional Commission (2016)

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

5,000 2,500 0 5,000

Feet

Proposed Future Land Use	Other Geographic Features
 Low Density Residential	 Existing City Limits
 High Density Residential	 Future City Limits
 Commercial	 Existing Street and Highway Right-of-Ways
 Industrial	 Proposed Streets
 Institutional	 Parcels
 Recreation/Open Space	 Area Outside of LeClaire City Limits
 Proposed Marina District	 Rivers and Lakes
 Infill Development Area	



Chapter 5 Water System

Existing System

In late 2003, the city connected into the Iowa American Water Company system for water distribution and treatment. Iowa American Water Company is a private water company serving the greater Iowa Quad Cities Area. The connection occurs along Forest Grove Road from Middle Road to 35th Street, approximately 31,000 lineal feet of 16-inch main water line. The connection will follow 35th Street north to Wisconsin then east and tie into the existing system at 15th Street. The July 2000 *Water System Study* by Raymond-Beling, Inc. can be referenced for the planned water system details.

The water treatment capacity amounts to 30 million gallons per day (gpd). The average demand on the system is 22,600 gpd. There are 1,718 water customers who pay \$36.33 per month for 4,000 gallons of water.

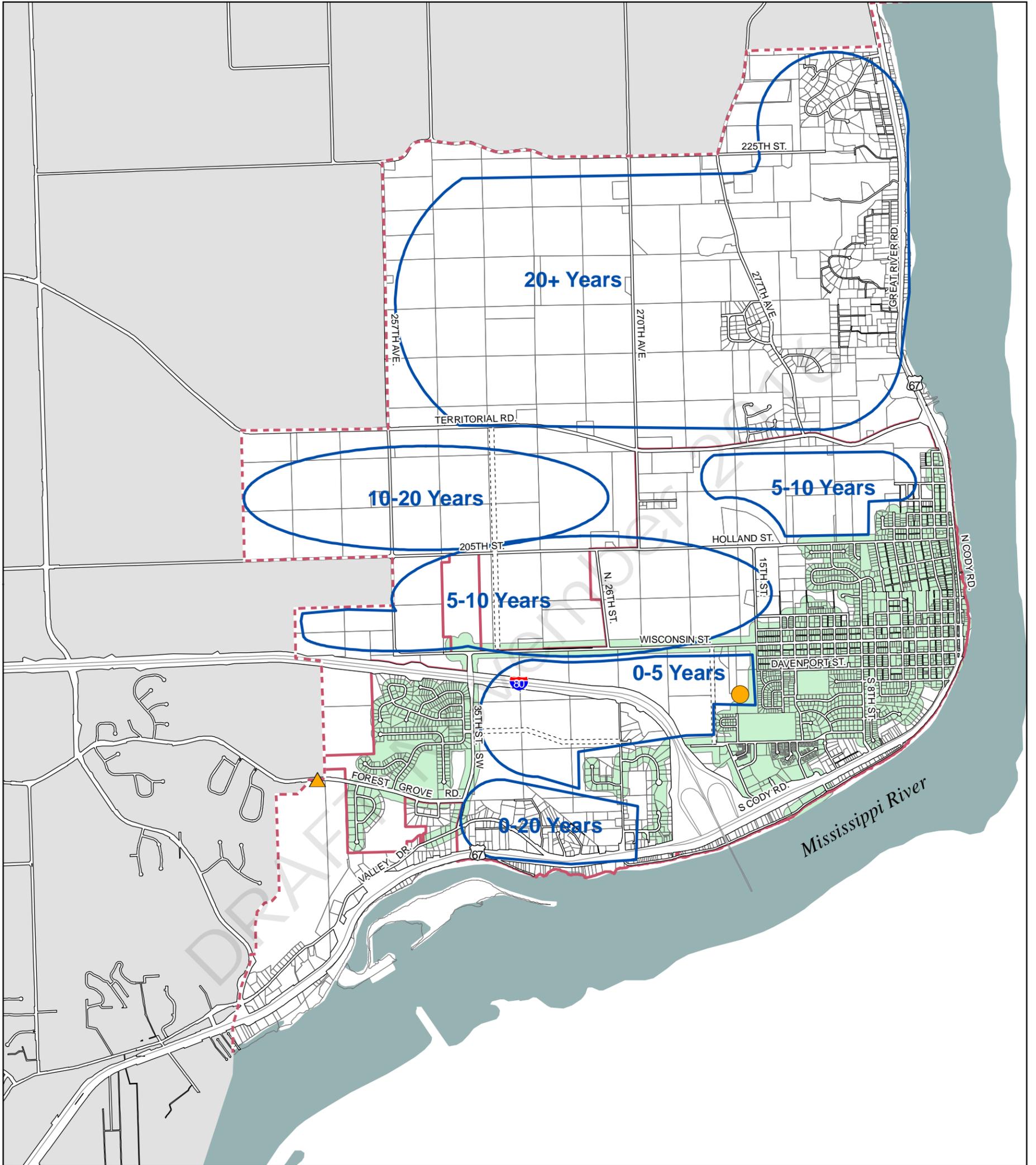
Proposed System

Map 3 outlines where other water main improvements or extensions will occur, along with the proposed timeframe when the city is likely to serve areas within the future planning boundary. These areas

are similar to projected sewer line expansion, with a predicted 0-5 year timeline to expand south of I-80 and east of 35th Street, and a 5-10 year timeline to expand north of Wisconsin Street and Holland Street. In 10-20 years, water infrastructure is estimated to expand north of 205th Street and west of North 23rd Street. After 20 years, sewer lines are projected to expand north of Territorial Rd and east of 257th Avenue. Neighborhoods will shift voluntarily to the public water system as their private water systems become obsolete or fail.

One common theme expressed in facilitated focus groups was the possibility of expanding water infrastructure northwest of LeClaire's city limits, particularly around 205th Street and North 26th Street, as that area may be suitable for prospective industrial or commercial interests. However, before outfitting nearby land for anticipated service, the city will need additional engineering analysis of its water distribution system in both the 10 to 20-year service area and the over 20-year service area.

MAP 3 City of LeClaire Water System



Map prepared by:



November 2016

Geographic Sources:

Roads - Scott County GIS (2016)
 Parcels - Scott County GIS (2016)
 City Limits - Scott County GIS (2016)
 Future City Limits - City of LeClaire
 Existing & Future Water System - City of LeClaire & Bi-State Regional Commission

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Water System Service Area

- Existing Water Service Area
- Future Service Area
- Elevated Storage
- Iowa American Water Interconnect

LEGEND

Other Geographic Features

- Existing City Limits
- Future City Limits
- Existing Street and Highway Right-of-Ways
- Proposed Streets
- Parcels
- Area Outside of LeClaire City Limits
- Rivers and Lakes



Chapter 6 Sewerage System

Existing System

The City of LeClaire owns and operates a municipal sanitary sewerage system. The treatment plant was constructed in 1984 and it is located at 1800 Iowa Drive. In the summer of 2011, LeClaire spent \$8 million on a sewer plant expansion to increase processing capacity and purchase new components, including a new headworks building, treatment tanks, a sludge processing building, an ultraviolet disinfection building, and a garage addition. Additional lift stations were built along the north and west of the city, and new sewer lines have extended to suburban neighborhoods north of Pebble Creek Golf Course, and south of Holland Street.

The treatment plant uses a secondary treatment system. The average sewer capacity is 500,000 gallons per day, and the maximum sewer capacity is 2,500,000 gallons per day. As of August 2016, there were 1,902 sewer customers in LeClaire. Customers pay \$16.80 for 500 gallons of sewer usage, and then \$1.80 for each additional 500 gallons.

The sewer lines range in size from four to twelve inches in diameter. A majority of the sewer lines are eight inches in diameter along the residential streets. Gravity lines serve the vast majority of the community. Force mains are located along U.S. 67/Cody Road, Eagle Ridge

Road to the treatment plant, and along Holland Street to the industrial park. The force main serving the industrial park has a four-inch diameter. All of the other force mains are 12 inches. Lift stations are located in seven places along U.S. 67, Canal Shore Drive, at the end of Trent Street, at the west end of Ferry Street, along North Cody Road, at the east end of Forest Grove Drive, and near the LeClaire Public Works Garage.

Proposed System

For planning purposes, future population and employment estimates were developed using input from elected officials and city staff in LeClaire. Based on this analysis, the number of households are projected to increase by 17% from 2010 to 2025, and by a total of 39% from 2010 to 2045. These figures are based on Traffic Analysis Zones (TAZs) that surround and encompass LeClaire, and may not match up exactly with the city's boundaries. Nonetheless, the growth predicted for LeClaire will require expanded sewer infrastructure in the form of additional force lines, gravity lines, and lift stations, depending on the slope and geography of the housing developments.

The sewer expansion built in 2011 was designed to meet the city's growth needs until the year 2031. New housing development, and the requisite sewage lines, are projected to occur east of 35 Street SW in the next five years, and



above Wisconsin Street and Holland Street in the next 5-10 years. Likewise, the inevitability of additional growth around Interstate 80, and the corresponding off-ramp into LeClaire, was a common theme expressed in public focus groups. In 10-20 years, sewer infrastructure is estimated to expand north of 205th Street and west of North 23rd Street. After 20 years, sewer lines are projected to expand north of Territorial Rd and east of 257th Avenue. Map 4 illustrates the existing and future sewer system service areas in detail.

In efforts to communicate upgrades and improvements to the sewer system in the future, community leaders should consider public education as a component of this process. Decision-makers should also review the plan goals and objectives as part of this process. Goals related to growth, leadership and investment, and interagency/intergovernmental cooperation should be examined for consistency with any proposed improvements.

Storm Water Management

The primary objectives of storm water management are to:

- minimize water quality degradation
- minimize downstream channel erosion and habitat loss

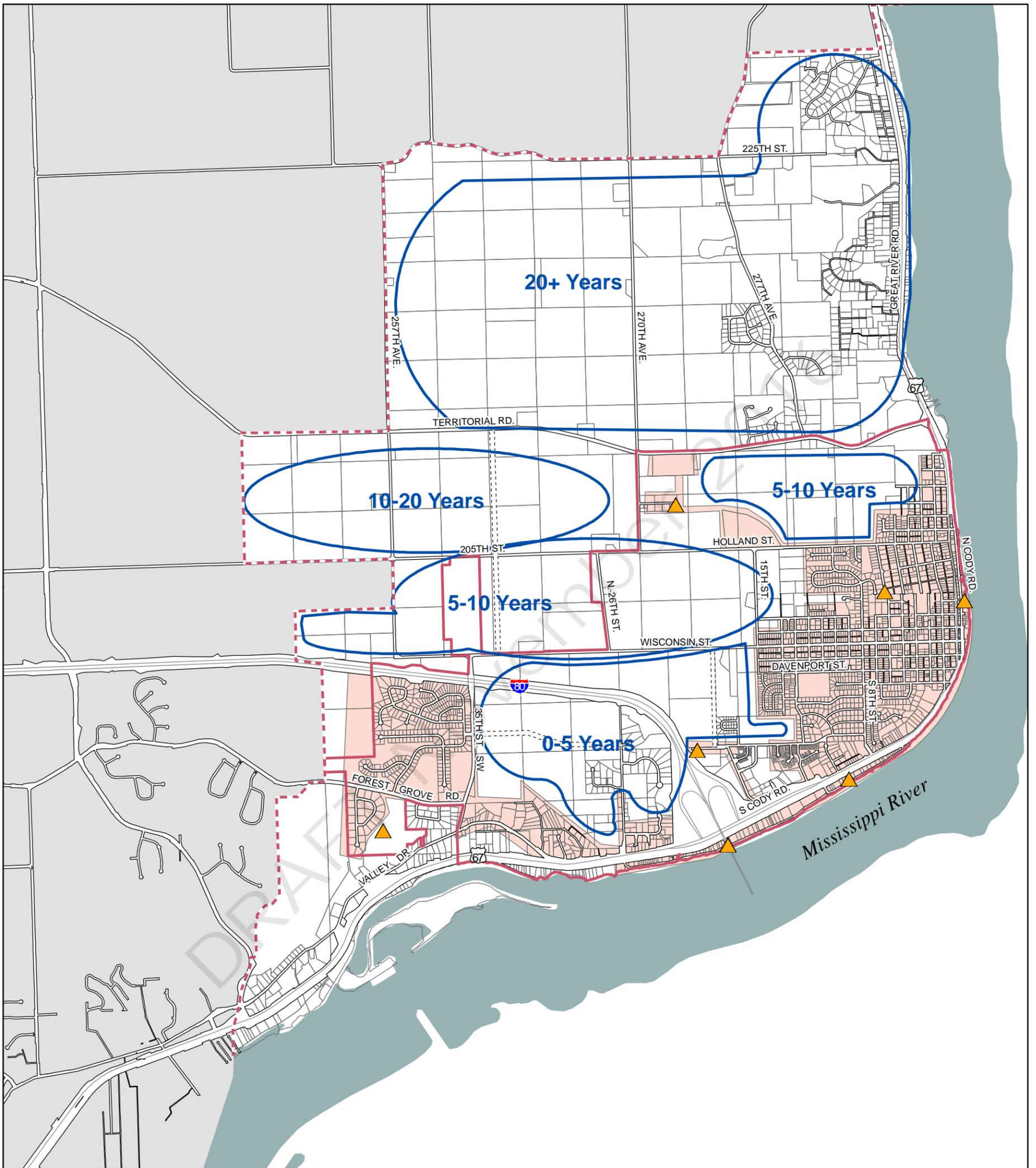
- maintain natural base flows and groundwater recharge
- prevent increases in downstream flooding
- provide opportunities for multiple use of drainage
- provide for an economical, safe, aesthetic, and socially-acceptable drainage within new developments²

In the City of LeClaire, storm water is handled by either drainage swales and ditches or curb and gutter systems. There are no storm water detention areas developed within the community today.

A storm water management study was completed at the end of FY2003 to address the Phase II National Pollutant Discharge Elimination System (NPDES) requirements. The study examined drainage as well as existing and proposed storm water facilities. NPDES is a permit program by the EPA that helps regulate discharge from publicly-owned wastewater treatment facilities as well as storm water discharges. In 2006, Ordinance #672 addressed the NPDES permit program and established an updated regulatory framework for the city's storm sewer system.

² *Illinois Urban Manual on Storm Water Management*

MAP 4
City of LeClaire
Sanitary Sewer System



Map prepared by:



November 2016

Geographic Sources:

Roads - Scott County GIS (2016)
 Parcels - Scott County GIS (2016)
 City Limits - Scott County GIS (2016)
 Future City Limits - City of LeClaire
 Existing & Future Sanitary Sewer System - City of LeClaire & Bi-State Regional Commission (2016)

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.

Sewer System Service Area

- Existing System Area
- Future Service Area
- Lift Stations

LEGEND

Other Geographic Features

- Existing City Limits
- Future City Limits
- Existing Street and Highway Right-of-Ways
- Proposed Streets
- Parcels
- Area Outside of LeClaire City Limits
- Rivers and Lakes



Chapter 7 Transportation System

Existing System

Highways/Roads. A federal interstate, a U.S. highway, and numerous local roads serve the City of LeClaire. The Iowa Department of Transportation classifies roads according to their function. Roads functionally classified as interstate, primary arterial, or collector are eligible for federal funding. LeClaire has eight roads that meet this federal eligibility requirement: I-80, Highway 67, Territorial Road, Wisconsin Street, 35th Street, Forest Grove Drive, 270th Avenue, and Valley Drive. Map 5 shows federal functional classification of roads and average daily traffic (ADT) counts using 2010 data. Road classification and ADT is provided by the Iowa Department of Transportation (DOT). Interstate 80 bisects LeClaire with on-off ramps accessible at Highway 67. I-80 runs coast-to-coast linking LeClaire with Des Moines, Iowa to the west, and Chicago, Illinois to the east. The average 2010 daily traffic count (ADT) on I-80 is highest at the Mississippi Bridge crossing at approximately 33,000 vehicles per day.

U.S. 67, a primary arterial, runs north-south throughout the length of the city. The roadway has two lanes from Territorial Road past Eagle Ridge Road. West of Eagle Ridge Road, it becomes a four-lane facility to the Iowa Quad Cities. ADT counts range from 5,400 to 10,600

vehicles per day with higher counts located near the ramps of the interstate. U.S. 67 is locally known as Cody Road. At multiple community meeting, residents expressed concern about the heavy truck traffic at the north edge of the community on U.S. 67. Wisconsin Street, a collector, has traffic counts that range from 610 to 1,510 vehicles per day, while 35th Street, another collector, ranges from 860 to 940. On Territorial Road near the quarry, the traffic count is 1,160 vehicles per day. All ADT counts are collected from the Iowa DOT using 2010 data federally classified roads where the DOT has placed traffic counts.

Rail/Transit. In addition to roadways, LeClaire is accessible to other transportation facilities such as rail, bus and air. DM & E is a class II regional railroad carrier operating more than 2,500 miles of track. It extends between Minneapolis/St. Paul, MN, Chicago, IL, and Kansas City, MO; and from Rapid City, SD to Winona, MN, located on the Mississippi River. The major rail route converges at the Quad Cities Intermodal Terminal on Rolff Street in Davenport. Currently, passenger rail service is not available from LeClaire. The nearest Amtrak service is in Kewanee, Illinois.

In addition to these passenger services, commercial intercity bus service in the Quad Cities is available through



Burlington Trailways and Greyhound Bus Lines. The Davenport Ground Transportation (GTC) and Moline's Centre Station are two convenient boarding locations in the urbanized Quad Cities Area. The city is not served by a fixed-route transit system, but does have service that covers all of Scott County and is available to LeClaire's residents via River Bend Transit, Inc.

Air. LeClaire has two different options for air service. The Quad City International Airport, a commercial airport, is located in Moline, Illinois. It is a full-service airport serving commercial aviation for eastern Iowa and western Illinois. It is the third busiest airport in Illinois. The number of passengers using the Quad City International Airport increased 9% between 2002 and 2014, although enplanements have decreased since 2007. Airlines serving the airport include Allegiant Air, American Airlines, Delta Airlines, and United Airlines. The Davenport Municipal Airport, a general aviation airport, is located in northern Davenport, Iowa providing basic transport with a full instrument landing system (ILS). The ILS runway is 5,500 feet long, while the secondary runway is 4,001 feet. Recently, the City of Davenport finished an analysis of the facility that recommended various airport improvements. There are 104 based aircrafts at the Davenport Municipal Airport, according to the Iowa Aviation

System Plan 2010-2040 and 46,800 operations in 2010.

Bicycle/Pedestrian Facilities. LeClaire is located along a multi-purpose trail, the Cody Trail. The trail is 25.5 miles in length connecting LeClaire and Eldridge. Developed for the 1996 Iowa Sesquicentennial, it links historical sites, such as Long Grove Church and cemetery, the Buffalo Bill Cody Homestead, and the Buffalo Bill Museum. In addition to this trail, there is a network of sidewalks throughout the community. However, there are several locations in the community where sidewalks either do not exist or are in need of repair. At community meetings it was mentioned that the bike path and sidewalk be increased to encourage connectivity throughout the community. Development of sidewalks from the middle school to the downtown area and along Wisconsin Street were suggested as prioritized projects. Installing a pedestrian crosswalk in the downtown was also highly recommended to ensure safety and ease of accessibility for individuals with disabilities and the elderly populations.

Proposed System

Transportation is an important part of a community for the movement of people and goods. The City of LeClaire is part of the Quad Cities Metropolitan Planning Area and participates in the Quad Cities Metropolitan Planning Organization



(MPO) Transportation Technical and Policy Committee meetings through a small community representative. As part of the Urbanized Area, LeClaire is included in the *Quad Cities Long Range Transportation Plan*, a twenty-five year long range plan identifying transportation project needs in the Quad Cities Metropolitan Planning Area. LeClaire is also included in the *Quad Cities Urbanized Transportation Improvement Program (TIP)*, a document that programs federal, state, and locally-funded projects either in full or in part in four-year increments. Additionally, local transportation projects, both major and minor, are recommended to be part of a City Capital Improvement Program (CIP) where transportation priorities are identified by location, project description and year of implementation.

The *2045 Quad Cities Long Range Transportation Plan* projects traffic volumes on I-80 in 2045 at approximately 48,000 vehicles per day at the Mississippi River crossing. Discussions are underway on replacement of the I-80 bridge over the river. The Iowa Department of Transportation is studying the feasibility of expanding I-80 from the Illinois border west, and with consideration of six-lanes through the Quad Cities Metropolitan Planning Area.

East of I-80 on U.S. 67/Cody Road, traffic is projected to be 13,300 vehicles per day. In the past, discussion of a new river

crossing between Bettendorf and East Moline has been outlined with no further action taken. Further feasibility studies and acquiring of funding sources would be necessary to complete such a large project. The potential bridge crossing would eliminate the nine-mile gap existing between the current I-74 Bridge and I-80. The *2045 Quad Cities Long Range Transportation Plan* recommended a major investment study of highway and rail bridges between I-280 and I-80 to determine what would be feasible for improvements.

Major Arterials. In anticipation of future growth and development, many residents expressed the need for more efficient travel that would connect LeClaire with Bettendorf. This would entail paving Holland Street/205th Street all the way to Indiana Avenue, which eventually connects to I-80 at the Middle Road interchange. This would allow residents a “backdoor” entrance to the City of LeClaire and would provide yet another accessible route into the city. Although 205th Street is not a major arterial road, the project is anticipated to provide improved access to the City of LeClaire and provide ease of congestion on I-80 and U.S. 67/Cody Road. The project would require communication and coordination with Scott County and City of Bettendorf staff, and will need to be included in the *2045 Quad Cities Long Range Transportation Plan* in order to



receive future federal funds. Discussions regarding a truck by-pass of U.S. 67 was discussed in the public input meetings. A project of this magnitude would require further study. In the interim, it is suggested that the city request an engineering analysis of U.S. 67 through the downtown to help relieve conflicts between non-motorized and vehicle traffic.

Minor Arterials. While residents were satisfied with vehicular travel from LeClaire to other destinations, many residents expressed frustrations with travel within the community. One major concern noted was the congestion on U.S. 67 due to a high volume of truck traffic. It was proposed that the concrete pavement of Holland/205th Streets may allow for an alternative route for commercial trucks once completed. This would allow smoother travel in the downtown area for LeClaire's residents and visitors. Other truck route designations include U.S.67 to 35th Street or accessing the downtown area via Territorial Road. Other road improvements mentioned by members of the public include addressing the merging of 8th Street in the downtown area, and developing complimentary roads to access the newly constructed office space and retail in the Green Tree Planner's Development District (PDD).

The *2045 Quad Cities Long Range Transportation Plan* has identified two

future roadway projects to be completed in LeClaire during the 2026 and 2045 timeframe. As strongly encouraged by members of the public, paving Holland Street from Cody Street to the western city limits has been recognized as a prioritized local roadway project. The second local roadway project is also slated for the 2026 to 2045 timeframe and includes the widening and development of sidewalks on Sycamore Drive from Thornwood Lane to I-80. Both projects have been identified in the plan as prioritized needs with an estimated project cost, but have not yet acquired the necessary funding. To facilitate intercity connections, Map 5 shows new roadways to connect Wisconsin Street to 205th/Holland Street near the junior high school. While there was interest in extending Forest Grove Drive east of 35th Street SW in the 2002 Comprehensive Plan, there has been development that limits this option, so a connection north between 35th Street SW and Sycamore is proposed.

Furthermore, residents recommended the idea of implementing a standard street improvement plan to assist with prioritizing necessary upgrades. It was suggested to begin by focusing on preserving older streets and surrounding infrastructure.

Bicycle/Pedestrian Facilities. Trails are multi-purpose corridors located within greenways; parks and natural resource



areas; or roadway rights-of-way that emphasize harmony with the natural environment, allow relatively uninterrupted movement along a corridor, tie various parks, recreation areas and communities together, and reduce potential vehicular traffic. In addition to the existing Cody Trail, LeClaire is part of a proposed Upper Mississippi River Trail (MRT), which will be accessible to parks, other trails, and scenic overlooks of the Mississippi River from the Quad Cities north to Lake Itasca in Minnesota and south to the Gulf of Mexico, spanning the length of the Mississippi River shoreline. Currently the trail extends to the City of Riverdale. Planning and development efforts will continue to extend the MRT through the east side of Bettendorf, LeClaire, and Princeton to the Scott-Clinton County line. Locally, the trail will extend from the Duck Creek Parkway at the Bettendorf/Riverdale border north through LeClaire. A detailed alignment will be needed to identify the trail along the riverfront in LeClaire's existing and proposed limits. There are several linear greenways identified in the community, which may lend themselves to future trails. Refer to Chapter 8 for details on these features.

Pedestrian travel within the community was a concern expressed by residents during the public input process of this plan. Lack of sidewalks and limited

accessibility to schools was indicated as needing further examination to allow for the improvement of travel within the community for pedestrians. This can be accomplished by developing a sidewalk network improvement program to access existing conditions and outline priority improvements. A well-developed multipurpose trail and pedestrian network has a decisive impact on attracting people and businesses to a community. They enrich the quality of life by promoting active lifestyles, improving health through physical activity, and improving air quality by promoting alternatives to motor vehicles. Residents also expressed the need for the installment of an ADA-accessible crosswalk downtown. This would aide in ensuring safety for pedestrians on U.S. 67/Cody Road through the downtown area, which has a high volume of vehicular travel.

Other Modes/Alternatives. In addition to the current passenger rail service available in the Quad Cities Area, LeClaire will have close access to the new passenger rail stop that will be located at the Quad Cities Multi-Modal Station site, located in downtown Moline, Illinois. The newly developed passenger rail service has plans to travel from Chicago, Illinois to the Quad Cities. In the future, the project is proposed to link all of the way to Omaha, Nebraska.



Additionally, at community meetings, residents have encouraged the implementation of a seasonal ferry to be utilized for recreational use as well as a transportation option to travel to Port Byron, Illinois and to the different downtowns of the Quad Cities Metropolitan Planning Area.

Community leaders should review the plan goals and objectives when making decisions on future transportation in the City of LeClaire. In many instances, there may also need to be intergovernmental coordination with surrounding communities to ensure consistency, regional connectivity, and seamless motorized and non-motorized travel. In particular, the following goals should be examined:

Goal #1 - Growth

Manage growth to preserve the scenic, historical setting of the community and maintain a fiscally responsible level of public infrastructure and services.

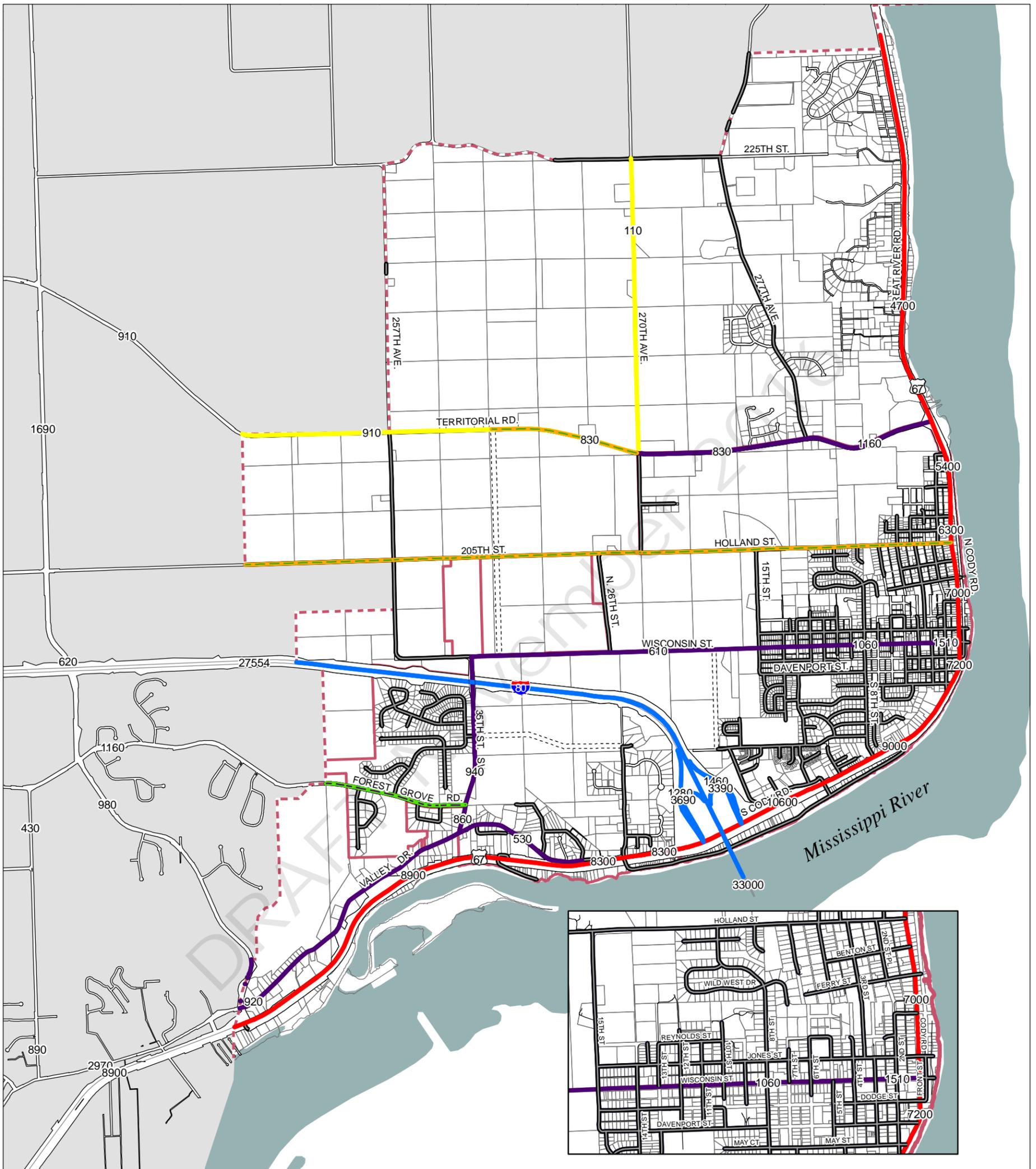
Goal #2 – Leadership and Investment

Support responsible, fiscally sound decision-making and investment within the community to provide quality public infrastructure and services and promote community development.

Goal #3 – Cooperation and Coordination

Improve interagency, intergovernmental, and intra-city cooperation and coordination between local groups and organizations and local, state, and federal agencies and governments.

MAP 5 City of LeClaire Transportation System



Map prepared by:



November 2016

Geographic Sources:

- Roads - Scott County GIS (2016)
- Parcels - Scott County GIS (2016)
- City Limits - Scott County GIS (2016)
- Future City Limits - City of LeClaire
- Road Classification and Traffic Counts - Iowa DOT (2014)

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.



Federal Functional Classification of Roads

- Interstate
- Other Principal Arterial
- Major Collector
- Minor Collector
- Local

- 1234 2010 Average Daily Traffic
- Reconstruction Projects
- Proposed Trail

LEGEND

Other Geographic Features

- Existing City Limits
- Future City Limits
- Existing Street and Highway Right-of-Ways
- Proposed Streets
- Parcels
- Area Outside of LeClaire City Limits
- Rivers and Lakes



Chapter 8 Recreational Facilities/Programs

Existing Facilities/Programs

Facilities. LeClaire has four municipally-owned parks: Hollyhock Park (2.0 acres), Scout Park (2.0 acres), Huckleberry Park (15 acres), and the LeClaire Veterans Memorial Complex (1.5 acres). Hollyhock Park is located near 5th and Jones Streets. The park offers playground equipment such as swings, slides, and monkey bars as well as a covered area with picnic tables. Scout Park on Oak Street also has playground equipment, a scenic overlook, covered gazebo, and picnic tables. Huckleberry Park located north of Glendale Cemetery is composed mostly of open space for general recreation and is planned for development. The city will need to determine the types of amenities that correlate with the resident's desires. Redevelopment of Huckleberry Park will require a concept design plan and the procurement of funding prior to construction. LeClaire Veterans Memorial Complex is located next to City Hall and provides residents with three baseball fields. Map 6 identifies the various recreation facilities.

The Recreation Center is located at 429 N 3rd Street, and the LeClaire Parks and Recreation Commission is responsible for the activities. The facility contains a gym and weight room. The weight room may be accessed 24 hours a day, 365 days a year with an electronic pass key. Residents may

purchase monthly or annual individual or family passes. The center can be rented for special events, and members can use the gym whenever it is available. Other opportunities available include Zumba, youth soccer, youth volleyball, adult basketball, adult volleyball, and Tiny Tot Playtime for preschool-aged children. Throughout various community meetings, the public identified that the center's facility and equipment needs to be updated to cater to the growth of the community. Further discussion from members of the public recommended a community and/or region-wide fitness and activity center. This would include indoor soccer fields, basketball courts, a fitness center, and activities for children, amongst other health-related amenities. A feasibility study and discussion with neighboring cities would be required to identify the most practical location and selected amenities. The development of this type of facility would most likely take place in the long-term.

There are other recreational opportunities for residents beyond the municipally owned parks. Located 2.5 miles north of LeClaire at 23200 U.S. 67/Great River Road, Olathea Golf Course is a par 36, nine-hole golf course. LeClaire also has a golf course of their own, Pebble Creek Golf Course, located at 3851 Forest Grove Drive. It is a nine-hole golf course that is



open to the public with weekly leagues. There is also an even center at Pebble Creek called the Black Watch Room that hosts special events and business meetings.

The Cody Trail, a multi-purpose trail, is 25.5 miles in length and is named after “Buffalo” Bill Cody. The Cody Trail begins in Eldridge and ends in LeClaire, and is a tour of rural Scott County. The signed trail meanders through rural communities and passes the Cody Homestead south of McCausland to tell the story of Scott County heritage. There are two designated historical stops within the LeClaire city limits. One of these stops is the Buffalo Bill Museum. This site also offers a tour of the historic Lonestar Riverboat. The riverboat, built in 1869, remains the last example of the wooden hulled workboats.

Another recreation area that serves the community is the Riverfront Levee located near the downtown Central Business District. The Twilight Victorian steamboat is located on the Riverfront Levee. It runs two-day cruises from LeClaire to Dubuque, Iowa and one-day cruises from Dubuque to Guttenberg, Iowa, providing guests with a program of river history and live entertainment. The city maintains a public boat launch on the riverfront levee. There are two privately-owned marinas including Captain’s Quarters Dry Stak Marina at 1211 Canal Shore Drive and Green Gables Marina at 2315 Canal Shore Drive SW. There is also

one boat and boating equipment sales business, Grace Marine, located at 905 Eagle Ridge Road.

During community meetings, the idea of providing more recreation amenities for families in the downtown area and riverfront was advocated. This would provide shopping and dining opportunities along with recreational activities for children. Some members of the public were supportive of a water taxi/ferry connecting LeClaire to the Quad Cities. Again, a feasibility study would be necessary to identify the need of such a project.

Programs. In addition to facilities, the City of LeClaire offers numerous programs and activities that utilize municipal parks and recreation areas. The LeClaire Bald Eagle Watch takes place the first weekend in January. Outdoor viewing occurs at Lock and Dam 14. In August, the Great River Tug Fest on the LeClaire riverfront levee attracts around 10,000 spectators and participants. The unique annual tug of war across the Mississippi River between LeClaire and Port Byron includes a festival with fireworks, a parade, games, crafts, a 5k walk/run, food and craft vendors, a children’s tug, and entertainment. On the second Sunday in October, there is the LeClaire Apple Fest at the LeClaire levee on the river. Community members can sample a variety of apples, apple products, and ciders brought by a variety of vendors from local



orchards. Approximately 2,000-3,000 people come to the festival, which includes a bake sale and entertainment. During the first weekend of December, stores and bazaars open with holiday merchandise, luncheons, carriage rides, caroling, window display contests, and breakfast with Santa.

Proposed Facilities/Programs

During the community meeting in January 2016, it was suggested that LeClaire park and recreation increase its budget to better fit the growing needs of the community. This would include increasing open space and bike and pedestrian paths in LeClaire. Also, many expressed the need for better park equipment and youth activities such as a sports complex, aquatic center, new baseball park, and basketball courts. Larger or potentially regional facilities may benefit from coordination with neighboring communities, such as Bettendorf. Residents strongly encouraged that more amenities become available that cater to families with children and to provide more youth sports opportunities. The riverfront was recognized as a strong asset to the community. Potential amenities could further strengthen its use with kid-friendly activities available downtown such as a small park or splash pad, a dog park, bandshell, installment of new boat docks, and an overall expansion of the riverfront to the north. Implementation of a Marina Boat District was suggested to further utilize LeClaire's riverfront. With this

development, it would provide community members with better river access, increase business development on the riverfront, and encourage community pride and use of the riverfront. Other recreational opportunities that were strongly encouraged include the development of community gardens and promotion of the public library.

Planned Facilities. In 2009, the city completed the *Proposed Master Plan for the LeClaire Riverfront Levee* prepared by Bracke.Hayes.Miller.Mahon, Architects. The plan outlines priority rankings of identified projects for the LeClaire Riverfront Levee as well as estimated costs of each project. The plan consists of a visual displaying the location of the suggested projects in relation to the Riverfront Levee. Prioritized projects include land acquisition to expand the levee to the north, the enhancement and renovation of existing pavilions, the construction of a new gazebo at the south end of the levee, landscaping and lighting, a new bandshell at the north end of the levee, a scenic overlook, seating area, pathway to Cody Road, and a scenic bike trail that is part of the Mississippi River Trail (MRT). With a recommendation for a riverfront access or marina overlay district to be developed, it is recommended that the master plan for the riverfront be revisited. As noted in Chapter 7, a riverfront trail is proposed to connect LeClaire to Bettendorf and



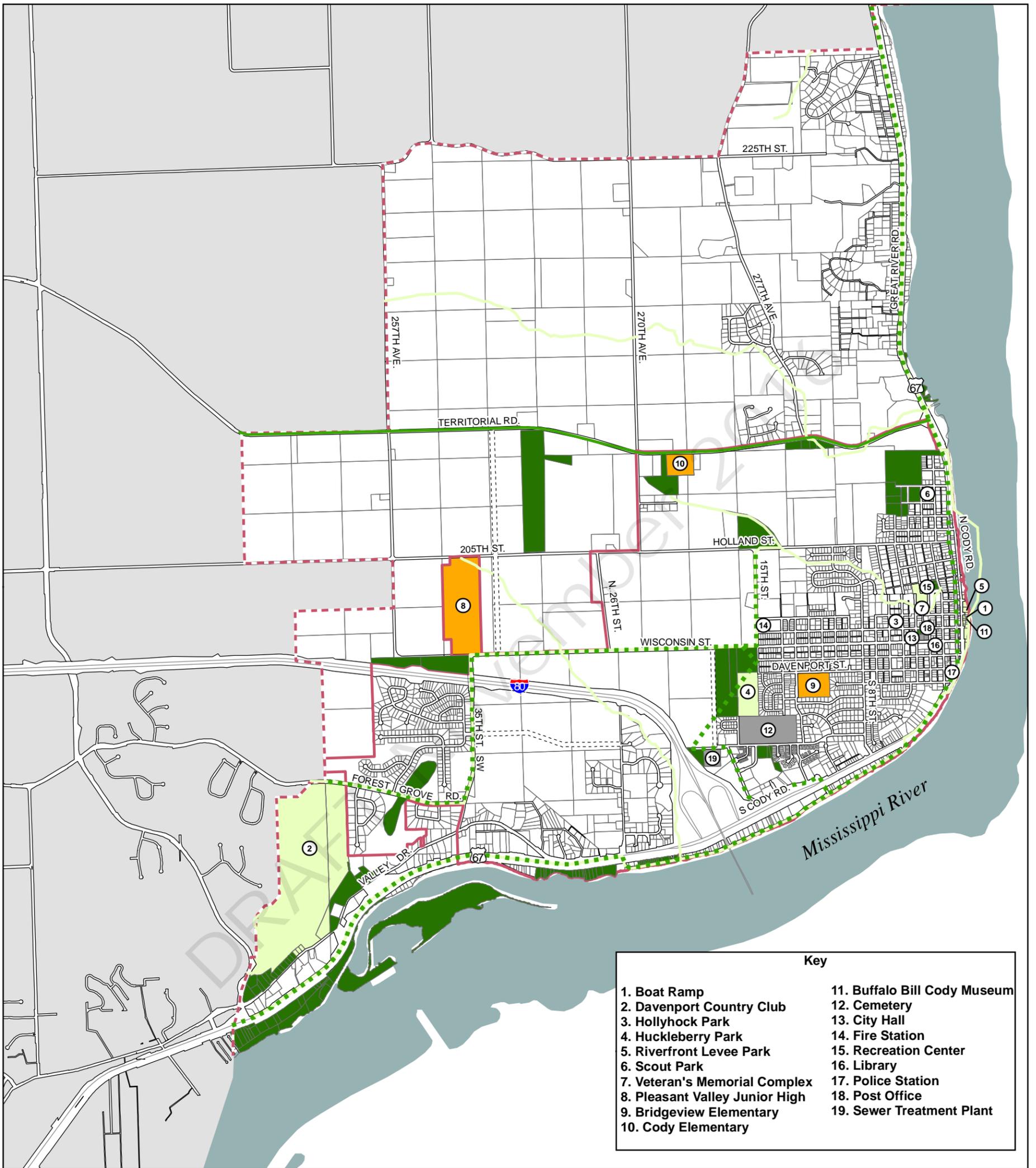
Princeton as part of the nationally recognized MRT. Engineering efforts and the future trail's pathway have been selected, but the project has not yet secured full funding and final design.

Future Facilities. Beyond these planned improvements, the future land use map identifies additional open space, and park areas envisioned in the community. Residents have stressed at community meetings and focus groups a need for more youth activities and recreational opportunities for young families. Members of the community have recognize the need to provide a variety of year-round and affordable recreational opportunities. Based on the land use plans, Huckleberry Park is proposed to be expanded. Open space is proposed to buffer a number of the industrial areas of the community, including around the existing quarry and in the proposed industrial area west of the existing industrial park. Open space is planned in a number of areas along the riverfront. National guidelines for parks and recreation recommend for 10 acres of park land per 1,000 population. The future land use plans for recreation in LeClaire identifies 562 acres, which is much greater than the suggested guidance for parks nationally. With future recreation development outlined by the future land use map, there may be a need for the creation of a park and recreation master plan to identify detailed park acquisition,

development, and programming plans. With the growth of parks and recreation in the city, LeClaire should strengthen its City Parks and Recreation Commission with full-time staff. Staff would oversee park maintenance, development, and recreational programming. Development of a parks and recreation master plan will help focus priorities and develop strategies for implementation related to the public input received in this planning process. A parks and recreation director position was recommended in the *August 2016 Citywide Operational and Service Level Analysis* to help foster the facilities and programs desired by citizens.

Decisions for improvements and future recreation facilities and programs should be consistent with the comprehensive plan goals related to land use, growth, recreation, leadership and investment, coordination and cooperation, as well as community image. As noted previously, there must be anchors that encourage people to stay. Open space and the development of recreational opportunities encourages new families to move to the community and retains residency for individuals and families already living in LeClaire. Recreation through city parks and programs promotes healthier lifestyles, civic involvement, increases community pride, and improves the overall quality of life for LeClaire residents.

MAP 6 City of LeClaire Recreation and Public Facilities



Map prepared by:



November 2016

Geographic Sources:

Roads - Scott County GIS (2016)
 Parcels - Scott County GIS (2016)
 City Limits - Scott County GIS (2016)
 Future City Limits - City of LeClaire
 Existing and Proposed Parks & Recreation Features - City of LeClaire & Bi-State Regional Commission (2016)

Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying levels of accuracy. Bi-State Regional Commission disclaims all responsibility for the accuracy or completeness of the data shown hereon.



LEGEND	
Recreation and Public Facilities	Other Geographic Features
 Existing Parks and Recreation Areas	 Existing City Limits
 Future Parks and Recreation Areas	 Future City Limits
 Existing Public Facilities	 Existing Street and Highway Right-of-Ways
 Schools	 Proposed Streets
 Recreational Trail	 Parcels
 Greenways	 Area Outside of LeClaire City Limits
 Proposed Recreational Trails	 Rivers and Lakes



Chapter 9 Public Infrastructure/Services, Finance, Intergovernmental Relations, and Image

Existing Infrastructure/Services

Public Buildings. LeClaire provides a wide variety of public infrastructure and services. Existing municipal buildings include City Hall, police station, fire station, public works building, and sewage treatment plant. City Hall is located at 325 Wisconsin Street. The police station is now located at 306 South Cody Road. The fire station is located at 201 North 15th Street. The sewer treatment plant and Public Works Garage is located at 1800 Iowa Drive. LeClaire’s City Hall, public library, fire station, police station, and Public Works Department are all new facilities that were completed between 2002 and 2005.

Other institutional buildings and facilities include: the U.S. Federal Post Office, Buffalo Bill Museum, Chamber of Commerce, library, and three public schools. The post office is located at 310 Jones Street. The majority of the community is served by home delivery.

The public library is managed by a library board and located at 323 Wisconsin Street. The library is open 51 hours per week and is closed on Sundays. The library was established as an independent municipal library on July 1, 2004.

The Buffalo Bill Museum is located at 199 North Front Street and contains artifacts, historical memorabilia, and exhibits on the Mississippi River. According to the Quad City Times, as of April 2016, the museum hosts over 20,000 visitors annually.³ Additionally, Antique Archaeology, the headquarters for the History Channel’s television series “American Pickers,” is located downtown at 115½ Davenport Street. The store is open daily year-round, although it is closed during filming.

Schools. The City of LeClaire is part of the Pleasant Valley School District. Bridgeview Elementary, Cody Elementary, and Pleasant Valley Junior High School are located within the city limits. Bridgeview Elementary has a total enrollment of 383 for grades K-6 and is located at 316 South 12th Street. Cody Elementary for grades K-6 has an enrollment of 320 and is located at 2100 Territorial Road. Pleasant Valley Junior High has a total enrollment of 1,337 and is located at 3501 Wisconsin Street. High school students attend Pleasant Valley High School in Riverdale. The total school enrollment for the Pleasant Valley School District is 4,656.

³ Cook, Linda; “Buffalo Bill Museum Opens for Open House”



City Government. The mayor and five city council members govern the city. The city administrator oversees the day-to-day administrative and financial operations. The city is currently investigating the possibility of creating a new city clerk and finance officer position for FY 2019 to help oversee financial services and administrative functions. LeClaire currently employs 21 full-time and five part-time people, including a police chief, fire chief, city clerk, public works supervisor, library director, and city attorney. Other boards and commissions within the community include the Board of Zoning Adjustment, Parks and Recreation Commission, Planning and Zoning Commission, Economic Development Commission, Library Board, and Tourism Board.

Public Services. LeClaire provides protective services for its community through paid, full-time police and volunteer fire departments. LeClaire Police Department (LPD) employs a chief, sergeant, five full-time and two part-time officers, plus a secretary. The entire LPD comprises a 7.5 full-time equivalent force of sworn officers. Sworn officers represent 1.79 per 1,000 residents. The police department has six squad vehicles and operates out of a converted condominium. According to 2014 FBI data, LeClaire had 10.11 major crimes per 1,000 residents, compared to 23.67 in all Iowa cities outside of metropolitan areas,

and 27.22 in all U.S. cities. The LeClaire Fire and Rescue Department (LFD) consists of 31 volunteer firefighters and one fire chief with access to two fire engines, a ladder truck, a rescue truck, and two rescue boats. LFD responds to over 400 calls per year. Ambulance services are provided by Medic Emergency Medical Services, which bases an ambulance in LeClaire.

Other services offered by the community include snow removal and waste disposal. The city handles snow removal as a municipal function. LeClaire budgeted \$156,349 (\$37 per capita) specifically for snow removal in the FY 2016 budget, partially due to the higher expectations for snow removal downtown. Garbage, landscape waste, and curbside recycling collection are provided by Allied Waste Services on a contract basis through December 2021.

The City of LeClaire is a member of the Waste Commission of Scott County, which provides landfill disposal, household hazardous materials collection, recycling processing, public education, and a number of other waste services to its members. As a member of the Commission, LeClaire is part of the regional solid waste management comprehensive planning area. Landscape waste composting is provided by the Davenport Composting Facility.



Proposed Infrastructure/Services

Public Facilities. LeClaire currently has plans to renovate and expand its existing recreation center, and to purchase a new \$650,000 fire vehicle. Additionally, there are plans to create and use a riverfront access district to enhance the riverfront, as well as plans to expand public infrastructure and utilities to commercially and industrially zoned lands to maintain a solid, diversified tax base. In 2009, the Levee Commission (which is now the Parks and Recreation Commission), had a consultant prepare a *Riverfront Master Plan* to examine such an access district, as well as other riverfront improvements. This master plan will be updated, and may coincide with an additional parks and recreation master plan.

Schools. With regard to the schools in LeClaire, the Iowa Department of Education projects a 5.9% growth in K-12 enrollment for fall 2016 to fall 2020. This is a lesser growth rate than the previous 14.4% growth rate experienced by the district from fall 2011 to fall 2015. Construction is currently underway at both the Pleasant Valley Junior High School and Cody Elementary School. The Junior High School is adding eight new classrooms, a new industrial tech room, a multi-purpose wellness room, a new orchestra room, and an expanded kitchen. Cody Elementary School is

adding six classrooms, an expanded parking lot, and a renovated library.

City Government. A consulting report from The Mercer Group, Inc. identified opportunities to strengthen city governance and council cohesiveness. Currently, the city administrator handles multiple financial, management, and administrative functions; however, succession planning identified the addition of a clerk/finance officer position to oversee financial operations.

The city utilizes various boards and commissions to assist with operations and planning of city-related infrastructure and services. The establishment of a single Parks and Recreation Commission to oversee city parks, levee issues, and recreation facilities and programs may warrant the creation of a parks and recreation director position to facilitate programming of activities in LeClaire. The city is currently researching the cost and benefits of creating such a position.

Additionally, establishing a public works committee to oversee annual capital improvement programming for planning of maintenance and development of the city's infrastructure is suggested. The committee would be charged with the task of reviewing infrastructure needs and formulating an annual Capital Improvement Program. Currently, only the mayor is the liaison to the Public Works Department.



Public Services. No major changes to public services are anticipated in the short term. The need for improving police, fire, and emergency services should be reviewed periodically for their effectiveness and need for expansion. Training opportunities for all city staff, paid and volunteer, should be encouraged and offered in order to enhance community services.

Finance

Financial resources will be needed to implement many of the strategies outlined in this comprehensive plan. The City of LeClaire has a variety of revenue sources, as well as expenditures. Within the FY2017-2018 city budget, the expenditure categories by percentage include Public Safety (7%), Community/Economic Development (19%), Culture and Recreation (3%), Public Works (7%), General Government (2%), and Debt Service (58%). The proposed total expenditures of government activities budgeted for FY2017-2018 amounts to \$13.8 million. The major revenue sources in FY2017 by category and percentage of the budget include the following funds: Net Property Taxes (13%), TIF Revenues (37%), TIF Transfers (17%), Sewer Charges (6%), and Other Local Option Taxes (5%). The total revenues budgeted for FY2017 is estimated to amount to \$12.3 million.

In the last 25 years, the total city tax rate levied per \$1,000 assessed valuation,

based on individual levies, has remained steady between \$14.00 and \$15.00. The total property levy is currently 14.29798. Regular property values have increased over 19% since FY 2014. Out of the \$14.29 in tax imposed on property value, \$0.27 is for emergency funds, \$0.83 is for debt service, and \$4.43 is for employee benefits.

As identified by the budget information above, the City of LeClaire has a number of existing commitments to conduct its daily operations and maintain its infrastructure and services. The planned and proposed projects for improved and new facilities outlined in this plan can be sizable and costly to implement. The city will work to initiate projects as funds become available based on needs and priorities. It has been suggested that a Capital Improvement Program can aid the community in outlining priorities for project implementation. Whenever possible, city officials will work with other public and private entities to share costs and services. In addition to taxes, other funding sources may help defray or pay for facilities and services, such as grants, user fees, impact fees, special assessments, memorials, trusts, etc. Following is a sample listing of grants that may provide funding sources for community projects.

- Assistance to Firefighter's Grant (FEMA) – Federal



- Community Development Block Grants (CDBG) – Federal
- Community Attraction and Tourism Program – State
- Community Economic Betterment Account (CEBA) – State
- Office of Justice Programs (Byrne Justice Assistance Program, Body Worn Camera Program, and Smart Policing Program) – Federal
- Iowa Historic Preservation and Cultural and Entertainment District Tax Credit Program – State
- Iowa Clean Air Attainment Program (ICAAP) – State
- Iowa Demonstration Fund – State
- Iowa Downtown Revitalization Fund – State
- Iowa Traffic Engineering Assistance Program (TEAP) – State
- Iowa Derelict Building Program – State
- Living Roadway Trust Fund – State
- Pedestrian Curb Ramp Construction Program – State
- Recreational Trails Fund – State
- Resource Enhancement and Protection (REAP) – State
- Revitalize Iowa’s Sound Economy (RISE) – State
- Riverboat Development Authority – County
- River Enhancement Community Attraction and Tourism – State
- Scott County Regional Authority – County
- Surface Transportation Block Grant Program – Metropolitan Area

- Traffic Safety Improvement Program – State
- Transportation Alternatives Set-Aside Program – State and Metropolitan Area
- Volunteer Fire Assistance – Federal

In addition, the City of LeClaire adopted an Urban Revitalization Program in 1983 that designates areas within city limits to be granted property tax exemptions and the use of Industrial Development Revenue Bonds for construction or remodeling projects within the guidelines of the program. The purpose of the program is to allow public/private partnerships where the public sector is “loaning” its taxing power to private projects in order to develop, upgrade, and revitalize those portions of the city where the need is greatest. For details, potential partners should refer to the *LeClaire Urban Revitalization Program Plan* (available at City Hall) that contains a description of the program, legal descriptions of the designated areas, program parameters, and a project application packet. Another financing technique for improving infrastructure is tax increment financing (TIF). In FY2016, TIF revenues amounted to \$4.2 million.

Intergovernmental Relations

The City of LeClaire actively participates in a variety of intergovernmental activities with the school district, county, Chamber of Commerce, Quad Cities Convention



and Visitors Bureau, LeClaire Development Corporation, and Waste Commission of Scott County, among other groups. The city is a member of Bi-State Regional Commission, which provides assistance with planning, technical support, grant writing, etc.

As part of the Quad Cities Metropolitan Area, LeClaire plays a role in regional activities related to transportation, emergency services, riverfront and economic development, and tourism. As the community develops and grows, leaders are encouraged to improve interagency, intergovernmental, and intra-city cooperation and coordination between local groups and organizations and local, state, and federal agencies and governments. It is suggested that LeClaire maintain communication with local, state, and federal governments and organizations in and/or representing the Quad Cities Metropolitan Area through conversations, meetings, associations, memberships, and other forums that promote cooperation and further community goals.

Another intergovernmental opportunity for the city is to partner with the local school district to further recreational and educational goals outlined in Chapter 4. Recreational facilities may be developed in partnership with the school district as well as recreational programming. This partnership may also cultivate civic involvement by youth in the community.

In light of the terrorist attack of September 11, 2001, subsequent biological terrorism, and natural disasters such as Hurricane Katrina, there is a greater awareness for the need to develop plans for emergency response and community preparedness. Prior to these events, the city identified a need to develop an emergency response plan. The purpose of the plan would be to ensure the safety of the community from natural, man-made, and biological hazards. This will require coordination with multiple law enforcement and emergency response agencies, as well as health officials in Scott County and the urban area. Additionally, FEMA's recent mandate to incorporate economic resilience into comprehensive planning will resonate in the *2016 Scott County Multi-Jurisdictional Hazard Mitigation Plan*, particularly regarding LeClaire's methods to recover from man-made and natural disasters. Severe winter storms can affect highway transportation, particularly I-80 and U.S. 67, and warrant the pre-treatment of roads and preparedness planning. Critical facilities, such as the waste water plant and lift stations, will require backup generators in the event of energy failure. Additionally, the city is a participant in the National Flood Insurance Program, and will look into conducting a watershed study.

Marketing. A community marketing strategy or public relations plan is suggested to communicate the city's



vision. The strategy should include clearly defined goals, identification of the audience (e.g. residents vs. visitors or future residents), content of the message, tools to communicate the message, and evaluation of the strategies effectiveness (e.g. visits to website). The city has a branded logo, maintains a website, and distributes a quarterly newsletter. The city water tower displays the community name helping identify the municipality. There are also landscaped gateway signs located on U.S.67 welcoming travelers to the community. These tools and others can further the community image.

Civic Involvement. There are a variety of opportunities for civic involvement in LeClaire, both public, such as the City Council, Planning and Zoning Commission, etc., and private groups, such as the Chamber of Commerce and other clubs/associations. Partnering with the school district to develop a youth leadership program may provide a vehicle to encourage greater participation in municipal government. By encouraging youth involvement, the city leaders are drawing in the involvement of their families and cultivating future leaders of the community. This type of anchoring encourages long-term residency in the

community for a stronger population base and economy.

Controls. Community image and its appearance can be enhanced through a review of the municipal ordinances on litter, weed control, disabled vehicles, parking, signs, and landscaping. Reviewing development and nuisance controls and ensuring effective enforcement will aid in the achievement of an improved community image. Using effective ordinances and consistent enforcement may change these opinions in the future.

Guidelines. Officials also may consider the creation of design guidelines and/or a historic overlay district to articulate the visual and aesthetic vision of the downtown area. Design guidelines outline details for good design related to architecture; landscaping; streetscaping, such as lighting and furnishings (benches, waste receptacles, bicycle racks, etc.); signing and wayfinding; and access, both physical and visual. Additionally, consideration of a riverfront access district may enhance the aesthetic and economic amenities inherent with the Mississippi River. This type of guidance will help achieve the nostalgic vision of LeClaire as a historical river community.



Chapter 10 Telecommunications Systems

Telecommunications services in LeClaire include telephone, internet, and cable television systems. Telephone service is provided by a variety of providers, including Mediacom, Windstream, and many cellular providers.

Windstream acquired Iowa Telecom in November 2009, which was formed from the former General Telephone & Electric Company. Windstream provides landline phone service in conjunction with cable TV and high-speed internet services, as does Mediacom. Wireless or cell phone service is available for LeClaire residents. There are two tower users in the corporate limits: U.S. Cellular and Telecorp, but residents also have access to Boost Mobile, Sprint, and Verizon, among others. Each company offers a variety of calling plans.

Internet service providers for residents include Mediacom, CenturyLink (formerly QWEST), and Windstream. CenturyLink and Mediacom offer a Digital Subscriber Line (DSL) based internet connection through the home's phone line, while Mediacom offers a cable-based internet connection. Current internet subscriptions are offered with a high-speed bandwidth rate of 25-100 Mbps, depending on subscription plan. Similarly, a variety of cable (Mediacom) and digital television services are available as well.



Chapter 11 Strategies for Implementation

The Community Vision Statement, developed by the Planning and Zoning Commission and originally based on input from the 2002 *City of LeClaire Comprehensive Plan* community input and reiterated by citizen input as part of this plan update, sets the tone for future growth and development in the city. Because of this, it is important to reiterate it in this chapter. The vision statement is as follows:

The City of LeClaire is envisioned to be a unique, regional attraction noted for its scenic, historical setting on the Mississippi River.

To facilitate the vision, goals, and objectives in the comprehensive plan, near-term, short-term, and long-term priorities have been outlined below. The implementation strategies are associated with the comprehensive plan goals, which are listed in no particular order of priority. On-going activities are described first. On-going strategies are activities that the city incorporates into its administrative processes, such as roles and responsibilities of its staff, Commissions and contracts. Other strategies identified in the plan provide a priority framework for the community to pursue tasks or programs in a systematic manner. Near-term strategies are expected to be achieved within five years. Short-term strategies are anticipated to be achieved in five to ten years, while long-term strategies will take more than

ten years to accomplish. City officials understand that the projects set forth in this document are a progressive course of action, which require periodic review to assess need, timing, and financial feasibility. Outside funding assistance will be sought whenever possible for these projects and projects may not be accomplished due to lack of funding. In the implementation of future projects, careful consideration will be given to the full utilization of existing facilities and funding opportunities.

On-Going Strategies

The comprehensive plan goals and objectives should be reviewed annually to determine if they continue to support the needs of the community and supports the vision statement.

Development Tools Review

Regular review of LeClaire development tools will ensure that they are working to support the community vision.

Development tools include the following documents, which should be reviewed annually for changing conditions in the community and the economy, including:

- Comprehensive Plan and Other Master Plans
- Development Regulations, such as Zoning and Subdivision Ordinances
- Building Codes and Standards/Specifications



- Public Infrastructure, Land Use, and Zoning Maps

The level of review will depend on the extent of changes in the community and timing. Larger plans are typically updated on longer term cycles, such as five to ten years. Other documents are modified or amended more frequently as conditions in development and new ways of doing business are introduced. The Planning and Zoning Commission oversees these documents in cooperation with the City Council and with the assistance of city staff and other officials or organizations.

Capital Planning and Facilities/Services Review

Cities annually evaluate programs and expenditures through a budget process. A Capital Improvement Program is a tool used to plan for larger capital expenses over a period of time, such as five years. This annual review process by the City Council with the assistance of city staff examines public facilities and services needs in conjunction with development proposals and planned infrastructure, or services maintenance or expansion. Monthly or annual meetings on the condition and adequacy of public infrastructure, utilities, and services support the on-going development of the city. At each decision-making point, there are opportunities to assess current and future resources to maintain, expand, or remove public assets from the system. There are opportunities also to pursue

alternative funding sources to offset expenditures as a result of or in preparation for growth including, but not limited to, grants, user and impact fees, tax increment financing, development rights transfers, leases, etc.

Leadership, Cooperation and Collaboration Review

Other aspects of community development include examining key contacts for implementing programs, projects, and services; maintaining and involving the public in the decision-making process by offering opportunities for input; and assessing whether activities could benefit from cooperation or collaboration with other units of government or private entities. Review of leadership, cooperation, and collaboration activities should reference back to this plan's goals and objectives for consistent implementation of the plan and development of the city.

Strategic Planning and Work Program Development

In order to accomplish the broad strategies outlined in this plan within the timeframes suggested, city officials will need to conduct a prioritization process to further refine the specific priorities and tasks to accomplish the broader projects, and determine timelines within the noted period. These priorities will then fold into individual work programs—assigning roles, responsibilities, and timelines—to move projects forward. It is



recommended the city tap community volunteers with expertise in areas of priority to develop task forces or work groups to move priorities forward. Resources needed to pursue volunteer-based community planning and implementation require a project champion or leader to whom the group would report with their recommendations.

For example, if one of the top priorities in the next five years would be to develop a historic preservation overlay district, the city may establish a working group under the advisement of the Planning and Zoning Commission to research best practices, review prior work developed, examine where the district would be most

effective based on the concentration of homes and businesses that meet the age criteria, and develop an ordinance to meet the need to preserve the historic character of the community. This process using volunteers may take one to two years with the expectation of implementing the ordinance in the third year.

The formality of these steps will depend on the magnitude of the project. Development of an improved roadway corridor may take more than five years to advance from concept to construction, while implementing improvements to the city website to advance communications might be accomplished in a matter of months.

Near-Term Strategies (0-5 Years)

Goal #1 – Land Use

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission	Review zoning ordinance text to update for consistency with the comprehensive plan and modern uses and definitions, review language, address new zoning trends, reduce the number of variances by addressing deficiencies in the regulations, and examine overall to support sustainable development. Update based on best practices and findings of the review.
City Council, Planning and Zoning Commission	Review zoning ordinance map for consistency with the comprehensive plan, such as expansion of the commercial district in the downtown and other areas, and relevancy of the districts geographically. Update based on review and intended development priorities.
City Council, Planning and Zoning Commission	Review subdivision ordinance to update for current standards of practice and to support sustainable development. Update based on best practices and findings of the review.
City Council, Planning and Zoning Commission	Review building code to determine if it supports sustainable design, and address findings.
City Council, Engineer	Examine the condition and adequacy of storm drainage within the community and adopt a program for storm water and erosion control and maintenance.



Goal #2 – Growth

Key Contacts	Implementation Activities
City Council, City Administrator, Planning and Zoning Commission	Create a Five-Year Capital Improvement Program (CIP) with project priorities, timing and funding sources for all city facilities and services. Coordinate it with the comprehensive and annexation plans.
City Council, Planning and Zoning Commission	Develop a phased annexation plan in accordance with the comprehensive plan outlining priorities for annexation and effects of extended or improved services and facilities. Implement the plan according to its priorities.
City Council, Planning and Zoning Commission	Create a riverfront access or marina overlay district to foster river-oriented improvements and visual and physical river access, and encourage well-planned design along the riverfront to facilitate the community vision.
City Council, Engineer	Complete infiltration and inflow study that will examine increasing hydraulic flow of the sanitary sewer. Review needs for sanitary sewer extensions based on future service areas and intended developments.
City Council, Variety of Community Organizations	Complete existing projects and implement near-term plans, including the suggested aims and objectives within the <i>LeClaire Strategic Plan</i> .
City Council, Planning and Zoning Commission, Chamber of Commerce, Engineer	Create a downtown master plan for continued revitalization. Inventory buildings, address amenities and improvements, and examine traffic flow, pedestrian accessibility, railroad crossing safety, parking issues, river connectivity, landscaping, lighting, signing, and visual appeal. Consider a “Market Square” area along Jones and Wisconsin Streets toward City Hall to provide connectivity to the downtown. Include strategies to enhance a positive customer experience.
City Council, Iowa American Water Company	Review needs for water system extensions based on future service areas and intended developments.
City Council, Planning and Zoning Commission, City Administrator	Create an official map of the city, including corporate limits, planned public improvements (including roads to show where rights-of-way may need to be preserved), and subdivisions of land.

Goal #3 – Economy

Key Contacts	Implementation Activities
City Council, Chamber of Commerce, LeClaire Economic Development Corporation	Emphasize and support the community as a regional tourism attraction, including the downtown riverfront redevelopment. Coordinate with downtown master planning. Examine feasibility of passenger ferry boat between LeClaire and Port Byron to foster riverfront tourism and connectivity between states.
City Council, Chamber of Commerce, LeClaire Economic Development Corporation	Provide for existing and future commercial and industrial land uses within the community and support with adequate public infrastructure to maintain a solid, diversified tax base.
City Council, Chamber of Commerce	Catalogue and present development-ready properties for new investment opportunities. Market Green Tree Planned Development District for commercial development potential and existing industrial park to targeted



Key Contacts	Implementation Activities
	light manufacturing industries and businesses that support innovation, advancing technologies, environmental sensitivity, and sustainable design.
City Council, Chamber of Commerce	Assess the needs of existing businesses to promote retention.
City Council, Chamber of Commerce, LeClaire Economic Development Corporation	Investigate methods, tools, and programs to induce economic development within the community.
City Council, Chamber of Commerce	Create development process guidelines to identify a point of contact, inform developers of community regulations, procedures and steps needed to implement development projects within the city.
City Council, Engineer	Conduct parking management study in the downtown to address capacity, availability, and location.

Goal #4 – Housing

Key Contacts	Implementation Activities
City Council, Chamber of Commerce, LeClaire Economic Development Corporation	Define and develop plans for placing residential development within existing neighborhood as infill, using the Scott County housing assessment.
City Council, Planning and Zoning Commission	Research best practices and create historic neighborhood design guidelines to help explain appropriate and acceptable rehabilitation and/or improvements in neighborhoods with historic homes. Considerations may include appearance, materials, street and alley access, and accessory structures, among other area characteristics. The guidance could include energy alternatives and options for older homes.
City Council, Chamber of Commerce	Conduct a market analysis of housing needs.
City Council	Determine interest and funding sources to establish a housing rehabilitation program to aid low-to-moderate income households with single-family housing rehabilitation. Community Development Block Grant programs require income thresholds at the community level or surveying of eligible applicants for targeted neighborhoods.

Goal #5 – Recreation

Key Contacts	Implementation Activities
City Council, Parks and Recreation Commission	Create a parks and recreation master plan. Address existing and proposed facilities, operations/maintenance, safety and inspections, programming, management, and marketing/outreach. Refine intentions related to a new fitness/activity center, expansion and enhancement of Huckleberry Park, and development of a riverfront plaza. Determine potential uses for the old city hall building and baseball diamonds.
City Council, Park and Recreation Commission, School District,	Seek funding to hire full-time staff support to oversee park maintenance, development, and recreational programming.
City Council, Parks and Recreation Commission	Investigate feasibility of a new fitness and activity center, or partnership with other communities or organizations to provide this amenity.



Key Contacts	Implementation Activities
City Council, Parks and Recreation Commission	Offer a variety of park, recreation, and open space opportunities in the city as identified in the <i>Riverfront Park Plan</i> to (a) develop plans and construct the recreational trail as part of the Mississippi River Trail (MRT) located in the city, (b) implement the proposed active and passive greenways outlined in the <i>Iowa Quad Cities Metropolitan Area Comprehensive Greenway Plan</i> within city limits, including West Sycamore Creek, East Sycamore Creek, Silver Creek, and McCarty Creek, (c) work cooperatively with other jurisdictions to link greenways, and (d) add amenities to the various parks.

Goal #6 – Leadership and Investment

Key Contacts	Implementation Activities
City Council	Develop a five-year strategic plan to address individual project work programs, assign roles, responsibilities and timelines to move projects forward. Update annually for rolling five-year implementation periods.
City Council, Telecommunications Utilities	Work with telecommunications utilities to further technology within the community, including the addition of telephone fiber optic cable to provide a backbone of service.
City Council, Public Works Committee	Develop a transportation plan to address maintenance and improvements to streets, sidewalks, and trails. Address public transit and potential passenger ferry interests. Address regional connectivity, such as improvements along the Holland Street/205 th Street/Indiana Avenue corridor.
Mayor or City Council Representative	Take a greater role in metropolitan transportation planning. Participate in caucused small community representation on the Quad Cities Metropolitan Transportation Policy Committee and take proactive approach to transportation planning within the metro area.
City Council, Public Works Committee	Contact Iowa Department of Transportation District 6 Engineers to request Traffic Engineering Assistance Program (TEAP) to identify cost-effective traffic safety and operational improvements on U.S. 67 downtown. Study would address pedestrian and traffic conflicts and concerns with truck traffic.
City Council, Bettendorf and Scott County Officials	Initiate discussions to improve the Holland Street/205 th Street/Indiana Avenue connection to I-80/Middle Road interchange as shorter term alternative access to I-80.
City Council	Set priorities and implement findings in the <i>Citywide Operational Analysis and Services Plan</i> .
City Council, Public Works Committee	Develop a preventative maintenance plan for city facilities.



Goal # 7 – Cooperation and Coordination

Key Contacts	Implementation Activities
City Council, City Administrator	Initiate new and sustain existing communications with local, state, and federal governments in and/or representing the Quad Cities Metropolitan Area through conversations, meetings, associations, memberships, and other forums that promote intergovernmental cooperation and enhance the image of the city.
City Council	Strengthen liaison between the city council and other boards, such as library, tourism, and chamber of commerce. Utilize relationships to advance comprehensive planning and operational analysis and services strategies.
City Council, Protective Services Staff – Fire and Police	Participate in countywide hazards mitigation planning. Have a continuity of operations plan and review community preparedness for man-made and natural disasters. Develop an emergency response plan.

Goal #8 – Community Image

Key Contacts	Implementation Activities
City Council, City Administrator, Tourism Board, Consultant	Develop a community marketing strategy that will utilize technologies and tools, such as a website, newsletter, logo, signage, etc., to communicate a unified message and promote the community image and development potential.
City Council, Chamber of Commerce, Tourism Board	Initiate beautification efforts through public art, landscaping, gateways, community garden, and enforcement of ordinances on weeds, litter, and abandoned vehicles, etc.

Short-Term Strategies (5-10 Years)

Implementation activities in the short-term category are projects or actions that roll from the near term strategic planning efforts. Work groups, committees, and task forces may require time for research, prioritization, and additional study, as well as funding, to implement intended projects. For example, road reconstruction projects require time and investment in pre-design, design, right-of-way acquisition, and construction. These types of more substantial projects are envisioned for the short-term strategies.

Goal #1 – Land Use

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission	Reassess comprehensive plan goals and objectives through public involvement by community goal setting.
City Council, Planning and Zoning Commission, Historic Preservation Group	Review and implement development and design standards that preserve the historic downtown atmosphere and quality community services and facilities to accommodate increased tourism.



Goal #2 – Growth

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission, Chamber of Commerce, LeClaire Economic Development Corp.	Implement a downtown master plan that addresses building assessment for size, quality and availability, facade restoration and improvements, traffic flow, pedestrian accessibility, railroad crossing safety, parking capacity, river connectivity, landscaping, lighting, signing, and visual appeal.
City Council, Engineer	Examine the impact of traffic on the community related to congestion, safety, speed, and air/noise pollution: a) prioritize existing roadway and sidewalk improvements; b) prioritize new construction, c) examine the feasibility of an alternate truck route to circumvent the downtown; d) examine the feasibility of traffic signals at higher traffic locations.
City Council, Planning and Zoning Commission, Engineer	Access and study condition and adequacy of water, sewer, storm water management, transportation systems, and other community facilities, and create individual programs within the Capital Improvement Program (CIP) for maintenance, repair or improvement, and expansion.
City Council, Planning and Zoning Commission	Assess and study the condition and adequacy of community services, including, but not limited to, police and fire protection, emergency services, disaster response, waste disposal, personnel, etc., and create individual programs within the CIP for sustaining, improving, and expanding these capabilities.

Goal #3 – Economy

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission, Chamber of Commerce, LeClaire Economic Development Corp.	Promote development commercial ready properties, downtown business district, and existing industrial park.

Goal #4 – Housing

Key Contacts	Implementation Activities
City Council	Create incentives and seek funding programs to rehabilitate existing residential structures and provide a variety of housing opportunities in the city.

Goal #5 – Recreation

Key Contacts	Implementation Activities
City Council, Parks and Recreation Commission	Continue to offer a variety of park, recreation, and open space opportunities in the city as identified in the Riverfront Park Plan by (a) implementing plans and constructing the recreational trail as part of the Mississippi River Trail (MRT) located in the city; (b) furthering progress toward the active and passive greenways outlined in the <i>Iowa Quad Cities Metropolitan Area Comprehensive Greenway Plan</i> within city limits, including West Sycamore Creek, East Sycamore Creek, Silver Creek, and



Key Contacts	Implementation Activities
	McCarty Creek; (c) working cooperatively with other jurisdictions to link greenways; and (d) enhancing amenities to the various parks.
City Council, Parks and Recreation Commission	Monitor need for parkland acquisition to expand Huckleberry Park.
City Council, Parks and Recreation Commission	Implement the priorities in the <i>Parks and Recreation Master Plan</i> . Revisit <i>Parks and Recreation Master Plan</i> for future park and recreation needs, and examine needs for open space.

Goal #6 – Leadership and Investment

Key Contacts	Implementation Activities
City Council	Further strategies to increase public and civic involvement in the community, and enhance those qualities that sustain the resident population within the community, e.g. families with children, small businesses, clubs and associations, and participation in decision-making.
City Council, Engineer, Chamber of Commerce, LeClaire, Economic Development Corp.	Examine the feasibility of a new interchange west of 35 th Street on Interstate 80 and investigate funding alternatives, and monitor or determine implications for reconstruction of the I-80 corridor, including interstate bridge replacement on LeClaire.

Goal #7 – Cooperation and Coordination

Key Contacts	Implementation Activities
City Council, School District	Partner with the local school district to further recreational and educational goals related to the comprehensive land-use plan, including recreational programming and civic involvement by youth in the community.

Goal #8 – Community Image

Key Contacts	Implementation Activities
Tourism Board, Historic Preservation Group	Establish a historical tour of important community sites.
City Council, Chamber of Commerce, Other Community Groups	Incorporate art in public places.

Long-Term Strategies (10 Years or More)

Implementation activities in the long-term category are projects or actions that roll from the near short strategic planning. Work groups, committees, and task forces may require time for research, prioritization, and additional study, as well as funding, to implement intended projects. Other infrastructure projects, such as water and sewer distribution lines replacement, require investment in pre-design, design, land acquisition, and construction. These types of projects are envisioned for the long-term strategies. Aging infrastructure will be an important planning consideration in ten or more years.



Goal #1 – Land Use

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission	Reassess comprehensive plan goals and objectives through public involvement by community goal setting. Update annexation plans according to development over time.

Goal #2 – Growth

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission	Assess and study condition and adequacy of water, sewer, storm water management, transportation systems, and other community facilities, and create individual programs within the CIP for maintenance, repair or improvement, and expansion.

Goal #3 – Economy

Key Contacts	Implementation Activities
City Council, Chamber of Commerce, Tourism Board, LeClaire Economic Development Corporation	Continue to support the community as a regional tourism attraction, including the downtown riverfront redevelopment. Evaluate successes and weaknesses of downtown redevelopment and continue planning enhancements.
City Council, Chamber of Commerce, LeClaire Economic Development Corporation	Evaluate the community’s abilities to provide for existing and future commercial and industrial land uses within the community and support with adequate public infrastructure to maintain a solid, diversified tax base.

Goal #4 – Housing

Key Contacts	Implementation Activities
City Council, Chamber of Commerce	Continue to evaluate existing housing stock and market trends to meet the needs of residents.

Goal #5 – Recreation

Key Contacts	Implementation Activities
City Council, Parks and Recreation Commission	Assess and study the condition and adequacy of the existing park system, including facilities, programming, and management. Continue implementation of recreation plans as park and recreation needs change over time.



Goal #6 – Leadership and Investment

Key Contacts	Implementation Activities
City Council, Chamber of Commerce	Foster leadership opportunities within the community to encourage long-term residency and sustain the community.

Goal #7 – Cooperation and Coordination

Key Contacts	Implementation Activities
City Council	Evaluate cooperative efforts and partnerships to further the goals and objectives of the community.

Goal #8 – Community Image

Key Contacts	Implementation Activities
City Council, Planning and Zoning Commission, Chamber of Commerce, LeClaire Economic Development Corporation	Assess progress toward the community vision. Determine if LeClaire is a unique tourism destination and a place where residents take pride in community safety, pedestrian friendly sidewalks, small business opportunities, quality municipal services, friendly neighborhoods, a range of housing choices, advanced telecommunications technology, progressive responsible development, and a solid, diversified tax base.



Chapter 12 Mechanisms for Plan Implementation

The *LeClaire Comprehensive Plan* contains plans and proposals of what is believed to be necessary to make LeClaire a better functioning community and a better place in which to live. On the basis of the plan, several million dollars worth of local, state, and federal funds will likely be spent for transportation, sewer and water lines, and various other community facilities. Those facilities have been planned to serve the planned pattern of residential, commercial, and industrial development. The efficiency with which future development is served will depend on the coordinated implementation of all elements of the plan.

Use of the Comprehensive Plan

The analysis and proposals contained in this plan are a guide to the present and future city officials of LeClaire and other groups and private individuals interested in the future development of the community. Chapter 11 indicates what must be done to implement the plan or to ensure that the plan is followed on a day-to-day basis as decisions about community development are made.

If planning is to be effective in improving the community, the comprehensive plan must be prepared in concert with a zoning ordinance, subdivision regulations, official map, building and housing codes, utility specifications, and a capital improvements program or other project programming tools. The city's plans and ordinances

governing development are interrelated. If the ordinances are varied to allow development to occur differently than proposed, then streets, community facilities, and utilities may not be adequate to meet city needs.

Carrying out the plan is the responsibility of the City Council. An official map should reflect all proposed streets, parks, schools, and other public facilities indicated in the comprehensive plan. The zoning ordinance and subdivision regulations are designed to guide development of land according to the plan. A capital improvements program outlines major city expenditures according to priorities and locations specified by the plan. A building code and utility specifications promote high quality development and guard against deterioration of the residential community. The development tools are adopted by ordinance and as such become law, whereas the comprehensive plan and the Capital Improvements Program documents are adopted as advisory documents, and support decisions related to the ordinances that might be legally challenged. The comprehensive plan should be used as the manual for relating all items pertaining to the development of LeClaire. Awareness that a plan exists is the first step in gaining the broad support, without which any plan is ineffective. The plan should be reevaluated annually by the Planning and Zoning Commission to



maintain a realistic relationship between the plan and current trends of development. Revisions may be required as unforeseen development opportunities occur or more thorough analysis of development issues become available.

Coordinated Use of Development Controls

A zoning ordinance, subdivision regulations, stormwater and erosion control regulations, official map, building code, and utility specifications are commonly referred to as development controls. The adoption and amendment of these controls are the responsibility of the City Council, which acts after reviewing recommendations from the Planning and Zoning Commission. Administration of the regulations is entrusted to the city administrator and various city staff.

The importance of administration of development controls cannot be over-emphasized. Even the best regulations are meaningless without strong enforcement. The city has much to lose from improper lot layout or substandard construction of structures, streets, or utilities. The best way to avoid such problems is for the city to provide a well-trained person to coordinate the enforcement of all development controls and to assign that person sufficient resources to carry out these responsibilities.

Zoning Ordinance

The purpose of a zoning ordinance is to eliminate conflicts between land uses and

to prevent over-building on a particular building site. Lot size, building height, building setbacks, parking requirements, and a list of permitted uses are specified in the ordinance for each of a series of internally compatible zoning classifications called districts.

The zoning ordinance, unlike many other ordinances, requires on-going attention to its administration. The individual primarily concerned with the day-to-day administration of the zoning ordinance is the building and zoning enforcement officer.

It is important that the Planning and Zoning Commission and City Council evaluate requested zoning changes in light of the comprehensive plan. The city's plans for water distribution, sewage disposal, traffic circulation, and other services have all been based on the comprehensive plan. Any deviation from that plan might lead to sewers, water mains, or streets being inappropriately sized or misplaced. Zoning changes not in conformance with the plan will require revisions of the entire plan or an amendment and may result in increased cost to the city due to these land use changes. If the Planning and Zoning Commission feels a requested change is in the best interest of the community and consistent with the plan, it recommends that the City Council adopt the proposed change. The City Council, after review of Planning and Zoning Commission findings and recommendations, then makes decisions on requested rezonings.



Special zoning regulations are applied to development in a floodplain to reduce flood hazards. Floodplain zoning is a special type of ordinance, which is incorporated into the Zoning Ordinance. The provisions include the designation of floodways for overland flow of flood waters and for other limited uses that do not conflict with that primary purpose. The regulations also provide that development outside the floodway, but still within the floodplain, must be constructed above a designated elevation.

Since the city lies along the Mississippi River, the floodplain zoning ordinance and its provisions are important to enforce. To avoid future development, the city should support county floodplain zoning efforts in the extraterritorial boundaries.

Subdivision Regulations

A subdivision ordinance applies to new community growth and specifically applies to land that is being platted or divided into lots. The primary objectives of a subdivision ordinance are threefold. First, the subdivision ordinance clearly outlines the basic standards to be employed in the preparation of the subdivision plat. Second, the design standards for planning the subdivision are provided so that the general intent and purposes set forth in the *LeClaire Comprehensive Plan* can be carried out. Third, standards for required public improvements such as street surface, curb, gutter, sidewalk, sewer, and water are referenced and discussed.

Under the procedures outlined in the subdivision regulations, a developer first submits a sketch plan, then a preliminary plat, and finally a final plat to the Planning and Zoning Commission and the City Council showing the intentions for the land development.

When reviewing the sketch plan and preliminary plat, the Planning and Zoning Commission should check the city's official map to determine whether any projects have been proposed in the area intended to be subdivided. If such a project has been proposed, the Planning and Zoning Commission should inquire whether the responsible agency, such as the City Council, or school board is interested in the site. If the agency is interested in the site, and if the subdivider and the agency can reach a mutually acceptable agreement, the Planning and Zoning Commission will be successful in its advisory and coordinating capacity.

Official Map

Planned public improvements may be indicated by ordinance on an official map. The primary objective of the official map is to improve the coordination of planned projects and subdivision growth and to accomplish this on a sound basis. Frequently, a very carefully located site for a proposed storm drainage trunk line or major road site is lost because development proceeds too rapidly for responsible agencies to begin acquisition efforts.



The official map gives the community adequate time for the appropriate governmental agency to acquire the particular site and implement the plan, or to inform the subdivider that the agency is no longer interested in acquiring the site.

The fact that such projects are indicated on an official map can restrain the subdivider from developing the proposed project site for a period of one year (from time of application for subdivision approval), during which the agency responsible for such project has the opportunity to commence negotiations or proceedings to acquire the site.

In review of a subdivision, one of the first responsibilities of the Planning and Zoning Commission is to determine whether any projects indicated on the official map fall in the area of the proposed subdivision. In some cases where an additional right-of-way may be needed for a major street improvement in the future, or where a planned project may be located within a proposed subdivision, the Planning and Zoning Commission can require the additional right-of way to be designed in such a manner so as to leave the site available for acquisition by the appropriate agency.

Building Code

A building code establishes good development standards and ensures minimum standards for residential, commercial and industrial development. A building code is needed to properly regulate building materials and structural

conditions. Building codes deal with the structural arrangements of materials, and the codes apply to all new construction in the city. The City of LeClaire contracts with Scott County to perform building code inspections and enforcement. The city utilizes the Scott County Uniform Construction Code.

Utility Specifications

Detailed policies and specifications relating to the design and construction of streets, sanitary sewers, water lines, storm sewers, and sidewalks are needed to supplement subdivision regulations. These standards should be in the form of specifications uniformly applied throughout the city. The only way residents of LeClaire can be assured of uniform high quality roadway and utility construction is to adopt and enforce standards that are applicable to all development. The City of LeClaire utilizes “Standard Public Works Improvement Specifications” for its utility standards.

Programming of Capital Improvements

While development controls are effective in guiding private development, they do not provide for construction of public facilities indicated in the plan. An important means of guiding future development of public facilities is a capital improvements program. A capital improvements program is a suggested schedule for construction of public improvements and the financing of



proposed projects. Capital improvements programming carries the comprehensive plan projects toward the construction of public facilities proposed by the plan. The program is a tool for translating long-term objectives and plans into implementation; whether they be roads, water and sewer systems, parks, libraries, schools, or other public facilities.

A capital improvement program, when used by city officials, assures that attention is being given to the community's needs and that logical steps will be taken to satisfy these needs. Some of the advantages of capital improvements programming include stabilization of the tax rate over a period of years, provision of adequate time for planning and engineering of improvements, assurance that projects will be carried out in accordance with predetermined needs and the community's ability to pay, and coordination among all agencies having responsibility for public facility construction.

For the capital improvements program to be effective, it must be updated annually. This should occur prior to the consideration of the city's annual budget, so that information contained in the program can be utilized in making decisions on items proposed for inclusion in the budget. Annual updating will assure greater accuracy and will also allow a continuous schedule of public improvements. As projects listed in the capital improvements program approach a

construction date, the City Council should initiate detailed planning and feasibility studies. In order to promote the construction of public facilities in a manner that best serves the needs of the people of LeClaire, it is strongly recommended that the City Council, with the assistance of the Planning and Zoning Commission, establish procedures for continuing the Capital Improvements Program in future years.

Cooperation and Assistance of Other Governmental Agencies

A number of agencies must cooperate in order to implement the *LeClaire Comprehensive Plan*. The city, school districts, fire districts, drainage districts, adjacent communities, county, state, and federal officials should be aware of the interdependency of each jurisdiction of government and the benefits that cooperation holds for all area residents.

The city should pursue plan implementation assistance available from various governmental agencies. Federal financial assistance is available for construction of sewer mains, sewage treatment plants, water mains, and water storage tanks. Acquisition and development of recreation areas and storm water retention devices are eligible for federal assistance as well. Monies available under such programs will vary over time, and the responsible agency should be contacted for specific project eligibility.



Appendix

DRAFT November 2016



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SERVICE REPORT

COUNTY/COMMUNITY: LeClaire, IA
DATE: January 28, 2016
FILED BY: Ms. Lindsay Whitson / Mr. Christian Montbriand
MEETING: LeClaire Comprehensive Plan Visioning Workshop

PRESENT:

County/Community

Bi-State

Others

Copies to:

(Refer to attached sign-in sheet)

A LeClaire town meeting was held at Cody Elementary School beginning at 6:30 p.m. in order to engage the LeClaire residents in the Comprehensive Plan Update, solicit their vision for their community, and to provide input on community strengths and weaknesses.

The meeting began with a brief presentation on the basics of a comprehensive plan and community profile. Residents then had an opportunity to provide input on their outlook of LeClaire and what they hoped to see in the way of future development, potential businesses, and riverfront usages. Along with this visioning exercise, participants were split into groups and provided maps on which they were able to express their vision for future land use changes and improvements throughout the town.

LeClaire in 3 Words

- Historic
- Friendly
- Home
- Quiet
- Cozy
- Evolving
- Potential
- Family-Oriented
- Schools
- Peaceful
- Charming
- Safe
- Opportunity
- Vibrant
- Neighborly
- Passionate
- Quaint
- Energetic
- Entertaining
- Growing
- Desirable
- On-the-Move
- River
- Hills
- Tourists
- Diverse
- Eateries
- Unique
- Scenic
- Geographically-Blessed
- Welcoming
- Volunteerism
- Inviting
- Growing
- Beautiful
- Old
- Driven
- Festive
- Children
- Developing
- Schools
- Desirable
- Small
- Great community
- Blessed
- Entertainment
- On the Move

Problems

- No Family Restaurants
- Not Enough for Kids in Downtown
- Lack of Family Amenities
- LeClaire Youth Softball Field & Baseball Field
- Keep Downtown Pedestrian Friendly
- Completion of 2nd Phase of Downtown
- Add to Accessibility and Safety on Cody Road
- Lack of Sidewalks
- Condition of Streets
- Gravel Roads
- Diversity of Business
- Cody Road – Traffic
- Crosswalk Confusion
- Handicap Crossing Downtown
- Lack of Space for Growth/Development
- Managing Growth
- Downtown Growth
- Drainage
- Quarry Blasting
- Recreational Opportunities
- Lack of Bike and Pedestrian Paths
- Parking During Peak Hours
- Accessibility to Schools
- Growing Pains
- Funding for Parks and Recreation
- Park Improvements
- Swimming Pool
- Community Art
- Commercial Tax Base
- City Website Design Outdated and Difficult to Navigate
- Debt
- Old Recreation Center
- Speed Violation/Traps
- Crosswalk Confusion
- Handicap Crossing Downtown
- Lack of Boat Docks
- Underutilized Buildings
- Lack of Identity/Confused Identity
- Drug Store/Hardware Store
- Lack of Public Transportation
- Re-route business traffic (semi) away from downtown
- Growing fast
- High taxes

Business Diversity

- Adult Recreation
- No Docks Available
- Pet Store
- Ice Cream/Sweets/Cupcake Shop
- Different than Bars
- Gymnastics/Dance/Art Studio
- Drug Store
- Hardware Store
- Arts and Crafts Shop
- Bigger & Better Farmers Market

Business Opportunities

- Family Restaurants
- Movie Theater
- Bakery
- Breakfast
- Trolley
- Event Coordinator
- Splash Pad
- Band Shelter
- More Youth Sport Opportunities
- Sell Scout Park
- Historic Info Plaques

Strengths

- Downtown Business District
- Mississippi River
- Recent Growth of Young Families
- Buffalo Bill Museum
- Volunteer Organizations
- Police & Fire Department are Top Notch
- Tourism Promotion via Board
- Proximity to I80
- Good selection of services
- Historic charm

Riverfront Uses

- Kid Friendly Things Downtown
- Band Show/Shell
- Expand Riverfront North
- Dog Park
- Sculpture Park
- Splash Park Downtown
- Small Park Downtown

River Innovations and Opportunities

- Site Seeing Cruises
- Water Taxi
- Skating Rink
- Boat Races

How are City Services & Facilities?

Parks/Recreation

- Desperate need of large park
- Needs work, attention, increased budget
- Bike Path along river
- New ball park
- Splash pad
- New boat docks
- Recreation facility
- Basketball Courts
- Community Garden
- Aquatic Center
- Sculptures around town
- Pretty sad
- Promote library
- More youth little leagues

Public Works Services

- Great
- Update some equipment
- Snow removal plan needed
- Road work needed
- Parking signs for lot behind riverside church
- Needs work

Protective Services

- Outstanding
- Relocate police station up to the fire station
- Good

Other Services

- OK
- Internet improvements
- Fiber Optics

City Services

- Our City administrator is very knowledgeable and extremely helpful to our city council and mayor
- Use hotel/motel tax for parks and recreation instead of tourism
- Ok
- Better communication of opportunities through city website

Where would you like to see development?

- New Park
- Renewed sports “hub” around the rec center or build a new facility on Huckleberry Park
- Family friendly area on the riverfront with a possible splash pad or playground equipment
- More family friendly attractions in downtown area
- Cody road area
- Industrial in appropriate areas

What kind of Housing?

- Could use more Assisted Living facilities
- Elderly/Multi-use family housing

Concern for Environment?

- Drainage Improvement
- New Park
- Address storm water runoff issues

City Image/Public Relations

- Plenty of ways for citizens to get involved now
- Old section needs to look like new sections
- No more TIF for residential and limited use for commercial
- General downtown is quite nice, but that has put the remainder of the city second-hand
- Is the “Marketing Alliance” putting together a strategic marketing plan?
- Stronger identity

The mapping component was summarized by translating the mapped suggestions by the participants. The compiled map will be provided separately from this report.

MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF
(Please Print Legibly)

Meeting of: LeClaire Visioning and Land Use Workshop

Date: 1/28/2016 Time: 6:30 p.m. To: 8:30 p.m. Minutes: Yes No

Place of Meeting: Cody School - 2100 Territorial Road, LeClaire, Iowa

Name:	Title/Representing:	Contact # or Email:
1. DIANE SKILES	self	DIANE.SKILES@gmail.com
2. Dan Donahoe	self	hawkfan dan 70@aol.com
3. Chris Cournoyer	PVC School Board library, youth base ball/softball	chris@ccx.net
4. Debbie Smith	Self	smith5grades@gmail.com
5. Elij. A Tamarlatt	self	603163
6. Moria Byrd	self	none
7. LANE BEEKER	self	
8. Mike Clingingsmith	Chamber of Commerce	iowahawk1128@msn.com
9. Bruce Richardson	Self	
10. Rose Richardson	Self	
11. LeBill Muehlen	Tourism / Chamber	Smulvanid@firstcentralelect
12. Terri Applegate	self	leclaireantig@iowatelecom.net
13. Melissa Stalkfleet	self	mmstalkfleet@yahoo
14. Ryan Salvador	Self	SalvadorRyan@JohnDeere.com
15. John Smith	self	antymaj1967@gmail.com
16. Josselyn Smith	Self	smithjibl90@gmail.com
17. Scott & Annette Venthor	Self	563-332-7508
18. Steve & Lisa Zelle	Self	563-239-5511
19. Ryan Zelle	self	563-320-6979
20. Erika Beckemmer	self	erika.a.beckemmer@gmail.com
21. BRAD SMITH	self	8155907628
22. DENNIS GERARD	City Council	
23. Nathan Zietlow	Self	
24. Tonya Hilliard	Self	hilliard97@yahoo.com
25. Jeff Witters	Self	wittersj1@mensi.com

Heather Witters

Andy Brahm
Tonya Hiatt

Tourism
Self

into@visitleclaire.com
thiatt@hotmail.com

Leana Owen leana.owen@ymail.com

Jim Spelhang PR Schools spelhangjime@plca3val.k12ia.us

Gina Schlicksup Self schlicksup@gmail.com

Nikki Alters Self nikkialters3@gmail.com

DRAFT November 2016

MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF
(Please Print Legibly)

Meeting of: LeClaire Visioning and Land Use Workshop

Date: 1/28/2016 Time: 6:30 p.m. To: 8:30 p.m. Minutes: Yes No

Place of Meeting: Cody School – 2100 Territorial Road, LeClaire, Iowa

Name:	Title/Representing:	Contact # or Email:
1. ED CHATE	C.A. - City of LeClaire	563-289-4242
2. Jim Bradley	Fire Chief	563-289-4242
3. Jillian Aschliman	Library Director	563-289-4242
4. Ray N...	Plan & Zone	563-332-5783
5. Trisha Skinner	Parks & Rec Comm. LYBS	sweetness1711@hotmail.com
6. CHERYL ALBEE	P & Z	563-332-5783
7. Kim Bladel		563-650-8353
8. JAMES BLADE		James@bladel.org
9. KNS-KAY	Go Fish	563-340-8111
10. Barb Vance	Leclaire Park & Rec	563 340-1553
11. Jason Wentland	Mayor Pro Tem / Councilman	jwentland@leclaireiowa.gov
12. Loren Long		
13. Barbara Norris		
14. Jen DeBuhr		jendebuhr79@gmail.com
15. Shauna Cotton		ShaunaCotton@yahoo.com
16. Kari Long	TugFest / Parks + Rec Comm	iatugfestfan@gmail.com
17. April Flanigan	Riverside Church / ^{Witch's} walk	aprilflanigan@gmail.com
18. Vanessa Navarro	GRDW Ministries	Navarro_v@yahoo.com
19. CARRIE STIER	RIVERBOAT TWILIGHT	CARRIE STIER @RIVERBOATTWILIGHT.COM
20. Barbara K. Tucker		am11mom5@gmail.com
21. JOHN WERNICK	DECADES' MILL HOUSE	ill75th@frontiernet.net
22. DEB WERNICK	" " "	" " "
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Website: <http://www.bistateonline.org>

SERVICE REPORT

COUNTY/COMMUNITY: LeClaire, IA
DATE: May 18, 2016
FILED BY: Ms. Lindsay Whitson
MEETING: LeClaire Comprehensive Plan Update Land Use & Natural Resources Focus Group

PRESENT:

County/Community

(Refer to attached sign-in sheet)

Bi-State

Gena McCullough
Lindsay Whitson

Others

Ed Choate

Copies to:

The first of three public focus groups were held at the LeClaire Fire Department beginning at 6:00 p.m. in order to engage the LeClaire residents in the Comprehensive Plan Update. The first focus group was tailored around collecting input in regards to land use and natural resources in the community. The remaining two focus groups will include a discussion on economic development, housing, and public infrastructure; and vision, goals, and objectives

The meeting began with a brief presentation on the basics of a comprehensive plan and an overview of the public input collected to date. Residents were then split into two groups and given the opportunity to provide input on the future of LeClaire's land use and natural resources. The majority of the focus group was structured around the group discussion. Both groups were asked to provide their top four priorities for LeClaire in regards to future land use planning and natural resources. The list is provided below (in no particular order).

Group One

- Limit industrial growth to surround existing quarry only
- Expand Central Business District west up to 2nd Street on both sides between Jones Street and May Street
- Create a river access overlay district along the Mississippi River
- Encourage development of multi-family housing

Group Two

- Redesignate east 2nd Street from Jones Street to Holland Street as Commercial-2
- Develop public docking area between May Street and Holland Street
- 160 acres of park west of 15th Street and north of Wisconsin Street
- Promote the use of Green Tree Planners Development District (PDD) for Commercial-2

After both groups shared their top four priorities, it was agreed that some could be combined finalizing the top priorities list to six topics listed below.

1. Limit industrial growth to surround existing quarry only
2. Expand Central Business District west up to 2nd Street on both side between Jones Street and May Street/ Redesignate east 2nd Street from Jones Street to Holland Street as Commercial-2

3. Create a river access overlay district along the Mississippi River/ Develop public docking area between May Street and Holland Street
4. Encourage development of multi-family housing
5. 160 acres of park west of 15th Street and north of Wisconsin Street
6. Promote the use of green tree PDD for Commercial-2

Lastly, the participants were asked to vote individually on their first, second, and third priorities. There were nine participants who voted, except in the vote for the third priority (two attends had to leave). Below, next to each topic there are parenthesis identifying how many votes were given to each priority in their respective ranking.

1. Limit industrial growth to surround existing quarry only (0), (0), (0,)
2. Expand Central Business District west up to 2nd Street on both side between Jones Street and May Street/ Redesignate east 2nd Street from Jones Street to Holland Street as Commercial-2 (7), (5), (0)
3. Create a river access overlay district along the Mississippi River/ Develop public docking area between May Street and Holland Street (0), (1), (3)
4. Encourage development of multi-family housing (0), (0), (0)
5. 160 acres of park west of 15th Street and north of Wisconsin Street (1), (1), (1)
6. Promote the use of green tree PDD for Commercial-2 (1), (2), (1)

DRAFT November 2016

**MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF
(Please Print Legibly)**

Meeting of: LeClaire Comprehensive Focus Group #1

Date: 5/18/2016 Time: 6:00 p.m. To: 7:30 p.m. Minutes: Yes No

Place of Meeting: LeClaire Fire Department

Name:	Title/Representing:	Contact # or Email:
1. Cheryl Walker	P+Z	289-4888
2. Barbara Norris	myself	track-mom@mchsi.com
3. Ray Norris	B#1Z	track-dad@mchsi.com
4. Ken Metz	P#Z	
5. Steve R. Zell	P+Z	stev@precisionbuilding.com
6. John Smith	Council Member	jsmith@leclaireiowa.gov
7. ED CHATE	City Administrator	echate@leclaireiowa.gov
8. Deb Mulvania	Tourism Pres. / First Central	dmulvania@firstcentral.com
9. Linda Kemp	resident / self	lkemp@mchsi.com
10. Lindsay Wilson	BSRE	(309) 795-0300
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SERVICE REPORT

COUNTY/COMMUNITY: LeClaire, IA
DATE: May 25, 2016
FILED BY: Lindsay Whitson
MEETING: LeClaire Comprehensive Plan Update Economic Development, Housing, and Public Infrastructure Focus Group

PRESENT:

County/Community

(Refer to attached sign-in sheet)

Bi-State

Gena McCullough
Lindsay Whitson

Others

Ed Choate

Copies to:

The second of three public focus groups were held at the LeClaire Fire Department beginning at 6:00 p.m. in order to engage the LeClaire residents in the Comprehensive Plan Update. The second focus group was tailored around collecting input in regards to economic development, housing, and public infrastructure in the community. The first focus group was centered around future land use and natural resources, and the third focus group will focus on vision, goals, and objectives.

The meeting began with a brief presentation on the basics of a comprehensive plan and an overview of the public input collected to date. Residents were then split into two groups and given the opportunity to provide input on the future of economic development, housing, and public infrastructure in LeClaire. The majority of the focus group was structured around the group discussion. Both groups were asked to provide their top few priorities in regards to economic development, housing, and public infrastructure. The list is provided below (in no particular order).

Lastly, the participants were asked to vote individually on their first and second priorities for each topic. There were fifteen participants and unfortunately not everyone voted for each topic. Next to each priority the following parenthesis identify how many votes were given to each priority in their respective ranking.

Economic Development

- Completion of Phase II downtown and riverfront development (14), (0)
- Extension of economic development along 2nd Street with historic preservation (0), (4)
- Develop alternate locations for growth of businesses such as the 110 green tree Planners Development District (PDD) and develop office space in this area (1), (11)
 - Discuss with developers how they can be persuaded and attracted to the idea of developing in LeClaire in the future

Housing

- Maintain, preserve, and renovate older and historic homes (7), (0)
- Need additional multifamily housing, town homes (for families), and apartments (5), (4)
- Develop additional senior housing (1), (8)

Public Infrastructure

- Develop a Street Plan for future development (12), (3)
 - City advocate to Scott County to pave Holland Street/205th Street to Middle Road
- Extend sewer services and water for future development (2), (9)
- Storm sewer management needed (9), (2)

DRAFT November 2016

**MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF
(Please Print Legibly)**

Meeting of: LeClaire Comprehensive Focus Group #1

Date: 5/28/2016 Time: 6:00 p.m. To: 7:30 p.m. Minutes: Yes No

Place of Meeting: LeClaire Fire Department

Name:	Title/Representing:	Contact # or Email:
1. <u>Ray Norris</u>	<u>BIZ</u>	
2. <u>GLEN PIOTTER</u>	<u>P&Z</u>	
3. <u>MARY LOU PIOTTER</u>	<u>visitor</u>	
4. <u>Ken Motz</u>	<u>P&Z</u>	
5. <u>Dr. Rick Reed</u>	<u>LeClaire Economic Development</u>	
6. <u>Cindy Bruken</u>	<u>Tourism</u>	
7. <u>Deb Mukwania</u>	<u>First Central / Tourism Pres.</u>	
8. <u>Mike Clingensmith</u>	<u>LeClaire Chamber / PV Schools</u>	
9. <u>Jim Spillman</u>	<u>PVUSD</u>	
10. <u>Jim Bradley</u>	<u>LeClaire Fire</u>	
11. <u>ED CHATE</u>	<u>CITY ADMINISTRATOR</u>	
12. <u>DENNIS GERARD</u>	<u>CITY COUNCIL</u>	
13. <u>Linda J. Kemp</u>	<u>BOA: Rep. self</u>	
14. <u>Eric Neukemmer</u>	<u>for P&Z</u>	
15. <u>BRAD SMITH</u>	<u>VISITOR</u>	
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SERVICE REPORT

COMMUNITY: LeClaire, Iowa
DATE: June 2, 2016
FILED BY: Lindsay Whitson
MEETING: LeClaire Comprehensive Plan Update – Miscellaneous Discussion

PRESENT:

County/Community

See Attached Sign-in Sheet

Bi-State

Gena McCullough
Michael Saponaro
Lindsay Whitson

Others

Ed Choate

Copies to:

The third of three public focus groups was held at the LeClaire Fire Department beginning at 6:00 p.m. in order to engage the LeClaire residents in the Comprehensive Plan Update. The third focus group was tailored around collecting input on miscellaneous items in regard to the Comprehensive Plan. This includes any discussion that may have been missed in the other two focus groups. The first group was focused on the future land use and natural resources, and the second group was focused on collecting input in regard to economic development, housing, and public infrastructure in the community.

First, Mr. Saponaro provided a brief presentation on the basics of a comprehensive plan and an overview of the public input collected to date. Residents were then split into two groups and given the opportunity to discuss miscellaneous items such as public infrastructure, parks, amongst other topics. Bi-State staff were present to help present discussion topics and facilitate the dialogue. The majority of the focus group was structured around the group discussion. Both groups were asked to provide their top few priorities in regard to some of the more widely discussed topics. The list is provided below (in no particular order).

Lastly, the participants were asked to vote individually on their first and second priorities for each topic. Next to each priority the following parenthesis identify how many votes were given to each priority in their respective ranking.

Public Infrastructure/Services

- Rerouting truck traffic from the downtown area and provide services such as streets, stormwater, sewer and water to the Green Tree Planner's Development District (PDD) (12) (0)
 - U.S. 67 to 35th Street
 - 35th Street to Territorial Road
 - Pave 205th Street to Middle Road
- Connecting 8th Street to Territorial Road (0) (0)
- Install storm sewer drainage (0) (4)
- Develop a standard street improvement plan and focus on older streets and necessary upgrades in the community (2) (8)
- Install a pedestrian crosswalk downtown (Project was added after the voting took place)

Parks

- Play area in cleared area of Huckleberry Park for kids near Glenwood/Cody Legacy (0) (0)
- Active park in lieu of Huckleberry Park including amenities such as: (12) (2)
 - 160 acres of park
 - Baseball diamond and other sports courts/fitness track
 - Dog Park
- Increase bike path network (2) (6)
 - Sidewalks from middle school to downtown
 - Wisconsin Road sidewalks
- Marina Boat District (0) (5)
 - Levy improvements/splash park
 - Sea wall/similar to Go Fish/ relocate boat ramp

Miscellaneous

- Invest in city-wide Internet access (10) (0)
- Cover all city meetings on public access television (0) (1)
- Website restructure (0) (4)
- Improve beautification of the community and enforce City Ordinances (3) (5)
- Improve parking (1) (4)

DRAFT November 2016

**MEETING ATTENDANCE RECORD
MEMBERS, GUESTS & STAFF
(Please Print Legibly)**

Meeting of: LeClaire Comprehensive Plan Update Focus Group #3

Date: June 2, 2016 Time: 6:00 p.m. To: 7:30 p.m. Minutes: Yes No

Place of Meeting: LeClaire Fire Department

Name:	Title/Representing:	Contact # or Email:
1. <i>Ray Allen</i>	<i>Mayor</i>	<i>ray.allen@leclairfire.org</i>
2. <i>Connie Allen</i>	<i>Citizen</i>	<i>apofidroc@mchsi.com</i>
3. <i>EDWIN CHATE</i>	<i>CITY ADMINISTRATOR</i>	<i>563-529-8217</i>
4. <i>Ryan Salvador</i>	<i>Council Member</i>	<i>563-320-3958</i>
5. <i>John Smith</i>	<i>Council Member</i>	<i>563-723-1768</i>
6. <i>Dewayne Hatcher</i>	<i>CITIZEN</i>	<i>563-729-1117</i>
7. <i>LINDA HATCHER</i>	<i>LITIZEN</i>	<i>lindah2009@gmail.com</i>
8. <i>Delo Mukheria</i>	<i>Tourism Pres / First Central</i>	<i>delo@mukheriafirstcentralbb</i>
9. <i>Glen Piotter</i>	<i>P&Z</i>	<i>GMLPIOTTER@MSN.COM</i>
10. <i>Ray Norris</i>	<i>P&Z</i>	<i>track_dad@mchsi.com</i>
11. <i>Mark Ridolfi</i>	<i>North Scott Press</i>	<i>mridolfi@northscottpress.com</i>
12. <i>Barbara Norris</i>	<i>citizen</i>	<i>track_mom@mchsi.com</i>
13. <i>Jo-Elynn Elliott</i>	<i>Citizen</i>	<i>dougbob@mchsi.com</i>
14. <i>Doug Elliott</i>	<i>Citizen</i>	
15. <i>Julia Kemp</i>	<i>Resident</i>	<i>563-340-2712</i>
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