

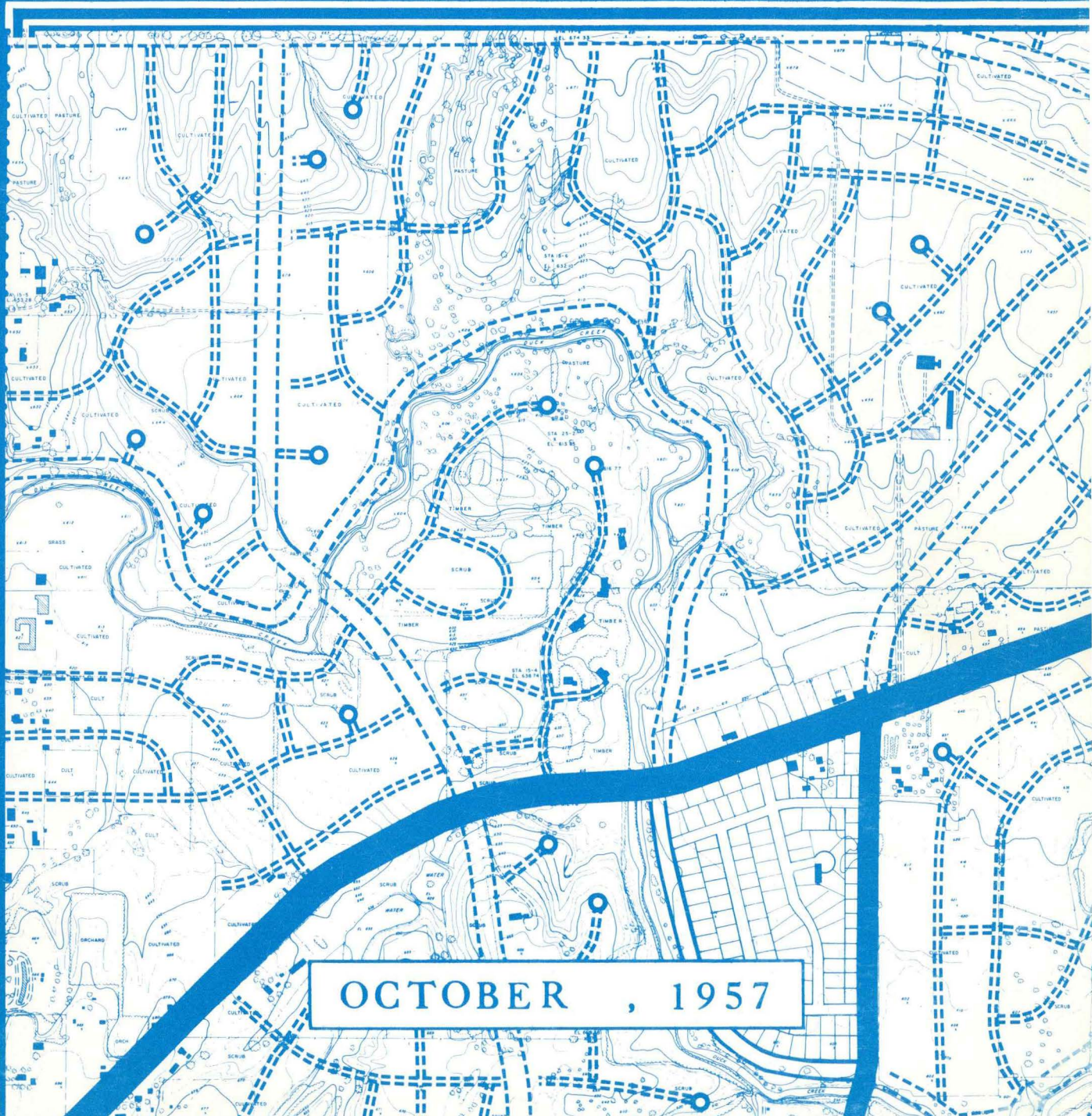
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BETTENDORF

I O W A

OFFICIAL CITY PLAN



OCTOBER , 1957

OFFICIAL CITY PLAN
of the
CITY OF BETTENDORF, IOWA

Prepared for
THE CITY OF BETTENDORF
and
THE BETTENDORF PLANNING & ZONING COMMISSION

Prepared By
METROPOLITAN PLANNERS, INC., CONSULTANTS
Indianapolis, Indiana

October, 1957

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OFFICIAL CITY PLAN
of the
CITY OF BETTENDORF, IOWA

Honorable ARNOLD R. KAKERT, Mayor

City Council

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HERMAN WERNER

JAMES STELK
MAX G. VANCIL

ELMER H. HEBBELN

MAE G. STEFFEN City Clerk, City Planning & Zoning Commission Secretary,
Park Board Secretary

HERMAN W. WIESEN City Engineer, Building Inspector,
Zoning Ordinance Administrator

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WILLIAM E. MEIER	Electrical Inspector
ROBERT C. DUGGLEBY	Plumbing Inspector
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ARTHUR VOLLIGER	Fire Chief
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ALLEN SEITZ
RONALD A. MEDD

WES JONES*
EARL WENDLAND
GUS JEBENS

* Past Chairman

Prepared by
METROPOLITAN PLANNERS, INC.
Indianapolis, Indiana

October, 1957

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ELEMENTS OF THE OFFICIAL CITY PLAN

The City of Bettendorf has recently annexed a large tract of land north of the developed part of the city, resulting in a total area for the City of 4,130 acres, or approximately 6-1/4 square miles. This represents a four-fold increase in city area, most of which is now undeveloped for urban uses, a number of problems of municipal development are to be met by the city in the future. At the current rate of development, many of these development problems require solutions now. This situation has prompted the City of Bettendorf to prepare an Official City Plan in order to:

1. Guide expansion in a manner designed to create new neighborhoods which will provide desirable characteristics for modern living.
2. Check deterioration of residential areas where evidence of blight exists or is likely to occur.
3. Promote the expansion of industry in conformity with sound principles of industrial development.
4. Enhance the value of the Central Business District as the principal shopping center of the community.
5. Provide adequate street and off-street parking spaces for automobiles in the Central Business District.
6. Provide sites for local shopping centers, schools, recreation and community facilities integrated with the neighborhoods.
7. Establish major highways which will serve the community with greatest convenience and impose minimum traffic hazards.
8. Eliminate objectionable features in the present layout of the City.
9. Provide suitable sites for municipal buildings and facilities.
10. Establish a sound plan for the financing of needed capital improvements.

The Comprehensive Plan establishes principles and standards whereby the most desirable city of the future may be realized.

COMMUNITY DEVELOPMENT TRENDS

The following community development trends are apparent today:

People desire pleasant, safe, healthful, convenient and attractive places in which to live and work. Trends of community development keep pace with transport facilities, desires of the people and methods of conducting business and industry.

Residential trends include:

Increased demand for larger suburban properties.

One-story residences on large lots.

Remodeling of large, old houses for more than one family.

Grouping of apartments with spacious grounds in suburban areas.

New town and community development, including creation of complete neighborhoods.

Commercial trends include:

Grouping of stores in neighborhood and community shopping centers.

Provision of adequate off-street parking facilities for motor vehicles.

Attractive architectural design and landscape treatment of shopping centers.

Rehabilitation and improvement of the Central Business District and other older shopping centers.

Industrial trends include:

Decentralization of industry into smaller units located in medium-size cities.

Location of new industries on suburban sites and in restricted industrial subdivisions.

Industrial buildings on large areas with adequate off-street parking, loading and unloading facilities.

Increased use of one-story industrial buildings.

Greater attention to the architectural character of industrial buildings and landscape treatment of grounds.

COMMUNITY BACKGROUND IN BETTENDORF

GEOGRAPHICAL AND HISTORICAL BACKGROUND

Bettendorf, one of five municipal corporations in the "Davenport - Rock Island - Moline Metropolitan Area" as defined by the U. S. Bureau of the Census, is a city of 7,230 persons (1957 estimate) and contains approximately 6.26 square miles. It is located in Scott County on the Mississippi River, adjacent to Davenport on the west. Scott County lies in the area of the original Wisconsin Territory, and was purchased from the Sac and Fox Indians in the Black Hawk Purchase of 1832. This dates the coming of the White Man to this part of the United States.

SITE

The City of Bettendorf developed independently from Davenport and other municipalities in the area, although its livelihood is basically interdependent with them. The original settlement of the city occurred along the banks of the Mississippi, and more recently northwardly up the bluff along the River until today it has spread from its original site between 10th and 14th Streets along State Street to East 46th Street two and one-half miles to the north of State Street, and from Davenport east to Devil's Glen Road.

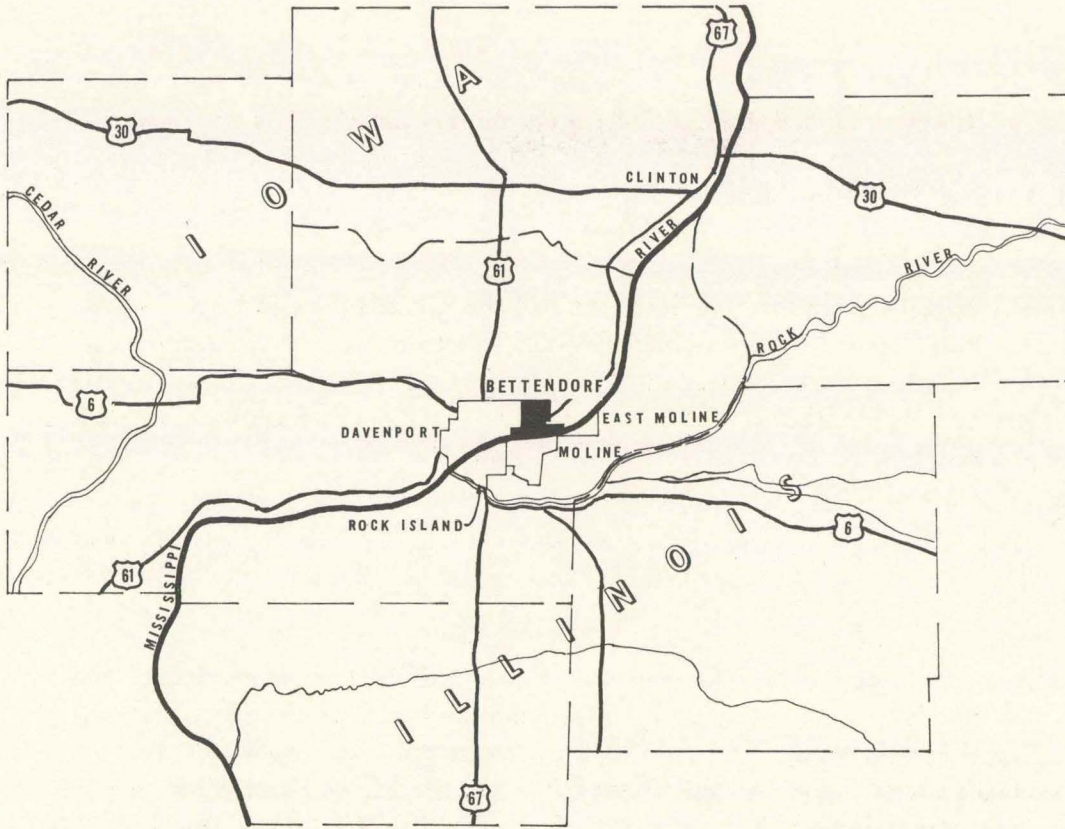
A ferry landing in the early days started a settlement known as Gilberttown west of the original town, at the location of Lilienthal (now encompassed by Bettendorf). Lilienthal grew alongside Gilberttown as an unincorporated village until the year 1902, when a plat of a new town was filed. In January 1903, a petition for the incorporation of the Town of Bettendorf was accepted, the population totalling 440 persons.

DRAINAGE

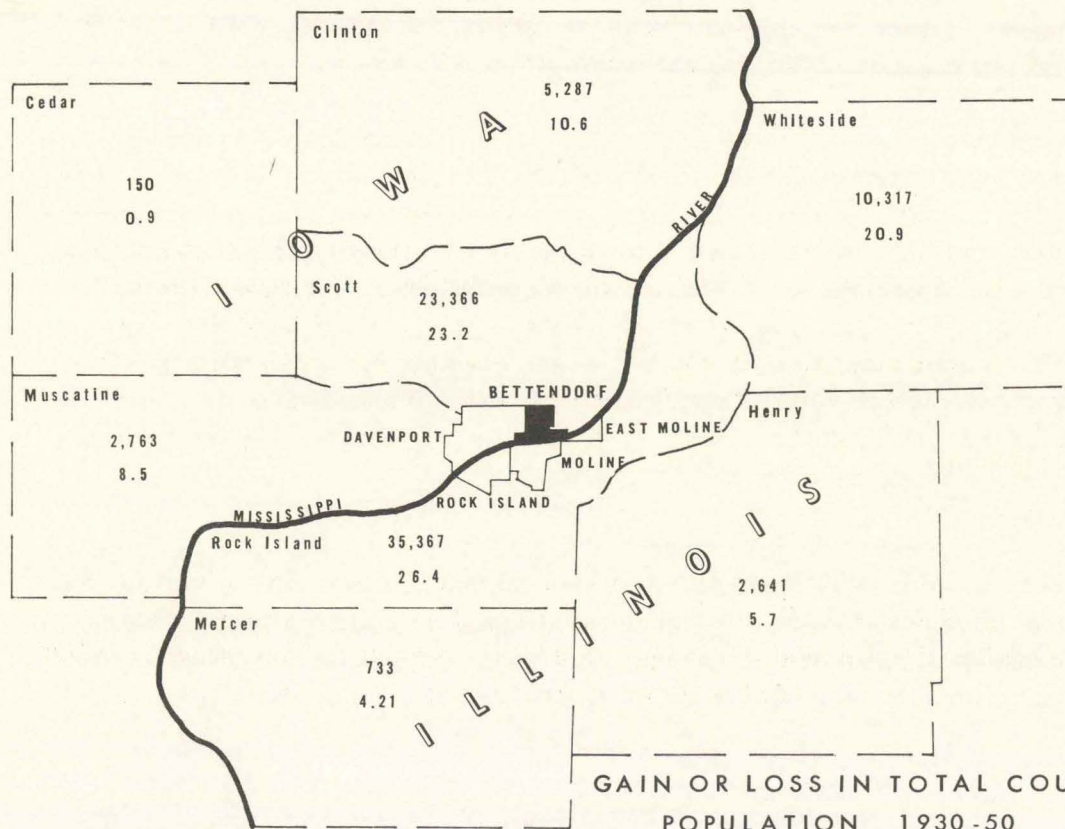
Bettendorf is ideally located with respect to drainage. The bluff along the Mississippi serves as a watershed dividing the City into two drainage systems. The area north of the bluff drains into Duck Creek, and thence into the River. South of the bluff the city area drains into storm sewers and thence into a Federal Interceptor, which carries runoff to the Davenport Locks. Chart 1 indicates the general drainage picture in the area.

SETTLEMENT

Population movement into the Wisconsin Territory west of the Mississippi occurred following the Black Hawk purchase of 1832. All of the municipalities in the present Metropolitan Area were established about the same time, and have "grown up" together. Table 1 below shows population growth in Bettendorf and surrounding cities, and Chart 1 indi-



MAP SHOWING CITY OF BETTENDORF
AND ADJOINING TERRITORY



GAIN OR LOSS IN TOTAL COUNTY
POPULATION 1930-50

% Change for Iowa : 5.7
% Change for U.S. : 22.7

Upper Figure : Number
Lower Figure : %

cates the population changes by counties in the region over a period of twenty years (1930-1950).

TABLE I
POPULATION OF BETTENDORF AND NEIGHBORING CITIES,
SELECTED YEARS

<u>City</u>	<u>County</u>	<u>1950</u>	<u>1940</u>	<u>1930</u>	<u>1900</u>	<u>1920</u>	<u>1880</u>
In Iowa:							
Bettendorf	Scott	5,132	3,143	2,768	2,178	340	N.A.
Davenport	Scott	75,549	66,039	60,751	56,727	35,254	21,831
Clinton	Clinton	30,379	26,270	25,726	24,151	22,698	952
In Illinois:							
Rock Island	Rock Island	48,710	42,775	37,953	35,177	19,493	11,659
Moline	Rock Island	37,397	34,608	32,236	30,734	17,248	7,800

N.A. = Not Available.

Source: U.S. Bureau of the Census.

ECONOMIC GROWTH

The economy in and around Bettendorf continued as a frontier development with agriculture as the predominant occupation until 1908 with the establishment of the Bettendorf Works. Eventually acquired by the J. I. Case Company, producers of farm machinery, the Bettendorf Works established the present basic industrial economy of the community. In 1940 Bettendorf became a city of the Second Class by reason of its population growth.

Fluctuations in the demand for farm machinery, foundry production and similar products have directly affected the economy of Bettendorf. However the economic growth of the area has been consistent through the years. Thirty per cent of the 1955 assessed valuation of the city (\$10,796,755), is in industry.

The farm economy in the Bettendorf Area appears to be successful. Many large farms exist in the vicinity. The recently annexed four square mile area north of the former city boundary contains large, well-maintained acreage in farms and pasture land. This activity will, of course, diminish as the need for land for urban uses is satisfied by the area.

CURRENT EMPLOYMENT

The current employment picture is apparently good, with the exception of some cutback in production in farm implement manufacture in keeping with all industrial employment in the Metropolitan Area.

The total industrial labor market for the Metropolitan Area dropped sharply from a peak of 54,415 industrial employees in April, 1953, to approximately 44,864 in December of the same year. Average industrial employment has remained about 45,000 since that time.

The City of Bettendorf (and all cities in the Area) is constantly working toward the provision of additional employment facilities. Bettendorf has recently acquired industries within its employment area. These are The Van Packer Company, General Electric Company, Royal Register Company, all inside the city, and the great Alcoa Rolling Mill, east of the city. The Iowa Development Commission is also assisting all communities toward increasing employment opportunities.

POPULATION GROWTH IN BETTENDORF

REVIEW OF PAST POPULATION CHANGE

Population growth to the present time in Bettendorf and adjacent areas has been considered to some extent in the previous section of this report, displaying the characteristics of the City and region in a more meaningful orientation of today's city with yesterday's village. In this section past growth will be treated incidentally, mainly as it points up the study of future prospects.

The important current aspect of population growth in Bettendorf and the Metropolitan Area as a whole is that strong increases in population in the central cities have forced population out into the peripheral communities such as Bettendorf. Population statistics for the city as shown in Table 2 clearly illustrate this condition, showing that Bettendorf has enjoyed significant population gains over the years.

Population changes in Bettendorf should be evaluated carefully in terms of the region of which it is a part. Chart 1, indicates that the region made up of the counties adjoining Scott County in Iowa and Illinois, increased in population by 18.1 per cent from 1930 to 1950 while the total increase for the State of Iowa was only 5.7 per cent. Scott County's population increase of 23,366 amounted to 23.2 per cent.

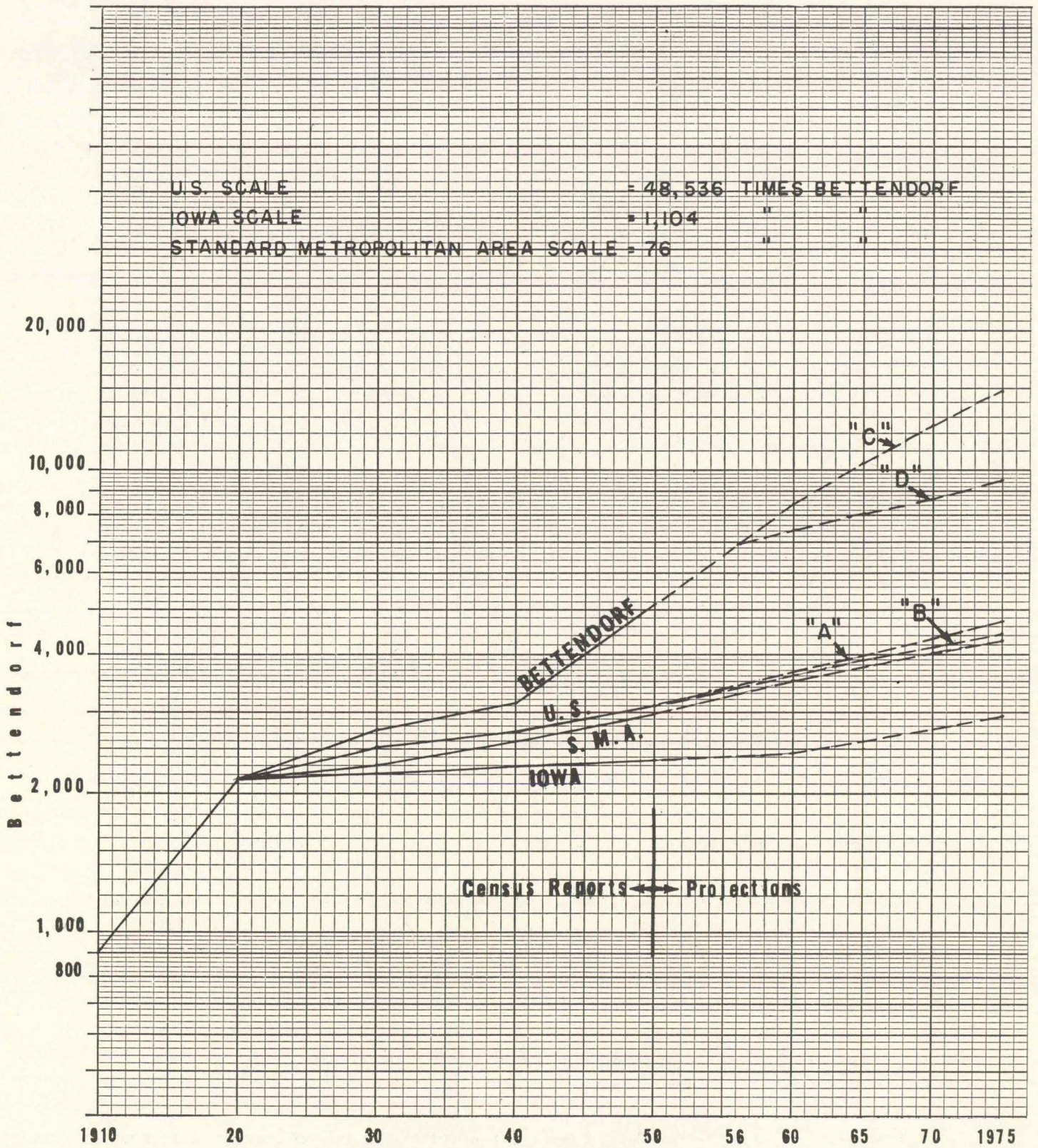
The nation as a whole is growing at a rate of about 1.7 per cent per year, which, if maintained, would lead to a doubling of the population in another 40 years. Certainly in view of this circumstance, together with a review of Bettendorf's population growth in recent years, the thoughtful person will foresee the growth possibilities in the Bettendorf area.

POPULATION PROJECTIONS

In regard to the future population of the city, it is possible that in terms of numbers the population may double the present day figure by 1975. This projection is, of course, based upon a continuing stable national economy along with progressive increases in the local economic picture. Further, the fact that the Davenport population is overflowing into the suburbs tends to increase the reliability of the projection.

Projections shown in Chart 2 represent graphically the probable trends of population for the nation, Iowa, the Standard Metropolitan Area and Bettendorf to 1975.

Projection line "C" for Bettendorf, from 1956 represents an estimate average increase in population of 80 families per year based upon increases from 1940 to 1950 and 1950 to 1956. Projection line "D" for the city to 1975 is based upon the "A" projection



PROJECTION OF POPULATION GROWTH OF BETTENDORF
 BASED ON NATIONAL PROJECTIONS, TO 1975

Source : National and Iowa Projections by U. S. Census Bureau

TABLE 2

POPULATION GROWTH OF BETTENDORF, DAVENPORT,
SCOTT COUNTY AND IOWA - 1900-1950

Year	BETTENDORF			DAVENPORT		SCOTT CO.		IOWA	
	Pop.	Per Cent Gain		Pop.	Per Cent Gain	Pop.	Per Cent Gain	Pop.	Per Cent Gain
1950	5,132	38.7		74,549	12.9	100,698	18.8	2,621,073	3.3
1940	3,143	11.9		66,039	8.7	84,748	9.6	2,538,268	2.7
1930	2,768	2.1		60,751	7.1	77,332	4.3	2,470,939	2.8
1920	2,178	58.2		56,727	31.8	739,523	23.3	2,404,021	8.1
1910	909	62.5		43,028	18.0	60,000	16.4	2,224,771	-0.3
1900	340	--		35,354	--	51,558	--	2,231,853	--

for the United States. The "D" projection line is conservative in light of a current increase of 92.5 families per year in Bettendorf. The recent annexation of a large undeveloped area for expansion of the population, principally through in-migration tends to push the estimate of future population more along the line of the "C" projection upward to the 15,000 mark by 1975.

Bettendorf's scale for Chart 2 is that shown on the left-hand margin. By appropriate mathematical procedures, the lines for the United States, the Standard Metropolitan Area and Iowa are made to start at the same point as the city in 1920. The solid lines show the comparative rates of growth in population since 1910.

The "A" line for the U.S. represents what the Census Bureau's experts believe to be about the highest population figure we can expect for the nation, and the "B" line is a projection considered to be about the lowest one can expect. By 1975 there is a considerable spread -- 228,500,000 for the high and 214,600,000 for the low estimate of population.

The Standard Metropolitan Area and Iowa forecasts are, of course, more in the nature of educated guesses, because people move around so freely.

The value of the graph line seems to be that it places the whole subject of probable growth in some perspective.

According to current estimates, each additional factory or other basic job should mean a gain of at least four persons in the community within a few years. This has much meaning in planning for the future, in the event that new industries are attracted.

The "C" forecast line for Bettendorf indicates about 8,470 persons by 1960, 12,530 persons by 1970, and 14,950 persons by 1975. This indicates an increase of 2,520 households from 1956 to 1975. Many local customs and practices help determine how much land will be needed for new homes and related facilities, and how much additional commercial development will be required.

POPULATION GROWTH BY AGE GROUPS

The changes in numbers of people within selected age groups for 1930-40 and 1940-50 are presented in Table 3. Large gains in all age groups with the exception of the 15 to 19 year olds is the general picture for the 1940-50 decade. Table 4 shows the projection of population growth by age groups for 1960 and 1970.

TABLE 3
POPULATION CHANGE IN BETTENDORF
BY AGE GROUPS, 1930-1950

AGE GROUPS	Number of Persons			Percentage Change	
	1930	1940	1950	1930-40	1940-50
Under 5	305	269	677	-11.8	60.2
5-9	307	273	513	-11.0	46.7
10-14	271	253	340	- 6.6	25.6
15-19	219	267	257	18.0	- 3.7
20-24	213	268	315	20.5	14.9
25-44	892	911	1,777	2.1	48.7
45-64	430	674	956	36.2	29.5
65-74	87	148	199	41.2	25.6
75 & Over	44	80	98	45.0	18.3

Source: U.S. Bureau of the Census.

TABLE 4

POPULATION PROJECTIONS - BY AGE GROUPS, FOR 1960 & 1970

<u>AGE GROUP</u>	<u>Census</u>	<u>Projections</u> ^{1/}	
	<u>1950</u>	<u>1960</u>	<u>1970</u>
Under 5	677	985	1,484
5-9	513	771	1,140
10-14	340	565	833
15-19	257	472	695
20-24	315	572	846
25-29	483	738	1,090
30-34	480	724	1,071
35-39	456	696	1,027
40-44	358	594	877
45-49	276	487	721
50-54	276	475	701
55-59	227	416	614
60-64	177	340	502
65-69	123	255	375
70-74	76	170	251
75 & Over	98	208	307
TOTALS			

^{1/} Accuracy to degree shown is not assumed. Built upon the basis of an expected age distribution and total population, the individual figures are given, as calculated, to add up to the projected total populations.

POPULATION CHARACTERISTICS IN BETTENDORF

AGE-SEX COMPOSITION

The composition of the population by age, sex, occupation, and the like has an important bearing upon some features of a planning program. The connection with school needs, recreational programs and dwellings is apparent. Knowing the characteristics is an important consideration in assessing the quality of facilities and amenities residents want and will support.

Few, if any, facts about a community tell as much about its growth and character as the population pyramid (the distribution of population by age and sex). Chart 3 is such a presentation for Bettendorf. The total urban population of Iowa is given as a standard for comparison.

The population pyramid shows that Bettendorf is atypical of the pattern of total urban communities in Iowa. This is to be expected, however, as this community offers the greatest opportunity for growth of any of the cities making up the Metropolitan Area. As a progressive community, Bettendorf offers the amenities which are desired by persons and families living in the crowded city, providing freedom from congestion, smoke, noise, and similar characteristics found in most larger cities. This is evidenced by the large percentage of population in the 0 to 9 year and 25 to 44 year groups indicating a preponderance of "new families" in the city -- the group with the highest percentage of persons in the labor force and with the highest birth rate. Conversely, the percentage of persons in the young adult and over 45 age groups is smaller than encountered in the usual urban community in Iowa. The planning implications here are clear -- a high demand for school and recreational facilities and an increasing market for a wide variety of business and residential developments.

Another noteworthy fact about Bettendorf, not so evident from a casual inspection of the population pyramid, is that the sex ratio (males per 100 females) is relatively high. There were approximately 103 males to 100 females in the city in 1950. The Iowa urban population and the Standard Metropolitan Area had ratios of 93.8 and 97.7 respectively. The figures for Davenport, Rock Island and Moline were 93, 101.2 and 105.6. The reason is not hard to discover -- above average employment opportunities for men, as compared with normal opportunities for women, in the labor market.

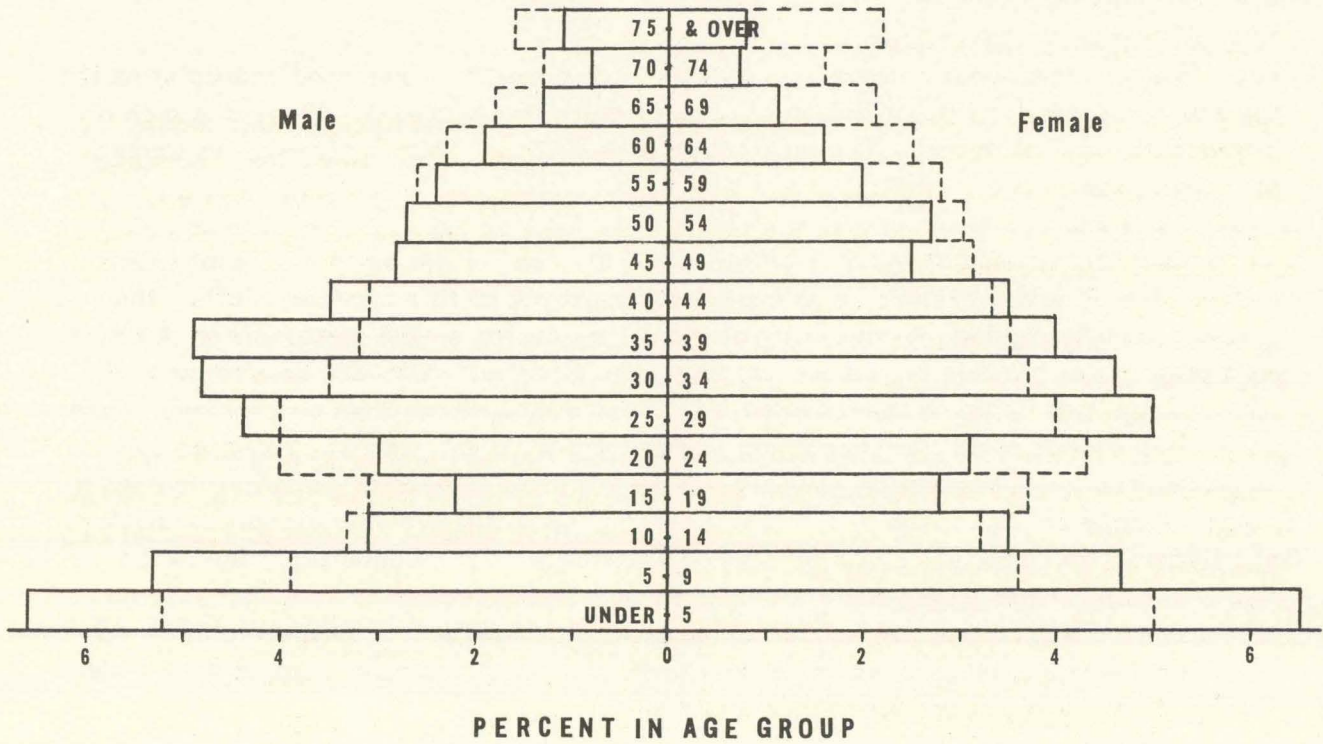
LABOR FORCE PARTICIPATION

The above discussion of sex ratios are further verified in a review of the population in the labor force. Bettendorf rates higher in the proportion of males and lower in proportion of females in the labor force than do other Iowa urban areas. Comparative fig-

CHART - 3

— Distribution of Bettendorf Population

--- Distribution of Urban Iowa Population



AGE - SEX COMPOSITION OF BETTENDORF COMPARED WITH TOTAL URBAN POPULATION OF IOWA, 1950

Source: Adapted from U. S. Census of Population

ures for the population 14 years old and over in the labor force in 1950 are as follows:

Male:	Per Cent
Bettendorf	87.1
Urban Iowa	77.7
Female:	
Bettendorf	26.1
Urban Iowa	32.7

OCCUPATIONAL STRUCTURE:

Types of employment in Bettendorf are shown in Table 5, Occupational Distribution. It will be seen from the Table, which compares the city with Urban Iowa, that Bettendorf has a higher percentage of Professional and Technical people, Craftsmen, Foremen, Operatives and Kindred Workers than the Urban state, due to the concentration of technical industries in the area.

INCOME

Income has a bearing on planning recommendations. In the absence of any exact reports on income, the relative levels of family income as given by the last census are reasonably reliable. The 1950 Census reports comparative median incomes of Families and Unrelated Individuals in Iowa as follows:

Iowa (entire State)	\$2,612
Iowa Urban	2,874
Bettendorf	3,667
Davenport	3,179
Standard Metropolitan Area	3,291

Bettendorf's median income is substantially higher than the state and its local metropolitan area, reflecting the character of the population and its economic base, indicating an above standard community in terms of physical plant development.

OTHER CHARACTERISTICS

The 1950 Census reports on Race, nativity, etc., reveal that the major portion of the population is native born white, with few foreign-born white.

TABLE 5

OCCUPATIONAL DISTRIBUTION OF BETTENDORF EMPLOYED PERSONS
WITH COMPARATIVE FIGURES FOR URBAN IOWA
POPULATION, 1950

Occupation	<u>BETTENDORF</u>				<u>URBAN IOWA</u>	
	<u>NUMBER</u>		<u>PER CENT</u>		<u>PER CENT</u>	
	M	F	M	F	M	F
Professional, Technical, etc.	160	56	10.2	12.2	8.2	12.4
Farmers & Farm Managers	7	1	0.4	0.2	1.0	0.1
Managers, Officials, Proprietors	206	17	13.0	3.7	13.9	4.3
Clerical and Kindred	108	150	6.9	32.7	7.7	30.8
Sales Workers	136	175	8.6	16.4	9.8	11.2
Craftsmen, Foremen, etc.	400	8	25.4	1.8	21.2	1.5
Operatives and Kindred	357	37	22.7	8.1	20.4	12.9
Private Household Workers	1	28	0.1	6.1	0.1	6.2
Service Workers, except House	65	75	4.2	16.4	6.5	15.9
Farm Laborers	8	- -	0.5	- -	1.2	0.2
Laborers, except Farm	117	5	7.4	1.1	8.5	1.0
Not Reported	10	6	0.6	1.3	1.3	1.5
TOTALS	1,575	458	100.0	100.0	100.0	100.0

A determination of average household size in Bettendorf for 1950 was made from an analysis of the households in the general area and the county. The family size in Bettendorf has been taken as the average of family sizes for the area, or 3.18 persons per household.

ECONOMIC BASE

EMPLOYMENT BY INDUSTRY

Comparative evaluation of certain statistics provides an insight into the makeup of a community. Distribution of employed persons by type of industry is one of these sources. Table 6 shows the numbers of employed persons in Bettendorf in 1950 (latest year available) by industry group. A percentage distribution is included, with comparative percentage figures for Urban Iowa and the Standard Metropolitan Area. The figures in this table are also reflected in Table 5, Occupational Distribution. These figures reflect the comments made heretofore relating to the substantial industrial employment in the city with relatively few or no agriculture and mining industries.

BASIC EMPLOYMENT IN BETTENDORF TODAY

Principal manufacturers in or near Bettendorf are as follows:

Company	Product	Employment
Aluminum Company of America	Rolling Mill	2,300
J. I. Case Company	Farm Implements	973
Englehart Mfg. Company	Machine Shop	175
Iowana Farms Milk Company	Dairy Products	101
Riverside Foundry	Foundry	705
Swan Engineering and Machine Company	Machine Shop	92

Source: Bettendorf Chamber of Commerce

Many other major manufacturers are located in other cities near Bettendorf, and their incomes also assist in maintaining the population of the area. Non-basic employment in the city which helps to sustain the economic base includes the trucking and rail services, retail and wholesale trade, banking, and other service industries.

FURTHER INDUSTRIAL DEVELOPMENT

As pointed out in previous sections, business and industrial leaders have given much thought and action to the subject of new industries for the community. Many well-known factors enter the picture of industrial development, but it would be well to give consideration to others not too frequently considered. Community outlook, environment and housing for good living, schools, churches, neighborhood patterns, recreation, traffic and like qualities can very often mean the difference between new industries for a city or none.

TABLE 6

EMPLOYED PERSONS IN BETTENDORF BY MAJOR INDUSTRY GROUP,
WITH COMPARATIVE DISTRIBUTIONS FOR THE
STANDARD METROPOLITAN AREA AND URBAN IOWA, 1950

Industry Group	BETTENDORF				SMA	Urban Iowa
	M	F	Total	Per Cent	Per Cent	Per Cent
Agriculture	17	3	20	1.0	5.3	2.0
Mining	--	--	--	--	0.1	0.2
Construction	98	5	103	5.1	4.7	6.2
Manufacturing	791	75	866	42.6	40.1	23.9
Railroads, etc.						
Trucking Service						
Other Transportation	101	14	115	5.7	7.0	9.4
Telecommunications						
Utilities and Sanitary Services ..						
Wholesale Trade						
Retail Food, Dairy Foods, Stores .						
Eating and Drinking Places	313	178	491	24.2	20.0	4.2
Other Retail Trade						
Finance, Insurance, Real Estate .	44	19	63	3.1	3.5	4.2
Business Services	43	9	52	2.6	2.2	3.1
Repair Services						
Private Households						
Hotels and Lodging Places	26	46	72	3.5	4.6	6.2
Other Personal Services						
Entertainment & Recreation	19	3	22	1.1	1.0	1.2
Medical & Health Services	72	89	161	7.8	8.1	11.6
Educational Services						
Other Professional Services						
Public Administration.....	39	12	51	2.5	2.4	4.2
Industry Not Reported	12	5	17	0.8	1.0	1.5
TOTALS	1,575	458	2,033	100.0	100.0	100.0

Source: U. S. Bureau of the Census

A community program looking for industrial development that lays the groundwork for meeting the day to day requirements of its people in a fitting manner will inevitably be an attraction to industry as well as other business interests.

TRADE

Statistics on retail and wholesale trade are good indicators of community growth. Table 7 compares retail sales in Bettendorf in 1948 and 1954. Total figures are also given for the state as a comparison. Changes as shown by sales groups are incomplete due to the absence of some figures. It is noted, however, the city gained 27 establishments or 31.4 per cent, from 1948 to 1954, and increased retail sales by 30.9 per cent during that period as compared to a 17.3 per cent increase for the State of Iowa as a whole.

In sales, retailers in Bettendorf reported a total of more than eight million dollars which is about \$1,162 per capita. Per capita retail sales for all Iowa were \$1,154.

TABLE 7

RETAIL TRADE STATISTICS FOR BETTENDORF - 1954 & 1948

TRADE GROUP	Number of Establishments		Sales (add \$000)		Per Cent Change
	1954	1948	1954	1948	
BETTENDORF					
All Groups	86	59	8,062	5,573	30.9
Food Group	15	10	3,060	1,514	50.5
Eating & Drinking Places	20	17	836	614	26.5
General Merchandise	1	2	N.A.	N.A.	--
Apparel Group	1	--	N.A.	--	--
Furniture & Appliance Group..	3	1	N.A.	N.A.	--
Automotive	8	7	1,286	1,100	14.5
Gasoline Service Stations	14	11	907	665	26.6
Lumber, Building, Hardware ..	6	2	586	N.A.	--
Drug & Proprietary	3	2	325	N.A.	--
Other Retail Stores	10	7	236	548	-57.0
Non-Store Retailers	5	--	N.A.	--	--
IOWA (ENTIRE STATE)					
All Groups	35,122	33,623	3,174,945	2,540,870	17.3

N.A. - Not Available

Source: U. S. Bureau of the Census

EXISTING LAND USE

The existing use of land provides a clear indication of the trends of development in a city -- the result of its history, social and economic growth described previously in this report.

Among the basic studies required for preparing a city plan, the need for land use surveys and studies should seem the most obvious. Comprehensive and detailed data about existing conditions in the city must be had to gain a thorough knowledge of, and to diagnose, the prevailing situation; to identify satisfactory or defective features and practices; and to ascertain how the community is using its land.

BASE MAP

Preparatory to such a land use survey and study, it was necessary to develop a base map of the city and adjoining territory showing the currently prevailing situation with respect to land subdivision, streets, railroads, streams and other natural and cultural features of significance in the community. That map was prepared at a scale of one inch equals 400 feet, from information supplied by the City Engineer. The map includes all of the developed territory within the city.

EXISTING LAND USE MAP

A land use survey was conducted during April, 1956, and was made by viewing each lot and parcel of land included in the map to determine how those lands were being used. That information has been recorded on a print of the base map by means of appropriate color symbols and the resulting Existing Land Use Map has been presented.

The Land Use Map serves a variety of purposes in preparing the city plan, namely:

1. To acquire knowledge of the size of use of each piece of property, and the use and occupancy of each building
2. To obtain a detailed picture of the physical characteristics of each neighborhood
3. To gain a broad over-all view of the entire city in terms of predominant uses and activities in their true locations and relationships
4. To determine the amount of land required for various types of use, the areas and locations in the community best suited for various uses and the appropriate types and boundaries of the zoning districts to be included in the zoning ordinance.

LAND USE ANALYSIS

The information derived from the Existing Land Use Map has been analyzed to determine the extend of development by classification of land use that has occurred in the City of Bettendorf. The result of that analysis for the city, by land use classification, is given in Table 8.

Density of population is a primary element influencing both the economic and social structure of a city. The land use analysis discloses that there were 2,181 families living in the city at the time of the survey with 398.24 acres of land devoted to that use, producing an average lot area per family of 7,954 square feet. It will be noted from Table 9 that this density is much lower than the average for the 48 cities, and substantially less than the 17 cities in the less than 50,000 population group. Residential use densities can be influenced by zoning regulations and the zoning proposed for Bettendorf specifies lot areas which will insure the improvement of residential living as lands are developed for that purpose.

The commercial use of land in Bettendorf is much higher in proportion to population than in the cities with which it is compared. The proposed land use plan for the city provides ample space for the expansion of commercial use throughout the community.

Lands devoted to industrial and railroad uses as recorded in Tables 8 and 9 are somewhat higher than found in most cities. This is a reflection of the economy of the area where- in a large industrial plant is located inside the city. Emphasis has been given to the designation of adequate industrial sites in the proposed land use plan to provide for the continued growth of the economic life of the area.

Public and semi-public uses, including government buildings, churches, hospitals, parks and schools occupy approximately six per cent of the developed area in the city, and the figure of 0.94 acres for such purposes per 100 population compares quite well with the averages given in Table 9.

Streets and alleys account for 24.52 per cent of the city's developed area, and the figure of 3.76 per 100 population is above the averages for other cities. This figure will tend to reduce as the recently annexed area is developed. Good design practices and standards in the layout of new residential areas can insure the efficient use of land for this purpose as the city grows.

An additional element of the land use survey consisted of an examination of the condition of structures throughout the developed portion of the city. The result of that inspection is shown on Map 1, "Observed Condition of Structures", which indicates the location of structures seriously in need of maintenance and those which are apparently unsound.

TABLE 8

CITY OF BETTENDORF, IOWA - EXISTING LAND USE ANALYSIS

<u>Type of Use</u>	<u>Acres</u>	<u>Per Cent of Developed Area</u>
<u>DEVELOPED AREA</u>		
RESIDENTIAL		
Single-Family Dwellings	384.59	
Two-Family Dwellings	6.04	
Multi-Family Dwellings	7.61	
Total RESIDENTIAL	398.24	37.41
COMMERCIAL - Business	65.40	
Off-Street Parking	11.14	
Total COMMERCIAL	76.54	7.19
INDUSTRIAL		
Industrial & Warehouse	128.19	
Railroad	45.72	
Total INDUSTRIAL	263.91	24.79
PUBLIC AND SEMI-PUBLIC		
Public	32.97	
Semi-Public	31.86	
Total PUBLIC AND SEMI-PUBLIC	64.83	6.09
STREETS AND ALLEYS - Total	261.10	24.52
TOTAL DEVELOPED AREA	1,064.62	100.00
<u>CITY AREA</u>		
	<u>Acres</u>	<u>Per Cent of Area</u>
DEVELOPED AREA	1,064.62	25.8
VACANT LAND & WATERWAYS	3,066.33	74.2
TOTAL CITY	4,130.95	100.0

* Waterways include only Duck Creek

The proportionate use of land by areas and percentages as given in Table 8 provides an illustration of the general character of the city, but a more accurate determination may be based upon the amount of land devoted to major types of urban use in relation to the number of people who live in the city. That information for Bettendorf is given in Table 9, in comparison with similar data for two groups of cities in the United States.

TABLE 9

ACRES OF DEVELOPED LAND PER 100 PERSONS - BY MAJOR TYPES OF LAND USE

Type of Land Use	Bettendorf	48 CITIES*			17 CITIES*
		Low	Average	High	Less Than 50,000
Single-Family Dwellings	5.54	0.24	2.25	4.83	3.17
Two-Family Dwellings09	0.01	2.26	0.74	0.32
Multi-Family Dwellings11	0.03	0.17	1.14	0.17
TOTAL RESIDENTIAL	5.74		4.68		3.66
Commercial and Off-Street Parking	1.10	0.10	1.20	2.35	0.25
Public and Semi-Public including Schools & Parks ...	0.94	0.14	1.10	6.44	1.57
Industrial & Railroads	3.81	0.16	1.75	5.03	1.04
Streets & Alleys.....	3.76	0.66	1.99	10.30	3.11
TOTAL DEVELOPED AREA	15.35		6.72		9.63
Lot Area Per Family (sq. ft.) ...	7,954		4,214		5,755

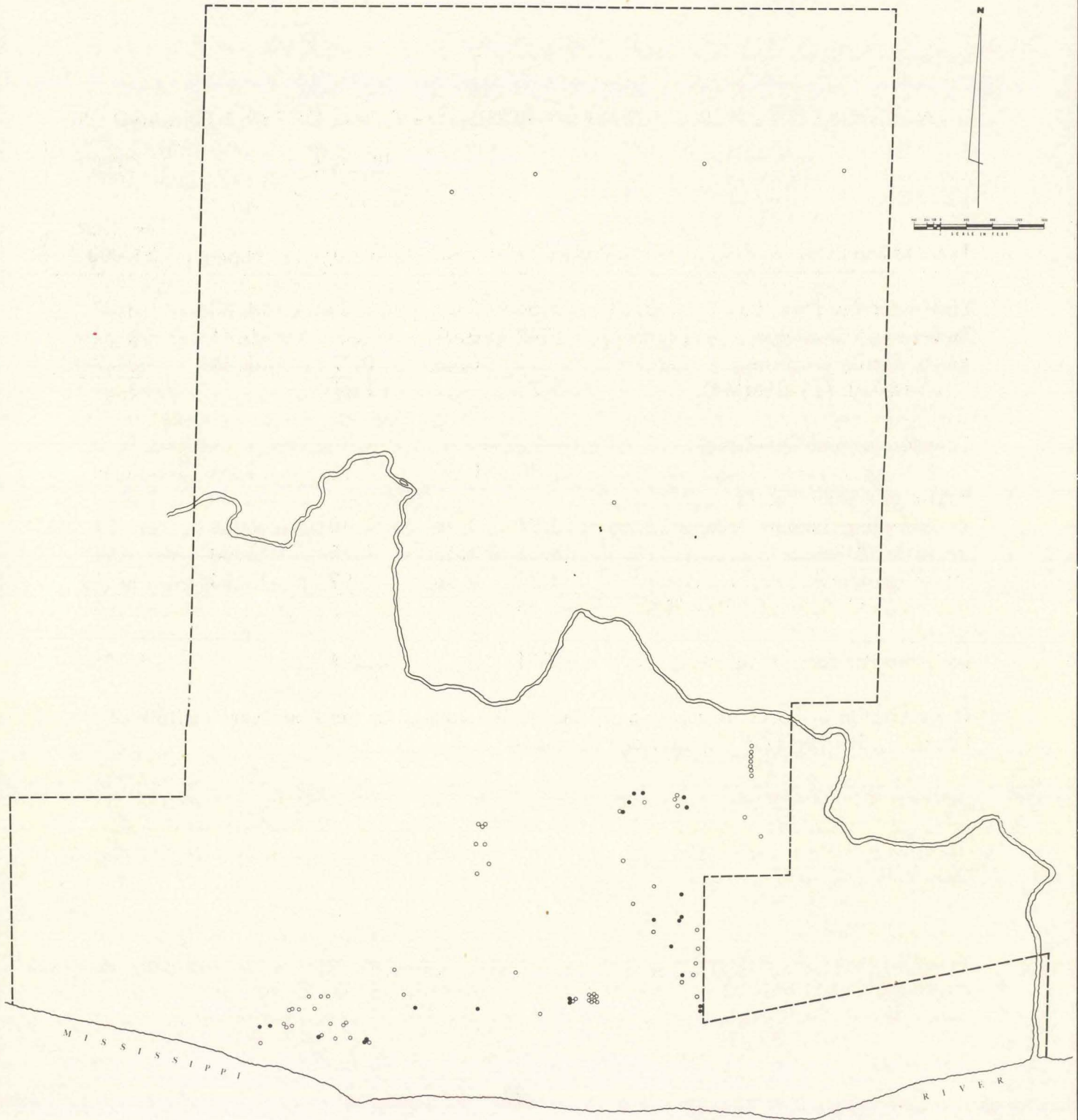
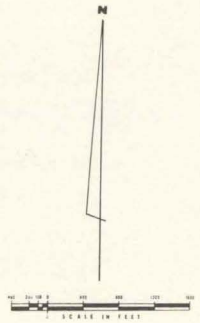
* These Groups of cities from data published in the Journal of the American Institute of Planners, Summer 1949, by Eldridge Lovelace.

BETTENDORF, IOWA

OBSERVED CONDITION OF STRUCTURES

LEGEND

- STRUCTURE IN NEED OF MAINTENANCE
- STRUCTURE APPARENTLY UNSOUND



UTILITY SYSTEMS

This section of the report reviews the available information regarding the utility systems serving the City of Bettendorf from the standpoint of their influence on the future growth and development of the city.

SEWERS

Information regarding the sewer system of the city was provided by the City Engineer. All areas of the city encompassed within the corporation limits prior to the recent annexation to the north are apparently well-served by a system of sanitary and storm sewers of adequate size.

The Bluff which runs through the city parallel to the Mississippi River necessitates three lift stations at intervals along Duck Creek to reroute sewage from the north side of the bluff southwardly to the Federal interceptor running along the Mississippi River to the Davenport Locks. This installation provides adequate service to that section of the city. All sanitary sewage is being disposed of through the City of Davenport treatment plant, by agreement with that city. Negotiations are now underway between Bettendorf and Davenport for the construction of new sewage treatment facilities, to be located in Bettendorf, thereby relieving the heavily taxed Davenport treatment plant. These negotiations should consider the possible total development of the new Bettendorf area from the old north corporation line to East 46th Street and between Kimberly and Utica Ridge Roads and Devil's Glen Road. This area of approximately four square miles may eventually house from 4,000 to 5,000 families, or about twice as many more as are currently residing in the city. It would appear that a new interceptor paralleling Duck Creek could carry the load from the new area (as well as the sewage now being lifted over the Bluff) to the Federal interceptor or to a new sewage treatment plant located near the outlet of Duck Creek into the Mississippi River.

WATER

Bettendorf's water supply is provided by the Davenport Water Company. A map of the company's distribution system reveals that all sections of the city south of the old north corporation line are served by a 16-inch main in State Street connecting into a 12-inch main near the western city limit.

The newly annexed area is now under study for extension of facilities by the Davenport Water Company. Since the source of water supply is not limited it is assumed that the above mentioned population potential for Bettendorf will be considered carefully in planning the installation of water mains to serve the area. Additional industrial needs

can be considered also after potential sites for such use have been designated in the plan.

OTHER UTILITIES

Electricity and natural gas are supplied to Bettendorf through the facilities of the Iowa-Illinois Gas and Electric Company. Telephone service is provided by Northwestern Bell Telephone Company. These facilities seem to be adequate to handle the expanding requirements of the City as it grows in terms of population and area occupied.

ZONING FOR BETTENDORF

WHAT DOES ZONING DO?

Zoning guides the development and redevelopment of the city in an orderly pattern of land use. It is based upon existing use of land and discernable trends of community development. It preserves the inherent values of residential, commercial, and industrial districts. Furthermore, zoning provides, insofar as possible, for reasonable expansion of desirable types of land use. Zoning through the appropriate utilization of land, also is designed to:

Conserve the value of property throughout the community.

Promote health, safety, convenience, public welfare, encourage adequate open areas, reasonable spacing between structures and adequate front yards.

Provide convenient locations for shopping centers.

Establish ample areas for industrial development.

Regulate density of population.

Reduce congestion in the streets by requiring off-street parking facilities for motor vehicles.

Encourage the design and development of attractive neighborhoods.

Promote redevelopment of areas which do not conform to desirable standards.

Permit the location of churches, schools, recreational areas, public and semi-public buildings and uses on convenient sites.

Provide special types of land use which the development and redevelopment of the city may require.

ZONING ORDINANCE OF 1957

Bettendorf has operated under Zoning since September 23, 1938. A thorough analysis of the Bettendorf Zoning Ordinance enacted in 1947 was made in order to determine its effectiveness in meeting the land use problem in relation to present day zoning requirements and principles. It was concluded that the present ordinance was outmoded and should be replaced by a new ordinance. Consequently, an ordinance

entitled "Zoning Ordinance of 1957" has been prepared which has been cast in a new form that is simpler and easier to understand by property owners and administrators alike. Instead of the involved description of zoning requirements under the various districts and many cross references to other parts of the ordinance, the approach to the various requirements of the new ordinance is made through a series of use specifications, designated as follows:

- SPECIFICATION A - Definitions
- SPECIFICATION B - Residential Uses
- SPECIFICATION C - Business Uses
- SPECIFICATION D - Industrial Uses
- SPECIFICATION E - Contingent Uses
- SPECIFICATION F - Conditional Uses
- SPECIFICATION G - "SC" Shopping Center District
- SPECIFICATION H - Vehicle Parking Space
- SPECIFICATION I - Unit Development Plan

These specifications describe the following items relating to the subject use:

- Definition of the use
- Lot area per family
- Width of lot
- Height of building
- Vehicle parking space
- Front, side, rear and other yards
- Building area
- Vision clearance
- Accessory buildings and uses

The specifications are arranged so that their application in each district is clearly defined. In practical operation, an applicant for a building permit need examine only the specification relating to the kind of use in which he is interested, to determine the requirements with respect to that use.

ZONE DISTRICTS & MAP

The new Zoning Ordinance divides the City of Bettendorf into eight districts:

- A - Single-Family Residence District
- B - Single-Family Residence District
- C - Two-Family Residence District
- D - Multi-Family Residence District
- LB - Limited Business District
- SC - Shopping Center District

- GB - General Business District
- I - Industrial District

The location of these districts may be found on the "Zone Map", Map 2. A description of the major elements of the Zoning Ordinance, by districts, follows:

RESIDENTIAL DISTRICTS

These are four residential districts established by the Zone Map and the requirements for each are contained in Specification B of the Zoning Ordinance.

"A" District - The "A" Single-family Residence District includes most of the new expansion area. Single-family dwellings only are permitted with a minimum lot area of 15,000 square feet and a lot width of 120 feet; however, these minimums would not apply to a lot which was in single ownership or included in a subdivision recorded in the office of the recorder of Scott County, on or before the date of passage of the ordinance. A setback of 30 feet is required for front yards and the total of the side yards must equal not less than 20 per cent of the lot width, with a minimum width of 5 feet for either side yard. A minimum ground floor building area of 768 square feet is required in the "A" District.

"B" District - Single-family dwellings only are permitted in the "B" Single-Family Residence District, with a minimum lot area of 7,200 square feet and a lot width of 60 feet. The minimum ground floor area is 672 square feet. Otherwise the requirements for this district are similar to the requirements in the "A" District.

"C" District - Single-family and two-family dwellings are permitted in the "C" Two-Family Residence District. Single-family dwellings require a minimum lot area of 6,000 square feet and a lot width of 50 feet, while two-family dwellings require 4,000 square feet of lot area per family with a minimum lot width of 60 feet. The ground floor area requirements for buildings in the "C" District are as follows: for a double, 900 square feet; a duplex, 720 square feet and a single-family dwelling, 672 square feet. The yard requirements are similar to those in the "A" District.

"D" District - The "D" Multi-Family Residence District permits single-family dwellings, two-family dwellings, group houses (a building designed for or occupied by 3 or more families exclusively for dwelling purposes and not exceeding two stories in height) and apartment houses. Single-family dwellings require a lot area of 6,000 square feet with a minimum lot width of 50 feet. Two-family dwellings require lot area of 4,000 square feet per family with a minimum lot width of 60 feet. Group houses require 3,000 square feet lot area per family with a minimum lot width of 60 feet, and apartment houses may be erected upon a lot with minimum lot area per family of 2,000 square feet, and minimum lot width of 50 feet.

BETTENDORF, IOWA

ZONE MAP

LEGEND OF DISTRICTS

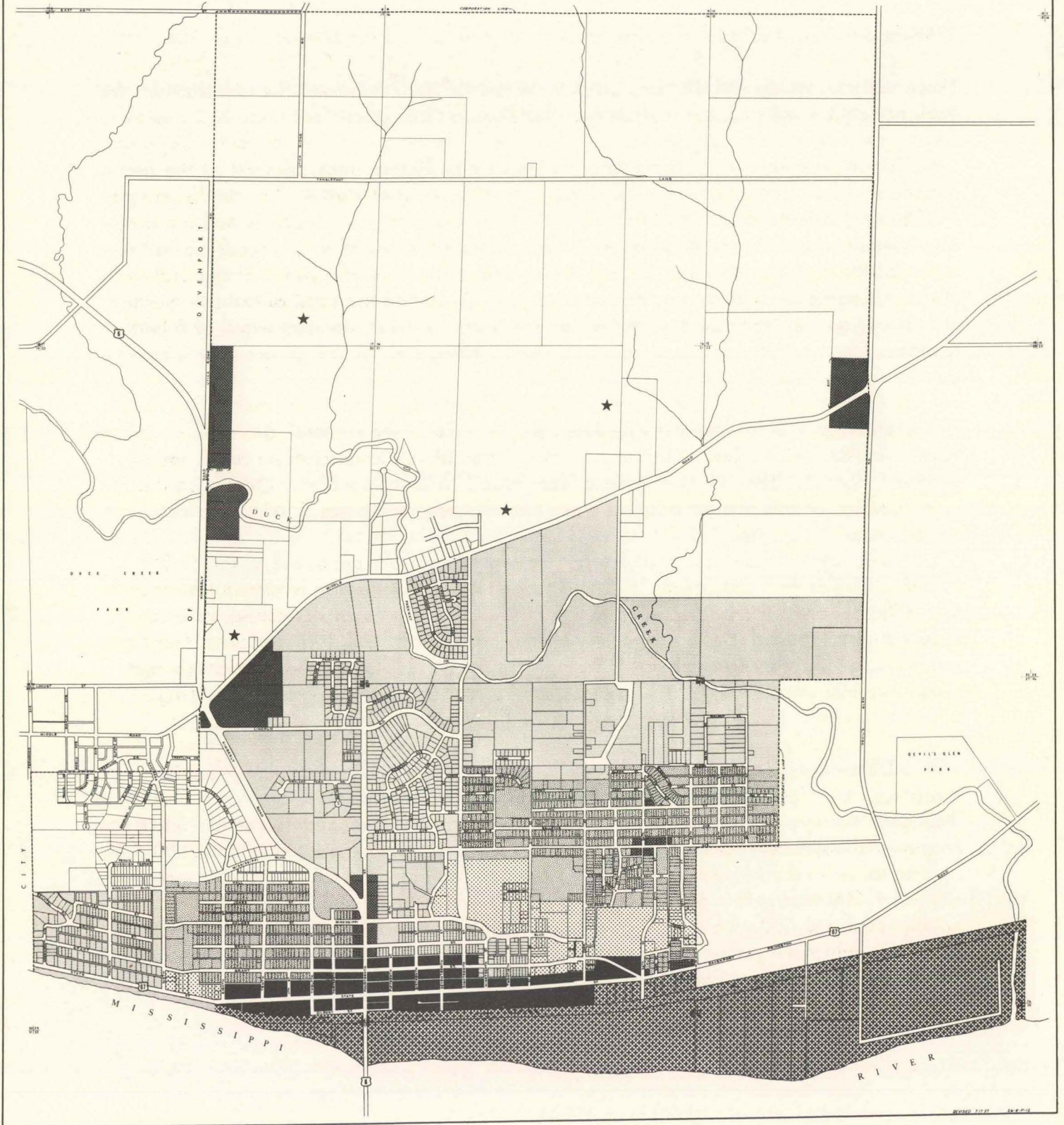
- A - SINGLE-FAMILY RESIDENCE
- ▨ B - SINGLE-FAMILY RESIDENCE
- ▩ C - TWO-FAMILY RESIDENCE
- ▧ D - MULTI-FAMILY RESIDENCE
- LB - LIMITED BUSINESS
- ★ SC - SHOPPING CENTER
- GB - GENERAL BUSINESS
- ▩ I - INDUSTRIAL



PREPARED FOR THE CITY PLAN COMMISSION

BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS

1957



BUSINESS DISTRICTS

There are three business districts classified in the Zoning Ordinance. The "LB" Limited Business District and the "GB" General Business District requirements will be found in Specifications C, while the "SC" Shopping Center District is described in Specification G of the Zoning Ordinance of 1957.

While provision for the off-street parking of vehicles is a requirement in all districts, it is a matter of major importance in the Business Districts. Intensive types of retail business uses which attract many patrons using automobiles are required to provide one motor vehicle parking space for each 125 square feet of gross floor area in the establishment. A vehicle parking space is defined as the area required for parking one automobile; more specifically, an area 9 feet wide and 20 feet long, plus 70 square feet of maneuver area, or a total area of 250 square feet. As specified in the ordinance, less intensive uses would require less automobile parking area. The vehicle parking requirements may be waived for a new business located in a block having 50 per cent or more of the area occupied by business or industrial structures at the time of passage of the Zoning Ordinance. Specification H, Vehicle Parking Space sets forth the requirements and permit procedure for the location and use of parking lots in residential zones.

"LB" District - The "LB" District requirements permit business uses primarily of a retail or service nature and excludes the "heavier" commercial uses such as storage and warehousing as well as industrial uses. This district is designed to serve neighborhood areas with convenience-type shopping facilities, especially in those areas where retail shops of this character are already established. All types of residential uses are also permitted in this district.

"GB" District - The "GB" General Business District permits limited business uses and the heavier types of business uses such as a commercial garage, sales room, open auto or trailer sales area, hotel, plus storage warehouses and wholesale establishments. Light industrial uses are permitted in this district while residential and open storage uses are excluded.

"SC" Shopping Center District - Specification G, "SC" Shopping Center District, establishes the procedure for locating a shopping center in those parts of the city that are now relatively undeveloped and where no clear pattern of business uses to serve neighborhood requirements exists. The "SC" Districts are indicated on the Zone Map as symbols representing the approximate locations where shopping centers should be located to serve future requirements. The minimum area for a shopping center would be 4 acres, located within 1,320 feet of a symbol representing an "SC" District on the Zone Map.

The application for a shopping center must include a Development Plan for the entire

tract to be approved by the City Planning and Zoning Commission following a public hearing. Only one shopping center may be approved within the designated limits of the district symbol.

INDUSTRIAL USES

Provision for industrial uses is a matter of vital concern in a Zoning Ordinance for Bettendorf. As previously indicated, some industrial uses are permitted in the GB District, while the remainder of such uses are provided for in the "I" District. Here again, off-street parking is of importance in relieving traffic congestion and is required as stipulated in Specification D. Of equal significance is the provision of adequate off-street space for the loading and unloading of commercial vehicles. The required number of such spaces is defined in Specification D of the ordinance in relation to the floor area of the industrial plant.

"I" District- The "I" Industrial District is zoned exclusively for industrial uses, light industry as well as the heavier types being permitted. The Zoning Ordinance takes the positive view that any industry which complies with the definition of an industrial use, based upon performance characteristics, is permitted. Included are open storage and manufacturing operations as well as uses enclosed within a building.

SPECIAL USES & UNIT DEVELOPMENT PLAN

Contingent Uses - The Zoning Ordinance defines Contingent Uses as those which are likely or liable, but not certain, to occur and which are not inappropriate to the principal use of the district in which they may be located. The uses are listed in Specification E of the Zoning Ordinance and are permitted in the district or districts specified for each use when the specified amount of parking space can be supplied on the site with the use. If the required parking spaces cannot be furnished on the site, the Board of Adjustment may approve their provision within 300 feet of the site.

Conditional Uses - Uses such as an airport, baseball park, cemetery, country club, fire station, hospital and similar public and semi-public uses as defined in Specification F of the Zoning Ordinance may be permitted in any district by the Board of Adjustment, following a report on the proposal by the City Planning Commission and a public hearing. In granting a permit for the Conditional Use the Board may impose such conditions with respect to the use as the Board deems essential to insure the integrity of the ordinance. This approach to meeting the problem of providing for certain uses that do not logically fall into the usual pattern of zoning districts appears to be most appropriate to the situation.

In addition to the uses referred to above, there are certain types of industrial uses

which might be objectionable but, if permitted only under appropriate conditions of use, could become an asset to the community. Applicants wishing to locate industries of the type listed in Specification F would follow the procedure referred to above. Similarly, an apartment house may be permitted as a Conditional Use in the LB or GB Districts in accordance with this procedure if they conform to requirements set forth in Specification B, Residential Uses.

Unit Development Plan - Specification I sets forth the requirements and procedures for a residential development plan providing for groups of small houses. The owner or owners of any tract of land comprising an area of not less than 10 acres may submit to the Board of Adjustment a plan for the use and development of the land primarily for residential purposes. The proposed Development Plan would be submitted to the Planning Commission for examination, study and report prior to a public hearing to be conducted by the Board. In arriving at its decision, the Commission is required to state its reasons for the approval of the plan and application, including specific evidence and facts showing that the proposed plan has considered and made provision that the appropriate use of property adjacent to the area included in the plan would be fully safeguarded and that the plan is consistent with the intent of the ordinance.

The plan for groups of small houses would permit the erection of houses on lots of less than minimum size and with lesser ground floor area than ordinarily required, if the overall land area available provides an amount of land area per family equal to that required for the least intensive use in the district.

LAND DEVELOPMENT

STREET PATTERNS

The suggested layout of the undeveloped sections of the entire City of Bettendorf is shown on the Comprehensive Development Plan, Map 3. That part of the Comprehensive Plan showing detail for the "primary development area" is identified as Map 4, illustrating a plan of neighborhood streets laid out to fit the topography of the site. Furthermore, the streets are designed to discourage heavy and fast traffic and in a manner which will provide good residential building sites. Patterns of minor streets are not intended to be precise layouts but are shown to illustrate principles of good neighborhood planning for the most effective use of the land. Developers of the land may have other ideas as to arrangement of blocks and lot depths which would affect the location of streets, but so long as the principles illustrated are followed, good neighborhood designs will result.

The rolling character of the land in the Bettendorf expansion area, particularly in the "primary development area" shown in Map 4, determines to a considerable extent the appropriate location of streets as indicated. In those areas which are relatively flat, some curvature should be introduced into the street pattern to provide variety and relieve the monotony which often results when houses are built along streets with a straight alignment. Curvilinear street patterns discourage fast and dangerous traffic within neighborhoods. Neighborhood streets are primarily for the use of the residents of the neighborhood, and commercial traffic should be discouraged except for delivery and service vehicles.

SUBDIVISION CONTROL ORDINANCE

The Subdivision Control Ordinance of Bettendorf, passed June 18, 1947, has been amended by replacing the former ordinance with a new ordinance, referred to here as the Subdivision Control Ordinance of 1957.

The new ordinance outlines a procedure whereby the owner or developer of a tract of land within the City of Bettendorf wishing to subdivide the tract is required to prepare and submit a preliminary plat of the subdivision to the Planning Commission for its preliminary study and action. This submittal should include a preliminary plan of the tract, engineering plans for street improvements and utilities, and description of the protective covenants or restrictions to be incorporated in the plat. Following a recommendation from the Planning Commission, the City Council may approve the preliminary plat, such approval being an authorization to proceed with the preparation of the Final Plat. The Final Plat is also reviewed by the Planning Commission and recommendations thereon are sent to the Council.

The Subdivision Control Ordinance provides for consideration of the character of the proposed residential development -- arrangement of streets, lots, blocks, and other factors related to the design of the tract. The ordinance also sets forth engineering standards for the improvement of streets, installation of sanitary and storm drainage facilities, water system, sidewalks, and requires that monuments and markers be installed prior to final approval of the plat.

When the Final Plat is submitted to the Council it must be accompanied by a certificate bearing the approval of the City Engineer stating that the required improvements and installations are in place, or, in the event that they have not been made, that the developer has posted a surety bond guaranteeing that the improvements will be installed within an agreed period of time.

The Subdivision Control Ordinance also contains an improvement credit procedure, whereby the cost of improvements installed by the developer, which are of a public utility nature and may provide benefits to other properties in the vicinity of the land to be subdivided, may be shared by the owners of the other properties. The ordinance states that upon the installation of improvements which cross or adjoin other properties and can be used by such properties, the city may by contract agree that upon the connection or use of the installations made by the original developer, by others within a period of ten years following their installation, the new user or users shall pay to the city a fee or amount agreed upon by the subdivider and the city, the amount of such fee to be credited and paid to the original developer.

The Subdivision Control Ordinance provides the means to insure close adherence to many of the elements of the Comprehensive Development Plan as land is developed in Bettendorf.

BETTENDORF, IOWA

MAP - 3
LEGEND

COMPREHENSIVE DEVELOPMENT PLAN

LEGEND OF THOROUGHFARES

ARTERIALS	PROPOSED R/W
MIDDLE ROAD	ON EXISTING ALIGNMENT — 150'
PROPOSED PARKWAY	ON EXISTING ALIGNMENT — 100'
MAJOR	ON PROPOSED ALIGNMENT — 100'
SECONDARY	ON EXISTING ALIGNMENT — 80'
BORDER PARKWAY	ON PROPOSED ALIGNMENT — 100'
FEEDERS	
PRIMARY	ON EXISTING ALIGNMENT — 66'
SECONDARY	ON EXISTING ALIGNMENT — 60'
RESIDENTIAL	ON PROPOSED ALIGNMENT — 50'

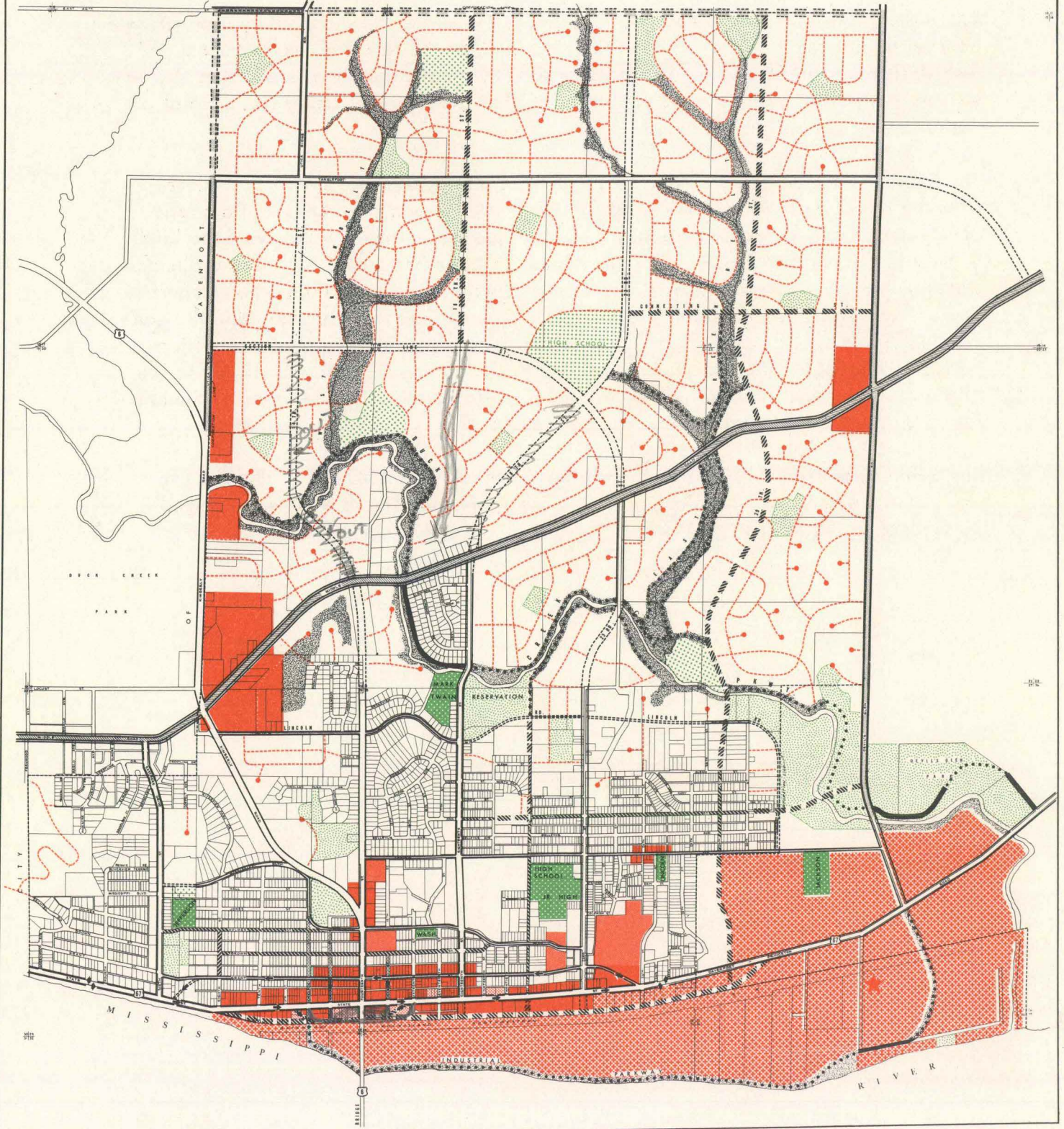


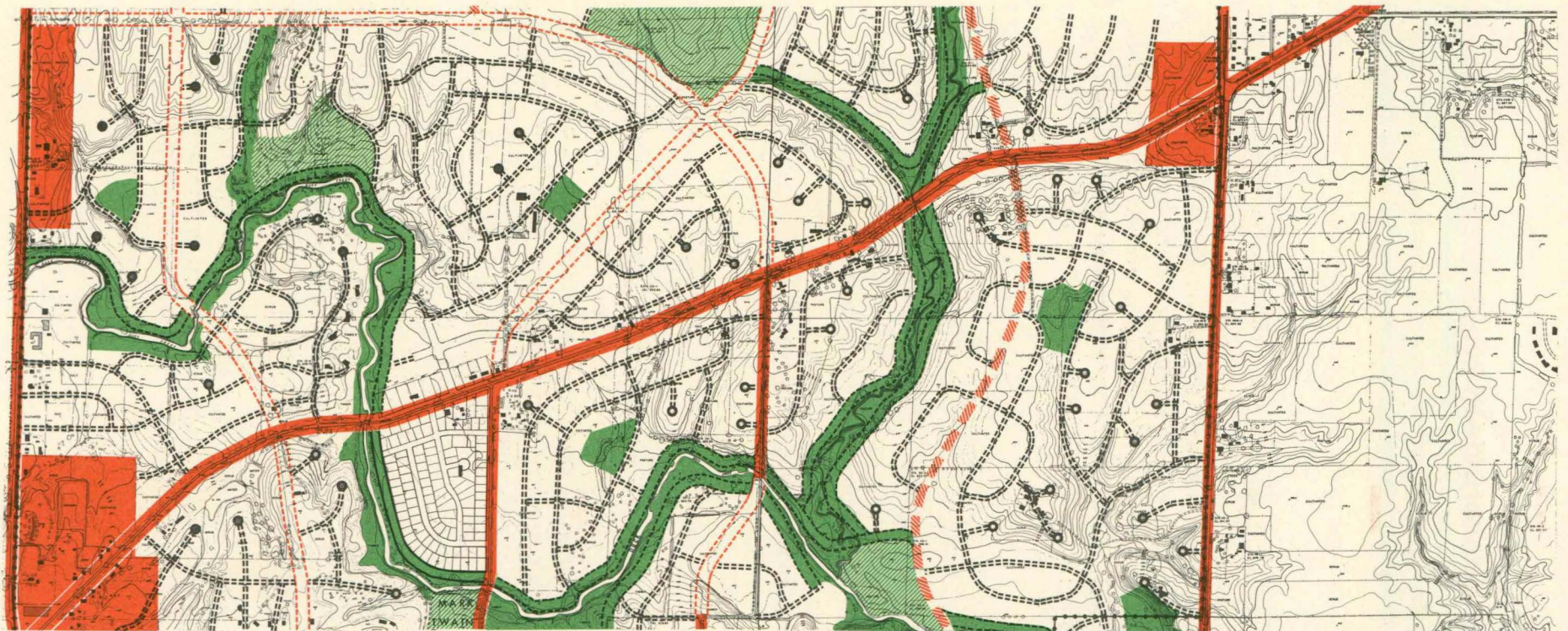
PREPARED FOR THE CITY PLAN COMMISSION

BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS

1957

	EXISTING SCHOOL SITES
	PROPOSED SCHOOL SITES
	RECREATIONAL AREAS
	PUBLIC
	RESIDENTIAL LAND
	COMMERCIAL SITES
	INDUSTRIAL SITES
	SEMI-PUBLIC
	OFF-STREET PARKING
	TRUCK FREIGHT TERMINAL


















COMPREHENSIVE PLAN

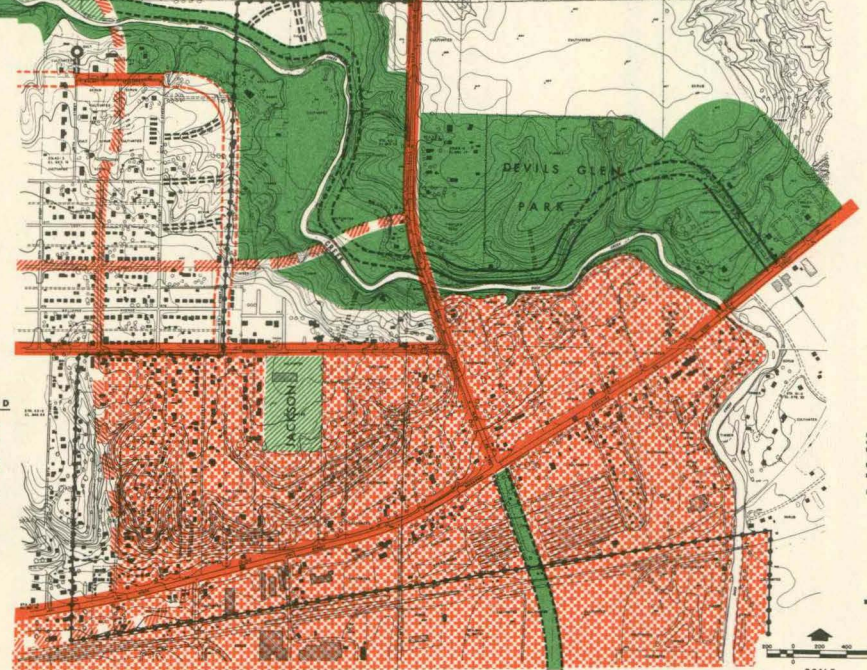
Showing

DETAIL FOR PRIMARY DEVELOPMENT AREA

BETTENDORF, IOWA

	RESIDENTIAL LAND		PRIMARY ROADS		SECONDARY ROADS		TRAILS		RAILROADS		FENCES		FIELD LINES		MEDES		RETAINING WALLS		INTERMITTENT STREAMS		PERENNIAL STREAMS			CORPORATION LINE		BRIDGES		CULVERTS		BALDINGS		VEGETICAL CONTROL		TIMBER		ORCHARDS		CULTIVATED BARREN PASTURE, SCRUB, ETC.		VEGETATION			EXISTING		PROPOSED			THOROUGHFARES			ARTERIAL		FEEDER		RESIDENTIAL GREENBELTS & PARKWAYS		CULDESAC	
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1957



MAP - 4

TRAFFIC AND TRANSPORTATION

THOROUGHFARES

Traffic Volume

In this analysis, the studies and surveys of traffic volumes and turning movements at key intersections in Bettendorf, particularly in the vicinity of 14th and State Streets, made by the Iowa State Highway Commission in cooperation with the Public Roads Administration were utilized. This information has been thoroughly studied, checked by supplemental counts, and found to be an accurate representation of existing traffic conditions. Consequently that information forms the basis for many of the recommendations and decisions made in the course of developing the Thoroughfare Plan for Bettendorf.

Existing Street System

The existing streets in and around the City of Bettendorf, including the major network of existing thoroughfares is shown in Map 5, "Existing Traffic Circulation System." Table 10 gives the existing right-of-way widths of the thoroughfares indicated in Map 5. The thoroughfares carrying the greatest volume of traffic in Bettendorf at this time are State Street -- U.S. Highway 67, and Kimberly Road -- U.S. Highway 6.

Thoroughfare Planning Principles

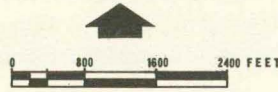
The basic principle of a thoroughfare system is that a few well-located and properly-designed streets should serve to carry the major volume of traffic, especially heavy and fast-moving vehicles through a city. When streets have been designated as parts of a thoroughfare system they may be designed to carry maximum volumes and heavier weights than will be necessary on lesser streets. The streets other than major thoroughfares can be reserved for neighborhood traffic only, thus avoiding the hazards of heavy, fast-moving vehicles, and the expense of street construction required to handle such vehicles.

Major traffic streets should be located so as to facilitate the most direct movement of traffic through and between the various neighborhoods of the city. The street plan may be rectangular, radial, or a combination of such patterns in order to provide the minimum distances practical between points of origin and destination.

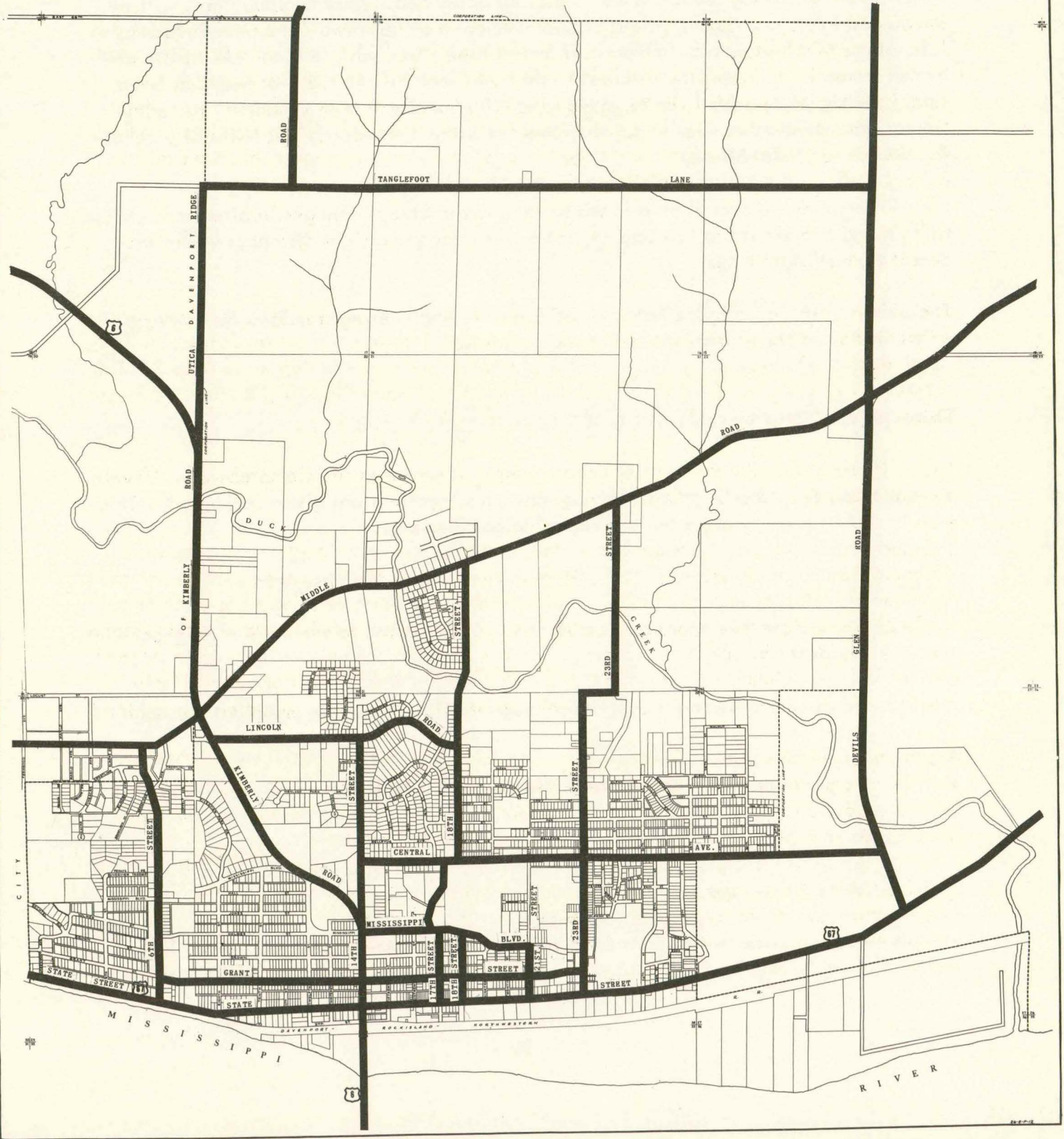
In all cities it is desirable to provide a means whereby large portions of the traffic load may be directed around congested points thus serving the needs of local and thru-traffic and eliminating costly delays, inconveniences and hazards. Normally, designated major thoroughfares should be located so they will form the boundaries of new neighbor-

BETTENDORF, IOWA

EXISTING TRAFFIC CIRCULATION SYSTEM



PREPARED FOR THE CITY PLAN COMMISSION
BY: METROPOLITAN PLANNERS, INC., INDIANAPOLIS, INDIANA



hoods. Within the City of Bettendorf the pattern of streets has been rather firmly established which precludes the development of ideal neighborhood units, but in the unplatted area it will be possible to direct traffic around residential neighborhoods of about 160 acres in area.

The efficiency of the major street system will be largely determined by the right-of-way which is established when the street is platted or opened. Most thoroughfares will be developed in stages; that is, the first improvement may be a two-lane paved roadway following the minimum requirements set forth in the Thoroughfare Plan. As traffic demands increase, the roadway surface should be widened if the right-of-way has been established so as to permit the required roadway capacity. In this manner, the additional improvements may be made when needed without the costly necessity of purchasing additional right-of-way.

Major thoroughfares should be aligned so as to avoid abrupt changes in direction, should fit the land and should follow smooth curves with adequate sight distances where they depart from straight lines.

The Subdivision Control Ordinance establishes the engineering standards for the appropriate design of the several classes of thoroughfares.

Thoroughfare Plan

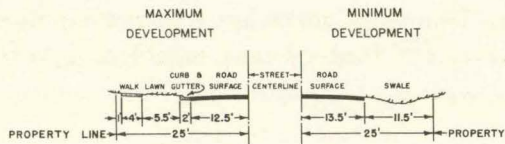
The "Thoroughfare Plan" for Bettendorf, Iowa, is shown in the Comprehensive Development Plan, Map 3 and typical thoroughfare cross-sections are given in Chart 4. This plan has as its primary objective, seven principal elements.

1. To improve the circulation system in the Central Business Area
2. To improve the Thoroughfare System as it is related to the various neighborhoods of the city
3. To make provision for carrying through-traffic on certain principal thoroughfares
4. To plan adequate thoroughfares for the future development of the city and its environs
5. An immediate plan for the proper movement of traffic approaching and leaving Memorial Bridge
6. The establishment of a Parkway and Greenbelt system for the City

THOROUGHFARE PLAN

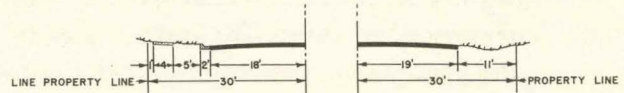
BETTENDORF, IOWA

TYPICAL THOROUGHFARE CROSS-SECTIONS



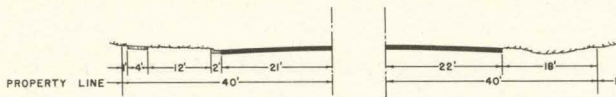
50-FOOT THOROUGHFARE

NORMAL ROADWAY = 24' (2 MOVING TRAFFIC LANES - 1 PARKING LANE)



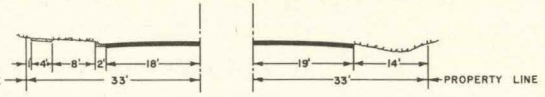
60-FOOT THOROUGHFARE

NORMAL ROADWAY = 38' (2 MOVING TRAFFIC LANES - 2 PARKING LANES)
 POSSIBLE MODIFICATION = 44' (4 MOVING TRAFFIC LANES WITHOUT PARKING - STREET TREES ELIMINATED - WALKS 4' TO 8' WIDE)



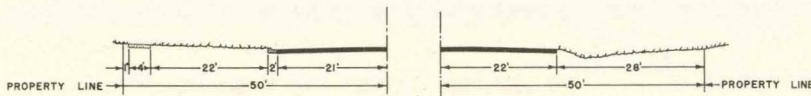
80-FOOT THOROUGHFARE

NORMAL ROADWAY = 44' (4 MOVING TRAFFIC LANES WITHOUT PARKING)
 POSSIBLE MODIFICATION = 58' (4 MOVING TRAFFIC LANES - 2 PARKING LANES)



66-FOOT THOROUGHFARE

NORMAL ROADWAY = 38' (2 MOVING TRAFFIC LANES - 2 PARKING LANES)
 POSSIBLE MODIFICATION = 44' (4 MOVING TRAFFIC LANES WITHOUT PARKING)

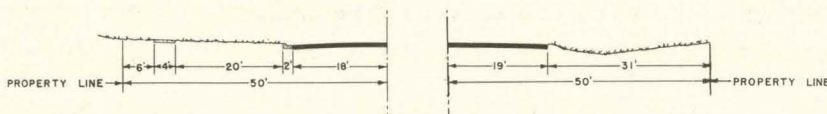


100-FOOT THOROUGHFARE

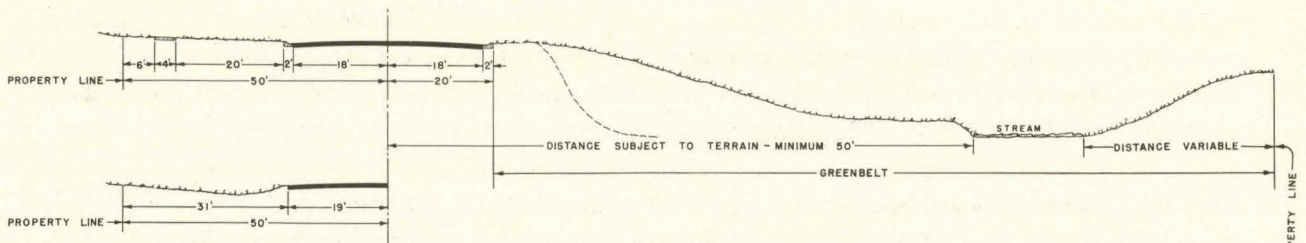
NORMAL ROADWAY = 44' (4 MOVING TRAFFIC LANES WITHOUT PARKING)
 POSSIBLE MODIFICATIONS = 58' (4 MOVING TRAFFIC LANES - 2 PARKING LANES)
 = 66' (6 MOVING TRAFFIC LANES WITHOUT PARKING)

NOTE:
 THE TYPE AND CHARACTER OF THOROUGHFARE IMPROVEMENTS FOR ALL OF THE CROSS-SECTIONS ARE DESIGNATED ON THE CROSS-SECTION FOR THE 50-FOOT THOROUGHFARE. IN THOSE CASES WHERE THE CROSS-SECTIONS ARE SPLIT, EACH LEFT-HAND SECTION INDICATES THE MAXIMUM DEVELOPMENT FOR THE RIGHT-OF-WAY IN URBAN AREAS. THE RIGHT-HAND SECTION INDICATES THE MINIMUM DEVELOPMENT WHICH WOULD BE APPROPRIATE IN RURAL AREAS. REFER TO SUBDIVISION CONTROL ORDINANCE FOR SPECIFIC MINIMUM IMPROVEMENT STANDARDS AND REQUIREMENTS.

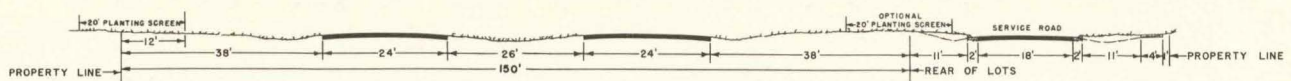
LAWNS MAY BE ELIMINATED AND WALKS WIDENED IN GENERAL COMMERCIAL AND INDUSTRIAL DISTRICTS.



PARKWAY



BORDER PARKWAY



150-FOOT LIMITED ACCESS THOROUGHFARE
 DIVIDED LANE ROADWAY

7. Special designs for the intersections at 14th Street, Kimberly Road and Mississippi Blvd., and Kimberly Road and Middle Road

Practically all of the existing thoroughfares shown on the Existing Traffic Circulation Map, Map 5, are incorporated on the Thoroughfare Plan. The plan provides the following types of thoroughfares for Bettendorf:

Arterial Thoroughfares consist of Middle Road, which would have a proposed right-of-way width of 150 feet with limited access; proposed parkways to have rights-of-way of at least 100 feet; major arterials having right-of-way width of 100 feet and secondary arterials to have right-of-way widths of 80 feet.

Feeder Street Thoroughfares consist of primary feeders, which would have a proposed right-of-way width of 66 feet and secondary feeders which would have a proposed right-of-way width of 60 feet on existing alignment and 80 feet on proposed alignment.

Residential Streets would have a minimum right-of-way width of 50 feet. All of the thoroughfares designated in the Thoroughfare Plan are indicated in Table 10 with existing and proposed rights-of-way.

The Thoroughfare Plan proposes an east-west, one-way street system through the entire Central Business District, westbound on Grant Street and eastbound on State Street between 6th and 26th Streets. This plan calls for the two one-way streets to converge at both ends of Grant Street into State Street. The proposed one-way street system will reduce traffic congestion, expedite the movement of traffic through the Central Business District, and should tend to broaden it to the north. At the present time the District is narrow, extending a considerable distance east and west. A broader and more compact business area would be more attractive and efficient. In addition to such benefits, the one-way system would greatly aid the directional flow of bridge traffic referred to later in this report.

The Thoroughfare Plan proposes that 18th Street be recognized as a major arterial thoroughfare from one block south of State Street to Middle Road and thence northeast to an intersection with a proposed extension of 23rd Street, from which point the latter street would extend to the north as far as the present city limits (East 46th Street). The plan also proposes that 14th Street be extended to the northwest and north to tie in with Utica Road and that a new east and west thoroughfare be established along north line of Sections 20 and 21 from the Utica Ridge Road to the intersection of 18th and 23rd Streets.

Middle Road is proposed to have a right-of-way width of 150 feet and to be limited access with access at Eastmere Drive, Kimberly Road, the extension of 14th Street, 18th Street, 23rd Street, the extension of 29th Street and Devil's Glen Road. Developments taking place along Middle Road should either provide for parallel service drives

or should back up to Middle Road and front on interior streets. Under no circumstances should developments be designed with immediate access to Middle Road. The proposed Duck Creek Parkway System follows the north bank of Duck Creek connecting Devil's Glen Park with Duck Creek Park, located in Davenport. One segment of the parkway has already been constructed between Middle Road and 18th Street. It is also proposed that the Duck Creek Parkway extend through Devil's Glen Park to State Street. The parkway would pass close to the proposed park at Brown's Woods on the east side of 18th Street just south of Duck Creek and would intersect with the proposed East and West Green Belts.

The Green Belts following north and south drainage courses above Duck Creek are areas which are unsuitable for most types of urban development but can and should be used for public recreational purposes. The East Green Belt is bordered on both sides by proposed parkways which extend from Duck Creek to a point about one-half mile north of Middle Road.

A proposed industrial parkway is included in the Plan as extending from 12th and State Street south along the Mississippi River as far east as Devil's Glen Road. This thoroughfare should be developed as an attractive parkway which could be utilized for heavy, industrial traffic serving the city's major industrial area.

The Thoroughfare Plan also proposes several secondary feeder streets, such as 29th Street, from State Street to the north city limits, and 18th Street from the proposed Section Line Street to the north city limits.

Lincoln Street is recognized in the Plan as a secondary arterial street and proposes its extension to 29th Street where it would curve to the south to Central Avenue. Other important elements in the Thoroughfare Plan are as follows:

1. Establishing Oak, Holmes, Brown, and 21st Streets as secondary feeder streets. Oak Street should be extended to intersect with Devil's Glen Road.
2. Establishing 12th, 13th and 15th Streets as primary feeder streets.
3. Extending Mississippi Boulevard at the west to 6th Street.
4. Establishing a new street following the alignment of 2nd Street beginning opposite the intersection of 8th Street and State Street and extending to the east along the north side of the railroad right-of-way to a point on State Street beyond the proposed connection with 29th Street. This would be a secondary feeder street with a proposed right-of-way width of 80 feet.

The intersection at 14th Street, Kimberly Road and Mississippi Boulevard calls for special design treatment to require southbound traffic on 14th Street to intersect at right

angles with Kimberly Road. This would necessitate building a traffic island as shown in Chart 5, "Intersection Details." Another design detail is given for the intersection of Middle Road and Kimberly Road which is complicated by nearby Locust Street and Lincoln Road. The plan detail suggests a separated grade intersection with Middle Road passing over an elongated circle to accommodate Kimberly Road traffic and its intersections with Locust Street and Lincoln Road.

Bridge Traffic Plan

The City of Davenport Bridge Commission proposes to construct a new bridge, with the same traffic carrying capacity as the present bridge, just west of the existing bridge site as shown in Chart 6. The plan calls for the construction of two loops at the north terminus of the bridge which would occupy the area south of State Street, between 13th and 15th Streets, giving good directional flow to the bridge traffic. The proposed plan as shown on Chart 6 would be an excellent ultimate solution to the bridge traffic problem, and every effort should be made to carry it out.

In realization of the fact that it will require quite some time for the second bridge to be erected, the Thoroughfare Plan proposes an immediate solution to the bridge traffic problem as may be seen in Map 7, "Parking Development Plan and Bridge Traffic Plan." This solution proposes that turn-outs into State Street be placed on each end of the existing Second Street which would permit through-traffic going east on State Street to pass under the existing bridge, without interference with bridge traffic. The through westbound traffic would be on Grant Street. Traffic wishing to get onto the bridge could turn right from State Street but no left turns would be permitted from State Street into 14th Street. Westbound traffic on Grant Street could get onto the bridge by turning south on 13th Street and then east on State Street as shown in detail on Map 7.

This plan would provide immediate relief from traffic congestion in this area and would lend itself to the ultimate bridge plan shown on Chart 6.

Truck Freight Terminal

The Thoroughfare Plan includes a proposal for the location of a Truck Freight Terminal south of State Street and west of the proposed Industrial Parkway (Devil's Glen Road extended). This area offers a very favorable truck freight terminal site located immediately adjacent to arterial thoroughfares and the Davenport, Rock Island Northwestern Railroad.

EXISTING PARKING FACILITIES

A detailed parking survey and analysis has been made of the Central Business District in

THOROUGHFARE PLAN INTERSECTION DETAILS BETTENDORF, IOWA

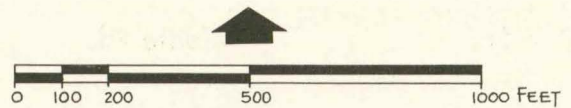
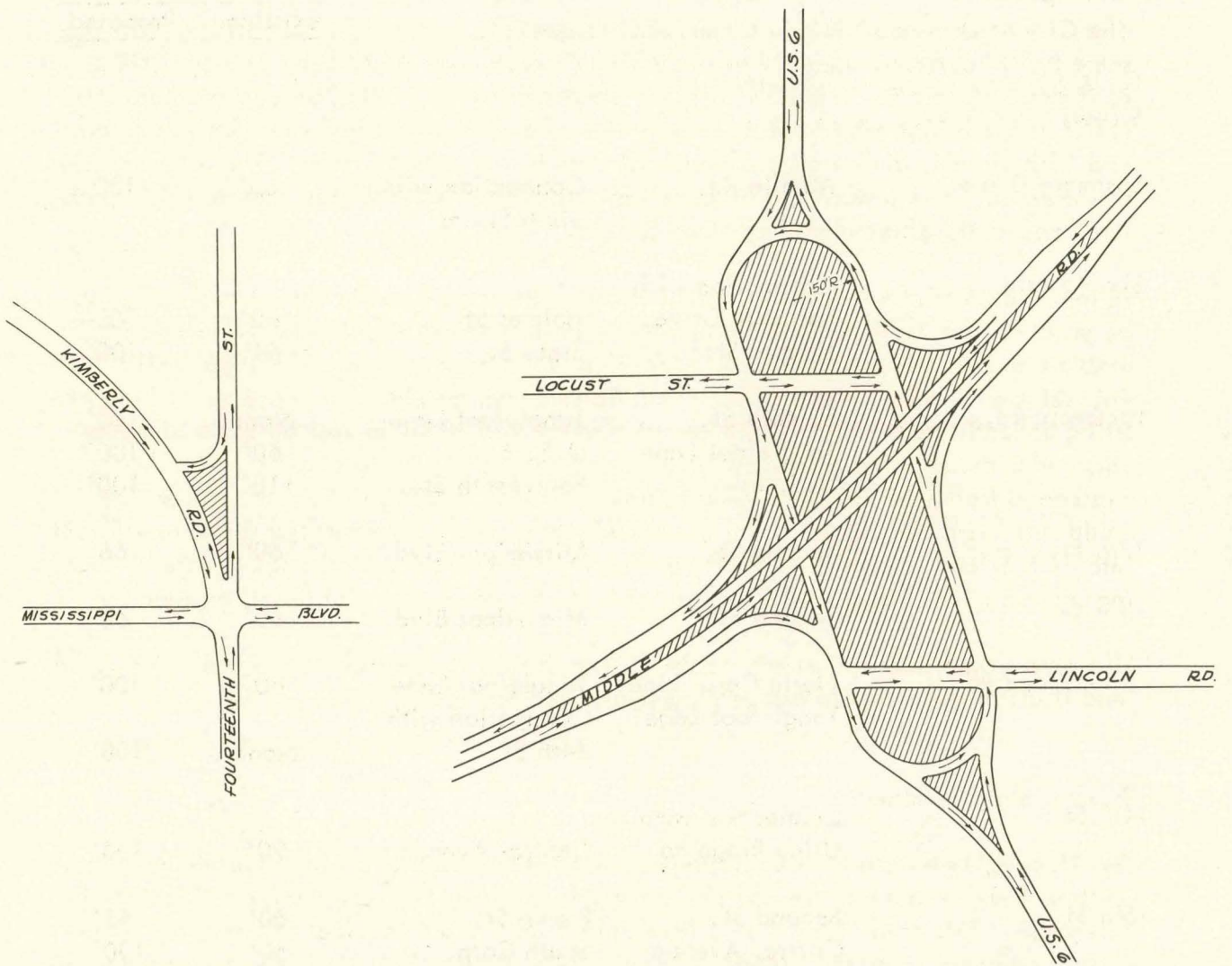
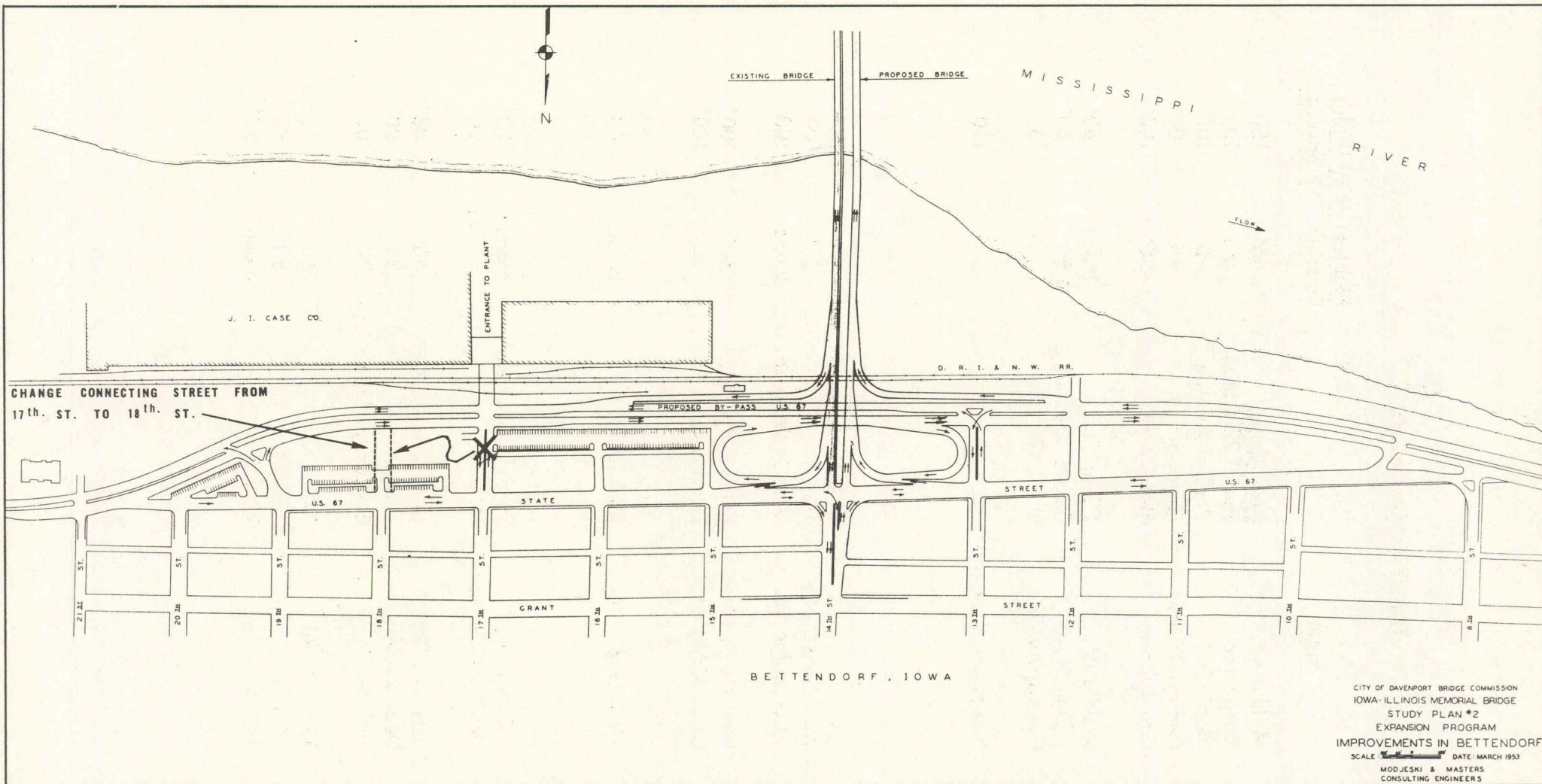


TABLE 10
 BETTENDORF, IOWA
 THOROUGHFARE PLAN -- EXISTING AND PROPOSED
 RIGHTS-OF-WAY OF MAJOR STREETS

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Right-of-Way Width</u>	
			<u>Existing</u>	<u>Proposed</u>
N. & S. Streets				
Eastmere Drive	Middle Rd.	Connection with Sixth Street	60'	100'
Sixth Street	Connection with Eastmere Drive Holmes St.	Holmes St. State St.	60' 64'	100' 100'
Kimberly Rd.	E. 46th St. Tanglefoot Lane U.S. 6	Tanglefoot Lane U.S. 6 Fourteenth St.	None 60' 110'	100' 100' 100'
12th St.	Second St.	Mississippi Blvd.	60'	66'
13th St.	Second St.	Mississippi Blvd.	60'	66'
Utica Ridge Rd.	North Corp. Line Tanglefoot Lane	Tanglefoot Lane Connection with 14th St.	80' None	100' 100'
14th St.	Connection with Utica Ridge Rd.	Central Avenue	90'	100'
15th St.	Second St. Central Avenue	Brown St. South Corp. Line	60' 60'	66' 100'
Proposed extension of 18th St.	North Corp. Line	Middle Rd.	None	100'
18th St.	Middle Rd. Central Avenue Mississippi Blvd.	Central Avenue Mississippi Blvd. State St.	66' None 60'	100' 100' 100'

TABLE 10 (Continued)

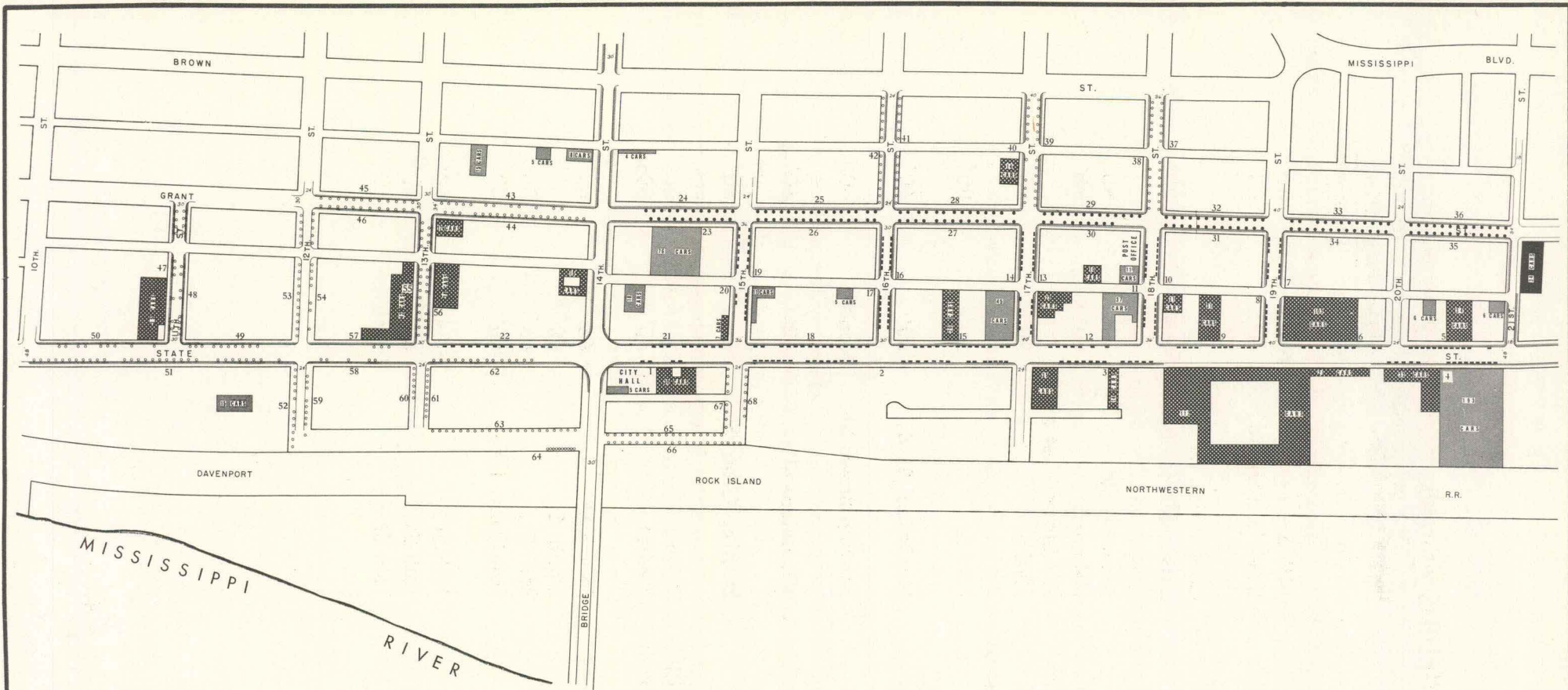
<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Right-of-Way Width</u>	
			<u>Existing</u>	<u>Proposed</u>
25th St.	Middle Rd.	Duck Creek	45'	100'
Proposed road between 25th St. & 23rd St.	Duck Creek North End Central Avenue Grant Street	End of 23rd St. Central Avenue Grant Street State Street	None 40' 45' 50'	100' 100' 100' 100'
29th St.	Middle Rd. Glenn St. Central Avenue	Glenn St. Central Avenue U.S. 67	None 50' None	60' 60' 60'
Devil's Glen Rd.	North Corp. Line	U.S. 67	80'	100'
E. & W. Streets				
46th St.	West Corp. Line Utica Ridge Rd.	14th St. Devil's Glen Rd.	50' None	100' 100'
Tanglefoot Lane	West Corp. Line Utica Ridge Rd.	Utica Ridge Rd. Devil's Glen Rd.	50' 60'	100' 100'
Proposed Road North of Airport	West Corp. Line	Middle Rd.	None	100'
Proposed Parkway North of Duck Creek	Kimberly Rd. Devil's Glen Park	Devil's Glen Park U.S. 67	None Unknown	100' 100'
Middle Rd.	Eastmere Dr. Duck Creek 18th St.	Duck Creek 18th St. East Corp. Line	60' 85' 70'	100' 100' 100'
Lincoln Rd.	Kimberly Rd. 14th St. 18th St.	14th St. 18th St. 23rd St.	60' 80' None	80' 80' 80'



CITY OF DAVENPORT BRIDGE COMMISSION
 IOWA-ILLINOIS MEMORIAL BRIDGE
 STUDY PLAN #2
 EXPANSION PROGRAM
 IMPROVEMENTS IN BETTENDORF
 SCALE: DATE: MARCH 1953
 MODJESKI & MASTERS
 CONSULTING ENGINEERS

TABLE 10 (Continued)

<u>Street Name</u>	<u>From</u>	<u>To</u>	<u>Right-of-Way Width</u>	
			<u>Existing</u>	<u>Proposed</u>
Central Ave.	Kimberly Rd.	14th St.	None	80'
	14th St.	Devil's Glen Rd.	80'	80'
Mississippi Blvd.	Eastmere Dr.	Connection with Existing Miss. Blvd.	None	80'
	West Origin	Kimberly Rd.	80'	80'
	Kimberly Rd.	Holmes St.	80'	80'
	Connection with Holmes St.	1/2 block West of 23rd St.	80'	80'
	1/2 block West of 23rd St.	23rd St.	50'	80'
Holmes St.	Sixth Street	Mississippi Blvd.	50'	60'
Proposed Brown St.	Sixth St.	Existing Brown St.	None	60'
Brown St.	West origin	Mississippi Blvd.	60'	60'
Proposed Grant St.	Sixth St.	Existing Grant St.	None	80'
Grant St.	Connection with proposed Grant St.	23rd St.	60'	80'
State St.	West Corp. Line	Fourth St.	66'	100'
	Fourth St.	Eighth St.	60'	100'
	Eighth St.	26th St.	66'	100'
	26th St.	East Corp. Line	60'	100'
Second St.	11th St.	12th St.	None	60'
	12th St.	15th St.	60'	60'
	15th St.	16th St.	None	60'



BETTENDORF, IOWA

CENTRAL BUSINESS DISTRICT

EXISTING PARKING FACILITIES

LEGEND

PARKING SPACE AT CURB

- 1-HOUR TIME LIMIT
- 3-HOUR TIME LIMIT
- NO TIME LIMIT

OFF-STREET PARKING LOTS

- PAY LOT
- ▨ CUSTOMER LOT
- ▧ PRIVATE LOT (club member, employee, etc.)

- EXISTING STREET SURFACE WIDTH
- EXISTING CURB

Numbers along blocks refer to occupancy chart.



SCALE IN FEET



MAP - 6

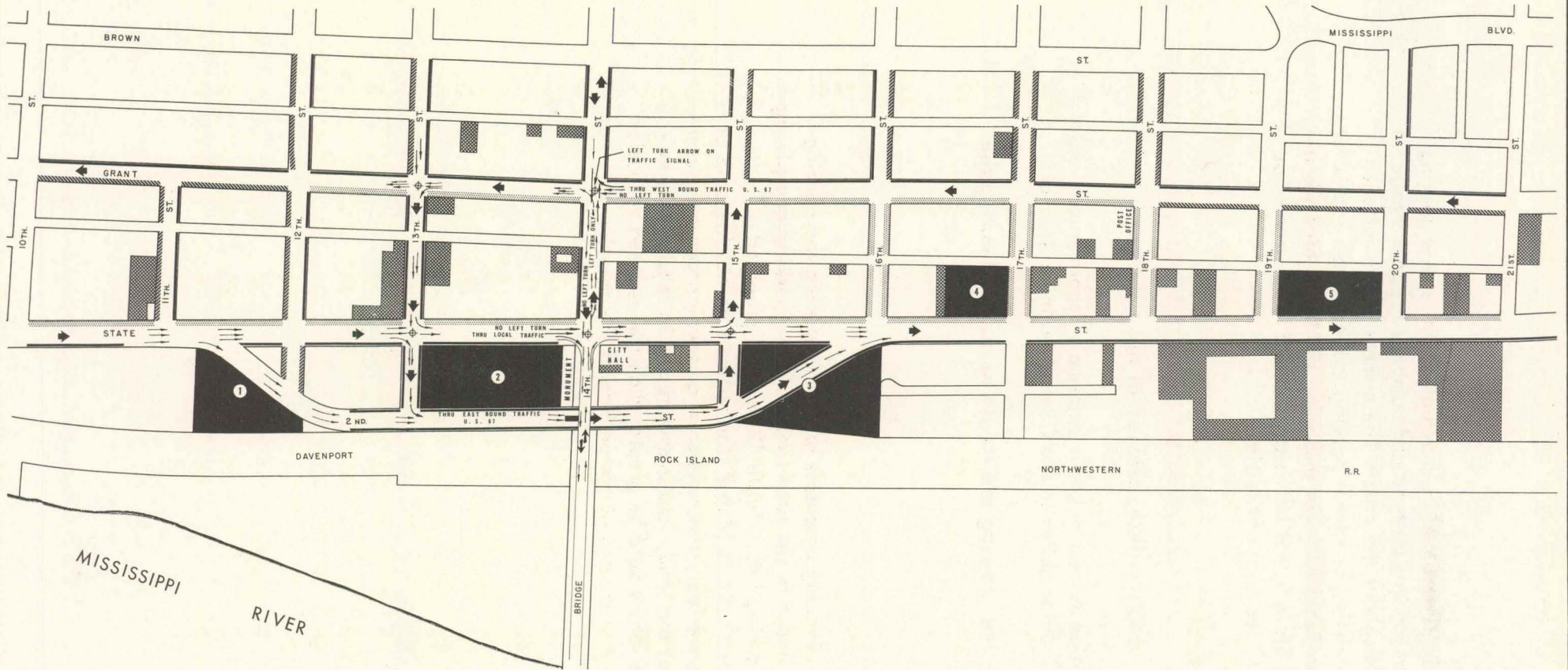
Bettendorf. Map 6, "Existing Parking Facilities", shows all of the street parking spaces, the location of off-street parking lots by type and number of spaces available, and existing street surface widths throughout the area. The number shown for each block face identifies the number of existing on-street parking spaces at those locations and their occupancy rates as given in Table 11. For example, the block face identified as 18 being on the north side of State Street between 15th and 16th Streets has 15 parking spaces which are occupied 37 per cent of the time.

An analysis of the parking survey indicates:

1. Bettendorf does not have a serious parking problem at this time.
2. The existing traffic circulation system makes it extremely inconvenient and difficult to park and unpark automobiles in the Central Business District.
3. At least five proposed off-street parking lots should be acquired during the next 10 years.

PARKING DEVELOPMENT PLAN

Map 7, graphically presents certain planning proposals to aid in meeting the parking problem by recommending certain changes in the time limits on curb parking and giving the location of proposed off-street parking lots. Table 12 lists the proposed off-street parking lots by identification numbers shown in Map 7 (the numbers do not indicate priority) giving for each the area in square feet, the number of cars which can be accommodated and the assessed valuation of the land, improvements and in total. It is expected that the cost of acquiring the land would be greater than the assessed valuation figure given, but the latter does serve as a basis of comparison of the relative value of the proposed lots.



BETTENDORF, IOWA

CENTRAL BUSINESS DISTRICT

PARKING DEVELOPMENT PLAN

& BRIDGE TRAFFIC PLAN

LEGEND

OFF-STREET PARKING LOTS

- EXISTING (For type & capacity see Map 1)
- PROPOSED (Number identifies lot. See Table B)

TIME LIMIT ON CURB PARKING

- 1-HOUR
- 3-HOUR
- NO LIMIT
- NO PARKING

ONE WAY STREETS

- PROPOSED DIRECTION OF TRAFFIC

SEMAPHORE SIGNAL

- SEMAPHORE SIGNAL

TYPICAL LAYOUTS

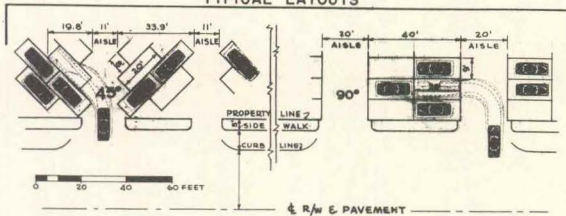


TABLE 11

BETTENDORF, IOWA

PARKING PLAN -- PERCENT OF OCCUPANCY OF CURB PARKING

<u>Block- Refer to Map 7</u>	<u>Number of Parking Spaces</u>	<u>Per Cent Occupied</u>	<u>Block- Refer to Map 7</u>	<u>Number of Parking Spaces</u>	<u>Per Cent Occupied</u>
1	4	25	35	13	10
2	29	22	36	13	8
3	12	33	37	13	37
4	14	9	38	12	46
5	12	23	39	13	0
6	10	3	40	11	2
7	12	31	41	13	12
8	12	54	42	13	31
9	11	30	43	12	44
10	13	35	44	19	29
11	11	39	45	12	2
12	7	50	46	12	10
13	12	23	47	10	38
14	12	38	48	12	60
15	15	12	49	10	25
16	12	38	50	9	58
17	12	54	51	30	28
18	15	37	52	11	0
19	11	5	53	16	0
20	8	68	54	12	0
21	9	17	55	14	25
22	13	40	56	11	34
23	11	52	57	3	17
24	12	27	58	5	10
25	16	14	59	9	0
26	16	16	60	6	0
27	14	5	61	9	3
28	14	2	62	14	4
29	13	29	63	21	13
30	9	39	64	10	85
31	13	2	65	17	21
32	13	12	66	20	8
33	12	0	66	8	0
34	13	10	68	7	0

TABLE 12

BETTENDORF, IOWA

PARKING PLAN -- PROPOSED OFF-STREET PARKING LOTS -- SURVEY DATA

<u>Lot No. *</u>	<u>Area Sq. Ft.</u>	<u>Number of Cars To Be Accommodated</u>	<u>Assessed Valuation</u>
1**	43,576	174	\$11,600
2	71,500	286	20,970
3**	75,000	300	12,830
4	31,500	126	13,412
5	36,250	145	12,360

* See Map 7.

** Area and capacity are shown less proposed Roadway.
Assessed Valuation is for entire tract.

PUBLIC FACILITIES AND BUILDINGS

SCHOOLS

This study, based on data received from the Superintendent of Bettendorf Schools, covers that part of the Comprehensive Plan relating to the provision of adequate school facilities, properly located to serve the present and future population of the City of Bettendorf. The present boundary of the Bettendorf School District does not conform to the new city limits and therefore part of the neighborhoods currently developing as well as some of the projected neighborhoods are located outside the District. This study will deal, however, with the school population which is projected for the city as a whole, and, as can be seen in the projections, school district annexation will materially affect the future classroom requirements. This analysis, limited to classroom requirements only, assumes the K6-2-4 vertical organization to the 1959-60 school year, since a change to a K6-3-3 system is anticipated to occur about that time.

Existing Conditions

Bettendorf's public school system presently enjoys a favorable position with regard to adequate classroom facilities. Mathematically there is a surplus of .7 classrooms in the elementary grades and a deficit of only .4 and 2.4 classrooms in the junior and senior high school grades, respectively.

However, with the current indications of city growth, it is not expected that this condition will continue very long, indicating that attention be given now to the need for additional space in the future to meet classroom requirements at all grade levels. Consequently, this analysis will indicate the requirements to be placed upon the school district in the foreseeable future.

Present and Future Requirements

Tables 13 and 14 represent enrollment projections and their relationship to classroom requirements from the current year to 1969-70. The method of projection used in this study is as follows:

1. Anticipated future enrollments in Kindergarten were established through (a) the introduction of an increase of 6.7 per cent per year, based on an average per cent increase per year from 1951-52 to 1956-57, and (b) assumed over-all city growth.

2. Projections for grades 1-12 were made from advancement ratios established from calculations of actual advancement ratios per year from 1951-52 to 1956-57.

It is believed that these computations give fairly accurate estimates of expected enrollments.

School Plan

Enrollment projections from 1957 to 1970, based upon the method above, are shown in Table 13, "Public School Enrollment Projections." It is noted from the projections that enrollments in all grades should double by the 1968-69 school year. Effects of the proposed elimination of Kindergarten from the parochial school are not reflected in the figures for the public school. Transfers from the 8th grade of the parochial school into the 9th grade of public school are reflected in the high advancement ratio between those grades.

Table 14, "Enrollments and Space Requirements", shows projected enrollments and accompanying space requirements for the grades under the K6-2-4 and K6-3-3 organizations. These figures are further analyzed in Table 15, "Space Requirements and Classroom Accommodations."

Table 15 gives the present distribution of classrooms by buildings and grade groups, and projected requirements and accommodations, indicating the deficit or surplus of rooms, and suggested construction to accommodate the apparent needs. A discussion of the projections, as they affect each of the grade groups, follows. The location of the proposed school sites referred to are shown in Map 3, "Comprehensive Development Plan."

Grades K-6

On the basis of current enrollments and expected school population in the next few years, it has been determined that there now exists a small surplus of almost one classroom for pupils enrolled in these grades. However, Table 15 indicates a deficit of 4.9 classrooms by the 1958-59 school year. This suggests immediate action toward the provision of additional classrooms for this grade group.

In order to correct the projected 1958-59 deficit, an eight-room addition to the Mark Twain School is proposed to be ready for the 1959-60 school year. This addition will produce a surplus of .8 room, and will serve to provide classrooms in what appears to be the area which will grow most rapidly during this period.

Projections for the 1961-62 year show that twelve additional rooms will be needed in

TABLE 13

PUBLIC SCHOOL ENROLLMENT PROJECTIONS - BASED UPON HISTORICAL ADVANCEMENT RATIOS
AND ASSUMED TOTAL POPULATION - TO 1970

Advancement Ratio	103.4	92.1	99.6	99.7	98.2	99.9	95.8	98.4	136.9	94.0	89.2	86.4					
Grade	K	1	2	3	4	5	6	7	8	9	10	11	12	K-6	7-9	10-12	Total
1950-51	162	159	134	130	120	88	86	99	80	-	-	-	-	879	179	-	1,058
1951-52	171	154	156	144	125	124	88	94	113	111	79	74	46	962	318	199	1,479
1952-53	235	193	157	143	157	135	112	114	96	146	109	78	60	1132	356	247	1,735
1953-54	134	232	173	151	140	147	142	117	119	142	132	103	67	1219	378	302	1,899
1954-55	223	227	207	166	142	134	148	133	104	150	130	92	85	1247	387	307	1,941
1955-56	206	219	198	201	164	137	132	145	131	154	138	115	83	1257	430	336	2,023
1956-57	221	199	197	178	184	151	139	123	130	173	151	131	106	1269	426	388	2,083
1957-58	235	229	183	196	177	181	151	133	121	178	163	135	113	1352	432	411	2,195
1958-59	250	243	211	182	195	174	181	145	131	166	167	145	117	1436	442	429	2,307
1959-60	266	258	224	210	181	192	174	173	143	179	156	149	125	1505	495	430	2,430
1960-61	283	275	238	223	209	178	192	167	170	196	168	139	129	1598	533	436	2,567
1961-62	301	293	253	237	222	206	178	184	164	233	184	150	120	1690	581	454	2,725
1962-63	320	311	270	252	236	219	206	171	181	225	219	164	130	1814	577	513	2,904
1963-64	340	331	286	269	251	233	219	197	168	248	211	195	142	1929	613	548	3,090
1964-65	361	352	305	285	268	248	233	210	194	230	233	188	168	2052	634	589	3,275
1965-66	384	373	324	304	284	265	248	223	207	266	216	208	162	2182	696	586	3,464
1966-67	408	397	344	323	303	281	265	238	219	283	250	193	180	2321	740	623	3,684
1967-68	433	422	366	343	322	300	281	254	234	300	266	223	167	2467	788	656	3,911
1968-69	460	448	389	365	342	319	300	269	250	320	282	237	193	2623	839	712	4,174
1969-70	489	476	413	388	364	339	319	287	265	342	301	252	205	2788	894	758	4,440

TABLE 14

BETTENDORF PUBLIC SCHOOLS

ENROLLMENTS AND SPACE REQUIREMENTS - 1957-1970

School Year	<u>Grades K-6</u>		<u>Grades 7-8</u>		<u>Grades 9-12</u>	
	Enrollment	Rooms Required	Enrollment	Rooms Required	Enrollment	Rooms Required
1957-58	1,352	45.1	254	8.5	589	23.6
1958-59	1,436	47.9	276	9.2	595	23.8
	*	<u>Grades K-6</u>	<u>Grades 7-9</u>	<u>Grades 10-12</u>		
1959-60	1,505	50.2	495	16.5	430	17.2
1960-61	1,598	53.3	533	17.7	436	17.4
1961-62	1,690	56.3	581	19.4	454	18.2
1962-63	1,814	60.5	577	19.2	513	20.5
1963-64	1,929	64.3	613	20.4	548	21.9
1964-65	2,052	68.4	634	21.1	589	23.6
1965-66	2,182	72.7	696	23.2	586	23.4
1966-67	2,321	77.4	740	24.7	623	24.9
1967-68	2,467	82.2	788	26.3	656	26.2
1968-69	2,623	87.4	839	27.9	712	28.5
1969-70	2,788	92.9	894	29.8	758	30.3

* This Table reflects the anticipated changeover from a K6-24 system to K6-3-3-.

Grades 1-9 - 30 pupils/room.
Grades 10-12 - 25 pupils /room.

these grades. It is suggested that these rooms be made available through the construction of a new building, to be located at a site on the north side of Duck Creek between 29th Street extended and the East Green Belt. (See Map 3). This construction will bring the total number of elementary grade rooms to 63, a surplus of 6.7 rooms.

A seven-room addition to the Jackson School, to be available for the 1964-65 school year is proposed to alleviate a deficiency of 1.3 classrooms in the 1963-64 year and subsequent demands for classroom space. New construction is also suggested at the Lincoln and Mark Twain Schools by the projected requirements for 1966-67 and at the Jackson and the proposed grade school for the 1968-69 school year.

As can be seen from the above discussion, the provision of adequate classroom accommodations for this grade group will require an active construction program, to be carried out over the next 13 years. This program will more than double the existing number of classrooms by adding 50 to the 43 now in use.

Grades 7-9

Under the present K6-2-4 vertical organization eight rooms are provided for grades 7 and 8 in the new Junior High School building. The current deficit of .7 rooms will increase to 1.2 rooms in 1958-59. At that time, however, eight additional rooms will be available for junior high school use with the change in vertical organization. Under the new system an immediate .5 room deficit will increase to 4.4 rooms by 1963-64.

It is suggested that this deficit be met through the construction of an 8-room addition to the junior high school to be ready at that time. As an alternate, and if the place of residence of the students warrants, these eight rooms could be built as a separate unit at the proposed junior-senior high school site, as shown in Map 3. The completion of this addition as scheduled will produce a surplus of 2.9 rooms. An additional eight rooms for this grade group are suggested from the projections, at one or the other locations, to be ready for use in 1969-70. This construction will create a projected 2.2 room surplus for that year.

Grades 10-12

The present high school building, which houses grades 9-12, has a current deficit of 2.4 classrooms, which will increase to 3.8 by 1958-59. With the conversion to the K6-3-3 system, the ninth grade will be transferred from this building, leaving a surplus of 2.8 rooms for the remaining grades. However, enrollment increases will create a deficit of 4.9 rooms in this building by the 1966-67 school year.

In order to meet this increase in enrollment 12 additional rooms are suggested for con-

struction at the same site as the proposed junior high school, or as an addition to the existing building, depending upon site availability and pupil residence groupings. These rooms should be ready for the 1967-68 school year, which will create a 5.8 room surplus. The surplus will continue through to 1969-70, at which time a 1.7 room surplus is projected. As future requirements develop, they may be met through additions to the existing or new building.

Conclusion

In the interest of maintaining adequate school facilities, it will be necessary for the people of Bettendorf to provide additional financing for the program outlined above. This study suggests what the requirements will be, and is substantiated by the great amount of construction activity in new residential areas.

While this study presents the picture through 1970, it must be recognized that conditions may very well arise which will make it impossible to carry the program through to completion in the years indicated. However, it does serve as a guide to fulfilling community needs. Alterations should be made with the recognition that changes will affect the ability of the city to meet its obligations in a satisfactory manner.

PARKS AND RECREATION

Existing Facilities

Current estimates place Bettendorf's population at 7,230. Existing park area serving this population consists of approximately 5 acres in McManus Park located in the city and Devil's Glen Park of 37 acres, at the eastern city limits. The latter area appears to be relatively undeveloped, although some clearance and construction activity was noted as being under way in the east part of the park. Duck Creek Park (about 214 acres) located in Davenport, adjoins the west boundary of Bettendorf.

Present and Future Requirements

Nationally accepted standards call for one acre of park and recreation area per 100 persons in the city. From the standpoint of park acreage in Bettendorf, less than 60 percent of the national standard is reached. However, Duck Creek Park, located in Davenport, due to its primary use as a golf course, unquestionably serves Bettendorf as well as Davenport, thereby contributing to the total amount of recreational area available to residents of Bettendorf. Nevertheless, as Bettendorf grows it should recognize its obligations in this matter and provide for park and recreation lands by overcoming its current deficiencies through acquisition of additional lands in keeping with population growth. Appropriate goals in that regard would be 80 acres of such lands by 1960, (as compared

with the 42.5 acres at present), a total of 120 acres by 1970 and 150 acres in the system by 1975. The proposed system should consist of playgrounds, playfields, neighborhood parks, and at least one large park, located throughout the city so as to be convenient to all residential neighborhoods.

Park and Recreation Plan

A diversified park and recreation program for the future city population is suggested through the recommendations for playgrounds, neighborhood parks capable of accommodating playfields for extensive recreation events and a large park, as shown in Map 3, "Comprehensive Development Plan." The Capital Improvement Program suggests the immediate acquisition and development of some park areas, with additional areas proposed for development consideration in the future.

For the purpose of this program, the city is divided into two sections -- north and south of Middle Road. Park developments south of Middle Road are proposed for immediate action in the Improvement Program for 1957-62, with the remaining areas to the north of Middle Road placed in a deferred category. The immediate program anticipates the development of five playgrounds, a small neighborhood park north of Lincoln Road and east of Eighteenth Street and extending Devil's Glen Park to the west to create a fine large park for a variety of recreational uses. The proposed park and recreation areas with year for development of each are shown below. Areas showing priority numbers are included in the Capital Improvement Program. Those noted as deferred should be given consideration as the opportunity appears for their development.

Proposed Parks and Playgrounds

Park	Acreage	Priority Number	Year for Initiation
6th Street Playground	5.1	2	1958
23rd Street Playground	6.4	15	1958
Lincoln Road Reservation	16.9	16	1959
Devil's Glen Park-West Addition	54.8	17	1959
18th - 23rd - Middle Road Playground	11.9	18	1959
14th Street Playground	2.2	19	1960
29th Street Playground	1.5	Deferred	-
Devil's Glen Park - East Addition	18.5	"	-
Total Acreage	<u>117.3</u>		

The comprehensive Development Plan for the city proposes twelve neighborhood playgrounds in the city north of Middle Road, with a total area of 48.5 acres, an average of about 4 acres each. However, as may be noted in Map 3, these areas are in addi-

tion to the East and West Greenbelts which will provide additional land available for some types of recreational use.

A Summary of the park and recreation area program, including existing and proposed areas for the city, is given below.

Total Area of Parks and Playgrounds

Existing:	Acres
McManus Park	5.2
Devil's Glen Park	37.0
Sub-Total	42.2
Proposed:	
Seven Areas South of Middle Road	117.3
Twelve Areas North of Middle Road	48.5
Sub-Total	165.8
Total Existing and Proposed	208.0

If the recommended Capital Improvement Program is carried out the city will have 97.3 additional acres by 1963, a total of 139.5 park acres in all. With a projected population of 9500 at that time the city will have 1.4 acres of park land per 100 persons.

While the total area shown for the proposed system exceeds the goals previously described, the above proposals are for the entire territory in the city limits, much of which will remain unoccupied in the year 1975. The 208 acres given would adequately serve a community of 20,000 persons.

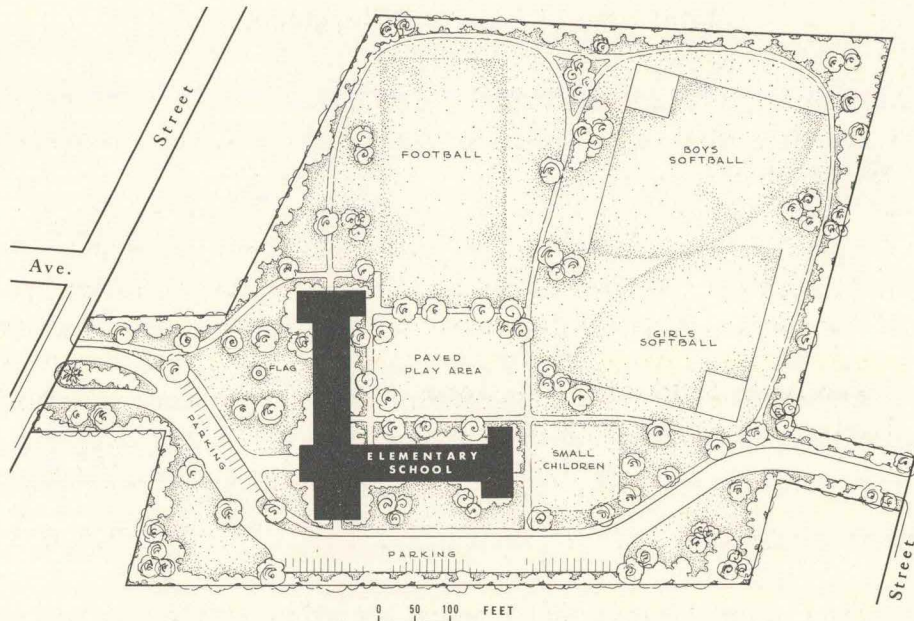
The acquisition of land for recreational use is an important part of the total program. Of equal importance is the improvement of that land so that it will adequately perform its function. Chart 7, "Typical Site Plans" shows several plans illustrating good planning principles for school as well as playground development. Each park area proposed for improvement should have a plan prepared especially for it and the typical site plans can serve as a guide in that regard.

MUNICIPAL CENTER

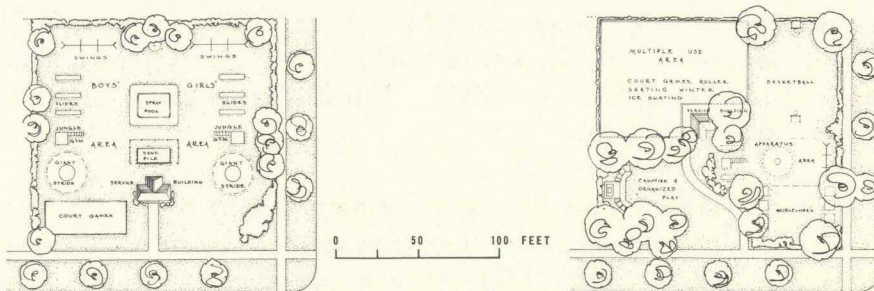
It is advantageous in every city to assemble the structures associated with municipal administration and service in close proximity to one another at a central location. Betten-

TYPICAL SITE PLANS

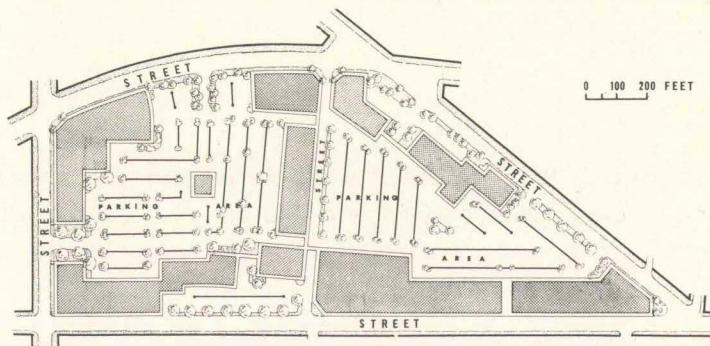
BETTENDORF, IOWA



SCHOOL



PARK & PLAYGROUNDS



SHOPPING CENTER

Metropolitan Planners, Inc.
Planning Consultants

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dorf is confronted with the immediate necessity of erecting a new city hall and fire station offering an opportunity to establish a well-integrated municipal center in the near future.

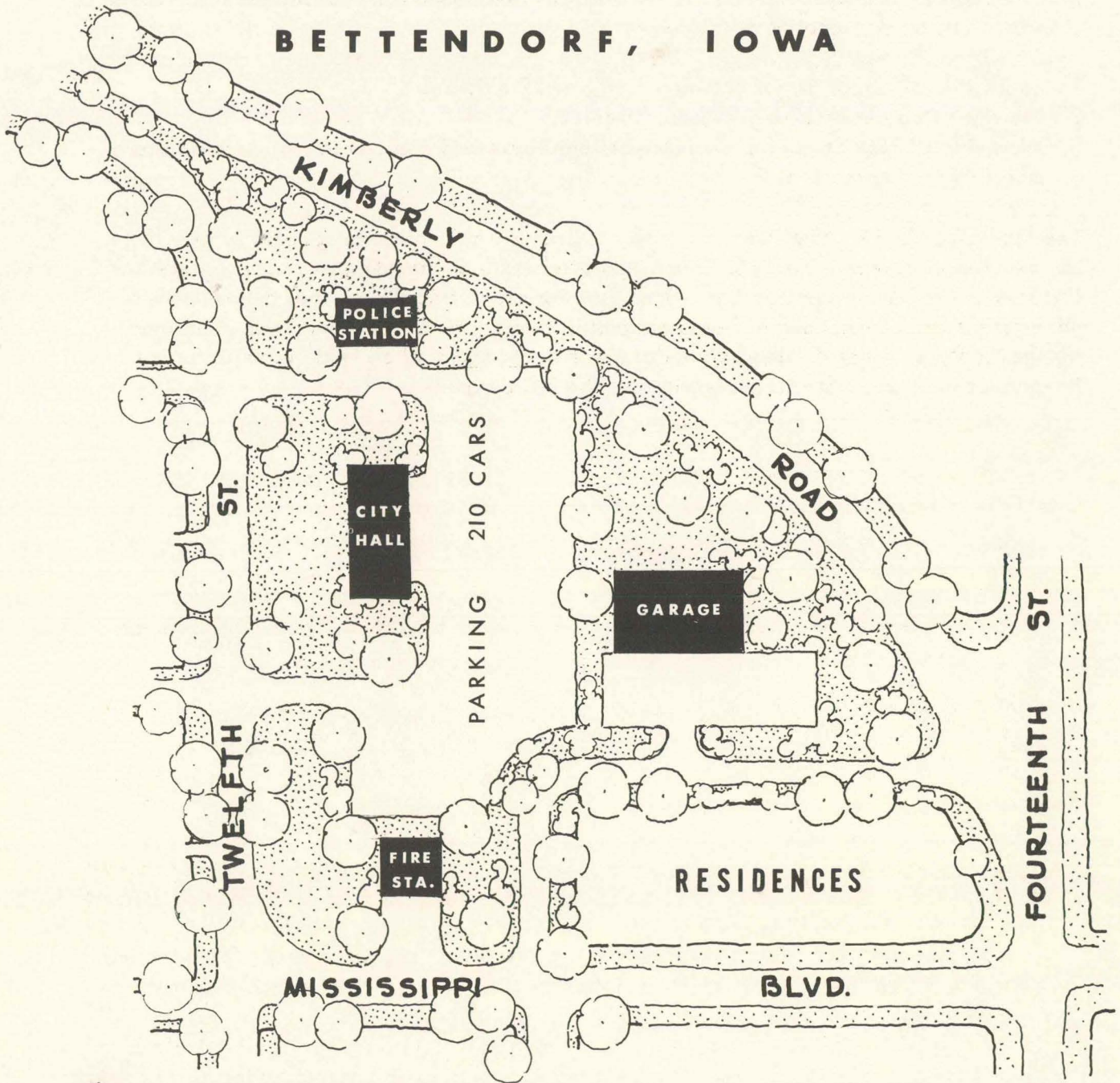
The Consultant has suggested the site of the present McManus Park as a desirable location for the new municipal center. City officials are considering several other potential sites for the Center, located as follows:

1. South side of Grant Street between 16th and 17th Streets
2. Northwest corner of 17th and State Streets
3. West side of 18th Street between Mississippi Boulevard and Central Avenue approximately 417 feet south of Central

The Municipal Center Site Plan, Chart 8, indicates a possible arrangement of buildings for the site at McManus Park, showing separate buildings for administration, police and fire services and municipal garage. This plan for separating the various departments of government is recommended as being adaptable to any one of the sites finally selected for the Center. A careful landscape design of the site should be made so as to insure its development as an attractive setting for the buildings.

MUNICIPAL CENTER SITE PLAN

BETTENDORF, IOWA



0 50 100 200 FEET

Metropolitan Planners, Inc.
Planning Consultants

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LONG-RANGE CAPITAL IMPROVEMENT PROGRAM

PRIORITY LISTING OF CAPITAL IMPROVEMENTS

Conscientious municipal administration requires the constant and continuous consideration of the many requests for service facilities expected of such units of government. It necessitates the exercise of clear discerning judgment to satisfy the important demands of day by day operations and the equally important installation and extension of municipal service facilities to keep pace with the needs of the growing community.

This report is concerned with the latter subject, suggesting that the present and future service facility needs of the City of Bettendorf be catalogued, evaluated and incorporated into a long-range Capital Improvement Program, as an aid in establishing annual budgets, and in recommending municipal borrowing where such procedure is required to supply funds on an equitable basis for necessary public improvements.

The advantages of such a program, not unlike those used in private enterprise for many years, are manifold, a few being summarized as follows:

1. It establishes a better balance between department expenditures;
2. It establishes the best defense against pressure groups for special projects;
3. It creates a basis for stabilization of expenditures, which can be done only by looking ahead;
4. It establishes a basis for comparative analysis of requests for various projects, and
5. It will probably lead to a better-balanced community.

Procedure

The Capital Improvement Program presented here for the City of Bettendorf covers a six-year period from 1957 through 1962, and was derived from a list of projects suggested by the comprehensive planning program and other municipal needs, and developed with the assistance and advice of the City Engineer. The scope of the program covers municipal services for which the city government is responsible. The services considered were analyzed to determine their financing character, as being provided through special assessments, general taxes, or from operational receipts. The data for Priority Projects, items 1 through 8 and 11 through 14, included in the program were provided by the City Engineer, and contained significant information with respect to each project concerning type of improvement, purpose, need, cost, etc. The remainder of the improvements

shown are recommended as a part of this plan and are based upon needs elicited through discussions with community leaders and further defined through planning analyses.

The projects were then reviewed and arranged in order of priority with respect to date of construction, determined in accordance with projected needs.

Discussion of Priority

Each project, as submitted above, was analyzed from the standpoint of need, relation to other elements of the planning program and estimated capacity of the city to pay for the improvement. Such analysis produces a program as follows:

Table 16 shows the Priority List of Improvements with proposed date for construction for each. It is noted that priority items numbered 1 through 8 are scheduled either for initiation in 1957 or early in 1958. A brief description of each of the scheduled improvements follows:

Item 1. City Building. A new city building (or buildings) to replace the facilities presently housing the city administrative offices, police, fire, and garage facilities, which are to be removed to make way for construction of a new bridge across the Mississippi River. The removal of these buildings is required immediately. Cost calculations do not include land acquisition, because the site is tentative at this time.

Item 2. Library Building. A new library to replace the present building, which is neither designed nor adequate for the purpose. The library building fund is now sufficient to cover half the cost of a new structure.

Item 3. Grant Street, 23rd to 26th, and State Street, 21st to 26th. This joint project, which requires new construction and repaving, will provide traffic relief for State Street through the rerouting of a portion of the east-west traffic over Grant Street. The need for immediate relief here is critical.

Item 4. Grant Street, 8th to State Street. This construction is recommended in conjunction with Item 3. This project, which requires acquisition, demolition of buildings and construction of new pavement, will complete the Grant Street traffic relief route.

Item 5. 25th Street, Central Avenue to Coleman Street. This proposal includes storm sewer and curb and gutter.

Item 6. Sewage Treatment Plant. This improvement for the expansion of sewage treatment facilities is proposed under an agreement between the cities of Bettendorf and Davenport, to relieve sanitation problems in the Bettendorf area.

TABLE 16
 BETTENDORF, IOWA
 PRIORITY LIST OF CAPITAL IMPROVEMENTS
 Six-Year Capital Improvement Program

<u>Priority Number</u>	<u>Improvement</u>	<u>Year of Construction</u>
1	City Buildings - Administration, police, fire, etc.	1957
2	Library Building	1957
3	Grant Street, 23rd to 26th, and State Street, 21st to 16th	1957
4	Grant Street, 8th to State	1957
5	25th Street, Central to Coleman	1957
6	Sewage Treatment Plant - Davenport	1957-58
7	18th Street, Central to Mississippi Blvd.	1957-58
8	Duck Creek Sanitary Interceptor, 1st Section	1957-58
9	6th Street Playground	1958
10	Mississippi Boulevard Extension to 6th Street	1958
11	18th Street, Central to North	1958
12	5-Year Street Improvement Program	1958-63
13	18th Street, Grant to Mississippi Blvd.	1958-59
14	23rd Street Playground	1958
15	18th Street Bridge and Approach, Duck Creek	1959
16	State Street Bridge Circulation Runaround	1959-60
17	Lincoln Road Reservation	1959
18	Devil's Glen Park - West Addition	1959
19	18th - 23rd - Middle Road Playground	1959
20	14th Street Playground	1960
21	23rd Street Bridge and Approach	1962

Item 7. 18th Street, Central to Mississippi Blvd. This improvement is proposed as one of three sections of the construction of 18th Street from Grant to North Streets, the completion of which will provide an excellent north-south street centrally located between the downtown business district and new residential areas in the north part of the city.

Item 8. Duck Creek Sanitary Interceptor Sewer, First Section - Kimberly Road to 26th Street. This improvement will provide trunk sanitary sewer in Duck Creek Valley to permit residential expansion in the area north of Duck Creek.

Item 9. 6th Street Playground. The site for this improvement is presently a controlled city dump. It is recommended that this site be brought to surrounding grade and prepared for use as a playground. This tract of place space contains approximately 5.1 acres.

Item 10. Mississippi Blvd., from west terminus to 6th Street. This improvement will provide a secondary arterial street across the city east and west, and will provide access to the new municipal center from the west and northwest.

Item 11. 18th Street paving, Central to North. This improvement related to Item 7 and it is recommended that its construction be concurrent with Item 7.

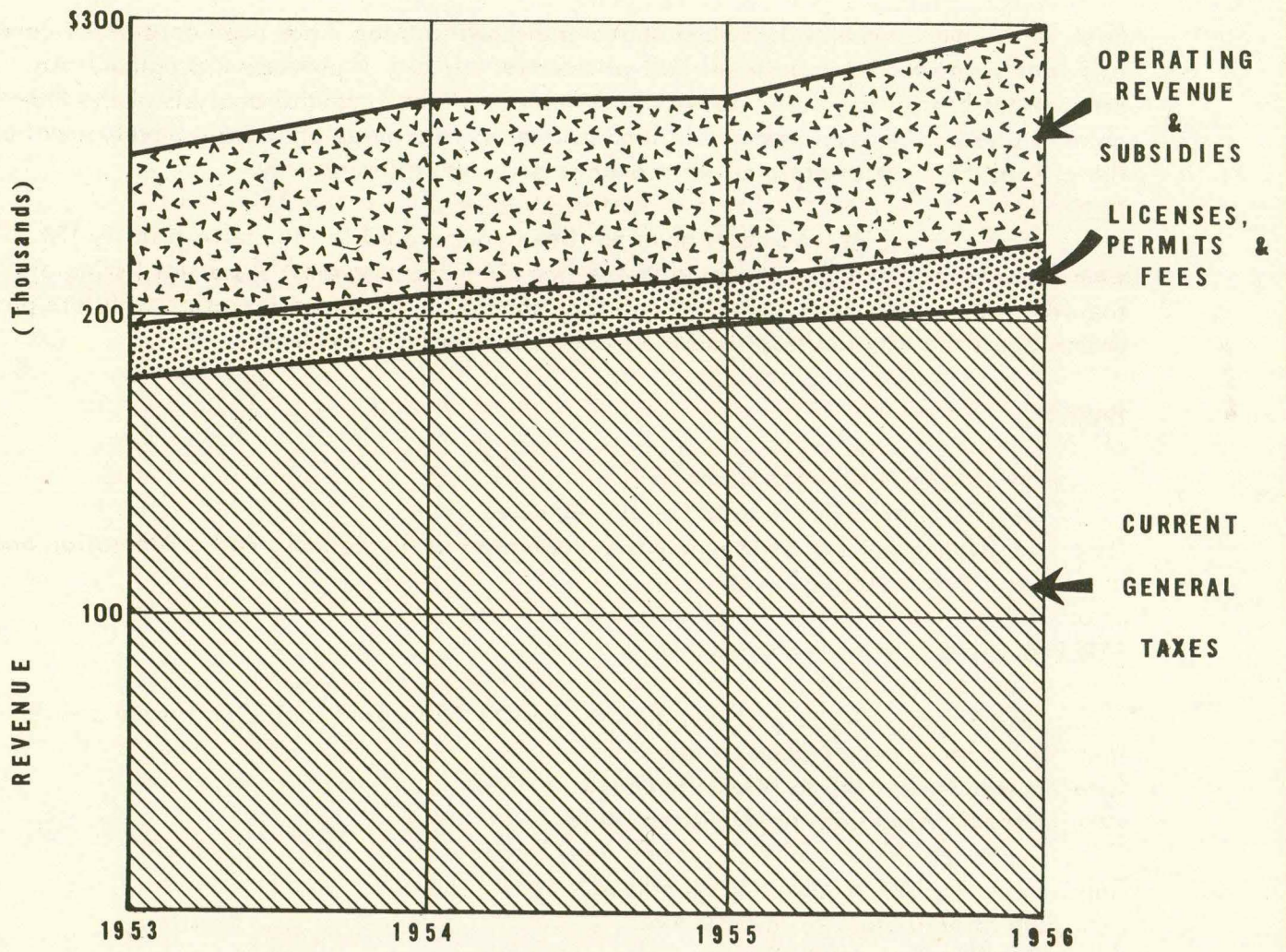
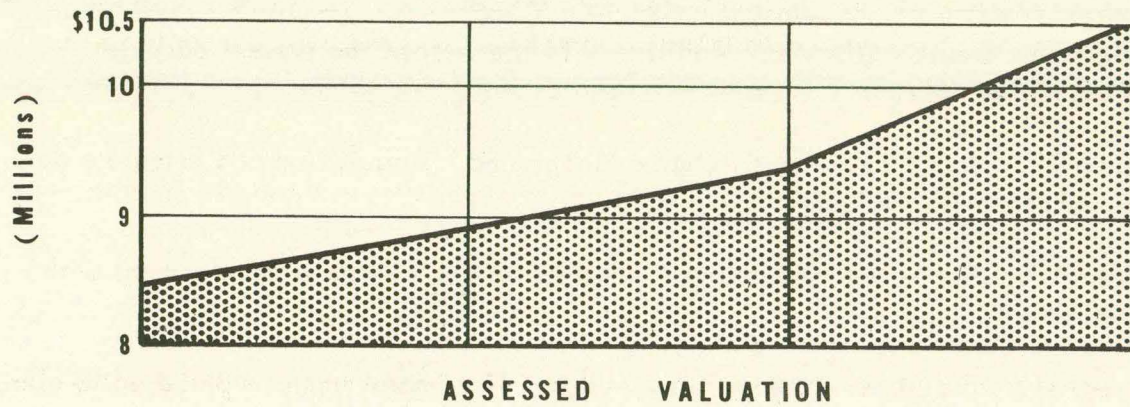
Item 12. 5-Year Street Improvement Program. This project consists of a continuing city effort to increase the desirability and livability of the community through the improvement of existing streets.

Item 13. 18th Street, Grant to Mississippi Blvd. The repaving and reconstruction of 18th Street in this item and items 7 and 11 above should be scheduled so that the street may be completed as quickly as possible.

Item 14. 23rd Street Playground. This improvement is recommended as a complete play area including landscaping, planting and equipment. The desirability of obtaining sites for parks, while such areas are still available, is self-evident. This improvement and the parks listed in Items 17 through 20 are recommended for acquisition to serve residential neighborhoods and the city at large.

Item 15. 18th Street, Approach and Bridge Over Duck Creek. This improvement is recommended in conjunction with Items 7, 11 and 13, to provide adequate access to Middle Road and the developing area to the north.

Item 16. State Street Bridge Traffic Circulation Runaround. This improvement should be made to assist traffic flow to the east and from the bridge, clearing through traffic from the bridge approach intersection.



BETTENDORF, IOWA

TOTAL REVENUE - ALL SOURCES

Item 17. Lincoln Road Reservation - Acquisition only

Item 18. Devil's Glen Park Addition - To the west of the present park. Acquisition only.

Item 19. 18th - 23rd - Middle Road Playground. Acquisition and complete development with equipment.

Item 20. 14th Street Playground. Acquisition and complete development with equipment.

Item 21. 23rd Street Approach and Bridge. This improvement is proposed to eliminate the difficult turns and grades in present 23rd Street, and to replace an inadequate bridge over Duck Creek.

Each of the improvements described above and shown in Map 3 has been considered carefully and suggested as an integral part of the over-all city improvement program. An attempt has been made in the above discussion and in the financial analysis of the Program to present the improvements in such manner as to provide an orderly development of the city in the light of anticipated economic and population growth.

Many other needed improvements have not been enumerated in the above priority list since they cannot be accommodated in the first six-year program. A partial listing of the deferred projects is given below and they should be given consideration in future programming as the city develops and their need becomes more evident.

PARKS

29th Street Park - 1.5 acres

Devil's Glen Park, East Addition - 40 acres

Additional parks and playgrounds as indicated in the School, Park, Recreation and Public Area Plan

STREETS (widening or improvement)

Oak Street, 19th to 21st and 30th to Devil's Glen Road including bridge and approach over Duck Creek

Brown Street, 8th to Mississippi Blvd.

Holmes Street, 6th to Mississippi Blvd.

Mississippi Blvd., 23rd to present west terminus

Central, 14th to Devil's Glen Road

6th Street, State to Middle Road

Grant Street, 6th to State

18th Street, State to Middle Road (except for above)

TABLE 17

PROJECTED CURRENT AND ADDITIONAL REVENUE AND OPERATING OUTLAY AND
MILLAGE REQUIRED TO RETIRE COST OF PROJECTED IMPROVEMENTS

Revenue or Outlay	1957 (Dollars)	1958 (Dollars)	1959 (Dollars)	1960 (Dollars)	1961 (Dollars)	1962 (Dollars)	
Projected Revenue							
Current Operating:							
General Government	24,201	24,588	24,981	25,380	25,786	26,200	Projected at 1.6% increase/year
Streets	8,175	8,959	9,810	10,741	11,761	12,878	Projected Average % 1953-56
Public Safety	23,025	do	do	do	do	do	Projected Average Amount '53-56
Sanitation	474	do	do	do	do	do	Projected Average Amount '53-56
Municipal Enterprise	61	do	do	do	do	do	Projected Average Amount '53-55
Recreation	574	do	do	do	do	do	Projected Average Amount '53-56
Miscellaneous	328	do	do	do	do	do	Road Used Tax, Liquor Refund, Etc.
Totals	56,838	58,009	59,253	60,583	62,009	63,540	Considered as "Office" and "Other"
Tax Income:	215,055	226,206	237,357	248,508	277,978	291,519	Computed at Rate of 90% of 1.77% of Total Assessed Valuation - See Table 19
Additional from Improvement:							
Library		350	do	do	do	do	
Total Projected Revenue	271,893	284,565	296,960	309,441	340,377	355,409	
Projected Outlay							
Current Operating:							
General Government	30,400	31,000	31,620	32,300	32,900	33,600	Projections Based on 1953-56 History
Streets	41,600	43,300	45,000	46,800	48,700	50,600	Projected 2%/Year Increase (Decrease shown in History)
Public Safety	47,600	48,000	48,500	48,900	49,200	49,700	Projected from Average 40,037 + 4%/Year Increase
							Projected "Other" at 8,060/Year + 1%/Year Increase in "Wages"
Sanitation	15,200	16,926	18,747	20,762	22,970	25,270	Projected 7%/Year Increase
Municipal Enterprise	3,400	do	do	do	do	do	Projected Average 1952-56
Recreation	9,540	9,640	9,740	9,840	9,940	10,000	Projected Average 1953-56 + 1%/Year Increase
Utilities	15,323	do	do	do	do	do	Projected Average Amount
Totals	163,123	167,589	172,330	177,325	182,433	187,893	
Additional from Improvement:	8,480	20,850	21,050	21,050	21,050	21,150	Calculated from Cap. Impro. Requests
Total Projected Outlay	171,603	188,439	193,380	198,375	203,483	209,043	
Estimated Net Revenue	108,770	116,926	124,580	132,066	157,844	167,466	
Retain in Cash Balance	50,000	do	do	do	do	do	Generalized from History
Net to Bond Retirement	58,770	66,926	74,580	82,066	107,844	117,466	These Figures to Table 20
Millage Represented by this Amount	.00435	.00472	.00501	.00526	.00618	.00642	

23rd Street, State to Middle Road
Additional Streets as seen in the Comprehensive Development Plan

SUMMARY OF FINANCING PRACTICES AND METHODS OF FINANCING IMPROVEMENTS

Chart 9, "Total Revenue - All Sources," and Table 17, "Projected Current and Additional Revenues and Operating Outlay," show the past record and anticipated future status of the city's financial requirements in the various municipal departments. The operating departments of the city are affected by the development of a Capital Improvement Program in the increased activity required of them as a result of additional improvements to the city's physical plant. Determination of total operating outlay has been approached as an average of projections for each of the departments (on the basis of an adjustment of historical expenses) and anticipated per capita expenses projected from the 1956 base of an estimated operating expense of \$25 per person in the city. Additional expenses from the construction of capital improvements are also shown in this table and in Table 18, "Summary of Six-Year Capital Improvement Program."

Projections were made which show an increasing net revenue through the program period. This would be the case under the assumption of stabilized tax rates and increasing assessed valuations. Further calculation of bonded indebtedness shows the possibility of reducing departmental levies and transferring this "excess" to increases in tax levies to amortize debt.

It is noted from Chart 9 that city income from general tax sources increased by 14.5 per cent from 1953 to 1956, while assessed valuations increased 25 per cent. Total city income in 1956 increased 18.3 per cent over 1953.

Table 19 shows Projected Assessed Valuations - Income from Real, Personal and Agricultural Taxes and Debt Limitations for the city for 1956 through 1963. Footnotes in the Table define the methods of projection. Assessed valuations are depicted graphically in Chart 9 for 1953-56. Tax income for municipal operation is shown in like manner.

SIX-YEAR CAPITAL IMPROVEMENT PLAN

All improvements proposed herein are recommended for financing through bond issues, with state and/or federal assistance for Items 3, 4, and 16, and purchase of equipment for improvements by cash, as has been the practice heretofore. Table 18, Summary of Six-Year Capital Improvement Program by Bond Type and Year for Construction shows the amounts and terms of the bond issues.

TABLE 18

SUMMARY OF SIX-YEAR CAPITAL IMPROVEMENT PROGRAM
BY BOND TYPE AND YEAR FOR CONSTRUCTION
SHOWING ORIGINAL ISSUE AND ADDITIONAL OPERATING COSTS

Priority Number	Bond Type (Footnote A) & Financing	1957 Bond Issue (Dollars)	1957 Additional Operating Costs (Dollars)	1958		1959		1960		1961		1962	
				B.I. (Dollars)	A.O.C. (Dollars)	B.I. (Dollars)	A.O.C. (Dollars)	B.I. (Dollars)	A.O.C. (Dollars)	B.I. (Dollars)	A.O.C. (Dollars)		
SELF-SUPPORTING BONDS													
6	Sewage Treatment Plant	82,500	11,700		do		do		do		do		do
8	Duck Creek Interceptor	288,500	600		do		do		do		do		do
	Totals	371,000	12,300		12,300		12,300		12,300		12,300		12,300
GENERAL TAX BONDS													
1	City Buildings	168,000*	3,200		do		do		do		do		do
2	Library Building	15,000	5,000				do		do		do		do
3	Grant-State Streets	41,000	110		do		do		do		do		do
4	Grant St. (18th-State)	37,800	50										
5	25th St.	7,500	50										
7	18th St. (Central-Mississippi)	90,600	70										
9	6th Street Playground			65,925	9,700 (Footnote B)		do		do		do		do
10	Mississippi Blvd. (To 6th St.)			11,000	50		do		do		do		do
11	18th St. (Central-North)			9,200	70		do		do		do		do
12	5-Year Street Impr. Program			1,500/Yr.	2,500	1,500	do		do	1,500	do		do
13	18th St. (Grant-Mississippi)			11,600	50		do		do		do		do
14	23rd St. Playground			41,541	---								
15	18th St. Bridge & Approach					74,523	100		do		do		do
16	State St. Bridge Circulation					87,450	100		do		do		do
17	Lincoln Road Reservation					16,900	---						
18	Devil's Glen Park - West Add.					54,780	---						
19	18th-23rd-Middle Road Play.					16,735	---						
20	14th Street Playground							73,220	---				
21	23rd St. Bridge & Approach											229,720	100
	Totals	359,900	8,480	140,766	20,850	251,888	21,050	74,720	21,050	1,500	21,050	231,220	21,150
ASSESSMENT BONDS													
5	25th Street	9,500											
7	18th St. (Central-Mississippi)	11,500											
11	18th St. (Central-North)			27,100									
12	5-Year Street Program			13,500		13,500		13,500		13,500		13,500	
13	18th St. (Grant-Mississippi)			16,400									
15	18th St. (Bridge Approach)					4,567							
	Totals	21,000		57,000		18,067		13,500		13,500		13,500	

Footnote A Amounts of issue represent the city's share in improvements, except for Assessment Bonds which are financed by assessments to property owners. Where state or/and federal aid are anticipated the amounts of such aid are not shown (Items 4, 5 and 14).

Footnote B Park acquisition should be accompanied by creation of a park staff including Recreation, Direction and Park Maintenance. The following is a suggested department arrangement, which should provide first class maintenance and full-time summer playground program.

Program - 3 persons	4 months at \$300/month	3,600
Maintenance 1 person	- 12 months at \$300/month	3,600
2 persons	- 4 months at \$250/month	2,000
Equipment Repair		500
Total		9,700

* Figure reflects cost of buildings only -- does not include site acquisition or preparation. If a site other than city-owned land is selected, the cost of acquisition and preparation must be added to the above figure.

Table 20 shows Bond Retirement By Source of Income for current and proposed improvements. Current debt is projected in Table 20 to be retired in accordance with the present program. Bond amortization is shown according to retirement from operating revenue, general taxes and special assessments. Millage required to retire bonds is shown at the end of the table.

Millage requirements were determined as follows: The approach to the projection for all parts of the improvement program (revenue, outlay, bond issues) assumes that

1. As the city grows, assessed valuations will increase at certain rates as calculated from historical analysis.
2. Operating revenues ("office" and "other") and operating outlay ("wages and "other") either will increase at certain rates or will remain stable as seen in Table 17), "Current and Projected Additional Revenue and Operating Outlay."
3. Municipal tax levies will remain at present levels. (As can be seen in the discussion on financing, this need not be the case.)

This method is perhaps an over-simplification of the true picture of financial operation in Bettendorf, yet it actually gives a clear demonstration of the financial needs of the program and the means of meeting them, since it omits details, which are of promising significance to the municipal fiscal officer only.

The amount in net income from taxes and other sources which may be available to retire bonds, after paying additional operating expenses, is shown in Table 17, "Projected Current and Additional Revenue and Operating Outlay."

Tracing the trend of bond retirement costs into the future, as seen in Table 20, reveals that the maximum millage necessary to retirement appears in 1959 at .00345, based upon projections of assessed valuations and assuming transfer of a portion of net revenues to retire bonds (see in Table 17). The retirement of the bonds for the 23rd Street Bridge and Approach in 1977 will complete this particular program.

Any consideration of the Capital Improvement Program must also recognize the programs of overlapping taxing districts, such as the Bettendorf School District. As pointed out in a previous part of this report, increases in population will demand new schools to be built with general tax funds. There is an obvious need for balance in seeking funds for the satisfactory conclusion of both the city and school programs which can be achieved only by the cooperative action of the administrators of those programs.

TABLE 19

PROJECTED ASSESSED VALUATIONS - INCOME FROM REAL, PERSONAL & AGRICULTURAL TAXES
FOR MUNICIPAL OPERATION - DEBT LIMITATION

SUBJECT	1956 (Dollars)	1957 (Revaluation) (Dollars)	1958 (Dollars)	1959 (Dollars)	1960 (Dollars)	1961 (Revaluation) (Dollars)	1962 (Dollars)	1963 (Dollars)
I. ASSESSED VALUATIONS								
* (1) 1. Real Property	10,545,793	13,500,000	14,200,000	14,900,000	15,600,000	17,450,000	18,300,000	19,200,000
2. Personal Property	1,554,860							
3. Agricultural Lands	242,130	230,130	218,130	206,130	194,130	182,130	170,130	158,130
Total Assessed Valuation	12,342,783	13,730,130	14,418,130	15,106,130	15,794,130	17,632,130	18,470,130	19,358,130
* (2) II. TOTAL TAX INCOME		238,950	251,340	263,730	276,120	308,865	323,910	339,840
* (3) III. TAX INCOME FOR MUNICIPAL OPERATION		215,055	226,206	237,357	248,508	277,978	291,519	305,856
DEBT LIMITATION								
Assessed Valuation Property		13,500,000	14,200,000	14,900,000	15,600,000	17,450,000	18,300,000	19,200,000
Actual Worth (A.V.) (60%)		22,500,000	23,667,000	24,833,000	26,000,000	29,083,000	30,500,000	32,000,000
Debt Limit at 1-1/4%		281,250	295,838	310,413	325,000	363,538	381,250	400,000
Debt Limit at 5%		1,125,000	1,183,350	1,241,650	1,300,000	1,454,150	1,525,000	1,600,000

- * (1) - Real and Personal property valuations projected together at 5% for all years except revaluation. In revaluation years: Real at 13%, Personal at 4.6%. Agricultural lands projected at decrease of 120 acres (\$12,000) per year on basis of urban expansion estimates.
- * (2) - TOTAL TAX INCOME - Assume stationary tax rate based on 1953-56 average - also equal to 1.77% of the valuation of Real and Personal Property.
- * (3) - TAX INCOME FOR MUNICIPAL OPERATION - This figure has been determined to equal 90% of total tax income. The remaining 10% to pension and retirement funds, etc.

Bonded Debt

The City of Bettendorf appears to be in excellent condition from the standpoint of present bonded debt. As of this year, bond debt stands at \$576,426, which represents 51 per cent of the debt limit.

The Capital Improvement Program proposes a controlled issue of general obligation bonds, as seen in Table 18. Issues for major sanitation improvements are shown separate from general tax bonds, and are to be retired from the proceeds of a sanitation use fee. Issues for general obligation bonds are grouped rather heavily in 1957. Some of these may occur in 1958, due to the time required to prepare detail plans and initiate the various projects outlined. With adjustments of this nature, the program may be carried through the six-year period.

Table 21, shows Balance of Principal Due for Bonded Debt, by year. These calculations are made with the assumption that equal payments are made each year for principal, rather than following the annuity table. Increases occurring in the net bonded debt column should cover differences which would arise from the use of annuity bonds. Re-evaluation of the program from time to time will indicate the possibility of adjustment or additional improvements.

TABLE 20

BONDS - PRINCIPAL AND INTEREST TO BE RETIRED BY
SOURCE OF INCOME

Priority Number	Bond Issue and Source of Retirement	Principal & Interest - By Year						Principal & Interest Forward
		1957 (Dollars)	1958 (Dollars)	1959 (Dollars)	1960 (Dollars)	1961 (Dollars)	1962 (Dollars)	
RETIRED FROM OPERATING INCOME								
6	Sewage Treatment Plant	5,800	do	do	do	do	do	\$ 81,195
8	Duck Creek Interceptor	20,743	do	do	do	do	do	290,405
	Totals	26,543	26,543	26,543	26,543	26,543	26,543	
RETIRED FROM TAX LEVY								
1	City Hall Buildings	11,810*	do	do	do	do	do	165,348*
2	Library	1,054	do	do	do	do	do	14,766
3	Grant-State Streets	4,990	do	do	do	do	do	20,000
4	Grant (8th to State)	4,600	do	do	do	do	do	18,400
5	25th Street	913	do	do	do	do	do	3,650
7	18th St. (Central-Mississippi)	11,026	do	do	do	do	do	44,104
9	6th Street Playground		7,924	do	do	do	do	40,000
10	Mississippi Blvd. (to 6th St.)		1,339	do	do	do	do	6,685
11	18th St. (Central - North)		1,120	do	do	do	do	5,596
12	5-Year Street Impr. Program		183	366	549	732	915	6,385
13	18th St. (Grant-Mississippi)		1,412	do	do	do	do	7,057
14	23rd Street Playground		4,993	do	do	do	do	24,967
15	18th St. Bridge & Approach			6,588	do	do	do	72,465
16	State St. Bridge Circulation			7,730	do	do	do	85,039
17	Lincoln Rd. Reservation			2,031	do	do	do	12,189
18	Devil's Glen Park - W. Add'n.			6,585	do	do	do	39,506
19	18th-23rd-Middle Rd. Park			2,012	do	do	do	12,072
20	14th Street Playground				8,801	do	do	61,607
21	23rd St. Bridge & Approach						20,307	284,301
	Current Bonds	47,414	47,242	49,428	48,164	48,078	47,966	288,134
	Totals	81,807	98,606	125,921	133,641	133,738	154,116	
RETIRED FROM ASSESSMENT (Assumes 10% Payment at Assment)								
5	25th Street	1,002						4,009
7	18th St. (Central-Mississippi)	1,213						4,852
11	18th St. (Central-North)		2,858					14,295
12	5-Year Street Impr. Program		1,582	3,164	4,746	6,328	7,910	55,380
13	18th St. (Grant-Mississippi)		1,730					8,649
15	18th St. Bridge Approach			482				2,889
	Totals	2,215	8,385	10,449	12,031	13,613	15,195	
Total Issues to be Retired from General								
	Tax Levy	81,807	98,606	125,921	133,641	133,738	154,116	
	Less Transfer from Net Reserve	58,770	66,926	74,580	82,066	107,844	117,466	
	Remainder to be Retired	23,037	31,677	51,341	51,575	25,894	36,650	
	Millage Required this Amount	.00171	.00223	.00345	.00331	.00148	.00200	
Total P. & I. Projected Issues (Not including Current)								
		34,393	51,364	76,493	85,477	85,660	106,150	
	Millage Required This Amount	.00255	.00362	.00513	.00548	.00491	.00580	

* See Footnote, Table 18.

TABLE 21

BALANCE OF PRINCIPAL DUE FOR BOND DEBT - BY YEAR

General Obligation Bond Debt*	1957 (Dollars)	1958 (Dollars)	1959 (Dollars)	1960 (Dollars)	1961 (Dollars)	1962 (Dollars)
Current Debt	576,426	529,012	481,770	432,342	384,178	336,100
1957 Issue	330,060	306,220	279,380	252,540	225,700	198,860
1958 Issue		126,689	112,612	98,535	84,458	70,381
1959 Issue			232,098	212,308	192,518	172,728
1960 Issue				67,248	59,776	52,304
1961 Issue					1,350	1,200
1962 Issue						215,756
Total Net Bond Debt**	909,486	958,921	1,105,860	1,062,973	947,980	1,047,329
5% Limitation for Debt	1,125,000	1,183,350	1,241,650	1,300,000	1,454,150	1,525,000
Debt Margin	215,514	224,429	135,790	237,027	506,170	477,671

* Does not include mortgage revenue or assessment bonds.

** Assumes payment of principal per year at a constant rate for each issue, starting with the first year. Figures shown reflect annual principal retirement.

OFFICIAL CITY PLAN ORDINANCE

Bettendorf, Iowa

OFFICIAL CITY PLAN ORDINANCE

Prepared for the
City Council and City Planning & Zoning Commission
Bettendorf, Iowa

ORDINANCE NO. 387

OFFICIAL CITY PLAN ORDINANCE OF THE CITY OF BETTENDORF, IOWA

AN ORDINANCE ESTABLISHING AN OFFICIAL CITY PLAN OF THE CITY OF BETTENDORF, IOWA, CONSISTING OF A COMPREHENSIVE PLAN FOR THE PHYSICAL DEVELOPMENT OF THE CITY FOR THE PURPOSE OF GUIDING AND ACCOMPLISHING THE COORDINATED, ADJUSTED, HARMONIOUS DEVELOPMENT OF THE CITY OF BETTENDORF, IOWA, AND ITS ENVIRONS.

WHEREAS, the City Planning and Zoning Commission of the City of Bettendorf has prepared an Official Plan for the City of Bettendorf including ordinances for its enforcement; has held public hearings on the Proposed Official City Plan and Ordinances; and has by resolution adopted the Official City Plan and recommended thereon to the City Council that such plan and ordinances be adopted, all in accordance with Chapters 373 and 414 of the Iowa Code Annotated, NOW THEREFORE.

BE IT ORDAINED by the City Council of the City of Bettendorf, Iowa:

Section 1.

Designation. This ordinance shall be known and may be cited as the "Official City Plan of Bettendorf, Iowa, 1957."

Section 2.

Purpose. The purpose of this ordinance is to establish a single unified code consisting of all plans, report and ordinances plus supplemental details as contained in the report of the Bettendorf City Planning & Zoning Commission entitled "Official City Plan of the City of Bettendorf, Iowa", that deal with the subject of planning and zoning, as a comprehensive guide to the future growth and development of the city.

Section 3.

Content. The Official City Plan consists of a descriptive report dated October, 1957, entitled "Official City Plan of the City of Bettendorf, Iowa", together with the provisions of the maps, charts, plans and ordinances which have heretofore or may hereafter be enacted concerning the following subjects: Zoning, Subdivision

Control, Thoroughfares, School, Park, Recreation, and Public Areas and a separate plan entitled "Comprehensive Development Plan."

Section 4.

Authority of the Official City Plan. The layout, the location, relocation, extension or widening of thoroughfares; the general design of neighborhoods and their street patterns; the use of land; and the location of sites for schools, parks, recreation and other public uses, shopping centers and community facilities shall conform to the principles, policies and provisions of the Official City Plan.

Section 5.

Effect of the Official City Plan. The City Council and all municipal boards, commissions and all other agencies of the City shall be guided by and give consideration to the general policy and pattern of development set out in the Official City Plan prior to the authorization, construction, alteration or abandonment of any public installation, required or necessitated in the interest of the physical development of the City.

Section 6.

Continuing Authority of the Bettendorf City Planning & Zoning Commission. The Bettendorf City Planning & Zoning Commission shall from time to time consider and review proposals with respect to changes and amendments in the Official City Plan and, upon conclusion of such consideration including a public hearing thereon, shall certify to the City Council their report on such matters.

Section 7.

Official City Plan on File. The maps, charts, plans and report which comprise the Official City Plan are on file in the office of the City Clerk in the City Hall in Bettendorf, Iowa, and are available for public inspection during all regular office hours of the City Clerk.

Section 8.

Responsibility of the City Clerk. The City Clerk of the City of Bettendorf is hereby ordered and directed to keep on file, for public inspection during all regular office hours, two copies of the Official City Plan including maps, charts, plans and ordinances referred to herein.

Section 9.

Amendments. The Official City Plan of the City of Bettendorf may be amended from

time to time following a report thereon by the City Planning & Zoning Commission prepared either upon the direction of the City Council or upon its own initiative.

Section 10.

Effective Date. This ordinance shall be in full force and effect from and after its passage and approval according to law.

Passed and approved this 25 day of June, 1957.

A.R. Kaker
Mayor

ATTEST:

Mae A. Steffen
City Clerk

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