

CLINTON SOUTH 4TH STREET **REVISIONING PLAN**

REPORT BY:

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

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City of Clinton, Iowa

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EXECUTIVE SUMMARY

The City of Clinton commissioned the Clinton South 4th Street Revisioning Plan to create a vision for the future of the area that is aligned with the community's needs and aspirations, and to create a guide that will help the community realize its vision. East Central Intergovernmental Association (ECIA) led the project team and YTT Design Solutions and Terracon Consultants provided technical support. The United States Environmental Protection Agency (EPA) provided funding for the project.

Study Area

The project study area includes the six properties located at 1000 – 1020 South 4th Street in Clinton, Iowa. The South 4th Street Area has historically been home to a variety of commercial and residential uses including apartments, retail shops, bars, and laundromats. The community has identified the 0.7-acre study area as an underutilized brownfield site due to its historical uses and community perception.

The buildings located at 1014-1020 South 4th Street were demolished by their owner in 2022. Assessments of the remaining study area buildings have identified some environmental concerns, primarily the presence or possible presence of asbestos containing materials (ACM.) Structural inspections, conducted by a licensed engineer, found that the existing buildings were in severe disrepair, beyond the point of repair, and unsafe to enter. The City of Clinton acquired the properties located at 1002-1012 South 4th Street and has applied for a US EPA Brownfields Cleanup Grant to assist in funding the Regulated Asbestos Containing Material (RACM) demolition of the structures located on the property.

Public Engagement Community Vision

The project team employed an engagement plan to seek guidance from the community regarding the future of the South 4th Street Area. The plan included a community survey, stakeholder discussions, general input meetings, and a public awareness campaign. Through the planning process, the Clinton community envisioned the South 4th Street Area as a more vibrant commercial space that is attractive to residents and visitors alike.

The project team organized the information collected through the community engagement process into a set of four community planning strategies for the redevelopment of the study area. The strategies include: (1) enhancing mobility and infrastructure, (2) innovative land use policies, (3) supporting beautification and providing amenities, and (4) establishing and maintaining partnerships, engagement, and promotion.

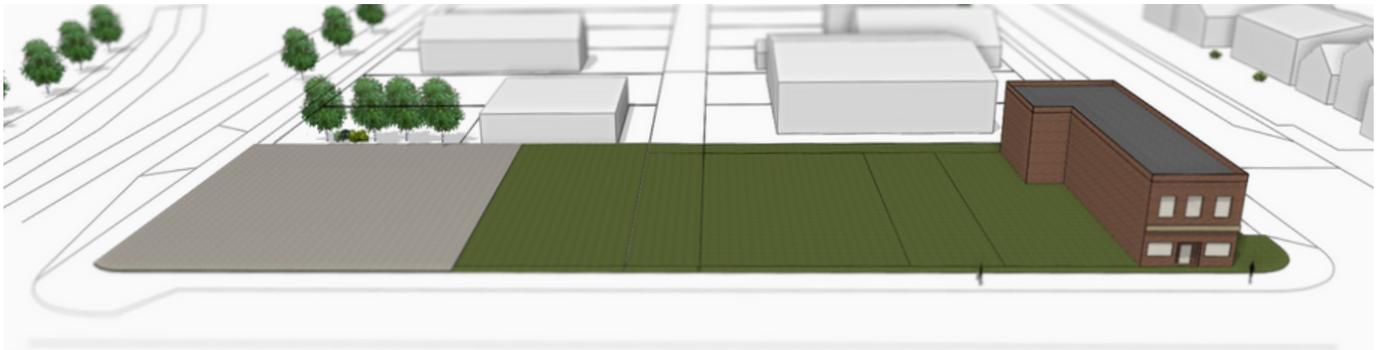
Reuse Scenarios

The plan provides three potential site reuse scenarios for the study area properties that are currently owned by the City of Clinton, specifically, 1002-1012 South 4th Street. The scenarios are meant to help the community envision future uses of the site and serve as a guide for future redevelopment actions following the demolition of the buildings. The reuse scenarios are divided into two phases.

Phase 1 reflects the immediate reuse potential of the property once the city-owned structures are demolished. The Phase 1 scenario illustrates how the site may look during a possible transition period between demolition and redevelopment and suggests some relatively low-cost interim improvements that could improve the marketability of the site.

Phase 2 is split into two scenarios that reflect a higher intensity reuse of the site. Both Phase 2 scenarios envision the site occupied by a single-story, multi-tenant, retail structure. The Phase 2 scenarios serve to demonstrate the potential for the site and highlight the various planning factors must be considered to achieve the community's vision for the space.

Illustrations depicting the Phase 1, Phase 2a, and Phase 2b scenarios are provided below.



West facing view of South 4th Street Phase 1



West facing view of South 4th Street Phase 2a



West facing view of South 4th Street Phase 2b



CHAPTER 1.

Project Overview



What is a Brownfield?

A Brownfield is a property where the expansion, redevelopment, or reuse of which may be complicated by the presence or perceived presence of a hazardous substance, pollutant, or contaminant. In some cases, brownfield sites do not have any significant contaminants, but are perceived as potentially contaminated within the community. This perception may deter private or public investment in the property, which contributes to disinvestment and blight.

This plan summarizes the current site conditions and the results of environmental assessments done to date. Throughout the planning process the project team worked with the community to identify its vision for the site. This vision is reflected in several conceptual reuse scenarios that will help guide future development on the site.

By promoting the reuse of land that is contaminated or perceived to be contaminated, the brownfields program helps to revitalize communities, create jobs, and promote economic growth. The program also helps to reduce the demand for new development on greenfield sites, preserving natural and agricultural lands, and promoting sustainable growth.

Study Area

The project study area includes six commercial parcels situated between 1000 South 4th Street and 1020 South 4th Street in Clinton, Iowa. The community has identified the 0.7-acre study area as an underutilized brownfield site due to its historical uses and community perception, and have earmarked it for a community-driven planning process.

The plan's scope includes an analysis of the study area's potential reuse options, such as commercial, residential, or mixed-use development, and recommendations that aim to foster the site's sustainable and beneficial reuse, while taking into account the community's values and goals.

In addition to the immediate study area, the plan also considers surrounding infrastructure and land use, exploring issues such as traffic, lighting, safety, and aesthetics in nearby areas that will ultimately affect the final use and productivity of the site.

The ultimate goal of this planning process is to create a vision for the study area that is aligned with the community's needs and aspirations, and which can serve as a guide for future development and investment.

Study Area History

1014-1020 South 4th Street: The property was the long-time home of the Smith Brother's General Store. The building was demolished in 2022 and the property is currently vacant. The property is privately owned.

1010-1012 South 4th Street: First recorded development on the site occurred in 1885. The first uses were a candy store with residences on the top floor. The original building was demolished and a drug store / apartment building was constructed in 1917. Currently the property is home to a vacant three-story building with a basement. The City of Clinton owns the property.

1006-1008 South 4th Street: First recorded development on the site occurred in 1900, prior uses included a furniture and upholstery store with upper level apartments. Most recently the building was used as a bar. The City of Clinton owns the property.

1004 South 4th Street: Built circa 1900, this building has been used a pawn shop, barber shop, and beer distribution facility. The City of Clinton owns the property.

1002 South 4th Street: This structure was built in 1868 and was last occupied by apartments on the upper floor with commercial space on the lower level. The City of Clinton owns the property.

1000 South 4th Street: This structure was built in 1864 with a commercial storefront. The building was utilized as a laundromat from 1960 to the early 1980s. The property is privately owned.



Transportation History

The South 4th Street Area is located on the northwest corner of the intersection of South 4th Street and US Highway 30/67. This intersection represents the eastern limits of the Liberty Square Area. Historically, Liberty Square was a transition area between the city's residential and industrial areas, with a mixture of these uses located in close proximity to each other. Over time, the area's industrial uses left behind contaminated conditions that fostered disinvestment and blighted conditions resulting in a neighborhood characterized high unemployment and poverty rates and low household incomes.

In 1996, community leaders in Clinton established the Liberty Square Project, a public/private initiative focused on the redevelopment and revitalization of the corridor. The City of Clinton adopted the Liberty Square Comprehensive Plan in 2002. The plan called for the conversion of the existing two-lane US Highway 30/67 and a parallel street into a one-way couplet. Liberty Avenue would carry eastbound traffic and Camanche Avenue would carry westbound traffic.

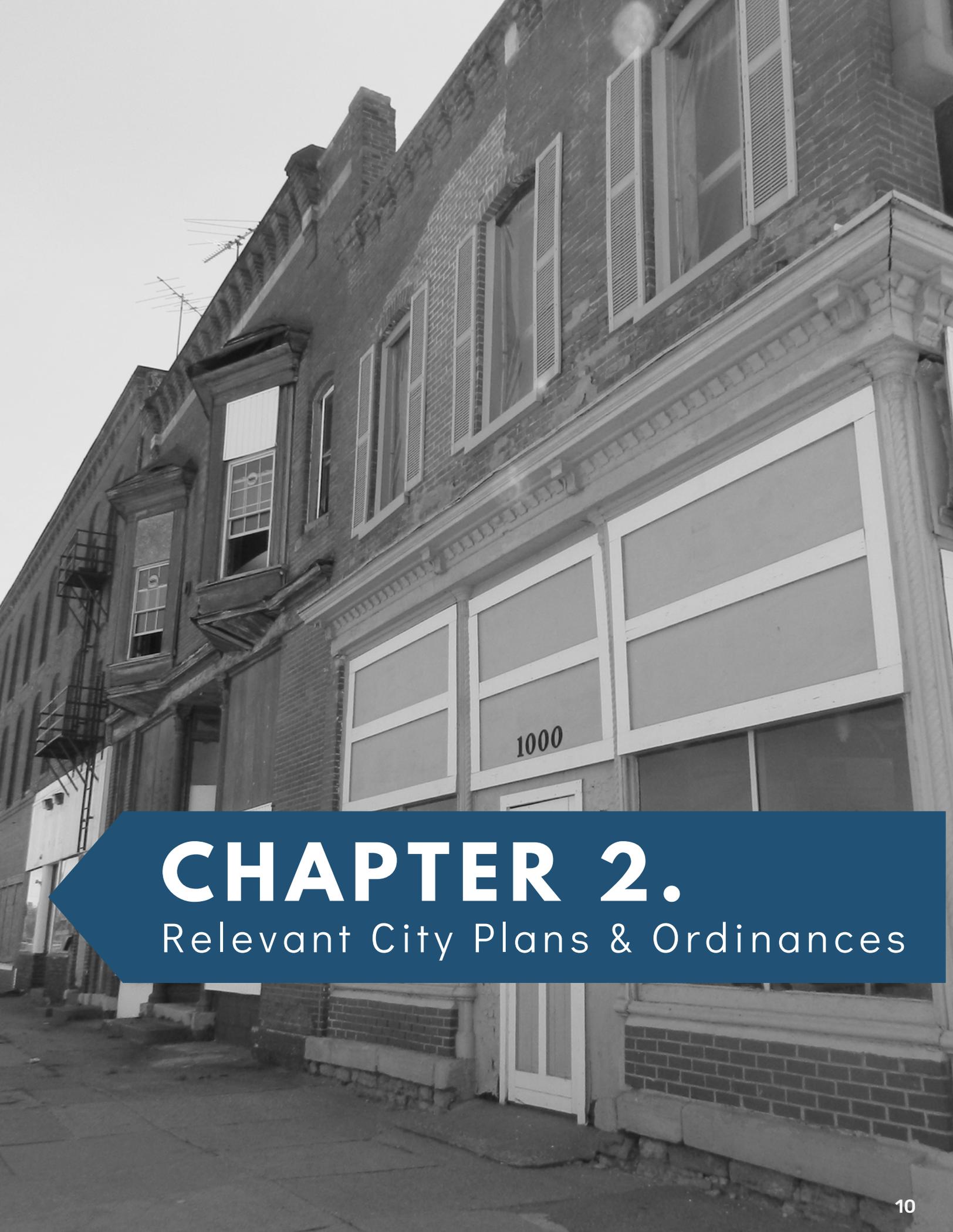
Phase I of the project was completed in 2010. Properties were acquired and contamination was cleaned up, eastbound Liberty Avenue was reconstructed, and Camanche Avenue was converted to a one-way street.

Phase II of the project was completed in 2014 and included the reconstruction of Camanche Avenue. At the time of Phase II's completion, the total investment in the Liberty Square project was \$50 million, with \$30 million dedicated to infrastructure improvements and \$20 million to land acquisition. Project funders included the City of Clinton, and a collection of state and federal agencies.

In 2023, the City of Clinton and its partners continue working to encourage the redevelopment of the Liberty Square. Community feedback collected through the South 4th Street Redevelopment Plan identified some traffic and safety concerns at the South 4th Street and US Highway 30/67 intersection. Several community members identified the southbound to westbound turning movement at the intersection as a potential problem area. They reported that trucks can have difficulty making this turn and that the right turn lane can experience some delay at peak travel times. Community feedback also identified a desire for safer bicycle and pedestrian crossings at the intersection. The community should consider these concerns as they move forward with redevelopment of the South 4th Street and Liberty Square Areas.



Liberty Square Corridor Map



CHAPTER 2.

Relevant City Plans & Ordinances

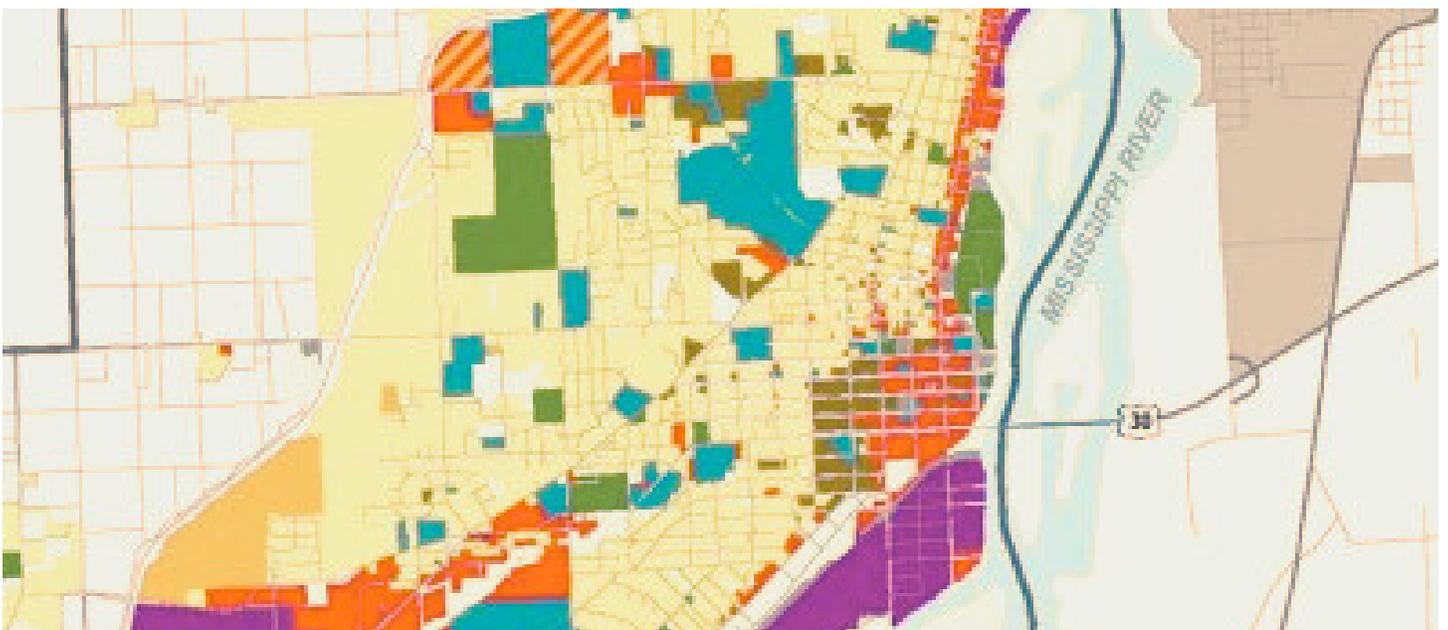
Land Use and Zoning Designations

The City of Clinton's policies and regulations, including the comprehensive plan, zoning ordinance, and other supplemental plans and regulatory documents, will guide and shape future redevelopment in the South 4th Street Area. While this section summarizes these documents as they exist today, the City may choose to amend these standards and policies to promote flexibility and economic development in the study area. The following section outlines the relevant city policies and regulations that apply to the study area.

City of Clinton 2032 Comprehensive Plan

The Clinton City Council adopted the City of Clinton 2032 Comprehensive Plan January 2014. The plan serves to guide long range land use decisions throughout the city. The comprehensive plan is the main policy document to guide land use, development form, transportation, economic development, and environmental actions within the study area and specifically within the municipal limits. The comprehensive plan provides the legal foundation for the City's zoning ordinance and guides the City as it completes and prioritizes capital improvement projects (e.g., transportation, utilities, and public amenities).

Land Use Element: The land use element of the comprehensive plan sets planning goals that guide actions and future development in the community. It is anticipated that the brownfield revisioning pan and resulting recommendations will move the City towards implementation of these goals and policies. Table 1 lists the applicable land use goals and policies as they relate to area-wide planning in the South 4th Street study area; these goals/policies should guide the planning process and resulting action strategies.



City of Clinton Zoning Map

Land Use Goals and Policies

Table 1: City of Clinton Land Use Goals and Policies

<u>Goal</u>	<u>Land Use Policy Actions</u>
<i>Reduce unemployment, achieve economic stability and increase the standard of living for all citizens.</i>	<ul style="list-style-type: none"> • Promote the diversification of the commercial/industrial base. • Encourage access to economic incentives for quality job creation and/or tax base enhancement.
<i>Promote the preservation, rehabilitation, and investment in the housing stock and neighborhoods.</i>	<ul style="list-style-type: none"> • Encourage a range of affordable, accessible, decent, safe, and sanitary rental housing options throughout the city. • Promote recycling existing, vacant, or under-utilized structures, such as schools, industrial building, into housing with an affordable component.
<i>Improve housing opportunities.</i>	<ul style="list-style-type: none"> • Provide for a variety of housing types, costs, and locations. • Become more aggressive in attracting new residents to live in Clinton.
<i>Provide public facilities and services at levels which support a “desirable quality of life” for current and future residents.</i>	<ul style="list-style-type: none"> • Provide facilities and services in locations compatible with planned uses, populations and needs. • Encourage new development to locate where existing infrastructure is already in place.
<i>Encourage redevelopment opportunities to revitalize unused property.</i>	<ul style="list-style-type: none"> • Encourage redevelopment or adaptive reuse of vacant or underutilized buildings and sites. • Promote infill development. • Promote affordable commercial space for small startup, new or growing businesses. • Encourage reinvestment in our existing neighborhoods (i.e., smart growth). • Consider incentives for smart growth.
<i>Provide, maintain and improve safe and efficient movement on the City’s street system.</i>	<ul style="list-style-type: none"> • Support continuing street construction program, providing for timely maintenance, repair and reconstruction of streets. • Encourage the implementation of safety principles and practices in the area of street lighting, street layout, speed limits, street signage, street pavement striping and traffic signals. • Support maintaining the street system’s continuity and safety.

Source: City of Clinton Comprehensive Plan

City of Clinton Zoning

The City of Clinton Zoning Ordinance sets requirements for the use of land and the shape and size of structures within the city limits. The Zoning Ordinance consists of two primary parts: a map that delineates the boundaries of zoning districts, and text that explains the purpose of the districts, specifies permitted and conditional uses, and establishes dimensional standards. The South 4th Street Area is located in the C-2 General Commercial Zoning District. The southern portion of the area is also located in Liberty Square Overlay District. The following pages provide information on the current zoning regulations that apply to the study area. Tables 2 and 3 list the permitted uses for each zoning district; Figure 1 provides the zoning map of the study area and surrounding area; and Tables 4 through 7 list the height and area requirements and the design standards that apply to the study area. All zoning regulations and maps are current as of April 2023.

Table 2: C-2 Zoning District Permitted Uses

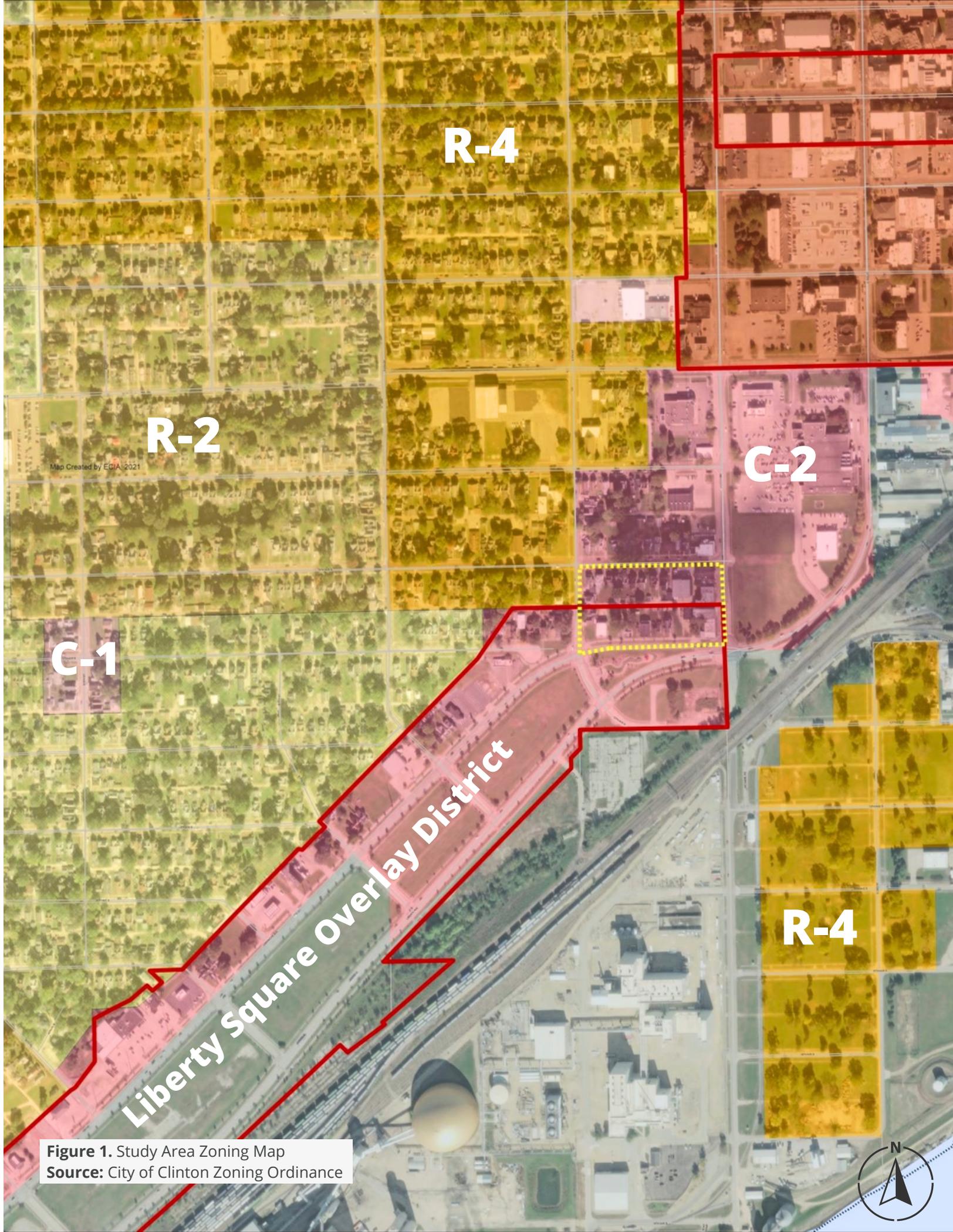
<u>Zoning District</u>	<u>Permitted Uses (includes, but is not limited to)</u>
General Commercial District (C-2)	<ul style="list-style-type: none"> • Any non-residential use permitted in the C-1 Local Commercial District; • Any use permitted in an R-4 Residential District not including the R-1A Single- Family Residential District; • Condominiums of two or more units per building; • Motor vehicle sales and service; • Office use, retail sales and service, entertainment, restaurant and recreation trade. Adult entertainment excluded; • Short-term lodging; • Short-term automobile parking lot and parking ramp, but not including motor vehicle storage lots; • Motor vehicle services and repairs provided all repairs are conducted within a completely enclosed building. All outdoor storage areas must comply with the requirements for a motor vehicle storage yard. No more than seven vehicles awaiting repair may be stored at one time; • Radio or television broadcasting station or studio. Special use permit required for transmission towers, see § 159.049; • Veterinarian animal hospital or kennel. Outdoor runs must be at least 100 feet from a residential district; • Microbreweries and brew pubs; • Publishing, sales promotion, lettering work, electronic or other technical research, electrical and/or light assembly work, office and research use, insurance company home and branch office or other financial institution use, any commercial enterprise employing substantially clerical and technical personnel, coupon clearinghouse, marketing systems, service and research, direct mail service, sales promotion handling and analysis, publishers circular and fulfillment and inquiry card processing; • Mini warehouse; • Hospital and nursing home; • Building material and product sale. Outdoor storage allowed if suitably screened from abutting public streets; and • Accessory building or use customarily incidental to any of the above uses.

Source: City of Clinton Zoning Ordinance

Table 3: Liberty Square Overlay Zoning District Permitted Uses

<u>Zoning District</u>	<u>Permitted Uses (includes, but is not limited to)</u>
<p>Liberty Square Overlay Zone</p>	<ul style="list-style-type: none"> • Permitted uses listed in this division (B) shall be used instead of the permitted uses listed in the base "C-2" and "M-1" Zoning Districts. Regardless of specific uses, all operations within the subject district must be restricted to enclosed buildings and all outdoor storage is prohibited, unless otherwise specified. • Permitted uses, land with a base zoning of C-2. <ul style="list-style-type: none"> ◦ C-1 permitted use - florist shop. ◦ C-1 permitted use - restaurant. ◦ C-2 permitted use - office use. ◦ C-2 permitted use - retail sales and service. ◦ C-2 permitted use - entertainment. ◦ Accessory buildings or uses customarily incidental to any of the above uses • Permitted uses, land with a base zoning of M-1 <ul style="list-style-type: none"> ◦ M-1 permitted use - wholesale trade. ◦ M-1 permitted use - industrial services. ◦ M-1 permitted use - warehousing and freight handling. ◦ Accessory buildings or uses customarily incidental to any of the above uses. • Restrictions. No fast food restaurants with drive through windows.

Source: City of Clinton Zoning Ordinance



R-4

R-2

C-2

C-1

Liberty Square Overlay District

R-4

Figure 1. Study Area Zoning Map
Source: City of Clinton Zoning Ordinance



Zoning Height and Area Requirements

Zoning district height and area requirements for the C-2 District and Liberty Square Overlay District are provided in the Tables 4 and 5.

Table 4: C-2 Zoning District Height and Area Requirements

<u>Standards</u>	<u>Zoning District</u>	
	C-2	Additional Notes
Front Yard	20 ft.	none
Side Yard	None	<ul style="list-style-type: none"> • 5 ft. if abutting residential district, 3 ft. high solid visual barrier needed if abutting residential district.
Rear Yard	15 ft.	<ul style="list-style-type: none"> • 3 ft. high solid visual barrier required if abutting residential district.
Minimum Lot Area	None, if non-residential use	<i>For residential, see R-4 below:</i> <ul style="list-style-type: none"> • 5,000 sq. ft. for 1-family • 6,000 sq. ft. for 2-family • 2,500 sq. ft. for multi-family • + 1,500 sq. ft. for each unit
Minimum Lot Width	None	none
Max. Bldg. Height	45 ft.	none
Max. No. of Stories	3	none

Source: City of Clinton Zoning Ordinance

Table 5: Liberty Square Zoning Overlay Height and Area Requirements

<u>Standards</u>	<u>Zoning District</u>	
	Liberty Square	Additional Notes
Front Yard	20 ft.	none
Side Yard	None	<ul style="list-style-type: none"> • 5 ft. if abutting residential district, 3 ft. high solid visual barrier needed if abutting residential district.
Rear Yard	15 ft.	<ul style="list-style-type: none"> • 3 ft. high solid visual barrier required if abutting residential district.
Minimum Lot Area	None, if non-residential use	<p><i>For residential, see R-4 below:</i></p> <ul style="list-style-type: none"> • 5,000 sq. ft. for 1-family • 6,000 sq. ft. for 2-family • 2,500 sq. ft. for multi-family • + 1,500 sq. ft. for each unit
Minimum Lot Width	None	none
Max. Bldg. Height	45 ft.	none
Max. No. of Stories	3	none

Source: City of Clinton Zoning Ordinance

Design Standards

The Liberty Square Overlay District includes a set of design standards that go beyond the standard zoning district height and area requirements. These design standards apply only to the southern portion of the study area that is located in the Liberty Square Overlay District. The design standards include "design features" and "site development" requirements that provide a clear set of architectural and site design criteria that will create sustainable, high quality development within the district. Tables 6 and 7 list the Liberty Square design features and site development requirements. According to the ordinance:

The intent of development in the Liberty Square district is to create a "streetscape" and an environment for "street life." The proximity of the buildings to the public street, coupled with the development of public and private activity spaces (e.g., entrance courts, patios and outdoor display areas), will promote street character and human activity. Developers are required to meet the minimum parameters established by the design standards and are further encouraged to assist the city in maintaining high quality standards and exemplary development in the Liberty Square District. (City of Clinton Zoning Ordinance)

Table 6: Liberty Square Overlay District Design Standards - Design Features

<u>Liberty Square Design Features</u>
<ul style="list-style-type: none">• Architectural features and building facades (faces) of new buildings will be constructed of permanent building materials (brick, stone, manmade stone and concrete) and clear glass.• Parapet walls will be used to conceal flat roofs and/or roof mounted mechanical and electrical equipment from street level view. Both flat roofed buildings and gabled roofed buildings will have parapet features at building entrances and other architectural focal areas. The parapets will be accentuated with peaks and other architectural features.• Buildings will be one, two or three stories.• Architectural variety and interest can be achieved by varying the heights of adjacent building facades. Lengthy building facades will be broken into bays (sections/divisions) or vertical/horizontal architectural treatments to suggest bays (sections/divisions) can be added.• Solid waste containers shall be placed on a concrete pad in the rear yard and screened from all public right-of-ways. Screening shall provide a solid visual barrier and shall not exceed the height requirements for fences. Screening shall be constructed of materials that are the same or similar to the primary structure.• All outdoor storage areas will be screened from all public right-of-ways. Screening shall provide a solid visual barrier and shall not exceed the height requirements for fences.• The architectural facades of accessory buildings will be constructed of permanent building materials and building design should be an extension of the architecture of the primary building served.• Synthetic plastic veneer, metal siding and vinyl siding are not permitted in the Liberty Square District.

Source: City of Clinton Zoning Ordinance

Table 7: Liberty Square Overlay District Design Standards - Site Development

Liberty Square Site Development

1. Building orientation and access:
 - Liberty Square District buildings will be located along Camanche Avenue and/or Liberty Square side streets.
 - At least 75% of building facades will be located along the building setback line (15 feet).
 - Each building will be designed for pedestrian access from both the public street face and the building face opposite the public street face. The facades of buildings parallel with Camanche Avenue, or the Liberty Square street side, should have a public front that orients to street visibility and a public entrance on the street side of the building.
 - The majority of parking for buildings should be opposite the public street façade of the building. A minimal amount (20%) of parking may be placed between the buildings; however, parking should not front or abut the public right-of-ways.
2. Building setbacks: Building setbacks along public streets may not be less than 15 feet nor greater than 20 feet.
3. Site open space:
 - Each development site will maintain a minimum 20% open space.
 - Open space will be landscaped “green space.”
 - Open space may contain pedestrian improvements (e.g. walks, site furniture, lights, and the like); however, the majority of open space must be unencumbered “green space.”
 - Building foundation-planting areas less than six feet wide and parking lot islands do not qualify as site open space.

Source: City of Clinton Zoning Ordinance



Illustration of study area parcels affected by the Liberty Square Overlay (Yellow) and C-2 Zoning (Red)



CHAPTER 3.

Market and Community Analysis

Market Analysis

Effective brownfield planning and economic development efforts respond to population demographics and market trends - this will ensure that planning actions and recommendations are linked to market opportunities, constraints, and the local community vision. As part of the brownfield planning process, the project team conducted a market analysis for the study area. The chapter summarizes the key market findings that may help guide future policy decisions and public investment in the study area.

The South 4th Street Area has historically been home to a variety of commercial and residential uses which have included apartments, retail shops, bar and laundromats. Since the 1970s the South 4th Street Area and the Eastern Iowa region more broadly, have undergone significant economic changes that have negatively affected the area. This plan provides an opportunity to examine commercial development growth trends and to implement strategies that would attract new business enterprises and complementary uses to the study area.

Methodology

The project team reviewed data from a variety of sources to identify demographic/population characteristics, real estate trends, employment statistics, and commercial activity in the Clinton region. This information was used to examine the historic growth in commercial developments within the Clinton area. Market data was analyzed to determine the future employment, building sizes, and land area that may be important for the study area to attract private reinvestment and new business enterprises. The analysis also examined conditions at the state, county, and city-wide level. The following summarizes the methodology for obtaining information:

Demographics: The market analysis examined census data to identify demographic trends in and around the community. The research examined demographic characteristics including age, income, educational attainment, and household structure. The demographic research has three main objectives: (1) understand the local economic opportunity, (2) understand the local workforce characteristics (e.g., age, skill set, and education, and (3) identify business enterprises which provide well-paying employment opportunities for the existing and projected populations.

Real Estate and Market Data: Data was collected from a variety of industry-standard sources including: Reonomy, the U.S. Census Bureau, Iowa State Data center, Woods and Poole Economics, Inc and ESRI.



Demographics

When planning for reuse, future land uses, and economic prosperity, it is important to understand the population and demographic characteristics so that city policy, investments, and implementing actions directly benefit current and projected populations. According to data from Wood and Poole Economics, Clinton County's population is projected to decrease (6.9%) from 2020-2050. Despite the shrinking population, ongoing shifts in the demographic make up of the city may present new opportunities for growth and changes in local demand for services. This demand can be used to guide land use decisions, economic development efforts, and capital improvement projects in and around the study area.

Population

The Clinton/Clinton County region has been shrinking in recent years and is projected to grow slower than the State of Iowa. From 2000-2020 the population of Clinton fell 11.89%, and now stands at 24,469. The City of Camanche, located immediately south of Clinton has seen the population grow by 8.4% from the years 2000 - 2020. The 2020 population of Camanche was 4,570. Clinton County's population fell by about 2,500 residents or about 5% from 2010 to 2020.

Population Age: The median age in the City of Clinton is slightly younger at 42.1 years when compared to the County at 42.5 years and older when compared to the state at 38.5. Market segmentation analysis provided by ESRI indicates that the majority of residents that surround the study area can be classified as either early/middle aged couples in their prime working years or early retirement aged.

Educational Attainment: Within the 5-minute drive time from the South 4th Street Area, 57.7% of the 25+ population have achieved high school equivalency or less education, while 42.3% have received at least some college or higher.

Minority Population: Roughly 9.3% of the total City of Clinton's population is non-white. However, of the 10,998 individuals that live within a 5-minute drive of the South 4th Street Site, 17.9% identify as a race other than white. Blacks and Hispanics make up the largest percentage of this subpopulation with 7.2% and 5.9% respectively.

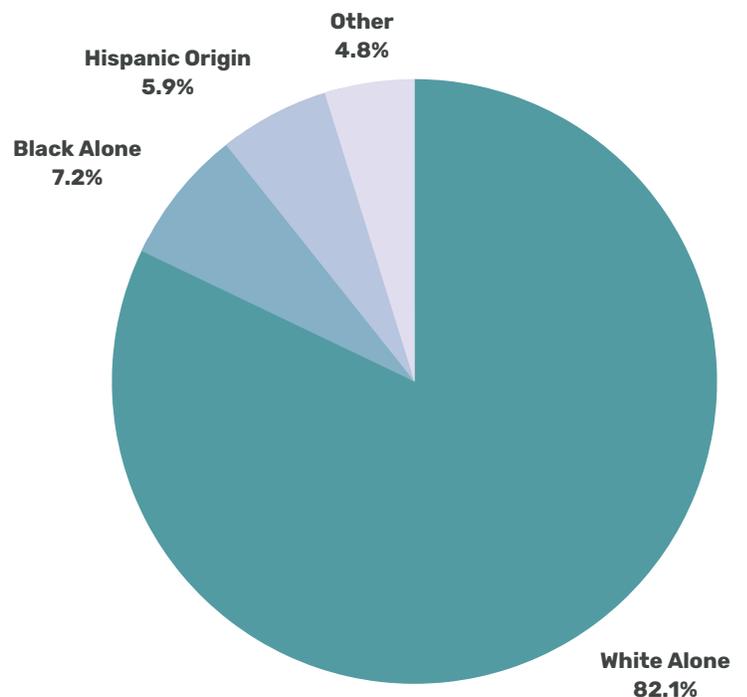


Figure 2: Demographic Profile - 5 Minute Drive Time of South 4th Street
Source: ESRI

Income

Median household incomes for a planning area are a significant economic indicator for the community. This also indicates a need for economic opportunities so that individuals and families can obtain quality housing and daily essentials like food, clothing, and medical care. ESRI data indicates that within a 5-minute drive time from the South 4th Street Area the median household income is \$38,627, within 15 minutes it is \$49,983, and within 30 minutes it is \$58,093.

Table 8: 2019 Consumer Spending (5-Minute Drive time)

Sector	Individual Average	Total Spent
Apparel & Services	\$1,263.72	\$5,910,420
Entertainment	\$1,884.02	\$8,811,546
Restaurants	\$2,176.25	\$10,178,299
Health Care	\$3,761.76	\$17,593,736
Grocery	\$2,176.25	\$15,043,062
Education	\$876.93	\$4,101,406
Personal Care Products & Services	\$527.17	\$2,465,575

Source: 2018 and 2019 Consumer Expenditure Surveys, Bureau of Labor Statistics. ESRI.

Poverty Level: 13.1% of households within a 5-minute drive time from the South 4th Street Area have a household income that is less than \$15,000. For comparison, the percentage of households that are less than 30 minutes away and have a household income of less than \$15,000 is 8.3%. According to the 2022 U.S. Department of Health and Human Services Poverty Guidelines, \$18,310 is the minimum that a family of two must make to avoid poverty.

Housing Cost Burdened Households: Within the City of Clinton, the median monthly owner costs as a percentage of household income is 17.2%. In Clinton County and the State of Iowa the median monthly owner costs as a percent of household income are 17.0% and 16.0% respectively. 30% is the generally accepted cutoff for determining whether or not a household is cost burdened. The City of Clinton's median monthly owner costs are well below the 30% threshold, which is often a positive economic indicator.

Consumer spending: Within a 5 minute drive of the South 4th Street site consumer spending habits are slightly below the national average. This trend is particularly noticeable within the education and restaurant market segments, with consumer spending making up 49% and 50% of the national average respectively.

Employment

To strategize for economic development, it is imperative to analyze the prevailing employment landscape and emergent trends in a particular region. The existing employment landscape in Clinton is dominated by manufacturing, service, construction and retail trade. Subsequent sections provide an in-depth exposition of the employment dynamics in Clinton.

Major Employers

The Clinton area is home to employers in a variety of industries including government, education, manufacturing, healthcare, construction, and, logistics. For the City of Clinton, MercyOne is the largest employer, followed by ADM (Archer Daniels Midland). Custom-Pak and 3M are the second and third largest manufacturing employers in Clinton, and the Clinton Community School District is the community's largest public sector employer.

Employment Industries

The region's workforce is employed at a wide variety of sectors ranging from health care and education to manufacturing and retail trade. At 20.3%, most of the City's population is employed in the manufacturing industry, followed by 18.9% in Health Care, and 11.6% in retail trade.

Table 9: City of Clinton Major Employers

<u>Employer</u>	<u>Sector</u>	<u>Employees</u>
MercyOne	Health care	950
ADM	Manufacturing	750
Custom-Pak Inc	Manufacturing	725
Clinton Community School District	Education	575
3M	Manufacturing	450
Hy-Vee	Retail	438
Metform	Manufacturing	400
Timken Drives	Manufacturing	400
WestRock	Manufacturing	246

Source: Clinton Regional Development Corporation, 2023

Real Estate Market Conditions

The South 4th Street Area has historically been a commercial node in the Clinton area. Some potential future uses for the site include commercial residential uses, and thus it is important to examine the local real estate market to identify opportunities for commercial and residential growth in the study area. This section summarizes the current conditions and trends in Clinton's commercial and residential real estate markets.

Commercial Market Overview

As of spring 2023 there are currently 23 commercial real estate listings available in Clinton, representing \$48,079,100 in potential sales with an average price of \$403,955. The average price per square foot in Clinton is \$121 with a median cap rate of 4%. 16% of the available commercial space is located around Downtown Clinton. Other areas of Clinton with significant inventory of commercial space include the industrial park along Manufacturing Dr. and the smaller scale commercial area along Main Avenue.

Table 10: Average Price of Commercial Property - Clinton, IA

Property Type	Average Price (\$)
Industrial	\$771,667
Retail	\$223,980
Office	\$447,775
Multifamily	\$799,000

Source: Crexi, 2023

Residential Market Overview

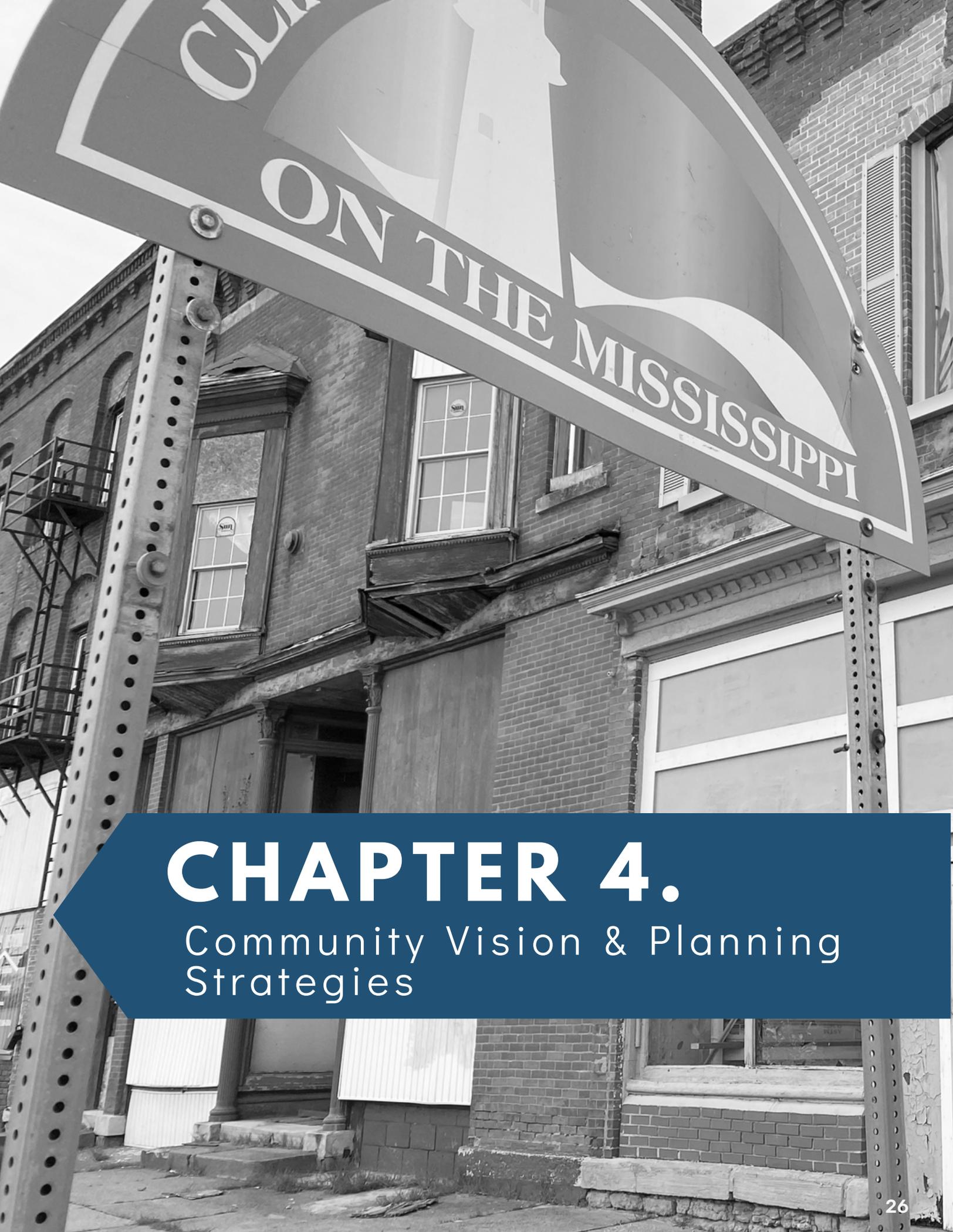
Housing market conditions in the City of Clinton have remained stable over the last several months with a healthy supply of affordable housing units on the market. As of March 2023, Realtor.com reported that there were 136 homes listed for sale in Clinton. The average residential property was on the market for 89 days, the median list price was \$108,000, and the median home listing price per square foot was \$77. The median home list price in Clinton was down slightly from \$109,900 in March of 2022, but overall prices have held steady over the last year as shown in the chart below. Homes in Clinton are more affordable when compared to nearby cities such as Davenport, which had a median listing price of \$155,000 and a median listing price per square foot of \$113 in March 2023.

Median Listing Home Price vs. Median Home Sold Price



Figure 3: Clinton, Iowa Median Listing Price vs Median Home Sold Price

Source: Realtor.com, April 2023.



CHAPTER 4.

Community Vision & Planning Strategies

Community Engagement

The City of Clinton employed a community engagement plan to seek guidance and recommendations from partners, property owners, developers, real estate professionals, community organizations, and the general public regarding the planning efforts for the South 4th Street Area. The City wanted to obtain various perspectives on opportunities and barriers to redevelopment, understand community needs, and strategize on how to position the area for additional economic investment and/or community-serving uses.



Photo from the October 19, 2022 general input meeting



Community Survey:

A community survey was distributed to members of public, and completed by 123 respondents. The responses in the community-wide survey helped provide additional perspective on what the community believes to be the highest and best use for the South 4th Street Area. See Attachment A for full survey results.



Stakeholder Discussions:

In addition to outreach with the public, the project team facilitated a number of discussions with City of Clinton staff, to better understand the issues that face the community. In addition to informal discussions, a survey was sent out to City staff to gain a wider context to the South 4th Street Area's past, present, and future.



General Input Meetings:

A general input meeting was conducted with members of the public at Clinton's City Hall on October 19, 2022. The planning team facilitated community conversations to help identify a common vision for the properties located along the South 4th Street Area.



Public Awareness Campaign:

The project team used a variety of tools to share information with the community and encourage their participation in the planning process. The project team created and hosted a project website that it used to maintain transparency with the community by sharing environmental and development documents and posting updates on the project's progress. The team also posted flyers and partnered with community organizations to distribute information through their existing member email lists. These communications included notices on the survey and public meetings and directed people to the project website for more information.

Website Link: <https://www.cityofclintoniowa.gov/359/Application-for-Brownfield-Grants-for-th>

Community Vision and Priorities

Through the planning process, the Clinton community envisioned the South 4th Street Area more vibrant commercial space that is attractive to residents and visitors alike. Using the engagement feedback, the project team identified four community priorities to enhance the South 4th Street Area for both economic development and quality of life. These priorities represent issues that the community wants to address through the planning process to help realize its vision.



Priority 1. Create a safe and inclusive environment

Improving safety within the study area and in the surrounding neighborhood is a key community priority for the South 4th Street area. Safety priorities include addressing unsafe structures and environmental contamination in the area and improving pedestrian safety around the area by adding lighting, repairing sidewalks, and making crosswalk improvements.



Priority 2. Adaptive reuse rooted in tradition

Community members indicated that they would like to see the study area reused in a way that adapts to the local market realities and reflects the historical development patterns in Clinton. A large number of comments received suggested that a commercial development with a mixture of green space would be ideal in this location.



Priority 3. Provide infrastructure needed to support existing and future development

Community members indicated that surrounding infrastructure such as sidewalks, streetlights, crosswalks, and vehicle parking should be maintained or enhanced to accommodate future development on the site. Correcting the existing double curb along South 4th Street was identified as one of the site's most critical infrastructure needs. The site is located at the intersection of South 4th Street and US Highway 30/67, a key intersection in the city's transportation network. Redevelopment plans should account for future traffic and safety needs at the intersection and should consider the potential impacts of redevelopment on the city-wide transportation network.



Priority 4. Improve the aesthetics of the project area

A key theme provided by the community was the idea that the South 4th Street Area should be an aesthetically pleasing because of its high visibility to residents and those passing through Clinton on Highway 30/67. Desired improvements include adding green space, infrastructure updates, welcome signage, and revitalizing/removing dilapidated structures along the corridor.

Community Planning Strategies

Successful revitalization initiatives rely on clear community planning strategies for implementation and long-term management. The project team combined all stakeholder input to create a holistic list of community planning strategies that will guide and support revitalization activities in the South 4th Street Area and the vicinity. The study area has significant potential for redevelopment, which can transform underutilized properties into valuable community assets. However, to ensure the success and sustainability of revitalization efforts, it is crucial to establish sufficient public infrastructure, innovative land use policies, and high-quality community amenities.

Community Planning Strategies: The Community Planning Strategies (CPS) organize an array of City/Stakeholder actions into five (5) specific categories along with their associative initiatives and policy items. The CPS aim to address various aspects of area revitalization and also respond to the community's priorities. The CPS include: (1) enhancing mobility and infrastructure, (2) innovative land use policies, (3) supporting beautification and providing amenities, and (4) establishing and maintaining partnerships, engagement and promotion.



Strategy 1 - Enhancing Mobility and Infrastructure

Functional roadways and pedestrian walkways will be vital to the success of the South 4th Street area's revitalization. This strategy primarily involves the City and other government partners, as they are often responsible for roads, sidewalks, and parks. A coordinated strategy to improve area infrastructure will make property redevelopment easier to finance, increase access, and elevate the perception of the South 4th Street Area.

Mobility - There is an opportunity to plan for and invest in transportation-related enhancements to improve circulation and access for individuals using a variety of transportation modes (e.g., motorists, pedestrians, bicyclists, and transit users). Mobility enhancements for this area may include pavement upgrades/maintenance, intersection functionality, sidewalk construction, parking enhancements, and bicycle parking. Improving mobility and access supports property redevelopment and helps local businesses maintain a flow of customers.

Strategic Actions

- Create a streetscape enhancement plan for South 4th Street Area. Enhancements may include lighting, curbs, sidewalks, lane resurfacing, landscaping, signage, pedestrian crossings, and on-street parking.
- Improve the South 4th Street streetscape; e.g., fill/repair sidewalks, add landscaping, bring double curb (along South 4th Street) to grade, add lighting.
- Conduct a traffic assessment in conjunction with any proposed redevelopment of the South 4th Street Area.
- Address safety concerns for pedestrians using the crosswalk at the intersection of 11th Avenue South/Highway 30/67 and South 4th Street. Specific attention should be given to the small pedestrian median in the middle of the intersection.
- Consider options for improving turning radius for southbound to westbound traffic making a right hand turn from South 4th Street.



Cracked sidewalks located along South.4th Street



Intersection of 11th Avenue South/Highway 30/67 & South 4th Street

Strategy 2 - Innovative Land Use Policies

One of the City's most powerful mechanisms to influence local land-use and development is through Zoning and Design regulations. Therefore having a long-term land use vision for the South 4th Street Area is incredibly important for the success of the focus area. For this strategy to be implemented successfully, it is crucial that the public, government stakeholders, and private developers are all engaged when determining the land use of any future development. A concerted effort in planning growth can help reduce infrastructure costs, reduce traffic congestion, improve the local economy, and improve the quality of life for residents.

Economic Vitality - The main function of zoning districts is to separate land based on what the community believes to be compatible or incompatible uses (e.g., residential, commercial, industrial). The objective of a zoning ordinance is frequently to establish zoning districts that offer flexibility to private developers while also placing restrictions on activities that may cause disruptions to the community. Keeping land-use regulations simple, consistent, and flexible allows for quicker permitting processes, faster project delivery, increased affordability, and benefits to the local economy.

Quality of life- Zoning districts that allow for a mixture of complimentary uses can allow traditional mixed use development patterns to occur such as those that existed historically along the South 4th Street Area. Traditional development patterns that can be encouraged through land use policy are often more walkable and can contribute to decreasing congestion in the study area, which can significantly improve quality of life for residents.

Strategic Actions

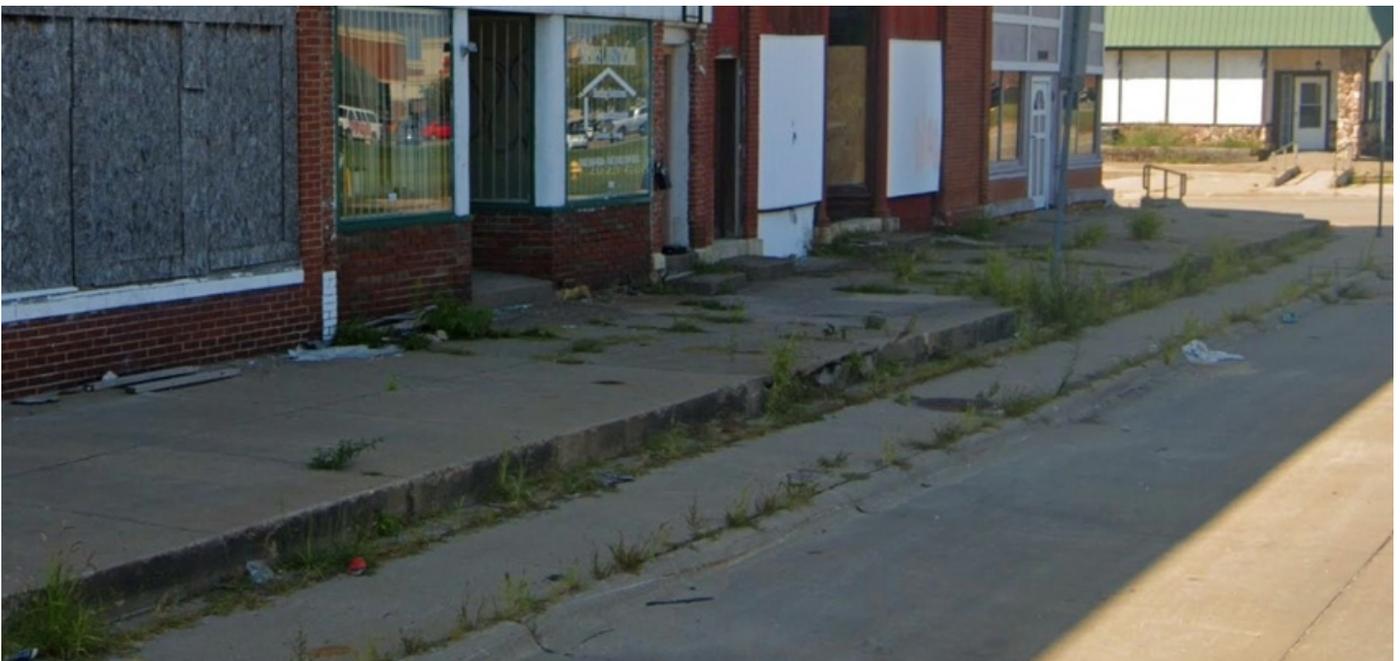
- Engage community stakeholders to make sure that zoning districts reflect market realities and community priorities.
- Consider changing the zoning designation of the study area properties (1010-1020 South 4th Street) that are within the Liberty Square Overlay so that there is uniformity for future developments along South 4th Street.
- Looking at other commercial properties in the city, the lots in the study area are relatively small by comparison. The setbacks required by the study area's current zoning could limit its redevelopment. Adjustments to current setback requirements may be needed to maximize the buildable area of the smaller lots, creating necessary space for new structures and other desired elements such as off-street parking.
- Encourage land use flexibility while mitigating disruptions to neighboring residential areas.
- Adopt zoning/design standards that achieve quality site design and create attractive buildings.
- Consider site design guidelines that require landscaping.

Strategy 3 - Beautification and Amenities

Improving the South 4th Street Area's appearance and providing elements that improve the quality of life will support reuse efforts in the study area by improving perceptions, increasing private market interest, and showing a local commitment to the area's success. The third community planning strategy is that the City facilitate beautification and aesthetic elements and plan for amenities within the South 4th Street Area.

Trees and Landscaping - The South 4th Street Area and surrounding streets lack vegetation and landscaping elements that contribute to quality of life and comfort through aesthetics, shade, and environmental benefits. Currently there is a double curb with a significant height difference along South 4th Street (pictured below). This is both a minor safety hazard as well as an visually unappealing feature. Bringing this curb to grade could provide larger pedestrian walking space as well as additional space for greenery, planters, or street furniture.

Gateway Features - The community has suggested that this area should be a welcoming gateway into the city, and a pleasant sight for those passing by on Highway 30/67. The existing properties along South 4th Street are highly visible and contrast negatively with the well maintained welcome area that splits Highway 30/67. Redevelopment of these properties could include additional monuments, art installations, or the utilization of materials that reflect the long commercial history of the area.



Double Curb along South 4th Street Area

Strategy 4 - Partnerships, Engagement, and Promotion

The South 4th Street revitalization will require ongoing collaboration with government, development, and community service partners to promote redevelopment of the study area and to implement individual planning initiatives that will improve the area's quality of life and desirability. The fourth planning strategy involves working with internal and external partners, engaging with the community and other stakeholders, and devising a marketing and promotion program for the study area so that the City has the community support needed to implement this plan.

Strategic Actions

- Establish partnerships with other government agencies, economics development organizations, developer/real estate groups, and community groups. Examples include the Clinton Chamber of Commerce, Downtown Clinton Alliance, and Iowa Department of Transportation (DOT).
- Create a long-term engagement plan for the study area and surrounding neighborhoods to guide future planning and development efforts.
- Develop a distinct brand and marketing strategy for the study area to recruit developers, support property owners, and build community relationships/trust. This is a good opportunity to create a distinct neighborhood area that is separate, yet connected with the Liberty Square District.

Government Partners - The City should form partnerships with other governmental agencies to coordinate land use planning, infrastructure planning, and to provide public/social services in and around the study area. Transportation improvements will also require collaboration as segments pass through both City and state DOT jurisdiction.

Economic Development Organizations - The City should partner with and communicate the revitalization ideas/ strategies with area economic development organizations and business groups. This may include the Clinton Economic Development Corporation (Grow Clinton) and the Iowa Economic Development Authority.

Community Organizations- There are needs and opportunities to cultivate long-term relationships with community service organizations and surrounding neighborhood groups such as the Downtown Clinton Alliance, to ensure future planning efforts coincide with local preferences and respond to individual needs in and around the study area.

Developers/Real Estate Professionals- The City should also partner with developers and real estate professionals to promote the study area's revitalization. In doing so, the City can host informational meetings with local real estate organizations to promote the revitalization plan and to build developer interest in the area. The City can also engage with these groups when revising zoning and development regulations to ensure the proposed amendments support redevelopment activities.



CHAPTER 5.

Environmental Conditions



Environmental Conditions

One of the largest challenges that often hinders the redevelopment of a brownfield site is the perception that it may have environmental contamination. This perception will often deter private investors from taking on the risk of development due to the high cost of environmental testing and potential liability for contamination that was caused by prior owners. One goal of this plan is to help provide the community with the facts regarding the environmental status of the Clinton South 4th Street properties. In the following chapter, Blackstone Environmental, Inc. has provided a summary of the assessment work that has been completed and the findings that each study has yielded.

Phase I Environmental Site Assessment (1000 South 4th Street)- June 20, 2022

A Phase I Environmental Site Assessment (ESA) was conducted for the properties located at 413 10th Avenue South and 1000 South 4th Street by Blackstone Environmental, Inc. The report, dated June 20, 2022, concluded that although a Phase II ESA had been conducted, the soil samples were over 40 feet from the suspect underground storage tank (UST) and cistern and the Phase II ESA had not adequately assessed the concerns.

Further assessment of the suspect UST and cistern were recommended. However, based on the location of the UST and cistern, it is not possible to assess these items at this time as access to the basement is limited. There are sidewalks around the building that are raised with very thick concrete, and any accessible boring locations would be too far from the UST to assess it properly.

Assessment Recommendation: It is proposed that the UST and cistern be assessed once the building has been demolished.



1st floor Interior of 1010-1012 South 4th Street

Phase II Environmental Site Assessment (1000-1006 South 4th Street) - December 12, 2018

A Phase II ESA was conducted by Impact 7G at the properties located at 1000-1006 South 4th St in 2018 under ECIA's Brownfields Assessment Grant. The report, dated December 12, 2018, detailed the investigation. Five soil borings were advanced and soil samples were collected for analysis of Resource Conservation and Recovery Act (RCRA) metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and total extractable hydrocarbons (TEH). Groundwater samples were not collected due to lack of water volume. The analytical results were compared to the Iowa Administrative Code (IAC) 567 Chapter 137: Iowa Land Recycling Program and Response Action standards. The soil samples did not detect any contaminants of concern above the Iowa Statewide Standards (SWS) and/or above the laboratory detection limit.

Assessment Recommendation: Based on the analysis results, further action was not recommended other than additional investigation in the 1000 South 4th St property basement to further evaluate the presence of a suspected UST.

Phase I Environmental Site Assessment (1000-1004 South 4th Street) - February 28, 2018

A Phase I ESA was conducted for the properties located at 1000 – 1004 South 4th Street by Impact 7G funded by ECIA's Brownfields Assessment Grant. The report, dated February 28, 2018, indicated that the buildings were constructed between 1864 and 1900 and were formerly used as commercial on the first floor and residences on the second and third floors.

Recognized Environmental Concern (RECs) were identified including: 1) A vent pipe was observed in the basement of 1000 South 4th Street and was presumed to be a former heating oil underground storage tank (UST); 2) a brick lined cistern was identified in the basement of the 1000 South 4th Street building; and 3) the adjacent property to the west was occupied by an auto repair shop from 1987-1992. Non-American Society for Testing and Materials (ASTM) considerations were also noted and included the possible presence of Asbestos Containing Material (ACM) and Lead Based Paint (LBP) based on the age of the buildings.

Assessment Recommendation: Further ACM and LBP investigation may be recommended prior to any renovation or demolition activities.



Front facade of 1000 South 4th Street

Phase I Environmental Site Assessment (1006-1008 South. 4th Street)- February 2, 2017

Funded by ECIA's Brownfields Assessment Grant, a Phase I ESA was conducted for the property located at 1006-1008 South 4th Street by Impact 7G dated February 3, 2017. The report indicated that the building was constructed in approximately 1900 and was formerly used as commercial on the first floor and residences on the second and third floors. Recognized environmental conditions (RECs) were not identified. Non-ASTM considerations were also noted and included the possible presence of asbestos containing material (ACM) and lead-based paint (LBP) based on the age of the buildings.

Assessment Recommendation: Further ACM and LBP investigation may be recommended prior to any renovation or demolition activities.

Asbestos Inspection Report (1010-1012 South 4th Street) - April 29, 2022

An Asbestos Inspection Report was prepared by Environmental Management Services of Iowa, Inc. for the buildings located at 1010 - 1012 South 4th Street detailing an ACM inspection that was conducted on April 29, 2022. The report identified roofing materials, floor tile, and linoleum in the site building as ACM. The south and southwest portions of the second and third floors were not able to be inspected due to severe deterioration of the structure.

Assessment Recommendation: The report concluded the site building would need to be demolished as a Regulated Asbestos Containing Material (RACM) project by a demolition contractor with an Iowa Asbestos Contractor Permit.



Rear view of South 4th Street properties

Structural Integrity Report (1002, 1006-1008, 1010-1012 South 4th Street) - February 28, 2018

On September 23, 2022, Willett Hofmann & Associates, Inc. prepared letter reports for the buildings located at 1002, 1006 – 1008, and 1010-1012 South 4th Street, indicating that an Iowa licensed engineer had inspected the buildings to provide recommendations to whether the buildings at the Proposed Brownfields Site are safe to enter for asbestos mitigation. The engineer indicated that the buildings were in severe disrepair, were beyond the point of repair, and were unsafe to enter.

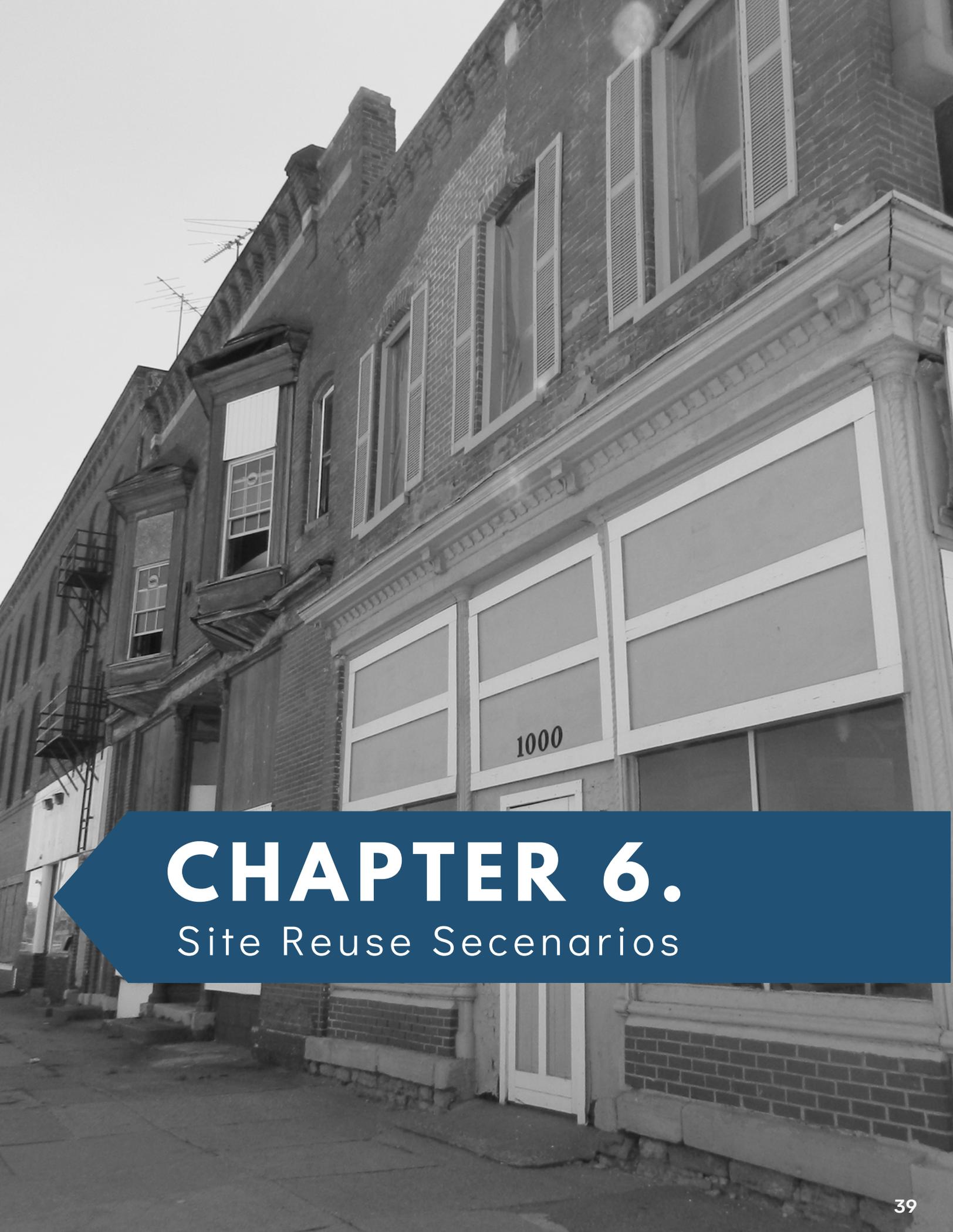
Given that the structures have been deemed structurally unsafe to abate asbestos, the City was unable to have anyone complete ACM investigations on the properties located at 1000-1004 South 4th St and 1006-1008 South 4th Street. All the structures have deteriorated and sections of the buildings have collapsed posing a danger to anyone who may enter or be around the perimeter of the structures.

Therefore, the City of Clinton has acquired the properties located at 1002-1012 South 4th Street and has applied for a US EPA Brownfields Cleanup Grant to assist the City in funding RACM demolition of the structures located on the property. South 4th Street Grant application was submitted November 22, 2022.

EPA is in the process of reviewing applications will announce recipients of funding in May 2023. In the event the city is unable to obtain a US EPA Brownfields Cleanup Grant, the city will consider applying for ECIA Brownfields RLF Loan funds and/or utilizing local funds to conduct the RACM demolition and make the sites ready for reuse.



2nd floor Interior of 1010-1012 South 4th Street



CHAPTER 6.

Site Reuse Scenarios

Site Reuse Overview

The primary objective of this proposal is to facilitate government, public, and private stakeholders in determining the highest and best use of the study area. Once a clear community vision is identified, collaborative efforts between public and private entities can be initiated to act on the vision for the site's reuse.

This report presents three potential reuse scenarios for the site. The scenarios are based on the extensive public feedback that was gathered through surveys, stakeholder meetings, and public input meetings. The design scenarios are split into two phases to illustrate the incremental development process, and the market realities of the site.

The reuse scenarios are preliminary designs and are not final plans. The designs were created to help the community visualize some of the possible reuse options for the site and to serve as a guide for future action by the community. The reuse scenarios only consider properties in the study area that are currently owned by the City of Clinton, specifically 1002-1012 South 4th Street. The scenarios assume that privately-owned properties will remain in private ownership and will remain in their current state.

Phase 1: This phase of the project reflects the immediate reuse potential of the property once the publicly-owned structures are demolished. There may be a transition period between the demolition of the South 4th Street properties, and the redevelopment of the site to a higher intensity use. The project team wanted to provide an illustration of how the site may look during this period, as well as offer some suggestions for some low-cost interim improvements that can improve the marketability of the site.

Phase 2: The second phase of the conceptual reuse site designs is split into two scenarios that reflect a higher intensity reuse of the site. These scenarios should serve to visualize the potential for the site, and highlight the various planning factors that must be considered to achieve the community's vision for the space.



Northwest perspective of South 4th Street Area - post demolition of Smitty's General Store

PHASE 1

10TH AVENUE S



S. 4TH STREET

Scenario Details

- Lot graded to remove double curb along S. 4th St.
- Total property area 18,095 SF (0.42 Acres) including city-owned lots and 20 FT width alley.
- Alley access to S 4th St. closed.
- Import topsoil and establish grass.

Phase 1. Site Design

In determining the highest and best use that also captures a realistic development timeline, the project team decided to utilize a phased approach to the reuse plan. This approach separates the reuse planning process into two phases, Phase 1 is described below.

Throughout the engagement process it was noted that the South 4th Street Area should be well kept, in a way that positively reflects on the Clinton community. Due to South 4th Street Area's high visibility along US Highway 30/67 it was indicated that the City-owned properties that include 1002 -1012 South 4th Street should be planned for green space in the short term. Maintaining green space along this corridor is a low-cost first step towards a complete re-development of the space. During this stage smaller beautification projects such as sidewalk repair, bringing the double curb to grade, and landscaping may be planned for and pursued. These small, and relatively low-cost improvements can go a long way towards encouraging private investment into the South 4th Street Area.



Southeast facing view of South.4th Street green space



West facing view of South 4th Street green space

PHASE 2A



Scenario Details

- Single story, slab on-grade, 40 FT x 120-FT, 4,800 SF, double frontage, multi-tenant retail structure, with 40 FT x 30 FT, 1,200 SF outdoor patio.
- Includes 11,390 SF paving and sidewalks consisting of 9,040 SF within the property boundary and 2,350 SF in the city right of way.
- Site access from new shared use driveway off of 10th Ave. S and alley access to S. 5th St. Alley access to S. 4th St. closed.
- 16 off-street parking stalls. On-street parking includes 10 stalls on S. 4th Street and 11 stalls on 10th Ave. S.
- Total property area 18,095 SF (0.42 Acres) including city-owned Lots and 20 FT width alley.
- Cost estimate - \$1.1M - \$1.3M

Phase 2a. Site Design

During the public engagement process, the community provided valuable feedback regarding the ideal usage of the site. One common suggestion was a low-rise commercial building accompanied by green space. Community members emphasized that the building should be visually appealing when viewed from South 4th Street and US Highway 30/67. Additionally, community members suggested a design that was modern, but also reflected the history of site and the buildings that once stood on it.

Responding to this input, the project team created two site design scenarios for Phase 2. The Phase 2a design places the building on the front lot line of the property with vehicle parking in the rear, reflecting the placement of the area's historical buildings. While most patrons would likely enter the building from the rear parking area, the design showcases a modern facade on both front and rear sides of the building, creating the appearance of a visually-appealing entrance on the South 4th Street side.

The design team encountered a few challenges when trying to create a functional layout for the site. Parking and vehicle circulation, in particular, posed a significant challenge due to the intersection design and the small size of the site and the limited buildable area. The buildable area on the site is also limited by current zoning requirements. The 20 ft. front yard setback required by the C-2 Zoning District would not allow placement of the building on the front lot line. Parking could be moved to the front of the building to accommodate this requirement, but doing so could compromise the visual appeal of the building from the street.



Southeast facing view of South 4th Street Phase 2a



West facing view of South 4th Street Phase 2a

PHASE 2B



Scenario Details

- Single story, slab on-grade, 40 FT x 120-FT, 4,800 SF, double frontage, multi-tenant retail structure.
- Includes 11,300 SF paving and sidewalks consisting of 8,800 SF within the property boundary and 2,500 SF in the city right of way.
- Site access from new right-in / right-out use driveway off S. 4th St. and alley access to S 5th St. Alley access to S. 4th St. closed.
- 13 off-street parking stalls. Additional on-street parking includes 10 stalls on S. 4th St. and 11 stalls on 10th Ave. S.
- Total site area 18,095 SF (0.42 Acres) including city-owned lots and 20 FT width alley.
- Estimated Cost - \$1.1M - \$1.3M

EXAMPLE

Phase 2b Site Design

For Phase 2b, the project team explored an alternative site design scenario that could better address vehicle circulation on the site. Phase 2b includes a similar commercial building but utilizes a right-in, right-out traffic channel on South 4th Street instead of the rear entrance along 10th Avenue South. This new entrance option provides better access from South 4th Street, improving traffic flow and reducing delay on 10th Avenue South, however, this may contribute to increased traffic flows onto South 4th Street at peak hours.

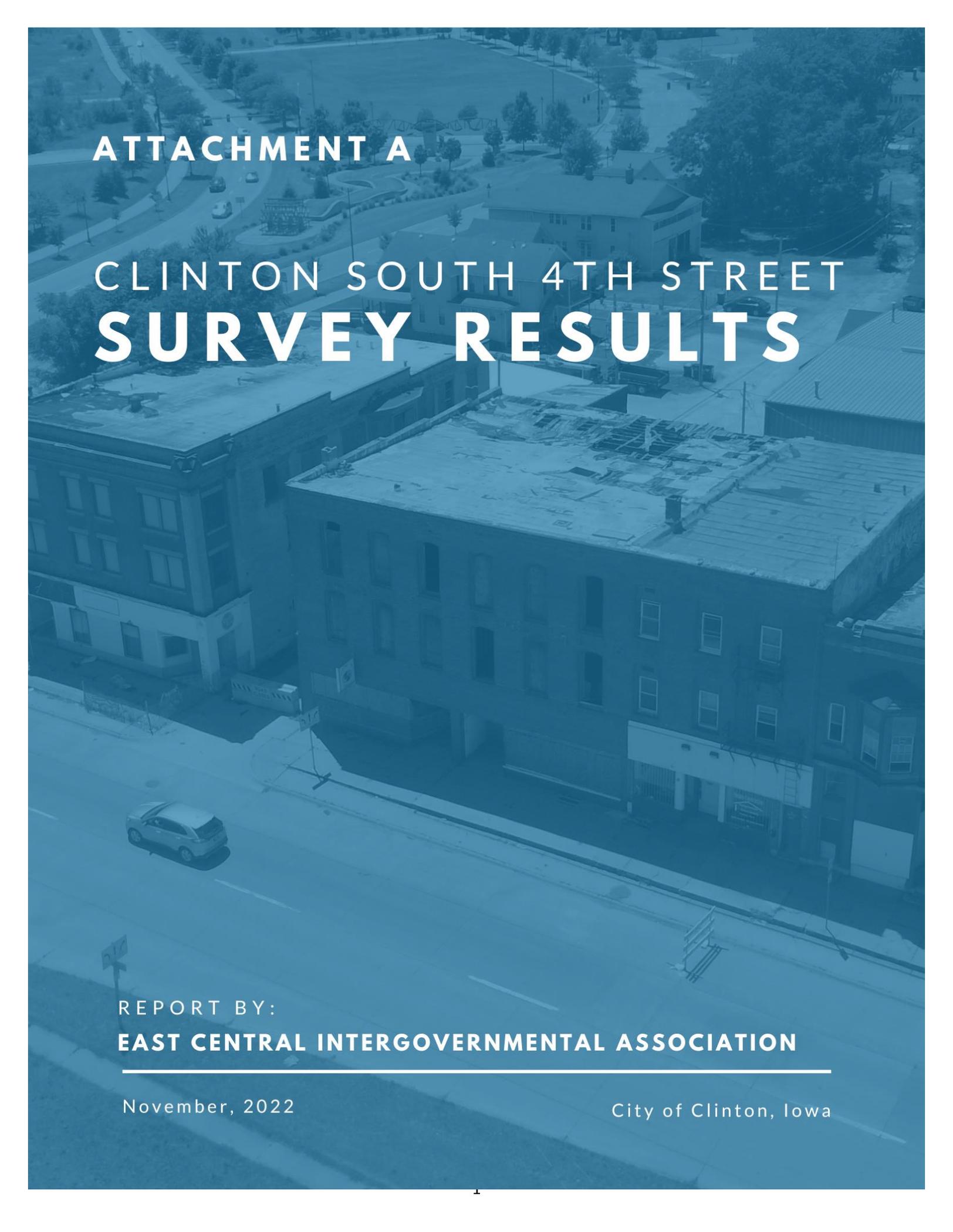
Another significant benefit of this design alternative is that it minimizes impacts on neighboring businesses and residential areas by utilizing the South 4th Street entrance rather than 10th Avenue South. This change can potentially reduce traffic in the surrounding residential areas, creating a more pleasant living environment. The trade-off of using the traffic channel is that it reduces the green space and eliminates the outdoor seating area that was included in Phase 2a.



Southeast facing view of South 4th Street Phase 2b



West facing view of South 4th Street Phase 2b



ATTACHMENT A

**CLINTON SOUTH 4TH STREET
SURVEY RESULTS**

REPORT BY:

EAST CENTRAL INTERGOVERNMENTAL ASSOCIATION

November, 2022

City of Clinton, Iowa

Purpose

The purpose of this report is to present the results of the South 4th Street Community Survey that was conducted in October and November 2022 the East Central Intergovernmental Association (ECIA).

Survey Methods

ECIA conducted the survey as part of the public engagement process for the Clinton South 4th Street Revisioning Plan. The survey questionnaire included fifteen questions related to existing and desired future conditions of the site. ECIA worked with the City of Clinton and other project partners to develop the survey questions. ECIA distributed the survey using Survey Monkey, an online survey platform, and made paper questionnaire forms available upon request.

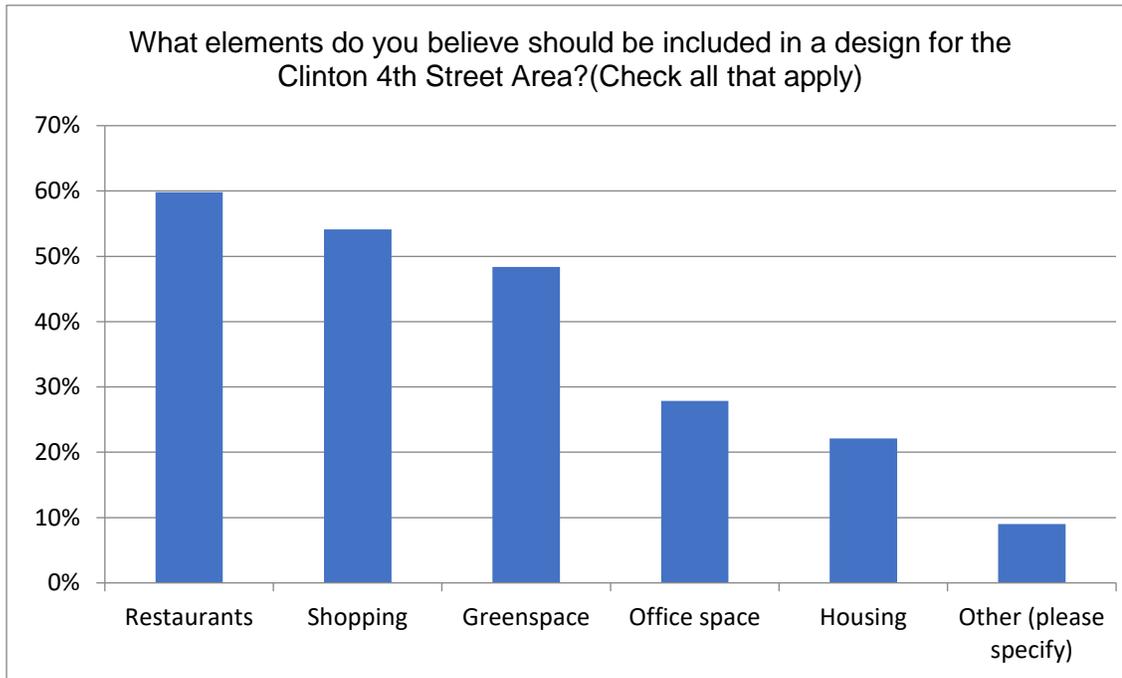
The City of Clinton published a press release announcing the survey, and ECIA, the City, and other project partners shared the release via various communications channels including websites, social media, newspapers, radio, television, and existing email distribution lists. Community members that attended one of the public input meetings held as part of the planning process were also invited participate in the survey.

Survey Results

A total of 123 people responded to the survey. Eighty-eight percent of all survey takers completed the entire survey. This report contains a summary of the responses to all survey questions. Each question is stated as it appeared in the questionnaire followed by type of question, the number of participants that answered the question, and the number that skipped it. Results are presented in both table and chart form where possible.

1. What elements do you believe should be included in a design for the Clinton 4th Street Area?(Check all that apply)

Check boxes - Select all that apply. Answered: 122 | Skipped: 1.



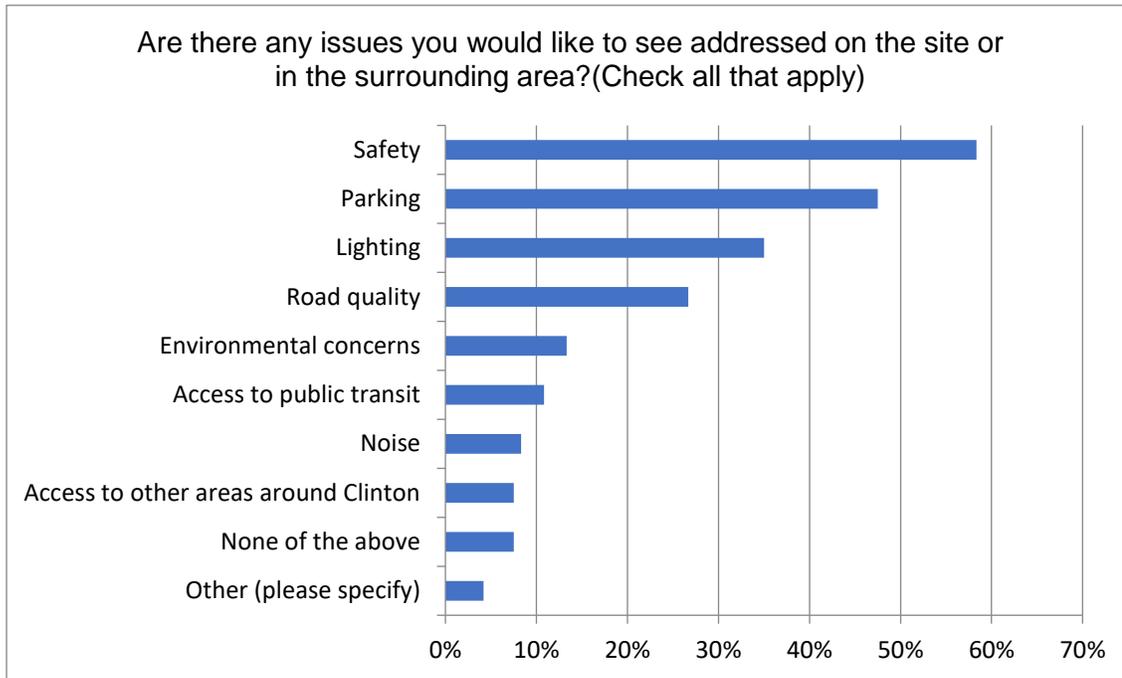
Answer Choices	Responses	
Restaurants	59.84%	73
Shopping	54.10%	66
Greenspace	48.36%	59
Office space	27.87%	34
Housing	22.13%	27
Other (please specify)	9.02%	11
	Answered	122
	Skipped	1

Other Responses

- A nonstop turn lane from 4th st. Right onto 11th Ave.
- Activities for children
- Bar, entertainment
- combination of business/shopping/restaurants NO housing
- Could this be a better location for the Y's housing project? Could this be a location for a new Library if a move is deemed necessary for that facility?
- Gas station
- no more commercial space, there is too much vacant now
- Parking
- Signage and story about the lost community called South Clinton
- Smith brothers general store.
- something that generates tax revenue for our community

2. Are there any issues you would like to see addressed on the site or in the surrounding area?(Check all that apply)

Check boxes - Select all that apply. Answered: 120 | Skipped: 3.



Answer Choices	Responses	
Other (please specify)	4.17%	5
None of the above	7.50%	9
Access to other areas around Clinton	7.50%	9
Noise	8.33%	10
Access to public transit	10.83%	13
Environmental concerns	13.33%	16
Road quality	26.67%	32
Lighting	35.00%	42
Parking	47.50%	57
Safety	58.33%	70
	Answered	120
	Skipped	3

Other Responses

- Better turning lane.
- Clean up and take pride in the properties
- Just sad it's deteriorated to such a point
- Petty theft and criminals
- Tear down the city's eyesore

3. From a pedestrian's perspective what do you or don't you like about the intersection of S 4th Street and U.S. 30 (shown above) and surrounding streets?

Comment box. Answered: 70 | Skipped: 53



Photo provided with the question.

Responses

- It's OK
- Abandoned houses, buildings, overgrown weeds.
- All seems ok there. I am a cyclist and I cross through that intersection regularly.
- As long as the crossing is properly signaled and lit, I think it is okay. I would like to see greater attention drawn to the trail! Perhaps something in this area could become a proper trail head for biking or runners.
- Bike path is close by, should be no pedestrian issues
- Busy intersection and people often turn right on red making it tricky
- Can not walk across safely. Heavy traffic.
- Cars going too fast from 4th street into hwy 30, many eye sores- not pleasing to see the run down parts of the city
- Could be prettier.
- Don't like the run down vacant buildings there
- From a pedestrian perspective, too unpredictable regarding how all the many vehicles could possibly turn or behave, AND traffic coming east on 30 has been coming fast ... so seems unsafe. Also, a large expanse of intersection to traverse on foot. BUT how much foot traffic actually IS there at this intersection? What is that count? How necessary on a priority scale IS the accommodation of pedestrians?
- Heavy flow of traffic. Nearly impossible to cross as a pedestrian
- I believe it's a fairly safe intersection due to low northbound traffic and the flow of the one ways.
- I believe the streets are set up correctly, and the intersection works well.
- I do not have and feelings about the intersection.
- I don't feel safe walking along there. It's due to the traffic and the neighborhood.
- I know people are iffy about roundabouts but I think this would be a great location for one!
- I think it's fine
- I think its laid out nicely with the cross walks easy to see
- "I think the design is fine just needs to be cleaned up by removing buildings
- "
- I would never try to cross here as a pedestrian
- I would never walk there. There is too much traffic. The amount of semis alone coming through this area is crazy.
- "I wouldn't worry about pedestrian perspective until the city address's so many other area's in the city.
- "
- It is a dangerous intersection to cross when you are not in a vehicle and it doesn't matter what direction you are going it is still dangerous
- It is a very large intersection with a lot of traffic that moves very fast. I don't feel this is a good place to have pedestrians.

Attachment A

- It is difficult to cross over Highway 67 as the traffic from 4th St. Is constant. Even a red light commonly has people barely yielding and then rolling through.
- It's awful. The street crossing gap is huge.
- It's fine
- It's ok
- it's very open and can cause accidents when walking
- It's dangerous to even try to walk - there is nothing to walk to.
- It's ok
- Just how many pedestrians walk that intersection?
- Less safe for walking nothing to do in the area
- Looks fine
- N/A
- na
- NA
- NA
- Need to keep stoplights
- needs better crosswalks
- needs better marked cross walks
- Never walked it. Just make sure it has a safe crossing signal.
- No crosswalk
- No crosswalk pavement markings.
- no safe cross walks
- Not much pedestrian traffic until developed. Lots of truck traffic, so just need more lighting.
- NOT PEDESTRIAN FRIENDLY, BUT VERY LITTLE REASON FOR PEDESTRIANS TO BE IN THE AREA.
- Not very safe to cross the street
- Not walkable
- Ok
- Pedestrian crossing marks need to be more visible, signage as well, lower the speed limit.
- People speeding down the street.
- People turning right onto 30 from 4th don't always slow down. Could be dangerous for someone crossing 30 to get over to 4th or HyVee
- Side walk super close to a busy road
- Smith brothers is gone now, unfortunately. You might as well knock the rest of the buildings over as they are not any better. Knock the buildings over, plant grass and start on the Lafayette project. What's another Empty lot along the stretch of camanche Ave.
- Super busy block.
- That the North bound traffic gets a green arrow the same time the south bound/ westbound traffic gets a green arrow.
- The area doesn't seem like it's designed for easy pedestrian traffic.
- There needs to be better and clear crosswalks as this connects to a bike path. It does not feel like a safe walking intersection due to the large amount of traffic turning right from S4th St to Camanche Ave.
- This area is awful for pedestrian needs to be corrected
- This is a heavy traffic intersection, with a lot of semi traffic. It would be nice to see dedicated turn lights.
- Too much traffic - nobody walks in area
- Too wide to cross. No reason anymore to cross (no Dairy Queen, no Smitty's, no KFC like old days) no parking. Not enjoyable to walk along ADM.
- Traffic(trucks) coming north turning west out of the viaduct never yield to west turning south facing traffic. There are green arrows indicating they must yield. But they don't. Several near misses there each week, Personally. Traffic turning left must yield to traffic turning right regardless of no intersection type or conflicting green arrow light signals.... But, you will probably put in a damn roundabout..,
- Traffic, lighting, the intersection stoplight is confusing with traffic coming under the train bridge turning at the same time 30 traffic is turning, no pedestrian crossing. Not pedestrian friendly, especially with truck traffic. That section starts the racetrack section of hwy 30.
- Unlit area. Not very welcoming to walking
- Unsafe to cross at any time.
- Very busy street. I wouldn't try to cross this on foot.
- With the heavy traffic and semi's driving through there I would not walk/cross through this area.

4. From a Driver's perspective what do you or don't you like about the intersection of S 4th Street and U.S. 30 (shown above) and surrounding streets?

Comment box. Answered: 63 | Skipped: 60.



Photo provided with question.

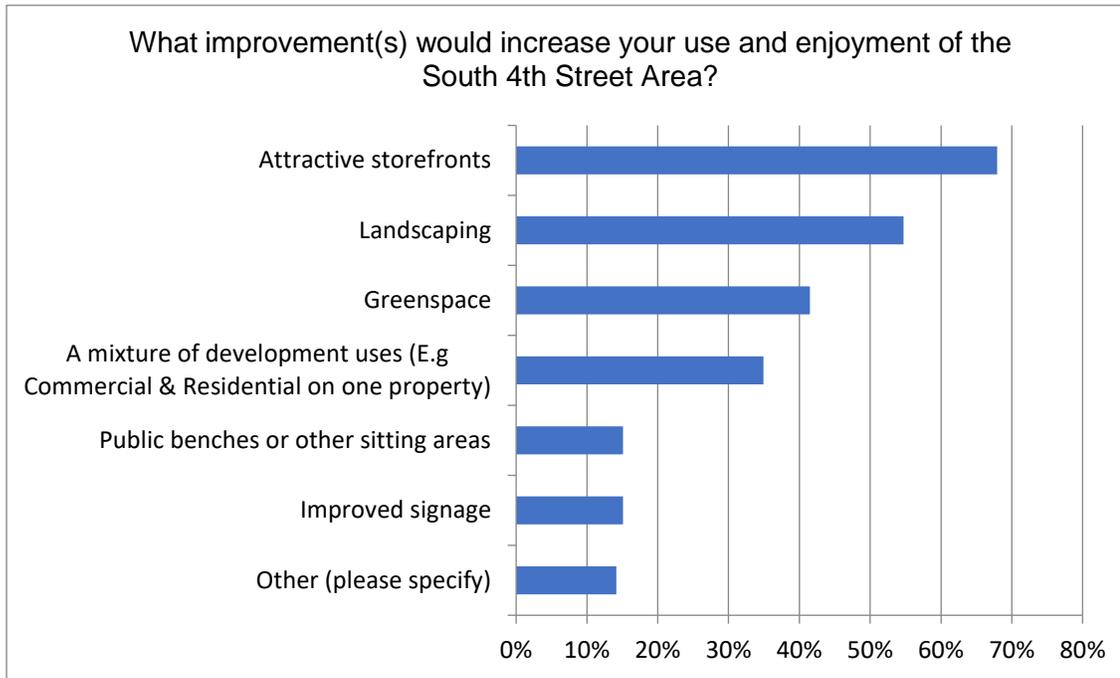
- It Keeps Traffic moving.
- As a former south Clinton resident, turning traffic is horrible it at intersection. There should be dedicated turning lights. Signage telling drivers to turn into their immediate lane.
- Bad intersection in general
- better line markings, they fade to quickly, as they do all over town
- City has done a nice job with the corner. Right turns should be easy.
- Close that viaduct! It's surely condemnable In it's current state
- Coming from 4th st, turning right on to camanche Ave, it always seems like the light coming from the viaduct has a green turn arrow at the same time the one coming from 4th st is green. It seems the vehicles coming from the viaduct turn in front of you, although it's a green light going south.
- Driving through here is fine
- For drivers, it's fine. Always moving
- I believe the lane markings should be better seen at nite & day. The intersection works to slow traffic. Heading west on camanche ave people drive way to fast !!! Issue tickets !!!
- I don't think there should ever be a reason for a person making a right turn from S 4th st onto westbound 30 to have to stop
- I don't have much to complain about, it's just a pretty busy street.
- i like it, its easy to understand who's turn it is to drive
- I think it's fine
- I think the design is fine at this time
- Intersection is dangerous for pedestrians.
- Intersection is fine for driving
- It's fine
- It's hard to see cross-over traffic going south
- It's much easier to see with the building down
- it's ok
- lanes are not clearly marked
- Lighting ..
- Like that the traffic always flows quickly through the light from all the directions. Don't like how westbound traffic on 30 funnels down and looses a lane as it approaches the light -- confusing.
- Long traffic light. Gets backed up
- Make 2 right turn lanes
- More than one lane turning from 4th to us 30
- N/A
- n/a
- na
- NA
- Need to keep stoplights

Attachment A

- Needs more signage.
- needs to be a sign on where this goes people drive crazy there
- No crosswalk pavement markings.
- No need to stop for a right hand turn.
- No opinion
- No problems
- NO PROBLEMS.
- None
- Not really an issue. Just a thorough fair that one just passes by.
- Nothing wrong.
- People speeding down the street or not using the crosswalk
- Same answer as #3
- Same as above
- Save the train depot before it's too late.
- Should have made a double turn lane with option for left lane to turn or go straight. It would eliminate the need to race each other from 8th Ave South on.
- Sometimes stopping at the red light seems a bit pointless with it being a one way heading north. A round about would be great in this spot in my opinion
- The buildings seem too close to the road.
- the one way so you would have to go all the way around at times and can also cause accidents
- The stop light is kind of pointless.
- The street gap is huge. I don't think pedestrians are safe at those crossings
- The traffic flow here moves right along. No problems as a driver.
- The traffic lights don't work the way they were designed and haven't for years. Just fixing them would help the flow of traffic.
- This area for driving is a dangerous intersection
- Too much traffic
- Traffic light programming is terrible. Also, it could be two right turn lanes so it isn't a dog fight to get in the right lane.
- Truck traffic
- Trucks need more space to make the turn onto 30
- Turning right with big trucks could be easier.
- Very busy intersection. I do not enjoy the semi traffic through this area
- When you are headed East on 30 the stop light has 3 lanes because one is only a right turn lane. It is very confusing to drivers not paying attention and I have seen multiple near misses were the turning lane decides to go straight instead of turning right like they are supposed to. Either take the 3rd turn lane out or add a 3rd lane on the east side of the intersection that goes all the way to the bridge making it a dedicated right turn at the bridge
- "Would of really been nice with all the grants out there if the city would of kept the historic train depot and used grants to restore the depot and purposes and develop it into small shops , restaurant or welcome center all displaying Clinton's history
- "

5. What improvement(s) would increase your use and enjoyment of the South 4th Street Area?

Check boxes - Select all that apply. Answered: 106 | Skipped: 17.



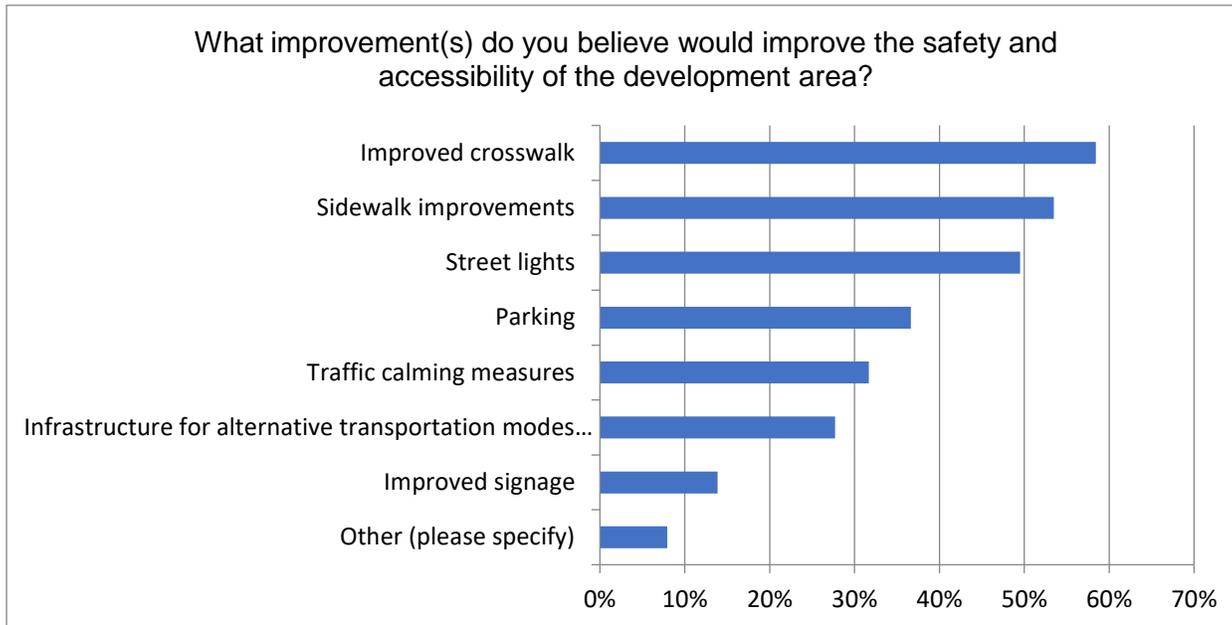
Answer Choices	Responses	
Other (please specify)	14.15%	15
Improved signage	15.09%	16
Public benches or other sitting areas	15.09%	16
A mixture of development uses (E.g Commercial & Residential on one property)	34.91%	37
Greenspace	41.51%	44
Landscaping	54.72%	58
Attractive storefronts	67.92%	72
	Answered	106
	Skipped	17

Other Responses

- As long, as it was not neglected as it has been for many decades, all of the above would work if the parking and pedestrian concerns were properly fixed. Still a high risk are for pedestrians even if it get more user friendly.
- Address the drug houses in the area. Public safety.
- Bar, entertainment area maybe outdoor attractions
- De-scurzify the area -- add ammenities that will entice safe enjoyment of area. Use all effective techniques
- How about sweeping the area, so much dirt and debris in the curbs, street, and crosswalks. Getting rid of the weeds that grow in the cracks and on the islands would improve the appearance of the area greatly
- I think it should all be torn down and made into a park or something
- Lower the crime rate in the area
- Make affordable housing
- Need parking across the street, Hyvee green space.
- No more residential
- Please take out the existing buildings in the 1000 blk of S 4th st. They are an eyesore.
- Reduce the scary people always hanging out down there.
- Safer at night
- Safety
- The depot! Unless the railroad is eventually tearing it down.

6. What improvement(s) do you believe would improve the safety and accessibility of the development area?

Check boxes - Select all that apply. Answered: 101 | Skipped: 22.



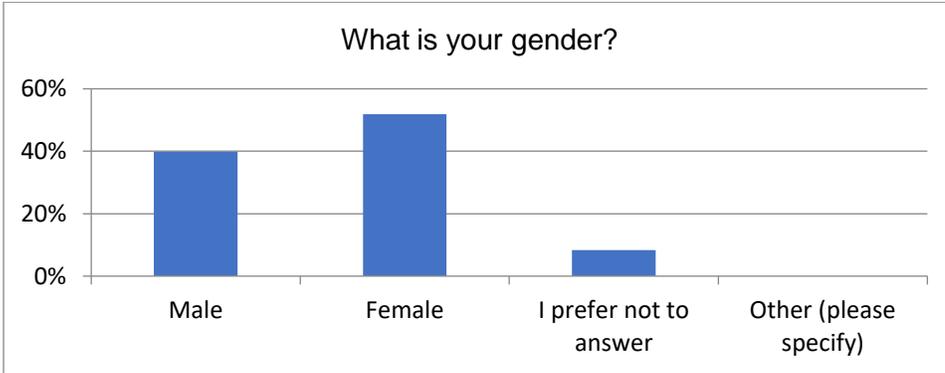
Answer Choices	Responses	
Other (please specify)	7.92%	8
Improved signage	13.86%	14
Infrastructure for alternative transportation modes (bikes, scooters, etc...)	27.72%	28
Traffic calming measures	31.68%	32
Parking	36.63%	37
Street lights	49.50%	50
Sidewalk improvements	53.47%	54
Improved crosswalk	58.42%	59
	Answered	101
	Skipped	22

Other Responses

- Better turning lane to 30
- Don't see this area as necessarily needing to be accessible by foot -- BUT would need better navigation for cars/shoppers pulling in and out safely
- Enforce drug laws.
- Getting rid of congregation of drug users
- It is to busy of a street to do much with it. I say tear it down, make some green space and focus on revitalizing our downtown and Lyons businesses
- No bicycles. Pleas
- The right turn in red gets blown through all the time. However I'm not sure what could be done for that situation? I am NOT suggesting a round about.
- Work on safety.

7. What is your gender?

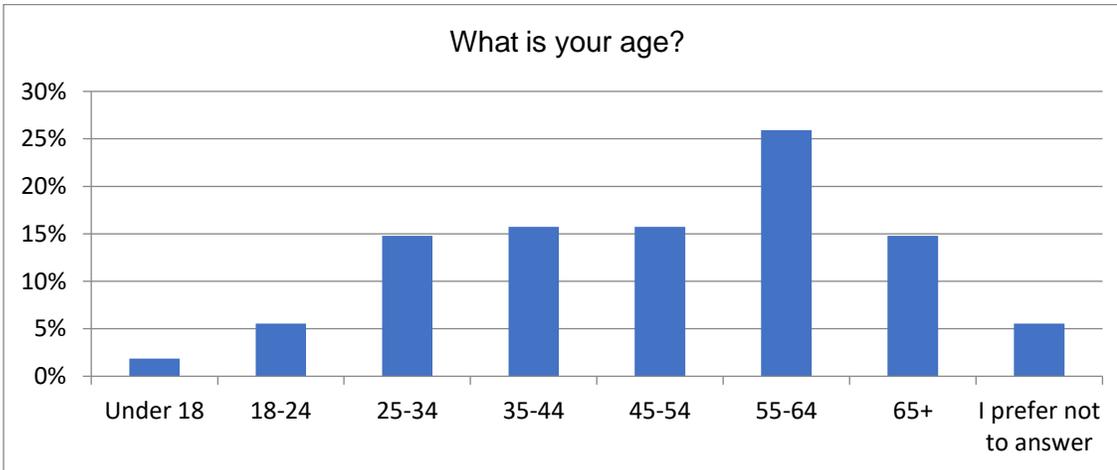
Multiple Choice – Select one. Answered: 108 | Skipped: 15.



Answer Choices	Responses	
Male	39.81%	43
Female	51.85%	56
I prefer not to answer	8.33%	9
Other (please specify)	0.00%	0
	Answered	108
	Skipped	15

8. What is your age?

Multiple Choice – Select one. Answered: 108 | Skipped: 15.



Answer Choices	Responses	
Under 18	1.85%	2
18-24	5.56%	6
25-34	14.81%	16
35-44	15.74%	17
45-54	15.74%	17
55-64	25.93%	28
65+	14.81%	16
I prefer not to answer	5.56%	6
	Answered	108
	Skipped	15

9. What is your income level?

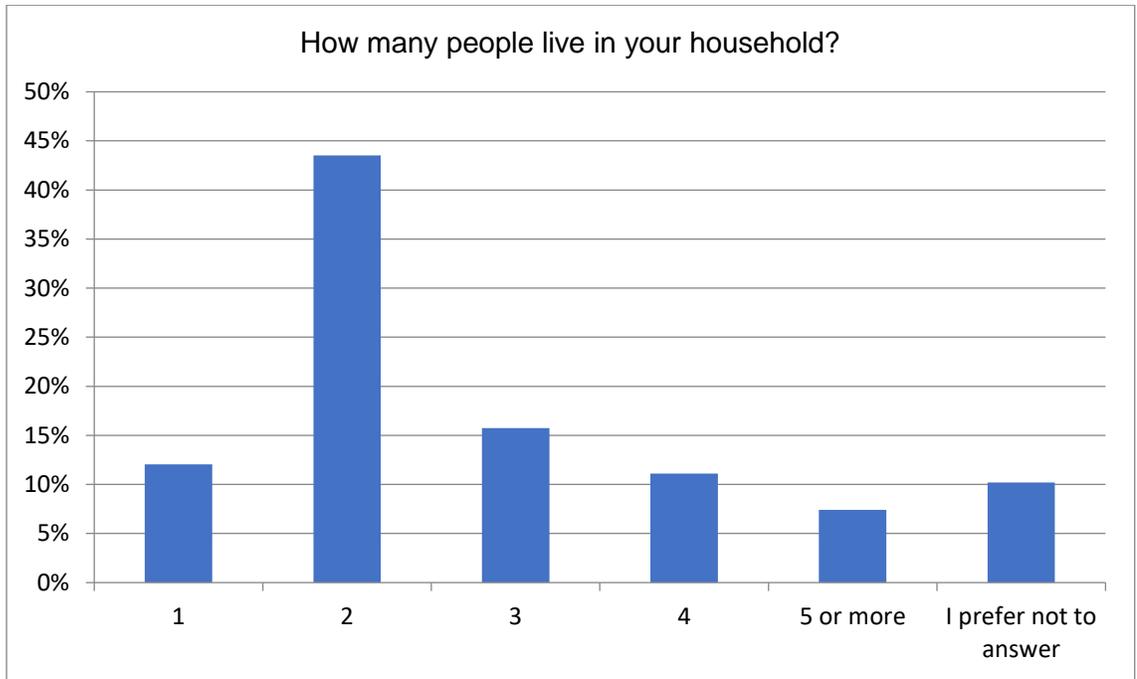
Multiple Choice – Select one. Answered: 108 | Skipped: 15.



Answer Choices	Responses	
Under \$15,000	0.93%	1
Between \$15,000 and \$29,999	3.70%	4
Between \$30,000 and \$49,999	14.81%	16
Between \$50,000 and \$74,999	16.67%	18
Between \$75,000 and \$99,999	11.11%	12
Between \$100,000 and \$150,000	23.15%	25
Over \$150,000	6.48%	7
I prefer not to answer	23.15%	25
	Answered	108
	Skipped	15

10. How many people live in your household?

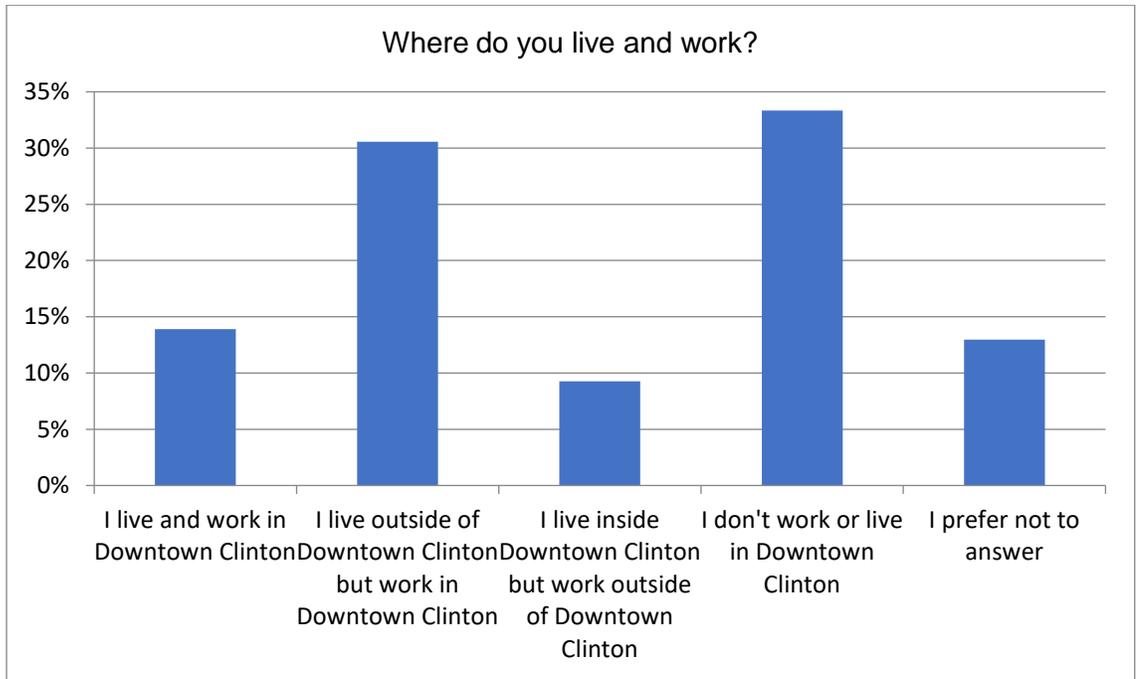
Multiple Choice – Select one. Answered: 108 / Skipped: 15.



Answer Choices	Responses	
1	12.04%	13
2	43.52%	47
3	15.74%	17
4	11.11%	12
5 or more	7.41%	8
I prefer not to answer	10.19%	11
	Answered	108
	Skipped	15

11. Where do you live and work?

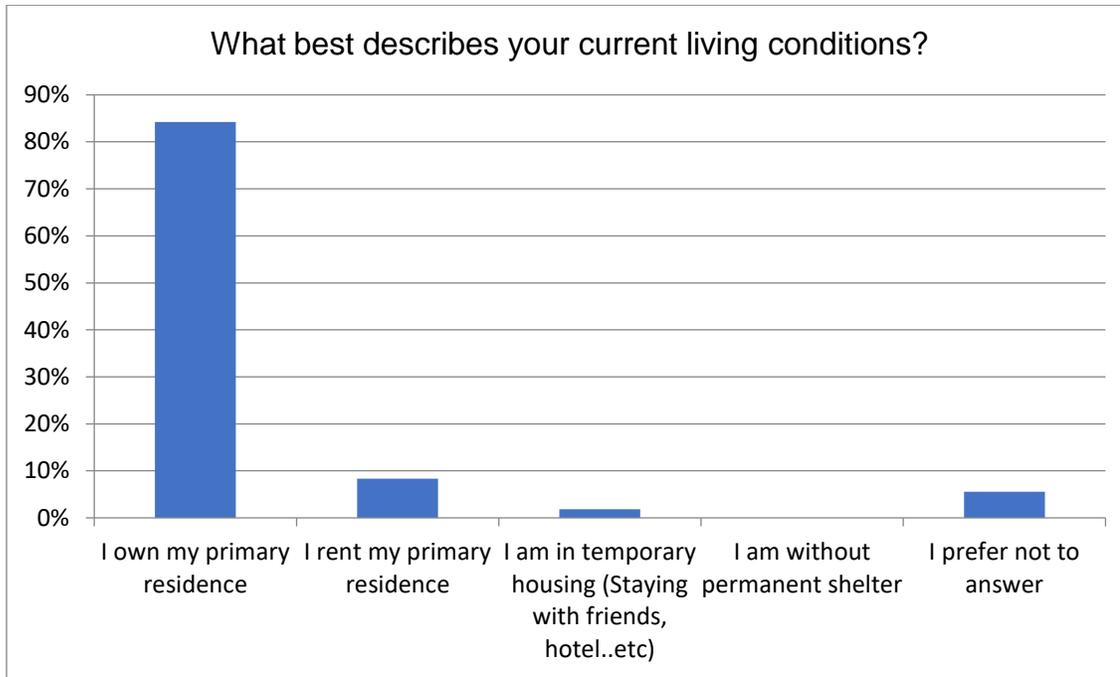
Multiple Choice – Select one. Answered: 108 | Skipped: 15.



Answer Choices	Responses	
I live and work in Downtown Clinton	13.89%	15
I live outside of Downtown Clinton but work in Downtown Clinton	30.56%	33
I live inside Downtown Clinton but work outside of Downtown Clinton	9.26%	10
I don't work or live in Downtown Clinton	33.33%	36
I prefer not to answer	12.96%	14
	Answered	108
	Skipped	15

12. What best describes your current living conditions?

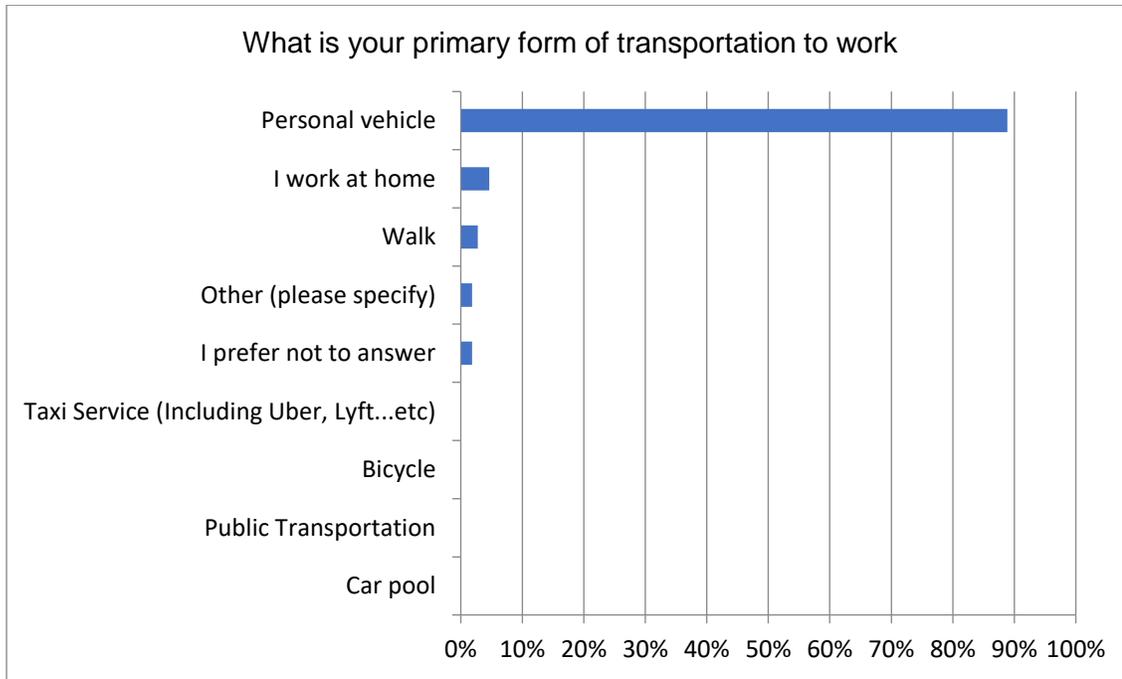
Multiple Choice – Select one. Answered: 108 | Skipped: 15.



Answer Choices	Responses	
I own my primary residence	84.26%	91
I rent my primary residence	8.33%	9
I am in temporary housing (Staying with friends, hotel..etc)	1.85%	2
I am without permanent shelter	0.00%	0
I prefer not to answer	5.56%	6
	Answered	108
	Skipped	15

13. What is your primary form of transportation to work?

Multiple Choice – Select one. Answered: 108 | Skipped: 15.



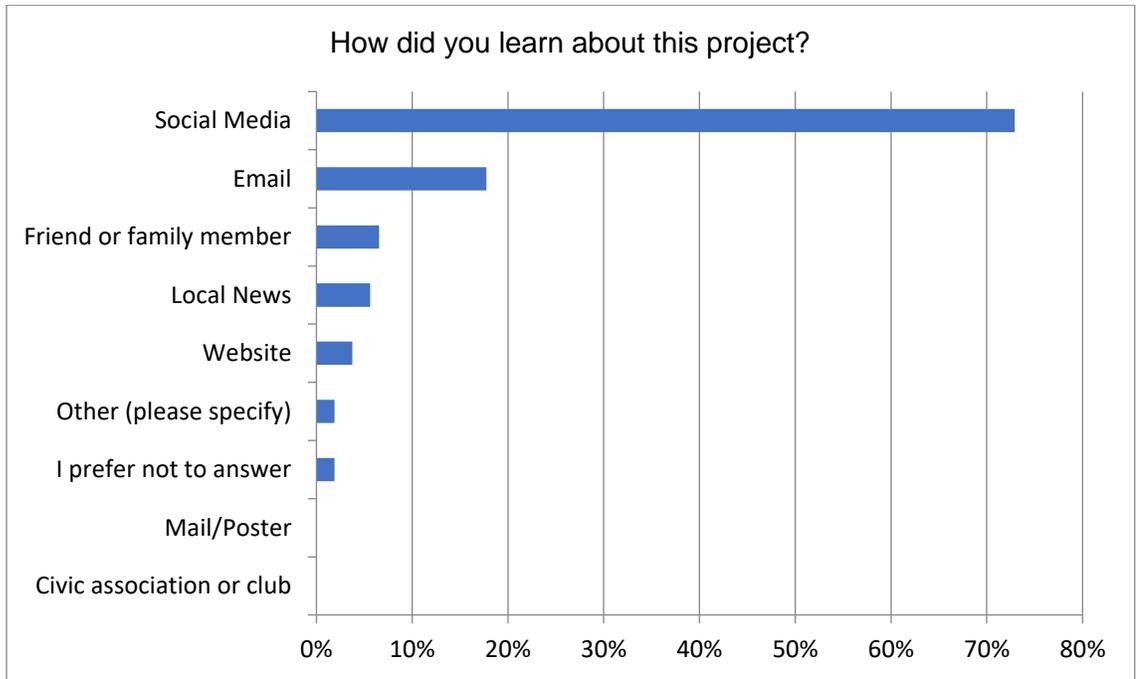
Answer Choices	Responses	
Car pool	0.00%	0
Public Transportation	0.00%	0
Bicycle	0.00%	0
Taxi Service (Including Uber, Lyft...etc)	0.00%	0
I prefer not to answer	1.85%	2
Other (please specify)	1.85%	2
Walk	2.78%	3
I work at home	4.63%	5
Personal vehicle	88.89%	96
	Answered	108
	Skipped	15

Other Responses

- Don't work
- Electric scooter

14. How did you learn about this project?

Multiple Choice – Select one. Answered: 107 | Skipped: 16.



Answer Choices	Responses	
Civic association or club	0.00%	0
Mail/Poster	0.00%	0
I prefer not to answer	1.87%	2
Other (please specify)	1.87%	2
Website	3.74%	4
Local News	5.61%	6
Friend or family member	6.54%	7
Email	17.76%	19
Social Media	72.90%	78
	Answered	107
	Skipped	16

Other Responses

- Steve Thacker
- Downtown Assc.

15. Thank you for participating in our survey. Please provide us with any additional comments on the Proposed Development or the survey questions.

Comment box. Answered: 24 | Skipped: 99.

Responses

- 4th st. between 8th Ave and 11 Ave are dirty, unkept areas. The area has a low income, blighted area feel to it.
- Address the safety of downtown, bring some restaurants and businesses that create more buzz downtown, and you should see a happier community with downtown!
- All them buildings need to go. They clutter up our town. I've live here all my life and that's the worst it's ever looked.....
- Around all of Clinton please improve the sidewalks as someone who rides Electric Scooters the sidewalks in lots of town are bumpy and not safe. Please fix the sidewalks
- Clinton needs more white collar higher tech companies to come in. Without that, we're going to continue to see the blight that has been continuing to spread since the 1980s
- Fix the dam streets in town before bringing up another "Jason Craft" project...that doesn't fit Clinton and that WE do not need or want.
- For demographics, I live in Clinton but work out of town (Davenport) should be an answer.
- I am looking forward to improvements to this area of town. It is a gateway on and off the highway 30 bridge. It should be much more welcoming encouraging those traveling through town to stay for awhile
- I strongly think the best alternative for these buildings is to be demolished. It was a shame to see Smith brothers go. But He did not update the building. These Buildings have been empty, and been in disrepair for years. My point being, before it's too late let's work on the Lafayette and the train depot. 2 historic buildings crying to be saved. I know it takes time and money. But these building don't fall into pieces overnight. it's a shame to watch it happen over the years. Let's get some inspectors who know something. When is the volkman building gonna be pieced back together? Another downtown Clinton nightmare. Going on 3 years! How can you renew a permit that long?
- I think if you are going to revitalize that area you need to include the whole area. The housing around the main project would need to be taken care of in order for it to be aesthetically appealing also.
- I would like to see more life and small business drawn in to Clinton. Creating cleaner spaces with the charm of older business could lead to better interest drawn in. Restaurants, breweries/bars, boutiques, anything that would add value to the town overall.
- I would love to see all those run down buildings demolished and that area start to be cleaned up.
- I would really like to see the old buildings come down and a nice well thought out infrastructure go in. It doesn't need name brands it needs to be Clinton.
- It is a relief that this is finally being addressed because this area is what most tourists see first and it is embarrassing for all of us. Also, please work on Eagle Point park. It is so neglected and the castle is awful. The shape it is in is awful and dangerous. The view is almost totally obstructed and the playground landscaping is washing away. The whole park needs to be repaired. The lilacs were almost chopped down. Landscaping is hideous.
- Keep the charm of the old brick facade. Not everything has to be a steel building.
- On the block 4th st Take the rest down also where Smith Brothers going north. And the green space on camanche ave lets get going on that. Taxpayers pay to mow. What a waste of money.
- Please do not use this area to construct additional housing. We have so many housing developments currently, and with this being such a heavily trafficked area, a business could benefit more from the already zoned commercial space.
- Seems like site might be advantageous for a tourism welcome center -- very visible and on highly traveled routes! A great HELLO to enter the Downtown and Iowa

Attachment A

- The clientele that lives in that area are not going to take care of anything new. I am sorry to say but it is a very trashy area. That is why I say turn it into greenspace and focus on ALL the existing empty buildings we have downtown and in Lyons. Make those areas great FIRST, then turn your attention to other areas. I am born and raised here and it is terrible what has become of this town!!!
- There are empty storefronts in town as it is so it feels like adding more commercial retail space is redundant.
- There's no point in trying to make something out of that area. None of the stuff that has been improved ever gets used in the nice areas of town, let alone the ADM part of town. Don't waste money there. The river die bandshell gets used like three or four times a year. Everything that gets improved in Clinton, the level of usage doesn't warrant the expense. Never seen a bicycle on fourth street or fifth ave south. Enough!!
- U guys should tear down all those empty buildings down there it looks stupid with only Smith Bros gone
- We have a lot of empty buildings in downtown Clinton at this time. I would prefer to see us work on filling in the empty spaces in the center of downtown and leave that area as greenspace until the time is that we are in need of its use to grow. These buildings lie on what I would call the outskirts of the downtown area. We need to start from the center and work our way outward.
- We need more small office space and shopping in a safe environment