



Walcott, Iowa Comprehensive Plan, 2018



Walcott Comprehensive Plan

2018





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Chapter 1 Introduction

The City of Walcott is located on the western border of Scott County, Iowa. It is within 200 miles of Chicago, Illinois, and 150 miles of Des Moines, Iowa, the State of Iowa's capital. Walcott is located on Interstate 80 and Walcott Road (F-58), formerly U.S. Route 6. Map 1 illustrates the location of Walcott within Scott County and the region. The population of Walcott has grown over the years and is currently 1,629 (U.S. Census Bureau, 2010 Census Summary File 1 Data). The city is a great place to live and work, as expressed by residents in the visioning workshop. It is a nice, friendly town with a strong sense of community where people know their neighbors.

A significant and uncommon economic development factor for a small town is the draw of retail consumers from outside city borders, also called a "pull factor." As of Fiscal Year 2017, the Walcott the pull factor was 3.02. A pull factor of 1.00 indicates a community is meeting 100% of its retail needs. Walcott's pull factor indicates its retail sales are over three times the rate of meeting local community needs, and regularly contributes more to the Scott County Local Option Sales Tax than what is distributed back to the city per population. Commercial activity in the city, especially near the Interstate 80 interchange generates much of this retail business as a travel service center.

The City of Walcott recognizes the importance of a well-defined and carefully planned comprehensive plan that reflects future needs of the community. To further this effort, the City Council through the assistance of the Planning and Zoning Commission and with citizen input has developed this comprehensive plan. The purpose of the plan is to outline the vision, existing conditions, future project needs, set goals and objectives, and recommend strategies for implementation.

Basic Elements of the Comprehensive Plan

The comprehensive plan is composed of several elements. It includes the community vision, goals, objectives, land use, infrastructure, services, and implementation strategies. It is a valuable document with the following purposes: legal, educational, guidance, coordination, and needs. The plan declares the community purpose and policies, as well as

guides land use decisions and investments. The plan also outlines areas for further study or planning. It documents community needs that will help the city pursue funding opportunities, such as grants, loans, public-private partnerships, etc.

Iowa Code requires that municipal regulations shall be made in accordance with a comprehensive plan. It further states that regulations shall be made with reasonable consideration of the area character and suitability, as well as with consideration of smart planning principles. The Iowa Code identifies the smart planning principles to consider as follows:

- Collaboration
- Efficiency, transparency, and consistency
- Clean, renewable, and efficient energy
- Occupational diversity
- Revitalization
- Housing diversity
- Community character
- Natural resources and agricultural protection
- Sustainable design
- Transportation diversity

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

The Demographic Profile section of the plan outlines existing socio-economic characteristics of the community by population, gender, income, housing, and educational attainment. It also outlines trends and projections for the future of Walcott.



Land use defines where people live and where they work or play. Land use patterns shape the nature of the community by reflecting urban and non-urban activity. Some statistics used to measure these activities include

Vision: Walcott is a community that encourages a balance of economic development and residential needs to sustain its small-town quality of life.

population, employment, housing units, school enrollment, and other market and demographic data. Some locations represent areas with a greater density of urban activity, either residential, commercial, industrial, institutional or recreational land uses, or a less density of activity, which may include agriculture and open space. By planning for the arrangement and intensity of land uses, the City of Walcott can reduce costs, which often result when the long-range impacts of zoning, subdivisions, and site development decisions are not considered.

Public infrastructure and services provide the basic facilities and equipment needed by the city to serve its residents. The various land uses and their related activities create greater or lesser need for these facilities or services depending on the activities. While one acre of land with new houses generates more total revenue to a city than an acre of farmland, this does not provide the entire picture of the community's fiscal stability. In reality, it costs local government more to provide services to homeowners than these residential landowners pay in property taxes. In contrast, commercial and industrial land increases the tax base and helps balance local budgets in order to provide a

variety of public services. While one type of land use is not better than another, balancing a variety of land uses in a community and providing reliable services adds to its stability and quality of life.

The Strategies for Implementation section is an important part of this plan. It is a summary of specific projects, tasks and/or actions to be undertaken in the next ten years. The implementation strategies are considered the means by which the City of Walcott can address its needs and meet its goals. The course of action for implementation will require periodic review to assess needs, timing and financial feasibility. In the implementation of projects, careful consideration will be given to the full usage of existing facilities and funding opportunities.

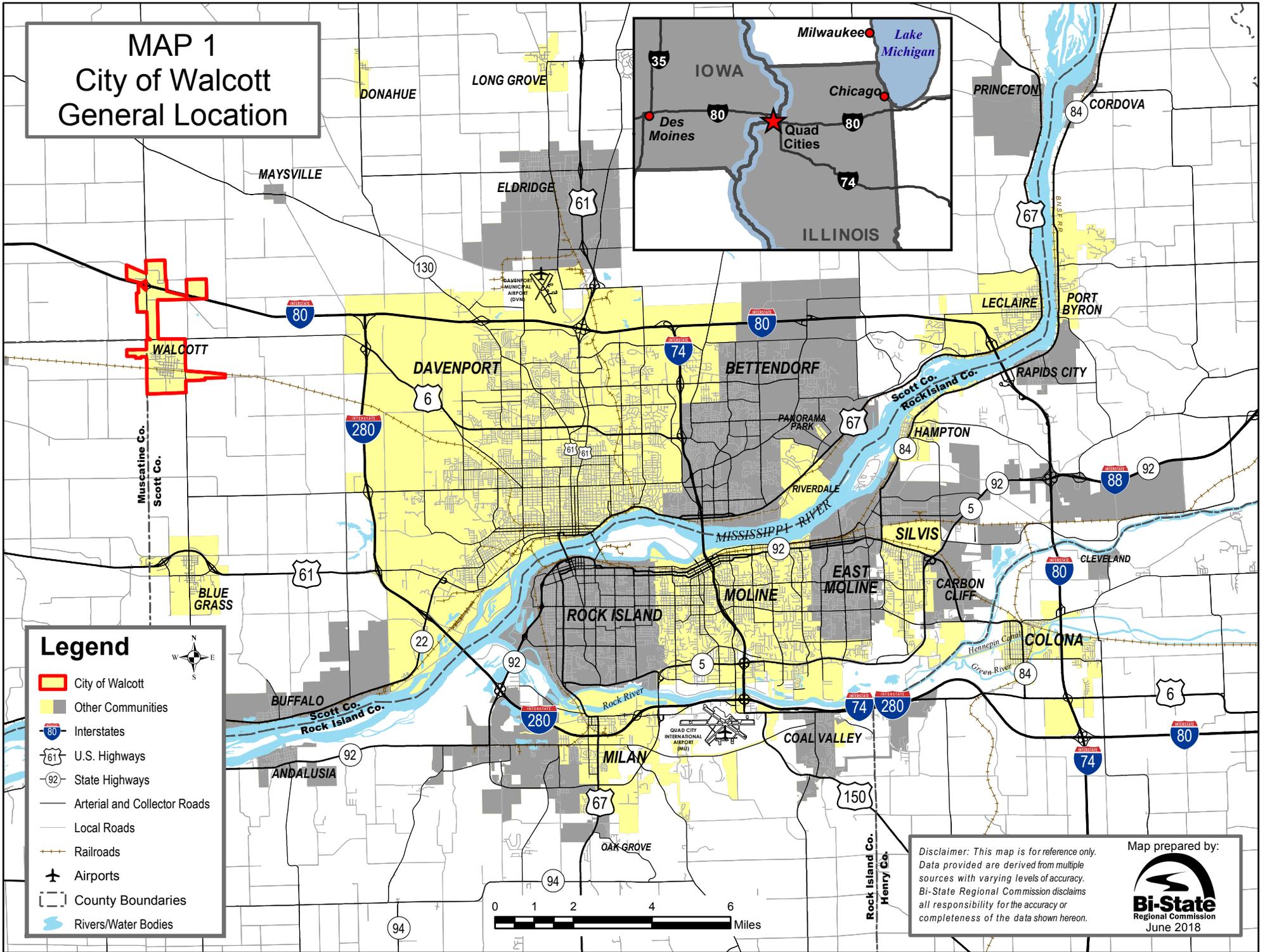
The final section of the plan relates to tools for implementation. This section outlines the tools a community can utilize to implement its strategies.

Public Involvement

Public involvement is critical to building consensus in the planning process. The City of Walcott provided two methods for public input into the initial planning process. A visioning workshop was held on November 13, 2017, at the Walcott American Legion. Participants were invited to share their respective thoughts for Walcott in the next 10-15 years. They expressed their opinions of the town's strengths and needs. Input was utilized in the development of the plan. The final draft of the comprehensive plan was presented at a public hearing on October 8, 2018, to solicit additional comments. City officials used the public comments throughout the process to shape the final plan.



MAP 1 City of Walcott General Location



Legend

- ▭ City of Walcott
- ▭ Other Communities
- Interstates
- U.S. Highways
- State Highways
- Arterial and Collector Roads
- Local Roads
- Railroads
- Airports
- County Boundaries
- Rivers/Water Bodies

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

Map prepared by:

 Bi-State Regional Commission
 June 2018



Chapter 2 Vision Statement, Goals, and Objectives

The following community vision statement was developed through the preparation of the *1998 Walcott Community Builder Plan* and refined through the input of citizens and local officials, as part of the comprehensive planning process in 2003 and 2018.

The Vision Statement is:

"The City of Walcott is a community that encourages a balance of economic development and residential needs to sustain its small-town quality of life."

Goal #1 – Land Use

Ensure a rational arrangement of land uses that provide efficient municipal services, protect health, welfare, property values, and enable the community to grow and develop in a sustainable manner.

Objective 1. Ensure all new development and redevelopment is compatible with the comprehensive plan.

Objective 2. Revise, as needed, zoning and subdivision ordinances and other land regulation tools to encourage efficient use of land and public facilities, and to ensure consistency with the comprehensive plan.

Objective 3. Follow formally adopted procedures for review by the Planning and Zoning Commission and City Council when new development is proposed.

Goal #2 – Economic Development

Ensure economic development by fostering commercial and industrial business opportunities in all appropriate areas of Walcott.

Objective 1. Continue to target improvements in the Main Street Corridor while making improvements throughout the community including the interchange area at Interstate 80 and Plainview Road.

Objective 2. Continue to improve communication with existing businesses in all areas of Walcott.

Objective 3. Continue to make an effort to attract new businesses to Walcott through work with existing federal, state, regional, and local resource agencies.

Goal #3 – Facilities and Services

Develop and maintain public infrastructure to meet current and future needs of the city.

Objective 1. Continue to implement and maintain a multi-year capital improvement program that identifies and appropriates funding for prioritized capital projects.

Objective 2. Examine adequacy of public facilities and services, including, but not limited to, water, wastewater, storm water, streets, parks, police and fire protection, solid waste management, etc. on a regular basis and plan for maintenance, repair, and expansion to meet present and future needs in the community's service area.

Objective 3. Identify programs that will reduce construction, implementation, and operational costs and seek alternatives to reduce long-term maintenance costs of public facilities and services.

Objective 4. Consider a balanced street design and operational approach to consider a variety of types of transportation users (walkers, bicyclists, passenger cars and buses, and trucks for moving goods), minding the location where the street will be constructed (residential, commercial, industrial, etc.) and how the street is expected to be used (low traffic or high traffic).

Goal #4 – Housing

Encourage a mix of housing types in Walcott to accommodate the varying needs of current and future residents.

Objective 1. Support a variety of housing types that will serve a range of incomes, lifestyles, and service needs.

Objective 2. Market Walcott's identified housing needs to developers.



Objective 3. Continue to seek funding programs to provide support for housing segments.

Goal # 5 – Finance Administration

Operate municipal facilities and services in a fiscally-responsible manner and provide adequate financial support for future projects.

Objective 1. Maintain and review administrative, management, and personnel capacity for effective support and implementation of municipal activities.

Objective 2. Prepare and maintain an annual budget that implements municipal operations according to a capital improvement program, in a cost-effective manner including construction of priority projects when financially appropriate.

Objective 3. Encourage public involvement in community activities and seek ways to involve residents in policy making and decisions on land use, municipal facilities, and services.

Objective 4. Pursue alternative revenues to offset expenditures including, but not limited to, grants, user fees, and tax increment financing.

Goal # 6 – Community

Showcase a progressive and quality image for Walcott.

Objective 1. Strengthen community pride through beautification efforts and improvements such as gateway developments.

Objective 2. Enhance promotional tools for marketing the community and its assets.

Goal # 7 – Energy and the Environment

Accommodate a variety of energy sources, including renewable energy, and preserve open space, farmland, natural beauty, and critical environmental areas, where appropriate.

Objective 1. Zone for permissible home-based sustainable energy sources, including passive and active solar and modular wind turbines.

Objective 2. Discourage intensive development within natural and scenic environmental areas within Walcott.

Objective 3. When possible, mitigate natural hazards through consideration of building and infrastructure design and material durability, review potential hazards on a regular basis and participate in state and county hazards planning efforts.



Chapter 3 Strategies for Implementation

To facilitate the vision, goals, and objectives in the comprehensive plan, on-going, short term, and longer-term priorities have been outlined below. These were updated and reviewed by the Planning and Zoning Commission using input from the community visioning session in November 2017, staff input, and other resources since the 2003 comprehensive plan adoption. The common themes from this public input concluded that the City of Walcott is a great place to live for its location, sense of community, and strong ties through the school system and volunteerism. The comprehensive plan implementation strategies will support these qualities and help retain the character of the city that residents enjoy.

On-going activities are listed first, followed by short and long-term strategies for the city and its partners to work to fulfill the plan goals and objectives. Short-term strategies are anticipated to be achieved within five years, while longer-term strategies will take more than five years to accomplish. City officials understand that the projects set forth in this document are a progressive course of action. They will require periodic review to assess need, timing, and financial feasibility. Outside funding assistance will be pursued when possible, and projects may be delayed or postponed due to lack of funding or availability of resources from a particular funding stream. In the implementation of future projects, careful consideration will be given to the full usage of existing facilities and funding opportunities.

On-Going General Strategies

Responsibility Entity	Implementation Activity
City Council, Planning & Zoning Commission	Review and reaffirm annually and revise, as needed, the comprehensive plan as part of the evolving nature of a community.
City Council, Planning & Zoning Commission	Review ordinances periodically for consistency with the comprehensive plan and revise them as needed.
City Council, Planning & Zoning Commission	Utilize the comprehensive plan in land use and zoning decisions through adopted procedures of the city.
City Council, City Staff	Prepare a multi-year Capital Improvement Program (CIP) with project priorities, timing, and funding sources for all city facilities and services as needed. Coordinate it with the comprehensive plan and development needs.
City Council, City Staff	Assess as needed the condition and adequacy of water, wastewater, storm water, transportation systems, and parks.
City Council, City Staff	Assess, as needed, condition and adequacy of community services, including but not limited to police and fire protection, emergency services, disaster response, waste disposal, personnel, training, etc.
City Council, City Staff	Pursue alternative funding sources to offset expenditures as a result or in preparation of growth including but not limited to grants, user and impact fees, tax increment financing, urban renewal and revitalization incentives, etc.
City Council, Planning & Zoning Commission	Balance the city tax base between residential, commercial, and planned industrial components for the benefit of city residents.



Responsibility Entity	Implementation Activity
City Council, City Staff	Continue to promote property tax abatement program to encourage further development.
City Council, Planning & Zoning Commission,	Review housing needs to encourage a range of housing types, and market these needs to developers.
City Council, City Staff	Maintain and review administrative, management, and personnel capacity for effective support and implementation of city activities.
City Council, City Staff	Prepare and maintain an annual budget that effectively and efficiently implements municipal operations in a cost-effective manner.
City Council, City Staff	Continue to encourage public involvement in community activities and seek new ways to involve residents in policy-making and decisions on future municipal services and facilities.
City Council, City Staff	Strengthen community pride and involvement through community improvements such as gateways.
City Council, City Staff	Enhance promotional tools for marketing the community and its assets.
City Staff	Facilitate code enforcement of nuisances or inspection of facility deficiencies by coordinating inspection between routine police patrol and code enforcement staff to identify problem properties and nuisance violations.

Short & Long Term Strategies (0-10 Years)

Land Use and Economic Development

Responsibility Entity	Implementation Activity	Term
City Council, City Staff, Community Development Partners	Determine strategies to encourage economic development in the city and to attract small businesses to meet resident services and entertainment needs.	0-5 years
City Council, Planning and Zoning Commission, City Staff	Identify the location and types of improvements envisioned for the Main Street Corridor to expand on elements already implemented, either through design guidelines, corridor overlay district, or design master plan.	0-5 years
City Council, City Staff, Community Development Partners	Investigate appropriate locations to extend Main Street’s design aspects to adjacent corridors.	0-10 years



Housing and Transportation Infrastructure

Responsibility Entity	Implementation Activity	Term
City Council, City Staff	Pursue replacing sealcoat streets, including Lincoln Street from Main Street to Y-40.	5+ years
City Council, City Staff	Reconstruct West Otis Street.	0-10 years
City Council, City Staff	Resurface East Bryant Street to Grove Street, and preserve right-of-way to ensure future housing developments on East Bryan Street continue a surfaced roadway to the nearest adjacent parcel line or natural terminus.	0-10 years
City Council, Planning & Zoning Commission, City Staff	Continue to require sidewalks in all new subdivisions.	0-10 years
City Council, City Staff	Continue to review and advance pedestrian/bicycle trails connectivity in the city. Conduct sidewalk assessment of existing facilities. Consider a Complete Streets Policy for the community.	0-10 years
City Council, City Staff	Address connectivity by closing gaps in between existing sidewalks.	0-10 years
City Council	Monitor Iowa Department of Transportation plans for expanding the Interstate 80 corridor between Iowa City and the Mississippi River, and its effects on the interchange and Plainview Road.	0-10 years

Water System

Responsibility Entity	Implementation Activity	Term
City Council, City Staff	Continue to set aside funds to maintain both the North and South Water Towers.	0-10 years
City Council, City Staff	Upgrade small diameter water mains.	0-10 years
City Council, City Staff	Consider options and alternatives for south water plant and tower.	0-10 years
City Council, City Staff	Study options to loop the water system.	0-10 years
City Council, City Staff	Determine the needed short-term and long-term improvements to the water system, and set priorities for improvements or deficiencies.	0-10 years



Wastewater/Stormwater Systems

Responsibility Entity	Implementation Activity	Term
City Council, City Staff	Continue to address inflow and infiltration issues.	0-5 years
City Council, City Staff	Determine needed improvements based on 2018 wastewater system analysis, and set priorities for improvements or deficiencies.	0-5 years
City Council, City Staff	Reconstruct the wastewater mains in areas where lines are functionally deficient, and pursue sewer main replacements based on televising results.	0-5 years
City Council, City Staff	Headworks improvements at Wulf Lift Station.	0-5 years
City Council, City Staff	Discuss feasibility of a detention/retention area in the northern part of the city near and southeast of the Interstate 80 interchange.	0-10 years

Recreation Facilities/Programs

Responsibility Entity	Implementation Activity	Term
City Council, Planning & Zoning Commission, City Staff	Work with developers to implement parks in new neighborhoods as they are developed and encourage city/school partnerships to expand recreation opportunities as shared assets.	0-10 years
City Council, City Staff	Complete construction of Splash Pad south of Westcott Park.	0-1 year
City Council, City Staff	Consider feasibility of any additional recreation facilities in the city, such as extending the existing pedestrian/bicycle trail to the tennis courts.	0-10 years
City Council, City Staff	Investigate the possibility of converting Watertower Park's South Water Tower facility into a restroom for users of the park. Investigate feasibility of leveraging RDA and SCRA grant funds or other grant funds to supplement the cost.	0-10 years

Public Facilities/Services, Energy, Telecommunications, Finance, Intergovernmental Relations and Image (Also see On-Going General Strategies)

Responsibility Entity	Implementation Activity	Term
City Council, City Staff	Continue to monitor the need for remodeling or expanding municipal facilities.	0-10 years
City Council, Other Partners	Review beautification policies and efforts to assess new improvements, such as additional gateways and improvements in the community.	0-5 years
City Council, Planning & Zoning Commission, City Staff	Research best practices and design guidelines to help facilitate alternative and sustainable energy sources, and include language for such sources in future zoning and subdivision ordinances.	0-10 years

Chapter 4 Land Use

Land use commonly defines where people live, work, or play. It describes how and why the land is being used. Existing land uses are those uses that are in place at the present time. Land is regulated through a variety of land development controls used by Walcott, and is further outlined in Chapter 7, *Tools for Implementation*. In some cases, the land may be used for one purpose, such as residential use, but the parcel of land may be zoned for commercial development. In this example, the property would be regulated under a commercial zone and follow the rules that would apply under that zoning classification.

Proposed land use deals with how land is envisioned to develop in the future. This chapter outlines both existing and proposed future land use for the City of Walcott.

General Development Considerations

The physical layout of the Walcott area has played and will continue to play a major role in determining the future pattern of land use in the area. The relatively flat to gently rolling terrain and rich soils have contributed to the strong agricultural base in the community. This terrain also is ideal for the type of urban development that has taken place in the community over a number of decades, and is likely to occur in these areas in the future. Although the physical characteristics of the area have contributed to the past development of the community, some of these characteristics also will limit development in certain areas.

A feature, which has been prominent in the development of the city, is the stream that runs westerly between U.S. 6 and the northern edge of the center of the city. This area is subject to periodic flooding in conjunction with heavy rainfall. The City Council has established the policy of requiring that no new construction is to occur within 75 feet of the centerline of the stream, and also that the ground floor elevation of any new structures be raised one foot above the flood base established by the Iowa Department of Natural Resources (DNR). The City Council is also examining the feasibility of a regional water detention in the area south



of Interstate 80 and east of North Plainview Road. This is an attempt to mitigate any detrimental effects of stream erosion and flooding. Another important factor is that the stream provides a barrier to the development of an adequate transportation network to serve the likely future development of the area northward toward U.S. 6. The cost of bridge construction greatly increases the revenues needed for new north-south thoroughfares in that area.

There are other areas within the city that have drainage issues. Certain low-lying areas are not well suited for development without the provision of additional fill materials or the addition of supplementary drainage facilities. Some of these areas lie near the existing developed areas, which could otherwise be fairly easily served for future development, especially in the southeast portion of the city. The development of these areas will require that these drainage concerns be addressed. A good resource for checking development suitability is to look at the U.S. Department of Agriculture Web Soil Survey, an online tool to examine slope, hydric soils, and other factors that might limit development.

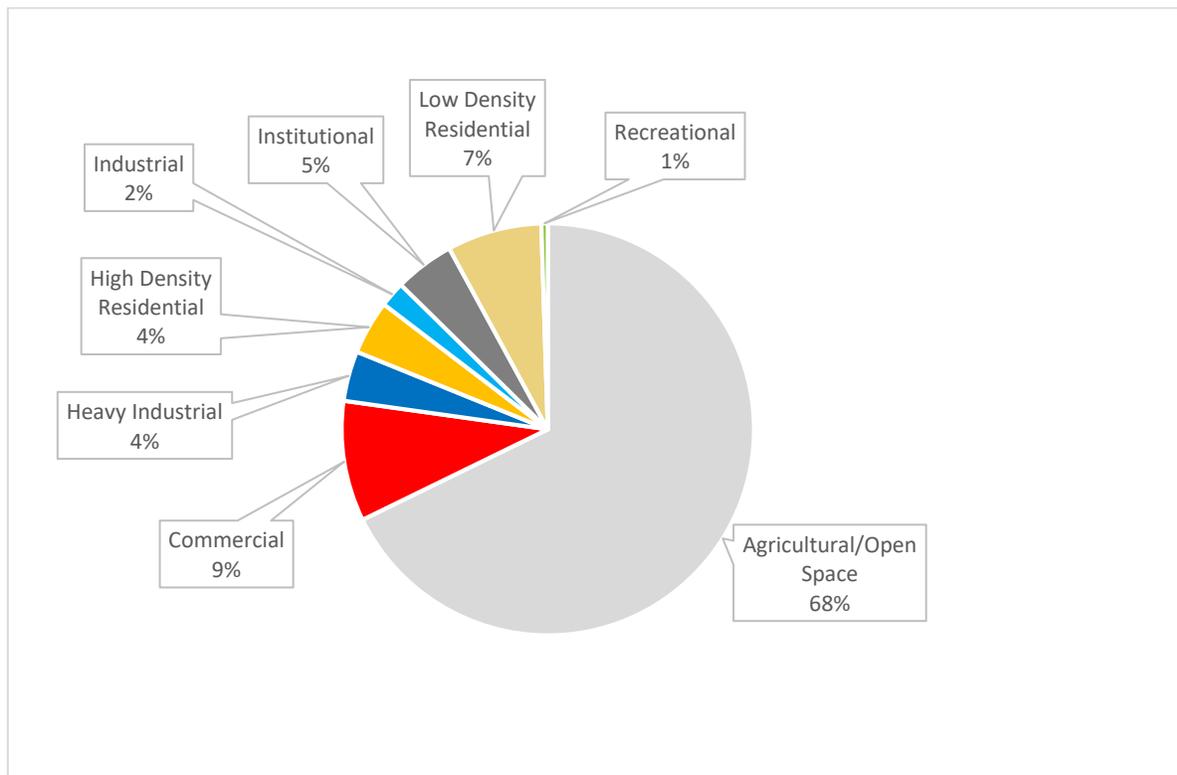
Existing Uses

Map 2 indicates the existing land use in the City of Walcott. Table 1 identifies the number of acres by land use category and the percentage of land attributed to the type of land use. Walcott covers 1,923.09 acres, roughly 2.5 miles long and 1.25 miles wide.

Table 1 Existing Land Use

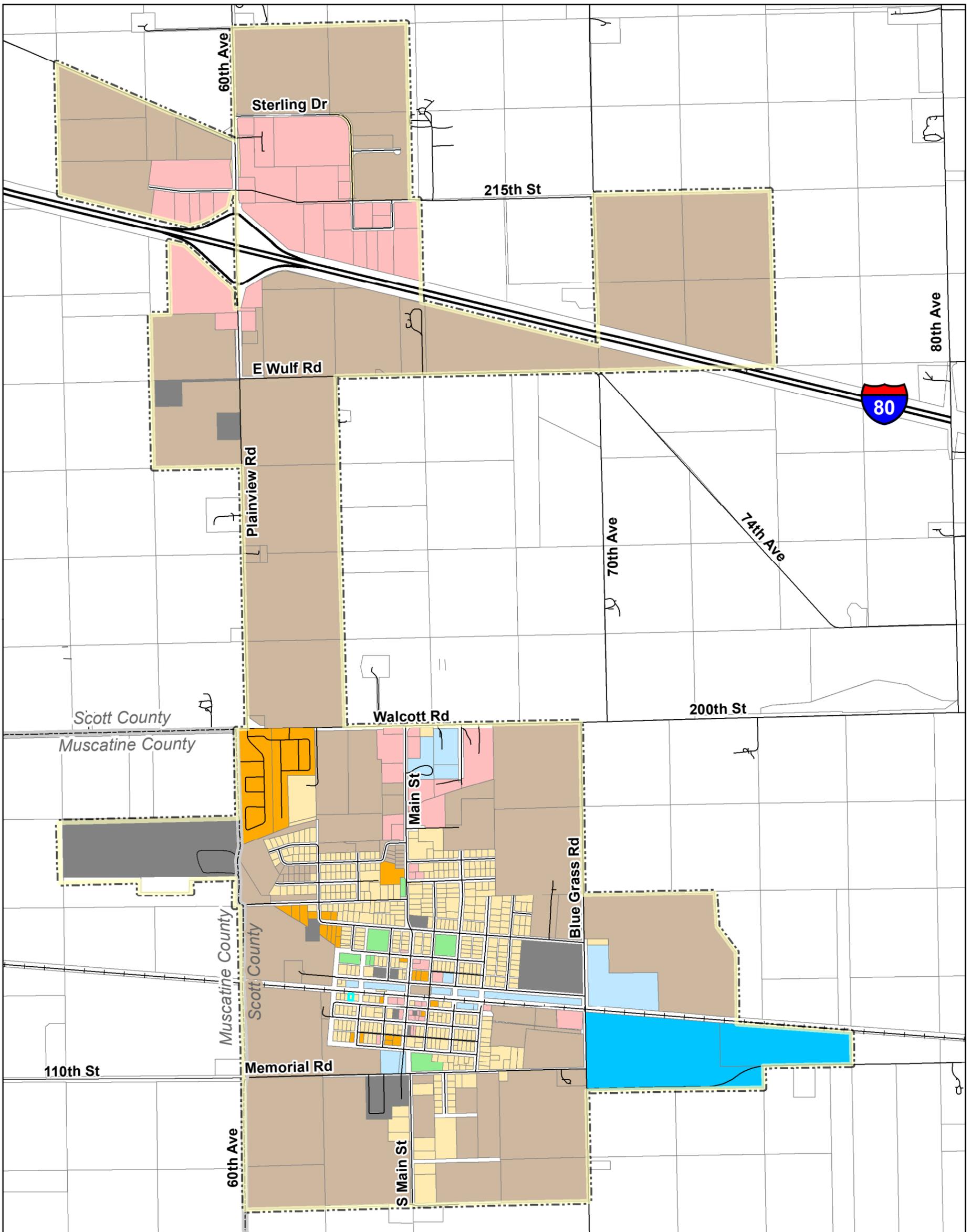
Land Use Classification	Acreage	Square Miles	Percentage
Agricultural/Open Space	1,303.17	2.04	67.76%
Commercial	181.78	0.28	9.45%
Heavy Industrial	75.63	0.12	3.93%
High Density Residential	81.32	0.13	4.23%
Industrial	38.52	0.06	2.00%
Institutional	90.07	0.14	4.68%
Low Density Residential	142.95	0.22	7.43%
Recreational	9.65	0.02	0.50%
Totals	1,923.09	3.00	100.00%

Figure 1 Existing Land Use



Note: Land use values and percentages are general and subject to inaccuracies of the base map used in this comprehensive plan. Base map created using ArcGIS and using data for the Iowa GIS Data Repository, and based on 2018 Scott County Parcel information, source.

MAP 2 City of Walcott, Iowa Existing Land Use



Geographic Sources:

Roads - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2017), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 Existing Land Use - City of Walcott, Bi-State Regional Commission (2017)

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

LEGEND			
	Low Density Residential		Heavy Industrial
	High Density Residential		Institutional
	Commercial		Agricultural/Open Space
	Industrial		Recreational
			County Boundaries
			Corporate Limits
			Parcels
			Interstate Highways
			Other Roadways
			Railroads



Map prepared by:



Residential. Residential development represents a dominant land use within the City of Walcott. Chapter 5 provides existing housing data from the Census related to age of structures, density, and housing prices. The main residential area is located south of Walcott Road. Low-density residential uses (primarily single-family homes) dominate the historical center of town, and have steadily expanded on the fringe of this area in the late 1990s and early 2000s. High-density residential uses (including multiple-family structures and mobile home parks) are less prominent, being confined to the mobile home park south of Walcott Road, and two multiple-family dwelling areas west of Wescott Park, and a few other parcels within the center of the city. The remaining residential uses in the community are primarily on the periphery of the jurisdiction and are suburban agricultural residences. These are considered low-density residential land uses. The total residentially used land incorporates 224.27 acres or 11.7% of the land in the city.

Commercial. Commercial uses include a wide variety of activities. These range from conventional retail shops and consumer services to heavy commercial and warehouse-oriented activities in the outlying areas. The commercial uses identified at the interchange of Interstate 80 and County Road Y-40 are primarily oriented to highway traffic. The interstate interchange has had a significant impact on the development patterns in the city. Commercial uses near the interchange serve the trucking industry, the traveling public, and other businesses oriented to interstate travel. The commercial area along Walcott Road includes some uses oriented to the traffic along that highway. The commercial areas in the center of town, and along Main Street, include retail shops, service establishments, and some heavy commercial uses. Commercially-used land makes up 9.5% of the city or 181.78 acres.

Industrial. There are several areas occupied by industrial uses, including an assembling facility involved in the production of wheels for agricultural, industrial, and construction equipment. There is also an industrial area at the southeast corner of Main Street and Walcott Road. Industrial areas generally follow along the north side of the railroad and provide for transportation related business. In total, industrial land makes up 5.9% of the city or 114.15 acres.

Recreational. Small recreational areas are dispersed throughout the city, with the two largest parks located in the central portion of the city. Programs and facilities are discussed further in this plan. Parks and recreational areas occupy 0.5% of the city's land. However, with school property accessible to the general public for recreation, this brings the percentage of recreationally-used land in the city up by 12.2 acres, bringing it to 1.1%.

Institutional. Government buildings, public works facilities, schools, churches, etc. are not distinguished on the zoning derived land use map. These uses are dispersed throughout the city with the largest parcels being the wastewater treatment plant and the public school building. There are 90.07 acres in institutional use, which is 4.7% of the city.

Agricultural or Open Space. Agricultural and open space uses account for approximately 67.76% of Walcott's total land. This category includes vacant property, undeveloped or farmed land, and farm residences. Of the total acres within the city, 1,303.17 acres are classified under these types of land use. This indicates Walcott has growth potential within its existing corporate limits.

Proposed Future Uses

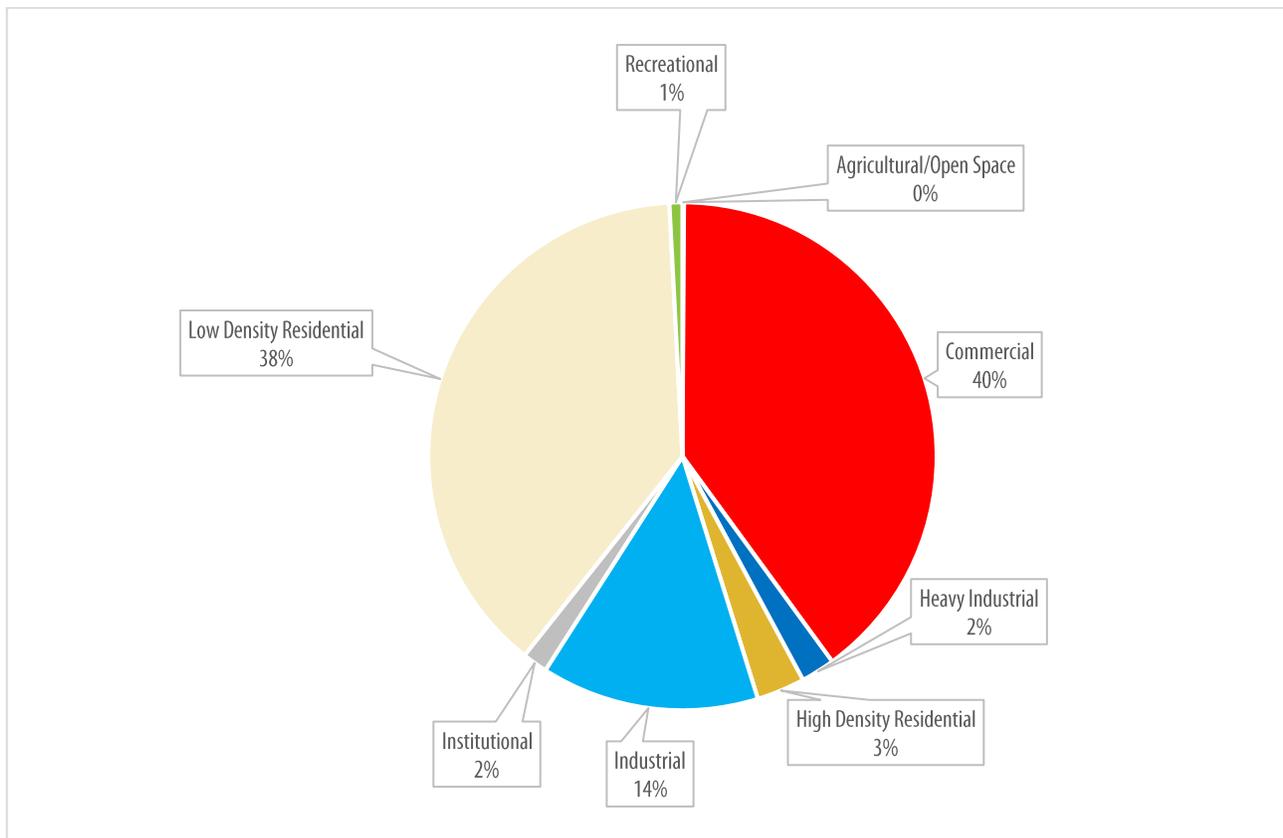
In preparing for a community's future, there must be anchors that encourage people to stay. Successful ways to encourage long-term residency are to encourage small businesses, home ownership, and involvement in local clubs/associations that promote civic leadership. Using the input from the visioning workshop and prior community participation opportunities, proposed future land uses have been determined for Walcott for the next 15 to 20 years. Where future development is placed will have an impact on community services, such as providing roads, water, wastewater, and waste disposal services. Future development decisions will impact how effectively the city can provide these services based on their location and the value the development provides to support those services. Optimizing development near existing facilities and services can help the city sustain itself over time.

The proposed land area amounts to 9.11 square miles compared to 3.00 square miles of the existing community. Figure 2 and Map 3 illustrate the proposed land uses and the land area within the future-planning boundary.

Figure 2 Future Land Use

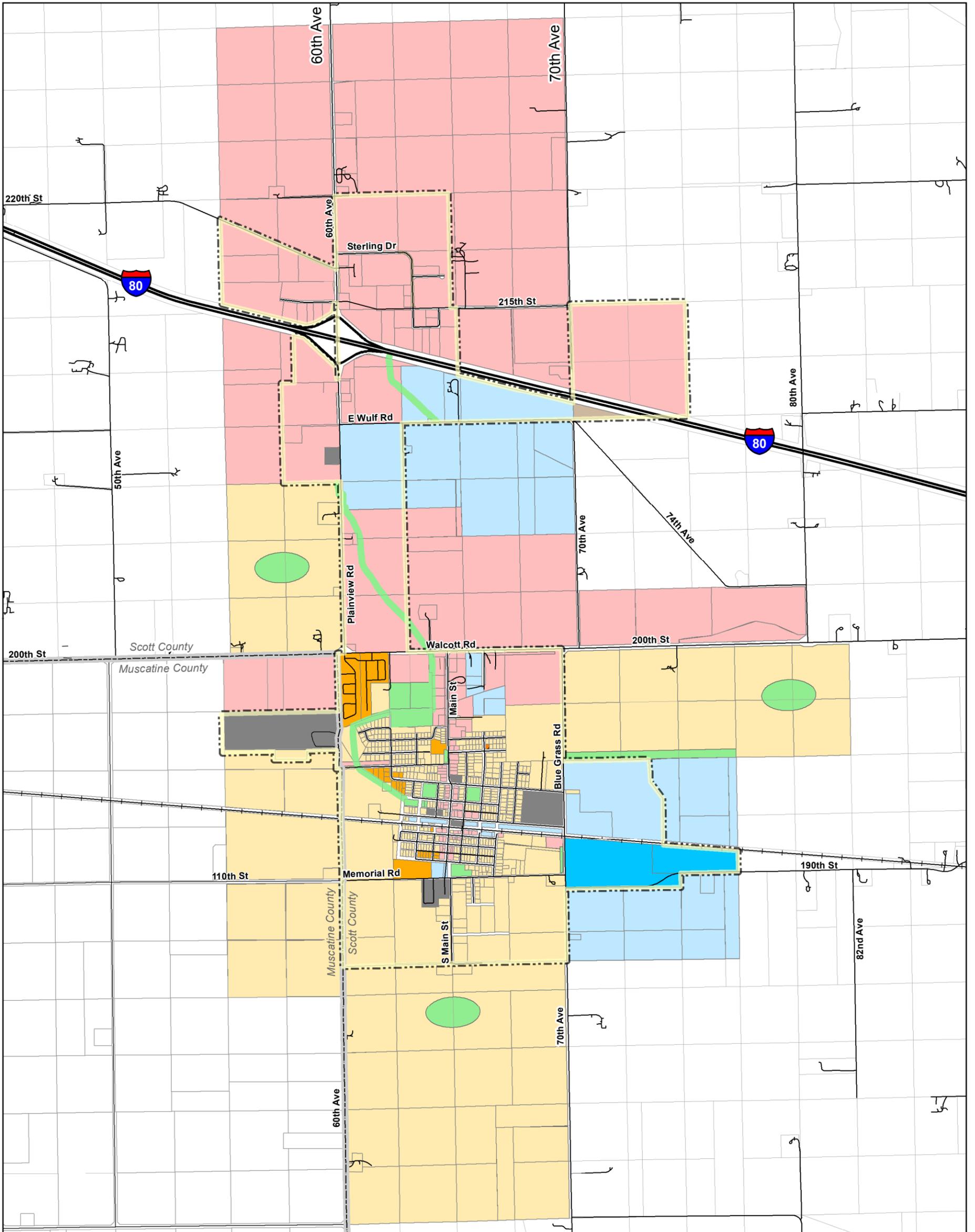
Land Use	Acreage	Square Mileage	Percentage
Agricultural/Open Space	5.75	0.01	0.10%
Commercial	2,325.74	3.63	39.87%
Heavy Industrial	126.46	0.20	2.17%
High Density Residential	179.04	0.28	3.07%
Industrial	808.59	1.26	13.86%
Institutional	93.80	0.15	1.61%
Low Density Residential	2,245.82	3.51	38.50%
Recreational	48.12	0.08	0.82%
Totals	5,833.32	9.11	100.00%

Figure 3 Future Land Use



Note: Land use values and percentages are general and subject to inaccuracies of the base map used in this Comprehensive Plan. Base map created using ArcGIS and using data for the Iowa GIS Data Repository.

MAP 3 City of Walcott, Iowa Future Land Use



Geographic Sources:

Roads - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2017), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 Future Land Use - City of Walcott, Bi-State Regional Commission (2017)

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LEGEND			
	Low Density Residential		Heavy Industrial
	High Density Residential		Institutional
	Commercial		Agricultural/Open Space
	Industrial		Recreational
			Proposed Park
			County Boundaries
			Corporate Limits
			Parcels
			Interstate Highways
			Other Roadways
			Railroads

0 0.125 0.25 0.5 0.75 1 Miles



Map prepared by:



July 2018

Residential. Residential development will remain a dominant land use within the city. Low-density residential development will comprise 2,245.82 acres or approximately 38.50% of the future community. In the community visioning workshop, residents expressed interest in providing housing for young families or starter homes, and for those aging and downsizing their living space. Small scale zero-lot line condominium, townhouse, or villa types of residences were of interest. Single-family residential development is a preference by citizens. The Iowa Smart Planning Principles (Iowa Code 2010 Chapter 18 B.1 and B.2) encourage housing diversity to support a wider choice of dwellings and to address different stages of life. This helps with resident retention and for attracting new residents. This is usually achieved by providing a variety of lot sizes and an allowance for a variety of building forms.

The city envisions residential development to fill in much of the existing corporate limits south of Walcott Road. New single-family development will also occur in a proposed area of annexation west of Blue Grass Road and south of the railroad tracks. Service areas are shown on the water and wastewater system maps in subsequent sections. High-density residential development will continue to be interspersed in the community both north and south of Cedar Lane Drive and east of Bridge Lane. It will account for 179.04 acres or 3.07% of the proposed land area. The majority of this high-density residential development is projected to be in the form of apartments, townhomes, duplexes or retirement townhomes, and assisted living facilities.

Commercial. Commercial development will account for much of the new development in the city. Much of the area immediately north and south of Walcott Road and along the interstate is proposed commercial. Commercial development will comprise 2,325.74 acres or 39.87% of the proposed land area.

The city will pursue commercial development and services to continue to strengthen the community tax base and build on the successes of the travel oriented businesses in the northern portions of the community. In the town meeting, residents expressed interest in a local cafe, hardware store, pharmacy, and niche grocery store with specialty options. There was also interest in additional service, recreation and

entertainment types of business, such as drycleaners, exercise studio, and health clinic or facility. These types of small business commercial development would strengthen efforts to maintain long-term residency in the community by providing locally-owned and operated products and services within the city.

Industrial. In the next 20 years, there is interest in further developing Walcott's industrial areas, creating more jobs for those living in the community or within the region. Within the future-planning boundary of Walcott, industrial development will account for 935.05 acres or 16.03% of the land area. The proposed industrial uses are expected to expand in the southeast quadrant of the Interstate 80 Interchange and in the areas around G & R Integration Service and Ossian, Inc.

Industrial operations that present a clean, attractive appearance are preferred. Industrial development will be important for a solid, diversified economy in order to support and provide for community infrastructure and services.

Institutional. Institutional land, as previously noted, includes public and semi-public buildings and/or facilities. In the future, institutional land is expected to account for 93.80 acres or 1.61% of the community. Future public facilities and services are discussed further in subsequent sections of this plan.

Recreation and Open Space. In the existing land use of Walcott, recreation and open space accounted for 9.65 acres. In the future, it is expected to amount to 48.12 acres. Again, it should be noted that school property adds 12.2 acres of recreational area to the city. The city does not propose, at this time, specific locations for neighborhood parks but conceptually placed areas on the future land use map where parks may serve that area of the city. The size and specific location would be determined when development occurs in that vicinity. As the number of homes increase, the city will work to identify appropriate park locations to serve the recreation needs of the developing residential area.

Agricultural/Open Space and Unincorporated Land. To preserve farmland within Scott County, development is encouraged to occur within city limits where public

infrastructure and services are readily available. Walcott recognizes the importance of farmland and its role in the economy. It has identified less than the 2-mile extraterritorial boundary as its future service area to encourage development in and near Walcott for the preservation of farmland elsewhere in the county. Land classified on the future land use map as agricultural and open space amounts to 5.75 acres, or 0.10% of land use.

In decisions on proposed future land use in the city of Walcott, community leaders should review the plan goals and objectives as part of the decision-making process, and consider the Iowa Smart Planning Principles for employment and housing diversity, clean energy, community character, natural resource and agricultural protection where appropriate, transportation choices, and sustainable design and resiliency.



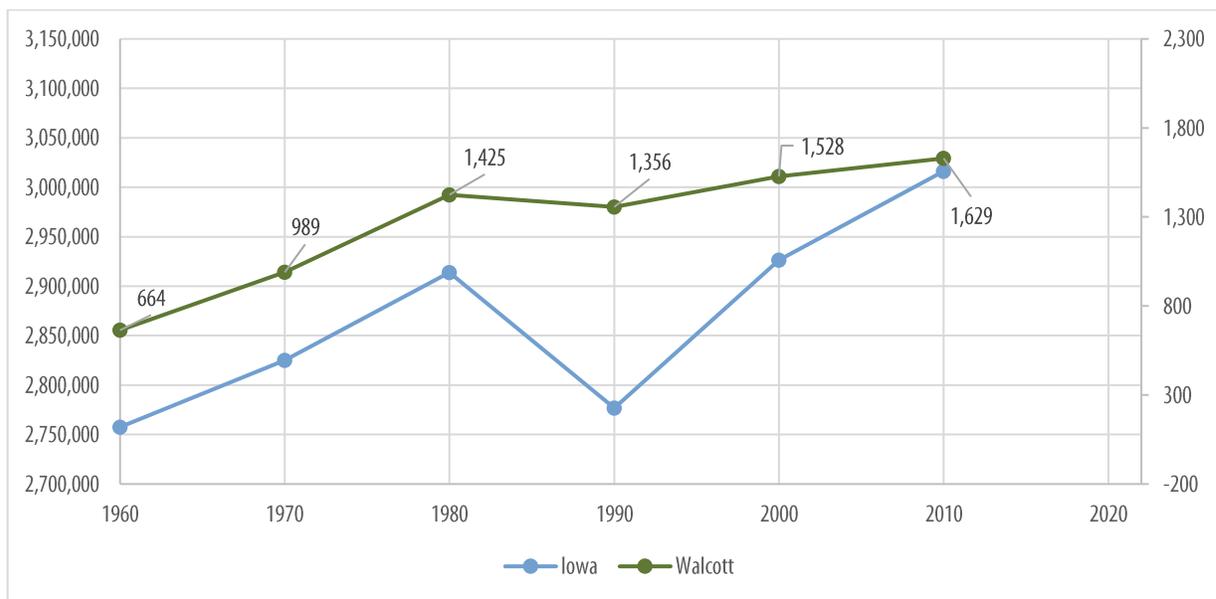
Chapter 5 Demographic Profile

This demographic profile contains population, employment, income, economic, educational, housing, and commuting statistics for Walcott, Iowa. The U.S. Census Bureau is the primary source of this data. Other economic data was gathered from the U.S. Bureau of Labor Statistics, the Iowa Department of Revenue and Finance, and the Iowa State University Extension’s Retail Trade Analysis Program. The appendix contains demographic tables with detailed information on the City of Walcott.

Historical Population

Walcott experienced steady growth from 1920 to 1980. Like many communities in the region, Walcott experienced a population decrease in the 1980s and early 1990s as a result of the farm crisis and related manufacturing job losses. In 2010, the population had rebounded to reach a peak population count of 1,629, which is a 20.1% increase since 1990 where a slight drop in population was recorded. In roughly 30 years, the population change has been relatively stationary.

Figure 4 Population Trends for Walcott and the State of Iowa



Source: US Decennial Census 1960, 1970, 1980, 1990, 2000, 2010; ACS 5-Year Estimates 2011-2016.

The number of households in Walcott has increased slightly from 623 total households in 2000 to 694 households in 2010, and the number of families have increased during the same time period from 438 to 456. A family is defined by the United States Census Bureau for statistical purposes as "a group of two people or more (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people (including related subfamily members) are considered as members of one family." The average family size has decreased as well from an average size of 2.94 in 2000 to an average size of 2.86 in 2010. The population of Walcott is aging, as seen in the rise

in median age from 32.8 years old in 1990, to 35.8 years old in 2000, and currently to 40.3 as of 2010. The largest age group in the city consists of 40 to 44 year-olds, with 9.9% of the population in 2010.

Projections

For planning purposes, population estimates were derived using three methods. With the first method, the percentage of Scott County residents living in Walcott (i.e. 1.0%) was applied to the Woods & Poole projections for the county. Based upon this percentage, it is estimated that the 2025 and 2045 populations in Walcott will reach 1,744 and 1,804



respectively, assuming Walcott grows at the same rate as Scott County as a whole.

The second method was calculated by performing a regression analysis using population figures from the past six Decennial Censuses, as well as the most recent ACS 5-Year estimates for population. This analysis assumes the population will continue to increase at a pace similar to the growth rate seen in the years 1960 - 2010, and anticipates a population of 1,869 for the City of Walcott in 2025, and a population of 2,146 in 2045. See Table 2 for the populations of Walcott and Scott County projected until 2045.

Under the third scenario, a maximum build out scenario for a population ceiling was derived with a land use methodology. Based on the total acres encompassed by the

current city boundary in the existing land use map (Map 2), there is 224.27 acres assigned to low and high-density residential land use, and with a population of 1,629, this puts Walcott at an average of 6.47 people per residential acreage. The future land use map (Map 3) projects there to be 2,425 acres of both low and high-density residential space. This scenario for maximum build out would represent a population of 15,700. This is assuming that all the land area is buildable, and the future population density reflects the current situation. As a scenario exercise, it provides a perspective on what might be the maximum potential for population growth based on today's land development conditions.

Table 2 Population Projections for Walcott and Scott County

	2010	2015	2020	2025	2030	2035	2040	2045
City of Walcott – Trend*	1,629	1,731	1,800	1,869	1,939	2,008	2,077	2,146
City of Walcott – Woods**	1,629	1,692	1,716	1,744	1,769	1,788	1,799	1,804
Scott County – Woods***	165,747	172,170	174,622	177,428	180,011	181,908	183,016	183,512

* Trend Line Analysis: Standard error +/- 126.5; 1960-2010 Census population

** Rate of Change proportionate to Scott County based on Woods & Poole Projections (Walcott is 1.0% of Scott Co.)

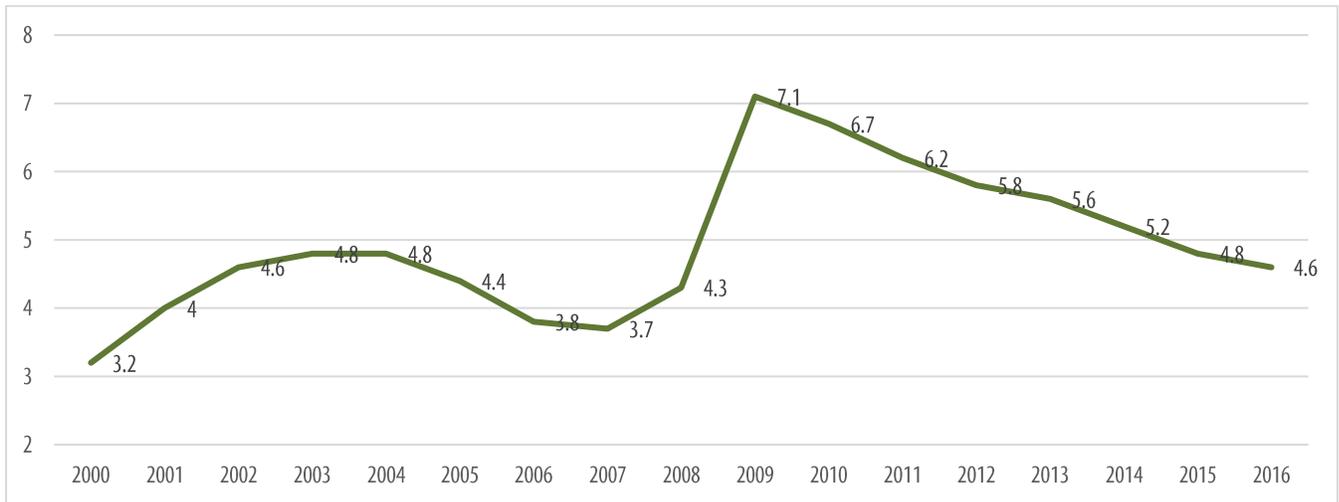
*** Woods & Poole Economics, Inc. 2002



Employment

The number of Walcott residents in the labor force grew from 696 in 1990 to 841 in 2000, and then decreased slightly to 833 in 2010. Unemployment rates for Scott County have fluctuated since 2000, ranging from a high of 7.1% in 2008 and a low of 3.2% in 2000. As of 2016, unemployment has decreased to 4.6%, which is lower than the national unemployment of 4.9% for that year.

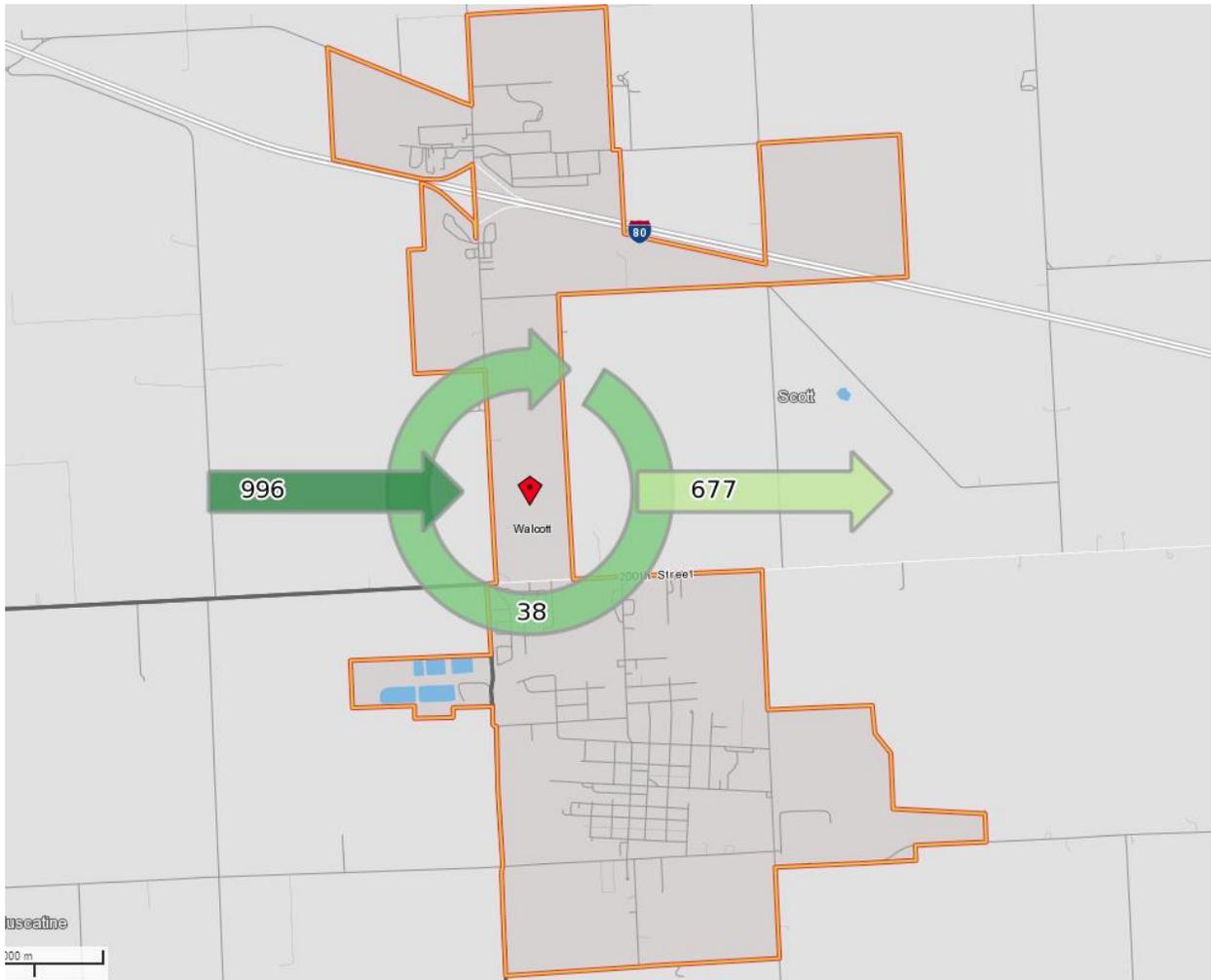
Figure 5 Scott County, IA Unemployment Rates



Source: Bureau of Labor Statistics, Local Area Unemployment Statistics,

According to the Census Bureau’s Longitudinal Employer-Household Dynamics commuter data, there are 38 residents of Walcott who both live and work in Walcott. The vast majority of individuals (96.3% or 996 people) live outside of Walcott but are employed in the city. The top employer in the vicinity is Iowa 80 Group Inc. which employs 150 individuals, followed by the Travel Centers of America which employs 124 people. These firms provide a variety of travel services at the Interstate 80 interchange and North Plainview Road. For a full inventory of top employers refer to Table 3.

Figure 6 Walcott Commuter Data, Inflow and Outflow, 2015



Commuter Data, Inflow/Outflow, 2015	Count	Share
Employed in the Selection Area	1,034	100.0%
Employed and Living in the Selection Area	38	3.7%
Employed in the Selection Area but Living Outside	996	96.3%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2015).



Table 3 Walcott Top Ten Employers

Rank	Company Name	Employees	Sales
1	Iowa 80 Group Inc	150	\$0
2	Travel Centers Of America	124	\$140,422,000
3	CAT Scale Co	100	\$0
4	Checkered Flag	80	\$3,609,000
5	Walcott School	80	\$0
6	Mc Donald's	50	\$2,256,000
7	Wendy's	48	\$2,166,000
8	Truckomat Corp	47	\$2,135,000
9	Cheyenne Camping Ctr Co	40	\$24,541,000
10	Gramma's Kitchen	40	\$1,805,000

Source Infogroup November 2017.

Income

According to 2010 ACS estimates, the median household income for Walcott was \$56,713. In 2010, Walcott had 149 households supported by retirement income and a mean retirement income of \$ 19,415. As of 2016, the median household income is \$46,613, and the per capita income is \$29,545.

Economy

According to the Iowa State University Extension's Retail Trade Analysis Program, Walcott had a "pull factor" of 2.39 in 2000, which is a figure that measures a community's effectiveness at drawing consumers from outside its borders into the community. A pull factor of 1.0 indicates a community is meeting 100% of its retail needs. As of FY '16, Walcott had a pull factor of 3.06, which means it is drawing in a consumer base that is over triple its population. Much of the strong retail and the high pull factor Walcott has experienced in the past decade can be attributed to Walcott's Interstate 80 interchange, which is home to a large truck stop.

The number of retail firms in Walcott has fluctuated in the past, ranging from a low of 69 firms in 1990, to a high in 1994 and 1996 of 82 firms, and then stabilizing to 76 firms in the year 2000. As of FY16, there are 79 retail firms in Walcott, and per capita retail sales have risen from \$34.41 million in 2000 to \$59.37 million in 2016. The population of Walcott was approximately 0.8% of the population of Scott

County in 2016, while Walcott generated 2.2% of the entire county's retail sales for that same year.

Education

Walcott is located in the Davenport Community School District. Two schools, located in one building, are within Walcott: Walcott Elementary School, serving kindergarten through fifth grade, and Walcott Intermediate School, serving sixth grade through eighth grade. In the 2001-2002 school year, Walcott Elementary and Intermediate School had 658 students, whereas the current 2017-2018 school year has 593 students. The elementary and intermediate school serves Walcott children while the intermediate school draws students from Walcott, Blue Grass, and Buffalo. Most high school students attend West High School in Davenport, with an enrollment of 1,715. Total enrollment in the Davenport School District was 15,642 for the 2017-2018 school year.

As of 2016, amongst Walcott residents age 25 and older, 92.3% have at least a high school diploma. Nearly a quarter of this population (24.2%) has at least a bachelor's degree, 7.7% have attained their associate's degree, and 9.6% have attained a graduate or professional degree. According to the 2016 Quad Cities Laborshed Analysis, 4.3% of the laborshed area has vocational training and 5.4% is trade certified.

Though Walcott does not have institutions of higher education within the city, there are many colleges and universities within a short commute (under 25 miles),



including: Augustana College, Black Hawk College, Palmer College of Chiropractic, the Quad-Cities Graduate Study Center, St. Ambrose University, Scott Community College, and the Western Illinois University Quad Cities Campus. Additionally, the University of Iowa in Iowa City, Iowa is 43 miles from Walcott.

Housing

As of 2010, Walcott had 806 housing units, 86.1% of which were occupied at the time. A majority of these structures are owner occupied (78.2%).

Between 1990 and 2000, Walcott saw the housing stock increase 19.3%, from 540 housing units to 644. Housing units would increase again from 644 to 724 total units in 2010. Persons per unit for all owner occupied units has trended downward as well, decreasing from 2.66 persons per unit in 1990 to 2.58 persons per unit in 2000. Renter occupied units saw a decrease in persons per unit as well, with 2.25 persons per unit in 1990, and then 1.99 persons per unit in 2000.

Natural/Cultural Resources

Natural Resources. The City of Walcott is located along the Scott County and Muscatine County border, spanning four townships. The bulk of Walcott, including its central business district, is located in Sections 5, 6, 7, and 8 of Blue Grass Township, T-78-N R-2-E, Scott County, Iowa. A narrow strip of land stretches north of Blue Grass Township into Sections 25 and 36 of Hickory Grove Township, T-29-N R-2-E, Scott County, encompassing Interstate 80 and corresponding interstate-related businesses. Portions of this commercial area also spill into Sections 30 and 31 of Cleona Township, T-79-N R-1-E, Scott County. A very small section of land, located northwest of Walcott's downtown, reaches into Section 1 of Fulton Township, T-78-N R-1-E, Muscatine County. Topography of the city ranges from approximately 720 feet above sea level to 780 feet above sea level, with the higher elevations in the northern portion of the city. Detailed topography can be found on the U.S. Geological Survey Walcott, Iowa Quadrangle 7.5 Minute Series, 1991.

Walcott is located in the Muscatine-Tama-Garwin soil association, which consists of nearly level to gently sloping soils on broad upland ridgetops to gently sloping to

moderately steep soils on side slopes. This soil is formed in loess, and drainage is somewhat poor. This soil is well suited for growing corn and soybeans and other similar row crops. Controlling water erosion and maintaining soil fertility are primary concerns with this association.

Cultural Resources. Throughout its history, Walcott has been defined by its strong ethnic roots and dedication to the greater community, and economically linked to farming and transportation services. Walcott was platted in 1854, and grew quickly as a stop along the first passenger train route west of the Mississippi River. The town was named after William Walcott, a director of the Chicago and Rock Island Railroad, when he donated money to build a school for the town in 1855.

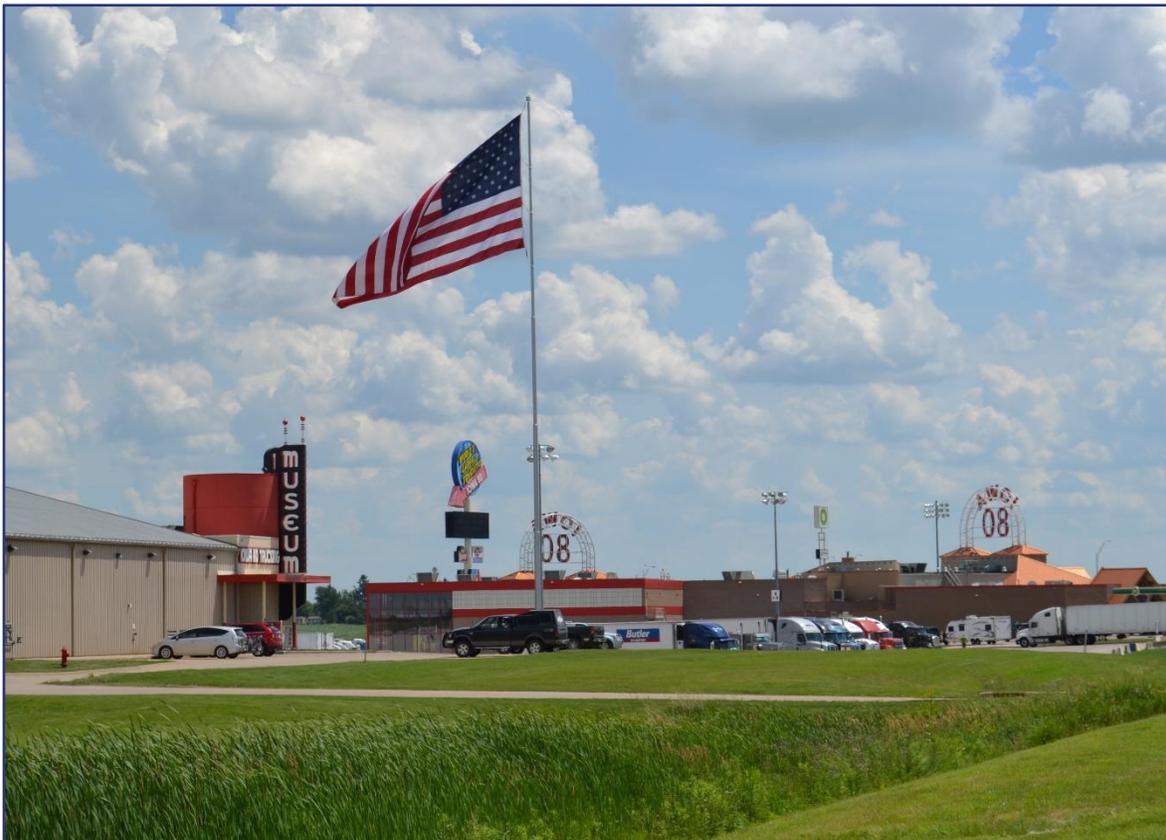
The rich farm soils and inexpensive land enticed many immigrants to settle in Walcott throughout the remainder of the 1800s. A majority of these families were from the Schleswig-Holstein area of Germany. In the early 1900s, German families owned approximately 90% of the farmland in Scott County. Walcott's link to the heritage of its residents can be seen even today through Walcott's American Schleswig-Holstein Heritage Society, as well as participating in the Sister City Program with Bredenbeck, Germany, located in the same Schleswig-Holstein region.

Though primarily a farming community, the community was said to be the richest town in America in 1911, as classified by its bank deposits for its population of 300, according to Dunn & Co. in the Bankers' Journal of New York.

Growth has continued through the 1900s, with much land being annexed into Walcott. In the early 1990s, the Iowa 80 Truckstop became part of the City of Walcott. This truck stop has several restaurants, laundry facilities, a barber, a dentist, a movie theater, and a "Truckers Warehouse Store" that is so large it has its own catalog. Each year since 1979, the truck stop hosts the "Walcott Truckers Jamboree" to celebrate America's truckers. In 2018, the event drew 42,000 people, who enjoyed the weekend celebration of food, music, games, and exhibits. On the same property is the Iowa 80 Truckers Museum, which features antique, restored trucks, and includes historical information about the truck stop and trucking industry.

With a city motto “Hearts and Hands Working Together,” it is no surprise that there are many active volunteer organizations in Walcott. There are organizations for residents of all ages, ranging from Girl Scouts, Boy Scouts, 4H Club, American Legion Post #548, American Legion Auxiliary, Lambda Phi Sorority, Nu Zeta Sorority, Lions Club,

Walcott Women, the Walcott Athletic Board, Hearts & Hands Foundation, Walcott Chamber of Commerce, and Walcott Community Club. Additionally, Walcott Day is a volunteer-driven celebration that occurs every year. These types of organizations strengthen citizen ties to the community and civic leadership.



Chapter 6 Infrastructure and Services

Important roles of city government are to oversee public infrastructure development and maintenance, and to provide services, each respectively to address human health and safety. A city's economy relies on infrastructure to serve fundamental needs to conduct business, and allow for growth. This chapter will review existing facilities and services provided by the City of Walcott, and note private utilities that serve the community. Sections of this chapter will address transportation, water supply and distribution, wastewater treatment and collection, stormwater management, parks and recreation, other public and private facilities and services, energy utilities and telecommunications. An important aspect of providing for these facilities and services is how the community budgets and funds their development and maintenance, or works with private sector to establish service delivery for residents and businesses. An overview of community funding is noted. The chapter ends with a discussion of the importance of working with other governmental entities to fulfill roles and responsibilities for Walcott's infrastructure and services. All of these play into the city's image as a small town with a focus on its quality of life.

Transportation System

Existing System

Transportation is an important component of a community for the movement of people and goods. For a community of its size, Walcott is located geographically to take advantage of a number of transportation modes, such as roadways, rail, and air service. The existing highway commercial development of the Interstate 80 Interchange area is a prime example of this. The city will continue to use this regional transportation system for future growth and development. The existing system is further described and is followed by a description of future plans and needs. (See Map 4)

Highways/Roads. Walcott has access to both federal and state roadway routes. Interstate 80 is located in the northern part of Walcott and runs parallel with Walcott Road. Walcott Road is a two-lane concrete paved roadway with a rural cross section. As of 2014, it carries an average daily traffic of 2,530 to 4,100 vehicles. It is functionally

classified as a Municipal Arterial. This east-west corridor intersects with Y-40 (70th Avenue), which is a two-lane asphalt roadway and functionally classified as a Municipal Arterial. This county highway connects the central portion of Walcott to the Interstate 80 Interchange area. As of 2014, Interstate 80 at Y-40 carries 36,500 to 35,100 vehicles per day. Between Interstate 80 and Walcott Road, Y-40 carries 2,440 to 5,600 vehicles per day. Y-40 also follows the eastern border of Walcott with a traffic count of 1,650 to 2,050. In the downtown area, Main Street carries 1,780 vehicles per day. Henry Street carries 270 vehicles per day.

Map 4 outlines the transportation system within Walcott including 2014 average daily traffic counts and current road conditions as defined by the Iowa Department of Transportation. All federally-functionally classified roadways are eligible for federal funds. Within Walcott, these roads would include Interstate 80, Plainview Road south to the intersection of Walcott Road, Walcott Road/200th Street east of Plainview Road and Blue Grass Road. The federal classification system differs from the local classification of roadways, noted below.

The relationship between streets and land use and the community is dependent upon the function that the roadway plays for the different uses. The following list indicates Walcott's classification of streets according to their function:

Expressway System Street. Provides efficient movement of large volumes of traffic between areas and/or around, across, or through a city or urban area and has some degree of access control.

Municipal Arterial Street. Provides continuity with the expressway system and the municipal collector system.

Municipal Arterial Collector Street. Provides a link between residential streets and arterial streets.

Municipal Feeder Street. Facilitates collecting traffic from residential streets to the arterial system.

Local Residential Street. Has the sole function of providing access to immediately adjacent land.



The arrangement and configuration of the residential streets is not as critical to overall community development and, therefore, it is not necessary to prescribe their location other than alignment with existing neighborhood streets. In addition, the city should allow flexibility in the design of neighborhoods to encourage aesthetic design.

Table 4 indicates construction standards for each of these roadway classifications. Since each is intended to serve a certain range of type and capacity of traffic, standards must reflect necessary widths, grades, and materials. It is recommended that all streets be concrete to keep long-term maintenance costs low. But at a minimum, arterials and truck routes should be concrete because of the volume of traffic they carry.

Table 4 Roadway Construction Standards

Type of Roadway	R.O.W.	Width Curb to Curb	Minimum Crown	Pavement
Expressway	150'	12' per lane	6"	Rigid
Municipal Arterial	80'	44'	6"	Rigid
Municipal Collector	60'	38'	6"	Rigid
Municipal Feeder	60'	33'	6"	Rigid
Residential	60'	33'	6"	Rigid
Industrial Roadways* (Includes On-Street Parking)	90'	48'		

*Industrial Roadways or Streets: Plainview Road and Walcott Road. All are within city limits.

The city participates in the Region 9 Transportation Planning Area that includes rural Scott County and all of Muscatine County. As part of this planning area, the city can compete for federal Surface Transportation Block Grant Program (STBG) funds on routes federally functionally classified by the Department of Transportation as a collector or greater. The city, in partnership with the Bi-State Regional Commission using Region 9 transportation planning funds, has conducted a traffic study in the past on Cedar Lane to determine the amount and speed of traffic. The study showed the majority of traffic was traveling near the speed limit. Studying traffic issues within the community can help support funding requests if needed.

Rail/Transit. Walcott is located along an active rail line owned by the Iowa Interstate Railroad (IAIS). IAIS connects Walcott to the Quad Cities and Iowa City and further to Omaha and Chicago. The site of the original town of Walcott was chosen because its location twelve miles from Davenport was the distance a steam engine could travel before taking on more water.

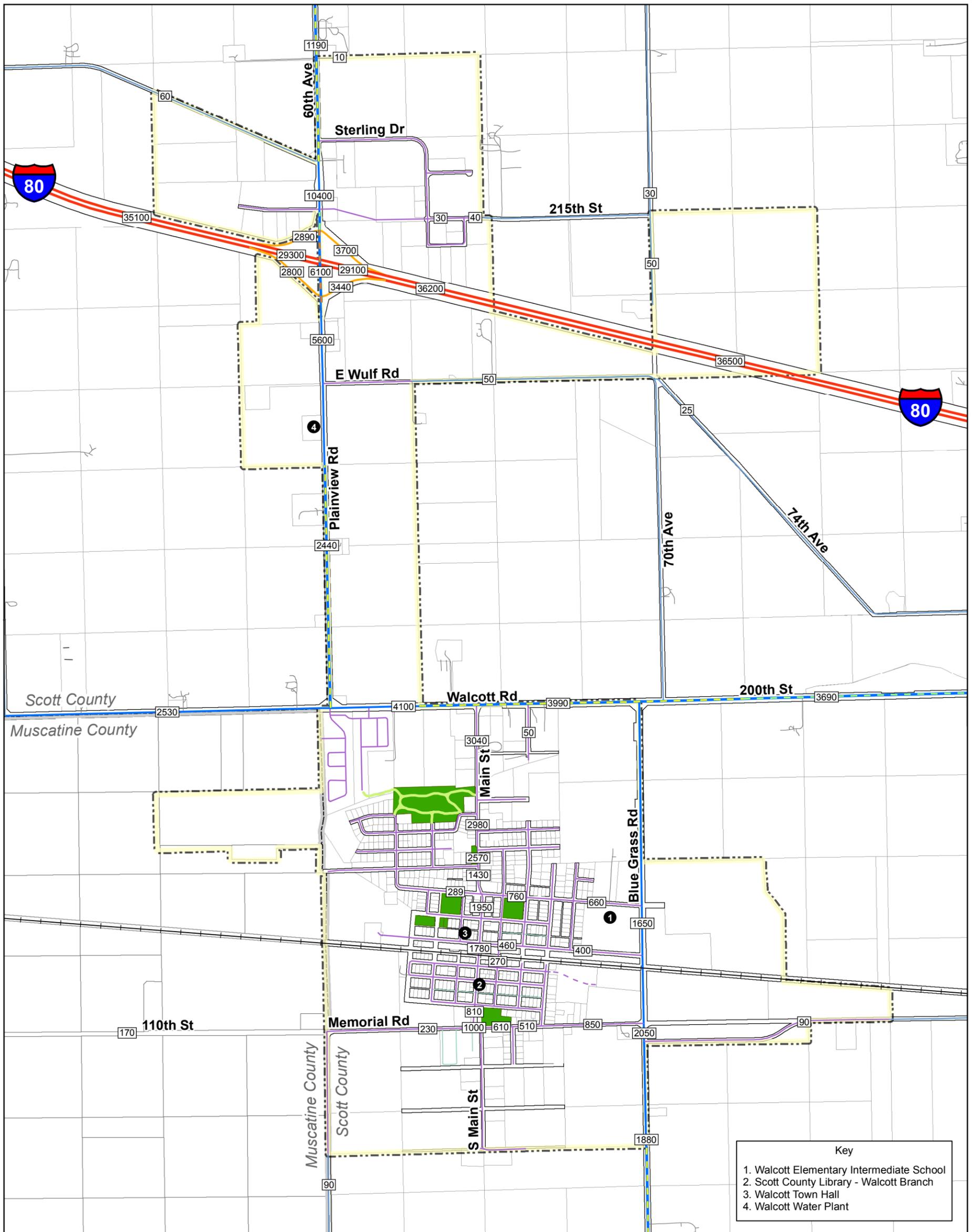
Based on 2017 Iowa Department of Transportation data, the railroad carries 6.91 million annual gross tons per mile.

There are from 0-5 average daily trains, based on U.S. Bureau of Transportation Statistics from the 2015 Bi-State Region Freight Plan. Spurs exist in the community for primarily industrial users.

For transit service, there is no fixed-route bus service within the community. River Bend Transit, a not-for-profit corporation, provides curb-to-curb paratransit service to specific clients within the transit systems service area. River Bend Transit acts as the regional transit provider for the counties of Cedar, Clinton, Muscatine, and Scott Counties. River Bend Transit uses contractual agreements with counties, municipalities, social service agencies, and other organizations to meet regional transit needs.

Air. Walcott has several air service options within the region. For commercial air service, residents and businesses can use the Quad City International Airport in Moline, Illinois. The Quad City International Airport is the regional airport for western Illinois and eastern Iowa. It provides 11 nonstop destinations across the United States. There are currently four carriers serving this facility.

MAP 4 City of Walcott, Iowa Transportation System



Key

1. Walcott Elementary Intermediate School
2. Scott County Library - Walcott Branch
3. Walcott Town Hall
4. Walcott Water Plant

Geographic Sources:
 Roads - Iowa DOT (2017), Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2017), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 AADT - Iowa DOT
 Surface Conditions - IPMP, Iowa State University

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

LEGEND		
Interstate	County Highway	Trails
Access Ramp	Local Road	Parks
Rural Road	Points of Interest	Corporate Limits
Alley/Service	Railroads	County Boundaries
Private		Parcels
Proposed Road		AADT

0 0.25 0.5 Miles



Map prepared by:



August 2018

For general aviation needs, there are airports located in Davenport and Muscatine. The Davenport Municipal Airport, a general aviation airport, is located in northern Davenport, Iowa providing basic transport with a full instrument landing system (ILS). The ILS runway is 6,066 ft. long with 5,500 ft. usable for landing. The secondary runway is 4,100 ft. Recently, the City of Davenport finished an analysis of the facility that recommended various airport improvements. This airport is excellent for business flights where companies own and operate their own airplanes. The Muscatine Airport is considered a Level II airport by the Iowa Department of Transportation and, therefore, it has national regional significance.

Bicycle/Pedestrian Facilities. Within Scott County, there are some existing bicycle trails. The national American Discovery Trail (ADT) is planned to follow the Mississippi River and then connect to the existing Hoover Nature Trail in Muscatine County. The ADT along the river is also part of the proposed Mississippi River Trail. Prairie View Park and Heritage Trail located near the intersection of N. Main Street and W. Parkview Drive includes a pedestrian and bicycle trail. Pedestrian travel throughout the city is either on sidewalks or on local roads.

Proposed System

As noted above, transportation is an important part of a community for the movement of people and goods. As part of Region 9, Walcott participates in the Region 9 Long Range Transportation Plan (LRTP), a 25-year plan and in the 3-year Transportation Improvement Program (TIP). Additionally, local transportation projects, may be part of a city Capital Improvement Program (CIP) where transportation priorities are identified by location, project description, and year of implementation.

Highways/Roads. The Region 9 LRTP notes that statewide passenger and freight traffic along Interstate 80 is expected to continue to increase and capacity issues are expected to be addressed. The U.S. Department of Transportation projects that freight transportation will double within 20 years. Walcott is poised with its accessibility to rail and highways to capitalize on this trend. The Iowa Department of Transportation anticipates expanding the capacity of Interstate 80 from four to six-lanes in, and a study and

environmental/land analysis is underway in 2018 to shape future plans.

Within the community, improvements made to Walcott Road and Y-40 should carry traffic for many years. Routine maintenance will sustain these corridors. The majority of planned roadways for the community will occur south of Walcott Road to accommodate residential growth within the city. Residential streets will develop as housing additions are implemented and will follow guidelines as noted in the street classification information presented earlier. Attention should be given to connectivity and access, particularly for arterial and collector streets.

Recently, the city paved Memorial Road, West Bryant, and Otis Streets. The city plans to pave East Bryant and Lincoln Streets. These projects can also offer the opportunity to extend water service. A regular maintenance program will aid in preserving the existing streets.

Bryant Street is planned for right-of-way preservation as development occurs. The planning process identified the need to connect road corridors to facilitate a grid network when possible and facilitate access to Y40.

Criteria that can be used to address and prioritize future street improvements include the following:

- **Accessibility.** Driveway access to public streets should be carefully designed and considered for proximity to intersections and other driveways, for traffic volume, and for safety and conflicts with pedestrians or bicycles due to sidewalks. These specifications should be reflected in city ordinances or development codes.
- **Safety.** Number of accidents, accident severity and accident rates may be used to evaluate need for improvements. Separating heavy-duty truck traffic from residential traffic may be accomplished using a truck route to further safety concerns.
- **Level of Service.** Traffic volume and volume to capacity on a roadway may be used to evaluate the need for street improvements. Traffic signals may be warranted under certain traffic flow conditions.



- **Surface Condition.** The condition of the pavement is another criteria that can be used to evaluate and prioritize street improvements.

Bicycle/Pedestrian Facilities. Trails are multi-purpose corridors located within greenways, parks and natural resource areas, or within roadway rights-of-way that emphasize harmony with the natural environment; allow relatively uninterrupted movement along a corridor; tie various parks, recreation areas, and communities together; and reduce potential conflicts with vehicular traffic. The proposed national American Discovery Trail, from California to Delaware, will cross through Scott and Muscatine Counties using the Hoover Nature Trail and the trails developed on the Mississippi Riverfront. A proposed Mississippi River Trail, which will be accessible to parks, other trails, and scenic overlooks of the Mississippi River, will travel south from Lake Itasca in Minnesota to the Gulf of Mexico, spanning the length of the Mississippi River shoreline.

There is a need to develop conceptual plans for connecting these trails within the county and providing access to cities like Walcott. From the public input meeting and public survey, residents expressed interest in developing trails within the city for walking, biking, and running. The first phase of the trail is complete. Main Street to the pedestrian foot bridge is done, and phase 2, which involves extending the trail further, is planned for development in the short term future. Intercity or regional connects will require further study to determine the feasibility and routes.

Regarding sidewalks, the city requires sidewalks to be installed in all new subdivisions and to connect to existing sidewalks. This requirement will continue in the future. The city has also developed a sidewalk program to incentivize repairs, wherein half of the cost will be paid by the city if residents apply for and participate in the program. This is subject to funding availability and approval by the council. An assessment of existing sidewalks would aid the community in supporting safe and connected routes to schools, parks and other city facilities. Consideration of a Complete Streets policy where all users are considered in street design will enhance the quality of life in the city.

Other Modes/Alternatives. Regionally, Walcott will continue to have excellent air service for passengers and cargo via the Quad City International Airport and general aviation access at the Davenport municipal airport. Freight transportation is expected to double in the next 20 years according to the U.S. Department of Transportation, which will affect over-the-road, rail, barge, and air freight transportation. Rail and truck carriers will see increased traffic to deliver consumer goods to retail and business establishments, which will mean an expanding role for the trucking and traveler services provided at the Interstate 80 Interchange.

Water System

Existing System

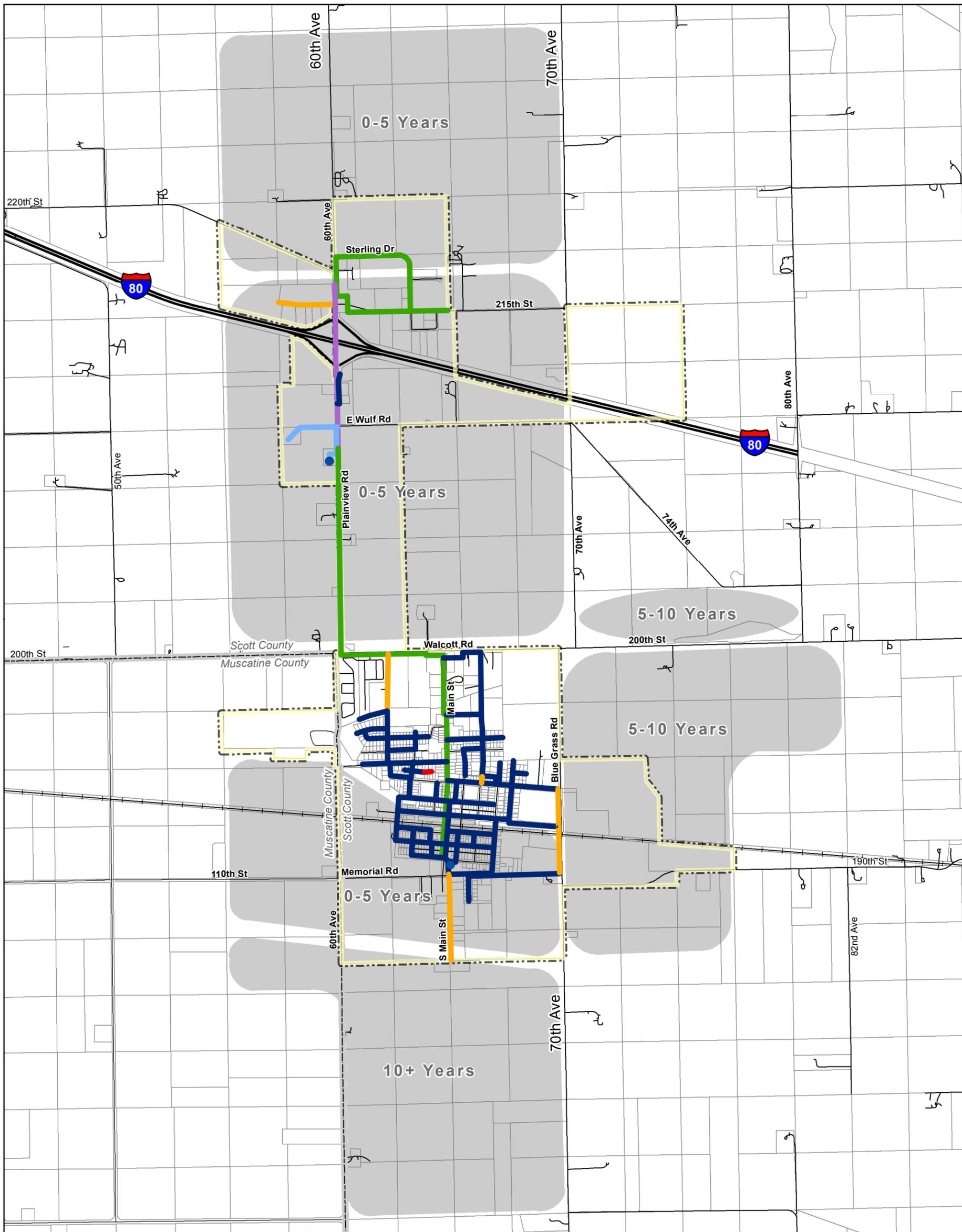
The City of Walcott owns and operates a municipal system for water distribution and treatment. Walcott has two water plants, the North Plant and the South Plant, although at this time the South Plant is not currently in operation. They are located at the Interstate 80 Interchange area and the intersection of Main and Flagg Streets, respectively. Walcott’s water plant, two new wells, and a 500,000-gallon spheroid water tower went online October 21, 1997 and serves the majority of the Iowa 80 Truckstop and surrounding businesses in addition to the residents of Walcott.

As of August 2018, there are 608 water accounts, with the majority being metered users. Customers are billed monthly. Currently, the monthly water rate is \$5.03 per 1,000 gallons, with a 1,400-gallon minimum.

Access to water mains, adequate treatment capacity, and sufficient water storage are important components to the development of Walcott. The distribution system should be maintained, older water mains should be replaced, and loop systems should be added to provide for better fire flows.

Improvements have been completed with the installation of 8-inch main along Y-40 between James Street and Memorial Road, and a 6-inch water main south of the South Water Tower. The city has been setting aside funds to pay for continued maintenance of both the North and South Water Towers.

MAP 5 City of Walcott, Iowa Water System



Geographic Sources:

Roads - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 Water System - City of Walcott, Bi-State Regional Commission (2018)

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

LEGEND		
● Water Tower	— Water Main 6"	- - - Corporate Limits
— Water Main 16"	— Water Main 2"	▭ County Boundary
— Water Main 12"	— Well Service Line	+ + + Railroads
— Water Main 8"	▭ Future Service Areas	— Other Roadways
		— Interstate Highways
		▭ Parcels

Miles

Map prepared by:

July 2018

Proposed System

In addition to these recent improvements, the city is likely to serve areas within the corporate boundaries as new subdivisions are developed and are required to hook up to city water. Community leaders in Walcott should review the plan goals and objectives as part of the decision-making process. Map 5 depicts both current water system infrastructure, as well as the proposed placement for future infrastructure as envisioned by Walcott's Planning and Zoning Commission. Most development is planned to occur within five years between the southern tip of the city boundary to the most northern tip, and straddle between 60th and 70th Avenue.

Wastewater System

Existing System

The City of Walcott has an Aero-Mod packaged, activated sludge, mechanical treatment plant with a 2,400,000 gallon per day design capacity. The collection system is made up of nearly 60,000 lineal feet of wastewater main including the Iowa 80 Truckstop and surrounding businesses.

As of August 2018, there are 608 wastewater accounts in Walcott. Customers are metered with their water system. Similar to the water system, customers are billed monthly. Currently, there is a \$10.00 base user fee, plus \$6.15 per 1,000 gallons used.

Proposed System

Recently, the existing sewage system has been televised comprehensively, and a multi-year wastewater main replacement and repair process is currently planned for the area. Decision-makers should review the plan goals and objectives as part of the process of upgrading and expanding the wastewater system. Map 6 depicts the current sanitary wastewater system and the future service area as envisioned by Walcott's Planning and Zoning Commission. The future service areas envisioned for sanitary wastewater coincide with the same areas envisioned for the water system.



Storm Water Management

The primary objectives of storm water management are to:

- Minimize water quality degradation
- Minimize downstream channel erosion and habitat loss
- Maintain natural base flows and groundwater recharge
- Prevent increases in downstream flooding
- Provide opportunities for multiple use of drainage
- Provide for an economical, safe, aesthetic, and socially-acceptable drainage within new developments

In the City of Walcott, storm water is handled by either drainage swales and ditches or curb and gutter systems. Currently, storm water detention/retention areas within the city are privately owned and located in the Interstate 80 Interchange area for specific site developments. The city has budgeted a study to examine drainage and the potential need for a city-owned detention/retention area in the northern part of the city near the Interstate 80 Interchange area and may in the future consider studying the remaining portions of the city.

Recreation Facilities/Programs

Existing Facilities/Programs

The existing recreational facilities in Walcott are shown on the existing land use map. The City of Walcott maintains five city parks: Prairie View Park (new recreation trail, pond, and gazebo), Victory Park (playground, ball diamond, restrooms, concession stand, and two shelters), Welcome Park (gazebo), Wescott Park (playground, ball diamond, restrooms, concession stand, batting cage, tennis courts, and two shelters), and Watertower Park (playground and soccer field). Additionally, there will be a new splash pad operational by spring 2019. The city has also received funding and is planning to add trees to Prairie View Park, and has enlisted the relationship with Trees Forever to accomplish this vision. A five-member Park Board is charged with the task of overseeing the municipal parks. The total open space and city park acreage is 17.5 acres and exceeds the national minimum standard of ten acres per 1,000 population. Facilities include four picnic shelters, two lighted ball diamonds, playground equipment, tennis courts, basketball hoops, and restrooms and concession facilities at Victory and Wescott Parks. The city also leases property at Watertower Park for a soccer field.

In addition to the city parks, the Walcott School provides two softball fields, a soccer field, volleyball and basketball facilities, a track, a playground and a football field. These are made available to Walcott residents through organized programs for softball and adult education.

For many years, the city has supported a summer youth program, which is provided by the Scott County YMCA. The program serves children age five through fourteen. Currently, there is a charge of \$70 per child for the program. As of 2018, the City of Walcott pays 65% of the cost of this program from its general fund.

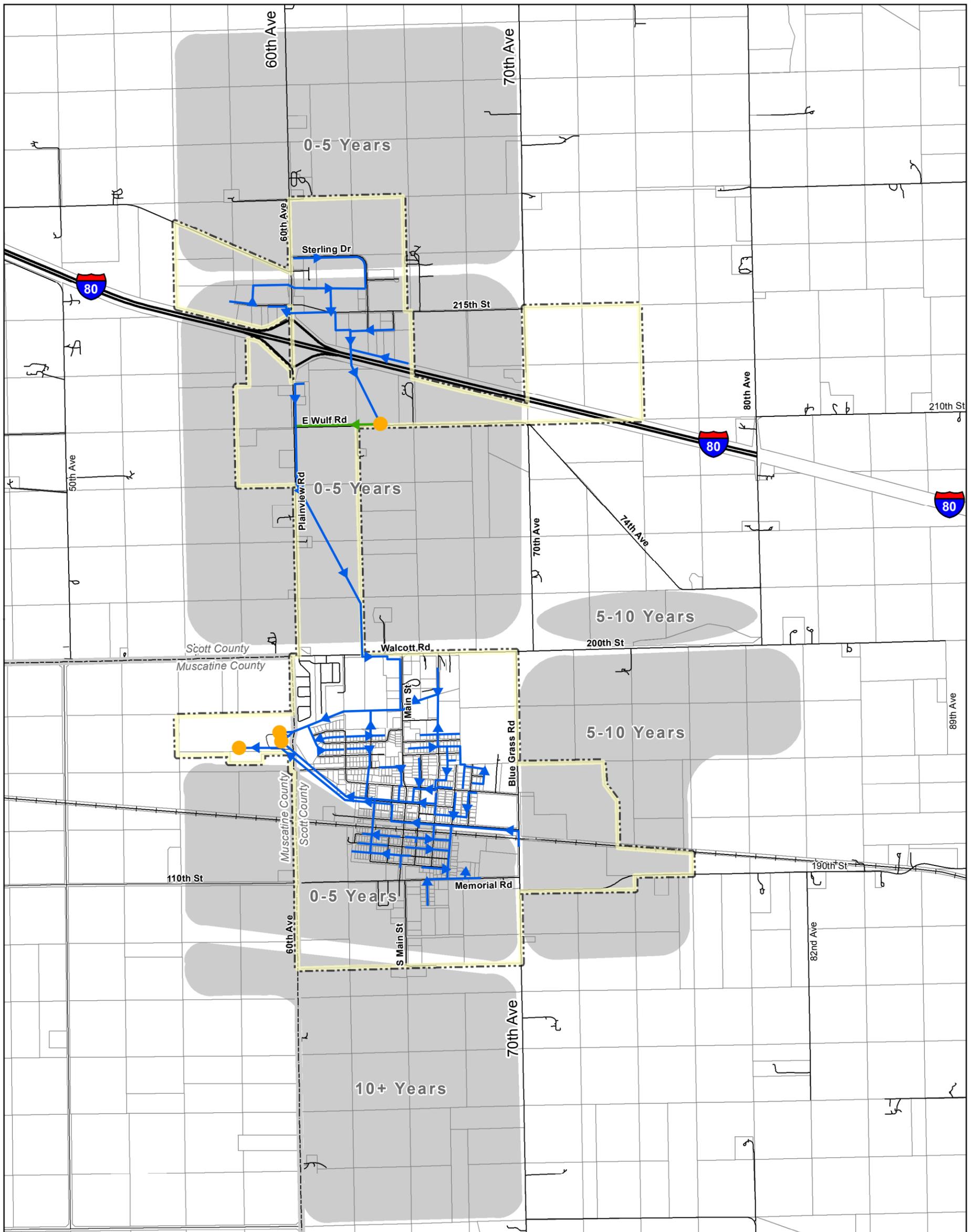


Proposed Facilities/Programs

There are no additional traditional parks planned within the community. Input from the town meeting and focus groups suggest adding additional green space as residential development occurs. This may be accomplished by requiring land to be set aside as part of subdivision platting as a percentage of the development. Consideration of small pocket parks to serve a neighborhood may also be considered. Partnering with the school district on shared facilities may be an opportunity to expand recreational facilities and facility types in Walcott.

Continuing to maintain and retain updated equipment within the parks is recommended for safety and promotion of a physically active community. During public input, comments were received regarding additional recreation facilities, including the continuation of pedestrian/bicycle trails. The city will need to investigate the feasibility of these types of facilities in the future. Well-maintained, varied, and highly used recreation facilities and programs benefit the community and its residents by improving health, the quality of life, and connections to the people who live there.

MAP 6 City of Walcott, Iowa Wastewater System



Geographic Sources:

Roads - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 Sanitary Sewer System, Future Service Areas - City of Walcott, Bi-State Regional Commission (2018)

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

LEGEND	
● Lift Stations	Corporate Limits
Sanitary Sewer Forced Main	County Boundary
Sanitary Sewer Main	Railroads
Future Service Areas	Other Roadways
Interstate Highways	Parcels



Map prepared by:





Public Facilities/Services/Finance, Intergovernmental Relations, and Image

Existing Facilities/Services

Public Facilities. Walcott has a variety of institutional land use facilities located within its corporate limits. The existing and future land use maps depict the locations of institutional facilities within Walcott. City Hall is located at 128 West Lincoln Street and is occupied by the administrative offices that include the city clerk and mayor, plus functions related to finance and building and zoning. It also contains the City Council Chambers and the Fire Department. Across Parker Street is the public works facility. The building was completed in 1997 and houses the Public Works Department and equipment, along with the Police Department. The public library is located at 101 E Durant St. and is part of the Scott County Library System.

Other institutional land use facilities/services in town include Memorial Gardens Cemetery in the southwest quadrant of Main Street and Memorial Road, the U.S. Post Office at 117 Bryant Street, Calvary United Methodist Church, and utilities.

Schools. The City of Walcott is part of the Davenport Community School District. Mississippi Bend Area Education Agency, located in Bettendorf, Iowa, administers programs for Iowa School Districts in Muscatine and Scott Counties. Walcott Grade School and Walcott Intermediate School are located at 545 James Street and serve kindergarten through 8th grade. Enrollment at the two schools is noted in the demographic section of this document. Walcott School recently underwent improvements, including windows for egress, a media center, and new administrative offices and library. High school students attend West High School in Davenport. Calvary Pre-School operates a Christian pre-school under the umbrella of Calvary United Methodist Church in Walcott five days per week. The preschool offers two two-day sessions for preschoolers age three to five. Preschoolers who are one year away from attending kindergarten have an additional class time. There is a one-day, ninety-minute program for toddlers age 24 to 36 months. The center serves 35 to 45 children. Additionally, residents of the community have access to institutions of

higher education through Eastern Iowa Community College District and other universities and colleges in the region including the University of Iowa, in Iowa City.

City Government. A mayor and five city council members govern the City of Walcott. The mayor is elected and serves a four-year term. City council members are elected to serve four-year staggered terms of office. Other boards and commissions within the city include Zoning Board of Adjustment, Park Board, and the Planning and Zoning Commission. Daily municipal functions are overseen by an appointed city clerk and a deputy clerk. The city employs ten full-time staff and six part-time staff. Employees include a city clerk, deputy city clerk, building official, police chief and officers, public works director, and other full and part-time staff. The city has an Attorney on retainer.

Walcott is represented by the Iowa State Senate 41st District and the Iowa House of Representatives 92nd District. The city is represented by two U.S. Senators and a U.S. Representative from District 1.

Public Services. The City of Walcott staffs three full-time and four part-time police officers. The city hired its own full-time police chief in 1997. Current staffing provides police coverage for approximately 130 hours per week.

Walcott is served by a volunteer fire department that protects the city and Fire District 6 of Scott and Muscatine Counties. Firefighters are also trained in emergency rescue services. The Walcott general fund only supports a portion of the Fire Department through the Community Protection line item. Others outside the corporate limits of Walcott support the Fire Department through taxation of District 6. The Volunteer Fire Department also receives additional funds donated from civic organizations and through fund raising events. With the interstate traffic on Interstate 80, service to persons who live out-of-county is common. Fire protection is available on call 24 hours a day and is part of the enhanced 911 emergency response system.

Other services offered by the community, not otherwise mentioned in previous sections include public grounds maintenance, snow removal, and waste disposal. Municipal garbage is contracted to Republic Services. As of 2018, the cost to residents is \$12.87 per month. A curbside recycling program is included in the service. Residents may take

landscape waste to a composting facility that the city provides, which was noted as a community strength in the public input meeting. Household hazardous materials can be taken to the Scott County Household Hazardous Material Facility in Davenport. Electronic waste can be taken to the Electronic Demanufacturing Facility in Davenport.

Ambulance service is provided in Walcott by Durant Ambulance. The ambulance service provides transportation to medical facilities and charges a fee to users, based on mileage.

The City of Walcott has chiropractic offices in the town and a dental practice at the Iowa-80 Truckstop area. Hospitals and extended care facilities are available either in Davenport or the University Hospitals at Iowa City.

Telephone services are provided by Century Link, and broadband internet access and cable services are provided by Mediacom. Electric service is provided by Alliant Energy. Natural gas service is provided by MidAmerican Energy.

In the public input meeting held in fall 2017, residents indicated as a community strength that Walcott offers many quality services, such as those provided by the police, fire, and public works departments. Residents of the community spoke of the need for more commercial establishments and development that is compatible with existing city character.

Proposed Facilities/Services

Public Facilities The city owns land east of Main Street and south of Lincoln Street along the railroad tracks. Further discussion will be needed to examine municipal facility needs and the actual facilities that will be located in the development.

Schools. The elementary and middle schools that include kindergarten through 8th grade were recently refurbished. No future changes are planned at this time.

City Government. There are a variety of Boards and Commissions serving the community. Monitoring their effectiveness at carrying out their respective functions will continue. City officials will continue to maintain and review administrative, management, and personnel capacity for effective support and implementation of city activities. The mayor and City Council with assistance of city staff will

prepare and maintain an annual budget that efficiently implements municipal operations in a cost-effective manner. City officials will continue to encourage public involvement in community activities and seek new ways to involve residents in public policy-making and decisions on future municipal services and facilities.

Public Services. As the city grows, the need for increased police officers and firefighters will be monitored. This may include the evaluation of the city’s ability to maintain a volunteer fire protection program. Training and equipment needs will be evaluated and monitored as technology and community needs change.



Energy Utilities and Telecommunications

Clean, renewable, and efficient energy is noted as part of Iowa’s smart planning principles. Natural gas and electric providers for Walcott include Alliant Energy and MidAmerican Energy.

Communications is an important quality of life aspect. Communities connected to the Internet are connected to the world as a whole, either through wireless networks, fiber networks, or other mediums. Telecommunications services in Walcott include telephone, Internet, and cable television systems. Telephone service is provided by a variety of providers, including Mediacom and many cellular providers.

Central Scott Telephone acquired Dixon Telephone in summer 2015, and currently provides broadband data, video, and voice communications to smaller communities in Eastern Iowa, as well as operates a Competitive Local Exchange Carrier in the metro Quad Cities. CenturyLink offers a Digital Subscriber Line (DSL) based Internet connection through the home’s phone line, while Mediacom

offers a cable-based Internet connection. Wireless or cell phone service is available for Walcott residents.

Finance

Financial resources will be needed to continue existing programs and services as well as implement many of the strategies outlined in this comprehensive plan. The City of Walcott has a variety of revenue sources and expenditures. Within the FY2019 city budget, the major budget categories by percentage include General (41%) - general administration, fire, police, city equipment, etc.; Capital Projects (30%) water, wastewater, and street projects; and Proprietary (27%) business type activities including enterprise and budgeted ISF expenses related to water utility, wastewater utility, and landfill/garbage. The proposed total expenditures budgeted for FY2019 (July 1, 2018 through June 30, 2019) amounts to \$3.30 million, and fund transfers amounts to \$1.34 million.

The total city tax rate levied per \$1,000 assessed valuation has remained very steady over the past years with rates of \$9.5001 in 2003 and currently \$10.08263 in FY 2019.

As identified by the budget information above, the City of Walcott has a number of existing financial commitments in order to conduct its daily operations and maintain its infrastructure and services. The planned and proposed projects for improved and new facilities outlined in the comprehensive plan can be sizable and costly to implement. The city has developed a Capital Improvement Program that aids in outlining priorities for project implementation. Walcott should annually update this document. Whenever possible, city officials will work with other public and private entities to share costs and services. In addition to taxes, other funding sources may help defray or pay for facilities and services, such as grants, user fees, impact fees, special assessments, memorials, trusts, etc. A sample listing of grants is outlined below that may provide funding sources for community projects.

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



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

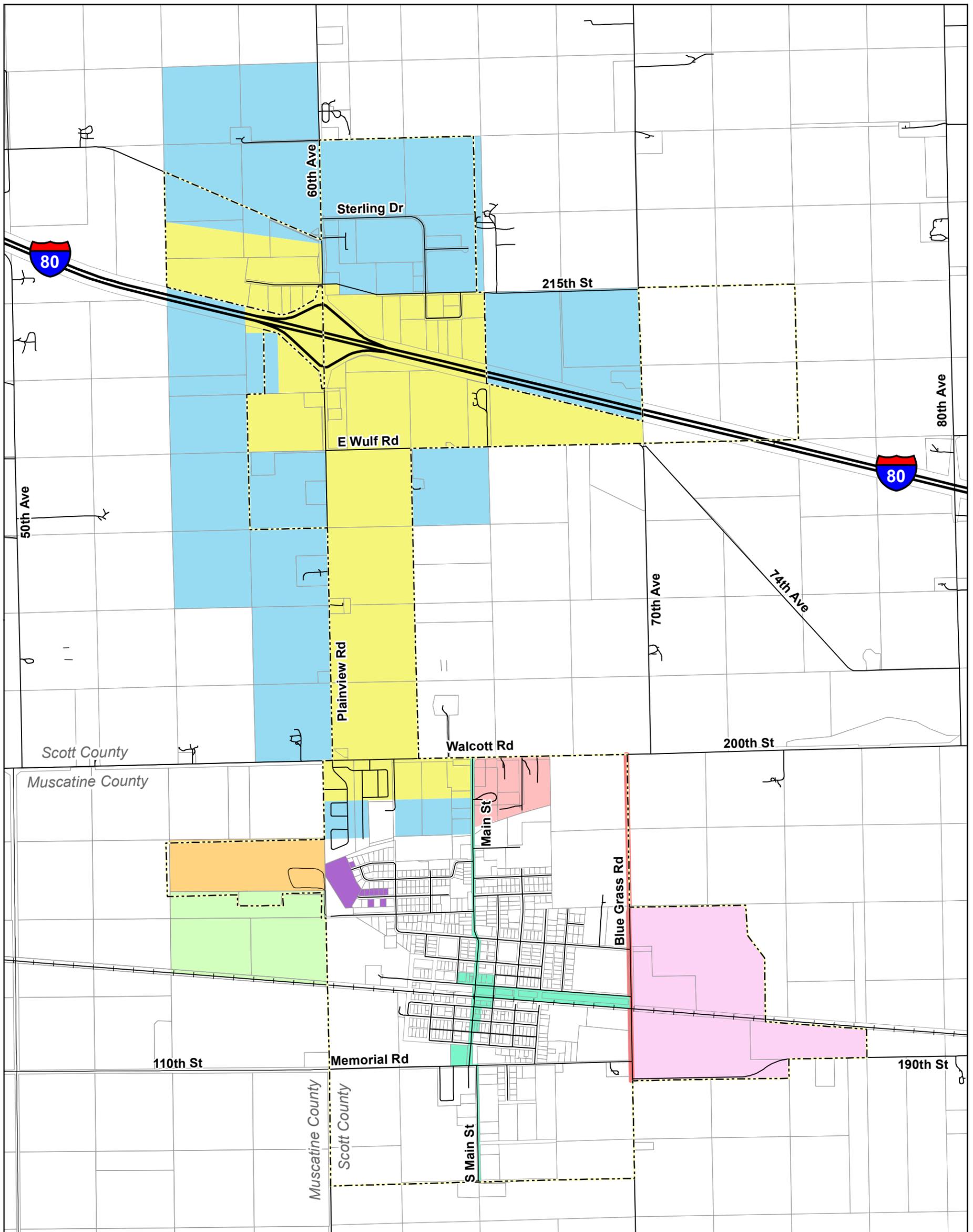
In addition, the City of Walcott has designated urban renewal areas within the city. This allows for public/private partnerships where the public sector is “loaning” its taxing power to private projects in order to develop, upgrade, and revitalize those portions of the city where the need is greatest. In 2008, The City of Walcott consolidated its urban renewal areas into the Consolidated Walcott Urban Renewal Area (see Map 7). The Urban Renewal Area contains all the property in the City of Walcott north of Walcott Road, and in select areas south of Walcott Road along Main Street, 60th Street, and 70th Street. The city waste water treatment facilities have also been added to the Urban Renewal Area. These areas were designed to provide financial assistance in

support of economic development without having a negative impact on the operating budget.

The Urban Renewal Area north of Walcott Road includes land for future development surrounding the Interstate 80 Interchange. The city envisioned that the development of this property would be greatly facilitated by the development of a new water tower near the interchange area that required a new source of revenue.

As of 2018, there is a property tax abatement program offered by the city to encourage development. The Urban Revitalization area that was designed for Westbrook Subdivision has the first \$75,000 of its property value abated for the first five years, and ideally other housing developers will be incentivized by this program as well.

MAP 7 City of Walcott, Iowa Economic Development Incentives Map



Geographic Sources:

Roads - Scott County GIS (2018), Muscatine Area Geographic Information Consortium (2015)
 Parcels - Scott County GIS (2017), Muscatine Area Geographic Information Consortium (2017)
 Corporate Limits - Scott County GIS (2017)
 County Boundaries - US Census Bureau (2017)
 Urban Renewal & Urban Revitalization Area- City of Walcott, Bi-State Regional Commission (2017)

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

LEGEND		
Urban Revitalization Area	2005 Addition	County Boundaries
Urban Renewal Areas	2006 Addition	Corporate Limits
1993 North Urban Renewal Area	2008 Addition	Parcels
1994 Addition	2010 Amendment	Interstate Highways
2001 Addition	2014 Addition	Other Roadways
		Railroads



Map prepared by:

July 2018

Intergovernmental Relations

The City of Walcott actively participates in a variety of intergovernmental activities with the School District, county, Walcott Economic Development Committee, and Scott Area Solid Waste Agency, among other groups. The city is a member of Bi-State Regional Commission, which provides assistance with planning, technical support, grant writing, etc. They may also work with the Eastern Iowa Community College District or the Quad City Development Group to partner on business and training opportunities.

As the community develops and grows, leaders are encouraged to improve interagency, intergovernmental and intra-city cooperation and coordination between local groups and organizations and local, state, and federal agencies and governments. The city will periodically review the potential for intergovernmental agreements to provide more efficient, cost-effective public services. It is suggested that Walcott maintain communication with local, state, and federal governments and organizations in and/or representing Scott County through conversations, meetings, associations, memberships, and other forums that promote cooperation and further community goals.

Another intergovernmental opportunity for the city is to partner with the local school district to further recreational and educational goals. Recreational facilities may be developed in partnership with the school district as well as recreational programming.

Current concerns of flooding have encouraged cooperation with the Watershed Management Authority as well as the participation in the Scott County Hazard Mitigation Plan in order to coordinate mitigation efforts from further flood damage. Feasibility of a flood retention area is currently being explored.

Image

The community vision conveys an image Walcott residents wish to project, a community that balances economic and residential needs to maintain a small-town quality of life. Residents value a variety of well-planned land uses, attractive neighborhoods, sound city government and services together with civic involvement.

The public input from the town meeting and focus groups offers valuable information on citizen opinions that may help formulate a strategy for continued outreach. The strategy should include clearly defined goals, identification of the audience (e.g. residents vs. visitors or future residents), content of the message, tools to communicate the message, and evaluation of the strategies effectiveness (e.g. visits to website). Added input on the specific subject of marketing could help refine the ideas. The city has a logo and a website, www.cityofwalcott.com. There is also a landscaped gateway welcoming travelers to the community on Main Street. These tools and others can further the community image.

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

Officials also may consider the creation of design guidelines and/or a corridor overlay district to articulate the visual and aesthetic vision of specific areas of the city, such as Main Street. Design guidelines outline details for good design related to architecture; landscaping; streetscaping, such as lighting and furnishings (benches, waste receptacles, bicycle racks, etc.); signing and wayfinding; and access, both physical and visual.

There are a variety of opportunities for civic involvement in Walcott, both public, such as the City Council, Planning and Zoning Commission, Park Board, etc. and other clubs/associations. In the public input meeting, volunteerism and the spirit of civic responsibility in the city was noted. Partnering with the school district to develop youth leadership opportunities is a way to encourage greater participation in municipal government. This type of anchoring tied to civic involvement and community connectivity encourages long-term residency in the community for a stronger population base and economy.

Chapter 7 Tools for Implementation

The Walcott Comprehensive Plan contains goals, objectives, and strategies of what is believed to be necessary to make Walcott a better functioning community and a better place in which to live. On the basis of the plan, significant dollars of local, state, and federal funds will likely be budgeted and spent on maintenance and improvements of the transportation network, wastewater and water lines, and various other community facilities. Those facilities have been planned to serve the planned pattern of residential, commercial, and industrial development. The efficiency with which future development is served will depend on the coordinated implementation of all elements of the plan.

Use of the Comprehensive Plan

The analyses and proposals contained in this plan are a guide to the present and future city officials of Walcott and other groups, and private individuals interested in the future development of the community. Chapter 3 of the plan indicates what activities or tasks should be done to implement the plan or to insure that the plan is followed on a day-to-day basis as decisions about community development are made.

If planning is to be effective in improving the community, Walcott's comprehensive plan should be prepared and continue to be used in concert with the zoning ordinance, subdivision regulations, official map, manufactured home ordinance, building and housing codes, utility specifications, and a capital improvements program or other project programming tools. The city's plans and ordinances governing development are interrelated. If the ordinances are varied to allow development to occur differently than proposed, then streets, community facilities, and utilities may not be adequate to meet city needs.

Carrying out the plan is the responsibility of the City Council. An official map should reflect all proposed streets, parks, schools, and other public facilities indicated in the comprehensive plan. The zoning ordinance and subdivision regulations are designed to guide development of land according to the plan. A capital improvements program

outlines major city expenditures according to priorities and locations specified by the plan. A manufactured home ordinance, building code, and utility specifications promote high-quality development and guard against deterioration of the residential community. The development tools are adopted by ordinance and as such become law, whereas the "Comprehensive Plan" and the "Capital Improvements Program" documents are adopted as advisory documents, and support decisions related to the ordinances that might be legally challenged. The comprehensive plan should be used as the manual for relating all items pertaining to the development of Walcott. Awareness that a plan exists is the first step in gaining the broad support without which any plan is ineffective.

The plan should be reevaluated periodically to maintain a realistic relationship between the plan and current trends of development. Revisions may be required as unforeseen development opportunities occur or more thorough analysis of development issues becomes available.

Coordinated Use of Development Controls

The zoning ordinance, subdivision regulations, building code, and utility specifications are commonly referred to as development controls. The adoption and amendment of these controls are the responsibility of the City Council, which acts after reviewing recommendations from the City Planning and Zoning Commission. Administration of the regulations is entrusted to an administrative officer.

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

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

The zoning ordinance, unlike many other ordinances, requires constant attention to its administration. The individual primarily concerned with the day-to-day administration of the zoning ordinance is the zoning administrator.

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

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

Under the procedures outlined in the subdivision regulations, a developer first submits site plan information with a preliminary plat and a final plat to the Planning and Zoning Commission and the City Council showing the intentions for the land development. When reviewing this information, the Planning and Zoning Commission should check the comprehensive plan to determine conformance of the project.

Building Code. A building code establishes good development standards and ensures minimum standards for residential, commercial, and industrial development. A building code is needed to properly regulate building materials and structural conditions. Building codes deal with the structural arrangements of materials, and the codes apply to all new construction in the city.

Utility Specifications. Detailed policies and specifications relating to the design and construction of streets, wastewater lines, water lines, storm water lines, and sidewalks are needed to supplement subdivision regulations. These standards should be in the form of specifications uniformly applied throughout the city. The only way residents of Walcott can be assured of uniform, high-quality roadway and utility construction is to adopt and enforce standards that are applicable to all development.

Other Ordinances and Municipal Code. The city has other rules and regulations to protect human health and safety by addressing the physical environment. Nuisance, junk, and abandoned vehicle ordinances can assist the community in maintaining a quality living environment and will support the community image goals. An ordinance of fire protection will help protect investments in the community.

Programming of Capital Improvements

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

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

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

For the capital improvements program to be effective it should be updated periodically. This should occur in conjunction with consideration of the city's budget, so that

information contained in the program can be used in making decisions on items proposed for inclusion in the budget. As projects listed in the capital improvements program approach a construction date, the City Council should initiate detailed planning and feasibility studies. In order to promote the construction of public facilities in a manner that best serves the needs of the people of Walcott, it is recommended that the City Council, with the assistance of the Planning and Zoning Commission, establish procedures for continuing the capital improvements program in future years.

Cooperation and Assistance of Other Governmental Agencies

A number of agencies should cooperate in order to implement the *Walcott Comprehensive Plan*. The city should pursue plan implementation assistance available from various governmental agencies. Federal financial assistance is available for construction of wastewater mains, sewage treatment plants, water mains, and water storage tanks. Acquisition and development of recreation areas and storm water detention/retention devices are eligible for federal assistance as well. Monies available under such programs will vary over time, and the responsible agency should be contacted for specific project eligibility.



Appendix – Demographics

U.S. Census Bureau, 1980 - 2000 Census

Table 1 Decennial Census Selected Social and Economic Characteristics

POPULATION CHARACTERISTICS					
Population Trends		Gender			
Year	Population				
1950	480	1980			
1960	664	Male	718	50.4%	
1970	989	Female	707	49.6%	
1980	1,425	1990			
1990	1,356	Male	666	49.1%	
2000	1,528	Female	690	50.9%	
		2000			
		Male	745	48.8%	
		Female	783	51.2%	
Number of Households					
1980	521				
1990	530	Race and Hispanic Origin	1980	1990	2000
2000	623	White	1,423	1,350	1,488
		African American	-	-	5
		American			
1980	2.74	Indian and	-	-	1
1990	2.56	Asian	2	4	8
2000	2.45	Native			
		Hawaiian	-	-	-
Number of Families		Some Other Race	-	-	14
1980	395	Two or More Races	-	-	12
1990	391	Hispanic or Latino (of any race)	-	13	17
2000	438				
Persons per Family		Age Group Distributions		1990	2000
1980	3.23	Under 5 Years	97	105	
1990	2.95	5 to 19 years	315	344	
2000	2.94	20 to 24 years	90	82	
		25 to 44 years	430	444	
		45 to 54 years	133	205	
		55 to 59 years	44	83	
		60 to 64 years	59	63	
		65 to 74 years	111	101	
		75 years and over	77	101	
		Median Age	32.8	35.8	

Source: U.S. Census Bureau, 2000 - 1980 Census.



HOUSING CHARACTERISTICS						
Number of Housing Units						
1980	537			Selected Monthly Owner Costs as a		
1990	540			Percentage of Household Income in 1999		
2000	644			Less than 15.0%	163	47.5%
				15.0 to 19.9%	67	19.5%
				20.0 to 24.9%	43	12.5%
Occupancy - 2000						
Occupied Housing Units	623			25.0 to 29.9%	30	8.7%
Owner Occupied	488			30.0 to 34.9%	20	5.8%
Percent Owner Occupied	78.3%			35.0 percent or more	16	4.7%
Renter Occupied	135			Not Computed	4	1.2%
Vacant Housing Units	21					
Persons per Unit			Owner Occupied Housing Unit Value - 2000			
	Owner Occupied	Renter Occupied		Less than \$50,000	12	3.5%
1990	2.66	2.25		\$50,000 to \$99,999	173	50.4%
2000	2.58	1.99		\$100,000 to \$149,000	119	34.7%
				\$150,000 to \$199,999	31	9.0%
Units in Structure - 2000						
1-Unit, Detached	402	62.4%		\$200,000 to \$299,999	5	1.5%
1-Unit, Attached	10	1.6%		\$300,000 to \$499,999	3	0.9%
2 to 4 Units	81	12.6%		\$500,000 to \$999,999	-	-
5 to 9 Units	32	5.0%		\$1,000,000 or more	-	-
10 or More Units	-	0.0%		Median Value of Owner Occupied Housing Unit		
Mobile Home, Trailer	114	17.7%		1980	\$ 55,700	
				1990	\$ 58,100	
				2000	\$ 96,900	
Year Structure Built - 2000						
1999 to 2000	16	2.5%		Median Monthly Mortgage Payments		
1995 to 1998	40	6.2%		1980	\$ 396	
1990 to 1994	38	5.9%		1990	\$ 558	
1980 to 1989	92	14.3%		2000	\$ 893	
1970 to 1979	134	20.8%		Median Monthly Rent Payments		
1960 to 1969	74	11.5%		1980	\$ 209	
1940 to 1959	88	13.7%		1990	\$ 249	
1939 or earlier	157	24.4%		2000	\$ 438	
Year Householder Moved into Unit - 2000						
1999 to 2000	102	16.4%				
1995 to 1998	167	26.8%				
1990 to 1994	120	19.3%				
1980 to 1989	93	14.9%				
1970 to 1979	73	11.7%				
1969 or earlier	64	10.3%				

Source: U.S. Census Bureau, 2000 - 1980 Census.



LABOR CHARACTERISTICS						
Labor Force	City					
	1980	1990	2000	% Change	% of County	
Male	473	377	451	19.6%	1.0%	
Female	316	319	390	22.3%	1.0%	
Total	789	696	841	20.8%	1.0%	
Not In Labor Force						
Male	48	94	137	45.7%	0.9%	
Female	190	215	198	-7.9%	0.9%	
Total	238	309	335	8.4%	0.9%	
Occupation						
Management, Professional, and Related Occupations.	110	135	212	57.0%	0.8%	
Service Occupations.	8	2	140	6900.0%	1.1%	
Sales and Office Occupations.	191	186	196	5.4%	0.9%	
Farming, Fishing, and Forestry Operations.	13	22	5	-77.3%	2.5%	
Construction, Extracting, and Maintenance Occupations.	137	103	102	-1.0%	1.6%	
Production, Transportation, and Material Moving Occupations.	154	120	154	28.3%	1.1%	
Industry						
Agriculture, Forestry, Fishing, and Hunting and Mining.	17	31	11	-64.5%	1.5%	
Construction.	65	44	74	68.2%	1.5%	
Manufacturing.	181	103	144	39.8%	1.1%	
Wholesale Trade.	67	41	48	17.1%	1.4%	
Retail Trade.	136	139	95	-31.7%	0.9%	
Transportation and Warehousing, and Utilities.	44	39	57	46.2%	1.3%	
Information.	5	17	16	-5.9%	0.9%	
Finance, Insurance, Real Estate, and Rental and Leasing.	32	28	39	39.3%	0.8%	
Professional, Scientific, Management, Administrative, and Waste Management Services.	26	44	29	-34.1%	0.5%	
Education, Health, and Social Services	74	114	121	6.1%	0.8%	
Arts, Entertainment, Recreation, Accommodation, and Food Services.	20	10	99	890.0%	1.4%	
Other Services (except public administration).	17	16	39	143.8%	1.1%	
Public Administration.	21	27	37	37.0%	1.1%	
Commuting to Work in 2000						
Car, Truck, or Van - Drove Alone	689	81.9%				
Car, Truck, or Van - Carpooled	64	7.6%				

Source: U.S. Census Bureau, 2000 - 1980 Census.



INCOME & EDUCATION CHARACTERISTICS						
Median Household Income			Income Type in 1999 (Households)			
1980	\$	21,649	With Earnings		529	
1990	\$	29,239	Mean Earnings		\$ 48,406	
2000	\$	45,281	With Social Security Income		158	
			Mean Social Security Income		\$ 11,486	
Median Family Income			With Supplemental Security Income			
1980	\$	24,604	Mean Supplemental Security Income		\$ 5,152	
1990	\$	31,937	With Public Assistance Income		16	
2000	\$	52,625	Mean Public Assistance Income		\$ 863	
			With Retirement Income		75	
Per Capita Income			Mean Retirement Income		\$ 10,223	
1980	\$	8,393				
1990	\$	12,900				
2000	\$	20,018				
			Median Earnings by Gender for Full-Time Year Round Workers, 2000			
			Male	\$ 40,296		
			Female	\$ 22,067		
Income 1999 Households	1990	2000				
Less than \$10,000	59	30				
\$10,000 to \$14,999	42	24				
\$15,000 to \$24,999	115	84	School Enrollment		1990	2000
\$25,000 to \$34,999	93	91	Persons 3 Years and Over Enrolled in School		361	401
\$35,000 to \$49,999	123	129	Nursery School, Preschool, Kindergarten		41	56
\$50,000 to \$74,999	74	157	Elementary School (grades 1-8) (2000 only)			188
\$75,000 to \$99,999	24	66	High School (grades 9-12) (2000 only)			90
\$100,000 to \$149,999	0	35	Elementary or High School (1990 only)		273	
\$150,000 to \$199,999	0	5	College or Graduate School		47	67
\$200,000 or more	0	2				
			Educational Attainment		1990	2000
Income 1999 Families	1990	2000	Persons 25 Years and Over		854	989
Less than \$10,000	37	8	Less than 9th Grade		94	41
\$10,000 to \$14,999	19	15	9th to 12th Grade, No Diploma		104	89
\$15,000 to \$24,999	85	32	High School Graduate (includes equivalency)		372	381
\$25,000 to \$34,999	70	42	Some College, No Degree		131	249
\$35,000 to \$49,999	99	99	Associates Degree		49	63
\$50,000 to \$74,999	65	149	Bachelor's Degree		62	116
\$75,000 to \$99,999	24	59	Graduate or Professional Degree		42	50
\$100,000 to \$149,999	0	35				
\$150,000 to \$199,999	0	5				
\$200,000 or more	0	2				

Source: U.S. Census Bureau, 2000 - 1980 Census.



U.S. Census Bureau, 2010 Census

Table 2 2010 Profile of General Population and Housing Characteristics for Walcott, Iowa

Subject	Number	Percent
SEX AND AGE		
Total population	1,629	100.0
Under 5 years	106	6.5
5 to 9 years	124	7.6
10 to 14 years	116	7.1
15 to 19 years	85	5.2
20 to 24 years	89	5.5
25 to 29 years	84	5.2
30 to 34 years	110	6.8
35 to 39 years	92	5.6
40 to 44 years	131	8.0
45 to 49 years	106	6.5
50 to 54 years	122	7.5
55 to 59 years	108	6.6
60 to 64 years	99	6.1
65 to 69 years	81	5.0
70 to 74 years	67	4.1
75 to 79 years	28	1.7
80 to 84 years	39	2.4
85 years and over	42	2.6
Median age (years)	40.3	(X)
16 years and over	1,264	77.6
18 years and over	1,224	75.1
21 years and over	1,181	72.5
62 years and over	309	19.0
65 years and over	257	15.8
Male population		
Under 5 years	51	3.1
5 to 9 years	60	3.7
10 to 14 years	64	3.9
15 to 19 years	47	2.9
20 to 24 years	51	3.1
25 to 29 years	40	2.5
30 to 34 years	53	3.3



Subject	Number	Percent
35 to 39 years	46	2.8
40 to 44 years	68	4.2
45 to 49 years	57	3.5
50 to 54 years	58	3.6
55 to 59 years	53	3.3
60 to 64 years	49	3.0
65 to 69 years	35	2.1
70 to 74 years	32	2.0
75 to 79 years	14	0.9
80 to 84 years	16	1.0
85 years and over	13	0.8
Median age (years)	39.3	(X)
16 years and over	622	38.2
18 years and over	600	36.8
21 years and over	578	35.5
62 years and over	132	8.1
65 years and over	110	6.8
Female population	822	50.5
Under 5 years	55	3.4
5 to 9 years	64	3.9
10 to 14 years	52	3.2
15 to 19 years	38	2.3
20 to 24 years	38	2.3
25 to 29 years	44	2.7
30 to 34 years	57	3.5
35 to 39 years	46	2.8
40 to 44 years	63	3.9
45 to 49 years	49	3.0
50 to 54 years	64	3.9
55 to 59 years	55	3.4
60 to 64 years	50	3.1
65 to 69 years	46	2.8
70 to 74 years	35	2.1
75 to 79 years	14	0.9
80 to 84 years	23	1.4
85 years and over	29	1.8



Subject	Number	Percent
Median age (years)	41.1	(X)
16 years and over	642	39.4
18 years and over	624	38.3
21 years and over	603	37.0
62 years and over	177	10.9
65 years and over	147	9.0
RACE		
Total population	1,629	100.0
One Race	1,609	98.8
White	1,589	97.5
Black or African American	3	0.2
American Indian and Alaska Native	4	0.2
Asian	5	0.3
Asian Indian	0	0.0
Chinese	1	0.1
Filipino	0	0.0
Japanese	1	0.1
Korean	3	0.2
Vietnamese	0	0.0
Other Asian [1]	0	0.0
Native Hawaiian and Other Pacific Islander	0	0.0
Native Hawaiian	0	0.0
Guamanian or Chamorro	0	0.0
Samoan	0	0.0
Other Pacific Islander [2]	0	0.0
Some Other Race	8	0.5
Two or More Races	20	1.2
White; American Indian and Alaska Native [3]	6	0.4
White; Asian [3]	0	0.0
White; Black or African American [3]	5	0.3
White; Some Other Race [3]	4	0.2
Race alone or in combination with one or more other races: [4]		
White	1,604	98.5
Black or African American	9	0.6
American Indian and Alaska Native	10	0.6
Asian	9	0.6
Native Hawaiian and Other Pacific Islander	1	0.1



Subject	Number	Percent
Some Other Race	16	1.0
HISPANIC OR LATINO		
Total population	1,629	100.0
Hispanic or Latino (of any race)	40	2.5
Mexican	32	2.0
Puerto Rican	1	0.1
Cuban	0	0.0
Other Hispanic or Latino [5]	7	0.4
Not Hispanic or Latino	1,589	97.5
HISPANIC OR LATINO AND RACE		
Total population	1,629	100.0
Hispanic or Latino	40	2.5
White alone	25	1.5
Black or African American alone	2	0.1
American Indian and Alaska Native alone	1	0.1
Asian alone	0	0.0
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	8	0.5
Two or More Races	4	0.2
Not Hispanic or Latino	1,589	97.5
White alone	1,564	96.0
Black or African American alone	1	0.1
American Indian and Alaska Native alone	3	0.2
Asian alone	5	0.3
Native Hawaiian and Other Pacific Islander alone	0	0.0
Some Other Race alone	0	0.0
Two or More Races	16	1.0
RELATIONSHIP		
Total population	1,629	100.0
In households	1,629	100.0
Householder	694	42.6
Spouse [6]	349	21.4
Child	461	28.3
Own child under 18 years	378	23.2
Other relatives	39	2.4
Under 18 years	13	0.8
65 years and over	4	0.2



Subject	Number	Percent
Nonrelatives	86	5.3
Under 18 years	14	0.9
65 years and over	2	0.1
Unmarried partner	54	3.3
In group quarters	0	0.0
Institutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
Noninstitutionalized population	0	0.0
Male	0	0.0
Female	0	0.0
HOUSEHOLDS BY TYPE		
Total households	694	100.0
Family households (families) [7]	456	65.7
With own children under 18 years	208	30.0
Husband-wife family	349	50.3
With own children under 18 years	132	19.0
Male householder, no wife present	32	4.6
With own children under 18 years	23	3.3
Female householder, no husband present	75	10.8
With own children under 18 years	53	7.6
Nonfamily households [7]	238	34.3
Householder living alone	202	29.1
Male	96	13.8
65 years and over	23	3.3
Female	106	15.3
65 years and over	69	9.9
Households with individuals under 18 years	220	31.7
Households with individuals 65 years and over	188	27.1
Average household size	2.35	(X)
Average family size [7]	2.86	(X)
HOUSING OCCUPANCY		
Total housing units	806	100.0
Occupied housing units	694	86.1



Subject	Number	Percent
Vacant housing units	112	13.9
For rent	44	5.5
Rented, not occupied	1	0.1
For sale only	17	2.1
Sold, not occupied	2	0.2
For seasonal, recreational, or occasional use	2	0.2
All other vacants	46	5.7
Homeowner vacancy rate (percent) [8]	3.0	(X)
Rental vacancy rate (percent) [9]	22.4	(X)
HOUSING TENURE		
Occupied housing units	694	100.0
Owner-occupied housing units	543	78.2
Population in owner-occupied housing units	1,334	(X)
Average household size of owner-occupied units	2.46	(X)
Renter-occupied housing units	151	21.8
Population in renter-occupied housing units	295	(X)
Average household size of renter-occupied units	1.95	(X)

Source: U.S. Census Bureau, 2010 Census.



U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

The 2016 American Community Survey Estimates for Walcott, IA are different from decennial Census tallies, and are estimates based on a limited population size, containing specified margins of error depending on the sample size. Data are based on a sample or representative portion of a community and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90% margin of error. The margin of error can be interpreted roughly as providing a 90% probability that the interval defined by the estimate minus the margin of error, and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. For example, examining the first row of Table 3, the Census Bureau is 90% confident that the total households in Walcott is between 585 and 727 households in 2016. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Table 3 2016 American Community Survey Selected Social Characteristics for Walcott, Iowa

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSEHOLDS BY TYPE				
Total households	656	+/-71	656	(X)
Family households (families)	400	+/-60	61.00%	+/-6.7
With own children of the householder under 18 years	155	+/-41	23.60%	+/-6.1
Married-couple family	316	+/-58	48.20%	+/-7.3
With own children of the householder under 18 years	91	+/-31	13.90%	+/-4.8
Male householder, no wife present, family	9	+/-14	1.40%	+/-2.2
With own children of the householder under 18 years	9	+/-14	1.40%	+/-2.2
Female householder, no husband present, family	75	+/-30	11.40%	+/-4.6
With own children of the householder under 18 years	55	+/-27	8.40%	+/-4.1
Nonfamily households	256	+/-53	39.00%	+/-6.7
Householder living alone	230	+/-47	35.10%	+/-6.3
65 years and over	111	+/-33	16.90%	+/-4.8
Households with one or more people under 18 years	162	+/-41	24.70%	+/-6.0
Households with one or more people 65 years and over	205	+/-50	31.30%	+/-6.9
Average household size	2.2	+/-0.18	(X)	(X)
Average family size	2.73	+/-0.23	(X)	(X)
RELATIONSHIP				
Population in households	1,440	+/-184	1,440	(X)
Householder	656	+/-71	45.60%	+/-3.6
Spouse	317	+/-60	22.00%	+/-3.5
Child	345	+/-89	24.00%	+/-4.5
Other relatives	28	+/-25	1.90%	+/-1.7
Nonrelatives	94	+/-64	6.50%	+/-4.2
Unmarried partner	61	+/-33	4.20%	+/-2.1



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
MARITAL STATUS				
Males 15 years and over	573	+/-86	573	(X)
Never married	178	+/-56	31.10%	+/-7.3
Now married, except separated	332	+/-64	57.90%	+/-8.7
Separated	0	+/-9	0.00%	+/-3.4
Widowed	10	+/-10	1.70%	+/-1.7
Divorced	53	+/-31	9.20%	+/-5.4
Females 15 years and over	626	+/-82	626	(X)
Never married	139	+/-47	22.20%	+/-6.4
Now married, except separated	324	+/-60	51.80%	+/-7.8
Separated	3	+/-5	0.50%	+/-0.7
Widowed	86	+/-32	13.70%	+/-4.8
Divorced	74	+/-29	11.80%	+/-4.6
FERTILITY				
Number of women 15 to 50 years old who had a birth in the past 12 months	16	+/-15	16	(X)
Unmarried women (widowed, divorced, and never married)	9	+/-14	56.30%	+/-55.0
Per 1,000 unmarried women	63	+/-100	(X)	(X)
Per 1,000 women 15 to 50 years old	50	+/-50	(X)	(X)
Per 1,000 women 15 to 19 years old	0	+/-448	(X)	(X)
Per 1,000 women 20 to 34 years old	110	+/-105	(X)	(X)
Per 1,000 women 35 to 50 years old	0	+/-125	(X)	(X)
GRANDPARENTS				
Number of grandparents living with own grandchildren under 18 years	10	+/-12	10	(X)
Grandparents responsible for grandchildren	4	+/-6	40.00%	+/-55.6
Years responsible for grandchildren				
Less than 1 year	0	+/-9	0.00%	+/-73.6
1 or 2 years	0	+/-9	0.00%	+/-73.6
3 or 4 years	0	+/-9	0.00%	+/-73.6
5 or more years	4	+/-6	40.00%	+/-55.6
Number of grandparents responsible for own grandchildren under 18 years	4	+/-6	4	(X)
Who are female	4	+/-6	100.00%	+/-100.0
Who are married	0	+/-9	0.00%	+/-100.0
SCHOOL ENROLLMENT				
Population 3 years and over enrolled in school	280	+/-84	280	(X)
Nursery school, preschool	11	+/-9	3.90%	+/-3.4
Kindergarten	21	+/-16	7.50%	+/-5.8



Appendix – Demographics

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Elementary school (grades 1-8)	116	+/-54	41.40%	+/-12.4
High school (grades 9-12)	88	+/-38	31.40%	+/-10.8
College or graduate school	44	+/-28	15.70%	+/-8.9
EDUCATIONAL ATTAINMENT				
Population 25 years and over	1,039	+/-121	1,039	(X)
Less than 9th grade	3	+/-5	0.30%	+/-0.4
9th to 12th grade, no diploma	77	+/-37	7.40%	+/-3.4
High school graduate (includes equivalency)	371	+/-62	35.70%	+/-5.4
Some college, no degree	257	+/-66	24.70%	+/-5.0
Associate's degree	80	+/-29	7.70%	+/-2.7
Bachelor's degree	151	+/-46	14.50%	+/-4.1
Graduate or professional degree	100	+/-26	9.60%	+/-2.4
Percent high school graduate or higher	(X)	(X)	92.30%	+/-3.4
Percent bachelor's degree or higher	(X)	(X)	24.20%	+/-4.8
VETERAN STATUS				
Civilian population 18 years and over	1,143	+/-139	1,143	(X)
Civilian veterans	120	+/-33	10.50%	+/-2.8
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION				
Total Civilian Noninstitutionalized Population	1,440	+/-184	1,440	(X)
With a disability	186	+/-53	12.90%	+/-3.1
Under 18 years	307	+/-87	307	(X)
With a disability	30	+/-29	9.80%	+/-8.2
18 to 64 years	863	+/-129	863	(X)
With a disability	82	+/-38	9.50%	+/-3.9
65 years and over	270	+/-65	270	(X)
With a disability	74	+/-27	27.40%	+/-8.6
RESIDENCE 1 YEAR AGO				
Population 1 year and over	1,434	+/-182	1,434	(X)
Same house	1,203	+/-165	83.90%	+/-7.1
Different house in the U.S.	231	+/-111	16.10%	+/-7.1
Same county	133	+/-96	9.30%	+/-6.4
Different county	98	+/-53	6.80%	+/-3.6
Same state	43	+/-36	3.00%	+/-2.5
Different state	55	+/-39	3.80%	+/-2.7
Abroad	0	+/-9	0.00%	+/-1.4

Appendix – Demographics



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
PLACE OF BIRTH				
Total population	1,450	+/-185	1,450	(X)
Native	1,421	+/-185	98.00%	+/-2.0
Born in United States	1,418	+/-185	97.80%	+/-2.0
State of residence	1,060	+/-167	73.10%	+/-5.4
Different state	358	+/-79	24.70%	+/-5.0
Born in Puerto Rico, U.S. Island areas, or born abroad to American parent(s)	3	+/-5	0.20%	+/-0.3
Foreign born	29	+/-29	2.00%	+/-2.0
U.S. CITIZENSHIP STATUS				
Foreign-born population	29	+/-29	29	(X)
Naturalized U.S. citizen	15	+/-20	51.70%	+/-32.2
Not a U.S. citizen	14	+/-13	48.30%	+/-32.2
YEAR OF ENTRY				
Population born outside the United States	32	+/-29	32	(X)
Native	3	+/-5	3	(X)
Entered 2010 or later	0	+/-9	0.00%	+/-100.0
Entered before 2010	3	+/-5	100.00%	+/-100.0
Foreign born	29	+/-29	29	(X)
Entered 2010 or later	9	+/-15	31.00%	+/-29.6
Entered before 2010	20	+/-17	69.00%	+/-29.6
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population, excluding population born at sea	29	+/-29	29	(X)
Europe	6	+/-6	20.70%	+/-27.8
Asia	16	+/-26	55.20%	+/-48.6
Africa	0	+/-9	0.00%	+/-43.2
Oceania	0	+/-9	0.00%	+/-43.2
Latin America	0	+/-9	0.00%	+/-43.2
Northern America	7	+/-11	24.10%	+/-37.2
LANGUAGE SPOKEN AT HOME				
Population 5 years and over	1,373	+/-173	1,373	(X)
English only	1,324	+/-165	96.40%	+/-2.7
Language other than English	49	+/-38	3.60%	+/-2.7
Speak English less than "very well"	20	+/-22	1.50%	+/-1.5
Spanish	18	+/-19	1.30%	+/-1.3
Speak English less than "very well"	12	+/-17	0.90%	+/-1.2
Other Indo-European languages	31	+/-34	2.30%	+/-2.5
Speak English less than "very well"	8	+/-15	0.60%	+/-1.1
Asian and Pacific Islander languages	0	+/-9	0.00%	+/-1.4



Appendix – Demographics

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Speak English less than "very well"	0	+/-9	0.00%	+/-1.4
Other languages	0	+/-9	0.00%	+/-1.4
Speak English less than "very well"	0	+/-9	0.00%	+/-1.4
ANCESTRY				
Total population	1,450	+/-185	1,450	(X)
American	47	+/-25	3.20%	+/-1.7
Arab	0	+/-9	0.00%	+/-1.4
Czech	11	+/-10	0.80%	+/-0.7
Danish	3	+/-4	0.20%	+/-0.3
Dutch	20	+/-15	1.40%	+/-1.0
English	97	+/-27	6.70%	+/-1.9
French (except Basque)	37	+/-28	2.60%	+/-1.9
French Canadian	2	+/-5	0.10%	+/-0.3
German	691	+/-147	47.70%	+/-7.5
Greek	3	+/-6	0.20%	+/-0.4
Hungarian	0	+/-9	0.00%	+/-1.4
Irish	268	+/-113	18.50%	+/-6.8
Italian	22	+/-18	1.50%	+/-1.3
Lithuanian	0	+/-9	0.00%	+/-1.4
Norwegian	20	+/-15	1.40%	+/-1.0
Polish	13	+/-9	0.90%	+/-0.6
Portuguese	0	+/-9	0.00%	+/-1.4
Russian	0	+/-9	0.00%	+/-1.4
Scotch-Irish	25	+/-19	1.70%	+/-1.4
Scottish	12	+/-9	0.80%	+/-0.6
Slovak	0	+/-9	0.00%	+/-1.4
Subsaharan African	0	+/-9	0.00%	+/-1.4
Swedish	12	+/-12	0.80%	+/-0.8
Swiss	0	+/-9	0.00%	+/-1.4
Ukrainian	0	+/-9	0.00%	+/-1.4
Welsh	12	+/-15	0.80%	+/-1.0
West Indian (excluding Hispanic origin groups)	0	+/-9	0.0%	+/-1.4
COMPUTERS AND INTERNET USE				
Total households	(X)	(X)	(X)	(X)
With a computer	(X)	(X)	(X)	(X)
With a broadband Internet subscription	(X)	(X)	(X)	(X)

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.

Data are based on a sample and are subject to sampling variability.

**Table 4 2016 American Community Survey Selected Economic Characteristics for Walcott, Iowa**

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
EMPLOYMENT STATUS				
Population 16 years and over	1,179	+/-146	1,179	(X)
In labor force	770	+/-111	65.30%	+/-5.2
Civilian labor force	770	+/-111	65.30%	+/-5.2
Employed	733	+/-109	62.20%	+/-5.3
Unemployed	37	+/-21	3.10%	+/-1.7
Armed Forces	0	+/-9	0.00%	+/-1.7
Not in labor force	409	+/-81	34.70%	+/-5.2
Civilian labor force	770	+/-111	770	(X)
Unemployment Rate	(X)	(X)	4.80%	+/-2.7
Females 16 years and over				
In labor force	354	+/-57	57.10%	+/-7.3
Civilian labor force	354	+/-57	57.10%	+/-7.3
Employed	348	+/-58	56.10%	+/-7.2
Own children of the householder under 6 years	87	+/-38	87	(X)
All parents in family in labor force	64	+/-32	73.60%	+/-21.8
Own children of the householder 6 to 17 years	192	+/-61	192	(X)
All parents in family in labor force	143	+/-51	74.50%	+/-15.0
COMMUTING TO WORK				
Workers 16 years and over	727	+/-108	727	(X)
Car, truck, or van -- drove alone	640	+/-101	88.00%	+/-4.1
Car, truck, or van -- carpooled	20	+/-14	2.80%	+/-1.9
Public transportation (excluding taxicab)	0	+/-9	0.00%	+/-2.7
Walked	7	+/-8	1.00%	+/-1.2
Other means	22	+/-15	3.00%	+/-2.0
Worked at home	38	+/-22	5.20%	+/-3.0
Mean travel time to work (minutes)	23	+/-2.8	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	733	+/-109	733	(X)
Management, business, science, and arts occupations	211	+/-56	28.80%	+/-6.4
Service occupations	124	+/-39	16.90%	+/-4.2
Sales and office occupations	198	+/-46	27.00%	+/-5.2
Natural resources, construction, and maintenance occupations	76	+/-33	10.40%	+/-4.4
Production, transportation, and material moving occupations	124	+/-37	16.90%	+/-4.6



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
INDUSTRY				
Civilian employed population 16 years and over	733	+/-109	733	(X)
Agriculture, forestry, fishing and hunting, and mining	10	+/-8	1.40%	+/-1.1
Construction	27	+/-13	3.70%	+/-1.9
Manufacturing	181	+/-55	24.70%	+/-6.0
Wholesale trade	14	+/-11	1.90%	+/-1.5
Retail trade	116	+/-46	15.80%	+/-5.7
Transportation and warehousing, and utilities	52	+/-28	7.10%	+/-3.7
Information	8	+/-8	1.10%	+/-1.1
Finance and insurance, and real estate and rental and leasing	30	+/-17	4.10%	+/-2.3
Professional, scientific, and management, and administrative and waste management services	60	+/-26	8.20%	+/-3.3
Educational services, and health care and social assistance	108	+/-32	14.70%	+/-4.3
Arts, entertainment, and recreation, and accommodation and food services	83	+/-38	11.30%	+/-4.7
Other services, except public administration	23	+/-16	3.10%	+/-2.1
Public administration	21	+/-15	2.90%	+/-2.0
CLASS OF WORKER				
Civilian employed population 16 years and over	733	+/-109	733	(X)
Private wage and salary workers	636	+/-105	86.80%	+/-3.6
Government workers	78	+/-28	10.60%	+/-3.7
Self-employed in own not incorporated business workers	14	+/-11	1.90%	+/-1.5
Unpaid family workers	5	+/-7	0.70%	+/-0.9
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	656	+/-71	656	(X)
Less than \$10,000	8	+/-13	1.20%	+/-2.0
\$10,000 to \$14,999	32	+/-26	4.90%	+/-3.8
\$15,000 to \$24,999	91	+/-32	13.90%	+/-4.8
\$25,000 to \$34,999	113	+/-37	17.20%	+/-5.3
\$35,000 to \$49,999	105	+/-37	16.00%	+/-5.2
\$50,000 to \$74,999	93	+/-25	14.20%	+/-3.8
\$75,000 to \$99,999	71	+/-26	10.80%	+/-4.0
\$100,000 to \$149,999	102	+/-39	15.50%	+/-5.4
\$150,000 to \$199,999	23	+/-18	3.50%	+/-2.8
\$200,000 or more	18	+/-13	2.70%	+/-2.0
Median household income (dollars)	46,613	+/-6,146	(X)	(X)
Mean household income (dollars)	64,382	+/-6,837	(X)	(X)
With earnings				
Mean earnings (dollars)	64,202	+/-7,764	(X)	(X)
With Social Security				
Mean Social Security income (dollars)	17,853	+/-1,832	(X)	(X)
With retirement income				
	149	+/-31	22.70%	+/-4.9

Appendix – Demographics



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean retirement income (dollars)	19,415	+/-4,176	(X)	(X)
With Supplemental Security Income	22	+/-18	3.40%	+/-2.6
Mean Supplemental Security Income (dollars)	9,027	+/-3,963	(X)	(X)
With cash public assistance income	6	+/-7	0.90%	+/-1.1
Mean cash public assistance income (dollars)	N	N	N	N
With Food Stamp/SNAP benefits in the past 12 months	79	+/-36	12.00%	+/-5.1
Families	400	+/-60	400	(X)
Less than \$10,000	15	+/-15	3.80%	+/-3.8
\$10,000 to \$14,999	3	+/-5	0.80%	+/-1.3
\$15,000 to \$24,999	12	+/-12	3.00%	+/-3.0
\$25,000 to \$34,999	44	+/-23	11.00%	+/-5.4
\$35,000 to \$49,999	61	+/-32	15.30%	+/-7.4
\$50,000 to \$74,999	63	+/-21	15.80%	+/-5.2
\$75,000 to \$99,999	75	+/-30	18.80%	+/-7.4
\$100,000 to \$149,999	95	+/-38	23.80%	+/-8.3
\$150,000 to \$199,999	14	+/-10	3.50%	+/-2.5
\$200,000 or more	18	+/-13	4.50%	+/-3.3
Median family income (dollars)	75,500	+/-20,505	(X)	(X)
Mean family income (dollars)	80,973	+/-9,167	(X)	(X)
Per capita income (dollars)	29,545	+/-3,573	(X)	(X)
Nonfamily households	256	+/-53	256	(X)
Median nonfamily income (dollars)	26,210	+/-2,090	(X)	(X)
Mean nonfamily income (dollars)	32,010	+/-4,000	(X)	(X)
Median earnings for workers (dollars)	31,653	+/-2,590	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	50,000	+/-10,489	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	33,800	+/-3,705	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	1,440	+/-184	1,440	(X)
With health insurance coverage	1,343	+/-155	93.30%	+/-3.6
With private health insurance	1,079	+/-128	74.90%	+/-6.4
With public coverage	526	+/-118	36.50%	+/-6.9
No health insurance coverage	97	+/-58	6.70%	+/-3.6
Civilian noninstitutionalized population under 18 years	307	+/-87	307	(X)
No health insurance coverage	4	+/-6	1.30%	+/-1.8
Civilian noninstitutionalized population 18 to 64 years	863	+/-129	863	(X)
In labor force:	692	+/-105	692	(X)



Appendix – Demographics

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Employed:	655	+/-103	655	(X)
With health insurance coverage	586	+/-90	89.50%	+/-5.4
With private health insurance	540	+/-86	82.40%	+/-7.0
With public coverage	71	+/-39	10.80%	+/-5.8
No health insurance coverage	69	+/-39	10.50%	+/-5.4
Unemployed:	37	+/-21	37	(X)
With health insurance coverage	31	+/-19	83.80%	+/-19.9
With private health insurance	13	+/-10	35.10%	+/-29.1
With public coverage	18	+/-17	48.60%	+/-33.5
No health insurance coverage	6	+/-8	16.20%	+/-19.9
Not in labor force:	171	+/-52	171	(X)
With health insurance coverage	153	+/-42	89.50%	+/-13.1
With private health insurance	105	+/-31	61.40%	+/-15.7
With public coverage	68	+/-35	39.80%	+/-16.7
No health insurance coverage	18	+/-25	10.50%	+/-13.1
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	5.30%	+/-4.0
With related children of the householder under 18 years	(X)	(X)	11.10%	+/-8.7
With related children of the householder under 5 years only	(X)	(X)	10.00%	+/-17.4
Married couple families	(X)	(X)	1.90%	+/-2.7
With related children of the householder under 18 years	(X)	(X)	3.20%	+/-6.5
With related children of the householder under 5 years only	(X)	(X)	0.00%	+/-54.8
Families with female householder, no husband present	(X)	(X)	20.00%	+/-18.9
With related children of the householder under 18 years	(X)	(X)	25.40%	+/-24.2
With related children of the householder under 5 years only	(X)	(X)	25.00%	+/-48.4
All people	(X)	(X)	7.40%	+/-3.7
Under 18 years	(X)	(X)	13.10%	+/-9.8
Related children of the householder under 18 years	(X)	(X)	12.20%	+/-9.5
Related children of the householder under 5 years	(X)	(X)	20.60%	+/-20.5
Related children of the householder 5 to 17 years	(X)	(X)	9.50%	+/-8.3
18 years and over	(X)	(X)	6.00%	+/-2.9
18 to 64 years	(X)	(X)	7.50%	+/-3.6
65 years and over	(X)	(X)	1.10%	+/-2.1
People in families	(X)	(X)	5.80%	+/-4.3
Unrelated individuals 15 years and over	(X)	(X)	12.90%	+/-6.9

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
Data are based on a sample and are subject to sampling variability.

**Table 5 2016 American Community Survey Selected Housing Characteristics for Walcott, Iowa**

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	691	+/-76	691	(X)
Occupied housing units	656	+/-71	94.90%	+/-3.9
Vacant housing units	35	+/-28	5.10%	+/-3.9
Homeowner vacancy rate	0	+/-3.6	(X)	(X)
Rental vacancy rate	6	+/-8.9	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	691	+/-76	691	(X)
1-unit, detached	422	+/-55	61.10%	+/-6.5
1-unit, attached	33	+/-25	4.80%	+/-3.4
2 units	3	+/-4	0.40%	+/-0.6
3 or 4 units	50	+/-26	7.20%	+/-3.7
5 to 9 units	34	+/-21	4.90%	+/-3.0
10 to 19 units	0	+/-9	0.00%	+/-2.8
20 or more units	14	+/-10	2.00%	+/-1.4
Mobile home	135	+/-44	19.50%	+/-5.7
Boat, RV, van, etc.	0	+/-9	0.00%	+/-2.8
YEAR STRUCTURE BUILT				
Total housing units	691	+/-76	691	(X)
Built 2014 or later	0	+/-9	0.00%	+/-2.8
Built 2010 to 2013	17	+/-21	2.50%	+/-3.0
Built 2000 to 2009	93	+/-26	13.50%	+/-3.4
Built 1990 to 1999	74	+/-27	10.70%	+/-3.8
Built 1980 to 1989	86	+/-38	12.40%	+/-5.0
Built 1970 to 1979	154	+/-46	22.30%	+/-6.0
Built 1960 to 1969	50	+/-28	7.20%	+/-4.2
Built 1950 to 1959	55	+/-23	8.00%	+/-3.4
Built 1940 to 1949	33	+/-14	4.80%	+/-2.0
Built 1939 or earlier	129	+/-41	18.70%	+/-5.7
ROOMS				
Total housing units	691	+/-76	691	(X)
1 room	8	+/-12	1.20%	+/-1.8
2 rooms	19	+/-16	2.70%	+/-2.3
3 rooms	78	+/-30	11.30%	+/-4.0
4 rooms	103	+/-42	14.90%	+/-5.6
5 rooms	153	+/-43	22.10%	+/-5.8
6 rooms	99	+/-25	14.30%	+/-3.7
7 rooms	96	+/-33	13.90%	+/-4.7



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
8 rooms	70	+/-25	10.10%	+/-3.8
9 rooms or more	65	+/-28	9.40%	+/-3.8
Median rooms	5.4	+/-0.3	(X)	(X)
BEDROOMS				
Total housing units	691	+/-76	691	(X)
No bedroom	8	+/-12	1.20%	+/-1.8
1 bedroom	89	+/-35	12.90%	+/-4.5
2 bedrooms	189	+/-51	27.40%	+/-6.4
3 bedrooms	301	+/-51	43.60%	+/-7.0
4 bedrooms	85	+/-34	12.30%	+/-4.8
5 or more bedrooms	19	+/-13	2.70%	+/-1.9
HOUSING TENURE				
Occupied housing units	656	+/-71	656	(X)
Owner-occupied	530	+/-60	80.80%	+/-4.8
Renter-occupied	126	+/-36	19.20%	+/-4.8
Average household size of owner-occupied unit	2.27	+/-0.19	(X)	(X)
Average household size of renter-occupied unit	1.9	+/-0.52	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT				
Occupied housing units	656	+/-71	656	(X)
Moved in 2015 or later	35	+/-22	5.30%	+/-3.2
Moved in 2010 to 2014	191	+/-53	29.10%	+/-6.7
Moved in 2000 to 2009	209	+/-48	31.90%	+/-6.5
Moved in 1990 to 1999	102	+/-32	15.50%	+/-5.1
Moved in 1980 to 1989	60	+/-25	9.10%	+/-3.5
Moved in 1979 and earlier	59	+/-18	9.00%	+/-2.9
VEHICLES AVAILABLE				
Occupied housing units	656	+/-71	656	(X)
No vehicles available	28	+/-22	4.30%	+/-3.3
1 vehicle available	249	+/-49	38.00%	+/-6.3
2 vehicles available	255	+/-50	38.90%	+/-6.8
3 or more vehicles available	124	+/-32	18.90%	+/-4.5
HOUSE HEATING FUEL				
Occupied housing units	656	+/-71	656	(X)
Utility gas	518	+/-59	79.00%	+/-5.4
Bottled, tank, or LP gas	34	+/-25	5.20%	+/-3.7
Electricity	101	+/-37	15.40%	+/-5.0
Fuel oil, kerosene, etc.	0	+/-9	0.00%	+/-3.0
Coal or coke	0	+/-9	0.00%	+/-3.0



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Wood	3	+/-5	0.50%	+/-0.7
Solar energy	0	+/-9	0.00%	+/-3.0
Other fuel	0	+/-9	0.00%	+/-3.0
No fuel used	0	+/-9	0.00%	+/-3.0
SELECTED CHARACTERISTICS				
Occupied housing units	656	+/-71	656	(X)
Lacking complete plumbing facilities	0	+/-9	0.00%	+/-3.0
Lacking complete kitchen facilities	12	+/-8	1.80%	+/-1.3
No telephone service available	29	+/-23	4.40%	+/-3.5
OCCUPANTS PER ROOM				
Occupied housing units	656	+/-71	656	(X)
1.00 or less	630	+/-70	96.00%	+/-3.1
1.01 to 1.50	18	+/-16	2.70%	+/-2.4
1.51 or more	8	+/-13	1.20%	+/-1.9
VALUE				
Owner-occupied units	530	+/-60	530	(X)
Less than \$50,000	115	+/-40	21.70%	+/-6.7
\$50,000 to \$99,999	65	+/-25	12.30%	+/-4.8
\$100,000 to \$149,999	157	+/-31	29.60%	+/-5.6
\$150,000 to \$199,999	91	+/-28	17.20%	+/-5.0
\$200,000 to \$299,999	78	+/-28	14.70%	+/-4.8
\$300,000 to \$499,999	17	+/-10	3.20%	+/-1.9
\$500,000 to \$999,999	0	+/-9	0.00%	+/-3.7
\$1,000,000 or more	7	+/-8	1.30%	+/-1.4
Median (dollars)	132,400	+/-8,727	(X)	(X)
MORTGAGE STATUS				
Owner-occupied units	530	+/-60	530	(X)
Housing units with a mortgage	252	+/-46	47.50%	+/-8.1
Housing units without a mortgage	278	+/-58	52.50%	+/-8.1
SELECTED MONTHLY OWNER COSTS (SMOC)				
Housing units with a mortgage	252	+/-46	252	(X)
Less than \$500	18	+/-23	7.10%	+/-8.6
\$500 to \$999	72	+/-25	28.60%	+/-9.7
\$1,000 to \$1,499	94	+/-34	37.30%	+/-10.7
\$1,500 to \$1,999	51	+/-22	20.20%	+/-8.5
\$2,000 to \$2,499	9	+/-8	3.60%	+/-3.2
\$2,500 to \$2,999	3	+/-4	1.20%	+/-1.6
\$3,000 or more	5	+/-8	2.00%	+/-3.2
Median (dollars)	1,145	+/-93	(X)	(X)



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Housing units without a mortgage	278	+/-58	278	(X)
Less than \$250	13	+/-9	4.70%	+/-3.2
\$250 to \$399	81	+/-25	29.10%	+/-9.1
\$400 to \$599	126	+/-37	45.30%	+/-9.9
\$600 to \$799	54	+/-33	19.40%	+/-9.5
\$800 to \$999	4	+/-6	1.40%	+/-2.1
\$1,000 or more	0	+/-9	0.00%	+/-6.9
Median (dollars)	449	+/-27	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)				
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	252	+/-46	252	(X)
Less than 20.0 percent	131	+/-34	52.00%	+/-11.3
20.0 to 24.9 percent	16	+/-10	6.30%	+/-3.8
25.0 to 29.9 percent	43	+/-28	17.10%	+/-9.9
30.0 to 34.9 percent	10	+/-8	4.00%	+/-3.2
35.0 percent or more	52	+/-25	20.60%	+/-9.2
Not computed	0	+/-9	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	278	+/-58	278	(X)
Less than 10.0 percent	96	+/-35	34.50%	+/-9.6
10.0 to 14.9 percent	61	+/-24	21.90%	+/-8.0
15.0 to 19.9 percent	58	+/-29	20.90%	+/-8.8
20.0 to 24.9 percent	24	+/-14	8.60%	+/-5.0
25.0 to 29.9 percent	21	+/-15	7.60%	+/-5.6
30.0 to 34.9 percent	3	+/-5	1.10%	+/-2.0
35.0 percent or more	15	+/-16	5.40%	+/-5.5
Not computed	0	+/-9	(X)	(X)
GROSS RENT				
Occupied units paying rent	126	+/-36	126	(X)
Less than \$500	17	+/-17	13.50%	+/-13.6
\$500 to \$999	102	+/-35	81.00%	+/-15.1
\$1,000 to \$1,499	3	+/-4	2.40%	+/-3.4
\$1,500 to \$1,999	0	+/-9	0.00%	+/-14.6
\$2,000 to \$2,499	0	+/-9	0.00%	+/-14.6
\$2,500 to \$2,999	0	+/-9	0.00%	+/-14.6
\$3,000 or more	4	+/-6	3.20%	+/-4.6
Median (dollars)	596	+/-41	(X)	(X)



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
No rent paid	0	+/-9	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)				
Occupied units paying rent (excluding units where GRAPI cannot be computed)	126	+/-36	126	(X)
Less than 15.0 percent	21	+/-16	16.70%	+/-12.4
15.0 to 19.9 percent	25	+/-17	19.80%	+/-13.4
20.0 to 24.9 percent	14	+/-10	11.10%	+/-8.6
25.0 to 29.9 percent	23	+/-21	18.30%	+/-15.8
30.0 to 34.9 percent	9	+/-14	7.10%	+/-11.0
35.0 percent or more	34	+/-23	27.00%	+/-16.3
Not computed	0	+/-9	(X)	(X)

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
 Data are based on a sample and are subject to sampling variability.



Table 6 2016 American Community Survey Demographic and Housing Estimates for Walcott, Iowa

Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	1,450	+/-185	1,450	(X)
Male	732	+/-125	50.50%	+/-3.5
Female	718	+/-83	49.50%	+/-3.5
Under 5 years	77	+/-33	5.30%	+/-2.0
5 to 9 years	91	+/-39	6.30%	+/-2.3
10 to 14 years	83	+/-33	5.70%	+/-2.1
15 to 19 years	69	+/-35	4.80%	+/-2.3
20 to 24 years	91	+/-54	6.30%	+/-3.5
25 to 34 years	198	+/-61	13.70%	+/-3.7
35 to 44 years	163	+/-60	11.20%	+/-3.8
45 to 54 years	187	+/-59	12.90%	+/-4.1
55 to 59 years	100	+/-36	6.90%	+/-2.3
60 to 64 years	111	+/-53	7.70%	+/-3.6
65 to 74 years	156	+/-52	10.80%	+/-3.5
75 to 84 years	83	+/-25	5.70%	+/-1.8
85 years and over	41	+/-27	2.80%	+/-1.9
Median age (years)	41	+/-5.7	(X)	(X)
18 years and over	1,143	+/-139	78.80%	+/-4.6
21 years and over	1,102	+/-128	76.00%	+/-4.5
62 years and over	373	+/-86	25.70%	+/-5.9
65 years and over	280	+/-66	19.30%	+/-4.6
18 years and over	1,143	+/-139	1,143	(X)
Male	535	+/-80	46.80%	+/-3.6
Female	608	+/-82	53.20%	+/-3.6
65 years and over	280	+/-66	280	(X)
Male	119	+/-38	42.50%	+/-8.1
Female	161	+/-41	57.50%	+/-8.1
RACE				
Total population	1,450	+/-185	1,450	(X)
One race	1,446	+/-183	99.70%	+/-0.4
Two or more races	4	+/-6	0.30%	+/-0.4
One race	1,446	+/-183	99.70%	+/-0.4
White	1,421	+/-185	98.00%	+/-2.2
Black or African American	9	+/-17	0.60%	+/-1.2
American Indian and Alaska Native	0	+/-9	0.00%	+/-1.4
Cherokee tribal grouping	0	+/-9	0.00%	+/-1.4
Chippewa tribal grouping	0	+/-9	0.00%	+/-1.4

Appendix – Demographics



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Navajo tribal grouping	0	+/-9	0.00%	+/-1.4
Sioux tribal grouping	0	+/-9	0.00%	+/-1.4
Asian	16	+/-26	1.10%	+/-1.8
Asian Indian	16	+/-26	1.10%	+/-1.8
Chinese	0	+/-9	0.00%	+/-1.4
Filipino	0	+/-9	0.00%	+/-1.4
Japanese	0	+/-9	0.00%	+/-1.4
Korean	0	+/-9	0.00%	+/-1.4
Vietnamese	0	+/-9	0.00%	+/-1.4
Other Asian	0	+/-9	0.00%	+/-1.4
Native Hawaiian and Other Pacific Islander	0	+/-9	0.00%	+/-1.4
Native Hawaiian	0	+/-9	0.00%	+/-1.4
Guamanian or Chamorro	0	+/-9	0.00%	+/-1.4
Samoan	0	+/-9	0.00%	+/-1.4
Other Pacific Islander	0	+/-9	0.00%	+/-1.4
Some other race	0	+/-9	0.00%	+/-1.4
Two or more races	4	+/-6	0.30%	+/-0.4
White and Black or African American	4	+/-6	0.30%	+/-0.4
White and American Indian and Alaska Native	0	+/-9	0.00%	+/-1.4
White and Asian	0	+/-9	0.00%	+/-1.4
Black or African American and American Indian and Alaska Native	0	+/-9	0.00%	+/-1.4
Race alone or in combination with one or more other races				
Total population	1,450	+/-185	1,450	(X)
White	1,425	+/-187	98.30%	+/-2.2
Black or African American	13	+/-18	0.90%	+/-1.2
American Indian and Alaska Native	0	+/-9	0.00%	+/-1.4
Asian	16	+/-26	1.10%	+/-1.8
Native Hawaiian and Other Pacific Islander	0	+/-9	0.00%	+/-1.4
Some other race	0	+/-9	0.00%	+/-1.4
HISPANIC OR LATINO AND RACE				
Total population	1,450	+/-185	1,450	(X)
Hispanic or Latino (of any race)	39	+/-36	2.70%	+/-2.5
Mexican	17	+/-22	1.20%	+/-1.5
Puerto Rican	3	+/-5	0.20%	+/-0.3
Cuban	4	+/-7	0.30%	+/-0.5
Other Hispanic or Latino	15	+/-26	1.00%	+/-1.8
Not Hispanic or Latino	1,411	+/-182	97.30%	+/-2.5
White alone	1,382	+/-182	95.30%	+/-3.1
Black or African American alone	9	+/-17	0.60%	+/-1.2
American Indian and Alaska Native alone	0	+/-9	0.00%	+/-1.4
Asian alone	16	+/-26	1.10%	+/-1.8
Native Hawaiian and Other Pacific Islander alone	0	+/-9	0.00%	+/-1.4
Some other race alone	0	+/-9	0.00%	+/-1.4
Two or more races	4	+/-6	0.30%	+/-0.4
Two races including Some other race	0	+/-9	0.00%	+/-1.4



Subject	Estimate	Margin of Error	Percent	Percent Margin of Error
Two races excluding Some other race, and Three or more races	4	+/-6	0.30%	+/-0.4
Total housing units	691	+/-76	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	1,129	+/-140	1,129	(X)
Male	531	+/-80	47.00%	+/-3.6
Female	598	+/-82	53.00%	+/-3.6

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.
Data are based on a sample and are subject to sampling variability.



Appendix – Service Report

COUNTY/COMMUNITY: Walcott, IA
 DATE: November 13, 2017
 FILED BY: Michael Saponaro, Senior Planner
 MEETING: Walcott Comprehensive Plan Visioning Workshop

PRESENT:

Community (Walcott; Refer to sign-in sheet), Bi-State

A Walcott public meeting was held at Walcott’s American Legion at 6:30 p.m. in order to engage residents in their Comprehensive Plan update, solicit their vision for their community, and to provide input on community strengths and weaknesses.

The meeting began with a brief presentation on the basics of a Comprehensive Plan and Community Profile. Residents then had an opportunity to provide input on their views regarding Walcott and their ideas for the future, including additional amenities needed, residential development, and potential new businesses and industry. Along with this visioning exercise, participants were split into groups and provided maps on which they were able to express their vision for future land use changes and improvements throughout the city. Residents were provided a public participation input form on the back of their agenda to provide any final thoughts on suggestions on city land use priorities or goals, and recommendations for the future development of Walcott.

What Do You Like Most about Walcott?

A common theme of this exercise was the sense of community and connections people felt after living in the city together for years, some for their entire lives.

- “Great place to live”
- “Like the location and the people”
- “Small town feel”
- “Friendly, safe, clean place to work and live”
- “Good schools”
- “Enjoy the small community”
- “Nice town, safe town, love the dogs”
- “Like knowing a lot of people in town”
- “Always liked small towns, safe, and beautiful”
- “Incomparable, nothing like living in Walcott, got to look forward – wouldn’t live anywhere else”
- “Small, friendly community”
- “Quiet, nice place to be”
- “Sense of community”
- “Love the parks and recreation”
- “Know all your neighbors, care if something happens”
- “Sense of family, everyone cares, children have a great education, and are safe”
- “Great school system”

- “Best volunteers”
- “Friendliness”
- “Small town atmosphere and school system”
- “Going to be hard to move out of here, great small town”
- “Raise children to be respectful here”
- “Love living here”
- “My hometown”
- “Fiscally responsible”
- “Community Involvement”
- “People”
- “Friendly nature”
- “Lots to offer with more to come”
- “Knows everyone”
- “Community participation and heart and soul”
- “No drama on council”
- “Access to Quad Cities”
- “Stable community”
- “Progress and growth”
- “Have the best volunteers”
- “Park facilities”

What Additional Amenities Does Walcott Need to Attract and Maintain Population?

There was a consensus among participants that a restaurant is needed downtown, such as a café, pub, or healthy place to eat. A grocery store may not be viable as there is now a Dollar General, however there may be a market for a niche store, such as a health food store or meat market. There should ideally be better access to Y-40, as well as more recreational trails/ recreational centers and a tennis court or pickle ball court.

- Coffee shop / Restaurant.
- Recreation center.
- Bike paths / Trails / Expand recreation trails into next phase.
- Gym.
- Flood protection at I-80 area.
- Microbrewery.
- Enlargement of main streets.
- Main Street improvement to Walcott.
- Increased internet availability.
- Follow city policies/ codes.
- Medical complex.
- Café/pub.
- Microbrewery.
- Ice cream store.
- Health foods store.
- Sit down restaurant.



- Grocery store or meat market.
- Yoga/ jazzercise.
- Marketing to younger families.
- New city hall / museum.
- Tennis court / pickle ball court.

What Kinds of Residential Development Would You Like to See in Walcott and Where Should It Be Located?

In general, few residents wanted elder care facilities and homes, nor apartments or affordable housing options in Walcott. Most participants wanted single families homes or condominiums, ideally near the elementary & intermediate school, and near Courtyard Estates.

- More condominium development.
- More residential development near the school.
- Housing between Courtyard Estates and single-family condos.
- Condos in the Westbrook addition.
- Grants for first time home buyers.
- Single family houses in south west of city.
- Access to Y40.
- Street to Bridge Ave.
- Smaller, affordable housing for young families.
- Expand sewers.
- Tax credits to encourage development.
- New homebuyers.
- Single families and condos north of the school or Main Street.
- Townhouses, patio homes, or detached condos to serve the housing needs for elderly; i.e. some form of housing “in-between” single family homes and assisted living facilities.

What Kinds of Retail, Light Commercial and/or Light Industrial Development Would You Like to See and Where?

Most residents wanted to expand the tax base by attracting non-nuisance industry, such as medical coding, breweries, or commercial shops that would fit the needs of shoppers, including a niche grocery store or meat market that would supplement the goods currently available in Dollar General.

- Specialty shops.
- Movie theater.
- Salon/spa.
- Bakery.
- Consignment shop.
- Welding, light manufacturing.
- Chemical company.
- Hardware store.
- Winery.

- Recreation center.
- Café.
- Mapping of sewer system and waterlines.
- Hardware.
- Dry cleaning.
- Service oriented business (clean for elderly, etc.).
- Plumbers, electricians.
- Family restaurant.
- Hwy 6 Corridor / retail strip
- Sandwich and coffee shop, or drive thru.
- Walcott Historical Home as an attraction.
- Industrial subdivision near salt plant, upstream from Mud Creek.
- Doctor / Urgent care.
- No nuisance industries, but medical industry coding or something similar.
- More development at I-80.
- Sporting goods store/ Hardware store.
- New infrastructure for businesses.

Suggestions on City Land Use Priorities or Goals

One resident provided input, however not explicitly to the city's list of stated goals, suggesting that Davenport School system should buy land north of Walcott school.

Recommendations for the future development of Walcott

Some specific examples of future development were provided, largely in the vein of roadway infrastructure.

- New City Hall & Museum.
- Better street lighting for night walkers.
- Turn mud creek into a large lake for recreational use and fish boating.
- Don't build houses at end of streets, which create cul-de-sacs and dead ends. Streets should go thru as much as possible.
- Keep access on and off Y-40 to a minimum.
- Designate main streets to make them wide enough for parking on both sides plus 2-way traffic. Maybe allow for one-ways in future.

Mapping Exercise

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

Generally speaking, residents wanted low density residential expanded to the south west part of the existing downtown area, with a few blocks of high density residential at the closest part of the southwest corner of downtown. East of downtown, across from 70th Ave, residents wanted industrial expanded north against the existing area, and then high density residential and commercial above that along Walcott Road and 70th Ave. Industrial should also be expanded east along the existing commercial area near the I80 truck shop.



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

Meeting of: Walcott Public Input Session

Date: 11/13/2017 Time: 6:30 p.m. To: 8:30 p.m. Minutes: Yes No

Place of Meeting: American Legion Post – 121 Bryant Street, Walcott, IA 52773

Name:	Title/Representing:	Contact # or Email:
1. Leona Thompson		
2. CHRIS THOMPSON	P+Z	
3. SCOTT PILL		
4. Joanne Pohl		
5. Deanne Duncan		
6. Judy Wilcox		
7. Bernard Area	P+Z	
8. Andy Bras	ME	
9. Pat & Pam Deane		
10. Bonnie & Don Ruffs		
11. Larry & Bev Smith		
12. Brenda Wamey		
13. Kenneth S. Warlick Jr		
14. Trish MOSES	Pd. Z	
15. MIKE BYINGTON	P+Z	
16. Lisa Mungler	Council	
17. Tom Bras		
18. Tim Koepf	Council	
19. Denny Heiser		
20. Janice Thompson		
21. Carol Sney		
22. Ruth Schroeder		
23. Sue Dabey	Walcott Bank	
24. Karen Puck		
25. Janis Puck	Walcott	

DD\sg
forms\Meeting Sign-In Form
11/7/06