

CITY COUNCIL MEETING

City of Davenport, Iowa

Wednesday, August 22, 2018; 5:30 PM

City Hall, 226 W. 4th Street, Council Chambers

***** REVISED August 21, 2018 *****

I. Moment of Silence

II. Pledge of Allegiance

III. Roll Call

IV. Meeting Protocol and Decorum

V. Approval of Minutes

Approval of City Council Meeting Minutes for August 8, 2018 and the Special City Council Joint Committee of the Whole Meeting with the City of Bettendorf for August 13, 2018

VI. City Administrator Update

VII. Report on Committee of the Whole

Approval of the Report of the Committee of Whole for August 15, 2018

VIII. Appointments, Proclamations, Etc.

A. Proclamations

1. Water and Wastewater Workers of Iowa Week

IX. Presentations

A. Miss Iowa 2018 - Mikhayla Hughes-Shaw

B. Swearing in of Police Officers

Joshua Thomas Wehde
Kevin Ephren Remley
Anh John Lam Nguyen
Joshua Paul Derner
Cory Joseph Hughes
Brittany Michelle Henk Taylor
Nathaniel Allen Missimer
Grant Garrison Killinger

X. Petitions and Communications from Council Members and the Mayor

A. Community Engagement Update - Alderman Dickmann

XI. Individual Approval of Items on the Discussion Agenda

1. Third Consideration: Ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]
2. Third Consideration: Ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]
3. Second Consideration: Ordinance for Case No. REZ18-09 being the request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 1.5 acres, more or less, located at the northeast corner of Utica Ridge Road and East 56th Street from "C-O" Office Shop District to "C-1" Neighborhood Shopping District to facilitate commercial development. [Ward 6]

The Plan and Zoning Commission forwards Case No. REZ18-09 to the City Council with a recommendation for denial. Eight votes are required for passage.

4. First Consideration: Ordinance amending the boundaries and exemption schedules of the Central City and North Urban Revitalization Areas. [All Wards]
5. First Consideration: Ordinance for Case No. REZ18-10: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company. [Ward 6]
6. First Consideration: Ordinance for Case No. REZ18-11: Request to rezone 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, Inc. Petitioner [Ward 6]
7. Resolution approving Case No. FDP18-03 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a PDD Planned Development District Final Development Plan on property located on the south side of East 53rd Street approximately 385 feet east of Lorton Avenue. [Ward 6]
8. Resolution approving a fiber to the premise development agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards]
9. Motion approving a construction letter agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards]
10. Motion directing staff to study traffic levels and speed on Lorton Ave from 53rd St to 46th St to determine the impact to the residential neighborhood with the proposed commercial development along 53rd St west of Elmore Ave and directing staff to

return the study findings and provide recommendations for traffic modifications in one year. [Ward 6]

XII. Approval of All Items on the Consent Agenda

****NOTE:** These are routine items and will be enacted at the City Council Meeting by one roll call vote without separate discussion unless an item is requested to be removed and considered separately.

Community Development

1. Resolution approving Case No. CP18-02 being the request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from "RG" Residential General to Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

Public Safety

1. Resolution closing various street(s), lane(s) or public grounds on the listed date(s) to hold outdoor event(s).

Downtown Partnership, Alternating Currents, August 24-26; 8:00 AM Friday through 8:00 PM Sunday; Closure Locations: 2nd Street from the east side of Perry Street intersection to the west side of the Iowa Street intersection for Chalk Art Festival, Saturday, August 25, 7:00 AM through Sunday, August 26 at 8:00 PM; and, Pershing Avenue from the north side of the 2nd Street intersection to the south side of the alley directly south of Klemme's Klassic Kars on Friday, August 24, 8:00 AM through Saturday, August 25 at 10 PM; Pershing Avenue between the south side of the 4th Street intersection to the north side of the 3rd Street intersection on Saturday, August 25, 7:00 AM to 8:00 PM; and the food truck zone at Bechtel Park on Iowa and 2nd Streets on Friday, August 24, 2:00 PM to Saturday, August 25th at midnight. Temporary No Parking on the north side of 3rd Street starting at the west corner of Pershing Avenue along the south face of Raccoon Motel and Armored Gardens. [Ward 3]

City of Davenport, Annual Halloween Parade, October 27, 10:30 AM - 3:30 PM: Closure Location: Staging area: Third from Brady to LeClaire and north/south streets between 2nd and 4th Street closed at 10:30 AM; Parade Steps Off at 2:00 PM; Third Street from Brady Street to Ripley Street, Ripley Street from Third Street to Second Street, Second Street from Ripley to Iowa, Iowa from 2nd to 3rd Streets

2. Motion approving noise variance request(s) for various events on the listed dates and times.

Davenport Public Library Eastern Avenue, Library Card Signup Party, Saturday, September 15, 2018, 10:00 AM - 5:30 PM, Over 50 dBa [Ward 6]

3. Motion approving beer and liquor license applications.

A. New license, new owner, temporary permit, temporary outdoor area, location transfer, etc. (as noted):

German American Heritage Center (German American Heritage Center) – 712 W 2nd St. parking lot only – Outdoor Area August 25, 2018 "Best of the Wurst" event – License Type: B Beer

Front Street Brewery Oktoberfest (Front Street Brewery, Inc.) - 421 W River Dr. Parking Lot Event - Outdoor Area September 28-29, 2018 "Oktoberfest" - License Type: B Beer

Jaycees of The Quad Cities (Davenport Jaycees) - 400 W Beiderbecke Dr. LeClaire Park - Outdoor Area September 15, 2018 "Brew Ha Ha" - License Type: B Beer

Hilltop Campus Village Inc. - Harrison St. between 14th and 15th Streets - Outdoor Area September 15, 2018 "Retrofest" - License Type: Beer / Wine

Viva Quad Cities Fiesta (VIVA Quad Cities, Inc.) - 400 W Beiderbecke Dr. LeClaire Park - Outdoor Area September 7-9, 2018 - License Type: C Liquor

Ward 7

Flavours (Flavours of The QC LLC) - 1720 E Kimberly Rd. - (New License) License Type: C Liquor

Our Lady of Victory Church of Davenport IA (Our Lady of Victory Church of Davenport, Iowa) - 1627 W 42nd St. - Outdoor Area September 15, 2018 "Parish Fall Festival" - License Type: B Beer

B. Annual license renewals (with outdoor area renewals as noted):

Ward 2

Casey's General Store #2077 (Casey's Marketing Company) – 3700 W Locust St. – License Type: C Beer

Ward 3

Barrel House 211 (Barrelhouse LLC) – 207-211 E 2nd St. – Outdoor Area – License Type: C Liquor

The Col Ballroom (Leigh Reitz) – 1012 W 4th St. – License Type: C Liquor

Mary's on 2nd (Birdland, Inc.) – 832 W 2nd St. – Outdoor Area – License Type: C Liquor

The Office (Local 563 Cocktail Lounge, LLC) – 116 W 3rd St. – License Type: C Liquor

Ward 4

The Putnam (Putnam Museum and Science Center) – 1717 W 12th St. – Outdoor Area – License Type: C Liquor

Ward 5

Bowlmor Lanes (Davenport Bowlers, Inc.) – 2952 Brady St. – License Type: C Liquor

Ward 6

Barrel House Three LLC (Barrel House Three LLC) – 5141 Utica Ridge Rd. – Outdoor Area – License Type: C Liquor

Holiday Inn & Suites/J-Bar (HOA Hotels LLC) – 4215 Elmore Ave. – Outdoor Area – License Type: B Liquor

Jersey Grille (Jersey Grille, Inc.) – 5255 Jersey Ridge Rd. – Outdoor Area – License Type: C Liquor

Staybridge Hotel (Shree Balaji LLC) – 4729 Progress Dr. – License Type: Beer / Wine

Ward 7

Hooters of Davenport (HOA Restaurant Holder, LLC) – 110 E Kimberly Rd. – Outdoor Area – License Type: C Liquor

Phil & Larry's Saloon (P & L, Inc.) – 4811 N Brady St., Suite 2 – Outdoor Area – License Type: C Liquor

Ridhi Rose Mart LLC (Ridhi Rose Mart LLC) – 4317 Harrison St. – License Type: C Beer

Tobacco Outlet Plus Grocery #562 (Kwik Trip, Inc.) – 4619 N Brady St. – License Type: C Beer / B Native Wine

Ward 8

Casey's General Store #2092 (Casey's Marketing Company) – 6278 N Pine St. – License Type: C Beer

Leisure Lanes (Four Bros., LLC) – 2802 W 73rd St. – Outdoor Area – License Type: C Liquor

Residence Inn (W2005/Fargo Hotels (Pool C) Realty, LP) – 120 E 55th St. – License Type: Beer / Wine

C. Request for exemption for 19- and 20-year-olds on premise:

Ward 3

The Col Ballroom (Leigh Reitz) - 1012 W 4th St. - License Type: C Liquor

Public Works

1. Resolution approving the acceptance for the construction of the FY2018 Sidewalk Program completed by Kelly Construction of Davenport, Inc. of Davenport, IA. CIP #28017 [All Wards]
2. Resolution approving the proposed plans, specifications, forms of contract and estimated cost for the Sterilite Spur Track Expansion and Interchange Track Construction Project, CIP #60009. [Ward 8]
3. Resolution approving the contract for the construction of Jersey Ridge Road at Cromwell Circle and 65th St Center Turn Lane Project to the lowest responsive and responsible bidder. CIP #35000 [Wards 6 and 8]
4. Resolution to approve the Caterpillar Engine #1 Overhaul at the Water Pollution Control Plant to Altorfer Inc. in the amount of \$105,000. [All Wards]
5. Resolution approving the contract for the Restroom Building Renovation at LeClaire Park to Swanson Construction Co. of Bettendorf, IA in the amount of \$136,651. CIP #64053 [Ward 3]
6. Resolution assessing the cost of boarding up building at various lots and tracts of real estate. [All Wards]
7. Resolution assessing the cost of brush & debris removal at various lots and tracts of real estate. [All Wards]
8. Resolution assessing the cost of condemned property demolitions at various lots and tracts of real estate. [All Wards]
9. Resolution assessing the cost of sidewalk replacement at various lots and tracts of real estate. [All Wards]
10. Resolution assessing the cost of weed cutting at various lots and tracts of real estate. [All Wards]

Finance

1. Resolution accepting the annual Byrne Justice Assistance Grant (JAG) from the Federal government for 2018-2019 in the amount of \$85,774. [All Wards]
2. Resolution awarding a contract for emergency repairs to the fueling station at the Davenport Municipal Airport to Acterra Group in the amount of \$153,495. [Ward 8]
3. Motion awarding a two-year contract with an option of a one-year extension for traffic signal maintenance to Davenport Electric Contract Company of Davenport, IA. [All Wards]
4. Motion awarding a contract for Medical Bill Review and Pharmacy Benefit Management for the Risk Management Division to CorVel Corporation of West Des Moines IA. [All Wards]
5. Motion awarding a contract to demolish three properties (726 W. 6th Street; 220

Warren Street; 2410 Davie Street) to McAdam, Inc. of Davenport, IA in the total amount of \$56,184.00. CIP #22055 [Wards 3 & 4]

XIII. Other Ordinances, Resolutions and Motions

1. Motion for suspension of the rules to add and vote on the following item:
2. Motion approving liquor license application for Wise Guys Pizza and More (Joe Robbie Investments, LLC), 2408 East 53rd Street; New License/Owner, License Type: Beer/Wine [Ward 6]

XIV. Public with Business

PLEASE NOTE: At this time individuals may address the City Council on any matters of City business. This is not an opportunity to discuss issues with the Council members or get information. In accordance with Open Meetings law, the Council can not take action on any complaint or suggestions tonight, and can not respond to any allegations at this time.

Please state your Name and Ward for the record. There is a five (5) minute time limit. Please end your comments promptly.

XV. Reports of City Officials

1. Civil Service Lists

XVI. Adjourn

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Jackie E Holecek x6163
Wards:

Action / Date
8/22/2018

Subject:
Approval of City Council Meeting Minutes for August 8, 2018 and the Special City Council Joint Committee of the Whole Meeting with the City of Bettendorf for August 13, 2018

Recommendation:
Approve the minutes.

ATTACHMENTS:

Type	Description
▢ Cover Memo	CC MIN 8/8/18
▢ Cover Memo	Special COW Joint Mtg with Bettendorf

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/16/2018 - 9:56 AM

COUNCIL CHAMBERS, CITY HALL, Davenport, Iowa, August 8, 2018---The Council observed a moment of silence. Pledge of Allegiance. The Council met in regular session at 5:30 PM with Mayor Klipsch presiding and all aldermen present..

The minutes of the July 25, 2018 City Council meeting were approved as printed.

The report of the Committee of the Whole was as follows: COUNCIL CHAMBERS, CITY HALL, Davenport, Iowa, Wednesday, August 1, 2018--The Council observed a moment of silence. Pledge of Allegiance. The Council met in Committee of the Whole at 5:30 PM with Mayor Klipsch presiding and all alderman present except Ald. Meginnis. The following Public Hearings were held: Community Development: for the Ordinance for Case No. REZ18-09 being the request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 1.5 acres, more or less, located along the north side of East 56th Street east of Utica Ridge Road from "C-O" Office Shop District to "C-1" Neighborhood Shopping District on 1.5 acres to facilitate commercial development. [Ward 6]; Public Works: on the plans, specifications, form of contract and estimated cost for the Jersey Ridge Road Turn Lane Project at Cromwell Circle and 65th Street Intersections, CIP #35000. [Wards 6 and 8]. Action items for Discussion: (The votes on all motions were by voice vote. All votes were unanimous unless specifically noted.) Community Development: Ald. Gripp reviewed all items listed. On motion by Ald. Clewell, second by Ald. Rawson item # 3, 4, 5, 6 moved to the Discussion Agenda and all other items moved to the Consent Agenda. Public Safety: Ald. Rawson reviewed all items listed. On motion by Ald. Condon, second by Ald. Dickmann item # 2 moved to the Discussion Agenda with a recommendation for suspension of the rules and passage on first consideration; all other items moved to the Consent Agenda. Public Works: Ald. Ambrose reviewed all items listed. On motion by Ald. Dunn, second by Ald. Dickmann that all items moved to the Consent Agenda. Finance: Ald. Tompkins reviewed all items listed. On motion by Ald. Dunn, second by Ald. Ambrose items # 1 and 2 moved to the Discussion Agenda; all other items moved to the Consent Agenda. Council adjourned at 9:57 p.m.

The following Proclamation was issued: Jersey Meadows Recognized Neighborhood, 344.

The following Presentation was given: Local Business "The Foundation of Our Community" to Ganzo's Mexican Restaurant & Cantina.

July 25, 2018

The Discussion Agenda items were as follows: NOTE: The votes on all ordinances and resolutions were by roll call vote. The votes on all motions were by voice vote. All votes were unanimous unless specifically noted.

The following Ordinances moved to third consideration: for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development; for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development.

The following Ordinance moved to second consideration: for Case No. REZ18-09 being the request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 1.5 acres, more or less, located at the northeast corner of Utica Ridge Road and East 56th Street from "C-O" Office Shop District to "C-1" Neighborhood Shopping District to facilitate commercial development.

The following Ordinance was tabled two cycles (until September 19, 2018): amending Chapter 2.58 entitled "Civil Rights Commission" to replace it with a new "Human and Civil Rights Agency" (Ald. Ambrose and Matson voting nay)

The following Ordinance was adopted on first consideration, upon suspension of the rules and passage of second and third considerations: amending Schedule XI of Chapter 10.96 entitled "Resident Parking Only" by adding E 32nd Street along the frontage of 424 E 32nd Street, 345.

The following resolutions were adopted: for Case No. P18-03 being the Preliminary Plat for Pheasant Ridge Subdivision, located west of Elmore Avenue and north of East 53rd Street, containing 64 buildable lots on 43.27 acres, more or less (Pheasant Creek Estates LLC, Petitioner), 346; approving a financing agreement between the Putnam Museum, the Quad Cities Cultural Trust, and the City of Davenport, 347.

July 25, 2018

The Consent Agenda was as follows: NOTE: These are routine items and are enacted at the City Council meeting by one roll call vote. The vote was unanimous unless otherwise noted.

Community Development: The following Ordinances were adopted: for Case No. REZ18-06 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center, 348; for Case No. REZ18-07 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center, 349.

Public Safety: The following Ordinance was adopted: amending Schedule VII of Chapter 10.96 entitled "No Parking" by adding Pine Street along the east side from Hickory Grove Road north 150 feet, 350.

The following Resolution was adopted: closing various street(s), lane(s) or public grounds on the listed date(s) to hold outdoor event(s), 351.

The following Motions were passed: approving noise variance request(s) for various events on the listed dates and times., 352; approving all submitted beer and liquor license applications, 353.

Public Works: The following Ordinance was adopted: amending Chapter 13.16 entitled "Wastewater Facilities" to include changes needed per the EPA pre-treatment streamlining rule, 354.

The following Resolutions were adopted: approving the the plans, specifications, form of contract and estimated cost for the Jersey Ridge Road Turn Lane Project at Cromwell Circle and 65th Street Intersections, CIP #35000, 355; approving the contract for the W 6th Street & Oak Street Sidewalk Program to Hawkeye Paving Corporation of Bettendorf, in the amount of \$325,165, 356; approving an additional \$420,000 to the Full Depth Patch

July 25, 2018

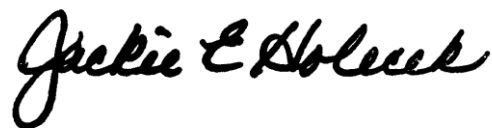
Program, CIP #35026, 357; approving the contract for the RiverCenter Adler Theatre Infrastructure Upgrade Phase II, to Northwest Mechanical Inc. of Davenport, in the amount of \$1,857,000. CIP #69014, 358; acceptance for the construction of Phase 2 of the Eastern Avenue Trail from E. 54th Street to Prairie Heights Park Road, completed by Ardo Schmidt Construction Inc. CIP #28002, 359.

Finance: The following Resolution was adopted: approving a professional services contract for federal grant consultant work with Keller Partners and Company of Washington, D.C. in the amount of \$78,000, 360.

Other Ordinances, Resolutions and Motions: On motion by Ald. Ambrose, second by Ald. Rawson for suspension of the rules to add and vote on the following item: accepting the 2018-2019 (year two of three) AmeriCorps Program grant from the Corporation for National and Community Services in the amount of \$532,677.00, 361.

On motion by Ald. Ambrose, second by Ald. Condon for suspension of the rules to add and vote on the following item: approving liquor license application for Sippis Restaurant (Sippis Inc.) – 406 W 2nd St. between Ripley and Scott Streets – Outdoor area “6th Annual Gene Price Memorial Car Show” August 11, 2018 – License Type: C Liquor, 362.

On motion Council adjourned at 8:54 P.M.

A handwritten signature in black ink that reads "Jackie E. Holecek". The signature is written in a cursive, flowing style.

Jackie E. Holecek, MMC
Deputy City Clerk

SPECIAL COMMITTEE OF THE WHOLE MEETING, Waterfront Convention Center, 2021 State Street, Bettendorf, Iowa, August 13, 2018---The Council observed a moment of silence. Pledge of Allegiance. The Council met in a Special Committee of the Whole with the City of Bettendorf, Iowa at 6:00 PM with Mayor Klipsch presiding and all aldermen present except Ald. Dickmann, Matson and Tompkins.

The following Resolution was discussed and it was recommended, with all Aldermen present voting aye, that it be moved to the Discussion Agenda for the City Council Meeting to be held on August 22, 2018: Resolution approving a fiber to the premise development agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards].

The following Motion was discussed and it was recommended, with all Aldermen present voting aye, that it be moved to the Discussion Agenda for the City Council Meeting to be held on August 22, 2018: Motion approving a construction letter agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards].

On motion Council adjourned at 7:09 P.M.

Corrin Spiegel
City Administrator/City Clerk

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Jackie E Holecek x6163
Wards:

Action / Date
8/22/2018

Subject:
Approval of the Report of the Committee of Whole for August 15, 2018

Recommendation:
Approve the report.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Report of COW 081518

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/16/2018 - 10:08 AM

COUNCIL CHAMBERS, CITY HALL, Davenport, Iowa, Wednesday, August 15, 2018--The Council observed a moment of silence. Pledge of Allegiance. The Council met in Committee of the Whole at 5:30 PM with Mayor Klipsch presiding and all alderman present except Ald. Tompkins. The following Public Hearings were held: Community Development: on the Ordinance for Case No. REZ18-10: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company; for the Ordinance for Case No. REZ18-11: Request to rezone 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, Inc. Petitioner; Public Works: hearing on the plans, specifications, forms of contract and estimated cost for the Sterilite Spur Track Expansion and Interchange Track Construction Project, CIP #60009. Action items for Discussion: (The votes on all motions were by voice vote. All votes were unanimous unless specifically noted.) Community Development: Ald. Gripp reviewed all items listed. On motion by Ald. Dickmann, second by Ald. Matson the following resolution was tabled until third consideration of the companion ordinance: Resolution for Case No. FDP18-02: Request for a Final Development on 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border to allow for development of a 304 unit, 19 building apartment complex. Jessica Tuttle, Thompson Thrift Development Company, petitioner. On motion by Ald. Clewell, second by Ald. Matson items #1, 2, 3, 4, 5, 6, 7 and 10 moved to the Discussion Agenda and all item #9 moved to the Consent Agenda. Public Safety: Ald. Rawson reviewed all items listed. On motion by Ald. Meginnis, second by Ald. Matson the agenda was amended and the following item added to the Motion approving beer and liquor license applications: German American Heritage Center (German American Heritage Center) – 712 W 2nd St. parking lot only – Outdoor Area August 25, 2018 “Best of the Wurst” event – License Type: B Beer [Ward 3]. On motion by Ald. Condon, second by Ald. Matson all items moved to the Consent Agenda. Public Works: Ald. Ambrose reviewed all items listed. On motion by Ald. Dunn, second by Ald. Matson all items moved to the Consent Agenda. Finance: Ald. Meginnis reviewed all items listed. On motion by Ald. Dunn, second by Ald. Ambrose all items moved to the Consent Agenda. Council adjourned at 8:50 p.m.

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Tiffany Thorndike x2066
Wards:

Action / Date
8/22/2018

Subject:
Water and Wastewater Workers of Iowa Week

ATTACHMENTS:

Type	Description
▣ Cover Memo	Proclamation

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Thorndike, Tiffany	Approved	8/16/2018 - 4:23 PM

Proclamation

- Whereas** the surface and ground waters of the city of Davenport, our region and nation are our city and country's greatest natural asset; and
- Whereas** the water treatment, stormwater and wastewater workforce is dedicated to maintaining the natural and built infrastructure that conveys and cleans our water resources for use and reuse; and
- Whereas** the engineering and environmental science-based practices in water, stormwater and wastewater processing continue to be a vital element in protecting public health, and enhancing our water resources; and
- Whereas** the services provided by these professionals are an integral part of our citizens' everyday lives;

Now therefore We, Frank Klipsch, Mayor, and the City Council of the City of Davenport, do hereby proclaim the week of August 19th through August 25th, 2018 as

"Water and Wastewater Workers of Iowa Week"

We call upon all citizens to acquaint themselves with the issues involved in water treatment, stormwater pollution prevention and run-off reduction, and wastewater treatment and recognize the contributions our water professionals make every day to promote sustainability, protect public health and our water resources.

Dated this 22nd day of August, 2018.

Frank J. Klipsch
Mayor of Davenport

Jackie E. Holecek, MMC
Deputy City Clerk

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
7/18/2018

Subject:

Third Consideration: Ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

Welcome investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08.

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer shall contain a 6 foot high fence along the northern portion of the landscape buffer;

3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

The protest rate is 7.4%.

ATTACHMENTS:

Type	Description
▢ Ordinance	Proposed Ordinance
▢ Backup Material	Proposed PDD Land Use Plan
▢ Backup Material	Plan and Zoning Commission Letter to City Council - 7-3-2018
▢ Backup Material	7-2-2018 - Plan and Zoning Commission Vote Results
▢ Backup Material	Applicant Acceptance of Rezoning Conditions
▢ Backup Material	Plan and Zoning Commission Staff Report - 7-2-2018 Public Meeting
▢ Backup Material	Developer Presentation
▢ Backup Material	Traffic Impact Study
▢ Backup Material	Rezoning Protest List of Property Owners within 200 Feet of the Subject Property
▢ Backup Material	Non-Objection, Protests and Correspondence
▢ Backup Material	Public Hearing and Neighborhood Meeting Notice
▢ Backup Material	Public Hearing Notice - QC Times - 7-10-2018
▢ Backup Material	Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development Community Development	Berger, Bruce	Approved	7/11/2018 - 3:17 PM

Committee
City Clerk

Berger, Bruce
Admin, Default

Approved
Approved

7/11/2018 - 3:17 PM
7/11/2018 - 5:04 PM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Addition; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

Section 2. That the following findings and conditions are hereby imposed upon said rezoning:

1. That the property be substantially developed in accordance with the “PDD” Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the “PDD” Planned Development District and/or “HCOD” Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

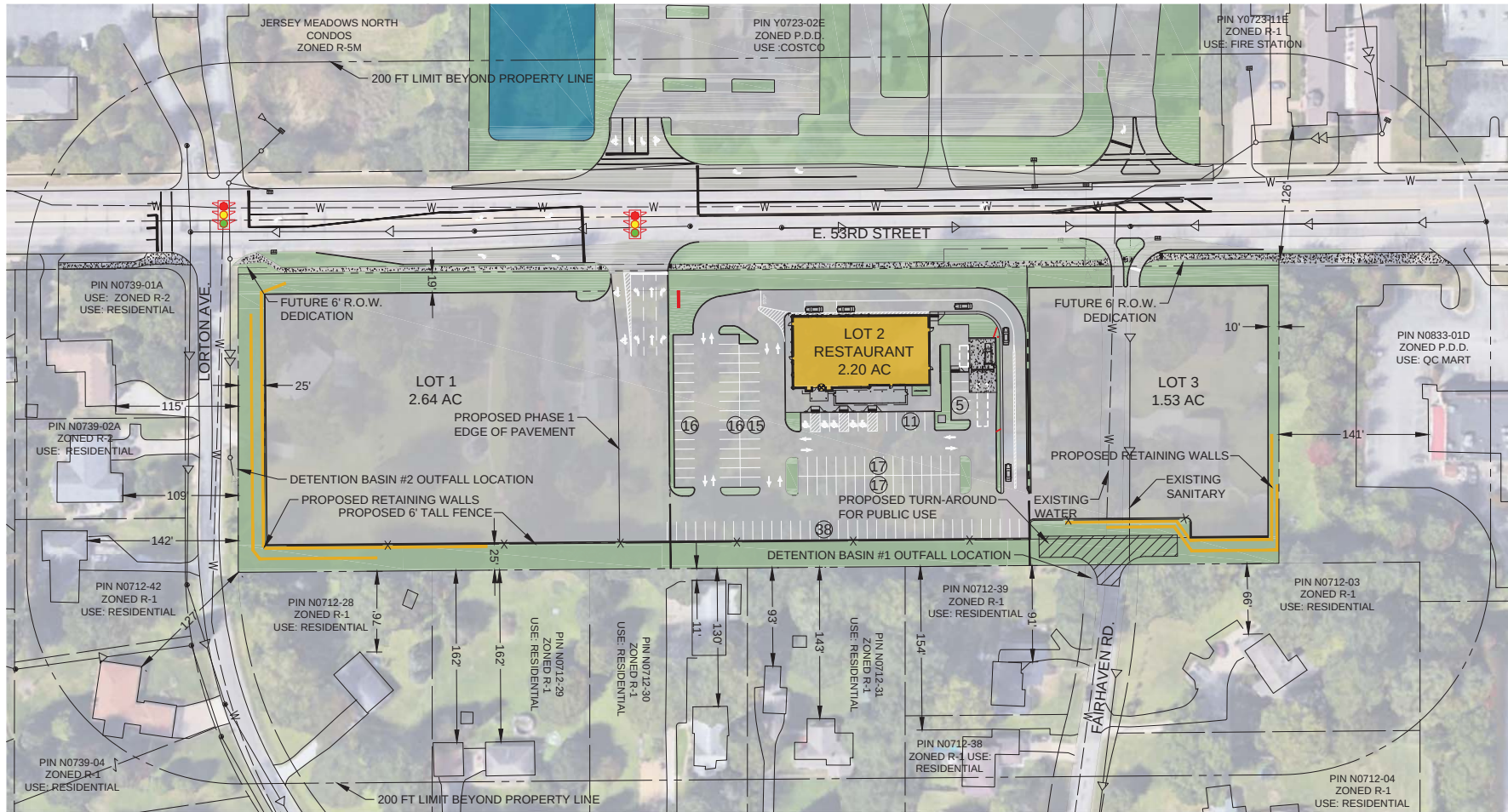
Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



LAND USE TABLE

	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRE	RESTAURANT/RETAIL/OFFICE	15,000 SF	91,500 SF (79.6%)	1
LOT 2	2.20 ACRE	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRE	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND

- BOUNDARY LINE
- SETBACK LINE
- EXISTING PROPERTY LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED MONUMENT SIGN

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



LAND USE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-28-18 LAND USE PLAN

LAND USE
PLAN

PROJECT NO

IA76-18-023

DATE

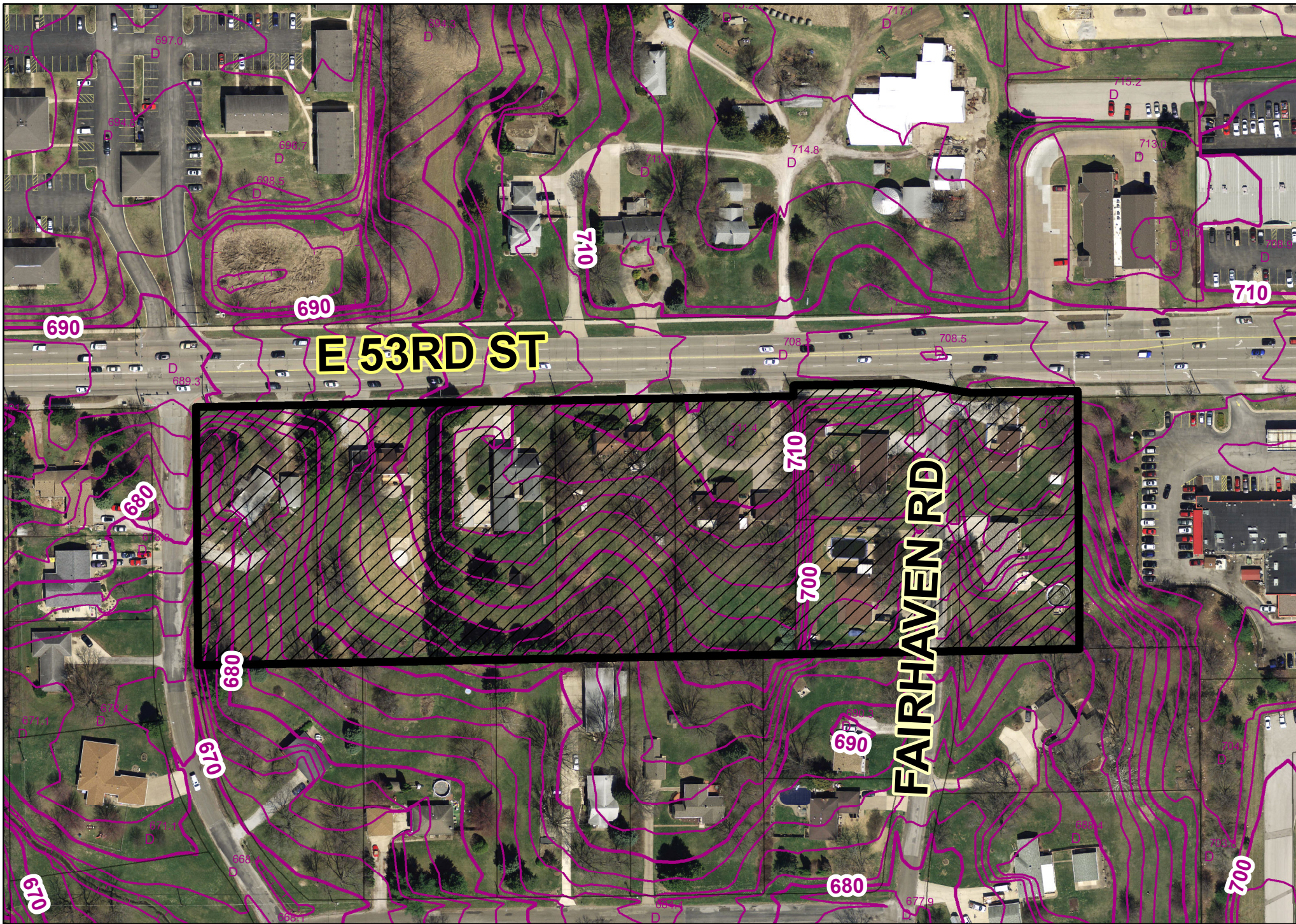
06-28-18

SHEET

C-1



Rendering depicting finished grade of site, retaining walls and fence adjacent to the rear property line.



July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;

9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the “PDD” Planned Development District and/or “HCOD” Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a long horizontal flourish extending to the right.

Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN

WCT Investments, LLC.
2813 N. Main Street.
East Peoria, Illinois 61611

July 5, 2018

Honorable Mayor and City Council
City Hall
Davenport, Iowa 52801

Honorable Mayor and City Council:

The undersigned, William Torchia on behalf of WCT Investments Davenport Series, LLC, as applicant for the Case No. REZ18-08 does hereby agree and accept the recommended conditions of the rezoning approval listed in the letter of the City Plan and Zoning Commission to the City Council, dated July 3, 2018. This agreement is pursuant to Chapter 414.5, of the Code of Iowa and as set forth by exhibit "A" attached.

By: _____



William Torchia

414.5 Changes — protest.

The regulations, restrictions, and boundaries may, from time to time, be amended, supplemented, changed, modified, or repealed. Notwithstanding [section 414.2](#), as a part of an ordinance changing land from one zoning district to another zoning district or an ordinance approving a site development plan, a council may impose conditions on a property owner which are in addition to existing regulations if the additional conditions have been agreed to in writing by the property owner before the public hearing required under [this section](#) or any adjournment of the hearing. The conditions must be reasonable and imposed to satisfy public needs which are directly caused by the requested change. In case, however, of a written protest against a change or repeal which is filed with the city clerk and signed by the owners of twenty percent or more of the area of the lots included in the proposed change or repeal, or by the owners of twenty percent or more of the property which is located within two hundred feet of the exterior boundaries of the property for which the change or repeal is proposed, the change or repeal shall not become effective except by the favorable vote of at least three-fourths of all the members of the council. The protest, if filed, must be filed before or at the public hearing. The provisions of [section 414.4](#) relative to public hearings and official notice apply equally to all changes or amendments.

[C24, 27, 31, 35, 39, §~~64~~56; C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §414.5]

[84 Acts, ch 1176, §1](#); [85 Acts, ch 9, §2](#); [88 Acts, ch 1246, §8](#)

Referred to in [§657.9](#)

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;

9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the “PDD” Planned Development District and/or “HCOD” Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a long horizontal stroke extending to the right.

Robert Inghram, Chairperson
City Plan and Zoning Commission



City of Davenport
Community Planning & Economic Development Department
FINAL STAFF REPORT

Meeting Date: July 2, 2018

Request: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

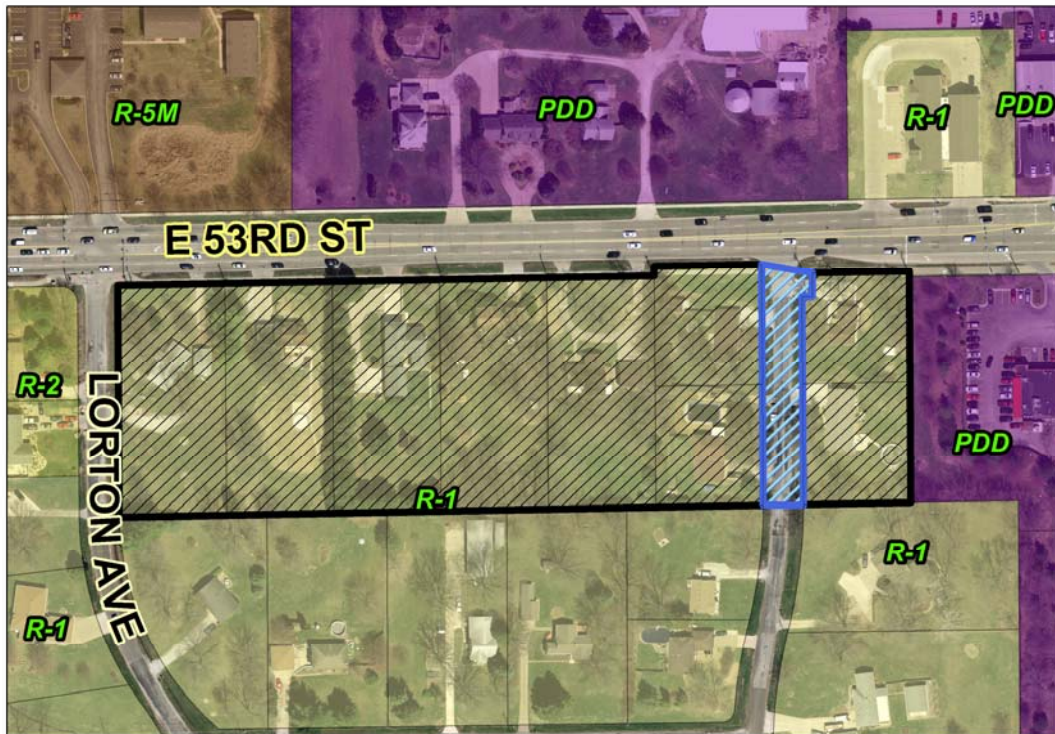
The applicant is requesting to rezone 6.5 acres of property, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District. The purpose of the request is to facilitate commercial development. [Ward 6].

AREA CHARACTERISTICS:

Aerial Map



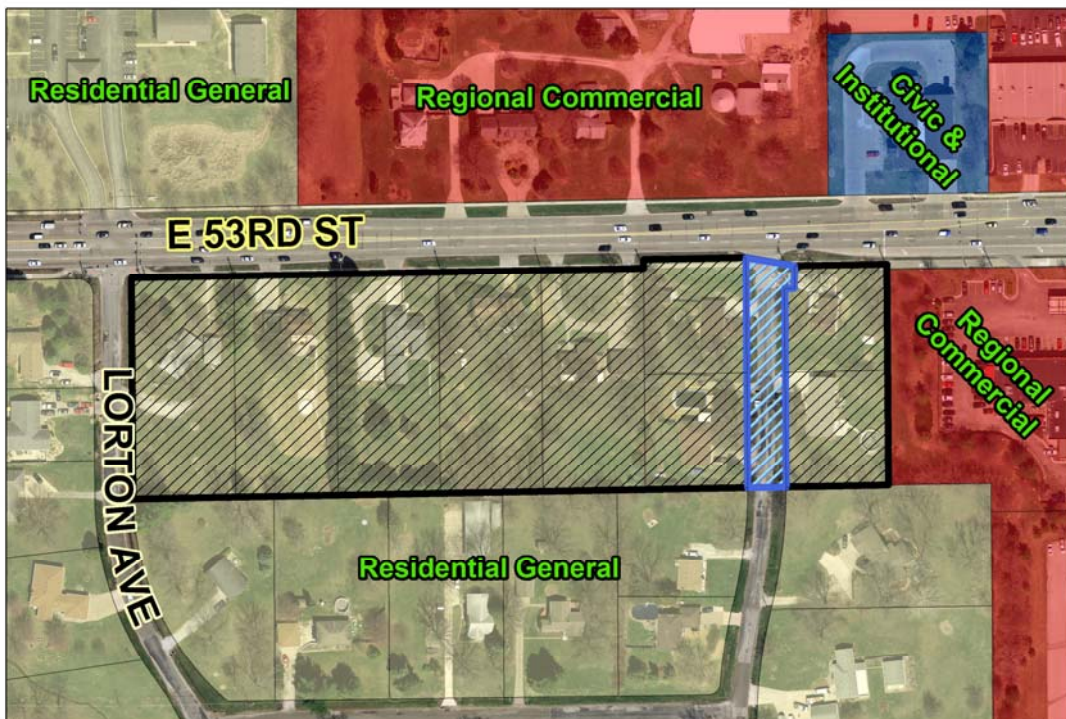
Zoning Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated



Land Use Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: *Residential General*

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Discussion:

Request Summary:

The applicant is requesting to rezone to "PDD" Planned Development District and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The development would be subject to "HCOD" Highway Corridor Overlay District regulations.

Comprehensive Plan:

Davenport 2035 currently designates the subject property *Residential General*. After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Davenport 2035 Residential General reads in part,

Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

It is staff's opinion that East 53rd Street is an edge where higher intensity may be considered. Higher intensity contemplates commercial development. If only residential development were contemplated along an edge, the language would read, "higher density may be considered".

Davenport 2035 Residential General also reads in part,

Residential General designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services...

Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor has commercial developments under construction or in design and the roadway is being designed to be expanded to permit better access and traffic control. Construction of the Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue has received zoning approval and is being designed. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes. Additionally, East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle.

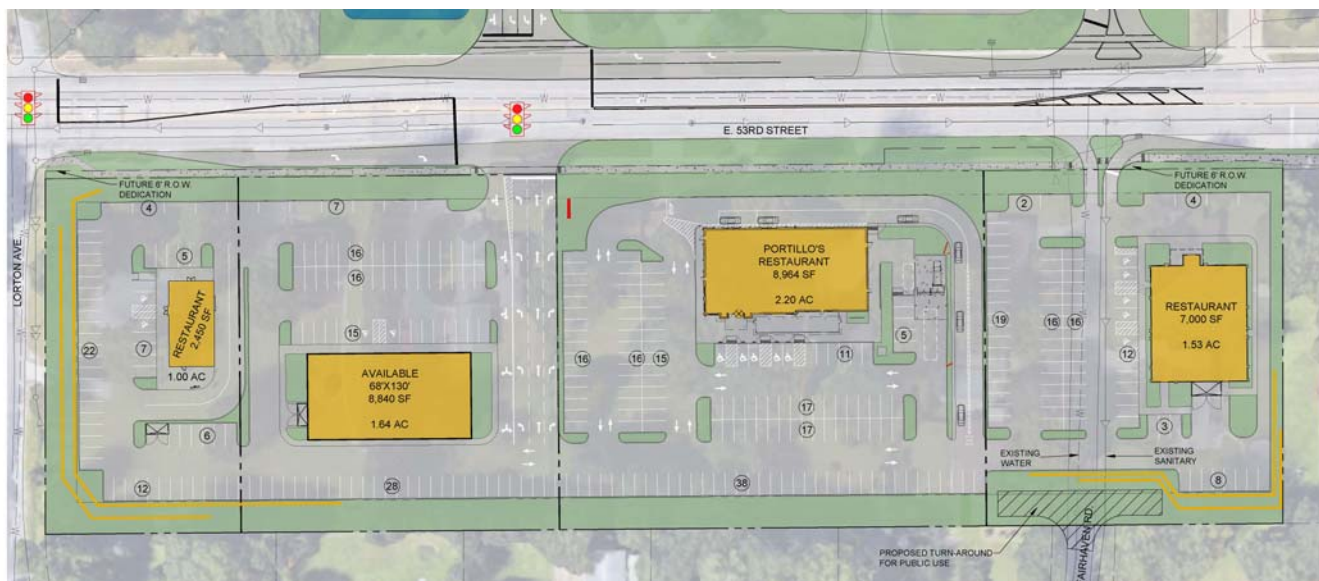
Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from “RG” Residential General to “CC” Commercial Corridor.

Davenport 2035 Commercial Corridor (CC) – Well-established corridors located along high-volume major streets dominated by retail and office uses that serve the greater community. Development is generally newer and redevelopment is not anticipated within the 20 year planning horizon. Improvements should focus on façade and site improvements, including pedestrian circulation systems and consolidated/updated signage.

Proposed Land Use Plan:

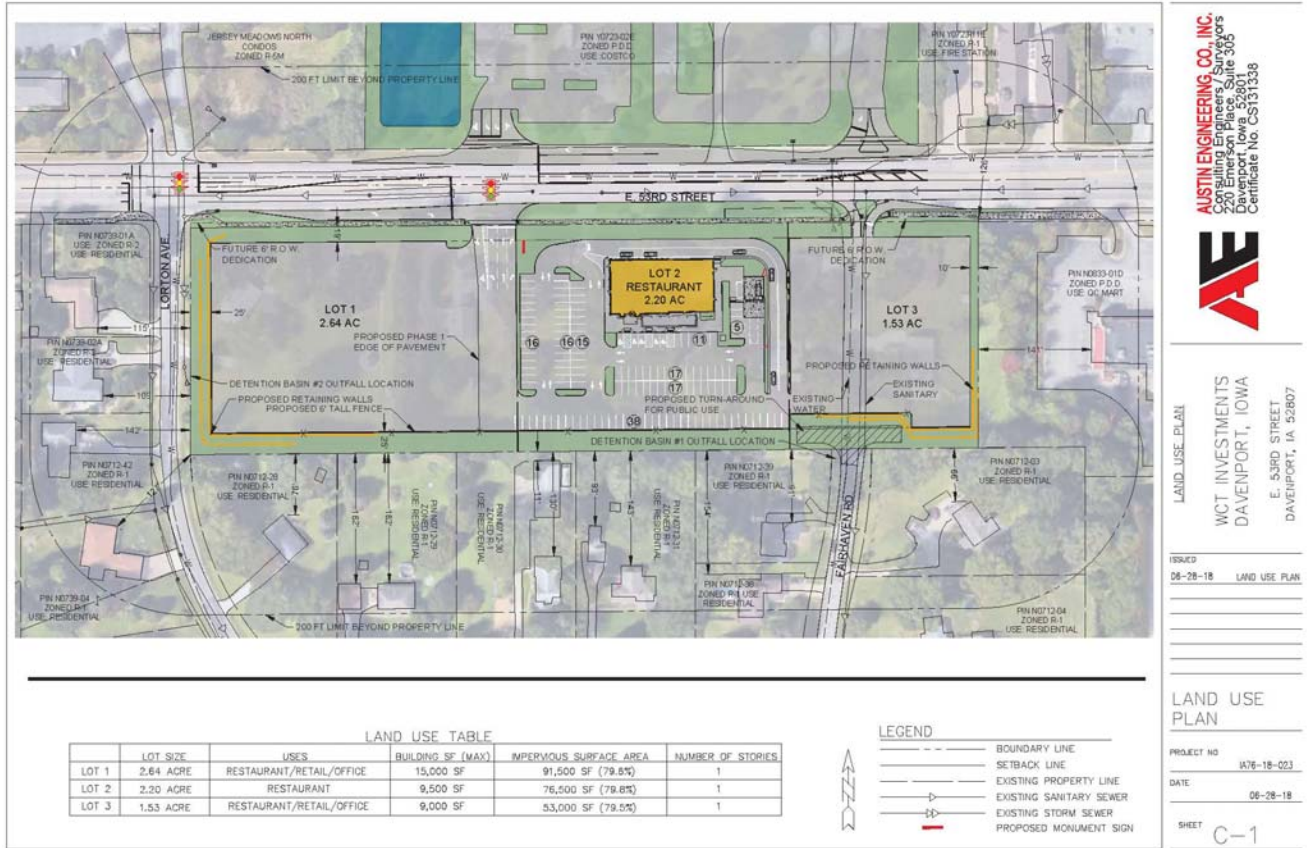
“PDD” Planned Development District requires approval of the zoning and associated Land Use Plan and subsequent (or corresponding) approval of a Final Development Plan.

The concept plan shows two drive-thru restaurants, a dine-in only restaurant, and a retail building with a total of 341 parking spaces. The applicant’s representative indicated at the June 19, 2018 Plan and Zoning Commission Public Hearing that the 8,964 square foot drive-thru restaurant would be the initial phase of the development. The rest of the development would be marketed and would be driven by actual tenants. The applicant’s representative further indicated some adjustments would be expected, but the overall concept of the plan with respect to the adjacent properties to the west and south would remain the same.



Concept Plan – Revised 6-26-2018.

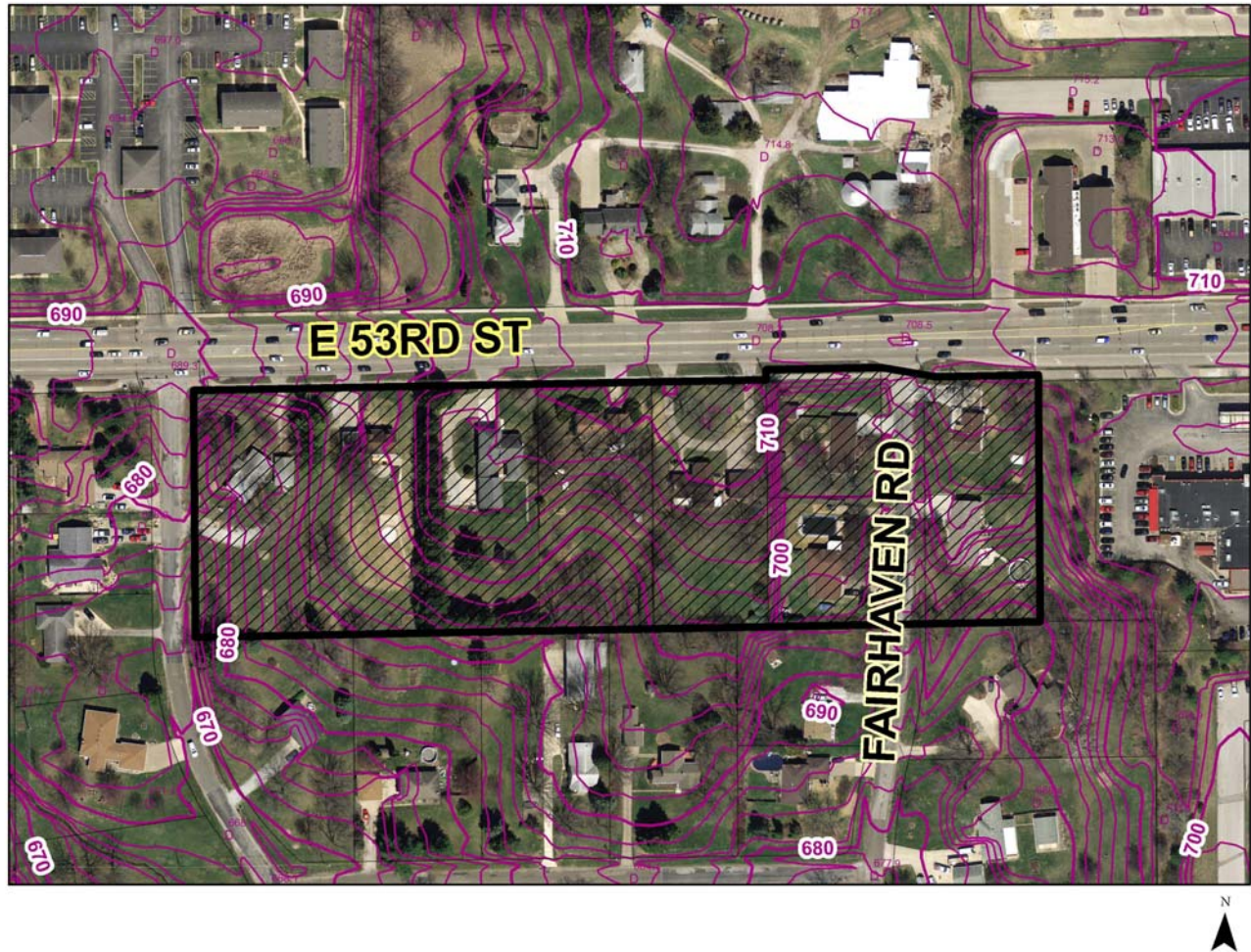
Understanding the flexibility needed based on future tenants while achieving consistency with the “PDD” Planned Development District Land Use Plan, the applicant submitted the following:



Proposed “PDD” Land Use Plan page 1



Proposed “PDD” Land Use Plan page 2



Proposed "PDD" Land Use Plan page 3

The "PDD" Planned Development District requires a Land Use Plan to including the following (Section 17.32.050 of the Davenport City Code):

- A. *A drawing or set of drawings and other materials that include, but may not be limited to, the following:*
 1. *The existing land use and zoning surrounding the proposed development and the distance from the subject property line to the nearest structures on all abutting properties within two hundred feet of the perimeter of the site.*

Staff commentary: The proposed PDD Land Use Plan depicts the existing land use and zoning surrounding the proposed development.

2. *The location of existing services, including: water, sanitary and storm sewer, electric, gas, streets, the capacity of those services and the service requirements of the development.*

Staff commentary: The proposed PDD Land Use Plan depicts the location of existing services. City staff waived the requirement that the capacity of those services and the service requirements of the development be provided as this will be reviewed during administrative site plan review.

3. *The site constraints including:*
 - a. *Slopes in excess of ten percent;*

Staff commentary: A contour map has been provided.

- b. *Drainage ways that carry water from abutting properties, drainage ways that drain areas on the site in excess of one acre and any area designated as a flood plain or floodway as defined in Chapter 15.44*

Staff commentary: The proposed PDD Land Use Plan depicts the location of drainage ways that will carry stormwater from the development.

- c. *Soils that are unsuitable or require special treatment to support urban development as determined by the Soil Conservation Service Soil Survey. If unsuitable conditions are indicated field testing may be required.*

Staff commentary: A soils maps has not been provided. City staff waived the requirement that unsuitable soils been identified as this will be reviewed during administrative site plan review.

4. *The total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building (impervious surface).*

Staff commentary: The proposed PDD Land Use Plan contains total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building.

5. *A two foot interval topographic map of the site on a scale base of one inch equals fifty feet or other scale as approved by the development official.*

Staff commentary: The proposed PDD Land Use Plan contains a contour map.

6. *A traffic study which analyzes the aggregate trip generation to and from the site and the ability of the existing street system to accommodate the anticipated generation. Specific improvements should be proposed if the development causes the projected level of service to be less than level "C," as defined by the most recent version of the Highway Capacity Manual by the Transportation Research Board of The National Safety Research Council.*

Staff commentary: The submitted traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways.

The city council delegates authority to the city staff's development official to waive, at his or her discretion, any of the required submissions stated in Section 17.32.052A, 1 through Section 17.32.052A, 6 if the scale of the project, topography of the site or other reasons make them unnecessary. The city plan and zoning commission will be notified of any requirements that have been waived.

The proposed “PDD” Land Use Plan depicts three building sites:

Lot 1.

- Area – 2.64 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 15,000 square feet.
- Impervious surface area – 79.6% of the site area.
- Number of stories – one.

Lot 2.

- Area – 2.20 acres.
- Allowable uses – Restaurant.
- Maximum building square footage – 9,500 square feet.
- Impervious surface area – 79.8% of the site area.
- Number of stories – one.

Lot 3.

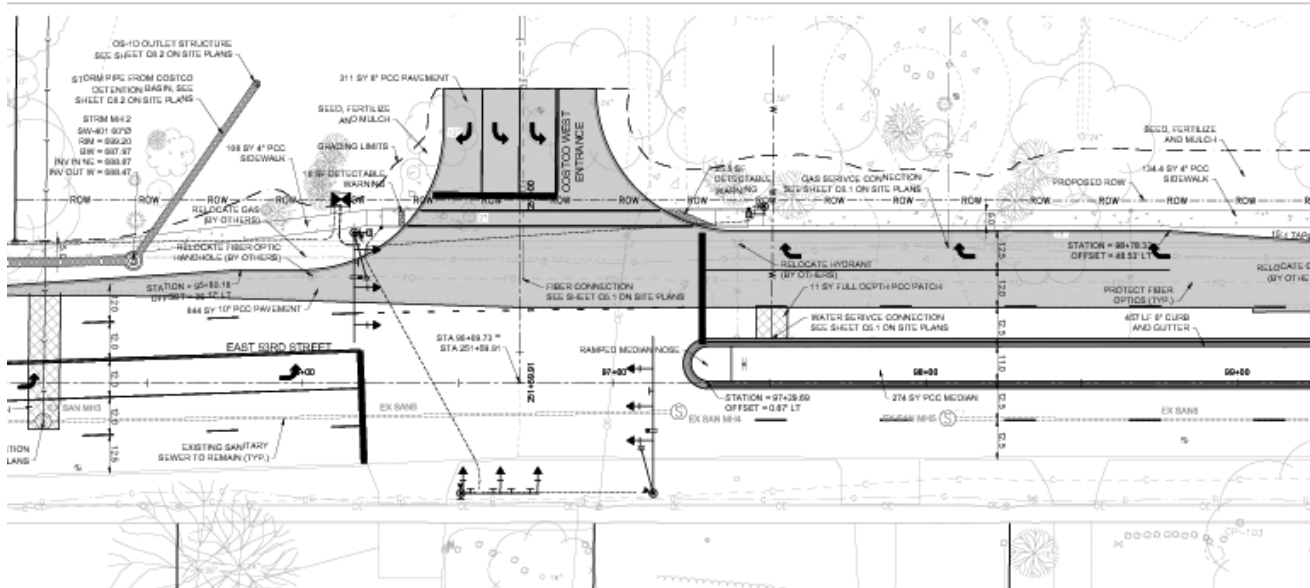
- Area – 1.53 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 9,000 square feet.
- Impervious surface area – 79.5% of the site area.
- Number of stories – one.

The proposed “PDD” Proposed Land Use Plan also depicts a 25 foot landscape buffer with a 6 foot high fence along the south property line and a 25 foot landscape buffer along Lorton Avenue. No access to Lorton Avenue is proposed.

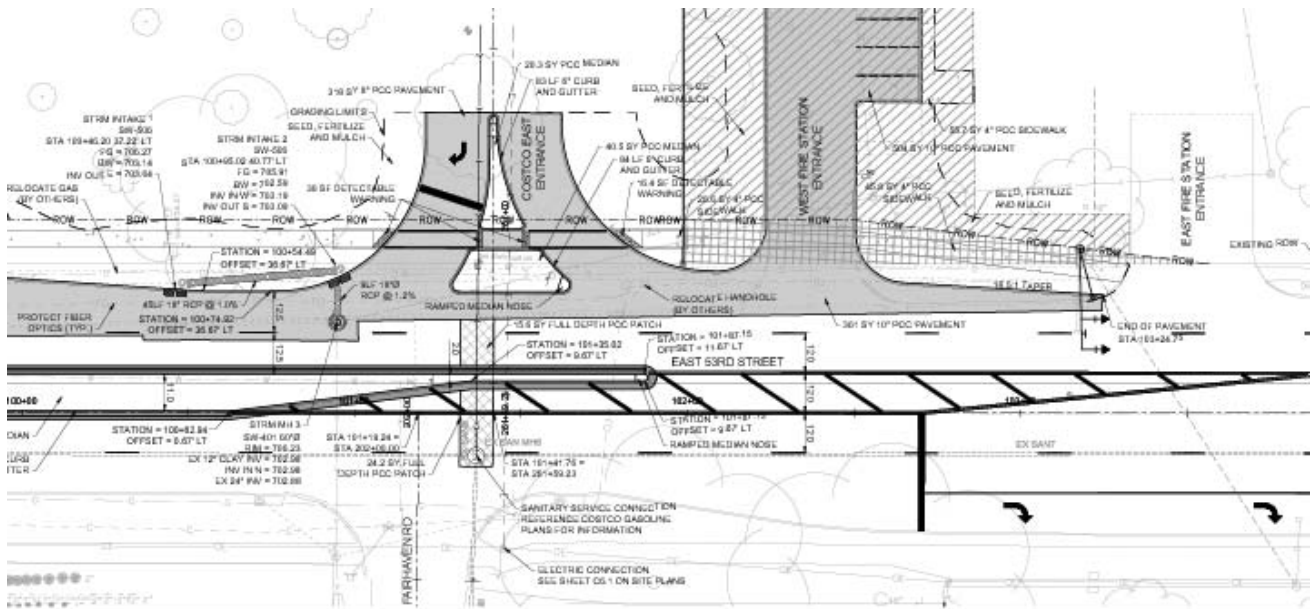
Fairhaven Road would be partially vacated and incorporated into the development. Fairhaven Road would contain a turnaround at the newly terminated roadway. There would be two driveway entrances on East 53rd Street. The primary driveway entrance would be at the new signalized intersection, which would be constructed in conjunction with the Costco development. Due to project phasing, this would be first driveway entrance constructed. The second driveway entrance would be located to the east at the location of the existing East 53rd Street/Fairhaven Road intersection. This would be converted to a right-in/right-out driveway entrance. No driveway entrance on Lorton Avenue is being proposed.

Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. The development would modify the median to allow a left turn at the new signalized intersection.

Approved design improvements to East 53rd Street related to the Costco development are shown below:



Design of the main entrance into Costco.



Design of the right-in/right-out entrance at Costco.

The grade of East 53rd Street increases from west to east until it reaches a high point at Fairhaven Road. The grades of the properties generally follow the grade of East 53rd Street except there is some undulation and the grade decreases from north to south. This will affect the design of the development as stormwater will be directed away from adjacent homeowners and into the Lorton Avenue and Fairhaven Road drainage ways.

The rendering below depicts the finished grade of the site, retaining walls and fence adjacent to the rear property line.



The proposed development looking northeast.

Proposed Traffic Impact from the Development.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

Proposed Storm Water from the Development.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.



Map showing location of drainage ways.

Public Input:

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. Stated concerns include:

- Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A);
- The potential for increased traffic on Lorton Avenue due to the proposed development.
- The potential for increased stormwater drainage along Lorton Avenue;
- Existing condition of stormwater drainage along Lorton Avenue;
- The existing roadway condition of Lorton Avenue and Fairhaven Road;
- The signal at the intersection of Lorton Avenue is not properly timed; and

At the June 19, 2018 Plan and Zoning Commission meeting several residents spoke in regards to the request. Stated concerns include:

- The encroachment of commercial development into the neighborhood and will monetarily devalue property;
- The potential for increased traffic on Lorton Avenue due and Fairhaven Avenue to the proposed development and the adjacent proposed development (Costco).
- The development being inconsistent with the long term plans for Davenport;
- The effect of the existing school bus stop at East 51st Street and Fairhaven Road if Fairhaven Road is partially vacated;
- The potential for increased stormwater drainage along Lorton Avenue; and
- That the projected traffic for Costco may be incorrect.

Homeowners' representative indicated that the clients he represents would withdraw their objection if the following conditions were added to the rezoning request:

- Vacate the area south of the intersection of East 53rd Street and Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter;
- Repaving the blacktop on Lorton Avenue and Fairhaven Road between East 53rd Street and East 36th Street;
- Install a 3-way stop sign at the intersection of East 51st Street and Lorton Avenue;
- Install speed bumps on Lorton Avenue between East 46th Street and East 53rd Street; and
- Disallow commercial trucks on Lorton Avenue and Fairhaven Road.

A written protest was provided from property owners at the following locations:

- 4728 Lorton Avenue
- 5115 Lorton Avenue – located within the 200 foot notification radius
- 4907 Lorton Avenue
- 5112 Lorton Avenue – located within the 200 foot notification radius
- 4921 Fairhaven Road
- 4711 Lorton Avenue
- 4718 Lorton Avenue

A written non protest was provided from property owners located at the following locations:

- 5220 Lorton Avenue – located within the 200 foot notification radius.

City's Response to Stated Concerns.

Concern #1:

Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A).

City's response:

The traffic impact analysis performed by Traffic Impact Group, LLC, indicates that the 2019 Full Build conditions for all intersections would maintain acceptable levels of service with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified to one left turn lane, one through lane, and a right-turn lane. Additionally, one of the left-turn lanes and the right-turn lane is recommended to extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

Concern #2:

Increased traffic on Lorton Avenue and Fairhaven Road caused by the proposed development, adjacent proposed development and the partial vacation of Fairhaven Road. It was suggested at the June 19, 2018 Plan and Zoning Commission Public Hearing that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and a cul-de-sac with a gate installed allowing only emergency vehicles to enter.

City's response:

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Fire Department has provided an official position that it does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. Furthermore, Davenport Fire Department has indicated that it has several concerns with vacating Lorton Avenue due to accessibility and response times.

Concern #3:

The potential for increased stormwater drainage along Lorton Avenue and Fairhaven Road.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. The 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow. Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.

Concern #4:

The existing condition stormwater drainage along Lorton Avenue. See photographs provided by adjacent homeowner.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. Therefore, this would not be exasperated by the proposed development. However, there appear to be opportunities to maintain infrastructure. At the June 14, 2018 neighborhood meeting, one homeowner indicated that the culvert under their driveway was blocked.

Concern #5:

The existing roadway condition of Lorton Avenue and Fairhaven Road.

City's response:

These roadways were built when the area was unincorporated, and therefore, not built to current City specifications. Nevertheless, this concern relates to maintenance of existing infrastructure.

Davenport Public Works measured traffic on Lorton Avenue and Fairhaven Avenue to better understand the number of vehicles traveling on the roadways and their traveling speed. Traffic was measured June 20-25, 2018. The results indicate that Lorton Avenue and Fairhaven Road carry only a small amount of traffic. Furthermore, the traffic impact studies projects that the 2019 full build out (includes the Costco development and the subject property fully developed) a small increase in traffic on Lorton Avenue.

Concern #6:

The signal at the intersection of Lorton Avenue is not properly timed.

City's response:

This concern relates to maintenance of existing infrastructure.

Concern #7:

The encroachment of commercial development into the neighborhood and will devalue property.

City's response:

It is staff's opinion that the development as proposed and rezoning conditions recommended by City staff adequately safeguard surrounding properties and would not monetarily devalue property.

Concern #8:

The development being inconsistent with the long term plans for Davenport.

City's response:

After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Concern #9:

That the projected traffic for Costco may be incorrect.

City's response:

The Costco traffic impact study was performed using professional traffic engineer standards. The traffic impact study was reviewed and accepted by the City traffic engineer.

Staff Recommendation:

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

Recommendation:

Staff recommends that the Plan and Zoning Commission forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

RE-ZONING & FAIRHAVEN ROAD RIGHT OF WAY VACATION REQUESTS

53RD STREET – DAVENPORT, IOWA

PLANS FOR RE-DEVELOPMENT

WCT Investments Davenport Series – Developer

Austin Engineering Company, Inc. – Engineer

PROJECT LOCATION MAP



WCT
PROPERTIES





ABOUT WCT

William (Willie) Torchia, President

Real Estate Developer for 25+ Years

Corporate Office in East Peoria, IL

PAST PROJECTS

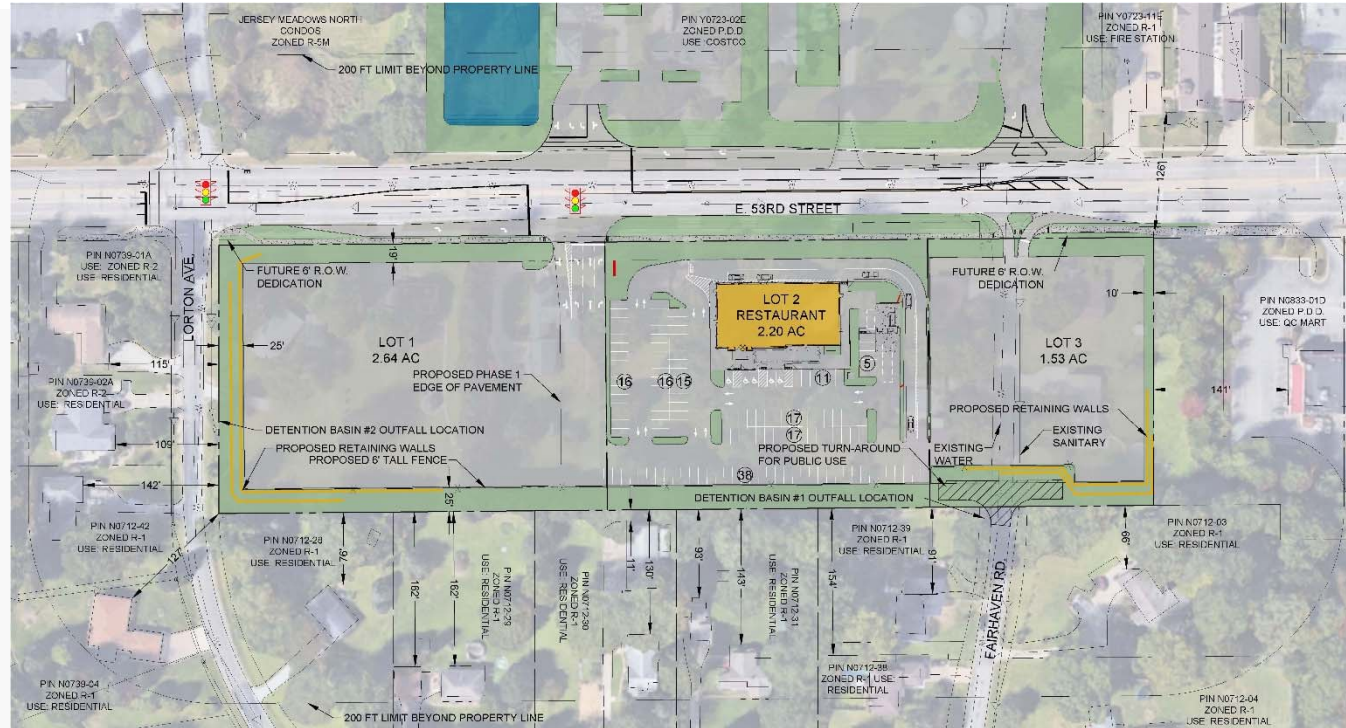
- ❑ 5270 Elmore Ave. – Davenport, IA (Aspen Dental, Chipotle, Vitamin Shoppe)
- ❑ 4770 Elmore Ave. – Davenport, IA (Men's Wearhouse, Sport Clips, All About Eyes, Book Rack)
- ❑ 4730 Elmore Ave. – Davenport, IA (FedEx Office/Athletico)
- ❑ 3805 E. 53rd Street – Davenport, IA (Natural Grocers)
- ❑ Portillo's Restaurant - Peoria, IL (Opened April 2018)



PROPOSED RE-DEVELOPMENT PLAN



PROPOSED LAND USE PLAN



LAND USE TABLE

	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 AC RF	RESTAURANT/RETAIL/OFFICE	15,000 SF	81,500 SF (79.6%)	1
LOT 2	2.20 AC RF	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 AC RF	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND



DEVELOPMENT DETAILS

- ❑ Request to Re-Zone Property from R-1 to PDD (Planned Development District)
- ❑ Overall Size of Development – 6.5 Acres (6.4 after ROW Dedication)
- ❑ Access to 53rd Street – 1-Full Signalized (COSTCO) & 1-Right In-Out Only
- ❑ Proposed Uses at Time of Request
 - ❑ Four (4) Separate Buildings shown on Conceptual Siteplan
 - ❑ Portillo's Restaurant – 2.20 Acres +/- (135 Parking Spaces)
 - ❑ No other tenants are presently known.
 - ❑ Conceptual Design Plan has an additional Drive-Thru Restaurant, Dine-In Only Restaurant, and a Retail Building. These sites and proposed uses are presently being marketed by Broker Chris Wilkins of Ruhl Commercial. There are 218 parking spaces shown in the current plan for these three buildings (353 Site Total).
 - ❑ Final Layout to be determined by actual tenant buildings. Some adjustments can be expected, but the overall concept of the plan with respect to the adjacent properties to the West and South will remain the same.

ABOUT *Portillo's*®

The first Portillo's hot dog stand known as "The Dog House" opened in 1963 on North Avenue in Villa Park, a Metro-Chicago, IL community. Owner and founder Dick Portillo invests \$1,100 into a 6' x 12' trailer without a bathroom or running water. To get the water he needs, he runs 250 feet of garden hose from a nearby building into the trailer.

In 2017, Portillo's Opened their 50th Location.

Locations in Seven (7) States presently, IL-CA-AZ-WI-MN-IN-FL

DAVENPORT WILL BE THE FIRST PORTILLO'S IN IOWA!

"Bring Portillo's to the Quad Cities" Facebook Community currently has more than 15,500 fans.



Portillo's®

ARTIST RENDERING



WCT
PROPERTIES



Portillo's®

53RD STREET VIEW



Ⓐ NORTH - DRIVE THRU ELEVATION
Scale: 3/16" = 1'-0"

WCT
PROPERTIES



Portillo's® FRONT DOOR VIEW



Portillo's® SIDE VIEWS



WCT
PROPERTIES



Portillo's® FINISHES



DAVENPORT, IA

EXTERIOR FINISHES



(PT 3)
SW6991 'BLACK MAGIC'
WROUGHT IRON



(PT 9)
SW6979 'ARTICHOKE'
ACCENT PAINT



(PT 11)
SW6979 'ARTICHOKE'
ACCENT PAINT

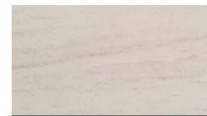


UNI-CLAD
MATTE BLACK SR.
ALUM. BREAK METAL



UNI-CLAD
CHARCOAL GREY SR.
ALUM. BREAK METAL

CULTURED LIMESTONE



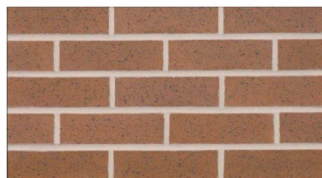
GALVANIZED ROOFING



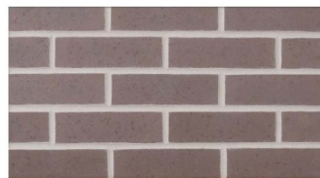
CULTURED STAINLESS STEEL



CLEAR ALUMINUM SIDING



BR-1
SIOUX CITY BRICK - CINNAMON
IRONSPOT SMOOTH



BR-2
SIOUX CITY BRICK - BROWN
SMOOTH



BR-3
SIOUX CITY BRICK - EBONYITE
SMOOTH

Portillo's[®] PEORIA, IL



WCT
PROPERTIES



Portillo's[®] PEORIA, IL



WCT
PROPERTIES



DEVELOPMENT TOPICS

The following topics are common among re-development projects like the one WCT Properties is proposing for 53rd Street in Davenport, IA.

- ☐ Storm Water Control and Site Drainage
- ☐ Transitional Buffering to Adjacent Residential Properties.
- ☐ Traffic Impact
- ☐ Lighting

STORM WATER CONTROL & DRAINAGE

Our development will incorporate a Sub-Surface Storm Water Detention System.

- Benefits
 - Reduced Run-off Rates for All Major Storm Events to a Pre-Developed 2-Year Event.
 - Our design will Exceed Davenport's Ordinance Requirements.
 - Re-charge of ground water (Environment Friendly design that meets the new Water Quality regulations.)
 - Proven Design & Reliability with easy maintenance to clean up separated solids and keep runoff clean.
 - Aesthetically Pleasing (No ugly detention basin)
 - Safe (No Standing Water, Mosquitos, etc)
 - Diversion of existing sheet flows from rear yards to the public right of ways.
- There are two separate systems proposed on site, to evenly distribute the post detention flows into two separate discharges to best match the existing flow paths.
 - The first system constructed will handle the East part (+/- 60%) of the Development with post detention flows to the Fairhaven Road right of way ditch.
 - The second system will handle the West part (+/- 40%) of the Development with post detention flows to the Lorton Avenue right of way ditch.

STORMTECH SUB-SURFACE SYSTEM



WCT
PROPERTIES



STORMTECH SUB-SURFACE SYSTEM



TRANSITIONAL BUFFERING

It is our goal to be the best neighbor we can be. We are sensitive to the established neighborhood that we are proposing to re-develop, particularly those residents adjacent to our site. We have conceptual design components planned, but we want your input before final design plans are completed.

- Buffer Yard Design Components

- 25 Foot Setback to the Parking Lot
- A 6 foot tall privacy fence is planned along the entire South property line
- Planting materials and ground cover types are open for discussion and will exceed Davenport ordinance requirements
- Retaining walls are proposed to negotiate grade change and assist with buffering.
 - We are planning a two-tier retaining wall design where grade changes are greater than 5 feet in elevation.
 - Walls are proposed in the Southeast Corner and at the West Side/Southwest Corner
 - The walls are each +/- five (5) feet in height, for a total grade change of +/- ten (10) feet at some points.

AERIAL VIEW RENDERING



WCT
PROPERTIES



AERIAL VIEW RENDERING



WCT
PROPERTIES



RENDERING FROM LORTON



WCT
PROPERTIES



RENDERING FROM LORTON



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



TRAFFIC

A traffic study has been completed by Traffic Impact Group (TIG). TIG specializes in traffic studies and are a national firm.

We will add a fourth leg to the proposed COSTCO signalized entrance, which will have fully dedicated North bound straight through traffic, a dedicated East bound right hand turn que, and a dedicated West bound left hand turn lane along with the inbound lane to line up with COSTCO. Improvements to 53rd street include an East bound right hand turn lane, and a West bound left hand turn lane to provide efficient and safe access to our development from 53rd Street.

Our entrance configuration will closely align with that of the proposed COSTCO entrance directly North.

An alternate entrance to Lorton Avenue was originally considered and planned. After feedback from City Staff and Aldermen, we have agreed that access to Lorton should not be included in our plan.

We have long stacking lines available within our site for drive-thru traffic for Portillo's and for the future restaurants, for both incoming and outgoing vehicles. During the completion of the traffic study by TIG, multiple siteplan revisions were undertaken to provide a continuous improvement to the 53rd Street signalized intersection and our interior traffic flow.

Results from the TIG traffic study show that signal cycle times for the 2019 full development scenario for 53rd Street from the COSTCO traffic study remained at an acceptable level of service after the additional traffic from our proposed development was accounted for.

TRAFFIC

The full detailed traffic study is available for review with the following bullet points highlighted for consideration:

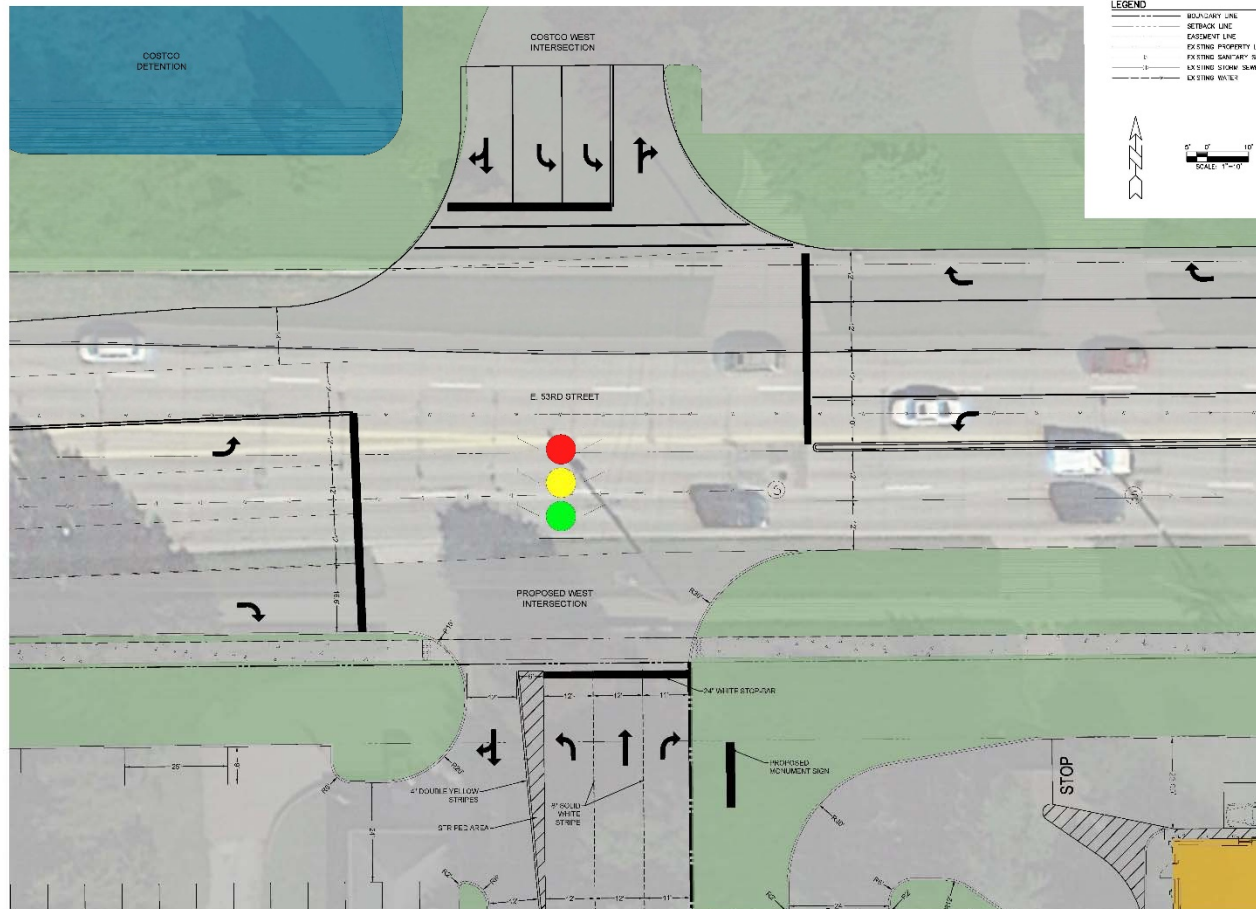
- 53rd Street Traffic Impact

- Pre-Development Traffic Counts (without COSTCO) are 33,100 cars per day on 53rd Street, with 4,971 Weekday PM Peak Hour Trips, and 5,592 Saturday Peak Hour Trips at the 53rd Street & Elmore Ave. Intersection.
- COSTCO will add 593 (12%) cars to the peak hour weekday traffic while WCT will add 204 (3.6% of Total with COSTCO) cars to the same time period.
- COSTCO to add 831 (15%) cars to the peak hour Saturday traffic, while WCT will add 307 (5% of Total with COSTCO) cars to the same time period.

- Lorton Ave. & 53rd Street Intersection Impact

- Currently the Weekday Peak Hour has 37 trips total (in & out). After closure of Fairhaven, this will increase to 56.
- Currently the Saturday Peak Hour has 34 trips total (in & out). After closure of Fairhaven, this will increase to 61.

53RD STREET IMPROVEMENTS



AUSTIN ENGINEERING CO. INC.
Civil Engineering & Surveying
1000 West 10th Street, Suite 305
Davenport, IA 52801
Certificate No. CS151338



PRELIMINARY INTERSECTION PLAN
WCT INVESTMENTS — DAVENPORT IOWA
E 53RD STREET
DAVENPORT, IA 52807

DATE	DATE
12-20-18	12-20-18
12-20-18	12-20-18
12-20-18	12-20-18

PRELIMINARY
INTERSECTION
PLAN
DATE: 12-20-18
BY: [Signature]
CHECKED: [Signature]
DATE: 12-20-18

E-2

WCT
PROPERTIES



LIGHTING

Light pollution is often a concern of residents with homes adjacent to commercial developments. The following design options are planned to minimize the impact on our neighbors.

- ❑ LED lighting will be utilized.
 - This provides the design professional the most options to make sure light is directed where it is needed and to help avoid light pollution to neighboring properties.
 - Full cut-off fixtures will be utilized to protect properties to the South and West of the development.
 - When using LED, less lights are needed to provide a safe environment for visitors and workers.
 - “Night Sky Friendly Fixtures” - Reflecting the light down helps to make the ground brighter while reducing the light pollution caused by each bulb.
- ❑ The existing tree canopy to the rear of the development will make the best natural barrier to light pollution.

A SMART GROWTH OPPORTUNITY

Re-Development projects are the “biggest bang” for a community and an opportunity to realize Smart Growth.

- 53rd Street is recognized by the City of Davenport as a Commercial Corridor.
- The vast majority of the project infrastructure will remain privately owned and maintained. Public resources are conserved with only a minor upgrade to 53rd Street ROW required.
- There is no public money in this project.
- The “Highest & Best” use for the land will be realized. All tax dollars generated will be a net gain to the community.
- Re-Development offers an option to avoid urban sprawl.
- An area presently without storm water control facilities will be upgraded and will now provide protection from all major rain events to downstream properties.

THANK YOU FOR YOUR TIME

WCT PROPERTIES

CONTACT INFORMATION:

WILLIE TORCHIA

CELL: (309) 696-7185

EMAIL:

wtorchia@wctproperties.com



WCT
PROPERTIES





Traffic Impact Study

E 53rd Street Commercial

Davenport, Iowa
WCT Investments

26 June 2018

TRAFFIC IMPACT
GROUP, LLC

1431 Opus Place, Suite 110
Downers Grove, IL 60515
312.343.2151

TRAFFIC IMPACT

GROUP, LLC

E. 53rd Street Commercial, Davenport, WCT Investments

TIG Project Number 18-IA03129-1



I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Iowa.

(Signature)

6/26/2018

(Date)

Printed Name: Scott P. Israelson, P.E., PTOE

License Number 20363

My license renewal date is December 31, 2018

Pages or sheets covered by this seal: All

Executive Summary

Project Description

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E 53rd Street which will align with the proposed Costco west driveway, and a right-in/right-out driveway to E 53rd Street.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

Trip Generation

The proposed combined developments are expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

Traffic Impacts

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

Analysis of 2019 Full Build conditions for all intersections indicated acceptable levels of service are maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

It is recommended that the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the single/double left-turn lanes, as proposed. This is a change to the preliminary design concept for WCT Commercial Development and the existing design for the Costco project.

For the 2039 Future condition, traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway. If the traffic on E. 53rd Street does not increase at the rate projected, this would provide added intersection capacity and allow additional green time to be assigned to lower level of service turning movements.

Table of Contents

I. Introduction	2
Figure 1 - Site Plan	3
Figure 2 - Vicinity Map	4
II. Existing Conditions	5
A. Existing Roadway Conditions	5
B. Existing Intersection Geometry	5
C. Traffic Volumes	6
Figure 3 - Study Area Roadways and Intersections	7
Figure 4 - Existing Traffic Volumes	8
III. Methodology	9
A. Base Assumptions	9
B. Background Growth	9
C. Trip Generation	9
D. Trip Distribution	12
E. Recommended or Programmed Improvements	12
Figure 5 - Pass-by/Diverted Link Trips	13
Figure 6 - Trip Distribution	14
Figure 7 - Site Trips	15
Figure 8 - Full Build 2019 Volumes	16
Figure 9 - 2039 Future Volumes	17
IV. Capacity Analysis	18
A. Lorton Avenue & E. 53RD Street	19
B. E. 53RD Street & West Access Driveways	20
C. E. 53RD Street & East Access Driveways	22
D. E. 53RD Street & Elmore Circle	23
E. E. 53RD Street & Elmore Avenue	24
V. Summary and Conclusion	26
Appendix	27

I. Introduction

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The site is located on the south side of E. 53rd Street between Lorton Avenue and Fairhaven Road.

The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E. 53rd Street which will align with the proposed Costco west driveway. There will also be a right-in/right-out driveway to E. 53rd Street on the east side of the property. This right-in/right-out access will be located immediately across from the Costco east driveway, which is also right-in/right-out, and will replace Fairhaven Road which will no longer connect to E. 53rd Street. All Fairhaven Road traffic will reroute to the signalized intersection at E. 53rd Street & Lorton Avenue via E. 51st Street to Lorton Avenue.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

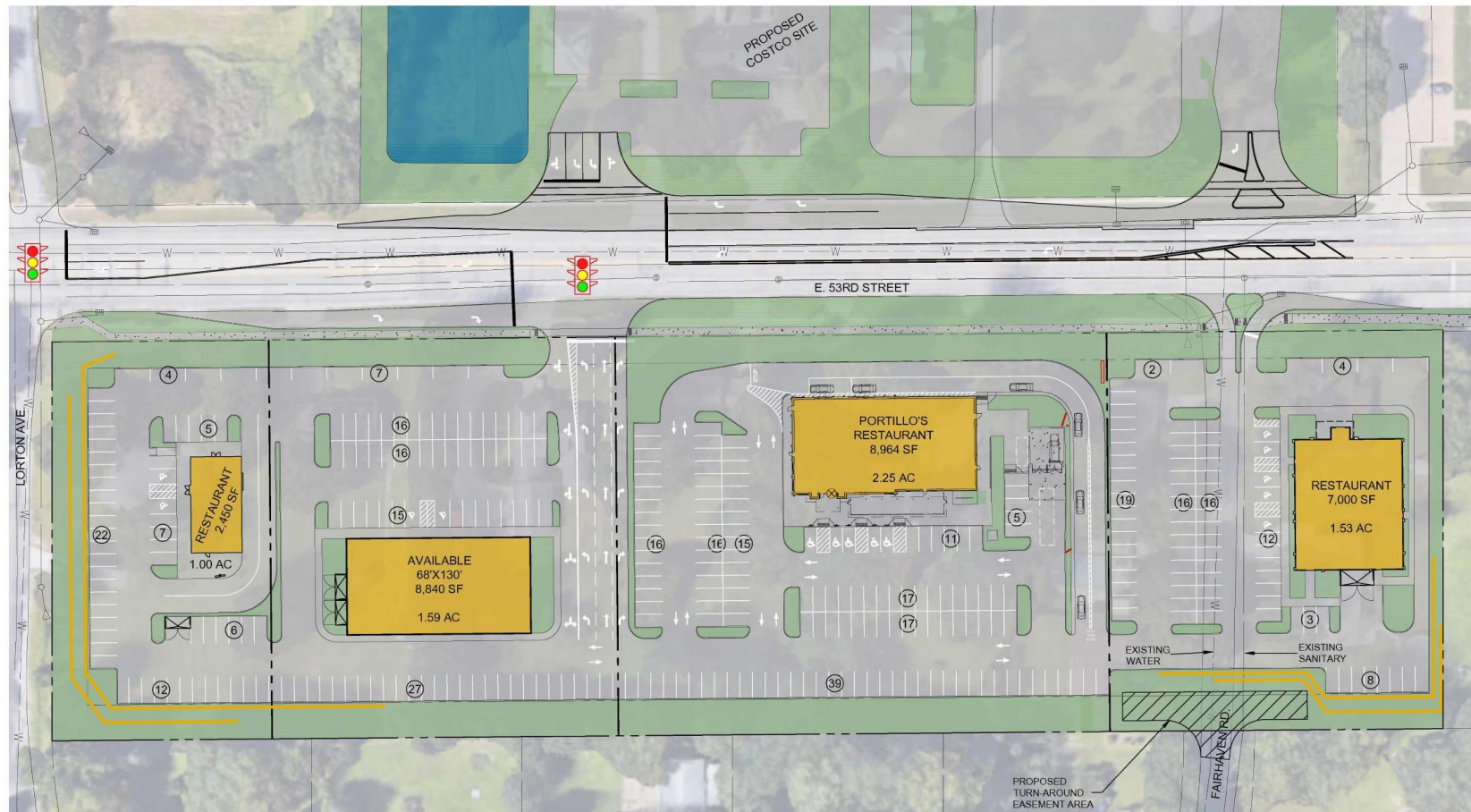
The study analyzed the following scenarios:

- Full Build 2019 Conditions
- Design Year 2039 Conditions

This study does not include an analysis of Existing Conditions or No-Build Conditions because the *Costco Traffic Impact Study* included those scenarios in its document.

The PM peak hour and Saturday peak hour were analyzed.

Figure 1 shows the most recent site plan. **Figure 2** shows the project vicinity map.



PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's

LEGEND

	BOUNDARY LINE
	SETBACK LINE
	EASEMENT LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER



SITE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-12-18	SITE PLAN
06-15-18	REVISIONS
06-26-18	REVISIONS

SITE PLAN

PROJECT NO. IA76-18-023

DATE 06-26-18

SHEET C-1

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



Site Plan

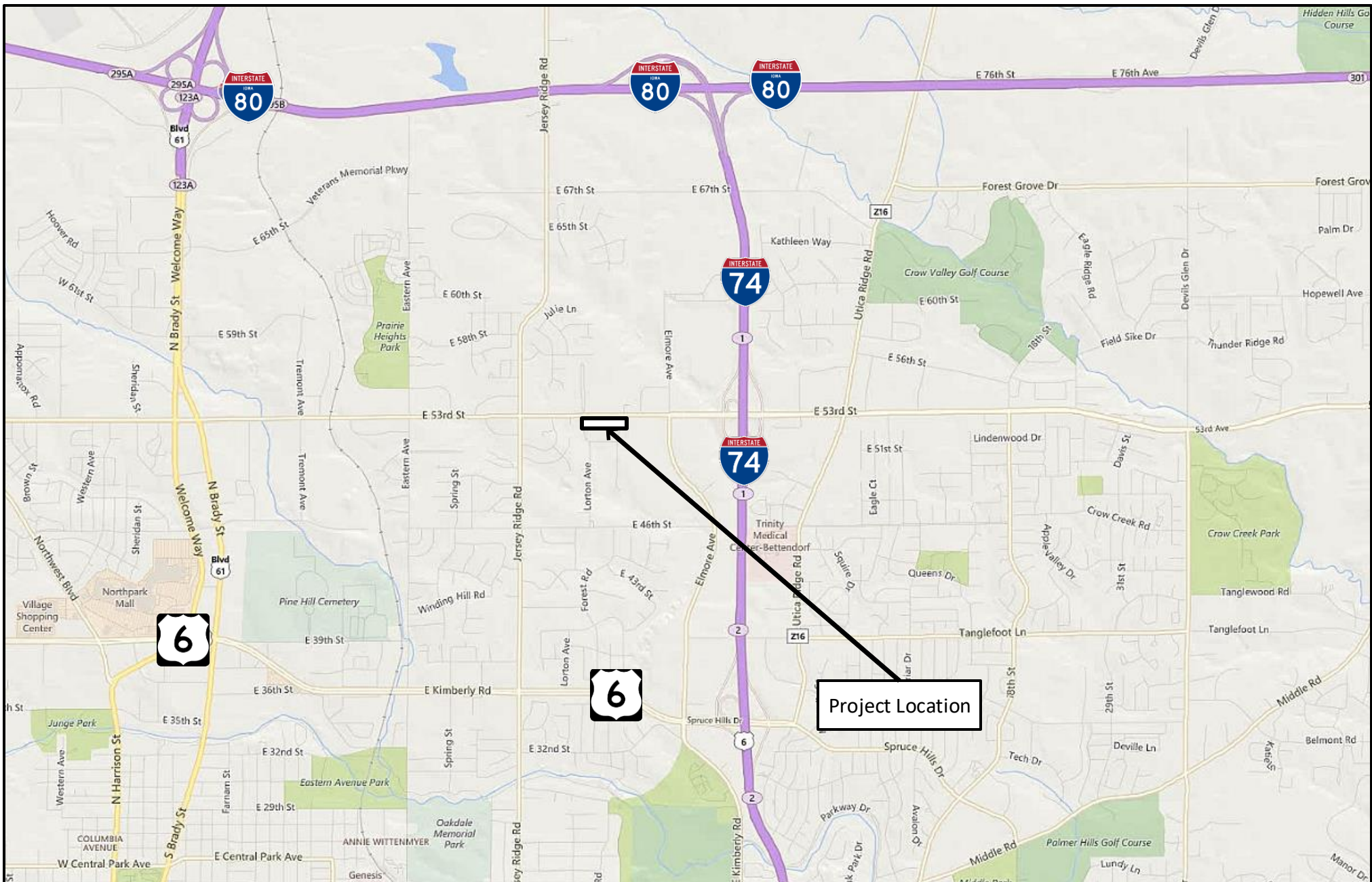
Figure 1

E 53rd Street Commercial - Davenport - WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC



Vicinity Map

Project No: 18-IA03129-1

Figure 2

Date: 26 June 2018



E 53rd Street Commercial - Davenport - WCT Investments

II. Existing Conditions

A. EXISTING ROADWAY CONDITIONS

Table 2.1 presents a summary of the existing roadway conditions in the study area. **Figure 3** shows the roadways in the study area.

Table 2.1 - Existing Roadways				
Street Name	Functional Class	Typical Section	Posted Speed	AADT
E. 53rd Street	Minor Arterial	Four-lane undivided	45 mph	33,100
Elmore Avenue	Minor Arterial	Five-lane with two-way left-turn lane (TWLTL)	45 mph	17,100
Elmore Circle	Local street	Two-lane undivided	25 mph	n/a
Lorton Avenue	Local street	two-lane undivided	25 mph	n/a

The *Costco Traffic Impact Study* was completed in March 2017. This site is located immediately north of the E. 53rd Street Commercial development. This study includes trips from the Costco development to determine the cumulative impact of both developments.

B. EXISTING INTERSECTION GEOMETRY

E. 53rd Street & Lorton Avenue is a signalized intersection with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both have a left-turn lane, one through lane, and a shared through-right lane. The northbound approach consists of a single lane. The southbound approach has a left-turn lane and a shared through-right lane. The north leg of the intersection is a driveway for Jersey Meadows Apartments.

The Costco west driveway is proposed to be located approximately 450 feet east of Lorton Avenue. The *Costco Traffic Impact Study* recommended that the intersection operate under signalized control and recommended eastbound left-turn and westbound right-turn lanes on E. 53rd Street, with the southbound approach having dual left-turn lanes and a right-turn lane.

The West Access of the E. 53rd Street Commercial development will align with this signalized intersection.

E. 53rd Street & Fairhaven Avenue is an unsignalized intersection with stop control for northbound Fairhaven Avenue. The Costco east driveway is proposed to be aligned with Fairhaven Avenue. The *Costco Traffic Impact Study* recommended that both the east driveway and Fairhaven Avenue operate as right-in/right-out accesses.

The East Access of the E. 53rd Street Commercial development will align with this intersection. Fairhaven Avenue will be terminated and the right-of-way vacated, to a point south of the property, and all Fairhaven traffic will be rerouted to the E 53rd Street & Lorton Avenue intersection.

E. 53rd Street & Elmore Circle is signalized with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both consist of a left-turn lane, two through lanes, and a right-turn lane. The northbound and southbound approaches both have a left-turn lane and a shared through-right lane.

E. 53rd Street & Elmore Avenue is signalized with protected phasing for all left turns. All approaches have dual left-turn lanes. The eastbound approach has three through lanes, and a right-turn lane, the westbound approach has two through lanes with a shared through-right lane. The northbound and southbound approaches both have two through lanes and right-turn lanes. The northbound right-turn lane connects to an additional eastbound lane which provides free-flow conditions for this movement.

The geometric configuration of all intersections in the study area is shown in **Figure 3**.

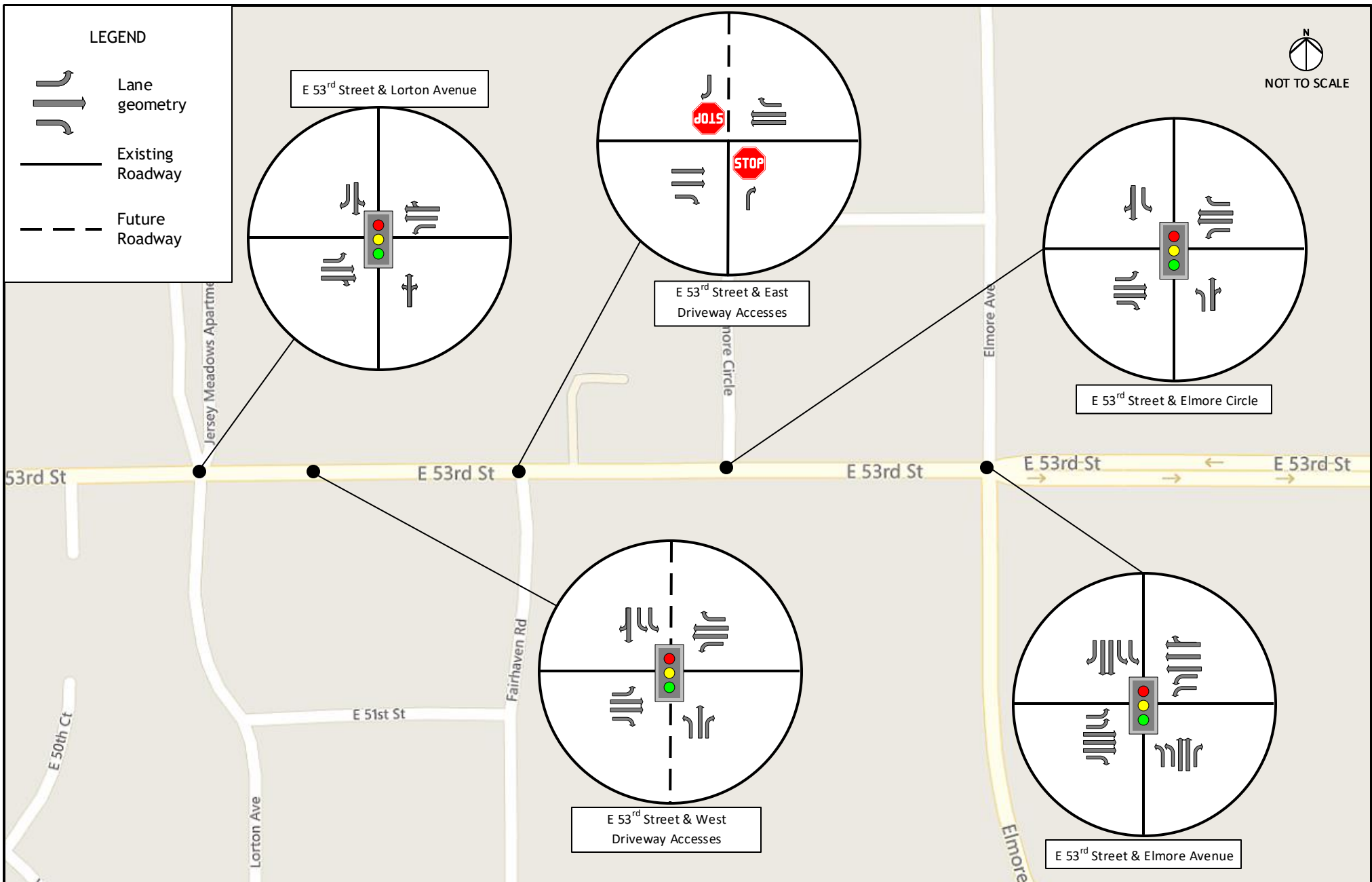
C. TRAFFIC VOLUMES

Traffic data collection for study area intersections was performed in February, 2017 as part of the *Costco Traffic Impact Study*. **Figure 4** displays existing 2018 traffic volumes from the that study. These volumes can be found in the Appendix.

Current Average Annual Daily Traffic (AADT) volumes were retrieved from the Iowa DOT Planning Office website.



Lorton Avenue - Looking South from E. 53rd Street



Study Area Roadways and Intersections

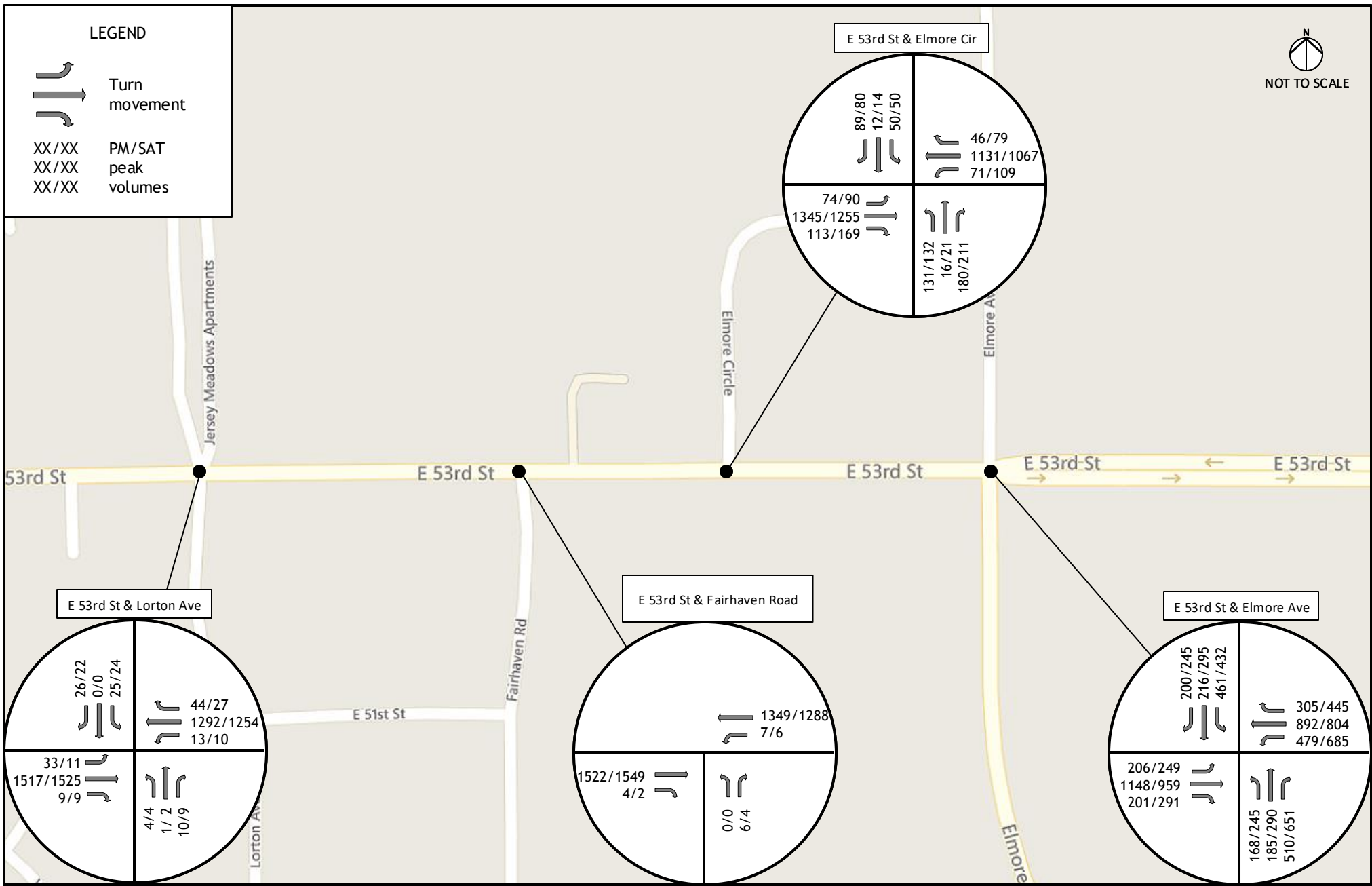
Project No: 18-IA03129-1

Figure 3

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments



Existing Traffic

Project No: 18-IA03129-1

Figure 4

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments

III. Methodology

A. BASE ASSUMPTIONS

Intersection capacity analysis was conducted using Synchro v10.0. Trip generation was calculated using the 10th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Signal timing was determined from the City of Davenport traffic engineering department.

B. BACKGROUND GROWTH

The *Costco Traffic Impact Study* assumed a background growth rate of 1.8% per year between 2017 and 2028 and 0.9% per year between 2028 and 2038.

C. TRIP GENERATION

The development is proposed to consist of a 2,450 SF fast food restaurant with drive-through, an 8,840 SF retail building, an 8,964 SF Portillo's, and a 7,000 SF quality restaurant.

The *ITE Trip Generation Manual, 10th Edition* was used to estimate the projected trips by this development.



Costco Construction Entrance

Table 3.1 contains a summary of the land uses and sizes used for trip generation estimates.

Table 3.1 - ITE Trip Generation							
Average Weekday Driveway Volumes				PM Peak Hour		SAT Peak Hour	
Land Use	ITE Code	Size		Enter	Exit	Enter	Exit
E. 53rd Street Commercial Site							
Shopping Center	820	8.8	Th.Sq.Ft. GLA	43	47	47	44
Quality Restaurant	931	7	Th.Sq.Ft. GFA	37	18	44	31
Fast Food Restaurant with Drive-Through Window (Portillo's)	934	8.9	Th.Sq.Ft. GFA	151	140	249	239
Fast Food Restaurant with Drive-Through Window	934	2.5	Th.Sq.Ft. GFA	43	39	70	67
Costco Site							
Discount Club	857	156	Th.Sq.Ft. GLA	327	326	488	507
Gas Station (70% reduction)	944	16	Vehicle Fueling Positions	34	34	31	31
Unadjusted Peak Hour Trips				635	604	929	919
Internal Capture Reduction - from NCHRP No 684							
Internal Capture Reduction		Shopping Center		-10	-9	-10	-7
		Quality Restaurant		-10	-7	-13	-13
		Portillo's		-44	-57	-72	-98
		Fast Food Restaurant with Drive-Through Window		-13	-16	-20	-27
		Discount Club		-70	-58	-128	-98
Driveway Peak Hour Trips				488	457	686	676
Pass-By/Diverted Link Reduction - from ITE Manual							
Pass-By/Diverted Link Reduction		Shopping Center		-12	-12	-10	-10
		Quality Restaurant		-8	-8	-11	-11
		Portillo's		-41	-41	-69	-69
		Fast Food Restaurant with Drive-Through Window		-13	-13	-22	-22
Total New Peak Hour Trips to Adjacent Network				414	383	574	564

Because of the proximity to the Costco site, there will be some driver interaction between the two developments that can be estimated as internal capture as shown in the table above.

Internal capture trip reduction is a method to estimate interaction between different uses within the same development. While each land use in a development generates vehicle trips, some people will visit more than one land use within the development. This phenomenon of multiple land uses adjacent to each other ultimately results in fewer vehicle trips to the external road network, and less impact, than free-standing retail, office, or residential areas. This reduction was calculated in accordance with the *NCHRP Report No. 684, Enhancing Internal Trip Capture for Mixed-use Development*.

In this study, internal capture trips between Costco and the E. 53rd Street Commercial development are not removed from the analysis, but rather will be counted as northbound and southbound through movements at the intersection of E. 53rd Street & the West Access Driveways.

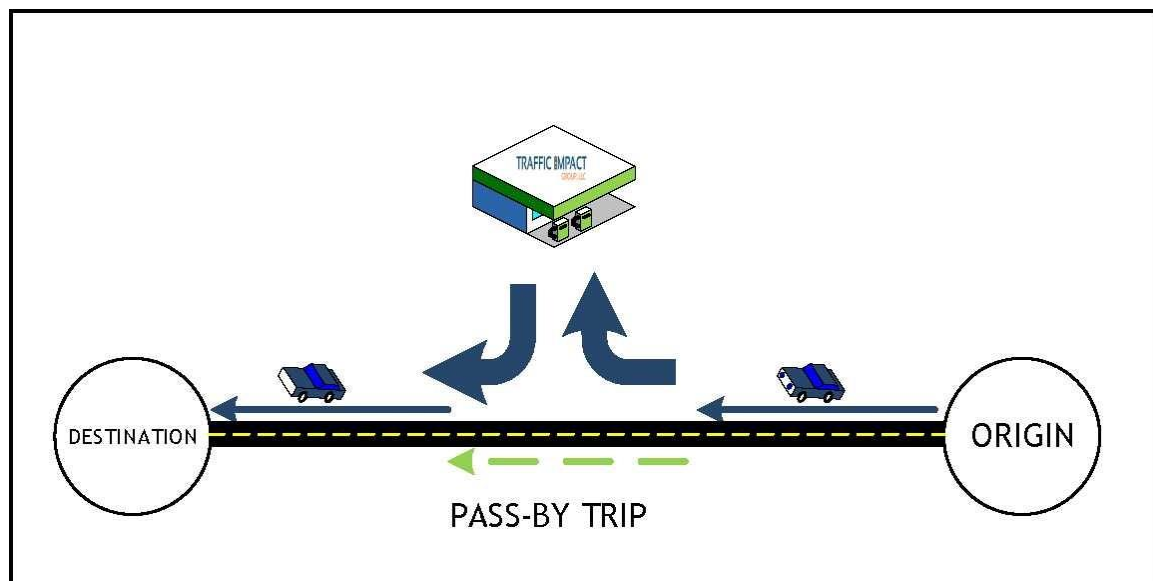
Pass-by reductions are included to account for the phenomenon where land uses such as convenience stores or other similar uses attract vehicles whose ultimate destination is elsewhere. These driveway turning movement trips replace what would otherwise be “through” movements, but do not contribute to “new trips” on the roadway network. This reduction was calculated in accordance with the *ITE Trip Generation Handbook, 3rd Edition*.

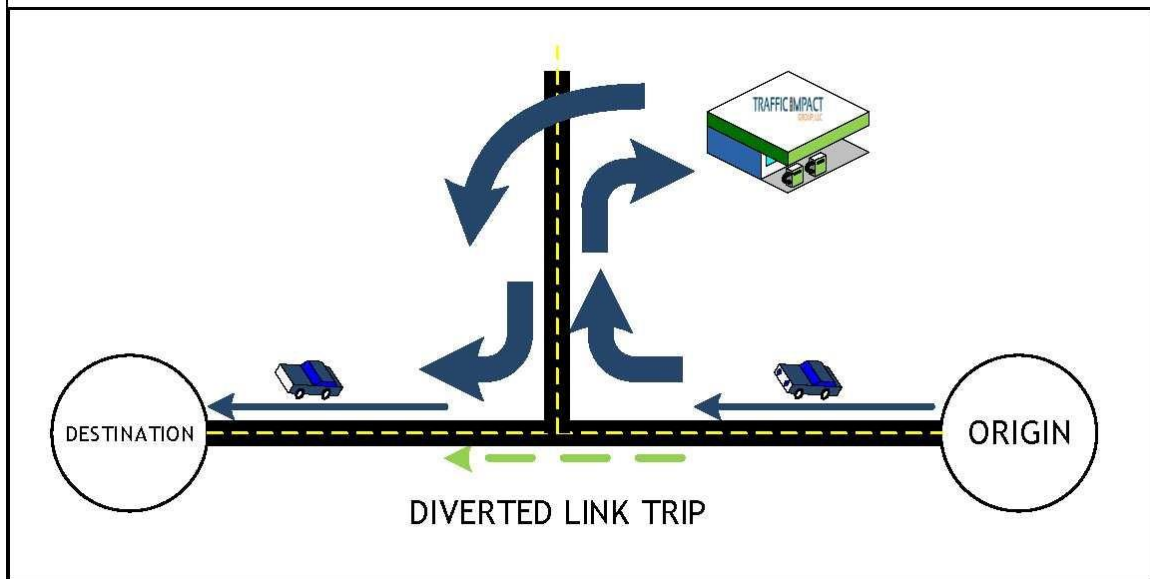
It should be noted that the *Costco Traffic Impact Study* did not apply pass-by trip reductions for the Costco site gas station, but assumed a 70% reduction for what it termed “linked trips”.

The percentages and directionality of pass-by and diverted link trips is based on the count data collected in the PM peak. Table 3.2 summarizes the calculation.

Table 3.2 - Pass-by/Diverted Link Trips							
Roadway	Direction	PM Volume	% of total PM	PM Pass-by Trips	SAT Volume	% of total Sat	SAT Pass-by Trips
E 53rd Street	EB Through	1495	53.0%	39	1522	54.6%	61
	WB Through	1325	47.0%	35	1265	45.4%	51

The following graphic illustrates how pass-by and diverted link trips affect traffic calculations at the project driveways and adjacent intersection.





Pass-by trips are shown in **Figure 5**.

In order to confirm the volume of traffic which will be generated by the Portillo's restaurant, site traffic generation was provided for four restaurants in the suburban Chicago, Illinois area. These included Arlington Heights, Elgin, New Lenox and Willowbrook. These counts were based on transaction data for seven consecutive days. This data indicated good correlation between the ITE *Trip General Manual* values used in this report in table 3.1 above and the actual counts provided. The highest of these counts from the Chicago stores are included in the Appendix.

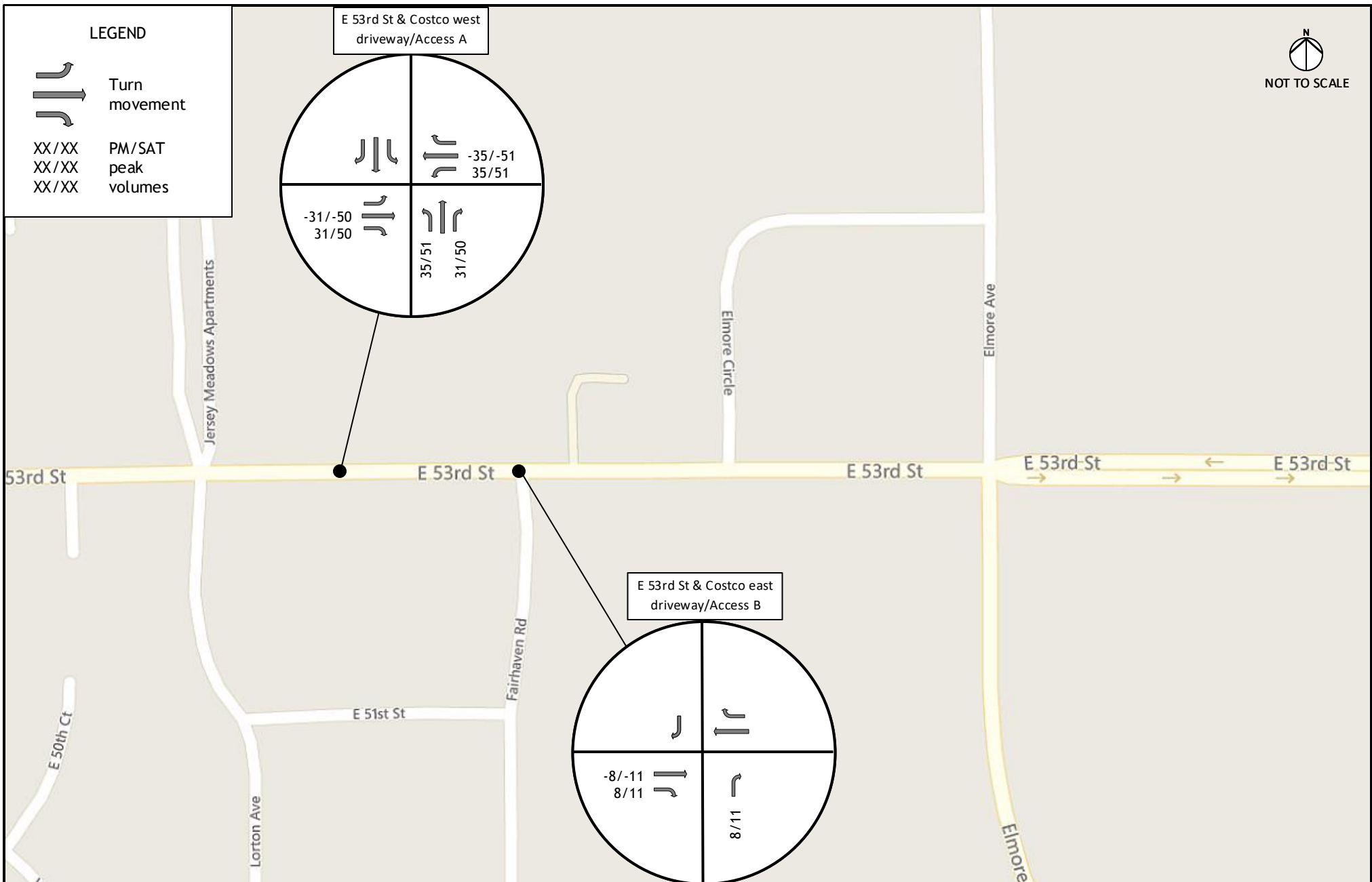
D. TRIP DISTRIBUTION

Trips for this proposed development were assigned to the surrounding roadway network based on the *Costco Traffic Impact Study*. The proposed trip distribution for this project can be found in **Figure 6**, and the projected site trips are shown in **Figure 7**.

Full Build 2019 volumes are shown in **Figure 8** and Future Year 2039 volumes are shown in **Figure 9**.

E. RECOMMENDED OR PROGRAMMED IMPROVEMENTS

The City of Davenport is currently constructing the last phase of the Veterans Memorial Parkway extension project, which is located north of this site at 67th Street. City staff believe this extension will reduce the volume of traffic on E. 53rd Street once it is completed.



Pass-By Trips

Project No: 18-IA03129-1

Figure 5

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments



Trip Distribution

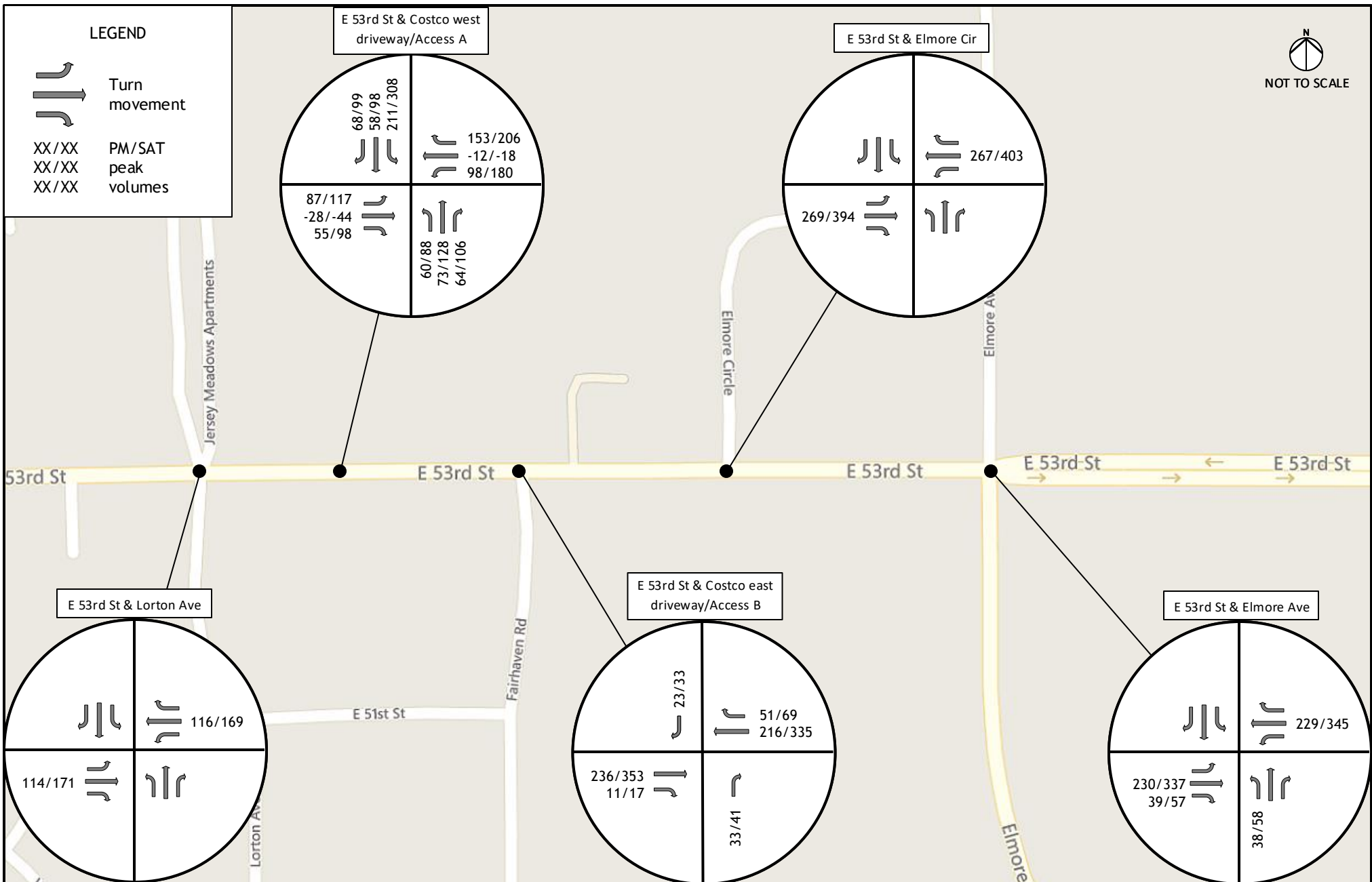
Project No: 18-IA03129-1

Figure 6

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments



Site Trips

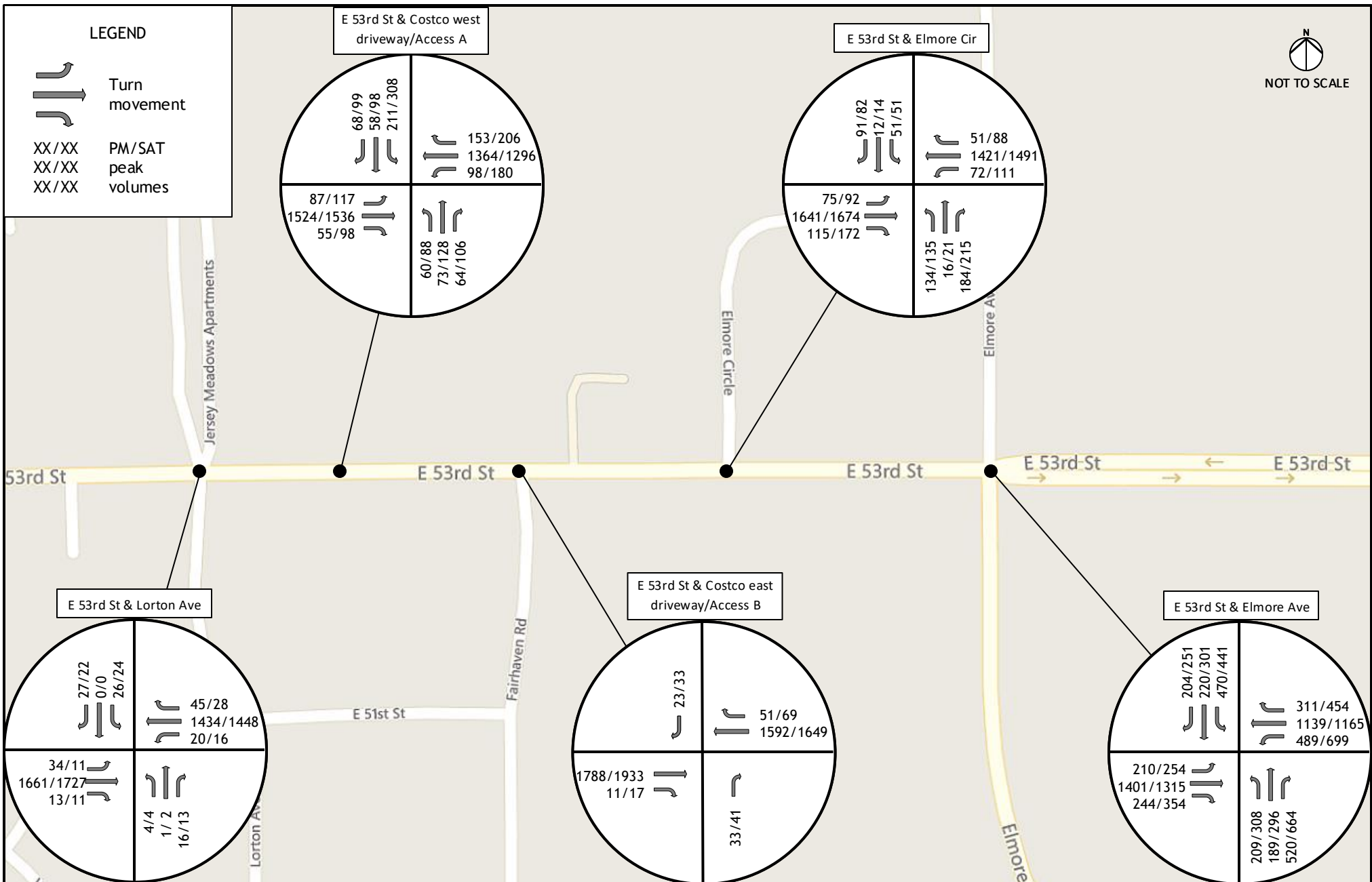
Project No: 18-IA03129-1

Figure 7

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments



Full Build 2019 Traffic

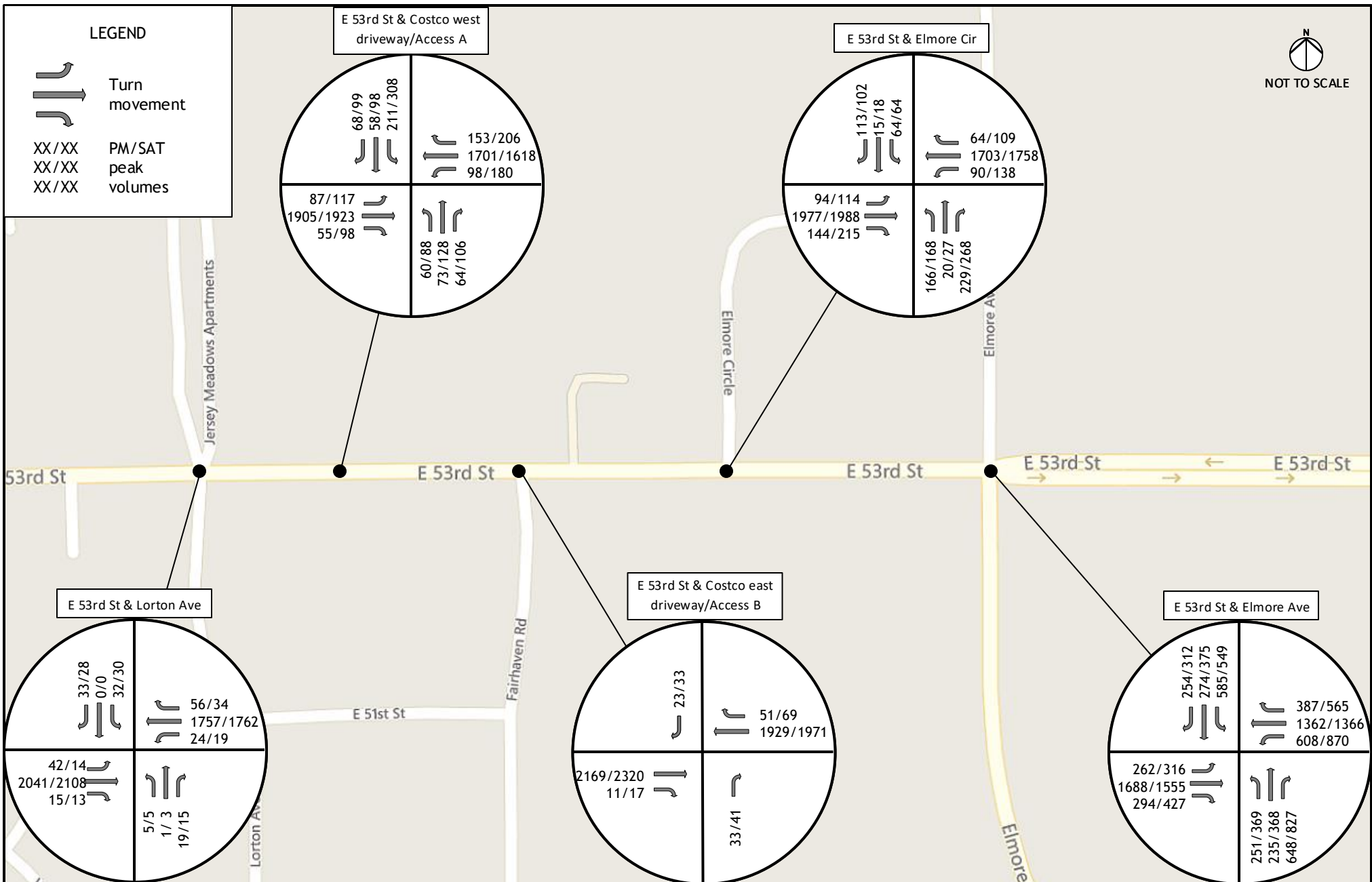
Project No: 18-IA03129-1

Figure 8

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments



Future 2039 Traffic

Project No: 18-IA03129-1

Figure 9

Date: 26 June 2018

TRAFFIC IMPACT
GROUP, LLC

E 53rd Street Commercial - Davenport - WCT Investments

IV. Capacity Analysis

The Transportation Research Board's Highway Capacity Manual (HCM) uses a term "level of service" (LOS) to measure how traffic operates in intersections. There are currently six levels of service ranging from A to F. Level of Service "A" represents the best conditions and Level of Service "F" represents the worst. Synchro software was used to determine the level of service for intersections in the study area. All worksheet reports from the analyses can be found in the Appendix.

Table 4.1 shows the control delay per vehicle associated with LOS A through F for signalized and unsignalized intersections.

Table 4.1 - Highway Capacity Manual Levels of Service and Control Delay			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay per Vehicle (sec)	Level of Service	Control Delay per Vehicle (sec)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

Full Build 2019 capacity analyses were performed using existing timing on 53rd Street with a 110 second cycle length. It is our understanding that signal coordination east to west on 53rd Street begins at Elmore Avenue, as the western most coordinated signal, and proceeds to the eastern intersections from there. Our analysis was run with the signal timing between Elmore Avenue and Lorton Avenue as actuated/coordinated, holding the 110 second cycle length and optimizing splits at each intersection, which will mimic operation today.

For the 2039 Future analysis, we calculated the optimum intersection timing offsets and optimum cycle length over the range from 50 seconds to 150 seconds. This analysis assumed a fully coordinated signal system from Lorton Avenue through Elmore Avenue. This resulted in a 120 second cycle length as optimum given intersection spacing and projected 2039 traffic volumes. It should be noted that future volumes include a 27% increase in existing on-street traffic volumes, with development volumes remaining the same as full-build conditions. Results at individual intersections are discussed below.

It is difficult to compare the results of this study with the Costco study on an individual approach basis. Differing assumptions in the analyses would result in varying levels of service, delays and queue lengths. Also, the West Access Driveway in the previous study was a tee intersection, which changes operational characteristics dramatically with the added fourth leg for this development.

A. LORTON AVENUE & E. 53RD STREET

Table 4.2 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.2 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	4.1	14'	A	3.3	6'
		TH	A	5.9	368'	A	6.4	364'
		RT						
	WB	LT	A	1.6	1'	A	0.8	0'
		TH	A	1.7	37'	A	0.8	12'
		RT						
	NB	LT	C	29.6	30'	C	32.1	29'
		TH						
		RT						
	SB	LT	A	4.0	0'	A	3.5	0'
		TH						
		RT						
OVERALL			A (4.1)			A (4.0)		

Table 4.3 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.3 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	6.3	15'	A	3.4	7'
		TH	A	9.2	564'	B	10.4	580'
		RT						
	WB	LT	A	1.8	0'	A	1.7	1'
		TH	A	1.4	10'	A	1.2	55'
		RT						
	NB	LT	C	33.7	35'	D	36.0	34'
		TH						
		RT						
	SB	LT	A	9.9	17'	A	7.0	8'
		TH						
		RT						
	OVERALL			A (5.8)			A (6.4)	

Analysis shows that acceptable levels of service are maintained on all approaches for 2019 Full Build and 2039 Future conditions. No improvements are recommended at this location.

B. E. 53RD STREET & WEST ACCESS DRIVEWAYS

The West Access of the development is proposed to align with the Costco West Access at a signalized intersection. This access is proposed to have a northbound left-turn lane, one through lane, and a right-turn lane.

Table 4.4 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.4 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
West Access Driveways & E. 53 rd Street	EB	LT	C	31.0	65'	C	28.1	77'
		TH	B	18.0	196'	C	31.0	700'
		RT	A	0.1	0'	A	0.9	5'
	WB	LT	C	26.8	61'	D	55.8	211'
		TH	A	7.3	173'	B	12.9	325'
		RT	A	1.0	5'	A	1.7	8'
	NB	LT	E	55.1	89'	E	56.5	59'
		TH	E	56.7	104'	E	72.5	192'
		RT	A	1.8	0'	A	5.4	16'
	SB	LT	E	62.8	134'	E	65.7	190'
		TH	D	50.6	87'	E	56.0	127'
		RT	A	1.5	0'	A	4.0	10'
	OVERALL			B (17.5)			C (28.0)	

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. The eastbound through movement 95th percentile queue length is projected to extend past the Lorton Avenue intersection. This occurs due to the 428 ft. intersection spacing and the low volume of traffic on Lorton Avenue. This results in a 20 second difference in allotted green time on E. 53rd Street. Signal timing may need to be adjusted to stop traffic at Lorton to match the green time at the West Access Driveways. No improvements are recommended at this location.

Table 4.5 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.5 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
West Access Driveways & E. 53 rd Street	EB	LT	D	43.6	52'	E	58.9	95'	
		TH	C	23.9	506'	E	61.4	1029'	
		RT	A	0.1	0'	A	0.9	1'	
	WB	LT	D	45.9	50'	F	88.4	210'	
		TH	A	7.9	227'	B	10.2	347'	
		RT	A	0.6	1'	A	0.9	8'	
	NB	LT	E	62.2	96'	E	69.4	148'	
		TH	E	64.1	112'	F	100.3	229'	
		RT	A	2.2	0'	A	7.8	27'	
	SB	LT	E	74.3	153'	F	95.0	229'	
		TH	E	56.4	94'	E	66.7	141'	
		RT	A	1.8	0'	A	6.0	20'	
	OVERALL			C (20.9)			D (43.0)		

Analysis shows that acceptable overall levels of service are maintained on all approaches for the 2039 Future calculation. The eastbound through movement queue length is forecast to increase, making the likelihood of Lorton Avenue intersection blockages more frequent. Signal timing modifications to match green times on E. 53rd Street between the West Access Driveways and Lorton Avenue would alleviate this blockage.

The 90 second green time for the E. 53rd Street through and left phases are the primary cause of the Saturday LOS F on individual movements shown above due to the inherent delay waiting for the side street green. The LOS F movements volume to capacity ratios are between 0.88 and 1.0. Increased Saturday turning volumes are also evident in the results for these specific movements. Traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway which would provide added intersection capacity and allow additional green time to be assigned to these movements.

It is recommended to construct the northbound, West Access with dual left-turn lanes, one through lane, and a right-turn lane. One of the left-turn lanes and the right-turn lane should extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

It is also recommended to revise the construction plans for Costco and provide a separate right-turn lane, through lane, double left-turn lane configuration for the southbound approach. This configuration will operate more efficiently, if the change can be accomplished economically.

C. E. 53RD STREET & EAST ACCESS DRIVEWAYS

Table 4.6 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.6 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	C	22.6	13'	C	23.7	18'
	SB	RT	C	18.5	8'	C	19.5	10'

Table 4.7 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.7 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	D	28.6	18'	D	32.8	23'
	SB	RT	C	23.2	10'	C	24.5	15'

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. No improvements are recommended at this location.

D. E. 53RD STREET & ELMORE CIRCLE

Table 4.8 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.8 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	A	9.1	10'	A	5.2	9'	
		TH	A	4.6	210'	A	3.1	143'	
		RT	A	0.5	3'	A	0.4	4'	
	WB	LT	C	35.0	54'	D	38.4	75'	
		TH	C	22.2	644'	A	3.7	103'	
		RT	A	2.4	10'	A	0.1	1'	
	NB	LT	E	69.4	165'	E	65.2	154'	
		TH	C	28.8	145'	C	22.2	125'	
		RT							
	SB	LT	E	61.0	78'	F	97.1	91'	
		TH	B	12.5	56'	B	13.9	54'	
		RT							
	OVERALL			B (16.0)			A (8.5)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.9 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.9 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	C	25.7	32'	C	20.6	22'	
		TH	A	8.9	241'	A	6.6	209'	
		RT	A	0.4	2'	A	0.5	4'	
	WB	LT	D	45.9	61'	D	49.3	80'	
		TH	A	6.5	114'	A	5.1	202'	
		RT	A	0.2	0'	A	0.1	0'	
	NB	LT	F	93.7	270'	E	79.8	229'	
		TH	D	45.4	239'	D	43.8	241'	
		RT							
	SB	LT	F	98.7	136'	F	179.6	143'	
		TH	B	13.3	70'	B	13.1	63'	
		RT							
	OVERALL			B (15.0)			B (14.2)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2039 Future design period. Increased Saturday turning volumes do create some increasing delays and pushes the overall intersection utilization above 100%. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.

E. E. 53RD STREET & ELMORE AVENUE

Table 4.10 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.10 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Elmore Avenue & E. 53 rd Street	EB	LT	D	48.8	104'	D	37.3	124'
		TH	C	31.1	356'	C	21.9	332'
		RT	A	4.6	86'	B	10.2	174'
	WB	LT	E	55.2	242'	E	55.4	338'
		TH	C	25.6	361'	C	25.7	380'
		RT						
	NB	LT	D	45.3	115'	E	56.7	180'
		TH	E	56.8	112'	E	63.0	171'
		RT	A	0.6	0'	A	0.8	0'
	SB	LT	D	54.3	232'	E	62.0	237'
		TH	D	50.9	120'	D	51.3	151'
		RT	B	12.3	67'	B	14.8	93'
	OVERALL		C (31.9)			C (31.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.11 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.11 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Avenue & E. 53 rd Street	EB	LT	D	50.5	122'	D	47.9	143'	
		TH	C	29.5	526'	C	34.2	519'	
		RT	A	4.9	47'	A	9.8	137'	
	WB	LT	E	75.4	375'	E	76.6	492'	
		TH	C	28.6	481'	C	30.9	521'	
		RT							
	NB	LT	D	54.3	164'	E	63.4	214'	
		TH	E	77.5	172'	F	111.2	264'	
		RT	A	0.8	0'	A	1.2	0'	
	SB	LT	E	77.6	366'	F	91.8	345'	
		TH	E	55.3	155'	E	71.2	233'	
		RT	C	27.2	149'	C	34.0	219'	
	OVERALL			D (38.0)			D (44.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. Significant turning volumes are projected at this intersection for the 2039 future conditions. Westbound and Southbound left turns are projected to be 550 up to 800 vehicles. These volumes require considerable amounts of intersection capacity, even utilizing double left-turn lanes. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.



E. 53rd Street - Looking East at Elmore Avenue

V. Summary and Conclusion

This study serves as an analysis of the traffic impacts from the E. 53rd Street Commercial Development in Davenport, Iowa.

This analysis incorporates the trips from the Costco Development, which is located directly north of this property across E. 53rd Street, and examines the cumulative impacts of the two developments.

The proposed development combination is expected to generate 414 entering and 383 exiting trips in the PM weekday peak hour, and 574 entering and 564 exiting trips in the Saturday, mid-day peak hour. This analysis also included pass-by/diverted link trip reductions and internal capture trips between the two projects.

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build scenario. Levels of service, seconds of delay and queue lengths are increasing over the 20-year design period. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. This would result in the ability to adjust traffic signal timing to improve side street and development access capacities due to less demand on E. 53rd Street.

Recommended improvements for the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the double left-turn lanes previously proposed.

Appendix

Background Information

Traffic Volumes

Trip Generation

Trip Distribution

Capacity Analysis

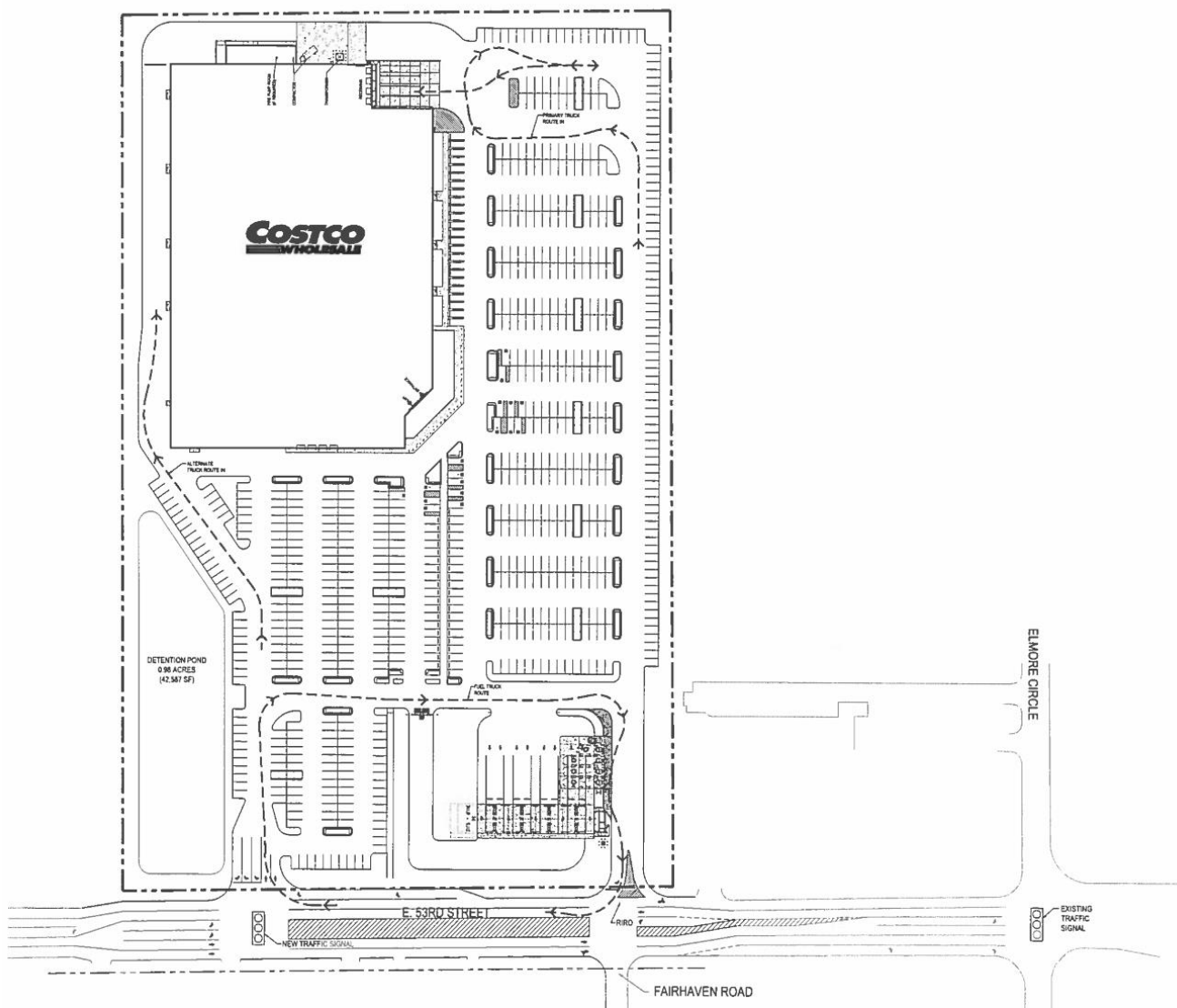
BACKGROUND INFORMATION

Project Description

The Costco Wholesale warehouse development will consist of a 156,170 square foot footprint warehouse, as well as a gas station with 16 vehicle fueling positions. The proposed development will be located directly north of 53rd Street, east of the Jersey Meadows Apartments, and west of the AT&T Call Center that abuts Elmore Circle. The Costco Wholesale warehouse development is expected to be completely built by the end of 2018. The development is proposing two access points. One access point will be a full access point, meaning there will not be any restricted turning movements. The second access point will become the southbound approach to the intersection of 53rd Street and Fairhaven Road, which will restrict southbound left-turn, eastbound and westbound left-turn, and northbound through and left-turn movements. Costco anticipates having to install a traffic control signal at the full access point between Lorton Avenue and Fairhaven Road (West Access). Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



TRAFFIC VOLUMES

Existing and Projected Volumes

(1) 53rd Street & Lorton Avenue/Jersey Meadows Apartments - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Jersey Meadows Apartments			53rd Street			Lorton Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	3	1	2	6	213	1	0	0	5	4	329	2	566
	12:15 - 12:30 PM	5	0	8	4	313	3	1	1	4	4	282	0	625
	12:30 - 12:45 PM	0	0	4	1	304	5	1	0	2	4	267	1	589
	12:45 - 1:00 PM	2	0	1	3	302	1	2	0	2	3	288	1	605
	Existing 2017 Volume	10	1	15	14	1132	10	4	1	13	15	1166	4	2385
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	10	1	15	14	1152	10	4	1	13	15	1187	4	2428
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	12	1	18	17	1377	12	5	1	16	18	1419	5	2902
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	13	1	20	19	1507	13	5	1	17	20	1552	5	3174	
Percent Heavy Vehicle	0%	0%	7%	7%	2%	10%	0%	0%	0%	0%	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM	3	0	4	5	309	5	2	0	4	8	387	5	732
	5:00 - 5:15 PM	4	0	10	2	374	18	1	1	5	8	377	3	803
	5:15 - 5:30 PM	8	0	7	4	279	11	0	0	1	9	359	1	679
	5:30 - 5:45 PM	10	0	5	2	307	9	1	0	0	7	367	0	708
	Existing 2017 Volume	25	0	26	13	1269	43	4	1	10	32	1490	9	2922
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	25	0	26	13	1292	44	4	1	10	33	1517	9	2975
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	30	0	32	16	1544	52	5	1	12	39	1813	11	3556
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	33	0	35	17	1689	57	5	1	13	43	1983	12	3889
	Percent Heavy Vehicle	0%	#DIV/0!	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	-

0.91

Saturday	12:00 - 12:15 PM	4	0	2	4	283	4	1	1	2	1	382	2	686
	12:15 - 12:30 PM	6	0	5	2	298	9	1	0	1	3	386	2	713
	12:30 - 12:45 PM	8	0	6	3	351	11	0	0	4	1	379	3	766
	12:45 - 1:00 PM	6	0	9	1	300	3	2	1	2	6	351	2	683
	Existing 2017 Volume	24	0	22	10	1232	27	4	2	9	11	1498	9	2848
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	24	0	22	10	1254	27	4	2	9	11	1525	9	2899
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	29	0	27	12	1499	33	5	2	11	13	1823	11	3465
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	32	0	29	13	1640	36	5	3	12	15	1994	12	3790
	Percent Heavy Vehicle	0%	#DIV/0!	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	-

0.93

Existing and Projected Volumes

(3) 53rd Street & Fairhaven Road - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		NA			53rd Street			Fairhaven Road			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM				1	212		0		1		334	1	549
	12:15 - 12:30 PM				1	304		1		3		304	2	615
	12:30 - 12:45 PM				1	310		0		1		274	0	586
	12:45 - 1:00 PM				0	296		0		1		279	0	576
	Existing 2017 Volume	0	0	0	3	1122	0	1	0	6	0	1191	3	2326
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	3	1142	0	1	0	6	0	1212	3	2368
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	4	1365	0	1	0	7	0	1449	4	2830
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	0	0	0	4	1493	0	1	0	8	0	1585	4	3096	
Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM				0	313		0		0		396	1	710
	5:00 - 5:15 PM				4	396		0		3		357	1	761
	5:15 - 5:30 PM				0	297		0		1		376	0	674
	5:30 - 5:45 PM				3	319		0		2		366	2	692
	Existing 2017 Volume	0	0	0	7	1325	0	0	0	6	0	1495	4	2837
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	7	1349	0	0	0	6	0	1522	4	2888
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	9	1612	0	0	0	7	0	1819	5	3452
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	9	1763	0	0	0	8	0	1990	5	3776
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.93

Saturday	12:00 - 12:15 PM				1	289		0		2		378	0	670
	12:15 - 12:30 PM				3	326		0		1		398	1	729
	12:30 - 12:45 PM				0	350		0		0		383	1	734
	12:45 - 1:00 PM				2	300		0		1		363	0	666
	Existing 2017 Volume	0	0	0	6	1265	0	0	0	4	0	1522	2	2799
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	6	1288	0	0	0	4	0	1549	2	2849
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	7	1539	0	0	0	5	0	1852	2	3406
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	8	1684	0	0	0	5	0	2026	3	3725
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.95

Existing and Projected Volumes

(4) 53rd Street & Elmore Circle - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Circle			53rd Street			Elmore Circle			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	2	4	30	1	152	27	11	2	52	2	231	73	587
	12:15 - 12:30 PM	11	4	29	22	250	11	49	8	48	16	256	42	746
	12:30 - 12:45 PM	12	4	19	24	249	17	45	5	46	20	211	37	689
	12:45 - 1:00 PM	14	5	18	15	264	3	38	5	51	17	238	34	702
	Existing 2017 Volume	39	17	96	62	915	58	143	20	197	55	936	186	2724
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	40	17	98	63	931	59	146	20	201	56	953	189	2773
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	47	21	117	75	1113	71	174	24	240	67	1139	226	3315
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	52	23	128	83	1218	77	190	27	262	73	1246	248	3625	
Percent Heavy Vehicle	5%	0%	1%	2%	2%	0%	1%	0%	2%	5%	2%	1%	-	

0.91

Weekday	4:45 - 5:00 PM	8	2	15	12	269	10	28	3	50	23	333	33	786
	5:00 - 5:15 PM	22	4	29	18	346	6	23	4	44	11	334	29	870
	5:15 - 5:30 PM	12	4	28	20	254	11	22	6	43	19	339	23	781
	5:30 - 5:45 PM	7	2	15	20	242	18	56	3	40	20	315	26	764
	Existing 2017 Volume	49	12	87	70	1111	45	129	16	177	73	1321	111	3201
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	12	89	71	1131	46	131	16	180	74	1345	113	3259
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	15	106	85	1352	55	157	19	215	89	1607	135	3895
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	16	116	93	1479	60	172	21	236	97	1758	148	4260
	Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	-

0.92

Saturday	12:00 - 12:15 PM	7	5	20	32	258	22	27	7	47	19	313	49	806
	12:15 - 12:30 PM	14	3	16	21	246	22	37	7	69	25	314	43	817
	12:30 - 12:45 PM	14	3	22	33	289	14	30	2	42	30	295	36	810
	12:45 - 1:00 PM	14	3	21	21	255	20	36	5	49	14	311	38	787
	Existing 2017 Volume	49	14	79	107	1048	78	130	21	207	88	1233	166	3220
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	14	80	109	1067	79	132	21	211	90	1255	169	3278
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	17	96	130	1275	95	158	26	252	107	1500	202	3918
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	19	105	142	1395	104	173	28	275	117	1641	221	4285
	Percent Heavy Vehicle	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	-

0.99

Existing and Projected Volumes

(5) 53rd Street & Elmore Avenue - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Avenue			53rd Street			Elmore Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	101	71	36	119	107	86	40	55	132	54	193	45	1039
	12:15 - 12:30 PM	83	55	37	148	186	79	45	62	125	56	212	49	1137
	12:30 - 12:45 PM	92	69	50	137	199	84	47	58	115	37	179	45	1112
	12:45 - 1:00 PM	99	60	47	125	182	76	41	51	108	49	201	38	1077
	Existing 2017 Volume	375	255	170	529	674	325	173	226	480	196	785	177	4365
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	382	260	173	539	686	331	176	230	489	200	799	180	4444
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	456	310	207	644	820	395	211	275	584	238	955	215	5311
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	499	339	226	704	897	433	230	301	639	261	1045	236	5809	
Percent Heavy Vehicle	1%	1%	2%	1%	1%	2%	1%	1%	1%	1%	2%	0%	-	

0.96

Weekday	4:45 - 5:00 PM	105	50	49	134	214	86	37	50	112	56	282	43	1218
	5:00 - 5:15 PM	129	58	69	113	255	69	41	39	141	55	290	44	1303
	5:15 - 5:30 PM	114	47	33	109	204	79	49	51	122	56	288	55	1207
	5:30 - 5:45 PM	105	57	45	115	203	66	38	42	126	35	268	55	1155
	Existing 2017 Volume	453	212	196	471	876	300	165	182	501	202	1128	197	4883
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	461	216	200	479	892	305	168	185	510	206	1148	201	4971
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	551	258	238	573	1066	365	201	221	610	246	1373	240	5942
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	603	282	261	627	1166	399	220	242	667	269	1501	262	6499
	Percent Heavy Vehicle	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	-

0.94

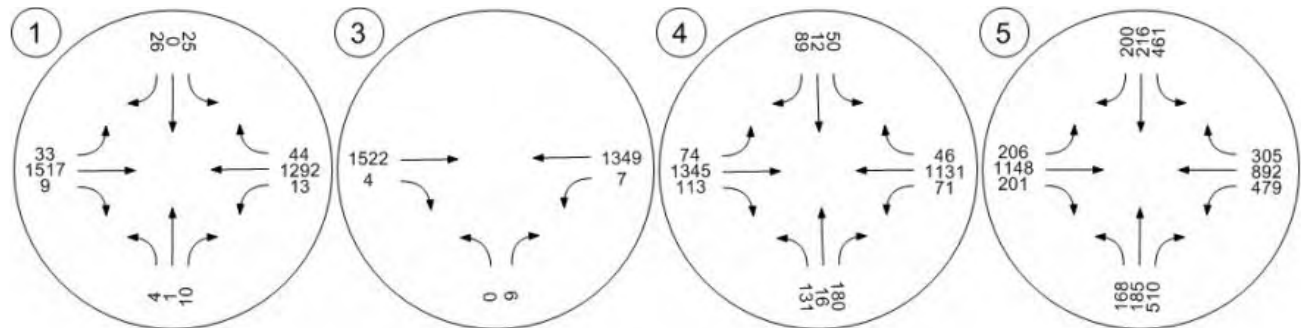
Saturday	12:00 - 12:15 PM	109	71	56	155	214	114	58	65	149	59	233	65	1348
	12:15 - 12:30 PM	87	74	47	182	205	111	54	70	145	62	263	70	1370
	12:30 - 12:45 PM	104	74	79	181	195	94	62	80	166	62	222	73	1392
	12:45 - 1:00 PM	124	71	60	155	176	118	67	70	179	62	224	78	1384
	Existing 2017 Volume	424	290	242	673	790	437	241	285	639	245	942	286	5494
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	432	295	246	685	804	445	245	290	651	249	959	291	5593
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	516	353	294	819	961	532	293	347	778	298	1146	348	6685
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	564	386	322	896	1051	582	321	379	850	326	1254	381	7312
	Percent Heavy Vehicle	1%	1%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	-

0.99

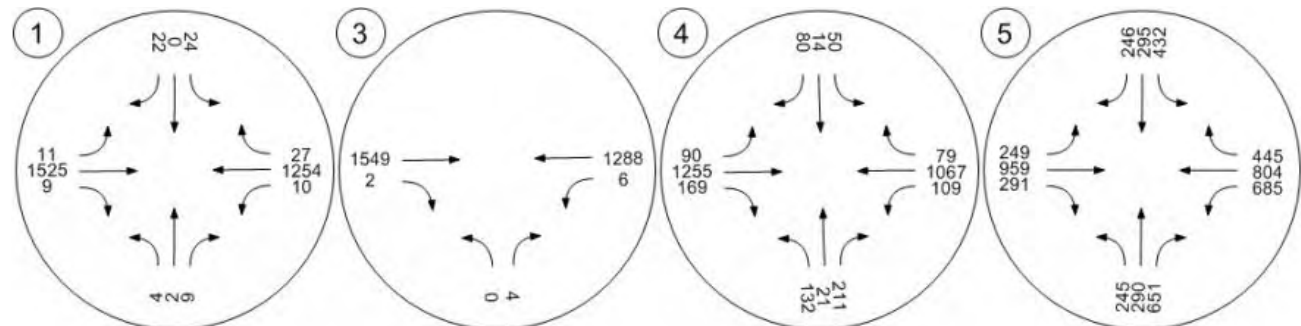
Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Middy Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Middy Peak Hour No Build Volumes:



TRIP GENERATION

PERIOD SETTING

DATA PROVIDER

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: PM Peak

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Weekday, Peak Hour	Best Fit (LOG) $\ln(T) = 0.74\ln(X) + 2.89$	43
944 - Gasoline/Service Station	Vehicle Fueling Position	16	General Urban/Suburban	Weekday, Peak Hour	Average 14.03	112
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Weekday, Peak Hour	Average 4.18	327
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	151
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Weekday, Peak Hour	Average 7.8	37

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reduction is applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click Add Notes above.

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJUSTED EXIT
820 - Shopping Center	0 %	43	0 %	43
944 - Gasoline/Service Station	70 %	34	70 %	34
857 - Discount Club	0 %	327	0 %	327
934 - Fast-Food Restaurant with Drive-Through Window	0 %	43	0 %	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	151	0 %	151
931 - Quality Restaurant	0 %	37	0 %	37

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. The table below displays the total number of trips that have been reduced from a particular Land Use. The total number of Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the previous section. To record any notes, click the icon above. For recommended values see the [ITE Handbook](#) or [Table 684](#).

820 - Shopping Center				944 - Gasoline/Service Station			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Discount Club			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window			
Exit	47	Demand Exit:	6 % (3)	Balanced:	2	Demand Entry:	4 % (2)
Entry	43	Demand Entry:	10 % (4)	Balanced:	2	Demand Exit:	5 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window - 1			
Exit	47	Demand Exit:	20 % (9)	Balanced:	6	Demand Entry:	4 % (6)
Entry	43	Demand Entry:	34 % (15)	Balanced:	7	Demand Exit:	5 % (7)

820 - Shopping Center

Exit 47 Demand Exit: % (2)

Entry 43 Demand Entry: % (3)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

857 - Discount Club

Exit 326 Demand Exit: % (20)

Entry 327 Demand Entry: % (33)

857 - Discount Club

Exit 326 Demand Exit: % (65)

Entry 327 Demand Entry: % (111)

857 - Discount Club

Exit 326 Demand Exit: % (13)

Entry 327 Demand Entry: % (20)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)

Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)

Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window - 1

Exit 140 Demand Exit: % (0)

Entry 151 Demand Entry: % (0)

931 - Quality Inn

Demand Entry: % (1)

Demand Exit: % (1)

857 - Discount Club

Demand Entry: % (0)

Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)

Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)

Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)

Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (11)

Demand Exit: % (14)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (38)

Demand Exit: % (50)

931 - Quality Inn

Demand Entry: % (9)

Demand Exit: % (6)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)

Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)

Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)

Demand Exit: % (0)

820 - Shopping Center

INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	43 (100%)	0 (0%)	0 (0%)	2 (5%)	7 (16%)	1 (2%)	10 (23%)
Exit	47 (100%)	0 (0%)	0 (0%)	2 (4%)	6 (13%)	1 (2%)	9 (19%)
Total	90 (100%)	0 (0%)	0 (0%)	4 (4%)	13 (14%)	2 (2%)	19 (21%)

944 - Gasoline/Service Station

INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	68 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club

TOTAL TRIPS

INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Restaurant	Total
--	--	-----------------------	--------------------------------	----------------------------	----------------------------	--------------------------	-------

				with Drive-Through Window	with Drive-Through Window - 1		
Entry	327 (100%)	0 (0%)	0 (0%)	14 (4%)	50 (15%)	6 (2%)	70 (21%)
Exit	326 (100%)	0 (0%)	0 (0%)	11 (3%)	38 (12%)	9 (3%)	58 (18%)
Total	653 (100%)	0 (0%)	0 (0%)	25 (4%)	88 (13%)	15 (2%)	128 (20%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	43 (100%)	2 (5%)	0 (0%)	11 (26%)	0 (0%)	0 (0%)	13 (30%)
Exit	39 (100%)	2 (5%)	0 (0%)	14 (36%)	0 (0%)	0 (0%)	16 (41%)
Total	82 (100%)	4 (5%)	0 (0%)	25 (30%)	0 (0%)	0 (0%)	29 (35%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	151 (100%)	6 (4%)	0 (0%)	38 (25%)	0 (0%)	0 (0%)	44 (29%)
Exit	140 (100%)	7 (5%)	0 (0%)	50 (36%)	0 (0%)	0 (0%)	57 (41%)
Total	291 (100%)	13 (4%)	0 (0%)	88 (30%)	0 (0%)	0 (0%)	101 (35%)

931 - Quality Restaurant

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	37 (100%)	1 (3%)	0 (0%)	9 (24%)	0 (0%)	0 (0%)	10 (27%)
Exit	18 (100%)	1 (6%)	0 (0%)	6 (33%)	0 (0%)	0 (0%)	7 (39%)
Total	55 (100%)	2 (4%)	0 (0%)	15 (27%)	0 (0%)	0 (0%)	17 (31%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	71	 34 %	24	
944 - Gasoline/Service Station	68	 0 %	0	
857 - Discount Club	525	 0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	53	 50 %	27	
934 - Fast-Food Restaurant with Drive-Through Window - 1	190	 43 %	82	
931 - Quality Restaurant	38	 44 %	17	

Print Report

Save Analysis

PERIOD SETTING

DATA PROVI

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: **Saturday Peak**

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Saturday, Peak Hou	Best Fit (LOG) $\ln(T) = 0.79\ln(X) + 2.79$	47
944 - Gasoline/Service Station	Vehicle Fueling Pos	16 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 12.77	102 ⁽¹⁾
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 6.37	488
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	70
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	249
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Saturday, Peak Hou	Average 10.68	44

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reductio applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click Add Notes al

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJ
820 - Shopping Center	0 %	47	0 %	
944 - Gasoline/Service Station	70 %	31	70 %	
857 - Discount Club	0 %	488	0 %	
934 - Fast-Food Restaurant with Drive-Through Window	0 %	70	0 %	
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	249	0 %	
931 - Quality Restaurant	0 %	44	0 %	

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. below displays the total number of trips that have been reduced from a particular Land Use. The total numt Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the prev section. To record any notes, click the icon above. For recommended values see the [ITE Handbook](#) or [684](#).

820 - Shopping Center				944 - Gasoline/Serv			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Disc			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Throug			
Exit	44	Demand Exit:	6 % (3)	Balanced:	1	Demand Entry:	2 % (1)
Entry	47	Demand Entry:	10 % (5)	Balanced:	2	Demand Exit:	3 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through 1			
Exit	44	Demand Exit:	20 % (9)	Balanced:	5	Demand Entry:	2 % (5)
Entry	47	Demand Entry:	35 % (16)	Balanced:	7	Demand Exit:	3 % (7)

820 - Shopping Center

Exit 44 Demand Exit: % (1)

Entry 47 Demand Entry: % (2)

Balanced: 1 Demand Entry: % (2)

Balanced: 1 Demand Exit: % (1)

931 - Quality Inn**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

857 - Discount Club**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**857 - Discount Club**

Exit 507 Demand Exit: % (30)

Entry 488 Demand Entry: % (49)

Balanced: 19 Demand Entry: % (19)

Balanced: 25 Demand Exit: % (25)

934 - Fast-Food Restaurant with Drive-Through Window**857 - Discount Club**

Exit 507 Demand Exit: % (101)

Entry 488 Demand Entry: % (171)

Balanced: 67 Demand Entry: % (67)

Balanced: 91 Demand Exit: % (91)

934 - Fast-Food Restaurant with Drive-Through Window**857 - Discount Club**

Exit 507 Demand Exit: % (15)

Entry 488 Demand Entry: % (24)

Balanced: 12 Demand Entry: % (12)

Balanced: 12 Demand Exit: % (12)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window - 1**

Exit 239 Demand Exit: % (0)

Entry 249 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**820 - Shopping Center**

INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	47 (100%)	0 (0%)	0 (0%)	2 (4%)	7 (15%)	1 (2%)	10 (21%)
Exit	44 (100%)	0 (0%)	0 (0%)	1 (2%)	5 (11%)	1 (2%)	7 (16%)
Total	91 (100%)	0 (0%)	0 (0%)	3 (3%)	12 (13%)	2 (2%)	17 (19%)

944 - Gasoline/Service Station

INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	62 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club

TOTAL TRIPS

INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Restaurant	Total
--	--	-----------------------	--------------------------------	----------------------------	----------------------------	--------------------------	-------

				with Drive-Through Window	with Drive-Through Window - 1		
Entry	488 (100%)	0 (0%)	0 (0%)	25 (5%)	91 (19%)	12 (2%)	128 (26%)
Exit	507 (100%)	0 (0%)	0 (0%)	19 (4%)	67 (13%)	12 (2%)	98 (19%)
Total	995 (100%)	0 (0%)	0 (0%)	44 (4%)	158 (16%)	24 (2%)	226 (23%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	70 (100%)	1 (1%)	0 (0%)	19 (27%)	0 (0%)	0 (0%)	20 (29%)
Exit	67 (100%)	2 (3%)	0 (0%)	25 (37%)	0 (0%)	0 (0%)	27 (40%)
Total	137 (100%)	3 (2%)	0 (0%)	44 (32%)	0 (0%)	0 (0%)	47 (34%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	249 (100%)	5 (2%)	0 (0%)	67 (27%)	0 (0%)	0 (0%)	72 (29%)
Exit	239 (100%)	7 (3%)	0 (0%)	91 (38%)	0 (0%)	0 (0%)	98 (41%)
Total	488 (100%)	12 (2%)	0 (0%)	158 (32%)	0 (0%)	0 (0%)	170 (35%)

931 - Quality Restaurant

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	44 (100%)	1 (2%)	0 (0%)	12 (27%)	0 (0%)	0 (0%)	13 (30%)
Exit	31 (100%)	1 (3%)	0 (0%)	12 (39%)	0 (0%)	0 (0%)	13 (42%)
Total	75 (100%)	2 (3%)	0 (0%)	24 (32%)	0 (0%)	0 (0%)	26 (35%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	74	 26 %	19	
944 - Gasoline/Service Station	62	0 %	0	
857 - Discount Club	769	0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	90	50 %	45	
934 - Fast-Food Restaurant with Drive-Through Window - 1	318	43 %	137	
931 - Quality Restaurant	49	44 %	22	

Print Report

Save Analysis

Table 1 shows the projected new trips to be generated by the proposed Portillo's restaurant.

Table 1
ESTIMATED PEAK HOUR TRAFFIC VOLUMES

Land-Use	Size	Midday		P.M.	
		In	Out	In	Out
Portillo's Restaurant	10,507 s.f.	258	258	124	124

It is important to note that due to the following, the traffic to be generated by the restaurant will not be all new traffic to the existing roadway system.

- Surveys conducted by the Institute of Transportation Engineers (ITE) have shown that a considerable number of trips made to drive-through restaurants are diverted from existing passing traffic. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that, on average, 60 percent of the peak hour trips generated by a drive-through restaurant are diverted from existing traffic on adjacent roadways.
- It is expected that the number of trips generated by the restaurant will be reduced due to the interaction (multipurpose trips) between the other uses in the immediate area (i.e., office buildings).

However, in order to provide a conservative analysis, the new traffic that will be generated by the Portillo's restaurant was not adjusted to reflect pass-by trips or interaction with other uses.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed restaurant (Table 1) were assigned to the access drives based on the directional distribution analysis (Figure 4) and are shown in **Figure 5**.

TRIP DISTRIBUTION

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 1 2019 PM Peak

Report File: C:\...\pm.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	1	16	26	0	27	34	1661	13	20	1434	45	3281

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1524	55	98	1364	153	3815

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	1788	11	0	1592	51	3498

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	134	16	184	51	12	91	75	1641	115	72	1421	51	3863

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	209	189	520	470	220	204	210	1401	244	489	1139	311	5606

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 2 2019 Sat Peak

Report File: C:\...\sat.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	2	13	24	0	22	11	1727	11	16	1448	28	3306

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1536	98	180	1296	206	4260

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	1933	17	0	1649	69	3742

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	135	21	215	51	14	82	92	1674	172	111	1491	88	4146

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	308	296	664	441	301	251	254	1315	354	699	1165	454	6502

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 3 2039 PM Peak

Report File: C:\...\2039 pm.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	1	19	32	0	33	42	2041	15	24	1757	56	4025

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1905	55	98	1701	153	4533

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	2169	11	0	1929	51	4216

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	166	20	229	64	15	113	94	1977	144	90	1703	64	4679

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	251	235	648	585	274	254	262	1688	294	608	1362	387	6848

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 4 2039 Sat Peak

Report File: C:\...\2039 sat.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	3	15	30	0	28	14	2108	13	19	1762	34	4031

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1923	98	180	1618	206	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	2320	17	0	1971	69	4451

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	168	27	268	64	18	102	114	1988	215	138	1758	109	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	369	368	827	549	375	312	316	1555	427	870	1366	565	7899

CAPACITY ANALYSIS

E. 53rd Street & Lorton Avenue

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Future Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.894			0.931	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1561	0	0	1726	0
Flt Permitted	0.112			0.102				0.947			0.832	
Satd. Flow (perm)	213	3606	0	194	3592	0	0	1492	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			18			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	37	1825	14	22	1576	49	4	1	18	29	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1839	0	22	1625	0	0	23	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	87.0		10.0	87.0		13.0	13.0		13.0	13.0	
Total Split (%)	9.1%	79.1%		9.1%	79.1%		11.8%	11.8%		11.8%	11.8%	
Maximum Green (s)	5.0	82.0		5.0	82.0		8.0	8.0		8.0	8.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	89.7	89.7		87.3	87.3			6.3			6.3	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.06			0.06	
v/c Ratio	0.15	0.63		0.10	0.57			0.23			0.30	
Control Delay	4.1	5.8		1.6	1.5			29.6			3.9	
Queue Delay	0.0	0.1		0.0	0.2			0.0			0.1	
Total Delay	4.1	5.9		1.6	1.7			29.6			4.0	
LOS	A	A		A	A			C			A	
Approach Delay		5.9			1.7			29.6			4.0	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	3	134		1	33			3			0	
Queue Length 95th (ft)	14	368		m1	37			30			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	255	2940		226	2851			125			217	
Starvation Cap Reductn	0	0		0	382			0			0	
Spillback Cap Reductn	0	274		0	0			0			8	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.69		0.10	0.66			0.18			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.1

Intersection LOS: A

Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Future Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.905			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1702	0	0	1732	0
Flt Permitted	0.123			0.094				0.947			0.826	
Satd. Flow (perm)	234	3606	0	179	3599	0	0	1628	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			14			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	1857	12	17	1557	30	4	2	14	26	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1869	0	17	1587	0	0	20	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	88.0		10.0	88.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.1%	80.0%		9.1%	80.0%		10.9%	10.9%		10.9%	10.9%	
Maximum Green (s)	5.0	83.0		5.0	83.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	89.9	89.9		91.9	91.9			6.1			6.1	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.82	0.82		0.84	0.84			0.06			0.06	
v/c Ratio	0.04	0.63		0.08	0.53			0.19			0.26	
Control Delay	3.3	5.7		0.8	0.7			32.1			3.2	
Queue Delay	0.0	0.7		0.0	0.1			0.0			0.2	
Total Delay	3.3	6.4		0.8	0.8			32.1			3.5	
LOS	A	A		A	A			C			A	
Approach Delay		6.4			0.8			32.1			3.5	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	1	138		0	3			4			0	
Queue Length 95th (ft)	6	364		m0	12			29			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	267	2947		223	3007			116			204	
Starvation Cap Reductn	0	0		0	278			0			0	
Spillback Cap Reductn	0	648		0	0			0			20	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.81		0.08	0.58			0.17			0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 63 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.0

Intersection LOS: A

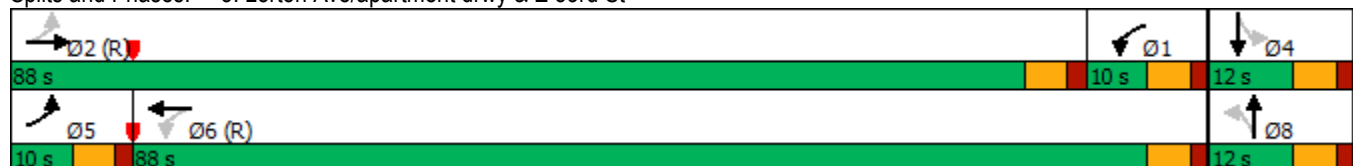
Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Future Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.895			0.932	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1564	0	0	1728	0
Flt Permitted	0.063			0.051				0.915			0.830	
Satd. Flow (perm)	120	3606	0	97	3592	0	0	1444	0	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			21			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	46	2243	16	26	1931	62	5	1	21	35	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	2259	0	26	1993	0	0	27	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	98.0		10.0	97.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.2%	81.7%		8.3%	80.8%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	6.0	93.0		5.0	92.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	97.8	97.8		95.1	95.1			6.2			6.2	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.05			0.05	
v/c Ratio	0.26	0.77		0.18	0.70			0.29			0.40	
Control Delay	6.3	8.7		1.8	1.2			33.7			9.7	
Queue Delay	0.0	0.5		0.0	0.2			0.0			0.2	
Total Delay	6.3	9.2		1.8	1.4			33.7			9.9	
LOS	A	A		A	A			C			A	
Approach Delay		9.1			1.4			33.7			9.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	7	439		0	8			5			0	
Queue Length 95th (ft)	15	564		m0	10			35			17	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	182	2940		147	2847			104			188	
Starvation Cap Reductn	0	0		0	243			0			0	
Spillback Cap Reductn	0	270		0	0			0			7	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.25	0.85		0.18	0.77			0.26			0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 5.8

Intersection LOS: A

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Future Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.910			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1712	0	0	1732	0
Flt Permitted	0.076			0.049				0.925			0.825	
Satd. Flow (perm)	144	3606	0	93	3599	0	0	1599	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			16			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	2267	14	20	1895	37	5	3	16	32	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	2281	0	20	1932	0	0	24	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	98.0		10.0	98.0		12.0	12.0		12.0	12.0	
Total Split (%)	8.3%	81.7%		8.3%	81.7%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	5.0	93.0		5.0	93.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	99.8	99.8		99.8	99.8			6.2			6.2	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.83	0.83		0.83	0.83			0.05			0.05	
v/c Ratio	0.08	0.76		0.14	0.65			0.25			0.35	
Control Delay	3.4	7.8		1.7	1.1			36.0			6.6	
Queue Delay	0.0	2.7		0.0	0.1			0.0			0.3	
Total Delay	3.4	10.5		1.7	1.2			36.0			7.0	
LOS	A	B		A	A			D			A	
Approach Delay		10.4			1.2			36.0			7.0	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	1	226		0	3			6			0	
Queue Length 95th (ft)	7	580		m1	55			34			8	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	193	2999		148	2993			108			188	
Starvation Cap Reductn	0	0		0	183			0			0	
Spillback Cap Reductn	0	581		0	0			0			16	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.08	0.94		0.14	0.69			0.22			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 78 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 6.4

Intersection LOS: A

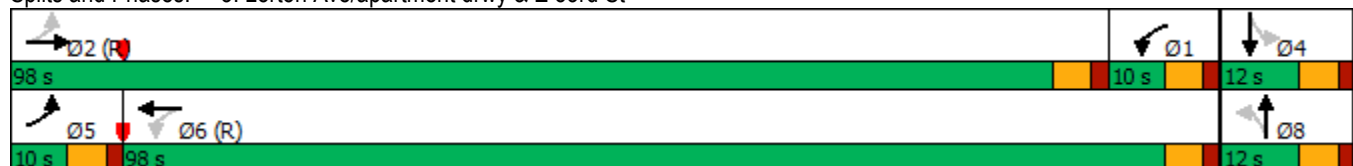
Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



**E. 53rd Street & Costco West Driveway/West
Access**

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Future Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.073			0.073			0.950			0.950		
Satd. Flow (perm)	137	3574	1599	137	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			119			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	13.0	68.0	68.0	12.0	67.0	67.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	11.8%	61.8%	61.8%	10.9%	60.9%	60.9%	13.6%	13.6%	13.6%	13.6%	13.6%	13.6%
Maximum Green (s)	8.0	63.0	63.0	7.0	62.0	62.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	63.0	63.0	63.0	62.5	62.5	62.5	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.57	0.57	0.09	0.09	0.09	0.09	0.12	0.12
v/c Ratio	0.50	0.81	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22
Control Delay	31.0	17.4	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	18.0	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
LOS	C	B	A	C	A	A	E	E	A	E	D	A
Approach Delay	18.1			7.9			38.3			48.3		
Approach LOS	B			A			D			D		
Queue Length 50th (ft)	25	463	0	25	84	1	44	54	0	82	43	0
Queue Length 95th (ft)	m65	196	m0	m61	173	5	89	104	0	#134	87	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	198	2046	966	183	2031	960	162	172	299	315	224	338
Starvation Cap Reductn	0	118	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.86	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

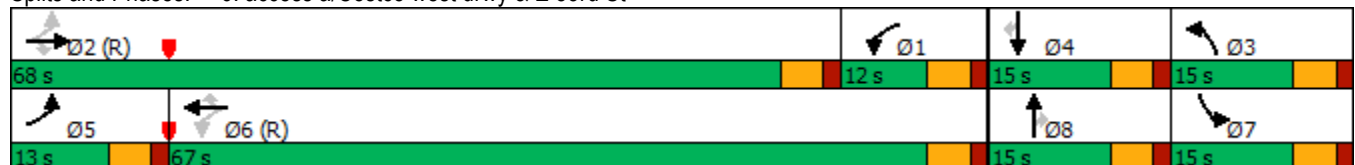
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Future Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.085			0.085			0.950			0.950		
Satd. Flow (perm)	160	3574	1599	160	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			138			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	16.0	61.0	61.0	15.0	60.0	60.0	15.0	16.0	16.0	18.0	19.0	19.0
Total Split (%)	14.5%	55.5%	55.5%	13.6%	54.5%	54.5%	13.6%	14.5%	14.5%	16.4%	17.3%	17.3%
Maximum Green (s)	11.0	56.0	56.0	10.0	55.0	55.0	10.0	11.0	11.0	13.0	14.0	14.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build SAT
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	56.4	56.4	56.4	57.1	57.1	57.1	11.9	10.8	10.8	12.8	11.7	11.7
Actuated g/C Ratio	0.51	0.51	0.51	0.52	0.52	0.52	0.11	0.10	0.10	0.12	0.11	0.11
v/c Ratio	0.58	0.91	0.12	0.85	0.76	0.25	0.50	0.75	0.37	0.83	0.53	0.34
Control Delay	28.1	27.6	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
Queue Delay	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	31.0	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
LOS	C	C	A	E	B	A	E	E	A	E	E	A
Approach Delay	29.2				16.2		46.1				51.7	
Approach LOS	C				B		D				D	
Queue Length 50th (ft)	36	550	2	84	257	3	64	97	0	120	73	0
Queue Length 95th (ft)	m79	#700	m5	#214	325	8	#129	#192	16	#190	127	10
Internal Link Dist (ft)	348				345		128				122	
Turn Bay Length (ft)	135	200		250	150		100			100		
Base Capacity (vph)	244	1831	877	230	1854	896	193	190	312	409	241	351
Starvation Cap Reductn	0	102	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.97	0.12	0.85	0.76	0.25	0.50	0.73	0.37	0.82	0.44	0.31

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 83 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.0

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

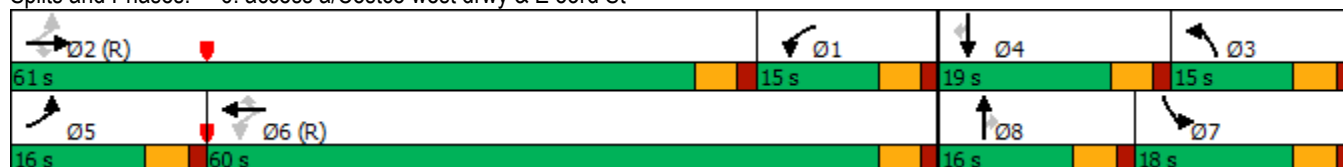
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Future Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.058			0.058			0.950			0.950		
Satd. Flow (perm)	109	3574	1599	109	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	10.0	80.0	80.0	10.0	80.0	80.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	8.3%	66.7%	66.7%	8.3%	66.7%	66.7%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%
Maximum Green (s)	5.0	75.0	75.0	5.0	75.0	75.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	75.0	75.0	75.0	75.0	75.0	75.0	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.08	0.08	0.08	0.08	0.11	0.11
v/c Ratio	0.69	0.93	0.06	0.78	0.83	0.16	0.44	0.50	0.25	0.80	0.31	0.24
Control Delay	43.6	19.9	0.1	45.9	7.8	0.6	62.2	64.1	2.2	74.3	56.4	1.8
Queue Delay	0.0	4.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	23.9	0.1	45.9	7.9	0.6	62.2	64.1	2.2	74.3	56.4	1.8
LOS	D	C	A	D	A	A	E	E	A	E	E	A
Approach Delay	24.1			9.2			43.3			56.5		
Approach LOS	C			A			D			E		
Queue Length 50th (ft)	25	702	0	31	127	1	49	60	0	91	47	0
Queue Length 95th (ft)	m52	506	m0	m50	227	m1	96	112	0	#153	94	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	138	2233	1040	138	2233	1040	148	158	275	288	205	311
Starvation Cap Reductn	0	117	0	0	18	0	0	0	0	0	0	0
Spillback Cap Reductn	0	56	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.98	0.06	0.78	0.83	0.16	0.44	0.50	0.26	0.80	0.31	0.24

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

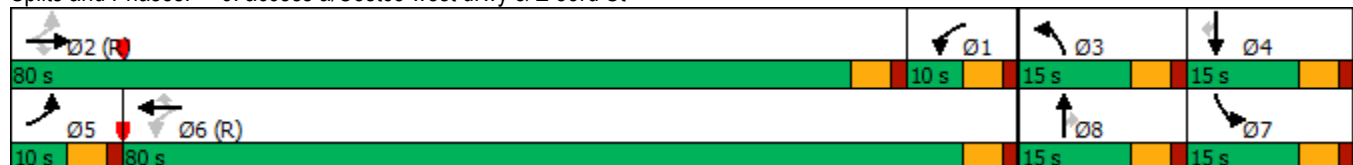
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future SAT
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Future Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.063			0.063			0.950			0.950		
Satd. Flow (perm)	119	3574	1599	119	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			127			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	11.0	74.0	74.0	14.0	77.0	77.0	15.0	15.0	15.0	17.0	17.0	17.0
Total Split (%)	9.2%	61.7%	61.7%	11.7%	64.2%	64.2%	12.5%	12.5%	12.5%	14.2%	14.2%	14.2%
Maximum Green (s)	6.0	69.0	69.0	9.0	72.0	72.0	10.0	10.0	10.0	12.0	12.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	69.0	69.0	69.0	72.0	72.0	72.0	10.8	10.0	10.0	12.0	11.2	11.2
Actuated g/C Ratio	0.58	0.58	0.58	0.60	0.60	0.60	0.09	0.08	0.08	0.10	0.09	0.09
v/c Ratio	0.84	1.02	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.60	0.37
Control Delay	58.9	41.3	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
Queue Delay	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	61.4	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
LOS	E	E	A	F	B	A	E	F	A	F	E	A
Approach Delay	58.5			16.3			61.4			72.0		
Approach LOS	E			B			E			E		
Queue Length 50th (ft)	43	~902	1	~105	201	3	73	108	0	135	80	0
Queue Length 95th (ft)	m#95	#1029	m5	m#210	347	m8	#148	#229	27	#229	141	20
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100				
Base Capacity (vph)	151	2055	965	196	2144	1010	159	158	275	346	190	299
Starvation Cap Reductn	0	103	0	0	7	0	0	0	0	0	0	0
Spillback Cap Reductn	0	51	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.07	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.56	0.36

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 43.0

Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

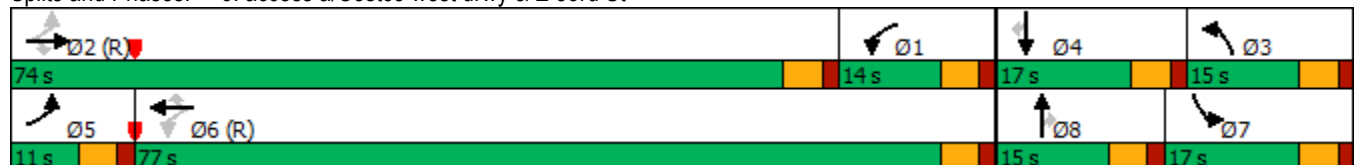
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



**E. 53rd Street & Costco East Driveway/East
Access**

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Future Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2018	12	0	1712	55	0	0	35	0	0	25
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1015	-	-	884
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	240	0	0	292
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	240	-	-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		0				22.6			18.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	240	-	-	-	-	292						
HCM Lane V/C Ratio	0.148	-	-	-	-	0.085						
HCM Control Delay (s)	22.6	-	-	-	-	18.5						
HCM Lane LOS	C	-	-	-	-	C						
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.3						

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Future Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2035	18	0	1736	73	0	0	43	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1027	-	-	905
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	235	0	0	283
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	235	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.7			19.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	235	-	-	-	-	283						
HCM Lane V/C Ratio	0.184	-	-	-	-	0.123						
HCM Control Delay (s)	23.7	-	-	-	-	19.5						
HCM Lane LOS	C	-	-	-	-	C						
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4						

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Future Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2332	12	0	2074	55	0	0	35	0	0	25

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	- 1172
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	188
Stage 1	0	-	-	0	-	-	0	0
Stage 2	0	-	-	0	-	-	0	0
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.6	23.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	188	-	-	-	-	222
HCM Lane V/C Ratio	0.189	-	-	-	-	0.111
HCM Control Delay (s)	28.6	-	-	-	-	23.2
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Future Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2442	18	0	2075	73	0	0	43	0	0	35

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1230
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	172
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	172
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	32.8	24.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	172	-	-	-	-	219
HCM Lane V/C Ratio	0.251	-	-	-	-	0.159
HCM Control Delay (s)	32.8	-	-	-	-	24.5
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.6

E. 53rd Street & Elmore Circle

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Future Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.108			0.067			0.639			0.343		
Satd. Flow (perm)	205	3610	1615	127	3574	1615	1214	1638	0	652	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			69		108			99	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	82	1784	125	78	1545	55	146	17	200	55	13	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1784	125	78	1545	55	146	217	0	55	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	72.0	72.0	11.0	72.0	72.0	27.0	27.0		27.0	27.0	
Total Split (%)	10.0%	65.5%	65.5%	10.0%	65.5%	65.5%	24.5%	24.5%		24.5%	24.5%	
Maximum Green (s)	6.0	67.0	67.0	6.0	67.0	67.0	22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	79.9	74.1	74.1	79.9	74.1	74.1	17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.73	0.67	0.67	0.73	0.67	0.67	0.16	0.16		0.16	0.16	
v/c Ratio	0.35	0.73	0.11	0.44	0.64	0.05	0.77	0.62		0.54	0.33	
Control Delay	9.1	4.6	0.5	35.0	21.1	2.4	69.4	28.8		61.0	12.5	
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.1	4.6	0.5	35.0	22.2	2.4	69.4	28.8		61.0	12.5	
LOS	A	A	A	C	C	A	E	C		E	B	
Approach Delay		4.5			22.1			45.1			28.5	
Approach LOS		A			C			D			C	
Queue Length 50th (ft)	5	102	1	23	588	3	99	70		36	8	
Queue Length 95th (ft)	m10	210	m3	m54	644	m10	165	145		78	56	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	236	2431	1128	183	2407	1110	242	414		130	408	
Starvation Cap Reductn	0	0	0	0	569	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.35	0.73	0.11	0.43	0.84	0.05	0.60	0.52		0.42	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.0

Intersection LOS: B

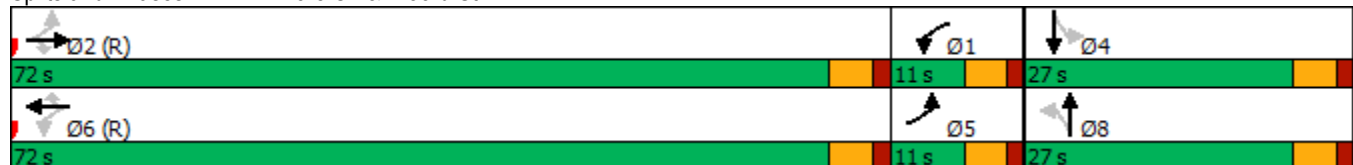
Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St



Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Future Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.863			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1640	0	1770	1657	0
Flt Permitted	0.145			0.060			0.679			0.258		
Satd. Flow (perm)	273	3610	1599	114	3610	1615	1290	1640	0	481	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			89		162			83	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	93	1691	174	112	1506	89	136	21	217	52	14	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1691	174	112	1506	89	136	238	0	52	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	70.0	70.0	14.0	73.0	73.0	26.0	26.0		26.0	26.0	
Total Split (%)	10.0%	63.6%	63.6%	12.7%	66.4%	66.4%	23.6%	23.6%		23.6%	23.6%	
Maximum Green (s)	6.0	65.0	65.0	9.0	68.0	68.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	71.0	71.0	71.0	75.1	75.1	75.1	16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.65	0.65	0.65	0.68	0.68	0.68	0.15	0.15		0.15	0.15	
v/c Ratio	0.36	0.73	0.16	0.57	0.61	0.08	0.72	0.63		0.74	0.31	
Control Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
LOS	A	A	A	D	A	A	E	C		F	B	
Approach Delay		3.0			5.8			37.8			43.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	2	73	0	37	72	0	92	48		35	9	
Queue Length 95th (ft)	m9	m143	m4	m75	103	m1	154	125		#91	54	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	258	2330	1094	217	2463	1130	246	444		91	383	
Starvation Cap Reductn	0	0	0	0	76	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.73	0.16	0.52	0.63	0.08	0.55	0.54		0.57	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 75 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St



Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Future Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.059			0.056			0.570			0.257		
Satd. Flow (perm)	112	3610	1615	106	3574	1615	1083	1638	0	488	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			64		81			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	102	2149	157	98	1851	70	180	22	249	70	16	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	2149	157	98	1851	70	180	271	0	70	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	82.0	82.0	10.0	80.0	80.0	28.0	28.0		28.0	28.0	
Total Split (%)	10.0%	68.3%	68.3%	8.3%	66.7%	66.7%	23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	7.0	77.0	77.0	5.0	75.0	75.0	23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	77.8	77.8	77.8	76.1	76.1	76.1	21.9	21.9		21.9	21.9	
Actuated g/C Ratio	0.65	0.65	0.65	0.63	0.63	0.63	0.18	0.18		0.18	0.18	
v/c Ratio	0.60	0.92	0.14	0.69	0.82	0.07	0.91	0.74		0.80	0.35	
Control Delay	25.7	8.6	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.7	8.9	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
LOS	C	A	A	D	A	A	F	D		F	B	
Approach Delay		9.0			8.2			64.6			41.9	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	25	132	1	30	91	0	136	140		52	14	
Queue Length 95th (ft)	m32	241	m2	m61	114	m0	#270	239		#136	70	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	171	2341	1102	142	2267	1048	207	379		93	410	
Starvation Cap Reductn	0	20	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.93	0.14	0.69	0.82	0.07	0.87	0.72		0.75	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St



Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Future Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.864			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1642	0	1770	1657	0
Flt Permitted	0.077			0.058			0.610			0.190		
Satd. Flow (perm)	145	3610	1599	110	3610	1615	1159	1642	0	354	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217			101		112			103	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	115	2008	217	139	1776	110	170	27	271	65	18	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	2008	217	139	1776	110	170	298	0	65	121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	79.0	79.0	12.0	79.0	79.0	29.0	29.0		29.0	29.0	
Total Split (%)	10.0%	65.8%	65.8%	10.0%	65.8%	65.8%	24.2%	24.2%		24.2%	24.2%	
Maximum Green (s)	7.0	74.0	74.0	7.0	74.0	74.0	24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	76.3	76.3	76.3	77.0	77.0	77.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.18	0.18		0.18	0.18	
v/c Ratio	0.61	0.87	0.20	0.78	0.77	0.10	0.84	0.78		1.07	0.32	
Control Delay	20.6	6.2	0.5	49.3	4.9	0.1	79.8	43.8		179.6	13.1	
Queue Delay	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	6.6	0.5	49.3	5.1	0.1	79.8	43.8		179.6	13.1	
LOS	C	A	A	D	A	A	E	D		F	B	
Approach Delay		6.7			7.8			56.9			71.3	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	20	192	4	52	172	0	125	136		50	11	
Queue Length 95th (ft)	m22	m209	m4	m#80	202	m0	#229	241		#143	63	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	188	2295	1095	178	2315	1071	231	418		70	413	
Starvation Cap Reductn	0	59	0	0	99	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.90	0.20	0.78	0.80	0.10	0.74	0.71		0.93	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 105.6%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St



E. 53rd Street & Elmore Avenue

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Future Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119		78				430			217
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	223	1490	260	520	1212	331	222	201	553	500	234	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1490	260	520	1543	0	222	201	553	500	234	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	43.0	17.0	26.0	52.0		17.0	15.0		26.0	24.0	24.0
Total Split (%)	15.5%	39.1%	15.5%	23.6%	47.3%		15.5%	13.6%		23.6%	21.8%	21.8%
Maximum Green (s)	12.0	38.0	12.0	21.0	47.0		12.0	10.0		21.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	12.0	40.7	57.3	19.8	48.6		16.6	10.0	110.0	19.4	12.8	12.8
Actuated g/C Ratio	0.11	0.37	0.52	0.18	0.44		0.15	0.09	1.00	0.18	0.12	0.12
v/c Ratio	0.58	0.78	0.29	0.82	0.69		0.42	0.61	0.34	0.81	0.56	0.57
Control Delay	48.8	31.1	4.6	55.2	25.4		45.3	56.8	0.6	54.3	50.9	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	48.8	31.1	4.6	55.2	25.6		45.3	56.8	0.6	54.3	50.9	12.3
LOS	D	C	A	E	C		D	E	A	D	D	B
Approach Delay		29.6			33.0			22.3			43.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	70	245	34	180	304		72	73	0	173	83	0
Queue Length 95th (ft)	m104	356	m86	242	361		115	112	0	232	120	67
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	382	1920	898	670	2250		528	328	1615	668	617	455
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	126		0	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.78	0.29	0.78	0.73		0.42	0.61	0.34	0.75	0.38	0.49

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 31.9

Intersection LOS: C

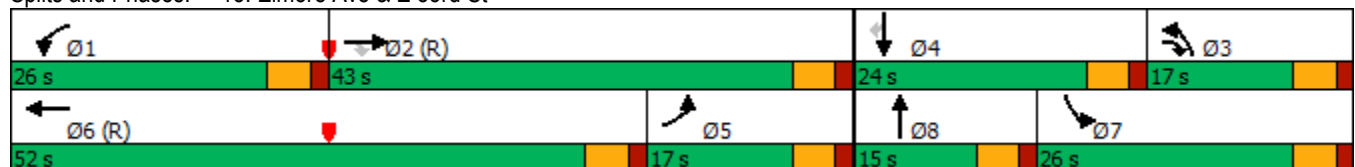
Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Future Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.958				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69		113				523			230
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	257	1328	358	706	1177	459	311	299	671	445	304	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1328	358	706	1636	0	311	299	671	445	304	254
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	18.0	40.0	17.0	31.0	53.0		17.0	17.0		22.0	22.0	22.0
Total Split (%)	16.4%	36.4%	15.5%	28.2%	48.2%		15.5%	15.5%		20.0%	20.0%	20.0%
Maximum Green (s)	13.0	35.0	12.0	26.0	48.0		12.0	12.0		17.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	13.0	36.6	50.4	25.0	48.6		13.7	11.8	110.0	16.6	14.6	14.6
Actuated g/C Ratio	0.12	0.33	0.46	0.23	0.44		0.12	0.11	1.00	0.15	0.13	0.13
v/c Ratio	0.62	0.77	0.46	0.89	0.73		0.71	0.78	0.42	0.85	0.64	0.62
Control Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
LOS	D	C	B	E	C		E	E	A	E	D	B
Approach Delay		21.8			34.7			28.9			46.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	88	284	123	246	321		110	110	0	158	107	15
Queue Length 95th (ft)	m124	332	174	#338	380		#180	#171	0	#237	151	93
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	413	1727	776	827	2253		436	389	1615	535	552	441
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.77	0.46	0.85	0.73		0.71	0.77	0.42	0.83	0.55	0.58

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 82.9%

ICU Level of Service E

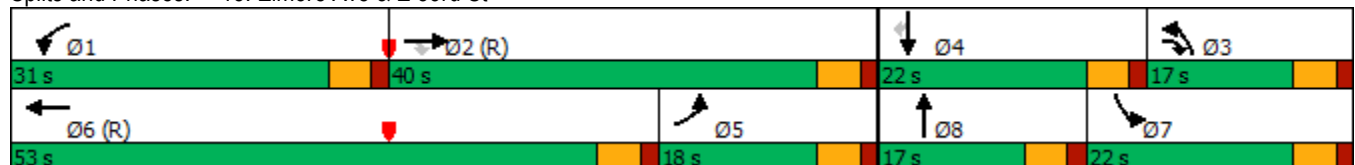
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Future Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		80				403			190
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	279	1796	313	647	1449	412	267	250	689	622	291	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1796	313	647	1861	0	267	250	689	622	291	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	50.0	17.0	28.0	61.0		17.0	15.0		27.0	25.0	25.0
Total Split (%)	14.2%	41.7%	14.2%	23.3%	50.8%		14.2%	12.5%		22.5%	20.8%	20.8%
Maximum Green (s)	12.0	45.0	12.0	23.0	56.0		12.0	10.0		22.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	12.0	45.0	61.4	23.0	56.0		16.4	10.0	120.0	22.0	15.6	15.6
Actuated g/C Ratio	0.10	0.38	0.51	0.19	0.47		0.14	0.08	1.00	0.18	0.13	0.13
v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.63	0.73
Control Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
LOS	D	C	A	E	C		D	E	A	E	E	C
Approach Delay	28.8			40.7			28.6			60.6		
Approach LOS	C			D			C			E		
Queue Length 50th (ft)	105	415	44	258	417		101	102	0	248	113	57
Queue Length 95th (ft)	m122	m#526	m47	#375	481		#164	#172	0	#366	155	149
Internal Link Dist (ft)	595			655			506			471		
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	350	1945	879	671	2373		479	300	1615	642	595	424
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.49	0.64

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 91.6%

ICU Level of Service F

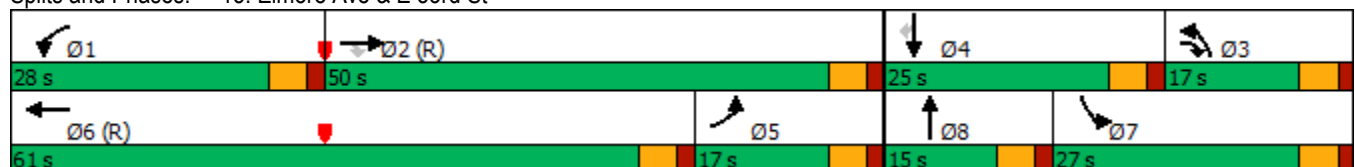
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Future Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		115				505			217
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675		735				586			551	
Travel Time (s)		10.2		11.1				8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	319	1571	431	879	1380	571	373	372	835	555	379	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1571	431	879	1951	0	373	372	835	555	379	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24		24				24			24	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	19.0	44.0	21.0	35.0	60.0		21.0	17.0		24.0	20.0	20.0
Total Split (%)	15.8%	36.7%	17.5%	29.2%	50.0%		17.5%	14.2%		20.0%	16.7%	16.7%
Maximum Green (s)	14.0	39.0	16.0	30.0	55.0		16.0	12.0		19.0	15.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	14.0	39.0	55.2	30.0	55.0		16.2	12.0	120.0	19.0	14.8	14.8
Actuated g/C Ratio	0.12	0.32	0.46	0.25	0.46		0.14	0.10	1.00	0.16	0.12	0.12
v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.86	0.81
Control Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
LOS	D	C	A	E	C		E	F	A	F	E	C
Approach Delay		31.6			45.1			41.8			71.0	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	121	405	128	~355	452		146	~164	0	~227	153	73
Queue Length 95th (ft)	m143	m#519	m137	#492	521		#214	#264	0	#345	#233	#219
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	408	1685	777	875	2328		472	357	1615	548	446	389
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.85	0.81

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 44.6

Intersection LOS: D

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

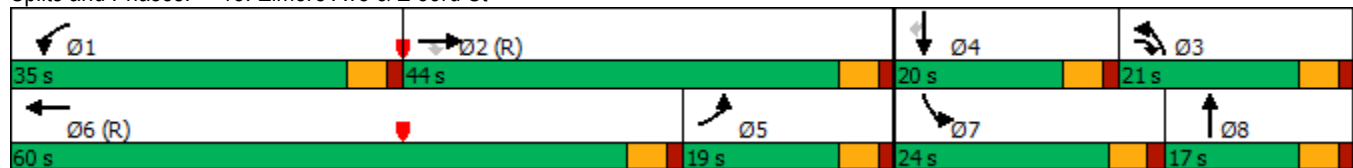
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



REZ18-08 - Rezoning Protest List

PARCEL NUMBER	NOTICE AREA	NOTICE	PROTEST	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-03	43552.8703	6.9%	NO	0.0%	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-04	9943.06847	1.6%	NO	0.0%	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
N0712-28	32457.4134	5.1%	Yes	5.1%	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
N0712-29	29801.3422	4.7%	NO	0.0%	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
N0712-30	29801.4156	4.7%	NO	0.0%	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
N0712-31	29806.5998	4.7%	NO	0.0%	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST	2742 E 51ST ST	DAVENPORT IA 52807-3085
N0712-38	8769.89604	1.4%	NO	0.0%	5102 FAIRHAVEN RD	TIMOTHY KLUDY TAMMY KLUDY	5102 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-39	22911.1943	3.6%	NO	0.0%	5106 FAIRHAVEN RD	GABRIEL COUSSENS SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-42	17835.2571	2.8%	NO	0.0%	5120 LORTON AV	JAMES VICTOR	6113 LAKESHORE CR	DAVENPORT IA 52807
N0739-01A	21130.0884	3.3%	NO	0.0%	2643 E 53RD ST	RICHARD JONES LYNN JONES	2643 E 53RD ST	DAVENPORT IA 52807
N0739-02A	14213.893	2.2%	NO	0.0%	5220 LORTON AV	ERIC WILSON COURTNEY WILSON	5220 LORTON AV	DAVENPORT IA 52807-3026
N0739-04	14713.2174	2.3%	Yes	2.3%	5112 LORTON AV	DONALD ANGERER DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
N0833-01D	58597.5453	9.2%	NO	0.0%	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
N0833-02H	4507.35171	0.7%	NO	0.0%	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
Y0723-11E	20697.639	3.3%	NO	0.0%	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
Y0817-09G	1423.0326	0.2%	NO	0.0%	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
	38100.2392	6.0%	NO	0.0%		JERSEY MEADOWS NORTH CONDOS	2702 E 53RD ST	DAVENPORT IA 52807
Y0723-02E	78605.5585	12.4%	NO	0.0%	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027
PARCELS	476,867.6	75.1%						
ROW	157,894.9	24.9%					Alderman:	Clewell
TOTAL NOTICE AREA	634,762.5	100%	7.4%	PROTEST RATE	Protests: 2		Properties: 18	

Rusnak, Ryan

From: Courtney Wilson <courtneywilson08@outlook.com>
Sent: Monday, June 18, 2018 11:54 AM
To: Planning Division – CPED
Cc: Rusnak, Ryan
Subject: 53rd street & Lorton Ave. commercial development

To Whom It May Concern,

6/18/2018

Regarding the rezoning of the property on 53rd Street, between Lorton Ave. and Fairhaven.

We emailed you last week with some questions prior to the meeting last Thursday regarding how this property development would affect us directly. After hearing what the developer had to say regarding the 25-foot area of green space with landscaping surrounding the new property with retaining walls, and an entrance/exit only from 53rd street, we are alot more optimistic about this being approved. Their willingness to take input from the residents surrounding the area was good to hear from the developers.

Another resident, much further down on Lorton Ave., has hired a lawyer and has been canvassing the neighborhood for donations and support against this development. My family lives directly across from the proposed property and will be affected much more than this resident, and yet we do not agree with his position. One of the main points that he is asking for, is to have Lorton Ave. become a cul-de-sac at 53rd street. We strongly oppose this as it creates a safety issue for the residents above 51st street, both on Fairhaven and Lorton Ave. The safety issue is that it would create only 1 exit/entrance for all the residents in this neighborhood at 46th street. Another reason we oppose this is we already receive a lot of turnaround traffic in our driveway and the driveway across the street from us (which will be gone with the new development). If Lorton Ave. was turned into a cul-de-sac I see this creating even more turnaround from neighbors and city residents that don't know that it is no longer a thoroughfare.

To summarize, we would just like you to know and understand two things.

1. We are optimistic about the new development after attending the last meeting.
2. We very much oppose the thoughts and ideas that are being brought forth by another resident much further down the street. He does not speak for everyone on Lorton Ave.

I thank you for your time, and hope that our concerns and opinions will heard at the next meeting tomorrow evening.

Mr. and Mrs. Wilson
5220 Lorton Ave.
Davenport, IA 52807

MELOY LAW OFFICE

Michael J. Meloy
Attorney at Law
2535 Tech Drive, Suite 206
Bettendorf, Iowa 52722
Telephone 563-359-3959
Fax 563-359-3953

Letter of objection
4728 Lorton Avenue
5115 Lorton Avenue
4907 Lorton Avenue
5112 Lorton Avenue
4921 Fairhaven Road
4711 Lorton Avenue
4718 Lorton Avenue

Michael J. Meloy
mike@meloylaw.com
Attorney at Law

Molly Bonderer
molly@meloylaw.com
Paralegal

June 19, 2018

Bob Inghram
Chairman, Davenport Plan & Zone Commission
City Hall
226 West 4th Street
Davenport, IA 52801

HAND DELIVERED ON JUNE 19, 2018 TO THE PLAN & ZONE COMMISSION

*Re. Portillo's Rezoning of Property South of 53rd Street between
Lorton Avenue and Fairhaven Road*

Dear Chairman Inghram,

I represent Craig McManus and other residents who live directly south of the proposed rezoning of this property from a "R-1" Residential District to a "PDD" Planned Development Commercial District. We are opposed to this rezoning because it will encroach on the peaceful enjoyment of the neighborhood and be detrimental to the residential use of the property and will monetarily devalue residential real properties.

My clients would consider withdrawing our opposition to the rezoning if the following conditions were added subject to approval of the rezoning request:

1. Vacate the area south of the intersection at 53rd & Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter.

2. Repaving of the blacktop on Lorton Avenue and Fairhaven Road between 53rd Street and 46th Street. The surface presently is a deteriorated surface that has not been properly maintained and clearly needs repaving.

3. Install a 3-way stop sign at the intersection of 51st Street and Lorton Avenue.

4. Install speed bumps on Lorton Avenue between 46th Street and 53rd Street.

5. No commercial trucks allowed on Lorton Avenue or Fairhaven Road.

These conditions will alleviate residential concerns of the homeowners and neighbors on this matter.

We request that the Plan & Zone Commission approve a recommendation with these conditions attached to the Davenport City Council.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Meloy". The signature is fluid and cursive, with the first name "Michael" and last name "Meloy" being the most prominent parts.

Michael J. Meloy
Attorney at Law

cc: Craig McManus
Patricia & Paul Jimenez
Debbie & Kenneth Ralfs
Don Angerer & Dolores Angerer
Bob Schickling
Casey Caroths
Zachary & Jeanette Richards

Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing









Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing





Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



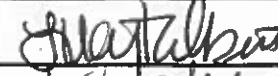
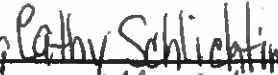
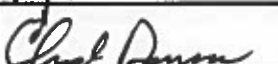
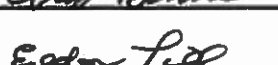
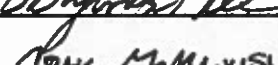
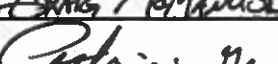
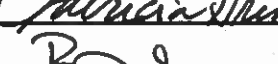
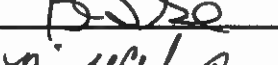
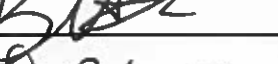
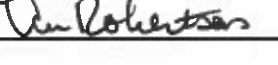
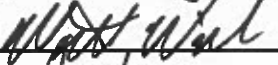
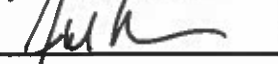
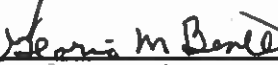
Photograph submitted at the July 2, 2018
Plan and Zoning Commission meeting
2771 E 51st St. Looking south.





We, the undersigned citizens of Davenport, call on our city officials to make Lorton Avenue a cul-de-sac at 53rd with restricted access limited to emergency vehicles and school bus traffic only. Without such modification, we object to the proposed zoning change along 53rd from residential to commercial.

The alternative vision we are proposing will reduce impact on surrounding businesses, neighborhoods and commuters; increase traffic safety on 53rd and Lorton Avenue; reduce congestion during peak travel times; resolve residential traffic concerns and preserve the quiet, family friendly neighborhoods to the south.

	Name	Signature	Street Address	Email Address	Phone
1	Jeffrey L. Talbert		4822 Fairhaven Ct	jefftalbert@msn.com	563.505.1856
2	LUCY TALBERT		4822 FAIRHAVEN	ZAMFAN 82@YAHOO.COM	499-6894
3	Aericka Alatorre		4810 Fairhaven	aericka.alatorre@yahoo.com	563-529-2403
4	Cathy Schlichting		4921 Fairhaven	Bengoe77@msn.com	563-570-069
5	Robert Schlichting		4921 Fairhaven	" " "	" " "
6	Rachelle Hynes		4802 Fairhaven	rhyness2@msn.com	563 3228697
7	Tom Hynes		"	"	"
8	Mike Williams		4829 Fairhaven	lwzejw@mchsi.com	322-1253
9	Chad Dorrance		4829 Fairhaven	chaddorrance@gmail.com	528-9938
10	Eldon Lill		2840 E 46th	eldonlill@msn.com	424-5282
11	Virginia Lill		2840 E 46th	" "	424-5282
12	Carla Norman		2510 Edgemond		359-4179
13	PATRICIA GRIMA		2510 EDGEMOND	DAVEUPRIZEA	359-4180
14	Bill Duke		4805 Fairhaven		340-5992
15	Nicky Hand		4816 Fairhaven Ct.	Doungort, IA	508-3461
16	Bryan Mertz		1110 W. 17th St	Dau, IA	940-9643
17	Ann Robertson		5120 Lorton Ave	Dau IA	20-309-2861
18	Dor Angerer		5112 Lorton Ave		
19	Dolores Angerer		5112 Lorton Ave	dangerer@mchsi.com	563 324778
20	Matt Wilson		5030 Lorton		355-0871
21	Julie Wilson		5030 Lorton		355-0871
22	Gloria Bentley		5001 Lorton		515-451-0382
23	Julie Lyle		5002 Lorton	rslyle@mchsi.com	563-676-977
24	Hal Reed		4919 Lorton	Halreedblues@yahoo.com	563-650-773
25	Sarah Petersen		4920 Lorton	harahgrace1025@yahoo.com	319-570-0250

	Name	Signature	Street Address	Email Address	Phone
26	Kris Kleinsmith	Kris Kleinsmith	4920 Lorton Dan. IA 52509	KristyKleinsmith@gmail.com	563-449-4572
27	Ken Ralf	Ken Ralf	4907 Lorton Ave	N/A	726-1988
28	Drake Decker	Drake Decker	5014 Lorton Ave	drakeduck@gmail.com	506-8424
29	Alyssa Edwards	Alyssa Edwards	5014 Lorton Ave	drake deck@gmail.com	506-8429
30	Greg Judge	Greg Judge	2705 E 51st ST	g.judge@mchsi.com	563 320 8163
31	Dianne Siefers	Dianne Siefers	4920 Fairhaven Rd.	dianne.siefers@gmail.com	563 326 5265
32	Bear Groo	Bear Groo	2131 E 18th St	boggygroo@gmail.com	563 521-9860
33	Ray Henry	Ray Henry	4202 MARQUETTE	RHEUM13PGMAIL	563-271-9916
34	Nick VanDoord	Nick VanDoord	2624 51st	NVanDoord@gmail.com	563-676-967
35	Brian Zegg	Brian Zegg	1916 W 38th	BZ Zegg@gmail.com	563-386-988
36	Dan Krutzfeldt	Dan Krutzfeldt	116 Hillcrest	dkrutzfeldt@gmail.com	563-691-9910
37	Jessica Wilhelm	Jessica Wilhelm	1233 Eastern	enijwilhelm@phos.com	563-5517
38	Ethel Banda	Ethel Banda	2744 E. 46th	N/A	259-3337
39	John Chapman	John Chapman	4624 Lorton Ave		563 370 3596
40	Dennis + Patty Gamble	Dennis + Patty Gamble	4744 Lorton Ave	pattygamble51@gmail.com	563-340-283
41	Bruce + Carol Hansen	Bruce + Carol Hansen	4908 Fairhaven Rd		563-359-861
42	Kristine Bennett	Kristine Bennett	4919 Lorton Ave	Kristy@maddy5111.com	563 349-0544
43	Peg Neilson	Peg Neilson	4838 Lorton Ave	flutterby4838@usm.com	563 355-6221
44	Robert Herrmann	Robert Herrmann	5105 Fairham	hbs@rehepc.com	563-529-646
45	Lisa VanDanne	Lisa VanDanne	2771 E. 51st ST	grandhair99@gmail.com	563 322 000
46	Patricia Brunner	Patricia Brunner	4840 Fairhaven Ct	PattyLake25@gmail.com	309-368 0166
47					
48					
49					
50					

Rusnak, Ryan

From: Nancy Busch <happyinia@yahoo.com>
Sent: Monday, July 09, 2018 1:16 PM
To: Rusnak, Ryan
Subject: Fwd: rezoning of fairhaven and lorton/ Ryan Rusnak

Ryan will u pls confirm u received thx so much

Sent from my iPhone

Begin forwarded message:

From: Nancy Busch <happyinia@yahoo.com>
Date: June 26, 2018 at 12:31:23 PM CDT
Cc: <happyinia@yahoo.com>
Subject: rezoning of fairhaven and lorton/ Ryan Rusnak
Reply-To: Nancy Busch <happyinia@yahoo.com>

To whom it may concern;

My name is Nancy J. Busch, residing at 5119 Fairhaven Road, Davenport, Iowa. I have a few questions and concerns about the proposal of rezoning fairhaven and lorton. I'm not sure if the questions should be directed to the rezoning committee or the developer. I wanted to go on record with my questions and hopefully will get some answers.

1. Do I have the right to ask for an appraisal before and after this project? To be paid by the city or the developer. Any decrease in property value will be paid for by city or developer.
2. I would like to request someone from the rezoning office come to my property and show me exactly where the proposed walls, fences, or landscaping will be with regard to my property line. How far away from the wall will the buildings be? Will the developers maintain the landscape after the buildings are complete?
3. Will there be a guarantee in writing that any debris will be constantly monitor and disposed of at the expense of the developer?
4. Will there be a guarantee in writing that my landscaping will not be damaged during the construction of the buildings and after the completion?
5. Will there be a guarantee in writing that the noise level will remain the same if not decreased when all the buildings are occupied?
6. If there is any water overage with regard to sewer lines and damage to my property happens will city or developer pay? Or have an insurance that will pay my damages.
7. Will the lights that will be used for the parking interfere with my well being?
8. Will I get an offer on my house that is double the appraised value?
9. Will I get to select the barriers from the buildings to my property?
10. If a bar goes in one of the building will I be assured there is proper security in place? What will be the closing hours of the businesses?
11. Any chance this area could be converted to a gated community to ensure our safety?
12. Will the city or developer pay for wear and tear of my driveway after its been used to turn around in when people get lost or make the wrong turn?
13. What are some legitimate reasons why land can not be rezoned in a residential area? (beside

soil samples)

14. When I purchased this home I did so because it was residential if that changes and I don't agree with the change what is my recourse?

I'm sure I'll have more questions in the future, but for now if you could answer these it will give me a good start. I know no one is interested in my opinion or why I moved to Fairhaven so I'll save those details for later. For now I would appreciate some attention to these questions.

Thanks so much for your time,

Nancy J. Busch, BES, MBA, MOL

5119 Fairhaven Road

Davenport, Iowa 52807



DAVENPORT FIRE DEPARTMENT

331 Scott Street, Davenport, Iowa 52801
Tel 563.326.7906 Fax 563.328.7232

June 27, 2018

TO: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

FROM: Assistant Chief James Morris, Fire Marshal

RE: Case No. REZ18-08 and ROW18-01

The Fire Department has reviewed the request to partially vacate Fairhaven Road to facilitate redevelopment of nine home sites as commercial. The Fire Department does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. The Fire Department has several concerns with vacating Lorton Ave due to accessibility and response times.

Regards,

A handwritten signature in black ink, appearing to read "James Morris", is written over a horizontal line.

James Morris, Fire Marshal



City of Davenport
Community Planning & Economic Development Department
Memorandum

To: Captain James Morris, Fire Marshal
Davenport Fire Department

From: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

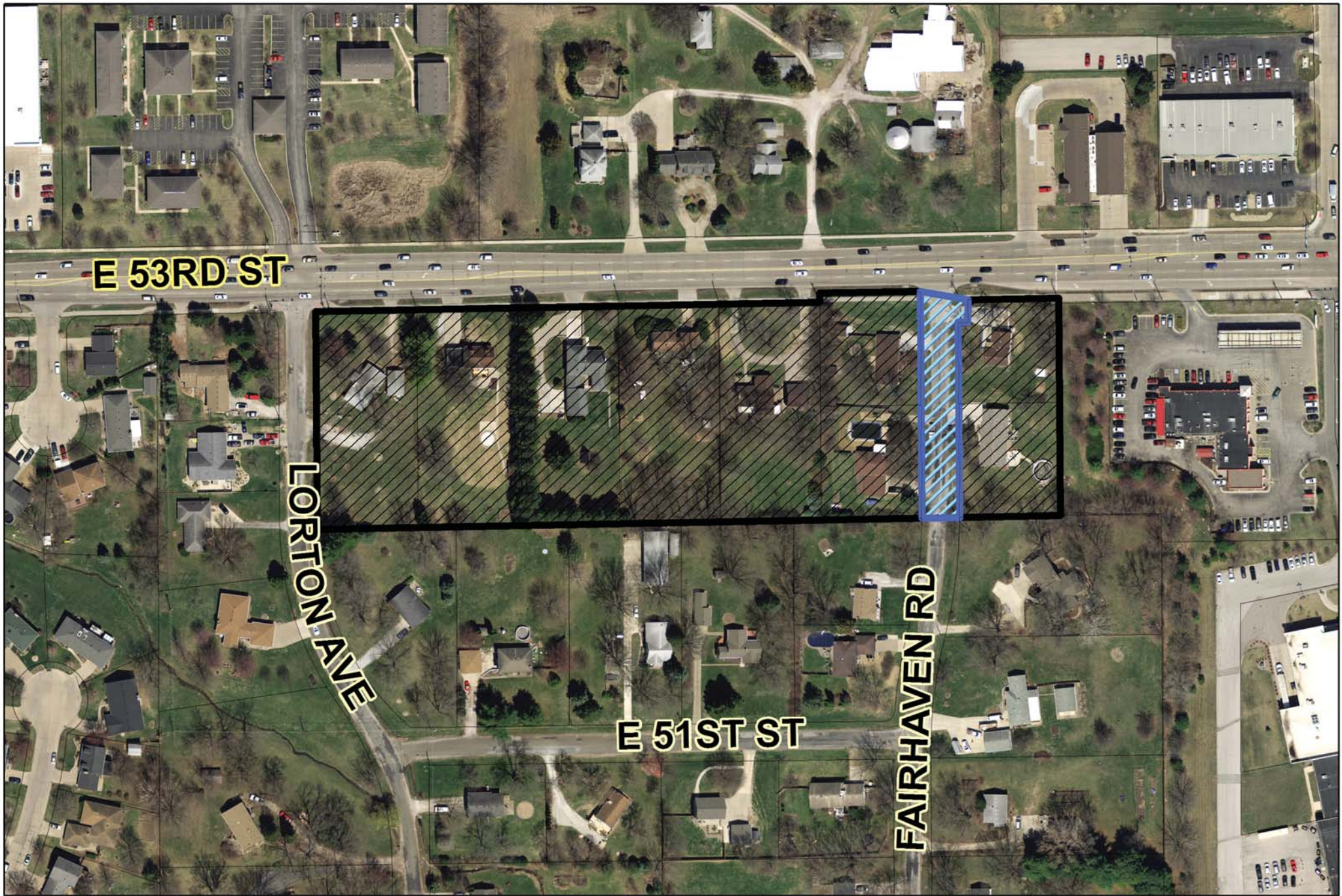
Subject: Case No. REZ18-08 and ROW18-08

Date: June 21, 2018

The City has received a request to rezone property and partially vacate Fairhaven Road to facilitate redevelopment of the nine home sites as commercial. The development would be located along East 53rd Street east of Lorton Avenue (see attached locational map and conceptual plan for the proposed development). Access to and from the development would be at the newly created signalized intersection at the Costco entrance. The other access would be at the location of the existing Fairhaven Road. Please note that a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only (see plan design for improvements along East 53rd Street adjacent to the proposed development). This Department would appreciate Davenport Fire Department's position on the following so it can be incorporated into rezoning and vacation request case files:

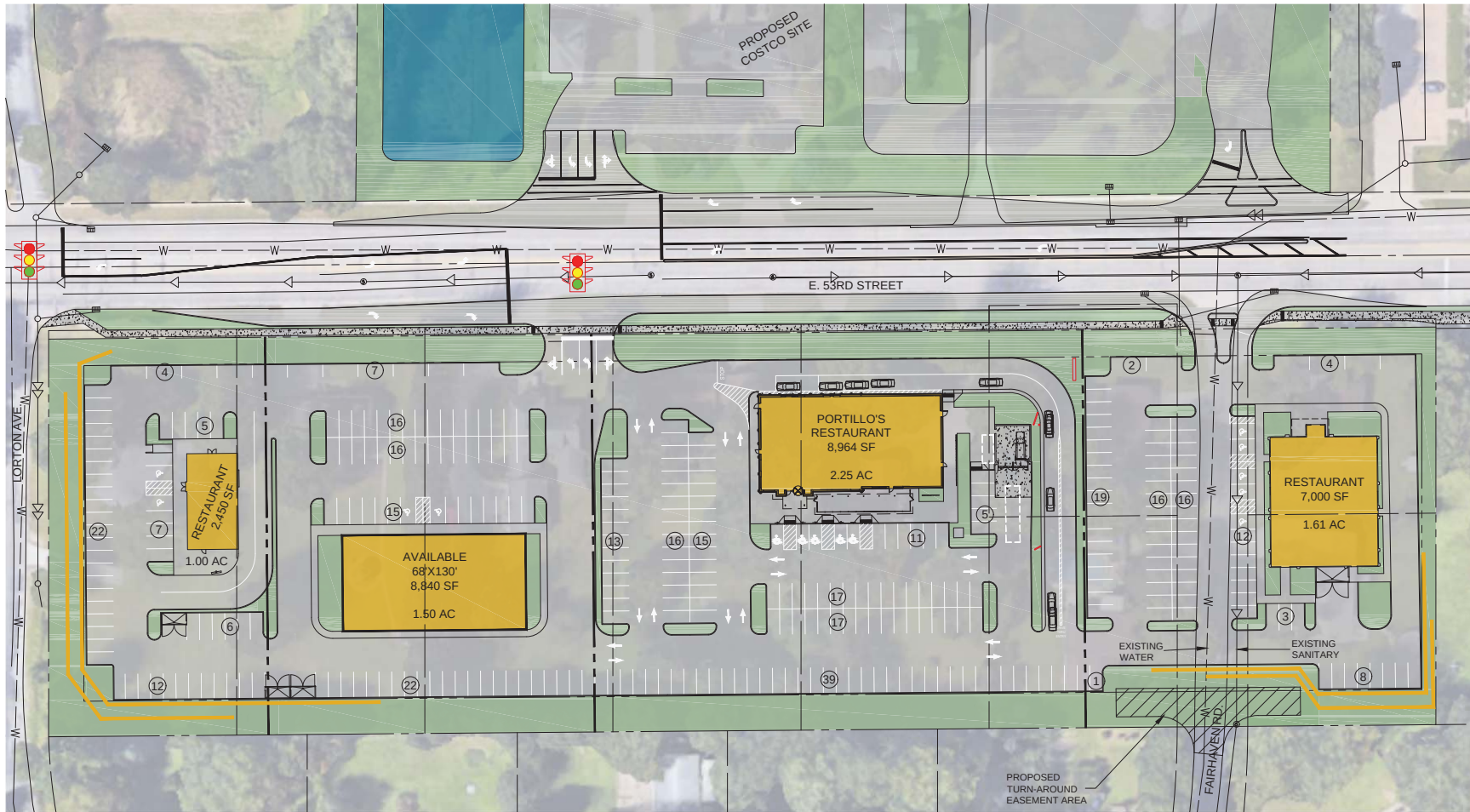
1. Does Davenport Fire Department have any concerns related to access to and from based on the conceptual drawing that was provided?
2. Does Davenport Fire Department have any concerns related to the partial vacation of Fairhaven Road? Please note a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only.
3. During the June 19, 2018 Plan and Zoning Commission public hearing homeowners' representative suggested that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and reconstructed as a cul-de-sac and a gate installed allowing only emergency vehicles to enter. Does the Davenport Fire Department have any concerns related to this suggestion?

Attachments:
Locational Map
Conceptual Plan for the Proposed Development
Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated





PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's®

LEGEND

	BOUNDARY LINE
	SETBACK LINE
	EASEMENT LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



SITE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-12-18

SITE PLAN

SITE PLAN

PROJECT NO

IA76-18-023

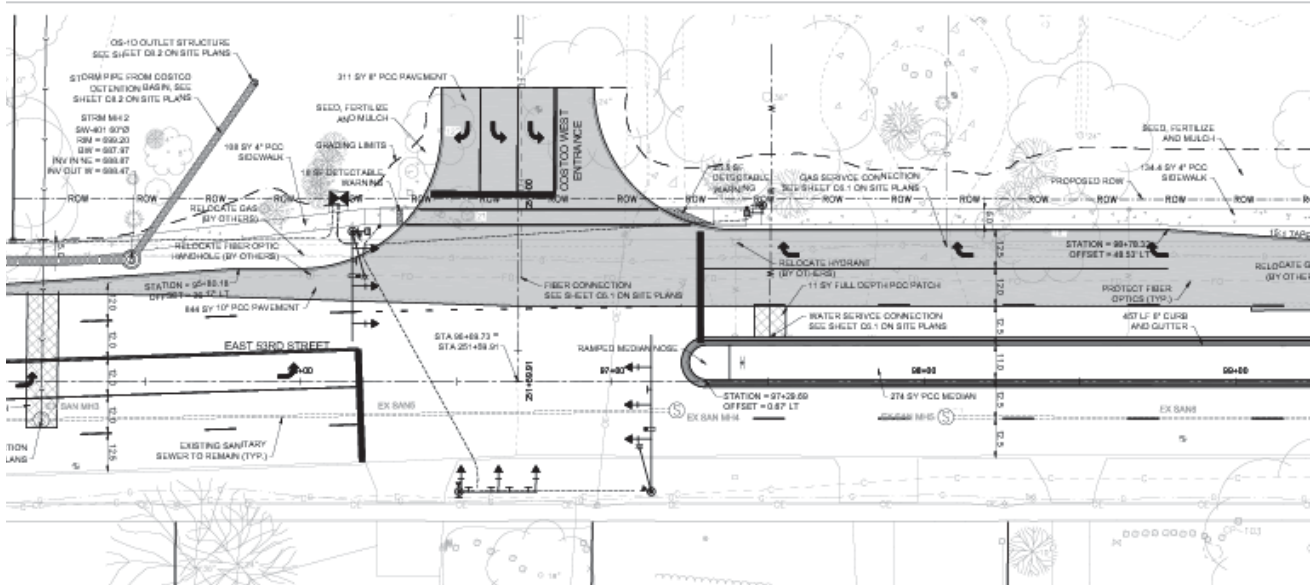
DATE

06-12-18

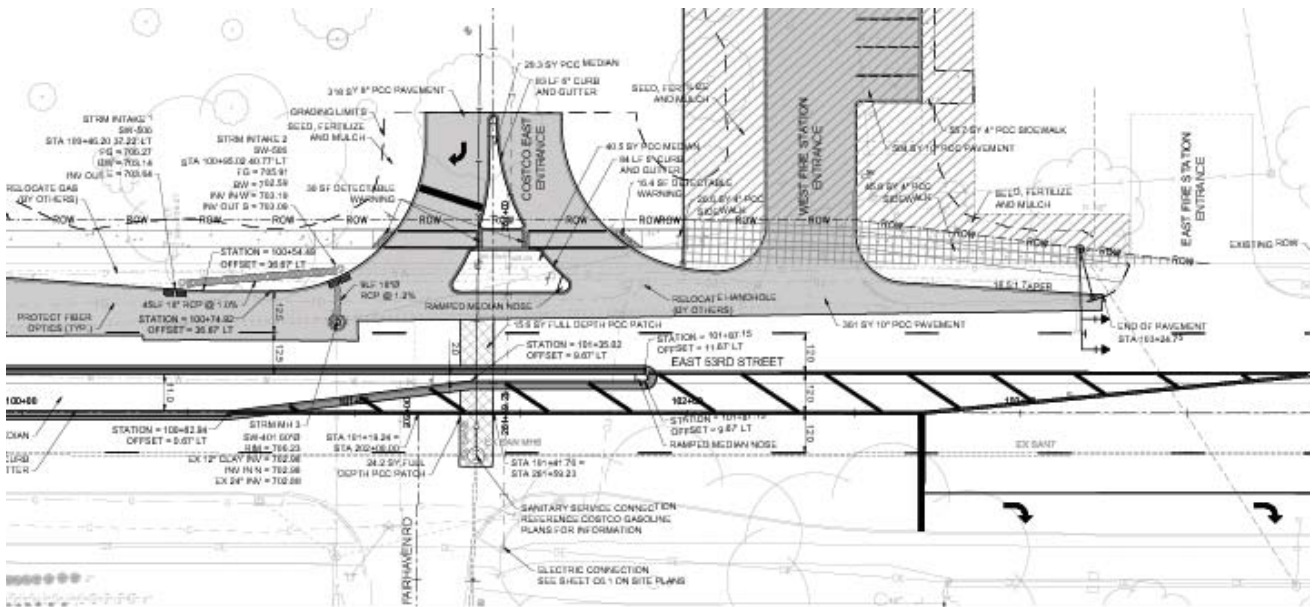
SHEET

C-1

Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development

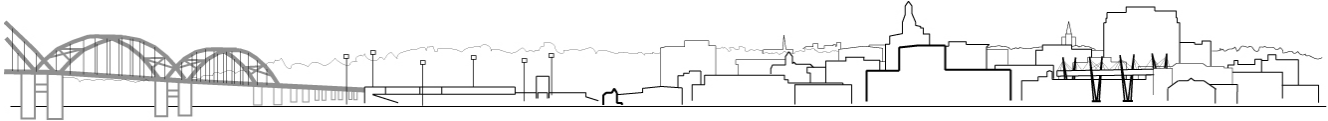


Design of the main entrance into Costco.



Design of the right-in/right-out entrance at Costco.

**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018 Ward: **6th**
Time: 5:00 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

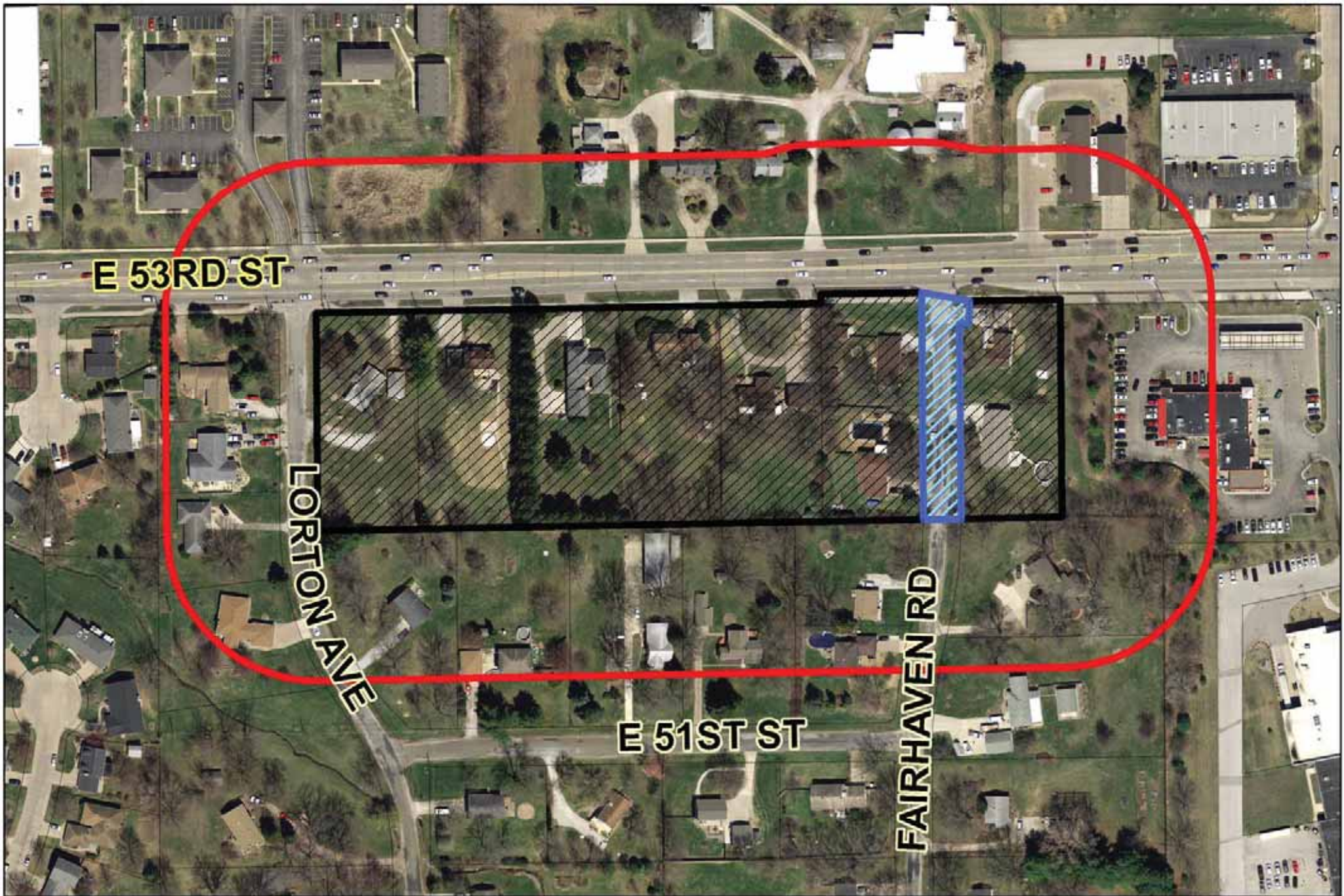
Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027



*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

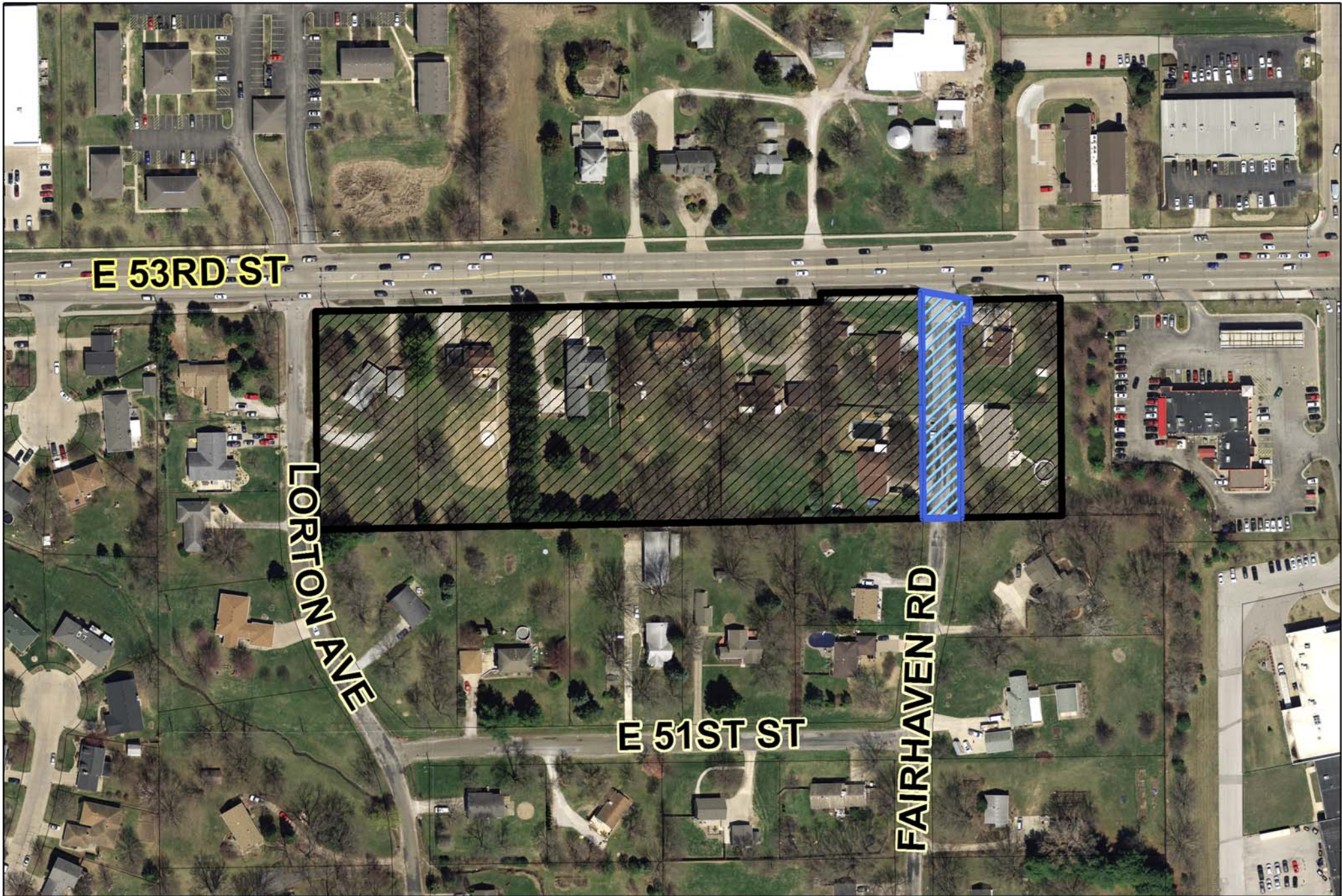
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1 Low Density Dwelling District to “PDD” Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated

N



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

Department of Community Planning & Economic Development
E-MAIL: planning@ci.davenport.ia.us PHONE: 563-326-7765



Property Address* See attached EXHIBIT A

***If no property address, please submit a legal description of the property.**

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: willtorchia@aol.com

Application Form Type:

Plan and Zoning Commission

- LLC Rezoning (Zoning Map Amendment) ☒
 Zoning Ordinance Text Amendment ☐
 Right-of-way or Easement Vacation ☐
 Final Development Plan ☐
 Voluntary Annexation ☐
 Subdivision ☐

Owner (If different from Applicant)

Name: See attached EXHIBIT B
 Company:
 Address:
 City/State/Zip:
 Phone:
 Email:

Zoning Board of Adjustment

- Appeal from an Administrative Decision ☐
 Special Use Permit - New Cell Tower ☐
 Home Occupation Permit ☐
 Special Exception ☐
 Special Use Permit ☐
 Hardship Variance ☐

Engineer (If applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- Certificate of Design Approval ☐
 Demolition Request in the Downtown ☐

Historic Preservation Commission

- Certificate of Appropriateness ☐
 Landmark Nomination ☐
 Demolition Request ☐

Architect (If applicable)

Name: N/A
 Company:
 Address:
 City/State/Zip:
 Phone:
 Email:

Administrative

- Floodplain Development ☐
 Cell Tower Co-Location ☐
 Identification Signs ☐
 Site Plan ☐

Attorney (If applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request:Existing Zoning: Proposed Zoning Map Amendment:

*with the option to convert to C-3 (excluding HCOD requirements) when new zoning ordinance is approved.

Total Land Area: AcresDoes the Property Contain a Drainage Way or Is It Located in a Floodplain Area: ☐ Yes ☒ No**Submittal Requirements:**

- The completed application form.
- Recorded warranty deed or accepted contract for purchase.
- Authorization form, if applicable. If the property is owned by a business entity, please provide Articles of Incorporation.
- A legal description of the request if not easily described on the deed or contract for purchase.
- Required fee:
 - Zoning Map Amendment is less than 1 acre - \$400.
 - Zoning Map Amendment is one acre but less than 10 acres - \$750 plus \$25/acre.
 - Zoning Map Amendment is 10 acres or more - \$1,000 plus \$25/acre.
 - \$5.00 per sign; more than one sign may be required depending upon the area of the request.

Formal Procedure:**(1) Application:**

- Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process.
- The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. Inaccurate or incomplete applications may result in delay of required public hearings.

(2) Public Notice for the Plan and Zoning Commission public hearing:

- After submitting the application the applicant shall post notification sign(s) supplied by the City on property at least two weeks prior to the public hearing. A minimum of one sign shall be required to face each public street if the property has frontage on that street. It is Planning staff's discretion to require the posting of additional signs. The purpose of the notification sign(s) is to make the public aware of the request. Failure to post signs as required may result in a delay of the request.
- The applicant shall hold a neighborhood meeting as per the attached meeting guidelines.
- Planning staff will send a public hearing notice to surrounding property owners.

(3) Plan and Zoning Commission's consideration of the request:

- Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
- The Plan and Zoning Commission will hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

(4) City Council's consideration of the request:

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a zoning map amendment to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.


Applicant: WCT Investments Davenport Series, LLC

Date: 5/29/18

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure and that you must be present at scheduled meetings.

Received by: Ryan Rusnak

Date: 5/29/2018

Planning staff

Date of the Public Hearing: 6/19/2018

Meetings are held in City Hall Council Chambers located at 226 West 4th Street, Davenport, Iowa.

Authorization to Act as Applicant

I, William Torchia
authorize Thomas J. Pastrank
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the
property located at see attached EXHIBIT A.



Signature(s)*

*Please note: original signature(s) required.

EXHIBIT A

Addresses:

2701 E. 53rd St.
Davenport, IA 52807

2719 E. 53rd St.
Davenport, IA 52807

2733 E. 53rd St.
Davenport, IA 52807

2745 E. 53rd St.
Davenport, IA 52807

2757 E. 53rd St.
Davenport, IA 52807

5222 Fairhaven Rd.
Davenport, IA 52807

5221 Fairhaven Rd.
Davenport, IA 52807

5207 Fairhaven Rd.
Davenport, IA 52807

5206 Fairhaven Rd.
Davenport, IA 52807

LEGAL DESCRIPTION OF PARCELS TO BE RE-ZONED PDD

PIN N0712-02A DOC. #: 2018-2034:

A PART OF LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA; COMMENCING AT THE SOUTHEAST CORNER OF LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION; THENCE NORTH 288 FEET ALONG THE EAST LINE OF SAID LOTS 1 & 2, TO THE POINT OF BEGINNING; THENCE NORTH 12 FEET; THENCE WEST 133.4 FEET; THENCE SOUTH 32 FEET; THENCE IN A NORTHEASTERLY DIRECTION ON A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 20 FEET, AN ARC DISTANCE OF 31.42 FEET; THENCE EAST 113.4 TO THE POINT OF BEGINNING.

PIN N0712-02B DOC #: 2003-27869:

LOT 2 FINAL PLAT OF REPLAT OF LOT 2 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, IOWA.

PIN N0712-33B DOC #: 2014-19371:

LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION, IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA. EXCEPT THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED SEPTEMBER 8TH, 1977, AND RECORDED DOCUMENT NO. 19435-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-33A DOC #: 31513-96:

LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

PIN N07102-34 DOC #: 22654-95:

LOT 4 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA, BY WARRANTY DEED DATED FEBRUARY 16TH, 1979 AND RECORDED AS DOCUMENT #2348-79 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-35:

LOT 5 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA.

PIN N0712-36 DOC #: 2010-7488:

LOT 6 OF HANLIN'S ADDITION OF TH NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPTING THEREFROM THE TRACT CONVEYED TO THE CITY OF DAVENPORT, IOWA BY WARRANTY DEED DATED

MAY 3RD, 1977 AND RECORDED DOCUMENT #8216-77 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-37 DOC #: 2002-29237:

LOT 7, OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGER 4 EAST OF THE 5TH P.M., SITUATED IN SCOTT COUNTY, IOWA, SUBJECT TO ALL EASEMENTS, EXCEPT. THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED MAY 10, 1977 AND RECORDED AS DOCUMENT NO. 8730-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-27 DOC #: 2017-23401:

LOT 8 OF HANLIN'S ADDITION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPT PART TO THE CITY.

EXHIBIT B

List of Owners:

**Kurt, Shana & Tina Schindler
2701 E. 53rd St.
Davenport, IA 52807**

**Kurt, Shana & Tina Schindler
2719 E. 53rd St.
Davenport, IA 52807**

**June M. Schindler
2733 E. 53rd St.
Davenport, IA 52807**

**Gary L. White
2745 E. 53rd St.
Davenport, IA 52807**

**Charlotte A. Powers
2757 E. 53rd St.
Davenport, IA 52807**

**Johnny S. & Ann L. Martin
5222 Fairhaven Rd.
Davenport, IA 52807**

**Jerry & Marcia Ludden
5221 Fairhaven Rd.
Davenport, IA 52807**

**Donald Smith
5207 Fairhaven Rd.
Davenport, IA 52807**

**Lyle & Christine Swanson
5206 Fairhaven Rd.
Davenport, IA 52807**

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
7/18/2018

Subject:

Third Consideration: Ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

Welcome Investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01.

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

The Plan and Zoning Commission accept the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

ATTACHMENTS:

Type

Description

- ▣ Ordinance
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material

Ordinance
 Plan and Zoning Commission Letter to City Council - 7-3-2018
 7-2-2018 - Plan and Zoning Commission Vote Results
 Staff Report to Plan and Zoning Commission - 7-2-2018 Meeting
 Public Hearing and Neighborhood Meeting Notice
 Public Hearing Notice - QC Times - 7-10-2018
 Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/11/2018 - 3:18 PM
Community Development Committee	Berger, Bruce	Approved	7/11/2018 - 3:19 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 5:04 PM

ORDINANCE NO.

ORDINANCE for Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

Section 1. The following described unit of Scott County, Iowa real estate is hereby vacated.

The legal description of the proposed rezoning is as follows:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

Section 2. That the following findings and conditions are hereby imposed upon said right-of-way vacation:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', written over a light gray rectangular background.

Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN



City of Davenport
Community Planning & Economic Development Department
FINAL STAFF REPORT

Meeting Date: July 2, 2018

Request: Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

The petitioner is requesting to rezone and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial.

AREA CHARACTERISTICS:

Aerial Map



 Subject Property

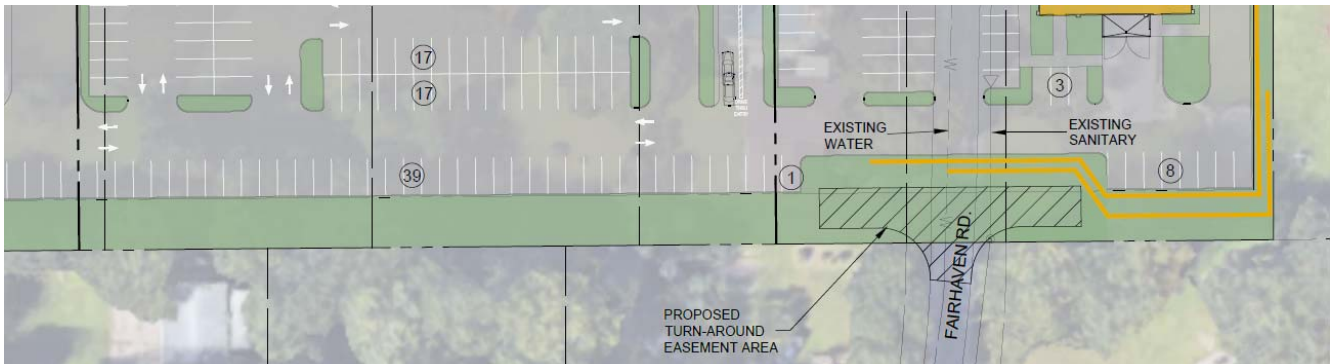


Discussion:

Request Summary:

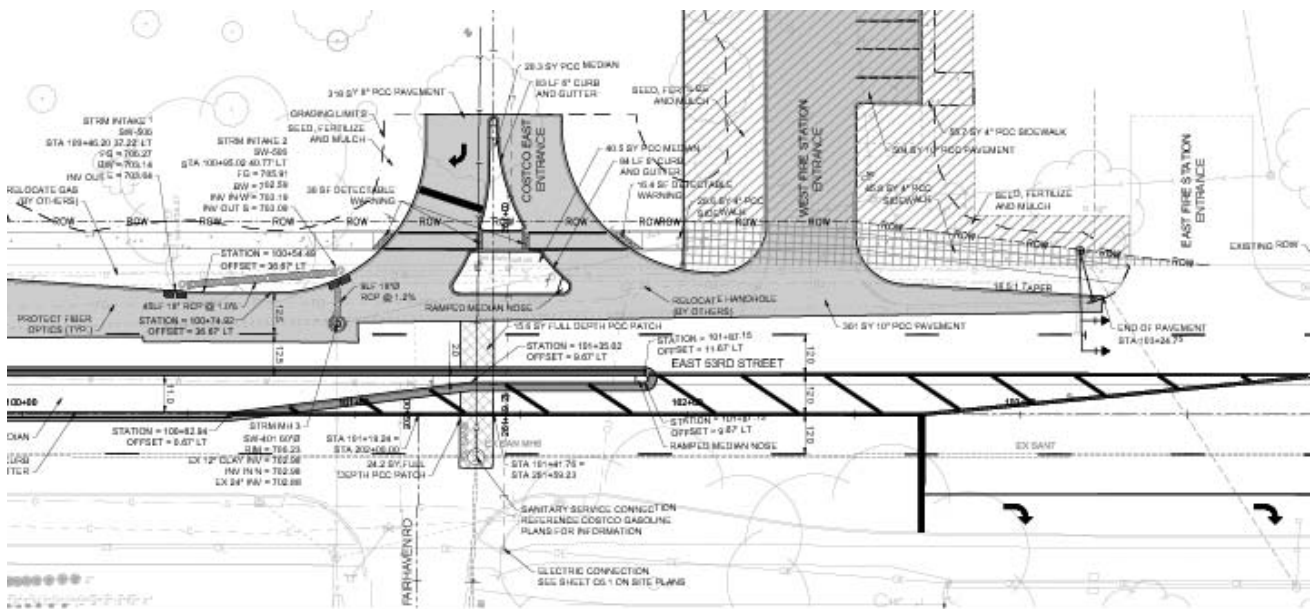
The applicant is requesting to rezone (REZ18-08) to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The right-of-way vacation is to allow a portion of Fairhaven Road to be incorporated into the development.

A turnaround would be constructed at the applicant expense at the newly terminated roadway.



Concept Plan depicting the turnaround at the newly terminated roadway.

Fairhaven Road is in the location of the proposed development's second driveway entrance. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only.



Design of the right-in/right-out entrance at Costco.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

There are utilities (water, sewer and electric) located within the existing Fairhaven Road right-of-way. Therefore, a utility easement would be to be retained.

Public Input (related to the Fairhaven Road right-of-way vacation):

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. The Plan and Zoning Commission held a public hearing on June 19, 2018. Stated concerns include related to the condition of Fairhaven Road and the potential for increased traffic on Lorton Avenue if Fairhaven Road is closed.

Staff Recommendation

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

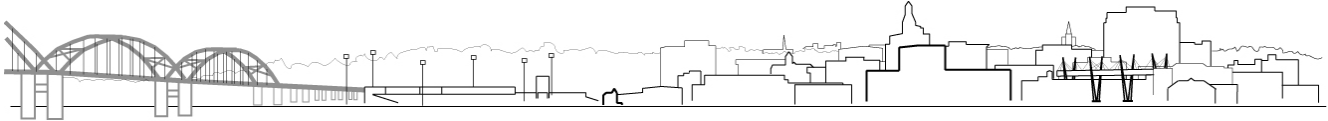
1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

**PUBLIC HEARING NOTICE
CITY COUNCIL
CITY OF DAVENPORT**



Public Hearing Details:

Date: 7/18/2018 Ward: **6th**
Time: 5:30 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the City Council.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1” Low Density Dwelling District to “PDD” Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the “PDD” Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the “PDD” Planned Development District and/or “HCOD” Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

What are the Next Steps after the Public Hearing?

The 7/18/2018 public hearing is the first step in the review/approval process by the City Council. For the specific dates and times of subsequent meetings, please contact the case planner on the next page.

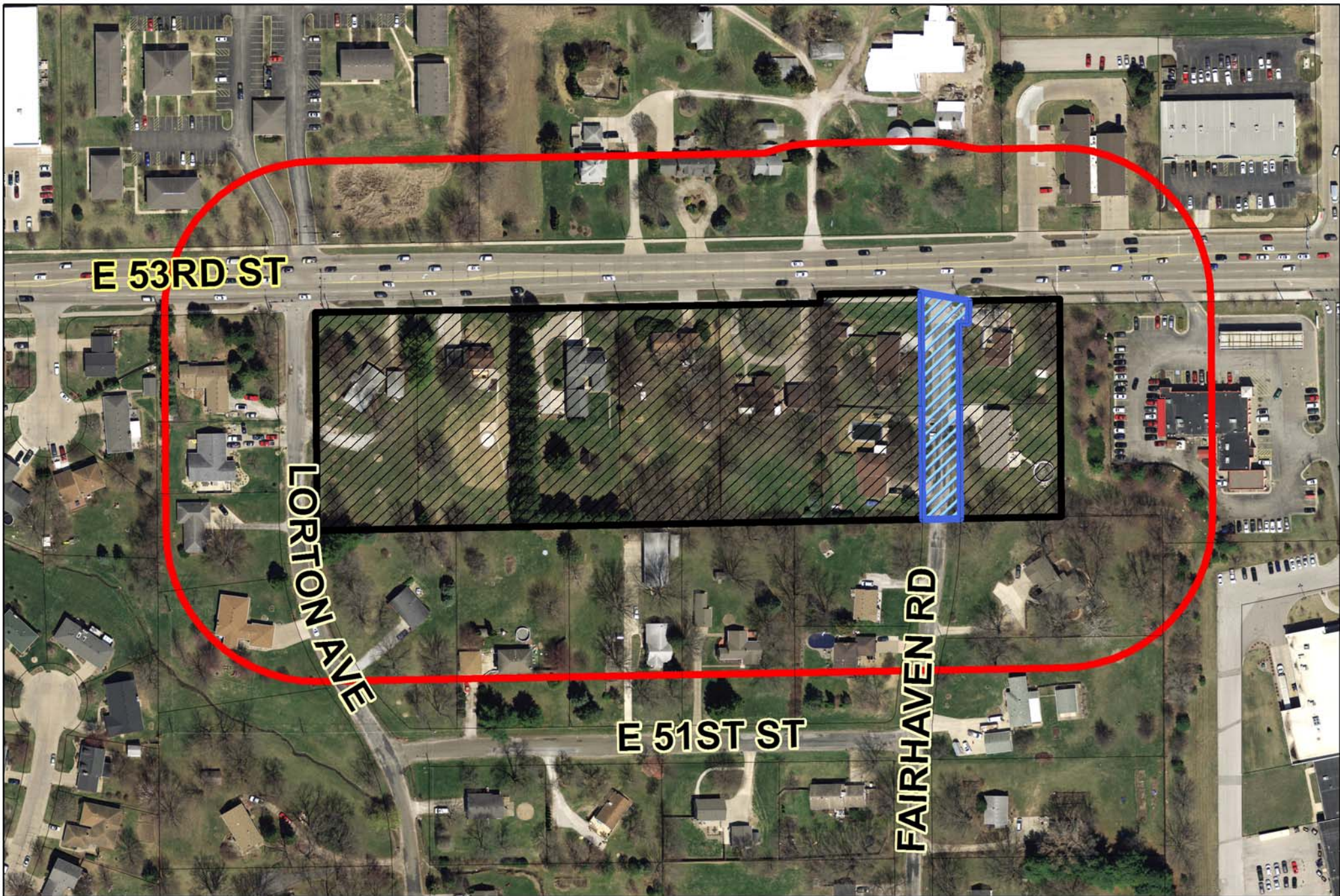
Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.

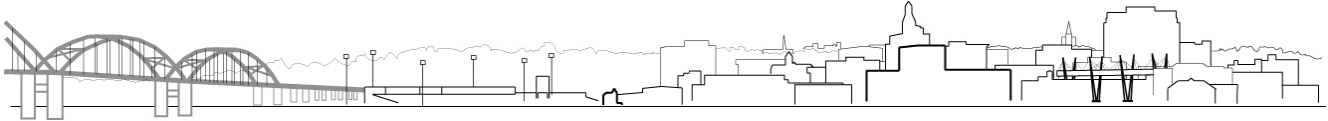


-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018 Ward: **6th**
Time: 5:00 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

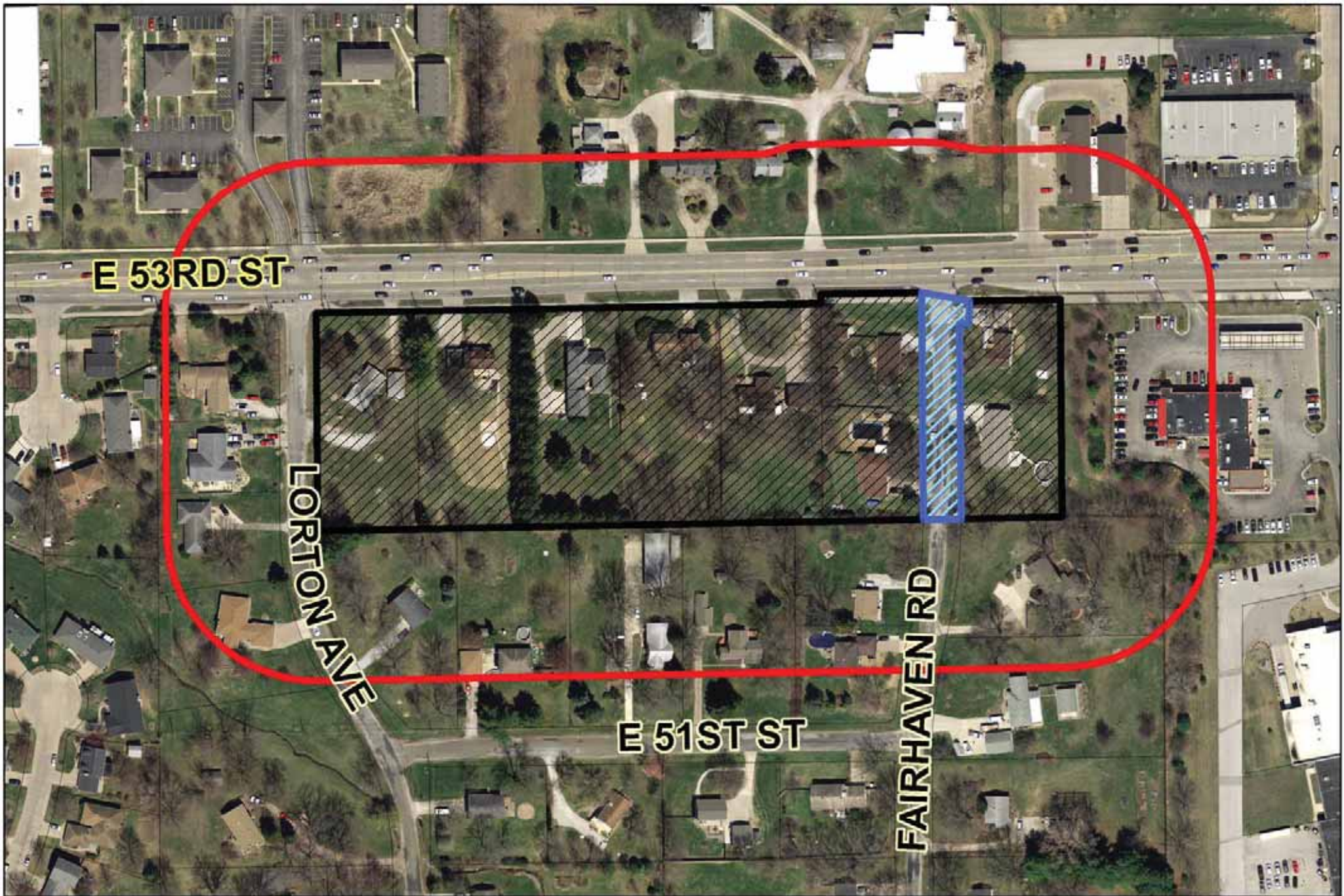
Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027



*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

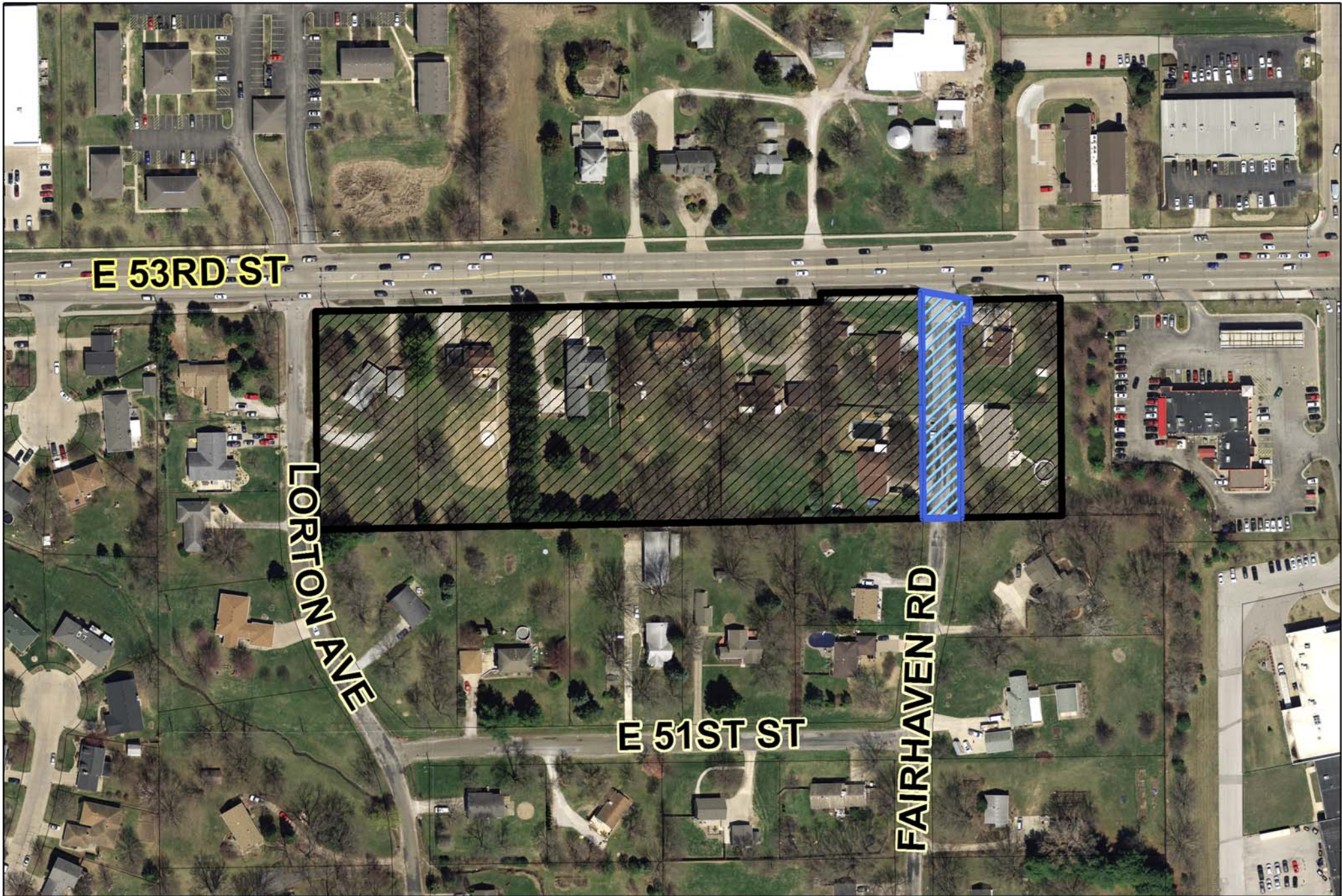
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1 Low Density Dwelling District to “PDD” Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

Part of the Southeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

Department of Community Planning & Economic Development
E-MAIL: planning@ci.davenport.ia.us PHONE: 563-326-7765



285

Property Address* [redacted] feet on Fairhaven Road, Davenport, IA 52807

***If no property address, please submit a legal description of the property.**

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: wiltorchia@aol.com

Application Form Type:

Plan and Zoning Commission

- ☐ Rezoning (Zoning Map Amendment)
☐ Zoning Ordinance Text Amendment
☒ Right-of-way or Easement Vacation
☐ Final Development Plan
☐ Voluntary Annexation
☐ Subdivision

Owner (if different from Applicant)

Name: [redacted]
 Company: City of Davenport
 Address: 226 W. 4th St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 326-7711
 Email: [redacted]

Zoning Board of Adjustment

- ☐ Appeal from an Administrative Decision
☐ Special Use Permit - New Cell Tower
☐ Home Occupation Permit
☐ Special Exception
☐ Special Use Permit
☐ Hardship Variance

Engineer (if applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- ☐ Certificate of Design Approval
☐ Demolition Request In the Downtown

Historic Preservation Commission

- ☐ Certificate of Appropriateness
☐ Landmark Nomination
☐ Demolition Request

Architect (if applicable)

Name: N/A
 Company: [redacted]
 Address: [redacted]
 City/State/Zip: [redacted]
 Phone: [redacted]
 Email: [redacted]

Administrative

- ☐ Floodplain Development
☐ Cell Tower Co-Location
☐ Identification Signs
☐ Site Plan

Attorney (if applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request: 285

Vacation of [REDACTED] of Fairhaven Road, beginning at the corner of 53rd St. and Fairhaven Rd. and continuing south approximately twenty-five (25) feet. Engineer will provide a legal description.

Total Land Area: 0.34, +/- Acres

Submittal Requirements:

- The completed application form.
- Required fee: \$400.

The Applicant hereby acknowledges and agrees to the following procedure and requirements:

(1) Application:

- Prior to submission of the application for the right-of-way or easement vacation, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the right-of-way or easement vacation process.
- Applications and supporting documentation should be submitted to planning@ci.davenport.ia.us for review.
- The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. Inaccurate or incomplete applications may result in delay of required public hearings.

(2) Public Notice for the Plan and Zoning Commission public hearing:

- Planning staff will send a public hearing notice to surrounding property owners.

(3) Plan and Zoning Commission's consideration of the right-of-way or easement vacation:

- Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
- The Plan and Zoning Commission will hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

(4) City Council's consideration of the right-of-way or easement vacation:

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a right-of-way or easement vacation to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.



Applicant: WCT Investments Davenport Series, LLC

Date: 5/29/18

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure.

Received by: Ryan Rusnak

Date: 5/29/2018

Planning staff

Public Hearing: 6-19-2018

1. EXISTING ZONING = R-1
2. PROPOSED ZONING = PDD
3. TOTAL AREA = 6.35 ACRE
4. BEARINGS ARE BASED ON THE FINAL PLAT OF HAWLETS ADDITION BOOK 65, PAGE 123

——— BOUNDARY PROPOSED ROAD
 - - - - - SETBACK LINE
 ——— EXISTING PROPERTY LINE

0' 50' 100'
 SCALE 1"=100'



**E. 53RD STREET
DAVENPORT, IA 52807**



AUSTIN ENGINEERING, CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
8/1/2018

Subject:

Second Consideration: Ordinance for Case No. REZ18-09 being the request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 1.5 acres, more or less, located at the northeast corner of Utica Ridge Road and East 56th Street from "C-O" Office Shop District to "C-1" Neighborhood Shopping District to facilitate commercial development. [Ward 6]

The Plan and Zoning Commission forwards Case No. REZ18-09 to the City Council with a recommendation for denial. Eight votes are required for passage.

Recommendation:
Adopt the Ordinance.

Relationship to Goals:
Welcome Neighborhoods

Background:
Please see attached documentation for background information.

At its regular meeting of July 17, 2018, the City Plan and Zoning Commission considered Case No. REZ18-09. The Plan and Zoning Commission forwards Case No. REZ18-09 to the City Council with a recommendation for denial.

The Commission vote was 3 yes, 4 no and 1 abstention.

ATTACHMENTS:

Type	Description
▣ Ordinance	Rezoning Ordinance
▣ Backup Material	Plan and Zoning Commission Letter to City Council - 7-18-2018
▣ Backup Material	Plan and Zoning Commission Vote Results - 7-17-2018
▣ Backup Material	Proposed Site Plan
▣ Backup Material	Staff Report to Plan and Zoning Commission - 7-17-2018 Meeting
▣ Backup Material	Public Engagement Summary and Protests

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Rusnak, Ryan	Approved	7/23/2018 - 2:06 PM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-09 being the request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 1.5 acres, more or less, located at the northeast corner of Utica Ridge Road and East 56th Street from "C-O" Office Shop District to "C-1" Neighborhood Shopping District to facilitate commercial development. [Ward 6]

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

Part of the Northwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa, being more particular described as follows:

A Tract of land located in Lot 2 of Crow Valley Plaza Tenth Addition to the City of Davenport, part of the Northwest Quarter of Section 9, Township 78 North, Range 4 East of the Fifth Principal Meridian, Scott County, Iowa, more particularly described as follows:

Commencing at the Southeast corner said Lot 2; Thence North 81° 51' 34" West along the South line of said Lot 2, also being the North line of East 56th Street, a distance of 724.52 feet to the point of beginning; Thence continuing North 81° 51' 34" West along said North right of way line of East 56th Street, a distance of 286.56 feet to a point on a 15.00 feet radius curve, concave Northeasterly; Thence Northwesterly along said curve, a distance of 23.56 feet, with a 21.21 feet chord bearing North 36° 51' 31" West to a point on the Easterly right of way line of Utica Ridge Road ; Thence North 08° 08' 32" East along the Easterly right of way line of Utica Ridge Road, a distance of 201.66 feet; Thence South 81° 51' 34" East, a distance of 301.56 feet; Thence South 08° 08' 32" West, a distance of 216.67 feet to the Point of Beginning, containing 1.5 acres, square feet more or less. Subject to easements and restrictions of record.

Section 2. That the following findings and conditions are hereby imposed upon said rezoning:

1. That the following uses not be permitted:
 - a. Filling station
 - b. Messenger or telegraph service station
 - c. Public garage
 - d. Used car lot
 - e. Garage, storage, and parking lot
 - f. Laundry and dry cleaning

- g. Theater
- h. Drive-in theater
- i. Motel/hotel
- j. Undertaking establishment
- k. Service station
- l. Coin operated laundry
- m. Open animal kennels or yards

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

July 18, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of July 17, 2018, the City Plan and Zoning Commission considered Case No. REZ18-09: Request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 8.83 acres, more or less, located along the north side of East 56th Street east of Utica Ridge Road from "C-O" Office Shop District to "C-1" Neighborhood Shopping District on 1.5 acres to facilitate commercial development. [Ward 6]

The Plan and Zoning Commission forwards Case No. REZ18-09 to the City Council with a recommendation for denial.

The Commission vote was 3 yes, 4 no and 1 abstention.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', written over a light gray rectangular background.

Robert Inghram, Chairperson
City Plan and Zoning Commission

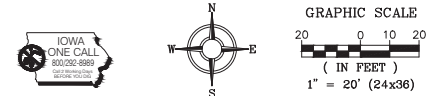
City Plan & Zoning Commission Voting Record
Meeting Date: 7-17-2018
Meeting Location: Council Chambers-City Hall

Name:	Roll Call	REZ18-09	F18-09
Connell	P	Y	Y
Hepner	EX		
Inghram	P		
Johnson	P	Y	Y
Kelling	P	N	Y
Lammers	EX		
Maness	P	N	Y
Medd	P	N	Y
Quinn	P	Abstain	Y
Reinartz	P	N	Y
Tallman	P	Y	Y
		3-YES 4-NO 1-ABSTAIN	8-YES 0-NO 0-ABSTAIN

SITE PLAN

CROW VALLEY PLAZA ELEVENTH ADDITION

TO THE CITY OF DAVENPORT, IA



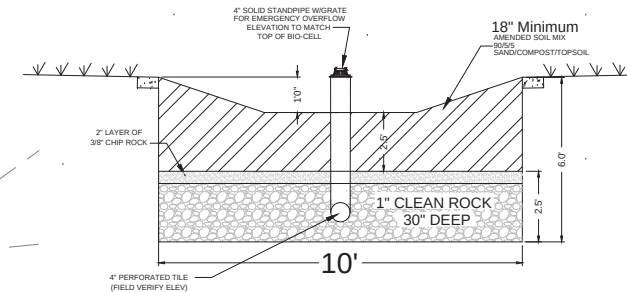
GENERAL NOTES

- ALL IMPROVEMENTS SHOWN ON THESE ENGINEERING PLANS SHALL COMPLY WITH THE CITY OF DAVENPORT STANDARD SPECIFICATIONS FOR PUBLIC IMPROVEMENTS, LATEST EDITION, AND THE STANDARDS OF THE IOWA DEPARTMENT OF NATURAL RESOURCES, LATEST EDITION.
- LEGAL DESCRIPTION OF PROPERTY: LOT 1 OF CROW VALLEY PLAZA ELEVENTH ADDITION IN PART OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN TO THE CITY OF DAVENPORT, IA.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT ALL EXISTING UTILITIES AND PAVED STREETS, INCLUDING ANY NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER IF ANY CONFLICTS WITH THE DRAWINGS OCCUR. ANY DAMAGE TO EXISTING UTILITIES AND/OR PAVED STREETS CAUSED BY TRENCHING AND GRADING OPERATIONS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. EXISTING UTILITY LOCATIONS SHOWN ON THE DRAWINGS ARE APPROXIMATE.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF DAVENPORT AND THE ENGINEER 48 HOURS PRIOR TO COMMENCEMENT OF ANY WORK.
- PROVIDE POSITIVE DRAINAGE AT ALL TIMES WITHIN THE CONSTRUCTION AREAS. DO NOT ALLOW WATER TO DRAIN OR TO POND ONTO ADJACENT PROPERTY OR PUBLIC RIGHT-OF-WAY.
- ALL DEBRIS RESULTING FROM CONSTRUCTION OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE.
- CONCRETE PAVEMENT SHALL CONFORM TO THE REQUIREMENTS OF IOWA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR HIGHWAYS AND BRIDGE CONSTRUCTION, SECTION 2.01, PORTLAND CEMENT CONCRETE PAVEMENT. CONCRETE PAVEMENT WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF DAVENPORT STANDARDS AND SPECIFICATIONS.
- ALL SOIL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL CONFORM TO THE IOWA CONSTRUCTION SITE EROSION CONTROL MANUAL, LATEST EDITION.
- NOTE: ALL DIMENSIONS ARE TO THE BACK OF CURB, UNLESS OTHERWISE NOTED.

17.44.010 Parking spaces --- Designated.
In all districts there shall be provided at the time any building is erected or structurally offered (except as otherwise provided in this title) off-street parking spaces in accordance with the following requirements:

Beauty and barber shops: Two parking spaces for each operator.

This district is intended to provide for commercial activities of a more general retail and wholesale nature, and of service facilities serving a larger community trade, the size and location of such district shall be based upon relationship to the total community need and economy. (Prior code § 42-63).



TYP. BIO-CELL DETAIL
Overflow Standpipes @ 30' O.C Max.
(not to scale)

Bio-Cell Tiles To Outlet
Into Detention Basins

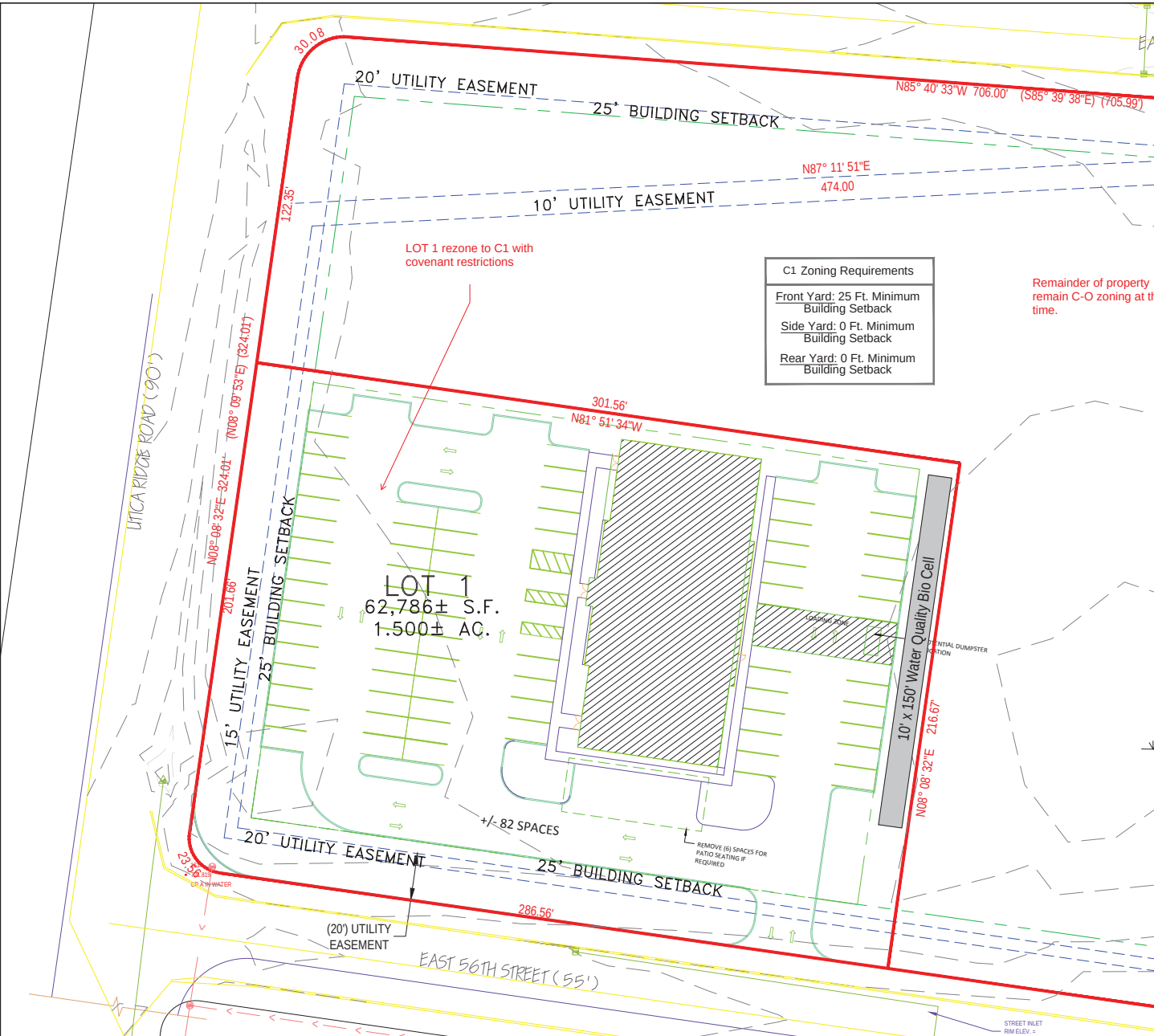
C1 Zoning Requirements

Front Yard: 25 Ft. Minimum
Building Setback
Side Yard: 0 Ft. Minimum
Building Setback
Rear Yard: 0 Ft. Minimum
Building Setback

Remainder of property
remain C-O zoning at this
time.

LOT 1 rezoned to C1 with
covenant restrictions

LOT 1
62,786± S.F.
1.500± AC.



TOWNSEND
ENGINEERING
CIVIL - STRUCTURAL - LAND DEVELOPMENT

DATE: 6/8/18 TE PROJECT NO: 00000.00

563 386.4236 office 386.4231 fax
2224 East 12th Street, Davenport, IA 52803

DRAWN BY:
MR

CHECKED BY:
CT

DRAWING LOCATION
S:\BUSH CONSTRUCTION\CROWVALLEY10TH.DWG

NO.	REVISIONS: DESCRIPTION	DATE

PROJECT
CROW VALLEY PLAZA ELEVENTH ADDITION
DAVENPORT, IA

DEVELOPER
BUSH CONSTRUCTION
5401 VICTORIA AVENUE
DAVENPORT, IA

SHEET NO.
C1



PLAN AND ZONING COMMISSION

Meeting Date: July 17, 2018
Request: Request to rezone 8.134 acres, more or less, of property located east of Utica Ridge Road and north of East 56th Street from C-O, Office Shop District to C-2, General Commercial District.
Case No.: REZ18-09
Applicant: Jerod Engler, McCarthy Bush Co. (Bush Construction)
Ward: Ward 6

Contact: Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@ci.davenport.ia.us
563-888-2286

Update:

There has been an effort to find common ground between the neighborhood and developer. On July 11, 2018, a meeting was held. At that meeting, the developer agreed to reduce the request to C-1 on just proposed Lot 1 with use restrictions.

This revision would allow a “stepping down” of land use intensity. C-O would be maintained adjacent the residential development along 58th Street. Staff supports this compromise.

Updated Recommendation:

Staff recommends the Plan and Zoning Commission accepts the findings and forward Case No. REZ18-09 to the City Council with a recommendation to rezone proposed Lot 1 (size is approximately 1.45 acres) of Crow Valley 11th Addition from C-O, Office Shop District to C-1, Neighborhood Shopping District with use restrictions listed below.

Background:

Site Characteristics:

Comprehensive Plan: The property is designated RG on the Future Land Use Map and is within the Urban Service Area.

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally

oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Adjacent to the site, to the south, is property designated RC.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Also see the Future Land Use Map attached to this report.

Existing Zoning: The intent and use regulations of the C-O, Office Shop District is as follows:

17.26.010 Intent.

This district is intended to provide for commercial uses of such character that may utilize existing residential structures of sound quality and condition located in areas that were originally residential but are now preponderantly of mixed residential-commercial uses, and such new commercial uses will be harmonious with the surrounding development. (Prior code § 42-53).

17.26.030 Use regulations.

A building, lot or tract within the C-O office-shop district shall be used only for the following purposes, unless otherwise provided in this chapter:

- A. Any use permitted in the R-6M high density dwelling district;
- B. Apothecaries;
- C. Barber shops and beauty parlors;
- D. Business, charitable, finance, professional and consulting office or office buildings;
- E. Business or commercial school;
- F. Dressmaking or tailor shop;
- G. Medical or dental clinic;
- H. Studio of an artist, photographer, sculptor, or musician;
- I. Undertaking establishment or mortuary;
- J. Accessory building or use customarily incidental to any of the above uses.

Originally proposed Zoning: The intent and use regulations of the C-2, General Commercial District, are as follows:

17.30.010 Intent.

This district is intended to provide for commercial activities of a more general retail and wholesale nature, and of service facilities serving a larger community trade, the size and location

of such district shall be based upon relationship to the total community need and economy. (Prior code § 42-63).

17.30.030 Use regulations.

A building or premises shall be used only for the following purposes:

A. Any use permitted in the C-1 neighbor-hood shopping district (*Permitted Uses are as follows:*

- A. Any use permitted in the C-O office shop district;
- B. Bakery whose products are sold at retail on the premises;
- C. Bank;
- D. Catering establishment;
- E. Repair shops for household items including clothing;
- F. Filling stations (See Chapter 5.24 of this code);
- G. Hospitals and clinics for animals, but not open kennels or yards where animals are confined or exercised;
- H. Interior decorating shop;
- I. Messenger or telegraph service station;
- J. Restaurant;
- K. Public garage; no lot or portion thereof shall be used for the display of used cars, provided that no public garage shall be within one hundred twenty-five feet of the boundary of any residential district;
- L. Garage, storage, and parking lots;
- M. Salesroom and showroom;
- N. Store or shop for the conduct of a retail business;
- O. Store for the collection and distribution of laundry and dry cleaning articles, but not for the treatment, cleaning or processing of such article;
- P. Theater, except open air drive-in theaters; provided, however, that no theater shall be erected or reconstructed unless there is provided on the same lot, or within three hundred feet thereof, a space for off-street parking which contains an area adequate to accommodate one automobile for every six seats in the theater;
- Q. Motel;
- R. Undertaking establishment;
- S. Service establishments only when totally enclosed within a structure, including coin-operated laundromats and cleaning establishments when nonflammable cleaning fluids are used;
- T. Taverns, brew pubs, beer and wine gardens;
- U. Accessory buildings and uses customarily incidental to the above uses.)

(Additional Uses Allowed in C-2 are as Follows)

- B. Advertising signs and bulletin boards, except that along the interstate highway systems, such advertising signs and bulletin boards shall be limited to advertising the products produced and/or services available on the premises;
- C. Bakery;
- D. Dyeing and cleaning works, providing that cleaning fluid used has a base which is of a material other than petroleum or one of its derivatives;
- E. Hotel;
- F. Laundry;

- G. Plumbing, printing, sheet metal, and similar shops, providing there is no outdoor storage of materials or fabrication for other than custom retail purposes;
- H. Public garage and automobile salesroom;
- I. Used car sales or storage lots;
- J. Radio broadcasting and telecasting stations, studios, and offices.

Generally speaking, the C-2 District allows a much wider range of commercial uses than C-O.

Update: Since C-1 is being considered for a portion of the property, below is the intent and use regulations for that district:

17.28.010 Intent.

This district is intended to provide for individual or small groups of retail and customer service establishments serving primarily the convenience of a local neighborhood, and the character, appearance, and operation of which are compatible with the character of the surrounding area. (Prior code § 42-58).

17.28.030 Use regulations.

A building or premises shall be used only for the following purposes:

- A. Any use permitted in the C-O office shop district; (See uses above)
- B. Bakery whose products are sold at retail on the premises;
- C. Bank;
- D. Catering establishment;
- E. Repair shops for household items including clothing;
- F. Filling stations (See Chapter 5.24 of this code);
- G. Hospitals and clinics for animals, but not open kennels or yards where animals are confined or exercised;
- H. Interior decorating shop;
- I. Messenger or telegraph service station;
- J. Restaurant;
- K. Public garage; no lot or portion thereof shall be used for the display of used cars, provided that no public garage shall be within one hundred twenty-five feet of the boundary of any residential district;
- L. Garage, storage, and parking lots;
- M. Salesroom and showroom;
- N. Store or shop for the conduct of a retail business;
- O. Store for the collection and distribution of laundry and dry cleaning articles, but not for the treatment, cleaning or processing of such article;
- P. Theater, except open air drive-in theaters; provided, however, that no theater shall be erected or reconstructed unless there is provided on the same lot, or within three hundred feet thereof, a space for off-street parking which contains an area adequate to accommodate one automobile for every six seats in the theater;
- Q. Motel;
- R. Undertaking establishment;
- S. Service establishments only when totally enclosed within a structure, including coin-operated laundromats and cleaning establishments when nonflammable cleaning fluids are used;
- T. Taverns, brew pubs, beer and wine gardens;

U. Accessory buildings and uses customarily incidental to the above uses. (Ord. 2017-26 § 3: New: prior code § 42-60).

See attached Zoning Map for more detail.

Technical Review:

No concerns have been expressed by any technical review team member regarding the provision of public services to this site.

Iowa American Water provided this comment: We have an 8" DI water main on the north side of 56th and a 16" on the east side of Utica, there is no main in 58th from Utica to Crow Valley Park Dr.

Fire Station 8, located at 2802 East 53rd Street, is approximately 1.25 miles from the site.

Discussion:

See update above.

Public Input:

See Public Engagement Summary, attached to this report.

Updated Recommendation:

Findings:

1. Rezoning only Lot 1 to C-1 allows the development to proceed and protects the neighborhood by maintaining C-O zoning adjacent to the residential properties.
2. The proposed rezoning is consistent with the Comprehensive Plan in that it allows a limited node of neighborhood commercial north of an adjacent regional commercial center and provides a "step down" in land use intensity to the north and east.
3. Rezoning Lot 1 to C-1 does not guarantee or imply future rezonings on land included in the original proposal. Future rezoning petitions will be considered on their own merit.

Condition:

1. The following uses are not allowed on proposed Lot 1:
 - a. Filling station
 - b. Messenger or telegraph service station
 - c. Public garage
 - d. Used car lot
 - e. Garage, storage, and parking lot
 - f. Laundry and dry cleaning
 - g. Theater
 - h. Drive-in theater

- i. Motel/hotel
- j. Undertaking establishment
- k. Service station
- l. Coin operated laundry
- m. Open animal kennels or yards

Final Recommendation: Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-09 to the City Council with a recommendation to rezone only proposed Lot 1 to C-1, Neighborhood Shopping District, with the use restrictions listed above.

PUBLIC ENGAGEMENT SUMMARY

Case No. REZ18-09

Signs Posted: 2 signs were posted on June 1, 2018

Public Meeting: 29 notices mailed June 5. A public meeting was held on June 11 at McCarthy Bush Offices. Approximately 30 people attended

Public Hearing Notice: The notice was sent to the QCT for publication on June 15, 2018.

Public Hearing Mailing: Mailed to 29 neighbors on June 7, 2018.

P&Z Public Hearing: June 19, 2018. Approximately 6 people spoke against the proposal citing potential incompatible uses, traffic and noise.

P&Z Recommendation: July 17, 2018. The Plan and Zoning Commission forwards Case No. REZ18-09 to the City Council with a recommendation for denial.

COW Neighbor Mailing: Mailed to 29 neighbors on July 24, 2018

COW Public Hearing Notice: August 1, 2018

Protest Rate: To date, 12 protests have been filed (4.1%).



Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC MEETING
MONDAY, JUNE 11, 2018, 5:30 PM
MCCARTHY BUSH CORPORATION
5401 VICTORIA AVENUE, DAVENPORT, IOWA 52807**

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

According to the applicant: *Our team is working with a local small business owner to build a hair salon and spa at the corner of 56th and Utica with an additional, unfinished space in the building for a future tenant.*

A rezoning to C2 will allow the new building's owner/operator greater flexibility in identifying a tenant that would fit the neighborhood and provide an additional amenity. There have been discussions with possible future tenants but at this time, only the salon space will be finished and the rest of the building left as spec space.

The current C-O designation generally limits uses to offices and personal service businesses.

One of the first steps in the rezoning process is to hold a public meeting, which provides an opportunity for the petitioner to explain the request further and for City staff to outline the formal process to come.

The public meeting will be held at the McCarthy Bush offices on the date and time listed above. Victoria Avenue is located one block east of Utica Ridge Road.

Public hearings before both the Plan and Zoning Commission and City Council will be forthcoming; you will be notified of these meetings as well. The public hearing before the Plan and Zoning Commission is tentatively set for Tuesday, June 19, 5:00 pm at City Hall.

The City welcomes public participation in the rezoning process and your comments are important. We notify property owners within 200 feet of proposed rezonings. Please let your neighbors know of this who may have received this notice. If you cannot attend the public meeting and have questions or concerns, please contact the Community Planning Division.

Case No. REZ18-09

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765



Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

The current C-O designation generally limits uses to offices and personal service businesses. C-2 allows for a variety of commercial and retail uses, including eating and drinking establishments.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-09

I/we _____ who own property located at (be specific as possible)

Hereby protest the proposed creation of the Elmore Corners Overlay District

Signed: _____

Date : _____

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Neighborhood Meeting Attendance List

Case: RE218-09 Mc CARTHY BUSH

Date: 06-11-18

Name	Address	Phone	Email
1 Barbara Hansen	5805 Crow Valley Pk Dr	359-4061	
2 JEROME HANSEN	" " "	" "	JRYHANSEN1@GMAIL.COM
3 Doug Koester	34228 E. 59th St	940-3118	dougkoester@mcclis.com
4 Tom Freiburger	4226 E 58th St		
5 Jry Willis	4261 E. 58th St	565-508-6363	B.J.Willis@revealed.net
6 Carol Kramer	4233 E. 58th St.	(563)355-0796	
7 Connie Jones	4237 E 58th St.		
8 Vick Moore	4222 E. 58 St		
9 Lucia Moore	4222 E. 58 St.		
10 Sue & Craig Gabel	5967 Utica Ridge Rd		
11 Terence Docherty	4109 E. 60th St Davenport		
12 Teanne Docherty	4109 E. 60th St Davenport		
13 Jan Lavitt	5905 Utica Ridge Rd.		
14 Rob Hansen	5802 Crow Valley Pk Dr.		
15 Kelly Johnson	5802 Crow Valley Pk Dr		
16 Tim Payne	4204 E 58th St.		
17 Steve Frels	4203 E 58th St		stevefrels@msn.co.
18 Julie Miller	5816 Crow Valley pk Dr.		
19 Bill Miller	" " " "		
20 Ron Rickman	4208 E 58th St		
21 JJ Condon	Altferman		
22 Steve/Rene Jacobs	4209 E 58th Davenport		

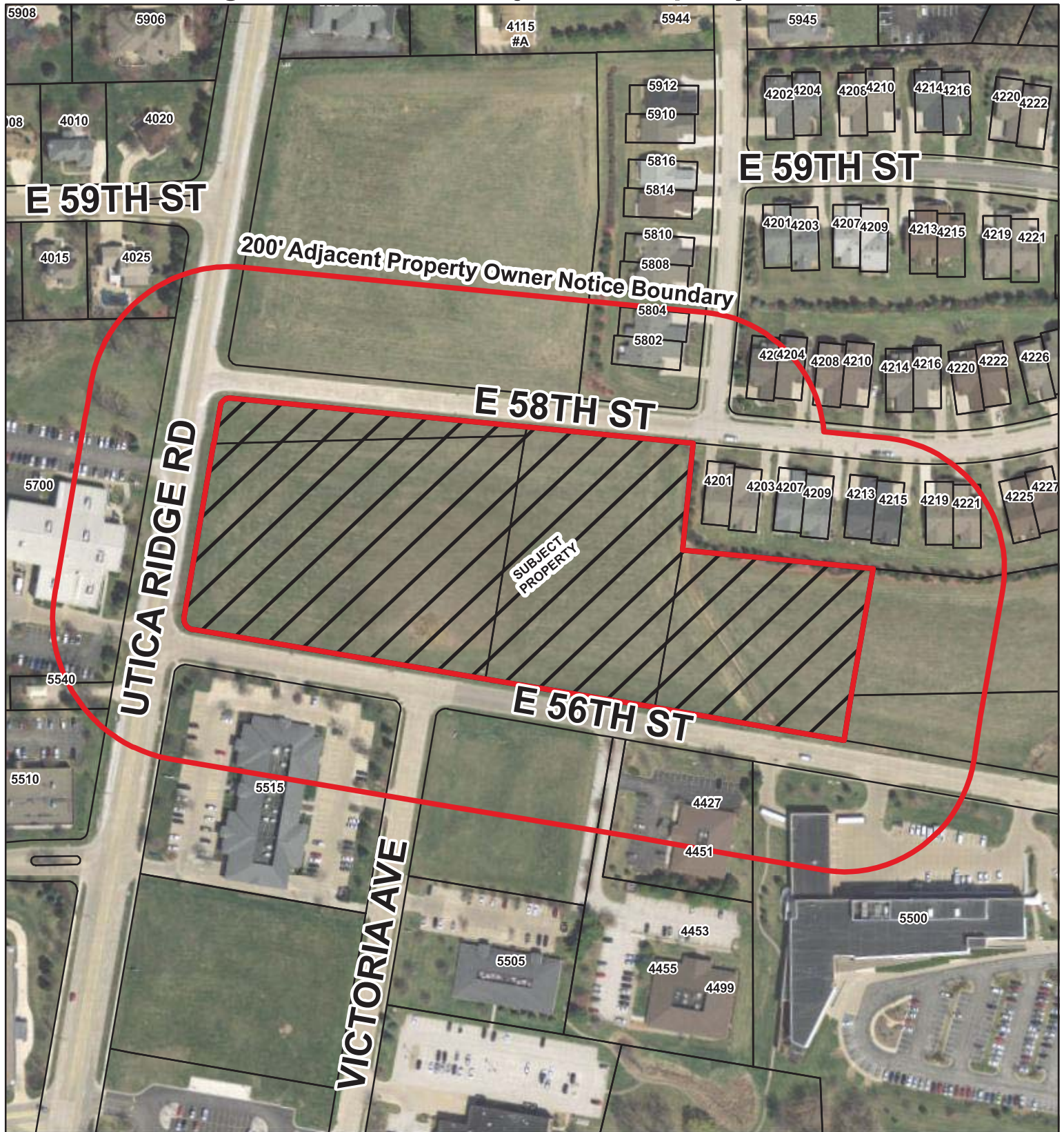
Neighborhood Meeting Attendance List

Case: _____

Date: _____

Name	Address	Phone	Email
1 Don Borman	4226 E. 59 th	563-525-5875	
2 Sue Quail	4213 E 58 th	563-359-4803	SQuail106177@gmail.com
3 Karl Zimmerman	1225 E. 58 th St	563-639-2648	Kmzimmer@btuail.com
4 Cosette Thoms	4202 E. 58 th St	262-8198	cothoms@coachs.com
5 SUE SHROEN	6401 Utica Ridge Rd #36	563/9401968	
6 Bob/Peggy ARRIBAND	4228 E 58 th ST.	563-355-1531	
7 Sue Gabel	5907 Utica Ridge Rd Duv	5635059846	csGabel@aol.com
8 Patricia Harris	4219 E 58 th St. Davenport		patricia_harris_2008@yahoo.com
9 Chris Townsend	2224 E. 12 th St. Davenport IA		chris.townsend@engr.net
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			

Plan & Zoning Commission: Adjacent Property Owner Notice Area



Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

Legend

 REZ18-09 Subject Property



REZ18-09 Location Map

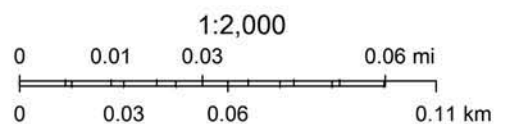


May 30, 2018

- Platted Lot Lines
- Easement
- Parks
- Parcels
- Street Centerline (Labels only)

- Creeks
- Named Creeks
- Unnamed Tributaries
- Piped Creeks
- City Limit
- Address Points

- Zoning Districts
- A-1 Agricultural



Scott County Iowa, Bi-State Regional Commission

From: [Connie R. Jones](#)
To: [Planning Division – CPED](#)
Subject: REZ 18-09
Date: Tuesday, June 26, 2018 7:20:50 AM
Attachments: [ObjectionlettertozoingrequestJune2018.docx](#)

Please see my attached letter objecting to this request to rezone.

Connie R. Jones
Resident of the Villas at Crow Valley

From: [Robert Huber](#)
To: [Planning Division – CPED](#)
Cc: [Bob & Trish Huber](#)
Subject: CASE # REZ 18-09
Date: Tuesday, June 26, 2018 11:37:32 AM

Drear Mr. Flynn,

Please accept this correspondence as our feedback to you that we do not support the proposed rezoning of the subject property listed in REZ 18-09.

Rezoning this property from C-O to C-2, as proposed by the McCarthy Bush Corp., would have a high probability of devaluation of the properties located in (or near) the Crow Valley Villas.

Additionally, the rezoning of this land (from C-0 to C-2) has a high likelihood that the businesses that could locate there would have an adverse affect on the quite comfort and solitude currently enjoyed by the residents of Crow Valley Villas.

Best Regards,
Robert & Patricia Huber (563-355-0756)
4203 E. 59th. St. Street

From: [Shirley Wilkins](#)
To: [Planning Division – CPED](#)
Subject: Rezoning of parcel Utica Ridge Rd. & 56th St./Crow Valley Villas
Date: Tuesday, June 26, 2018 10:48:06 AM

Please consider this e-mail our formal objection to the Proposed rezoning of the property Adjacent to Crow Valley Villas, Utica Ridge Rd. and 56th Street.

Thank you,

Julius H. Lindner Trust and Shirley Wilkins

6/28/18

DAVENTPORT PLANNING
& COMMUNITY DEVELOPMENT
ROOM 2004
226 W. 4th St.

CASE # REZ 18-09

I am John W. Fahl and have
lived at 4234 E. 57th St.
for 15 years.

I do not agree with the
proposed change in the use of
the above land. This area
is inhabited with retired
people who are looking for a
quiet environment which is
unlikely with bars or games
so close to their homes.

Thank you,



John W. Fahl

From: [Pat/Tom Freiburger](#)
To: [Planning Division – CPED](#)
Subject: Rezoning Case Number REZ 18-09
Date: Saturday, June 23, 2018 8:05:03 PM

Matt Flynn, Director of Community Planning

As residents of the Villas of Crow Valley, we strongly object to rezoning from C-0 to C-2 of the property south and west of our subdivision. We urge the Planning Commission to recommend against the zoning change.

Sincerely,
Tom & Pat Freiburger
4226 East 58th St

From: [Dick Moore](#)
To: [Planning Division – CPED](#)
Subject: Rezoning Request for REZ 18.09
Date: Sunday, June 24, 2018 3:35:53 PM

To Whom it may Concern:

We are writing this note in protest to the above noted request for change of zoning for the Bush property located at 56th Street and Utica Ridge Road. We would be prepared to discuss our concern over this matter if requested.

Respectfully,

Richard L. and Lucia E. Moore
4222 E. 58th Street,
Davenport, Iowa 52807

From: [Dennis Kramer](#)
To: [Planning Division – CPED](#)
Subject: Rezoning Case REZ 18-09
Date: Monday, June 25, 2018 12:17:42 AM

Dear Mr. Flynn,

My wife and I live in the Villas of Crow Valley, on the south side of E. 58th St.

We respectfully, yet strongly, want to express our opposition to the rezoning of this 8+ acres of land from C0 to C2.

Before we decided to invest and build here in 2005, our ***one and only concern*** was the zoning around us . . . behind us on 56th St. and into our 58th St. entrance. After doing significant investigation with our builder and city zoning, we felt we could live with the types of businesses planned at these locations and made the major investment to build our home here. We trusted that our city planners had a sound strategic plan for residents and businesses in this area with the zoning. Utica Ridge Rd. north of 53rd St. and E. 56th St. would not become anything like a 'commercial corridor' with the retail noise, lights, sounds, hours, and traffic that a C2 obviously brings, and likely reduce our investment/home value and a peaceful residence.

We have no problem with the "Pure" salon business where they wish to build. They appear to be good people. We respect and encourage their spirit and quest for success. Their business is the type we expected and actually desire. However, their business appears to already fit the C0 zoning. So we have yet to hear and know what the true reason and need is for the zoning request to C2. It opens the door to bring the wrong types of businesses to this neighborhood atmosphere.

Who ***really*** wants and will benefit by this change? It appears not really Pure, if C0 already fits their salon business. Is it really for the benefit of the land sellers' profit? We already know there is plenty of nearby land available in existing C2 zones.

We know of a few residents in the Villas of Crow Valley neighborhood who are "for" or "not opposed to" the zoning change. From the names and relationships of these people, it appears that they likely have a personal financial benefit in the sale of this land. Please consider their motives versus the desires of the majority of neighbors.

Matt, we know that you have a tough job, and we respect that. Hopefully, you can see it from the residents' view to not allow this change to proceed.

Thank you,
Dennis and Carol Kramer

From: [robert mcgee](#)
To: [Planning Division – CPED](#)
Subject: rez 18-09
Date: Monday, June 25, 2018 8:18:03 AM

From: robert mcgee <rjm1948@gmail.com>
To: "planning@ci.davenport.ia.use" <planning@ci.davenport.ia.use>
Cc:
Bcc:
Date: Sun, 24 Jun 2018 11:27:59 -0500
Subject: REZ 18-09

We are asking that you not allow the rezoning from a C-O to a C-2 in order to remain consistent with what is already on the corridor.

Thank you for your consideration.

Robert and Joan McGee

4207 E 58th

From: [Robert Heaps](#)
To: [Planning Division – CPED](#)
Subject: In Protest of REZ 18-09.
Date: Monday, June 25, 2018 10:07:51 AM

I live @ 4245 E. 58th Street, in the Villas of Crow Valley. I am in strong opposition to the changing of zoning from C-0 to C-2. The differences were explained to me by the planning dept and I like the quite of C-0 as to the more noise and buslsle of C-2. Also I see this as a first step in changing from the request to change the land behind 5 units on 58th street to more units east and North of 58th street.

Sent from [Mail](#) for Windows 10

From: [Robert Willis](#)
To: [Planning Division – CPED](#)
Subject: Rezoning
Date: Monday, June 25, 2018 11:38:34 AM

Bob and I are not in favor of rezoning the property bordering Utica Ridge and 56th St. in Davenport. We feel this would open the potential for businesses that would not be compatible with our neighborhood. We would like to see a plan formulated that uses the current zoning which still allows new growth such as Pure Hair Salon. There is already so much traffic that left turns are difficult and this should be taken into consideration when thinking about adding new businesses.

We appreciate you taking a close look at this proposal and see that keeping the zoning as is can still be a win-win.

Bob and Joy Willis
4261 E. 58th St.
Davenport, Iowa

Sent from my iPadRobert J Willis

Henry G. Neuman*
Steven H. Jacobs
Mark A. Woollums*
Martha L. Shaff*
Jean Z. Dickson*
Peter J. Thill*
Edward J. Rose*
Amanda M. Richards*
Jordan A. Kaplan*
Benjamin J. Samuelson*
Cristy Tackett-Hunt*
Lori N. Scardina Utsinger*
Paul M. Powers*
Brandon W. Lobberecht*



BETTY • NEUMAN • McMAHON PLC

Established in 1907

ATTORNEYS AT LAW

www.bettylawfirm.com

* Also admitted in Illinois
A registered L.L.C. in Illinois

June 25, 2018

Writer's E-Mail Address:
shj@bettylawfirm.com

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa

Re: REZ-18-09

Dear Mr. Flynn:

My wife and I are homeowners within the two hundred foot notice area for the above proposed rezoning. I have previously submitted my protest in opposition to the request. I now amend my protest to include the following and request that my letter be included in the materials presented to the commission:

1. THE CURRENT ZONING IS INCOMPATIBLE WITH THE SURROUNDING AREA AND SHOULD BE CHANGED. It is my understanding the Davenport Land Use Master Plan has designated the area in question as residential. North of 56th street is residential and south towards 53rd street is commercial. I believe considerable funds and time went into the planning and preparation of the overall plan. While overall plans can be modified and adjusted, they deserve more than just "Lip Service." I assume there was a good reason for the plan and it should not be disregarded lightly. 53rd street is a major corridor in Davenport. Three blocks exist between 53rd and 56th street. Clearly this is a sufficient area within which commercial users can reside and it is not necessary to increase the creep and scrawl of commercial into residential areas based upon lack of developable and available space.

The developer has requested rezoning. The proper zoning is before the commission. The commission has the power and right to recommend the appropriate zoning for the property. It is appropriate to now recommend that the property be changed from C-0 to residential.

2. THE CURRENT ZONING IS COMPATIBLE WITH THE BUILDING AND PROPOSED USE AND REZONING IS NOT NEEDED. The current zoning allows the building and use as proposed and described by the developer. The drawing of the building seems to be compatible with the other office type buildings in the immediate vicinity. The proposed use is specifically allowed by the current zoning. If it conforms

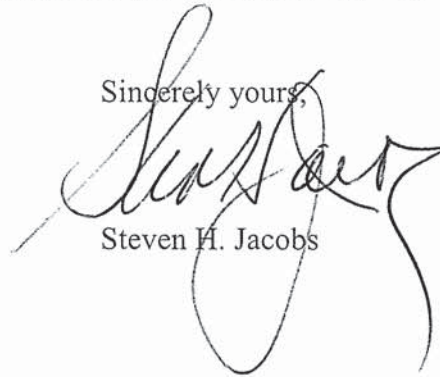
why is rezoning necessary? An argument could be put forth saying this is no more than a ruse to get the rezoning of the whole so that the developer can sell and use the whole of the property for whatever use or purpose the developer chooses without oversight or review. An innocuous proposal opens the door for all other uses. What other uses does the developer have for the whole of the property that have not been disclosed? A hotel? A Bakery? A sheet metal shop?

3. THE POSSIBLE USE OF PART OF THE PROPOSED BUILDING DOES NOT JUSTIFY THE REZONING OF THE WHOLE. The developer and prospective owner have stated that perhaps 3 or 4 thousand feet of the building might be rented to others whose possible use may not be compatible with C-0 zoning. The operative words are "perhaps", "might", and "possible use." Nothing definitive. Nothing certain. Nothing locked in and signed. Notwithstanding, you are asked to rezone 354,317 square feet of property because 4,000 feet might, maybe or possibly be used for purposes outside those permitted by C-0 zoning. A one percent possible use dictates the use of the whole?
4. THE ZONING REQUEST IS NOT LIMITED TO THE AREA ADJACENT TO UTICA RIDGE ROAD. The request of the developer is for the rezoning of the whole and is not limited in scope to the area adjacent to Utica Ridge Road. For the sake of argument, perhaps good reasons might be offered to justify a minor relaxation of the limitations of C-0 along Utica. However, this is not what is being asked. The developer wants it all and is not limiting the request to the Utica Ridge corridor. What might be tolerated in the front would be a disaster if located to the rear of the property and next to a highly desirable residential development.
5. NO PLAN HAS BEEN SUBMITTED FOR THE WHOLE AND IF REZONING IS APPROVED THE DEVELOPER HAS THE UNLIMITED RIGHT TO DESIGNATE LAND USE WITHOUT REVIEW. The developer has submitted one drawing of a building. Thousands of square feet of additional space is available. No plans, drawings, or proposals have been submitted for this additional space. What is planned and who determines what a compatible use for the additional property is? A C-2 rezoning of the whole gives the developer the unlimited and non-reviewable right to determine the use of the entire property. Is this fair and wise with respect to the adjacent home owners?
6. C-2 ZONING IS TOTALLY INAPPROPRIATE. I did not write the Davenport Zoning Code. I did not write what is or is not allowed in certain zones. I can only read it and attempt to apply it with reason to facts and circumstances in front of me. A C-2 zone allows real property to be used for a bakery, a hotel, a plumbing, printing, sheet metal and similar shops and for used car sales and storage lots. Logic here is compelling. How could anyone say that after reviewing the real estate and surrounding areas that the foregoing uses are compatible? C-2 says they are. C-2 says they can be built. Logic and common sense says they are not and should not be allowed! Voting to approve C-2 says in fact that these uses are suitable for the area. There are no limitations to C-2 as written.

7. C-1 ZONING IS ALSO INAPPROPRIATE. C-1 zoning use is included within uses allowed in C-2. Permitted uses in C-1 are also inappropriate. Allowed C-1 uses include, filling stations, restaurants, motels, taverns, brew pubs, beer and wine gardens. How could a fast food restaurant and/or tavern within feet of the established neighborhoods be fair to those who have lived there for over 10 to 15 years? A change to either C-2 or C-1 is at best a perfect example of spot zoning.
8. C-1 ZONING IS NOT NEEDED. Section 17.28.010 of the Code provides a C-1 district is intended to provide for individual or small groups of retail and customer service establishments serving primarily the convenience of a local neighborhood, and the character, appearance, and operation of which are compatible with the character of the surrounding area. For the convenience of those who live in the neighborhoods near the real estate under review there is nothing or at best very few if any establishments that are needed for their convenience. A short walk or drive to 53rd street provides them all and then some. Additional commercial is not needed for the convenience of the surrounding neighborhoods.

For these reasons the requested rezoning should be summarily rejected.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Steven H. Jacobs', written over the typed name.

Steven H. Jacobs

From: cothoms@mchsi.com
To: [Planning Division – CPED](#)
Subject: Protest Rezoning 18-19
Date: Monday, June 25, 2018 12:48:50 PM

Please consider this email as my official protest to the rezoning REZ 18-09 from C-O to C-2. As a resident of the Villas of Crow Valley, I'm very concerned about the increased traffic and types of businesses that the C-2 designation would allow. It's already difficult to turn onto Utica Ridge from 58th St, and the traffic on 56th is also very heavy. I'd like a sidewalk on the east side of Utica so I don't have to do the death run across Utica to get to Hy-Vee. My understanding is that the C-O zoning allows for the proposed expanded Pure salon and would allow for other offices and service businesses as well, just not establishments that serve food or alcohol. I think that is more than sufficient. Additional condos would also be an option for this land. We have enough half-empty strip malls and office space in Davenport and certainly don't need any more.

Thank you for your consideration,

Cosette Thoms
4202 E 58th St
Davenport, IA 52807
(309) 269-8198

From: [John Mouw](#)
To: [Planning Division – CPED](#)
Subject: Rezoning request REZ18-09
Date: Monday, June 25, 2018 1:27:55 PM

I fully support the objection submitted by Patricia Harris concerning the rezoning of the 8 plus acres adjacent to the Villas of Crow Valley. We purchased our condo after checking the zoning of the land behind our condo. Seeing that it was zoned for primarily offices and small business as C-0 was a major factor in our decision. This rezoning could impact our privacy and liveability that we so wanted when we made the move.

John Mouw
4227 E 58th St
Davenport, IA 52807

From: [Robert Andriano](#)
To: [Planning Division – CPED](#)
Subject: Rezoning
Date: Monday, June 25, 2018 2:28:06 PM

I object to the proposed rezoning as pointed out in case# Rez 18-09

From: [Chris Rayburn](#)
To: [Planning Division – CPED](#)
Subject: Response to McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
Date: Monday, June 25, 2018 3:34:09 PM

I am writing this email as a combined response for two property owners who own homes in the Villas at Crow Valley. My wife Mary and I own a villa at 5814 Crow Valley Park Drive and my parents, Harold and Patricia Rayburn, live at 4202 East 59th Street.

All four of us respectfully, and strongly, request that the City of Davenport, deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2. Our 5814 Crow Valley Park Drive property abuts other property zoned C-0. The properties of Villas of Crow Valley were marketed as being protected from heavier commercial used by being surrounded by the zoning class of C-0. We purchased our property with this understanding and would be very strongly against any rezoning of those parcels. Allowing the current request would set a very negative precedent and greatly change the potential character and potential value of the adjacent properties. All units in the subdivision were developed and sold with the expressed understanding that the vacant and adjacent land would be developed as restricted commercial property under the zoning classification of C-0.

Thank you very much for your understanding and consideration.

Sincerely,

Chris and Mary Rayburn
5814 Crow Valley Park Drive
Davenport, IA 52807

And

Harold and Patricia Rayburn
4202 East 59th Street
Davenport, IA 52807

From: [Patrick VAN NEVEL](#)
To: [Planning Division – CPED](#)
Cc: [Jim Payne](#); [Susan Quail](#); [Patricia Harris](#); [Honorary Consulate Of Belgium](#)
Subject: REZ 18-09
Date: Monday, June 25, 2018 4:15:57 PM

Dear Planning and Zoning Commission,
Dear Mr. Flynn,

As recent purchasers of a Villa at Crow Valley, we are asking your full review of the objections provided by Patricia Harris and request the rezoning from C-0 to C-2 be turned down.

All the items pointed out by Ms Harris deserve your full consideration.

We also have a personal sensitivity in this matter related to inadequate drainage. As we considered the purchase of 4227 E. 59th Street, we were very concerned about the past evidence of drainage problems and after assurances that all past issues had been addressed, we have now a concern about new issues that may arise.

We would like to be present to voice our concern in person. However, we are currently overseas and will not be back in time for the hearing.

With kind regards,
Patrick and Barbara Van Nevel.

Sent from my iPhone

Fahl; Lloyd Fox; Thomas Freiburger; Ann Fuller; Mary Hammes; Jerry Hansen; Robert Heaps; John Howes; Patrick Irving; Rod Johnson; Doug Koester; Dennis Kramer; Margaret Lake; Bill Miller; Dick Moore; John Mouw; Steve Powell; Marilyn Quijas; Harold Rayburn; Ronald Rickman; Beverly Ryan; Joe and Lori Smazal; Janet Van Ert; Craig Van Hook; Jeffery West; Bob Willis; Kurt Zimmerman; Cris Wendling; Jim Rice; Mardi Burmeister; Steven Frels; Robert Huber; Bob and Peggy Andriano; Robert and Joan McGee; Christopher Rayburn; Paul and Andrea Gullickson; Cosette Thoms; Ken and Sharon Sanyi; Dave Ceurvorst; Sue Quail; Jan Vrabec; Melvin and Dale Martens; Julius Lindner; Daryl Ann Moore; Robert Mitchum; Mary Walsh; Patrick and Barbara Van Nevel; Ken Vandersnick; Krieder Gunderson

Subject: rezoning letter from VCV Board

Hello, Neighbors! Attached is a letter from Jim Payne concerning the proposed rezoning decision that is coming in the next few weeks. Sue Quail

NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL COUNCIL CHAMBERS
226 WEST 4TH STREET, DAVENPORT, IOWA 52801

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

The current C-O designation generally limits uses to offices and personal service businesses. C-2 allows for a variety of commercial and retail uses, including eating and drinking establishments.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-09

I/we Ann & James Payne who own property located at (be specific as possible)
4204 E 58th hereby protest the rezoning of the
property located at 56th, 58th & Utica Road to a C-2 district

Hereby protest the Rezoning Case No. REZ18-09

Signed: James A. Payne

Ann & Payne

Date: 15 June 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

June 24, 2018

To: Mr. Matt Flynn, Director of Community Planning

From: Doug and Sandy Koester, 4228 E. 59th St., Davenport, Iowa 52807

RE: REZ 18-09

Dear Mr. Flynn:

I wish to object to this rezoning proposal. Even though I live outside the 200 feet of the proposed rezoning, I do live in the affected neighborhood.

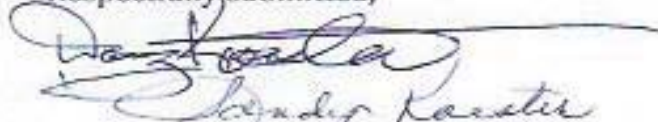
My objection concerns that jump from C0 to C2. I would not object to a jump from C0 to C1. The current development on 56th Street east of Utica Ridge has consistently been business offices and personnel service businesses to this point. My wife and I are in favor of keeping this development plan in place.

I have personal experience with what happens after the initial sale is made on a parcel of property. As General Manger of the American Honda Distribution Center on west Locust in the 70's, I was involved with the purchase of 12 Acres from Rich Foods in 1978 which at that time was in Scott County. Rich Foods owned all the property on Westlake Blvd and Louis Rich Dr and we felt comfortable that Louis Rich and American Honda shared the ideals regarding the quality of buildings within the industrial park. Louis Rich was then purchased by Oscar Mayer followed by General Foods purchasing Oscar Mayer, followed by the City of Davenport annexing the industrial park.

I invite you to drive out to the Honda Distribution Center today and witness the number of metal buildings north of Honda with outside storage. This is what happens when the initial owners sell to secondary owners who do not share the same commitment to high standards of quality.

Please keep the rezoning request at a maximum of C1. Bars and restaurants should not belong next to long standing residences.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Doug and Sandy Koester", is written over a horizontal line.

Doug and Sandy Koester
4228 East 59th St.
Davenport, Iowa 52807

June 26, 2018

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa

Re: REZ-18-09

Dear Mr. Flynn:

My wife and I are homeowners within the 200 ft. notice area for the subject proposed rezoning. We have previously submitted our protest in opposition to the request.

We strongly support the written documents submitted by Patricia Harris and Steven Jacobs and are in total agreement that the requested rezoning be summarily rejected. We endorse the suggestion that the land use be residential in accordance with the Davenport Land Use Master Plan. We support progressive development and feel it wise to have a well thought out plan and design to encourage the best opportunities for development.

The proposed use on the table is allowed by current zoning. Changing the zoning provides the developer carte blanche to sell and use the much larger portion of the parcel for potentially undesirable uses. This proposal is totally inappropriate. Our home looks directly out at this unspoken-for area.

Currently our neighborhood is very desirable because amenities are close by but not in our backyards. Let's keep it that way thereby adding to the desirability of the entire area.

Sincerely yours,

Rodney Johnson

Rodney Johnson
5802 Crow Valley Park Dr
Davenport, IA 52807
Rodjohnson624@gmail.com

From: [Andrea Heitman](#)
To: [Planning Division – CPED](#)
Subject: case #REZ18-09
Date: Tuesday, June 26, 2018 6:41:50 PM

Dear Matt Flynn,

I am writing to formally protest the rezoning of the land directly behind my house from C-O to C-2. I live at 4239 E 58th St in Davenport. This change will most likely negatively effect the value of my home, by bringing nuisances to our neighborhood not consistent with the current attributes. With a C-2 zoning designation I am concerned about noise, garbage, lighting, and the like.

I am also concerned that a large structure directly behind my home will block sunlight and cause the ground to not be able to hold the moisture. This could cause water back-up into my basement.

Please do not approve anything other than a C-O rezoning for this land.

Thanks for your consideration of this matter that will possibly negatively effect me and the nice neighborhood we have here.

Thanks.
Andrea Heitman

4239 E 58th St
Davenport
563-650-5366



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL COUNCIL CHAMBERS
226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

The current C-O designation generally limits uses to offices and personal service businesses. C-2 allows for a variety of commercial and retail uses, including eating and drinking establishments.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-09

I/we Patricia Harris who own property located at (be specific as possible)
4219 E. 58th Street, Davenport, IA 52807

Hereby protest the Rezoning Case No. REZ18-09

Signed: Patricia M. Harris

Date: 19 June 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

OBJECTIONS TO PROPOSED REZONING CASE NUMBER REZ18-09

(PROPOSAL TO REZONE 8.134 ACRES
ON UTICA RIDGE BETWEEN E 53RD AND 56TH STREETS
FROM C-0 OFFICE SHOP DISTRICT TO C-2 GENERAL COMMERCIAL DISTRICT)

RESPECTFULLY SUBMITTED BY:

PATRICIA HARRIS
4219 E 58TH STREET
DAVENPORT IA

24 JUNE 2018

REQUESTED ACTION

- I respectfully request that the City of Davenport, for the reasons set out in this presentation:
 - Deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
 - At a minimum, defer the proposal to allow for more thoughtful evaluation and discussion with residents
 - Evaluate drainage issues at the Villas at Crow Valley

OBJECTION NO. 1

EXISTING C-0 DESIGNATION IS APPROPRIATE FOR NEARBY RESIDENTIAL NEIGHBORHOODS

1. Current C-0 designation is appropriate for the area in question
 - 1.1. Proposed rezoning is near three residential areas (refer to Exhibits A-1 and A-2)
 - 1.2. Office of rk dixon (to the west) is closed on evenings and weekends
 - 1.3. Consistent with the C-0 zoning ordinance:
 - 1.3.1. District is a transition between commercial and residential
 - 1.3.2. Activities should not generate heavy traffic, noise or glare
 - 1.3.3. Examples: small offices under 5,000 feet (business, consulting, medical, professional, etc.); beauty shops; library; activity center

OBJECTION NO. 2

PROPOSED C-2 DESIGNATION WOULD BE DETRIMENTAL TO NEARBY RESIDENTIAL NEIGHBORHOODS

2. Would permit:

2.1. Any C-1 designation, including

2.1.1. Restaurant, bakery, tavern, brew pub

2.1.2. Filling station

2.1.3. Undertaking, etc.

2.2. In addition, all C-2 designations, including

2.2.1. Auto, used car sales; hotel; laundry

OBJECTION NO. 3

THE EXISTING C-0 DESIGNATION INTEGRATES WELL WITH SURROUNDING NON-RESIDENTIAL DEVELOPMENT

3. The C-2 area along East 56th has largely developed into offices, banks, and other businesses that the C-0 designation (refer to Exhibits B-1, B-2, B-3 and B-4)
 - 3.1. Many are professional offices and banks consistent with a C-0 designation
 - 3.2. Most of the rest are small shops and businesses that are generally quiet during business hours, and closed on evenings and weekends
 - 3.3. There are no restaurants or gyms except Dunn Brothers Coffee, Orangetheory Fitness and Your Pie (pizzeria) between 53rd and 56th Streets
 - 3.3.1. Crowded even on a Sunday morning (refer to Exhibit B-5)
 - 3.3.2. Orangetheory audible from a parking lot away
 - 3.3.3. Offices and distance, however, form an acceptable buffer to residents
 - 3.4. For these reasons, the Davenport City Council should consider rezoning the undeveloped plot immediately south of Villas at Crow Valley from C-2 to C-0

OBJECTION NO. 4

PURE HAIR STUDIO HAS NOT MADE A PERSUASIVE, MUCH LESS COMPELLING, ARGUMENT FOR REZONING

4. Stacey and Chris Spillum, the owners of the Pure Hair Studio, propose to occupy 4,000 square feet and lease 4,000 square feet to C-2 business, citing synergies between “like businesses”
 - 4.1. Pure falls within the existing C-0 designation; C-2 businesses are not “like” or “complimentary”
 - 4.2. The ideas offered — a clothing shop, small restaurant, bakery, wine bar — have no apparent synergies with a hair salon; a salon is a final destination, usually by appointment
 - 4.3. Other options exist for Pure, including the lot for sale near Pure (Exhibit B-3)
 - 4.4. It is also suggested C-2 zoning would allow for “amenities that will meet the growing neighborhood’s needs”
 - 4.4.1. The neighborhoods are fully developed
 - 4.4.2. There are numerous restaurants and other businesses on Utica Ridge and East 53rd that offer amenities without disrupting quiet enjoyment of our property
 - 4.4.3. There are other options south of East 56th Street (already zoned C-2) for development of more amenities

OBJECTION NO. 5

MCCARTHY BUSH HAS NOT JUSTIFIED THE REZONING

5. McCarthy Bush Corporation has asserted has been difficult to locate a C-0 buyer

5.1. Property development is a long-term proposition, largely influenced by price suitable for the zoning and demand

5.2. The area along East 56th Street has experienced steady development in the last several years, in fact, the area is nearly built out; recent examples:

5.2.1. Neurology QC's new office at 4700 E 56th Street (Exhibit B-5)

5.2.2. Next door to that construction is underway for the corporate headquarters of The Riverstone Group

5.2.3. Across the street are relatively new offices (Regus, Deere, and Russell)

5.3. It would be helpful to have market information from the McB realtor on this

OBJECTION NO. 6

MCCARTHY BUSH AND PURE HAVE NOT, AND PERHAPS CANNOT, OFFER ASSURANCES OF “ACCEPTABLE” C-2 USES

6. At a Neighborhood Meeting on 11 June 2018, McCarthy Bush and Pure expressed receptivity to restrictive covenants that capture their intentions
 - 6.1. To date, there has been no progress on this issue; it may not even be feasible or viable to:
 - 6.1.1. Meaningfully describe suitable “high end” amenities acceptable to residents;
 - 6.1.2. Still allow for the desired flexibility on the Spillums’ part; and
 - 6.1.3. Avoid leaving residents vulnerable to unanticipated and detrimental changes in businesses (changing owners, relocating or failing) and costly legal challenges
 - 6.2. There is good will on both sides, but a rezoning from C-0 to C-2 cannot be undone
 - 6.3. It also seems inevitable this will be used to justify also rezoning the area immediately north from C-0 to C-2, which compounds the adverse impact on us
 - 6.4. At a minimum, the process be deferred until this issue can be discussed further

OBJECTION NO. 7

AT THIS TIME, AND PRIOR TO ANY RE-DESIGNATION, THE
CITY SHOULD UNDERTAKE A DRAINAGE STUDY

7. The City of Davenport should undertake a study to evaluate drainage problems at Villas at Crow Valley

7.1. The Association has installed tiles to absorb storm water runoff

7.2. There is excessive runoff that the tiles, even as recently expanded, cannot reasonably absorb, causing pooling

7.3. This raises a question about the origin of, and responsibility for, runoff beyond the Association and its grounds

7.4. This is an issue we anticipate further development will exacerbate

7.5. The City of Davenport should undertake a study of this issue prior to making any decision about the rezoning or any future development

REQUESTED ACTION

- I respectfully request that the City of Davenport:
 - Deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
 - At a minimum, defer the proposal to allow for more thoughtful evaluation and discussion with residents
 - Evaluate re-designating the undeveloped area immediately south of the Villas at Crow Valley from C-2 to C-0
 - Evaluate drainage issues at the Villas at Crow Valley

EXHIBITS

PROPOSED REZONING AREA NORTH OF EAST 56TH STREET

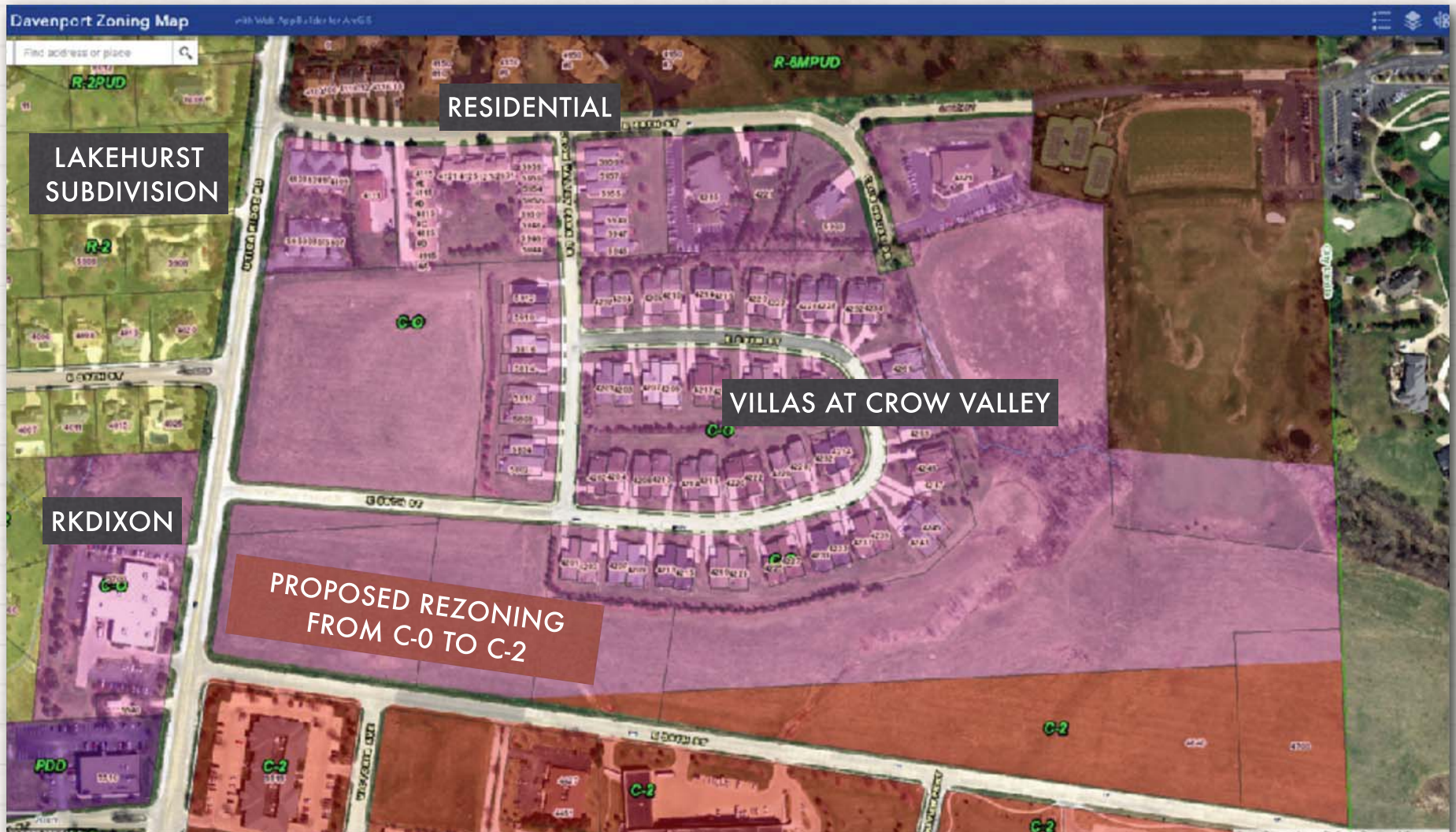


EXHIBIT A-1



VILLAS AT CROW VALLEY



LAKEHURST SUBDIVISION



EXHIBIT A-2 RKDIXON AT 5700 UTICA RIDGE ROAD



C-O LOT PROPOSED FOR REZONING
(VIEWED FROM E. 56TH ST:
RK DIXON AT FAR LEFT AND VILLAS AT FAR RIGHT

ADJACENT AREA SOUTH OF EAST 56TH STREET: CURRENT PURE SALON LOCATION, OTHER BUSINESSES

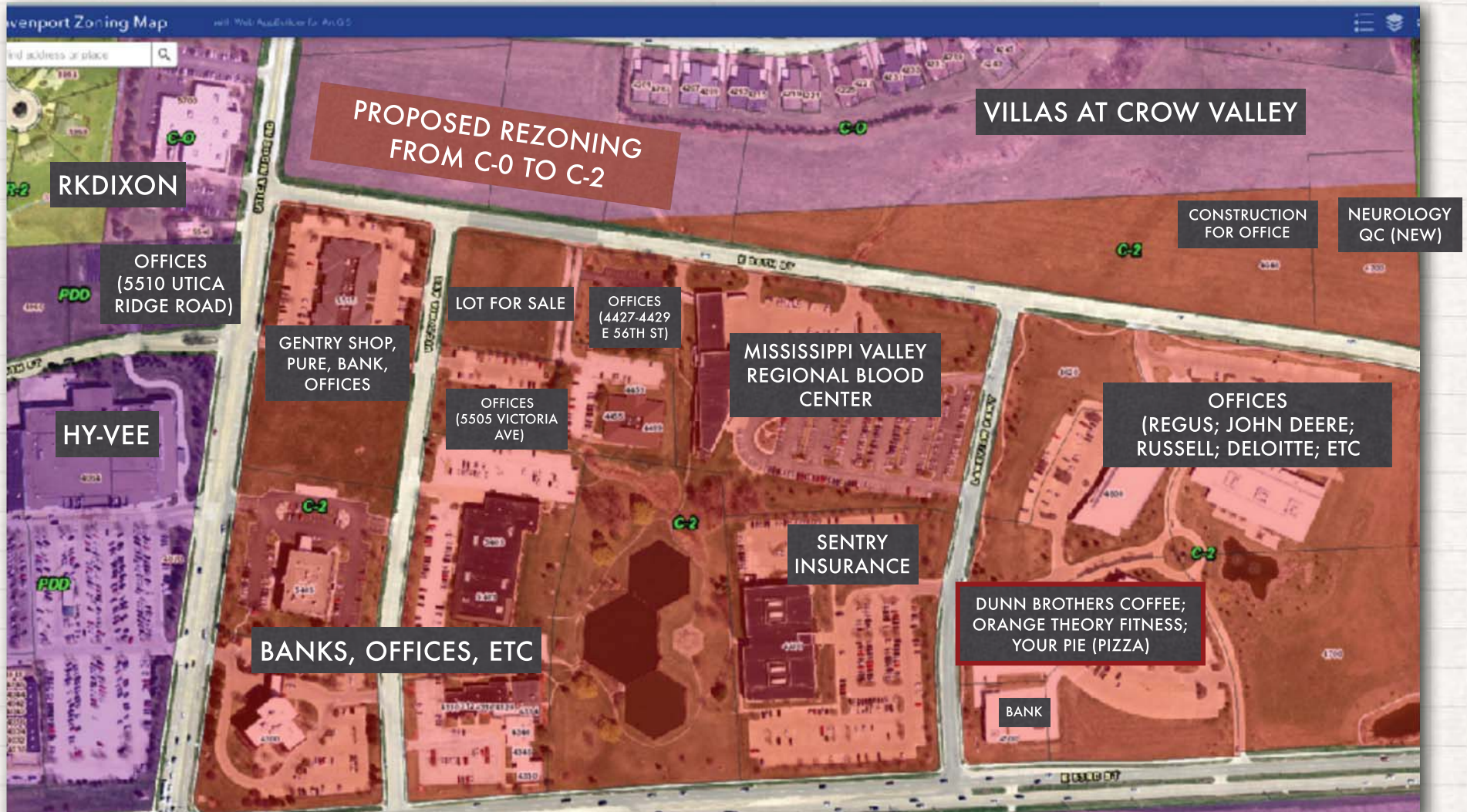


EXHIBIT B-1



FRONT OF GENTRY SHOP, PURE, ETC.
(VIEWED FROM UTICA RIDGE ROAD)



5510 UTICA RIDGE ROAD
(FACING FRONT OF GENTRY SHOP)



EXHIBIT B-2

5505 VICTORIA AVE
(FACING REAR OF GENTRY SHOP COMPLEX)



REAR OF GENTRY SHOP, PURE, ETC.
(VIEWED FROM VICTORIA AVE AND EAST 56TH ST)



**LOT FOR SALE AT E 56TH ST AND VICTORIA AVE
(IMMEDIATELY EAST OF GENTRY SHOP)**



4427-4429 E 56TH ST



EXHIBIT B-3

SENTRY INSURANCE



**OFFICES BETWEEN E 53-56 ST BY LAKEVIEW PKWY
(REGUS; RUSSELL; JOHN DEERE; DELOITTE, ETC)**



NEW NEUROLOGY QC OFFICE AT 4770 E 56TH ST



NEW CONSTRUCTION (FUTURE HOME OF THE CORPORATE OFFICES OF THE RIVERSTONE GROUP) IMMEDIATELY WEST OF NEUROLOGY QC ON EAST 56TH ST

EXHIBIT B-4



DUNN BROTHERS COFFEE; ORANGETHEORY FITNESS AND YOUR PIE
(FACING E 53RD ST, EAST OF LAKEVIEW PKWY)

TAKEN ON A SUNDAY AT 8:30 AM
AEROBIC MUSIC AUDIBLE FROM THIS DISTANCE

EXHIBIT B-5

From: [Carol Kramer](#)
To: [Planning Division -- CPED](#)
Subject: Rezoning Case REZ 18-09
Date: Wednesday, June 27, 2018 5:52:45 PM

Dear Mr. Flynn,

I am a resident of the Villas of Crow Valley and have been for 13 years. I was very disheartened to see there is a request for rezoning to C2 from C0 on Utica Ridge Road between East 56th Street and East 58th Street, and I am strongly against the change.

When we built our home here, we built it solely on the fact that any commercial building behind and around our property would be under the C0 zoning code -- low-density buildings, one-to-two stories only, no bright lighting at night or noise from public grocery stores, movie houses, retail stores, gas stations, restaurants with patios, smoking clientele, and loud music till late hours, etc. We were told by -- and believed -- our city leaders that the commercial buildings around us would be doctors' offices or law practices whose hours would end at [5:00](#), a normal work day, that they would most likely tie in with Trinity Terrace Park Hospital nearby.

There would also be a dividing border of some land with protective landscaping done by the businesses between them and our properties as a gesture of their being a good neighbor. This was all fine with us, and we proceeded to build.

Now, if the rezoning request to C1 or C2 is voted in, our quiet way of life and the value of the home we worked many years for is in jeopardy. Will financial profit trump the integrity of the original city's plans? It is just not right!

While this area is more of a retirement community, many of our residents are younger, and there are some young families in here. We are not all going to be gone in five years, as was suggested to me after our neighborhood meeting at the McCarthy-Bush office recently by Lynn of Bush Construction.

I implore you and the committee to do the right thing and vote down this request to rezone. There are ample building areas available around Davenport, and the neighbors that we have talked with are not in agreement with a "walking" community offering retail C2-type businesses at the entrance to our neighborhood, as was posited to us.

Thank you for your consideration.

Carol Kramer

Sent from my Verizon, Samsung Galaxy smartphone



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportia.com

NOTICE

PUBLIC HEARING

TUESDAY, JULY 17, 2018, 5:00 PM

**CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Janel Stout who own property located at (be specific as possible)

5034 Hamilton Dr.

Dav, IA 52807

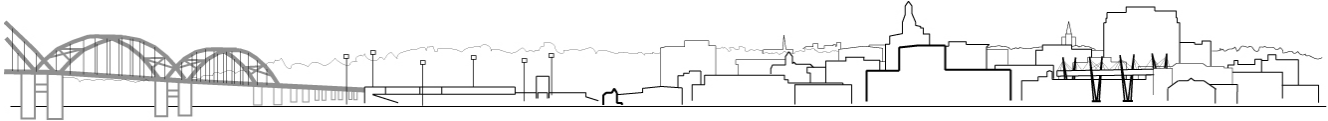
Hereby protest the proposed: REZ18-10

Signed: Janel Stout

Date: 7/12/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

**PUBLIC HEARING NOTICE
CITY COUNCIL
CITY OF DAVENPORT**



Public Hearing Details:

Date: 8/1/2018 Ward: **6th**
Time: 5:30 PM
Location: Northeast corner of Utica Ridge Road and East 56th Street.
Subject: Public hearing to rezone 1.5 acres of property from "C-O" Office Shop District to "C-1" Neighborhood Shopping District.
Case #: REZ18-09

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone 1.5 acres of property from "C-O" Office Shop District to "C-1" Neighborhood Shopping District.. The purpose of the request is to facilitate commercial development.

Request Description

REZ18-09: Request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 8.83 acres, more or less, located along the north side of East 56th Street east of Utica Ridge Road from "C-O" Office Shop District to "C-1" Neighborhood Shopping District on 1. 5 acres to facilitate commercial development. [Ward 6]

The Plan and Zoning Commission and forwards Case No. REZ18-09 to the City Council with a recommendation for denial.

The Commission vote was 3 yes, 4 no and 1 abstention.

What are the Next Steps after the Public Hearing?

The 8/1/2018 public hearing is the first step in the review/approval process by the City Council. For the specific dates and times of subsequent meetings, please contact the case planner below.

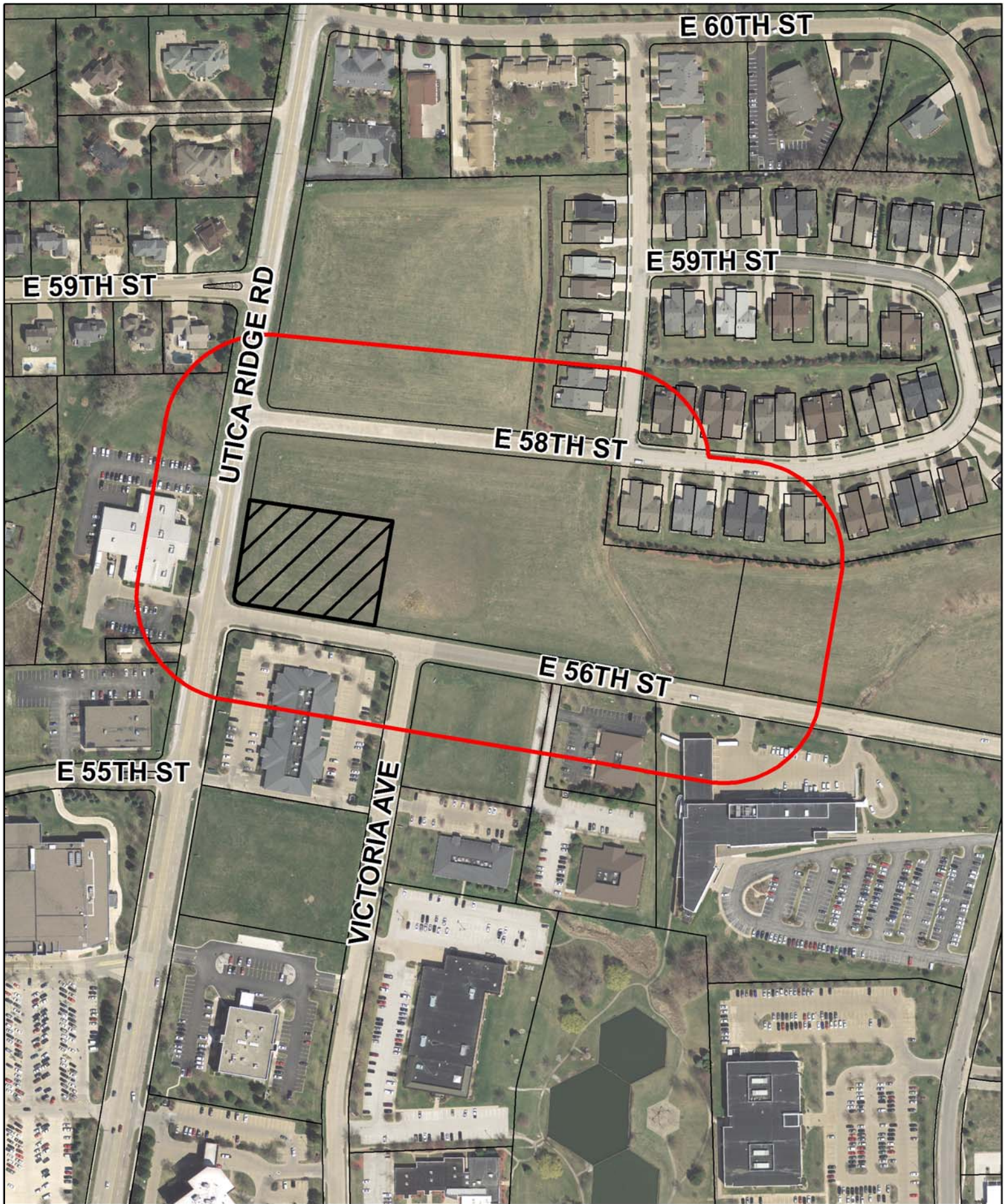
Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Matt Flynn, AICP, the case planner assigned to this project at matt.flynn@ci.davenport.ia.us or 563-888-2286. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



 REZ18-09 Subject Property
 Notification Radius



REZ18-09 Rezoning Protest List

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
Y0807-14B	59222.42	5.5%		0.0%	5700 UTICA RIDGE RD	DIXON PROPERTIES LLC	5700 UTICA RIDGE RD	DAVENPORT IA 52807
Y0807-23C	2226.71	0.2%		0.0%	5540 UTICA RIDGE RD	QWEST CORP	PO BOX 2599	OLATHE KS 66063
Y0823-02	610.08	0.1%		0.0%	5510 UTICA RIDGE RD	LEVERAGED HOLDINGS LLC	3245 E 35TH ST CT	DAVENPORT IA 52807
Y0901-01B	79431.19	7.4%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0901-13	3351.83	0.3%		0.0%	4025 E 59TH ST	GREGORY A DESMET	4025 E 59TH ST	DAVENPORT IA 52807
Y0901-15	3969.76	0.4%		0.0%	4221 E 58TH ST	LLOYD & DOROTHY FOX REVOC TRUS	4221 E 58TH ST	DAVENPORT IA 52807
Y0901-16	4032.00	0.4%	Yes	0.4%	4219 E 58TH ST	PATRICIA M HARRIS DECLARATION TRUST	4219 E 58TH ST	DAVENPORT IA 52807
Y0901-17	4034.63	0.4%	Yes	0.4%	4215 E 58TH ST	JOE SMAZAL	4215 E 58TH ST	DAVENPORT IA 52807
Y0901-18A	4029.52	0.4%	Yes	0.4%	4213 E 58TH ST	SUSAN R QUAIL REVOCABLE TRUST	4213 E 58TH ST	DAVENPORT IA 52807
Y0901-19A	4032.01	0.4%	Yes	0.4%	4209 E 58TH ST	STEVEN H JACOBS REVOCABLE TRUST	4209 E 58TH ST	DAVENPORT IA 52807
Y0901-20A	4031.97	0.4%	Yes	0.4%	4207 E 58TH ST	JOAN W MCGEE TRUST	4207 E 58TH ST	DAVENPORT IA 52807
Y0901-21A	4032.01	0.4%	Yes	0.4%	4203 E 58TH ST	STEVEN E FRELS REVOCABLE TRUST	4203 E 58TH ST	DAVENPORT IA 52807
Y0901-22A	4032.00	0.4%	Yes	0.4%	4201 E 58TH ST	MARILYN QUIJAS	4201 E 58TH ST	DAVENPORT IA 52807
Y0901-23A	3974.57	0.4%	Yes	0.4%	4202 E 58TH ST	COSETTE N.F. THOMS	4202 E 58TH ST	DAVENPORT IA 52807
Y0901-24A	2692.96	0.3%	Yes	0.3%	4204 E 58TH ST	JAMES A PAYNE TRUST	4204 E 58TH ST	DAVENPORT IA 52807
Y0901-25	91.22	0.0%	Yes	0.0%	4208 E 58TH ST	RONALD L RICKMAN	4208 E 58TH ST	DAVENPORT IA 52807
Y0901-57	4573.10	0.4%	Yes	0.4%	5802 CROW VALLEY PARK DR	RODNEY B JOHNSON	21730 BELVEDERE LN	ESTERO FL 33928
Y0901-58A	4572.37	0.4%	Yes	0.4%	5804 CROW VALLEY PARK DR	NORMA J CASSIDY TRUST	5804 CROW VALLEY PARK DR	DAVENPORT IA 52807
Y0917-01	37784.40	3.5%		0.0%	5500 LAKEVIEW PKWY	MISSISSIPPI VALLEY REGIONAL	5500 LAKEVIEW PKWY	DAVENPORT IA 52807
Y0917-02C	39285.39	3.7%		0.0%		MCCARTHY IMPROVEMENT CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0917-12J	50454.31	4.7%		0.0%	5515 UTICA RIDGE RD	56 UTICA LLC	5515 UTICA RIDGE RD	DAVENPORT IA 52807
Y0917-12M	30112.32	2.8%		0.0%	4427 E 56TH ST	GSTA HOLDINGS	25380 VALLEY DR	BETTENDORF IA 52722
Y0917-12N	2886.30	0.3%		0.0%	4453 E 56TH ST	AA56 LLC	20813 E 550th STREET	COLONA IL 61241
Y0919-01C	59405.14	5.6%		0.0%	4650 E 53RD ST	BIRCHWOOD III LLC	4600 E 53RD ST	DAVENPORT IA 52807
Y0919-03D	78025.21	7.3%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0903-58A	128212.49	12.0%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0451-24E	3121.64	0.3%		0.0%	6300 UTICA RIDGE RD	CROW VALLEY GOLF CLUB	4315 E 60TH ST	DAVENPORT IA 52807
FID28	7378.29	0.7%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722
FID29	44332.14	4.1%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722
FID30	17598.89	1.6%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722

PARCELS 691,536.8 64.7%
ROW 377,080.9 35.3%

Alderman: CLEWELL

TOTAL
NOTICE AREA 1,068,617.7 100% **4.1% PROTEST RATE**

Protests: 12

Properties: 30

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Bruce Berger, 326-7769
Wards: All

Action / Date
8/15/2018

Subject:

First Consideration: Ordinance amending the boundaries and exemption schedules of the Central City and North Urban Revitalization Areas. [All Wards]

Recommendation:
Adopt the ordinance.

Relationship to Goals:
Welcoming Neighborhoods

Background:

The Urban Revitalization Tax Exemption (URTE) program is made available through Chapter 404 of the Code of Iowa. This program allows a municipality to designate a geographic area in which new investments that ordinarily would result in increases in the value of real estate for tax purposes to be exempted for a defined period of time. This is intended to provide an incentive for new development or redevelopment by reducing or removing any disincentive which the expected increase in real estate taxes may have in making those investments.

On April 24, 2018 the City Council met at a work session to discuss updates to the URTE program. Per Iowa Code, notices of the upcoming changes and public hearing were sent out to all registered deed holders in the affected area. A public hearing was held at the July 3, 2018 City Council Committee-of-the-Whole meeting.

Changes to the URTE program for the North Area include:

Merging the northern 2013 URTE area into the North area

- Addition of commercial and industrial properties into the North area
- Setting the following tax exemption schedules for residential, multi-residential, commercial and industrial:
 - 3 Year, 100% exemption
 - 10 year sliding scale, 80%, 70%, 60%, 50%, 40%, 40%, 30%, 30%, 20%, 20% exemption

Changes to the URTE program for the Central City include:

- Merging the southern 2013 URTE area into the Central City area
- Setting the following exemption schedules for commercial and industrial
 - 3 Year, 100% exemption
 - 10 year sliding scale, 80%, 70%, 60%, 50%, 40%, 40%, 30%, 30%, 20%, 20% exemption
- Setting the following exemption schedule for residential and multi-residential
 - 10 years: 100% exemption

This ordinance approves the geographic boundaries and new schedules for the North and Central City area.

ATTACHMENTS:

Type	Description
□ Ordinance	URTE Ordinance

- ▣ Exhibit
- ▣ Cover Memo
- ▣ Cover Memo

2018 URTE Plan
 URTE Central City Legal Description
 URTE North Legal Description

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	8/8/2018 - 6:00 PM
Community Development Committee	Berger, Bruce	Approved	8/8/2018 - 6:00 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:53 AM

ORDINANCE NO.

ORDINANCE amending the boundaries and exemption schedules of the Central City and North Urban Revitalization Areas.

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

WHEREAS, Section 404.1 of the Code of Iowa provides the authority for a local governing body to designate an area as an urban revitalization area when said area is deemed to meet the conditions of an economic development area as defined in Section 403.17, which is therein defined as an area appropriate for commercial and industrial enterprises, public improvements related to housing and residential development; and,

WHEREAS, the area proposed and described in the Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas is such an area; and,

WHEREAS, the Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas (hereinafter "Plan") was drafted and presented for public comment with written notification mailed to all owners of real property within the proposed expanded area and published a notice of a public hearing that was held on July 3, 2018; and,

NOW, THEREFORE, be it enacted by the City Council of the City of Davenport, Iowa:

The boundaries and exemption schedules for the Davenport 2018 Urban Revitalization Areas be approved.

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch
Mayor

Attest: _____
Jackie Holecek, MMC
Deputy City Clerk

**Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas
May 2018**

Proposed for Public Hearing on July 3, 2018

Introduction

The Urban Revitalization Act, Chapter 404 of the Code of Iowa, is intended to encourage development, redevelopment and revitalization within designated areas of the City by authorizing property tax development incentives to the private sector. Qualified real estate within a designated area may be eligible to receive a total or partial exemption from property taxes on improvements for a specified number of years with the goal of encouraging new construction or rehabilitation which might not otherwise occur.

Section 404.2 of the Code of Iowa requires that a city prepare a plan to govern activities within the proposed revitalization area, and the balance of this document is intended to set out the elements of a plan that are mandated by state law.

This plan affirms a crucial partnership between the private and public sectors. This document establishes the framework and procedures for the public sector to modify its power to tax real property in order to encourage private reinvestment in the portions of Davenport where the need is greatest.

Effective Date

The provisions of the Plan shall be effective as of the date the City council has approved and published the ordinance designating the boundaries of the Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas.

Goals and Purposes

The general goals and purposes to be addressed within the Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas are as follows:

1. To encourage private investment and reinvestment within targeted areas of the city and thus improve the stability, economic vitality, and living environment of these areas.
 1. To encourage the preservation of existing and the expansion of new housing within the URA
 2. To encourage business growth and redevelopment within the URA
2. To encourage the rehabilitation of structures that are deficient with respect to building, housing and fire code standards.
3. To use the incentives set forth in this plan, together with other economic development programs of the City to achieve increased assistance for projects which otherwise would not occur.
4. To implement the exemptions and other benefits of this plan without unduly diminishing the City's tax revenues and its ability to provide necessary municipal services.

Legal Description

The boundaries of the Davenport 2018 Urban Revitalization Area Plan for Central City & North Areas are defined with the legal description of the entire area, which is provided in Attachment A to this plan.

Maps

As noted, a map depicting the new area is shown in Attachment B. Detailed maps showing existing parcels of real estate in the area are available in the Department of Community Planning and Economic Development, City Hall.

Designation Criteria

In accordance with Section 404.1 of the Act, the City Council has made the following determinations with respect to the Revitalization Area:

1. A portion of the property situated in the Revitalization Area is an area which, by reason of the presence of a substantial number of deteriorated or deteriorating structures, deterioration of site or other improvements, and a combination of these and other factors, substantially impairs or arrests the sound growth of the City, constitutes an economic and social liability and is a menace to the public welfare in its present condition and use; and
2. A portion of the property situated in the Revitalization Area is an area in which there is a predominance of building and improvements which, by reason of age, history, architecture and significance, should be preserved and/or restored to productive use; and
3. The Revitalization Area is an area which is appropriate as an economic development area as defined in Section 403.17 of the Code of Iowa; and
4. The rehabilitation, redevelopment, economic development and promotion of housing and residential development in the Revitalization Area is necessary in the interest of the public welfare of the residents of the City and the Revitalization Area substantially meets the criteria set forth in Section 404.1 of the Act.
5. A portion of the property situated in the Revitalization Area is an area designated as appropriate for public improvements related to housing and residential development, or construction of housing and residential development, including single or multifamily housing.

Assessed Valuation

The assessed valuation of the real estate for both land and buildings in the Davenport 2018 Urban Revitalization Area Plan for Central & North is available in the Department of Community Planning and Economic Development, City Hall.

Proposals for Improving or Expanding City Services in the Area

Pending proposals for the development or improvements to certain public facilities to be funded by the City and which will improve or expand services within the URA are included in the City's Capital Improvement Program. This report is available in the Department of Community Planning and Economic Development, City Hall.

Grant and Loan Programs Available Within the Urban Revitalization Area

Grant and loan programs are available to both housing and business owners in this area. Descriptions of programs supporting improvements to real property are available from the Department of Community Planning and Economic Development, City Hall.

Zoning

Existing zoning classifications and zoning district boundaries are available in the Department of Community Planning and Economic Development, City Hall.

Owners of Record

A list of the owners of record of real estate in the proposed additional area is on file in the Department of Community Planning and Economic Development, City Hall.

Applicability

The benefits of urban revitalization tax exemption as set forth in this plan are applicable to all classes of property in the area. Benefits are available both for rehabilitation of and additions to existing buildings, as well as new construction.

Duration

The area shall remain designated and the Plan in effect for an estimated period of ten (10) years after the adoption of the Plan; with the City Council having the option to extend the time period for a maximum of two (2) five (5)- year periods. Although it is presently the City's intent to have the Plan in effect for the ten (10) year base period and to present the opportunity for extension through the two five-year options, the City Council expressly reserves the right to repeal the Plan at any time.

When, in the opinion of the City Council, the desired level of revitalization has been attained or economic conditions are such that the continuation of the exemption granted by this Plan would cease to be of benefit to the City, the City Council may repeal the ordinance establishing the Urban Revitalization Area. In the event that the Revitalization Plan is repealed by the City Council, all existing tax exemptions shall continue until their expiration.

Provisions for Relocation

Among the objectives in revitalizing a targeted area is to promote a stable housing stock and strong economic base. In rehabilitating the present housing supply, these activities may cause a varying degree of displacement to tenants. It is the intent of this plan to discourage

displacement whenever possible. When displacement is unavoidable, it shall be done with minimum inconvenience and economic hardship to those being displaced.

The following provisions apply to the displacement and relocation of residential and business tenant of real estate for which the new investment is to be presented for consideration for conferring benefits under the provisions of this plan, particularly the Urban Revitalization Tax Exemption program described more fully later in this document.

Agency Responsible for Administering Relocation Activities

The City of Davenport Department of Community Planning and Economic Development will be responsible for the monitoring of the relocation program. The City's role in relocation will be to provide technical assistance, financial compensation in some cases, and social service referrals to those in need of relocation assistance.

Who is Eligible for Relocation?

A "qualified tenant" shall mean the legal occupant of a residential dwelling unit or commercial or industrial structure within the targeted revitalization area and who has occupied the same unit continuously since one year prior to the City's adoption of the Plan.

If the City of Davenport goes through eminent domain proceedings to acquire any property from homeowners or business interests, it shall adhere to all relevant provisions of the applicable state law.

Any interest applying for Industrial Revenue Bonds must submit a suitable relocation plan to cover residential and business relocation compensation unless waived by tenant. The plan shall be approved by the City prior to issuance of the bonds.

Any small business that leases the building in which it operates, who is displaced for rehabilitation can receive assistance from the Community Planning and Economic Development Department in finding a suitable replacement location.

Any low-moderate income person (but not a "qualified tenant") who is displaced by substantial rehabilitation as determined by the City from the dwelling in which they were residing may be eligible for assistance through the Community Planning and Economic Development Department in accordance with the City's Relocation Program. (Examples of substantial rehabilitation include the shutting off of utilities for rehabilitation purposes, extensive interior rehabilitation purposes, extensive interior rehabilitation, etc.) Whenever possible, assistance to locate temporary housing will be made available.

"Low- and moderate-income persons" shall mean those persons within a household whose income is at or below the United States Housing and Urban Development standard as to the maximum allowable gross income level, as published by HUD from time to time.

Program Information

Information shall be provided by the owner, developer, or redeveloper to inform occupants within the targeted property of the benefits and assistance and grievance process. The program may include meetings, printed material, and media coverage. The information will be made available when the project is proposed. There will also be a conscientious attempt to inform tenant affected by displacement as a result of the tax exemption incentive prior to relocation.

Relocation Assistance to Families and Individuals ("Qualified Tenants")

1. Assistance. Qualified Tenants shall receive technical information and referrals to available housing from the City of Davenport Relocation Specialist.
2. Notification. Qualified Tenants shall receive thirty (30) days notice of the need to relocate by the property owner causing the displacement.
3. Payment. Qualified Tenants of residential units shall be eligible to receive compensation under the provisions of the City's Relocation Program to the extent they meet the requirements of that program and as provided by the financial parameters of that program at the time of relocation.
4. Responsibility of Payment. Relocation payments are the responsibility of property owners causing displacement as a condition or receiving tax exemption, except as provided in 3 above. Payment shall be made within ten business days of the notification of the tenant. Failure to do so will result in the forfeiture of the tax exemption.

Anyone displaced who is aggrieved by the determination as to eligibility or for the amount of relocation payment shall submit in writing the nature of the complaint to the Department of Community Planning and Economic Development, City Hall. The Director of Community Planning and Economic Development shall make a decision concerning the grievance within 30 days.

Tax Exemption

Definitions:

"Qualified Real Estate", as used in this plan, means real property, other than land, which is located in a designated revitalization area and to which improvements have been made during the time the area was so designated, which has increased the actual value by at least the amount specified in the following section of the plan. "Qualified Real Estate" with regard to the Davenport 2013 URA may also be new construction.

"Improvements" includes rehabilitation and additions to existing structures as well as new construction. However, new construction on land assessed as agricultural property shall not qualify as "improvements" unless the City Council has resented justification at a public hearing held pursuant to section 404.2 of the Code of Iowa for the revitalization of land assessed as

agricultural property by means of new construction. Such justification shall demonstrate in addition to the other requirements of this chapter that the improvement on the land assessed as agricultural land will utilize the minimum amount of agricultural land necessary to accomplish the revitalization of the other classes of property within the urban revitalization area.

“Actual Value Added by the Improvements” means the actual value added as of the first year for which the exemption was received.

Increase in Actual Value Requirements

1. Residential property: For property assessed as residential, there shall be no minimum increase in assessed value required for property tax exemption eligibility. Any dollar increase in actual value of such real estate shall qualify for the tax exemptions listed in this plan.
2. For property assessed other than residential, the improvements made to qualified real estate must increase the actual value of such real estate by at least ten (10) percent, in order to qualify for the tax exemptions provided in this plan.

Basis of Tax Exemption Central URTE Area:

1. All qualified industrial or commercial real estate is eligible to receive a partial exemption from taxation on the actual value added by the improvements. The exemption is for a period of ten years. The amount of the partial exemption is equal to a percent of the actual value added by the improvements, determined as follows:
 1. For the first year, eighty percent.
 2. For the second year, seventy percent.
 3. For the third year, sixty percent.
 4. For the fourth year, fifty percent.
 5. For the fifth year, forty percent.
 6. For the sixth year, forty percent.
 7. For the seventh year, thirty percent.
 8. For the eighth year, thirty percent.
 9. For the ninth year, twenty percent.
 10. For the tenth year, twenty percent.
2. All qualified industrial or commercial real estate is eligible to receive a one hundred percent exemption from taxation on the value added by the improvements. The exemption is for a period of three years.
3. All qualified residential and multi-residential real estate is eligible to receive a one hundred percent exemption from taxation on the value added by the improvements. The exemption is for a period of ten years.

Basis of Tax Exemption North URTE Area:

1. All qualified residential, multi-residential commercial or industrial real estate is eligible to receive a partial exemption from taxation on the actual value added by the improvements. The exemption is for a period of ten years. The amount of the partial exemption is equal to a percent of the actual value added by the improvements, determined as follows:
 1. For the first year, eighty percent.
 2. For the second year, seventy percent.
 3. For the third year, sixty percent.
 4. For the fourth year, fifty percent.
 5. For the fifth year, forty percent.
 6. For the sixth year, forty percent.
 7. For the seventh year, thirty percent.
 8. For eight year, thirty percent.
 9. For the ninth year, twenty percent.
 10. For the tenth year, twenty percent.
2. All qualified residential, multi-residential commercial or industrial real estate is eligible to receive a one hundred percent exemption from taxation on the value added by the improvements. The exemption is for a period of three years.

Procedures

1. Applicants for tax exemption must fill out a form prepared by city staff and available at the Department of Community Planning and Economic Development, City Hall, or at the City's website, www.cityofdavenportiowa.com. The application shall contain, but not be limited to, the following information: the nature of the improvements, the cost, the estimated or actual date of completion, the tenants currently occupying the structure, and which exemption schedule is selected.
2. All applications for tax exemption shall be due February 1 of the year in which the improvements resulting from the project are assessed for taxation.
3. An application shall be filed for each new exemption claimed.

The Davenport City Council, upon review and recommendation by city staff, shall approve the application, subject to review by the City Assessor, if the project is in conformance with the plan for revitalization developed by the City, is located within a designated revitalization area and if the improvements were made during the time the area was so designated. The City shall forward for review all approved applications to the City Assessor by March 1 of each year indicating which exemption schedule apply. Applications for exemption for succeeding years for approved applications shall not be required.

If the real estate is assessed other than residential, the City Assessor shall review each first year application to determine if the improvements made increased the actual value of the

qualified real estate by the requisite percentage. If the Assessor determines that the actual value of the real estate has increased by the requisite percent, the Assessor shall proceed to determine the revised actual value of the property and certify the revised valuation to the County Auditor at the time of transmitting the assessment rolls.

If the application for exemption is denied as a result of failure to sufficiently increase the value of the real estate as provided in this plan, the owner may file a first annual application in the subsequent year when the additional improvements are made to satisfy the requirements of this plan. After the tax exemption is granted, the City Assessor shall continue to grant the tax exemption, after annual physical review by the Assessor, for the appropriate time period. The tax exemptions for the succeeding years shall be granted without the taxpayer having to file an application for the succeeding years.

Projects determined by the City Council not to be in conformance with the revitalization plan or with the Comprehensive Plan of the City of Davenport will be denied the benefits of this plan.

Attachment A Legal Description

The legal description will be available at City Hall or by emailing URTE@ci.davenport.ia.us as of June 1, 2018.

Attachment B: Map of Area

Central URTE - as amended, May 2018

Beginning at the intersection of the westerly line of Floral lane and the southerly line of daisy Avenue, also being the northeast corner of Parcel r0429-01a deeded to Kathleen foster filed for record as document 1987-11799 with the office of the recorder of Scott County, Iowa; Thence southwesterly along the easterly line of said Parcel to the southeasterly corner of said Parcel; Thence westerly along the southerly line of said Parcel to the southwesterly corner of said Parcel; Thence continuing along the last described line as extended westerly a distance of 7 feet, more or less, to a southeasterly corner of Parcel r0429-02a deeded to the City of Davenport filed for record as document 2010-17290 with the office of the recorder of Scott County, Iowa; Thence northerly along a southeasterly line of said Parcel a distance of 15 feet more or less to the southerly line of lot block 15 of the garden addition to the City of Davenport and the south line of lots 3, 4 and 5 of said block; Thence westerly along the south line of said block 15 to the southwest corner of said lot 5 deeded to the City of Davenport filed for record in deed book 15, page 700 with the office of the recorder of Scott County, Iowa; said point also being on the northerly line of west River Drive;

Thence southwesterly along the said northerly line to the intersection of said line with the easterly line of south concord Street; thence southwesterly to the intersection of the westerly line of south concord Street and the southerly line of West River Drive; Thence southerly along the westerly line of south concord Street 225 feet, more or less, to its intersection with the south line of property deeded to TLC Properties Inc. Filed for record as document 98-11123 with the office of the recorder of Scott County, Iowa;

Thence westerly 1,122 feet, more or less, along the south line of property deeded to tlc properties Inc.;

Thence westerly 760 feet, more or less, to a point on the west section line of section 4-township, 77 north, range 3 east of the 5th principal meridian; Thence south along the west line of said section 4 a distance of 30 feet, more or less, to its intersection with the north line of property deeded to republic services of Iowa LLC filed for record as document 2015-01902 with the office of the recorder of Scott County, Iowa; Thence west along said north line a distance of 882 feet, more or less, to the west line of lot 1 of Davenport industrial park 5th addition; Thence southerly along the west line of lot 1 of said Davenport industrial park 5th addition to the south line of said addition and the north line of Kimmel Drive; Thence westerly along aforesaid line to the intersection of said line and the westerly line of south Stark Street; Thence southeasterly to

the northeast corner of a Parcel deeded to Three-N-Corporation filed for record as document 91-28006 with the office of the recorder of Scott County, Iowa; Thence south along the east line of said Parcel 430 feet, more or less, to its southeasterly corner Thence west along the south line of said Parcel 1,368 feet, more or less, to the west line of said Parcel; Thence north along the west line of said Parcel, and its northerly extension, to its intersection with the north line of Kimmel Drive; Thence west along said north line to its intersection with the easterly line of Rockingham Road; Thence northeasterly along the easterly line of said Rockingham Road a distance of 1546 feet, more or less; Thence westerly a distance of 240 feet, more or less, to the southeasterly corner of Parcel 20517-01a deeded to Carver Blackwell Holdings LLC filed for record as document 2013-40641 with the office of the recorder of Scott County, Iowa; Thence northwesterly along the southerly line of said Parcel to the west line of said Parcel;

Thence northerly along said west line to the northwest corner of said Parcel and the southerly line of west River Drive and us highway route 61; Thence along said southerly line a distance of 1921 feet, more or less to the west line of Rockingham Road; Thence southerly a distance of 362 feet, more or less, to an intersection of said southerly line of west River Drive and the easterly line of Rockingham Road;

Thence northeasterly a distance of 847 feet, more or less, to the intersection of the east line of Rockingham Road and the north line of west River Drive; Thence northeasterly along the east line of Rockingham Road to its intersection with the north line of John Fell Drive; Thence continuing along the easterly and southerly line of Rockingham Road to its intersection with the easterly line of south Fairmount Street, as extended southerly; Thence northerly along the easterly line of south Fairmount Street and its southerly extension to the south line of May Lane; Thence along the south line of May Lane to its intersection with the easterly line of Indian Road; Thence along the easterly line of Indian Road to its intersection with the westerly line of south Clark Street; Thence northeasterly to the intersection of the westerly line of south Clark Street and the northerly line of Indian Road; Thence northerly along the easterly line of said south Clark Street to the southerly line of Telegraph Road; Thence northeasterly along the southerly line of said Telegraph Road to the northeasterly corner of Parcel J0064-41 deeded to Donald Simms Jr. filed for record as document 2006-13589 with the office of the recorder of Scott County, Iowa; Thence northerly to the north line of Telegraph Road and the southwest corner Parcel J0011-39a deeded Vera French community mental health center filed for record as document 2016-12466 with the office of the recorder of Scott County, Iowa; Thence northerly along the westerly line of said Parcel to its northwesterly corner; Thence east along the north line of said Parcel to its northeasterly corner; Thence southeasterly along the easterly line of said Parcel to the northerly

line of Telegraph Road; Thence southeasterly to the southerly line of telegraph Road and the northwesterly corner of Parcel j0010-20b deeded to St. Mark evangelical Lutheran church and being 110 feet (more or less) southwesterly of the westerly line of north Elmwood Avenue; Thence northeasterly along the southerly line of Telegraph Road to its intersection of the west line of north Division Street; Thence northeasterly to the intersection of the north line of west 9th Street and the east line of north Division Street;

Thence north along the east line of said north Division Street to the south line of west 12th Street; Thence east along said south line a distance of 11 feet, more or less; Thence north to the north line of said west 12th Street; Thence west along said north line to the east line of north Division Street; Thence north along said east line of north Division Street to the north line of west 17th Street; Thence west along the north line of said west 17th Street to the east line of Davie Street; Thence north along the east line of said Davie Street and its northerly extension to the north line of west Locust Street; Thence west along the north line of said west locust Street to the east line of Wilkes Avenue; Thence along the east line of said Wilkes Avenue to its intersection with the north line of west pleasant Street; Thence northwesterly to the intersection of the westerly line of Wilkes Avenue and the easterly line of a public alley within block 2 of golden gate park addition to the City of Davenport; Thence northwesterly along the easterly line of said public alley, and its northwesterly extension, to the westerly line of north Howell Street; thence northerly along the westerly line of north Howell Street to the westerly line of Hickory Grove Road; Thence southeasterly along the westerly line of said Hickory Grove Road to its intersection with the westerly extension of the south line of west High Street; Thence east along the south line of west high Street and its westerly extension to the east line of north Division Street; Thence north along the east line of said north Division Street to its intersection with the south line of west Lombard Street; Thence along the south line of west Lombard Street to its intersection with the east line of Brady Street; Thence along the east line of Brady Street to its intersection with the south line of east Rusholme Street; Thence east along the south line of said east Rusholme Street to its intersection with the east line of Grand Avenue; Thence along the east line of Grand Avenue to its intersection with the south line of east Rusholme Street; Thence along the south line of east Rusholme Street to its intersection with the southerly extension of the east line of Parcel c0044-13 deeded to St. Paul the apostle church filed for record as document 2009-36976 with the office of the recorder of Scott County, Iowa; Thence north along the east line of said Parcel and its southerly extension to the northeast corner of said Parcel and the south line of a public alley; Thence east along the south line of said public alley to the northwest corner of Parcel c0044-16 deeded to St. Paul the apostle church filed for record in deed book 8, page 1026 with the office of

the recorder of Scott County, Iowa; Thence south along the west line of said Parcel, and its southerly extension, to the south line of east Rusholme Street; Thence east along the south line of said east Rusholme Street to its intersection with the west line of Eastern Avenue; Thence south along the west line of said Eastern Avenue to its intersection with the south line of Elm Street; Thence east along the south line of said elm Street to its intersection with the westerly line of the Iowa, Chicago & Eastern Railroad; Thence southerly along the west line of said Iowa, Chicago & Eastern Railroad; to its intersection with the north line of east Locust Street; Thence southeasterly a distance of 111 feet, more or less, to the intersection of the west line of said railroad and the south line of east Locust Street; Thence southerly along the west line of said railroad, a distance of 38 feet, more or less;

Thence northeasterly a distance of 250 feet, more or less, to the intersection of the easterly line of said railroad and the south line of east locust Street; Thence east along the south line of east locust Street to its intersection with the west line of jersey ridge Road; Thence southerly along the west line of said jersey ridge Road to its intersection with the north line of Kirkwood Boulevard; Thence southwesterly a distance of 154 feet, more or less, to the northeasterly corner of Parcel e0029-07a deeded Kwik Shop Inc filed for record as document 2018-08330 with the office of the recorder of Scott County, Iowa; Thence southerly and westerly, in a counter-clockwise motion to a point on the Parcel's south line which is 68 feet east of its southwest corner, more or less; Thence southeasterly a distance of 112 feet, more or less, to the intersection of the west line of jersey ridge Road with the south line east 12th Street; Thence southwesterly along the west line of said jersey ridge Road, and its southwesterly extension, to the south line of east 11th Street;

Thence east along the south line of said east 11th Street to its intersection with the southwesterly line of east River Street; Thence southeasterly along the southwesterly line of said east River Street to the most eastern corner of tract a & b of Parcel e0046-01 as leased by the Lindsey Park Boat Club Inc from the City of Davenport;

Thence westerly a distance of 464 feet, more or less, to the easterly end of Lindsay park, title of said park held by the board of park commissioners, and identified on the auditors mapping as Parcel e0035-06;

Thence westerly along the southerly line of said park and additional property and right of as owned and occupied by the City of Davenport, a distance of 2110 feet, more or less, to a southeasterly corner of Parcel e0048-01u held in fee title by Iowa American water company; Thence along the southerly line of said Parcel e0048-01u to its southwesterly corner and the southeasterly corner of Parcel f0041-12, aforesaid Parcel held in fee title by Davenport water company; Thence southwesterly along the southerly line of said Parcel to its southwesterly corner

and the southeasterly corner additional property held in fee title by the City of Davenport; Thence southwesterly along the southerly line of said city property, a distance of 1914 feet, more or less, to the southeasterly corner of Parcel f0054-05b deeded to Riverview Lofts LLC filed for record as document 2013-12201 with the office of the recorder of Scott County, Iowa; Thence along the southerly line of said Parcel, a distance of 140 feet, more or less, to its southwesterly corner; Thence southwesterly along the southerly line of additional property held in fee title by the City of Davenport, a distance of 592 feet, more or less, to the most easterly corner of two Parcels (f0060-16g and f0060-15b) deeded to Brinell LLC filed for record as document 2016-00276 with the office of the recorder of Scott County, Iowa; Thence along the southwesterly along the southerly line of additional property held in fee title by the City of Davenport, consisting of 3 Parcels: l0004a01b, l0003a01a and l0014a01a, a distance of 1589 feet, more or less, to the southwesterly corner of said Parcel l0014a01a; Thence northwesterly along the westerly line of said Parcel l0014a01a to the southerly line of east River Drive; Thence westerly a distance of 282 feet, more or less, to the northerly line of said east River Drive; Thence southwesterly along the northerly line of said east River to its intersection with the west line of Iowa Street; Thence continuing southwesterly along the northerly line of east River Drive to a point which is 31 feet, more or less, northeast of the east line of Pershing Street; Thence southwesterly a distance of 152 feet, more or less, to a point 9 feet, more or less, south of the northeast corner of Parcel l0017a01d held in fee title by the levee commission; Thence south along the east line of said Parcel to its southeast corner; Thence along the southerly line of said Parcel a distance of 117 feet, more or less; Thence southwesterly a distance of 93 feet, more or less, to the northeast corner of additional property held in fee title by the City of Davenport and identified as Parcel l0017a01f on the auditor's map; Thence southerly along the east line of said Parcel to its southeasterly corner; Thence westerly along the south line of additional properties held in fee title by the City of Davenport, the Davenport levee commission and the board of park commissioners a distance of 8153 feet, more or less to a westerly corner of Parcel k0037-03 held in fee title by the City of Davenport;

Thence southwesterly a distance of 917 feet, more or less, to the east line of Parcel k0051-09 deeded to rodney blackwell filed for record as document 2011-01433 with the office of the recorder of Scott County, Iowa; Thence southerly along the easterly line of said Parcel and Parcels k0051-10 and k0051-11, each deeded to rodney blackwell filed for record as document 2011-01433 with the office of the recorder of Scott County, Iowa, to the most southern corner of said Parcel k0051-11; Thence northerly along the westerly line of aforesaid Parcel a distance of 144 feet, more or less; Thence westerly a distance of 305 feet, more or less, to the northerly line

of west River Drive; Thence southwesterly along the northerly line of said west River Drive to its intersection with the easterly line of Schmidt Road; Thence westerly a distance of 148 feet, more or less, to the intersection of the westerly line of Schmidt Road with the north line of the northerly service Road of west River Drive; Thence southwesterly along said northerly line to its intersection with the easterly line of credit island lane; Thence southwesterly a distance of 64 feet, more or less, to the intersection of the westerly line of credit island lane and the north line of west River Drive;

Thence southwesterly along the northerly line of said west River Drive a distance of 3140 feet, more or less, to the westerly side of Blackhawk Creek; Thence northwesterly along the westerly side of Blackhawk creek a distance of 452 feet, more or less, to the southerly line of Parcel r0421-01 held in fee title by the City of Davenport; Thence southwesterly along the southerly line of said Parcel and its southwesterly extension to the point of beginning.

Section 1. That section 1 of Ordinance No. 83-696, passed and approved by the City Council of Davenport, Iowa on December 1983 is hereby amended to read as follows

Section 1. That the following area of the City of Davenport is hereby designated as the North revitalization area:

North URTE - as amended, May 2018

A) Section south of I-80 at NW Blvd. to I-80 and Brady St

Beginning at the Northwest corner of Interstate Park 1st Addition to the City of Davenport, said point being on the Southerly line of federal aid Interstate Route 80; Thence Easterly and Southeasterly along the Southerly line of said Route 80 and the Westerly line of Northwest Boulevard, a distance of 2875 feet, more or less, to its intersection with the Northerly line of West 76th Street; Thence Northeasterly a distance of 156 feet, more or less, to the Easterly line of Northwest Boulevard; Thence Northwesterly along the Easterly line of said Northwest Boulevard a distance of 689 feet, more or less, to the Southerly line of federal aid Interstate Route 80; Thence Easterly along said Southerly line of Route 80 to its intersection with the Southerly extension of the West line of Iowa Research Commercial & Technical Park, an Addition to the City of Davenport; Thence Northerly along the West line of said Addition to the Northwest corner of said Addition; Thence East along the North line of Research Commercial & Technical Park and Research Commercial & Technical Park 3rd Addition to the East line of Brady Street; Thence North along the East line of said Brady Street to the Northwest corner of Parcel x3601-02 and the intersection with the Westerly extension of the North line of North Welcome Way Addition to the City of Davenport; Thence East along the North line of aforesaid Addition to its Northeast corner; Thence Northeasterly a distance of 191 feet, more or less to the Westerly line of Parcel x3601-03 deeded to MMDH LLC filed for record as Document 2014-04893 with the Office of the Recorder of Scott County, Iowa; Thence Northly along the West line of aforesaid Parcel to the south line of East 90th Street; Thence Easterly and Southerly along said south line of East 90th Street to the Westerly line of us Highway 61; Thence Southerly and Westerly along the Westerly line of us Highway 61 to a point which is 67 feet, more or less, Easterly of the Southwest corner of lot 11 of Iowa Research Commercial & Technical Park; Thence Southwesterly a distance of 437 feet, more or less, to the Southerly line of federal aid Interstate Route 80; Thence Easterly and Southerly along the Southerly line of said Route 80 and the Westerly line of us Highway 61 to its intersection with the Northerly line of West 76th Street; Thence Westerly along the Northerly line of said West 76th Street a distance of 43 feet, more or less; Thence Southerly a distance of 176 feet, more or less, to the Westerly line of the West frontage Road of us Highway 61; Thence Southerly along the Westerly line of said West frontage Road to the south line of Steeplegate plaza condominiums; Thence West along the south line of said Steeplegate plaza condominiums and the south line of Scott County Regional Industrial Park and its re-subdivisions of same to the Southwest

corner of Scott County Regional Industrial Park; Thence North along the West line of said Scott County Regional Industrial Park and its Northerly extension to the North line of West 76th Street; Thence along the North line of said West 76th Street to the East line of North Division Street; Thence Westerly a distance of 609 feet, more or less, to the Northeast corner of the replat of Ridgeview Park Addition to the City of Davenport; Thence West along the North line of said replat of Ridgeview Park Addition to its Northwest corner; Thence south along the West line of said replat of Ridgeview Addition to the Southeast corner of I-80 Iowa 130 Industrial Park Addition to the City of Davenport; Thence West along the south line of aforesaid Addition and the south line of Farris First Addition to the Easterly line of Northwest Boulevard; Thence Southwesterly to the Southeast corner of Green Tree Park 1st Addition to the City of Davenport, also being a point on the North line of West 72nd Street; Thence Westerly along the Northerly and Easterly line of West 72nd Street to its intersection with the East line of Jebens Avenue with the North line of West 72nd Street; Thence West along the North line of West 72nd Street to its intersection with the East line of Hillandale Road; Thence Southwesterly to the Southeast corner of lot 11 of willow knolls 3rd Addition to the City of Davenport; Thence along the south line of said lot 11 to its Southwest corner; Thence south along the West line of said willow knolls 3rd Addition to the Southeast corner of Parcel W0403-03b deeded to Sheffield Square LLC filed for record as filed in Deed Book 6, page 173 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of aforesaid Parcel to its Southwest corner; Thence North along the West line of aforesaid Parcel to its Northwest corner, said point being on the south line of Parcel w3349-07a deeded to CDC Limited filed for record as Document 2011-12105 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of the aforesaid Parcel to its Southwest corner; Thence North along the West line of the aforesaid Parcel to its Northwest corner and the Southerly line of federal aid Interstate Route 80; Thence Easterly along the Southerly line of said Route 80 to the point of beginning.

B) Section North of I-80 at NW Blvd

Beginning at the intersection of the West line of North Division Street and Northerly line of federal aid Interstate Route 80; hence West along the Northerly line of said Route 80 to its intersection with the Easterly line of Northwest Boulevard (aka Iowa Highway 130); Thence Southwesterly to the intersection of the Westerly line of Northwest Boulevard and the Northerly line of federal aid Interstate Route 80; Thence West along the Northerly line of said Route 80 to its intersection with the Westerly line of wacky waters 1st Addition to the City of Davenport; Thence North along the West line of aforesaid Addition to the Northwest corner of said Addition; hence West along the south line of Parcel v3205-02 deeded to Cheryle Frye Revocable Trust filed for record as Document 2016-06046 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of aforesaid Parcel to its Northwest corner and the south line of 210th Street; Thence East along the North line of aforesaid Parcel to the Westerly line of Northwest Boulevard; Thence Southeasterly along the Westerly line of aforesaid Boulevard a distance of

45 feet, more or less; Thence North along the Westerly line, as extended Southerly, of Parcel v2953-01a deeded to Agrigenetics filed for record as Document 1998-05393 with the Office of the Recorder of Scott County, Iowa; Thence North on the Westerly line of the aforesaid Parcel and its Southerly extension to its Northwest corner;

Thence East along the North line of the aforesaid Parcel and the North line of Sheridan Industrial Park 1st Addition and Hoefer's Addition to the Northeast corner of Hoefer's Addition; Thence south along the East line of said Hoefer's Addition to the North line of Parcel v3207-01 held in fee title by the State of Iowa; Thence East along the North line of aforesaid Parcel to its Northeast corner; Thence East along the North line of Parcel w3301-04a deeded to Walter A. Dengler filed for record as Document 1998-07681 with the Office of the Recorder of Scott County, Iowa to the Northwest corner of Iowa 89 Airport Industrial Park Addition; Thence along the North line of aforesaid Addition to the West line of Hillandale Road; Thence Southerly along the West line of said Hillandale Road a distance of 20 feet, more or less; Thence Northeasterly a distance of 67 feet, more or less, to the East line of Hillandale Road; Thence North along the East line of said Hillandale Road to the Northwest corner of Parcel w2853-01 deeded to MidAmerican Energy Co filed for record as Document 2018-05604 with the Office of the Recorder of Scott County, Iowa; Thence along the North line of aforesaid Parcel as extended Easterly to the East line of Granite Way; Thence North along the East line of granite Way to the Northwest corner of lot 1 of Kraft First Addition to the City of Davenport; hence Southeasterly along the North line of said lot 1 to its Northeast corner and a point on the West line of an intermodal railway held in fee title by the City of Davenport; Thence Easterly to the Northwest corner of Parcel w2733-02 held in fee title by Sterilite Corporation; Thence East along the North line of said aforesaid Parcel to the West line of North Division Street; Thence south along the West line of said North Division Street to the point of beginning.

C) Section south of I-80 and Brady Street

Beginning at the intersection of the Northerly line of Veterans Memorial Parkway and the Easterly line of the Easterly frontage Road of us Highway Route 61 (aka Brady Street); Thence Northerly along the Easterly line of said frontage Road and continuing Easterly along the Southerly line of federal aid Interstate Route 80 to the intersection of said Southerly line of Route 80 with the Westerly line of a railroad line held in fee title by Canadian Pacific Railroad; Thence Southerly along said Westerly line of said railroad to the North line of Parcel x0135-03b deeded to Von Maur Inc filed for record as Document 2012-27813 with the Office of the Recorder of Scott County, Iowa;

Thence Easterly a distance of 138 feet, more or less, to the Easterly line of aforesaid railroad; Thence Northwesterly along said Easterly line of said railroad a distance of 32 feet, more or less, to the North line of Parcel x0135-03b deeded to Von Maur Inc filed for record as Document 2012-27813 with the Office of the Recorder of Scott County, Iowa; Thence along the North line of aforesaid Parcel to its Northeast corner; Thence south along the East line of aforesaid Parcel to its intersection with the Westerly line of a

railroad line held in fee title by Canadian Pacific Railroad; Thence Southerly along the Westerly line of aforesaid railroad to its intersection with the North line of East 53rd Street; Thence West along the North line of said East 53rd Street a distance of 19 feet, more or less;

Thence Southwest a distance of 104 feet, more or less, to the Northeast corner of Park 53 1st Addition, and its re-subdivisions; Thence south along the East line of aforesaid Additions to the Southeast corner of said Additions;

Thence West along the south line of aforesaid Additions to the East line of Tremont Avenue; Thence Northwesterly to the West line of said Tremont Avenue and the Northeast corner of Parcel P1215-11 deeded to granite & more LLC filed for record as Document 2017-01138 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of said Tremont Avenue to its intersection with the North line of East 46th Street; Thence West along the North line of said East 46th Street to a point 10 feet, more or less, East of the Southwest corner of Parcel P1215-02a deeded to Christine L. Smith filed for record as Document 2006-10481 with the Office of the Recorder of Scott County, Iowa; Thence Southerly to the south line of said East 46th Street and the Northwest corner of Parcel P1215-01e deeded to Steel Rock Investments LLC filed for record as Document 2016-14090 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid Parcel to its Southwest corner and the North line of Brady-Crest Addition to the City of Davenport; Thence East along the North line of aforesaid Addition to its Northeast corner; Thence south along the West line of St. Marguerite's cemetery (also being Parcels p1307-01 and p1307-02 on the auditor's map) to the Southwest corner of said cemetery; Thence Southeasterly a distance of 191 feet, more or less, to the south line of East 39th Street and the Northwest corner of Parcel p1310a04 deeded to Eric C Syverud filed for record as Document 2008-30675 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said East 39th Street to its intersection with the West line of bridge Avenue; Thence Southerly along the West line of said bridge Avenue to its intersection with the south line of East 37th Street; Thence East along the south line of said East 37th Street to the Northwest corner of Parcel p1312d01a deeded to Dahl Motors Davenport Inc filed for record as Document 2006-02373 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid Parcel to its Southwest corner; Thence East along the south line of aforesaid Parcel to its Southeast corner and the West line of Mississippi Avenue; Thence Easterly along the North line of Parcels p1312c02 and p1313c02a deeded to Devoss Properties LLC filed for record as Document 2012-08347 with the Office of the Recorder of Scott County, Iowa to the Westerly line of a railroad line held in fee title by Canadian Pacific Railroad; Thence Easterly to the Easterly line of aforesaid railroad to a point 51 feet, more or less, Southerly of the Northwest corner of Goose Creek Centre Condos; Thence Easterly along the North line of said condos to the West line of Eastern Avenue; Thence Easterly to the East line of said Eastern Avenue to a point 81 feet, more or less, North of the Northeast corner of Parcel n1809-01 deeded to Znn Properties LLC filed for record as Document 2015-28924 with the Office of the Recorder of Scott County, Iowa; Thence North along the

East line of said Eastern Avenue to its intersection with the south line of Luther acres Addition to the City of Davenport; Thence East along the south line of aforesaid Addition as extended Easterly to the West line of Parcel n1809-04g deeded to Lindruff Properties LC filed for record as Document 20121996-21008 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid Parcel to its Southwest corner; Thence East along the south line of aforesaid Parcel and its Easterly extension to the East line of spring Street; Thence North along the East line of said spring Street to its intersection with the south line of East 38th Street; Thence along the south line of said East 38th Street to its intersection with the West line of Belle Avenue; Thence south along the West line of said belle Avenue a distance of 260 feet, more or less; Thence Easterly to the East line of belle Avenue and the Northwest corner of paul revere square condos to the City of Davenport; Thence East along the North line of said condos to the West line of Jersey Ridge Road; Thence south along the West line of said Jersey Ridge Road to its intersection with the south line of East Kimberly Road; Thence Easterly along the south line of said East Kimberly Road to its intersection with the East line of Parcel n1814-04 deeded to Indian Ridge apartments cooper filed for record as Document 2001-36048 with the Office of the Recorder of Scott County, Iowa;

Thence Southerly and Westerly along the East and south lines of aforesaid Parcel to the East line of Jersey Ridge Road; Thence North along the East line of said Jersey Ridge Road to a point which is 85 feet, more or less, North of the Southwest corner of profession Park East condos; Thence Westerly to the West line of said Jersey Ridge Road and the Southeast corner of lot 1 of Stonebraker's 1st Addition to the City of Davenport; Thence West along the south line of aforesaid lot 1 to its Southwest corner; Thence North along the West line of aforesaid lot 1 of Stonebraker's 1st Addition to the Northeast corner of lot 2 of said Addition; Thence West along the North line of said lot 2 to its Northwest corner and the East line of lot 1 of Waterpark Addition to the City of Davenport; Thence south along the East line of aforesaid lot to its Southeast corner; Thence West along the south line of aforesaid lot to its Southwest corner; Thence Westerly to the West line of aforesaid Waterpark Addition and a point which is 78 feet, more or less, south of the Northwest corner of lot 4 of aforesaid Addition; Thence south along the West line of said Waterpark Addition to its Southwest corner, also being the Northwest corner of Springwood Addition to the City of Davenport; Thence continuing south along the West line of said springwood Addition to its Southwest corner and the North line of g-mar heights 2nd Addition to the City of Davenport; Thence Westerly along the North lien of said g-mar heights 2nd Addition to its intersection with the West line of Parcel n1816c04 deeded to Spring Village Apart of IA LLC filed for record as Document 2006-17780 with the Office of the Recorder of Scott County, Iowa; Thence North along the West lien of aforesaid Parcel as extended Northerly to the south line of Northgate 2nd Addition to the City of Davenport; Thence Westerly along the south line of aforesaid Addition to the Southeast corner of Parcel n1816a02a deeded to Windmill Hill LC filed for record as Document 2018-03453 with the Office of the Recorder of Scott County, Iowa; Thence along the south line of aforesaid Parcel to the East line of Eastern Avenue; Thence North

along the East line of said Eastern Avenue a distance of 267 feet, more or less; Thence Northwesterly to the West line of said Eastern Avenue and the Northeast corner of Kimberly downs Addition to the City of Davenport; Thence West along the North line of aforesaid Addition and its Westerly extension to the Easterly line of a railway line held in fee title by Canadian Pacific Railroad; Thence Westerly to the Westerly line of aforesaid railway and the Northeast corner of Kimberly downs 3rd Addition to the City of Davenport; Thence West along the North line of aforesaid Addition to the Southeasterly line of bridge Avenue; Thence Westerly to the intersection of the Northwesterly line of bridge Avenue with the Easterly line of Kimberly downs Road; Thence Northwesterly along the Easterly line of said Kimberly Downs Road a distance of 170 feet, more or less; Thence Westerly to the Westerly line of Kimberly Downs Road and the Southeast corner of lot 4 of Kimberly Crest south Addition to the City of Davenport; Thence North along the West line of aforesaid lot to the Southeast corner of Parcel p1314-01 held in fee title by the National Guard of Iowa; Thence West along the south line of aforesaid Parcel to its Southwest corner; Thence North along the West line of aforesaid national guard Parcel to the Southeast corner of j g baker 2nd Addition to the City of Davenport; Thence Southwesterly along the Southerly line of aforesaid Addition to its Southwest corner and the East line of Parcel p1316-02 deeded to Davenport Community School District filed for record as Document 2010-13060 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of aforesaid Parcel and its Southerly extension to the North line of East George Washington Boulevard; Thence Westerly along the North line of said East George Washington to a point which is 114 feet, more or less, Westerly of the Southeast corner of Parcel p1316b02 deeded to TBK LLC filed for record as Document 2015-03394 with the Office of the Recorder of Scott County, Iowa; Thence Southerly to the Northeast corner of lot 5 of fisher & fisher's 4th Addition (as amended by dedication or right of Way to the City Davenport); Thence south along the East line of aforesaid lot 5 to its Southeast corner; Thence Westerly along the Southerly line of said lot 5 to the Northeast corner of lot 1 of fisher & fisher's 2nd Addition to the City of Davenport; Thence south along the East line of aforesaid lot 1 to the North line of East 32nd Street; Thence Southerly to the south line of said East 32nd Street and the Northwest corner of Parcel c0002-25 deeded to the City of Davenport filed for record as Document 2009-35677 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid city Parcel to the North line of a public alley laying between East 32nd Street and East 31St Street; Thence West and south along the North and West lines of aforesaid public alley to the North line of said East 31St Street; Thence West along the North line of said East 31St Street to the Southwest corner of Parcel c0002-06 deeded to Ricardo E Rangel filed for record as Document 2010-25697 with the Office of the Recorder of Scott County, Iowa; Thence south to the south line of said East 31St Street; Thence East along the south line of said East 31St Street a distance of 5 feet, more or less, to the Northwest corner of Parcel c0002-58 deeded to Peter J Schlicksup, as Trustee filed for record in Deed Book 7, page 815 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid Parcel to its Southwest corner and the North line of a public alley laying between East

31st Street and East 30th Street; Thence West along the North line of aforesaid alley a distance of 2.5 feet, more or less, to the East line of a Northern leg of the aforesaid public alley; Thence North along the East line of aforesaid North leg of said alley a distance of 12 feet, more or less, to the Northern termination of said alley; Thence West along the North line of said alley a distance of 16 feet, more or less, to the West line of said Northern leg of said alley; Thence south along the West line of said alley to its intersection with the North line of East 30th Street; Thence West along the North line of said East 30th Street a distance of 46 feet, more or less; Thence south to the south line of East 30th Street to a point being 4 feet, more or less, West of the West line of Iowa Street; Thence East along the south line of said East 30th Street a distance of 4 feet, more or less, to the West line of Iowa Street; Thence south along the West line of said Iowa Street and its Southerly extension to its intersection with the south line of East 29th Street place; Thence East along the south line of said East 29th Street place a distance of 8 feet, more or less, to the West line of a public alley; Thence south along the West line of said alley to the Northwest corner of Parcel c0015-01 deeded to Lenora M. Donlin filed for record as Document 2013-23162 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of aforesaid Parcel to its Southwest corner and the North line of East 29th Street; Thence Southerly to the south line of East 29th Street and its intersection with the West line of Iowa Street; Thence south along the West line of said Iowa Street to the North line of East Garfield Street; Thence along the North line of East Garfield Street to the Southwest corner of Parcel c0017-44 deeded to Kenneth J. Rose filed for record as Document 1989-18320 with the Office of the Recorder of Scott County, Iowa; Thence Southwesterly to the intersection of the south line of East Garfield Street and the West line of a public alley laying between Brady Street and Pershing Avenue; Thence East along the south line of East Garfield Street to the West line of Pershing Avenue; Thence south along the West line of Pershing Avenue to its intersection with the North line of East Central Park Avenue; Thence Westerly along the North line of East Central Park Avenue to the Easterly line of aforesaid public alley laying between Brady Street and Pershing Avenue; Thence Southwesterly to the south line of East Central Park Avenue and the Northwest corner of lot 1 of block 4 in Park view Addition to the City of Davenport; Thence south along the West line of aforesaid lot 1 to its Southwest corner and the Northwest corner of a public alley laying West of Pershing Avenue; Thence south along the West line of aforesaid public alley to its intersection with a North line of a public alley laying North of East Dover court; Thence West along the North line of aforesaid alley to the Westerly line of said alley; Thence Southwesterly along the Westerly line of aforesaid alley to its intersection with the North line of East Rusholme Street; Thence West along the line of East Rusholme Street to its intersection with the Easterly line of Brady Street; Thence perpendicular to the Easterly right of Way of said Brady Street to the Westerly line of said Brady Street; Thence Southwesterly along the Westerly line of said Brady Street to its intersection with the North line of West Lombard Street; Thence West along the North line of West Lombard Street and its Westerly extension to its intersection with the West line of Harrison Street (aka us Highway Route 61); Thence Southerly along

the West line of said Harrison Street to its intersection with the North line of West Lombard Street; Thence West along the North line of West Lombard Street to its intersection with the East line of a public alley laying between Harrison Street and Ripley Street; Thence North along the East line of said public alley to the south line of West Dover court; Thence East along the south line of West Dover court a distance of 8 feet, more or less; Thence Northeasterly to the intersection of the East line of said alley with the North line of West Dover court; Thence continuing along the East line of said alley to the south line of West Central Park Avenue; Thence Northeasterly to the North line of West Central Park Avenue and the Southwest corner of Parcel b0027-15 deeded to MVP LLC filed for record as Document 2015-04491 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of aforesaid Parcel to its Northwest corner; Thence North along the West line of Parcel b0027-16 deeded to Harrison Street cooperative filed for record as Document 2016-11489 with the Office of the Recorder of Scott County, Iowa to its Northwest corner; Thence North along the West line of Parcel b0027-17 deeded to Justin Michael Ramsay filed for record as Document 2016-22994 with the Office of the Recorder of Scott County, Iowa to its Northwest corner; Thence West along the south line of Parcel b0027-18 deeded to Rodney L. Becker filed for record as Document 1990-22781 with the Office of the Recorder of Scott County, Iowa to its Southwest corner; Thence North along the West line of aforesaid Parcel to its Northwest corner and the south line of a public alley laying south of West Columbia Avenue; Thence Northeasterly to the North line of said alley and the Southwest corner of lot 6 of Vander veer Park Addition to the City of Davenport; Thence North along the West line of lots 6 and 7 of said Vander veer Park Addition to the south line of West Columbia Avenue; Thence Northerly to the intersection of the North line of said West Columbia Avenue with the East line of a public alley laying West of Harrison Street; Thence Northerly along the East line of aforesaid alley and its Northerly extension to its intersection with the North line of West Garfield Street and the Southwest corner of Parcel b0022-44 deeded to Gregory Arlan Meyer filed for record as Document 2011-00862 with the Office of the Recorder of Scott County, Iowa to its Northwest corner; Thence Northerly along the West line of Fanth Addition to the City of Davenport to its Northwest corner; Thence Northerly to the Southwest corner of Parcel B0011-29 deeded to Adam Holst filed for record as Document 2012-26848 with the Office of the Recorder of Scott County, Iowa; Thence Northerly along the West line of aforesaid Parcel to its Northwest corner and the south line of West 29th Street; Thence Northerly to the intersection of the North line of said West 29th Street with the East line of a public alley laying West of Harrison Street; Thence Northerly along the East line of said public alley to its intersection with the south line of West 32nd Street; Thence East along the south line of said West 32nd Street to its intersection with the West line of Harrison Street; Thence Northeasterly to the intersection of the East line of Harrison Street with the North line of said West 32nd Street; Thence Northerly along the East line of said Harrison Street to the Southwest corner of Parcel p1411-15 deeded to Car lee IA HH LLC filed for record as Document 2007-11464 with the Office of the Recorder of Scott County, Iowa; Thence Northerly and Easterly along the Easterly line of said Harrison

Street and the Southeasterly line of Welcome Way a distance of 465 feet, more or less; Thence Northwesterly to a point on the Northerly line of Welcome Way being 68 feet, more or less, East of the East line of said Harrison Street; Thence Northwesterly along the Easterly line of said Harrison Street to its intersection with the south line of lot 1 of Heeter's Kimberly Road Addition to the City of Davenport; Thence Southwesterly to the Westerly line of said Harrison Road and the Southeast corner of lot 1 of valley bank Addition to the City of Davenport; Thence Westerly along the south line of lots 1 and 2 of aforesaid Addition to the Southwest corner of lot 2 of said Addition; Thence south along the East line of Parcel p1410-01b deeded to Kimberly realty filed for record as Document 1999-10183 with the Office of the Recorder of Scott County, Iowa to its Southeast corner; Thence West along the south line of aforesaid Parcel and its Westerly extension to the West line of Gaines Street; Thence south along the West line of said Gaines Street to the Northeast corner of lot 1 of Kartridge Pak 1st Addition to the City of Davenport; Thence West along the North line of said lot 1 to its Northwest corner; Thence south along the West line of said lot 1 to its south West corner and the North line of Parcel p1410-02e deeded to Grape Road LLC filed for record as Document 2007-11475 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of aforesaid Parcel to its Northwest corner and the West line of Schuette's 1st Addition to the City of Davenport; Thence Westerly and Northerly along a Northerly line of said Addition to the Southeast corner of lot 2 of Byrider subdivision 2nd Addition to the City of Davenport; Thence North along the East line of said lot 2 to its Northeast corner; Thence Westerly along the North line of said lot 2 to its Northwest corner; Thence south along the West line of said lot 2 to its Southwest corner and the North line of lot 4 of Schuette's 1st Addition; Thence West along the North line of said lot 4 to its Northwest corner; Thence south along the West line of aforesaid lot 4 to the Northeast corner of cottages at shady ridge Addition to the City of Davenport; Thence West along the North line of said Addition to its Northwest corner and the Northeast corner of lot 2 of Scotty's Highland Park 2nd Addition to the City of Davenport; Thence West along the Northline of aforesaid lot 2 to the East line of Marquette Street; Thence North along the East line of said Marquette Street to a point being 64 feet, more or less, south of the south line of West Kimberly Road; Thence Westerly to a point on the West line of Marquette Street being 25 feet, more or less, south of the south line of West Kimberly Road; Thence south along the West line of said Marquette Street to the south line of lot 9 of Byar's replat of lots 17 thru 22, Inclusive, of Byar's First Addition to the City of Davenport; Thence West along the south line of lots 9 thru 1, Inclusive, of said Byar's replat to the Southwest corner of said lot 1 of said replat, and the East line of lot 8 of Steve-shoran 1st Addition to the City of Davenport; Thence south along the East line of said lot 8 to its Southeast corner and the North line of West 38th Street place; Thence West along the North line of said West 38th Street place to the Southwest corner of said lot 8 of Steve-Sharon 1st Addition; Thence North along the West line of said lot 8 to the Southeast corner of Parcel m1512d19 deeded to Carole S Bognar filed for record as Document 2016-19131 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to the Northwest corner of Parcel

m1512d19a deeded to Long Family Trust UTA filed for record as Document 2012-14653 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of said Parcel to the Southeast corner of Parcel m1512d20 deeded to Joe W. Cole filed for record in Deed Book 9, page 1228 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to the Southeast corner of Parcel m1512d21 deeded to Linda M. Hancock filed for record in Deed Book 9, page 1180 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner and the East line of lot 11 of Sunnymede heights annex Addition to the City of Davenport; Thence south along the East line of said lot 11 to its Southeast corner; Thence West along the south line of lots 7 thru 11 of said Sunnymede heights annex Addition to the West line of said lot 7 and the East line of a public alley; Thence North along the East line of said alley a distance of 141 feet, more or less; Thence Northwesterly to West line of said alley and the Northeast corner of lot 17 of said Sunnymede heights Addition; Thence West along the North line of lots 17 and 10 as extended Westerly to the West line of a public alley laying West of Sturdevant Street; Thence south along the West line of said alley to the Northeast corner of lot 1 of Danielsen's 1st Addition to the City of Davenport; Thence West along the North line of said lot to its Northwest corner and the Northeast corner of lot 1 of Houghland's 1st Addition to the City of Davenport; thence west along the north line of said lot 1 to the east line of North Division street; Thence north along the east line of said North Division street a distance of 191 feet, more or less; Thence west to the west line of said North Division street and the southeast corner of Parcel M1510b25a deeded to Slesha Mini Mart LLC filed for record as Document 2015-29848 with the Office of the Recorder of Scott County, Iowa; Thence along the south line of said parcel to its southwest corner and the east line of parcel m1510b27 deeded to Robert h. Brown filed for record in deed book 9, page 1234 with the office of the recorder of Scott County, Iowa, Thence south along the East line of said Parcel to its Southeast corner; Thence West along the south line of said Parcel to its Southwest corner; Thence North along the West line of said Parcel to Northeast corner of Parcel m1510b11 deeded to Wilkes corner cooperative filed for record as Document 2013-11028 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel to the East line of Wilkes Avenue;

Thence Westerly to the Northeast corner of the south half of lot 7 of Danielsen's 2nd subdivision; Thence West along the North line of said south half of said lot 7 and its Westerly extension to the West line of a public alley laying West of Wilkes Avenue; Thence south along the West line of said alley to the Northeast corner of lot 9 of Danielsen's 2nd subdivision; Thence West along the North line of lots 9 thru 13 of said subdivision to the Northwest corner of said lot 13 of said subdivision; Thence south along the West line of said lot 13 to the North line of West 38th Street place; Thence West along the North line of said West 39th Street place to its intersection with the East line of Pacific Street; Thence North along the West line of said Pacific Street a distance of 144 feet, more or less;

Thence Westerly to the West line of said Pacific Street and the Northeast corner of lot 2 of Brookside Park 1st Addition; Thence West along the North line of said lot 2 to its Northwest corner; Thence Northwesterly to the Northeasterly corner of lot 158 of Brookside Park 4th Addition to the City of Davenport; Thence Southwesterly along the Northerly line of said lot 158 to its Northwesterly corner; Thence along the Northerly line of West 38th Street place to the Southwesterly corner of lot 168 of said Addition; Thence Northwesterly along the Southwesterly line of said lot to its Northwesterly corner; Thence south and West along the Westerly line of said lot 168 to the Northeast corner of lot 170 of said Addition; Thence West along the North line of said lot 170 to the East line of North Pine Street; Thence Northwesterly to the intersection of the West line of said Pine Street with the North line of West 38th Street place; Thence West along the North line of said West 38th Street place to the Southeasterly corner of lot 10 of Westgate 1st Addition to the City of Davenport; Thence West along the south line of said lot 10 to its Southwest corner; Thence Northwest along the Easterly line of lot 11 of Westgate 2nd Addition to its Northeast corner; Thence Southwesterly along its Northerly line to the East line of North Elmwood Avenue; Thence Northerly and Westerly along the Easterly and Northerly lines of North Elmwood Avenue and West 38th Street place to the West line of Westgate 2nd Addition; Thence south along the West line of said Addition to the North line of lot 23 of Westgate 10th Addition to the City of Davenport; Thence West along the North line of said 10th Addition and its Westerly extension to the Southeast corner of lot 1 of Westgate 13th Addition to the City of Davenport; Thence Westerly along the Southerly line of said lot 1 to the East line of Hillandale Road; Thence North along the East line of said Hillandale Road to the Northwesterly corner of said lot 1, Thence Southwesterly to the West line of said Hillandale Road and a Northeast corner of lot 9 of the 4th Addition to the City of Davenport; Thence Westerly along the North line of said lot 9 to its Northwest corner; Thence south along the West line of said lot 9 to its Southwest corner; Thence East along the south line of said lot 9 to the Northwest corner of lot 11 of said Addition; Thence south along the Westerly line of said lot 11 to the Northerly line of garden home villas to the City of Davenport;

Thence Easterly and Southerly to the Northeast corner of said villas; Thence Southwesterly to the Southeast corner of said villas and the most Northerly corner of Westgate 8th Addition to the City of Davenport; Thence southwesterly along the Westerly line of said 8th Addition and its Southwesterly extension to the Southerly line of Hickory Grove Road; Thence Southeasterly along the Southerly line of Hickory Grove Road to the Southeasterly line of Hickory Grove Road Industrial Park; Thence Southwesterly along the said Southeasterly line of said Industrial Park to the Northerly line of the Iowa Interstate railroad; Thence Westerly along the Northerly line of said railroad to its intersection with the East line of North Fairmount Street; Thence North along the East line of said North Fairmount Street to its intersection with the North line of Parcel o1633-10c deeded to Red Star Inc filed for record as Document 1998-35280 with the Office of the Recorder of Scott County, Iowa; Thence along the North line of said Parcel to the West line of lot 1 of the 6th Addition to the City of Davenport; Thence south along the West

line of said lot to its Southwest corner; Thence East along the south line of said lot to its Southeast corner; Thence North along the East line of said lot to its Northeast corner; Thence West along the North line of said lot to its Northwest corner; Thence south along the West line of said lot to the Northeast corner of Parcel o1633-08a deeded to Red Star Inc filed for record in Deed Book 6, page 185 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel to the Southeast corner of lot 4 of Thomas C Turner's 1st Addition to the City of Davenport; Thence North along the East line of said lot 4 to its Northeast corner; Thence West along the North line of said lot 4 to the East line of North Fairmount Street; Thence North along the East line of North Fairmount Street to its intersection with the North line of Parcel o1617d02a1 deeded to Americo Real Estate company filed for record as Document 2015-14825 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner; Thence south along the East line of said Parcel to the south line of Parcel o1617d05a1 deeded to wk development filed for record as Document 2015-14825 with the Office of the Recorder of Scott County, Iowa; Thence Easterly along the south line of said Parcel and its Easterly extension to the East line of North Elsie Avenue; Thence Northerly along the East line of North Elsie Avenue to its intersection with the south line of West 40th Street; Thence Easterly along the south line of said West 40th Street to the West line of lot 1 of Georgetown square 6th Addition to the City of Davenport; Thence south along the West line of said lot 1 to its Southwest corner; Thence East along the south line of Georgetown square 6th Addition and the south line of Georgetown square 2nd Addition to the Southeast corner of lot 6 of said 2nd Addition; Thence south along a West line of Georgetown square 2nd Addition to the Southwest corner of lot 2 of said Addition; Thence Northeast along the Southerly line of lot 2 to the West corner of Parcel o1619c03 deeded to Janice M Bryson filed for record as Document 1971-13017 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to the West line of Hillandale Road; Thence Southeasterly to the East line of Hillandale Road and a point which is 33 feet, more or less, North of the North line of West Kimberly Road; Thence Northerly along the East line of said Hillandale Road to its intersection with the East line of Georgetown square 2nd Addition; Thence North along the East line of said 2nd Addition to the North line of Parcel o1621-01 deeded to CWC series LLC series d filed for record as Document 2015-05967 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner; Thence Southerly and Easterly along the Westerly and Southerly lines of Westgate 3rd Addition to the City of Davenport to the Northwest corner of Parcel o1623c04c deeded to Sherry True Value Inc filed for record as Document 2011-22994 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of said Parcel to its Southwest corner; Thence East along the south line of said Parcel to the Northwest corner of lot 2 of checkers Addition to the City of Davenport; Thence East along the south line of said lot 2 to the West line of North Pine Street; Thence Northeasterly to East line of North Pine Street and the south corner of Parcel o1623c04 deeded to Centro Bradley Spe 3 LLC filed for record as Document 2006-34100 with the Office of the Recorder of Scott

County, Iowa; Thence North along the East line of said Parcel to its Northeast corner; Thence West along the North line of said Parcel to the East line of North Pine Street; Thence North along the East line of North Pine Street to Southwest corner of lot 5 of block 2 of Westgate 3rd Addition to the City of Davenport; Thence East along the south line of said lot 5 to its Southeast corner; Thence North along the East line of said lot 5 to the Southwest corner of Kensington Park 4th Addition to the City of Davenport; Thence East along the south line of said 4th Addition to the Northeast corner of Parcel m1508-16b deeded to Centro Bradley Spe 3 LLC filed for record as Document 2006-34100 with the Office of the Recorder of Scott County, Iowa; Thence Southeasterly along the Easterly line of said Parcel to the Northwest corner of lots 2 and 3 of Kensington Commercial Park 1st Addition; Thence Easterly along the North line of said lots to the Northeast corner of said lots; Thence Easterly to the Northwest corner of lot 2 of Kensington Commercial Park 2nd Addition; Thence East along the North line of said lot 2 to its Northeast corner; Thence North along the East line of lots 2 and 1 of said Kensington Commercial Park 2nd Addition to the south line of West 40th Street; Thence East along the south line of 40th Street to the West line of lot 2 of couch's 1st subdivision to the City of Davenport; Thence south along the West line of said lot to its Southwest corner; Thence East along the south line of said lot to its Southeast corner; Thence North along the East line of said lot to the south line of West 40th Street; Thence East along the south line of West 40th Street to its intersection with the West line of North Division Street; Thence south along the West line of North Division Street a distance of 150 feet, more or less; Thence Northeasterly to the East line of North Division Street and the Southwest corner of Parcel m1506-05 deeded to Kwik Trip Inc filed for record as Document 2015-06501 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to its Southeast corner; Thence North along the East line of said Parcel as extended Northerly to the North line of Parcel m1506-08 deeded to Kwik Trip Inc filed for record as Document 2015-06501 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner; Thence Southerly along the Easterly line of said Parcel to the Southwest corner of Parcel m1506-12b deeded to Kwik Trip Inc filed for record as Document 2015-06501 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel and its Easterly extension to the East line of Sturdevant Street; Thence North along the East line of Sturdevant Street to the Northwest corner of Parcel m1506-20 deeded to Beattie Real Estate LLC filed for record as Document 2008-09768 with the Office of the Recorder of Scott County, Iowa; Thence East along the Northerly line of said Parcel to its Northeast corner; Thence south along the East line of said Parcel to the Northwest corner of Parcel m1506-21b deeded to Brian L. French filed for record as Document 2011-06240 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner and the West line of Parcel m1506-22 deeded to Harold T. Akins filed for record as Document 2011-20353 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to its Northwest corner; Thence East along the North line

of said Parcel to its Northeast corner and the West line of Parcel m1506-23 deeded to Brad L. Entler filed for record as Document 1994-28738 with the Office of the Recorder of Scott County, Iowa;

Thence North along the West line of said Parcel to the south line of West 40th Street; Thence East along the south line of said West 40th Street to the West line of sleepy hollow Addition to the City of Davenport; Thence south along the West line of said Addition to the Southwest corner of lot 4 of said Addition; Thence East along the south line of said lot 4 to the West line of lot 5 of said Addition; Thence south along the West line of said lot 5 to its Southwest corner; Thence East along the south line of said lot 5 to the Northeast corner of Parcel m1505-31k deeded to Mcshane Properties LLC filed for record as Document 2015-13095 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of said Parcel to the Northwest corner of Parcel m1505-08a deeded to dale c. Jaeger filed for record as Document 2006-06584 with the Office of the Recorder of Scott County, Iowa;

thence East along the North line of said Parcel to its Northeast corner and the West line of Parcel m1505-05g deeded to the Susan Hamman living Trust filed for record as Document 2009-05319 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to the south line of sleepy hollow Addition to the City of Davenport; Thence East along the south line of said Addition to its Southeast corner; Thence North along the East line of said Addition to the Northwest corner of Parcel m1505-04 deeded to Daniel W. Meredith filed for record as Document 2017-09315 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel and the North line of lot 3 of old k's subdivision to the City of Davenport to the Northwest corner of Parcel m1505-02a deeded to m & d holdings filed for record as Document 2003-38730 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of said Parcel to its Southwest corner;

Thence East along the south line of said Parcel to the West line of Marquette Street; Thence south along the West line of said Marquette Street to the Northeast corner of lot 1 of old k's subdivision; Thence Southeasterly to the East line of Marquette Street and the Northwest corner of Parcel p1408d06b deeded to Newberry enterprises Inc filed for record as Document 1992-13715 with the Office of the Recorder of Scott County, Iowa; thence East along the south line of said Parcel and its Easterly extension to the West line of Parcel p1408d01e deeded to the James P. Bach Revocable Trust filed for record as Document 2018-03165 with the Office of the Recorder of Scott County, Iowa;

Thence East along the North line of said Parcel to the West line of Lillie Avenue; Thence Northeasterly to the East line of said Lillie Avenue and the Northwest corner of lot 1 of Kimberly village 8th Addition to the City of Davenport; Thence East along the North line of said lot 8 to the West line of lot 1 of Davenport schools 1st Addition to the City of Davenport; Thence North along said West line to the Parcel's Northwest corner; Thence East along the North line of said lot 1 to the Northeast corner of said Parcel; Thence south along the East line of said lot 1 to the Northwest corner of lot 1 of village shopping center subdivision no. 3 Thence Easterly along the North line of aforesaid lot 1 to the Westerly line of Northwest Boulevard; thence southeasterly along the westerly line of said northwest boulevard to the most northerly

corner of lot 3 of village shopping center subdivision to the City of Davenport; Thence northeasterly to the easterly line of said northwest boulevard and the southwest corner of terrace ridge 5th addition to the city of davenport; said corner also being the most westerly corner of parcel p1405-07j deeded to Macerich North Park Mall LLC filed for record as document 2012-03141 with the Office of the Recorder of Scott County, Iowa; Thence northerly and easterly along the Northly line of said parcel to the westerly line of Welcome Way; Thence northeasterly and perpendicular to said westerly line to the easterly line of said Welcome Way; Thence northwesterly along the easterly line of said welcome way to a point which is 246 feet, more or less, northerly of the north line of east 50th street; Thence northwesterly to the westerly line of Welcome Way and the northeast corner of lot 1 of Northbrook Commercial park to the City of Davenport; Thence west along the north line of said lot 1 to its northwest corner; Thence south along the west line of said lot 1 to the north line of Sheridan street; Thence West along the North line of Sheridan Street a distance of 120 feet more or less to its intersection with the Northerly extension of the East line of Welcome Way Commercial center Addition to the City of Davenport;

Thence south along the East line of said Addition to its Southeast corner; Thence Westerly and Northly along the Southerly and Westerly line of said Addition to its Northwest corner; Thence East along the North line of said Addition to the West line of Sheridan Street; Thence Southerly along the West line of said Sheridan Street a distance of 30 feet, more or less; Thence Northeasterly a distance of 53 feet, more or less, to the East line of Sheridan Street;

Thence North along the East line of said Sheridan Street to its intersection with the North line of lot 1 of Menard's 1st Addition to the City of Davenport; Thence East along the North line of said lot 1 to the West line of Welcome Way; Thence Southeasterly to the East line of Welcome Way and the most Northern corner of Parcel x1217-01 held in fee title of the State of Iowa, said corner also being on the Westerly line of Brady Street; Thence Southeasterly along the Westerly line of said Brady Street to its intersection with the North line of East 53rd Street; Thence East along the North line of East 53rd Street to its intersection with the Easterly line of Brady Street and its frontage Road to its intersection with the North line of East 59th Street; Thence West along the North line of East 59th Street to the East line of said Brady Street; Thence North along the East line of Brady Street to its intersection with the Easterly extension of the North line of Parcel x1107-01g deeded to James Alex Mcgehee filed for record as Document 2010-22240 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel and its Westerly extension to the Southeast corner of lot 8 of block 6 of joe Wagner's subdivision to the City of Davenport; Thence North along the East line of said lot 8 and its Northerly extension to the North line of East 61st Street; Thence North along the East line of lots 9 thru 1, Inclusive, of block 5 of said Wagner's subdivision to the Northeast corner of said lot 1 and the south line of Parcel x0255-52c deeded to Amy & Om Inc filed for record as Document 2013-16691 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner; Thence North along the West line of aforesaid Parcel to the south line of West 65th Street; Thence Easterly along

the south line of said West 65th Street to the West line of Brady Street (aka us Highway Route 61); Thence south along the West line of Brady Street a distance of 76 feet, more or less; Thence Easterly to the East line of Brady Street and a point being 240 feet, more or less, Northerly of the Southwest corner of lot 1 of windmill hill Addition to the City of Davenport; Thence Northerly along the Easterly line of said Brady Street to the North line of Veterans Memorial Parkway and the point of beginning.

D-1) section along Hickory Grove Road at West Central Park Ave

Beginning at the intersection of the Northerly line of West Central Park Avenue with the Easterly line of Hickory Grove Road; Thence Southerly to the Northeasterly corner of lot b of the auditor's plat of hoe acres and the Westerly line of Hickory Grove Road; Thence Southeasterly along the Westerly line of Hickory Grove Road to the Westerly line of North Howell Street; Thence Southerly along the Westerly line of said North Howell Street to the Easterly line of a public alley laying immediately West of said Hickory Grove Road; Thence Northwesterly along the Easterly line of said alley to its intersection with the Northerly line of Frisco Drive; Thence Northwesterly along the Easterly line of lot 3 of block 4 of Golden Gate Park Addition to the City of Davenport to the Northern line of said block 4; Thence Southwesterly along the Northern line of said Addition to the Easterly line of the Iowa Interstate railroad; Thence Northerly along the Easterly line of said railroad to its intersection with the East line of Parcel o2102-07c deeded to Musal Tract LC filed for record as Document 2009-22877 with the Office of the Recorder of Scott County, Iowa; Thence North along the East line of said Parcel and its Northerly extension to the Easterly line Hickory Grove Road; Thence Northwesterly along the Easterly line of Hickory Grove Road to its intersection with the south line of property held in fee title by the City of Davenport and the board of Park commissioner (commonly known as duck Creek bike path and Parkway); Thence East along the south line of said duck Creek property to the Northwest corner of hickory hill 2nd Addition; Thence south along the West line of said Addition to the Southwest corner of lot 4 of said Addition; Thence Northeasterly along the Southerly line of said lot 4 to the West line of North Lincoln Avenue; Thence Southerly along the Westerly line of North Lincoln Ave a distance of 14 feet, more or less; Thence Northeasterly to the East line of North Lincoln Avenue and The Northwest corner of lot 29 of hickory hill 2nd Addition to the City of Davenport; Thence Easterly along the North lines of lots 29 and 30 of said Addition to the Northwest corner of lot 6 of hickory hill 1st Addition to the City of Davenport; Thence East along the North line of said lot 6 and its Easterly extension to the East line of North Pine Street; Thence North along the East line of said North Pine Street to the Northwest corner of lot 5 of hickory hill 1st Addition; Thence East along the North line of lots 5 and 4 of said Addition to the East line of said Addition; Thence south along the East line of said Addition and its Southerly extension to the Northeast corner of Parks 1st Addition; Thence south along the East line of aforesaid Addition as extended Southerly to the North line of West Central Park Avenue and the point of beginning.

D-2) section at West Central Park Avenue and North Fairmount St Beginning at the intersection of the North line of West Central Park Avenue with the East line of North Fairmount Street; Thence North along the East line of said North Fairmount Street to its intersection with property held in fee title by the City of Davenport and commonly known as duck Creek bike path and Parkway; Thence Southeasterly along the Southerly line of said Parkway to the Northwest corner of Parcel o2102-07b deeded to Musal tract LC filed for record as Document 2005-04838 with the Office of the Recorder of Scott County, Iowa; Thence Southeasterly along the Westerly line of said Parcel to its most southern corner and the West line of Treiber's 2nd Addition to the City of Davenport; Thence North along the West line of said Addition and its Northerly extension to the North line of Brandt's 1st Addition to the City of Davenport; Thence East along the North line of said Addition to its Northeast corner; Thence south along the East line of said Addition to its Southeast corner and the Northeast corner of lot 1 of Treibers 1St Addition; Thence south along the East line of said 1st Addition to its Southeast corner and the North line of Parcel o2107c38 deeded to Saini III LLC filed for record as Document 2017-31867 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner; Thence south along the East line of said Parcel to the North line of West Central Park Avenue; Thence West along the North line of West Central Park Avenue to its intersection with the East line of North Fairmount Street and the point of beginning.

E) Section along West Locust Street, East of Iowa Interstate RR Beginning at the intersection of the south line of West Locust Street and the West line of Davie Street;

Thence south along the West line of Davie Street to the North line of lot 7 of block 2 of fair ground Addition to the City of Davenport; Thence West along the North line of said lot 7 and its Westerly extension to the West line of a public alley laying West of Davie Street; Thence south along the West line of said alley to the North line of lot 11 of block 2 of aforesaid Addition; Thence West along the North line of said lot 11 and its Westerly extension to the West line of Wilkes Street; Thence south along the West line of Wilkes Street to its intersection with the North line of West 17th Street; Thence West along the North line of West 17th Street to its intersection with the East line of North Howell Street; Thence North along the East line of North Howell Street to the intersection of the Easterly extension of the North line of lot 7 of lock 4 of said fair ground Addition; Thence West along the North line of said lot 7 and its Easterly extension, as extended Westerly, to the West line of a public alley laying West of North Howell Street; Thence south along the West line of said alley to the North line of lot 12 of block 4 of said fair ground Addition; Thence West along the North line of said lot 12 to the East line of Pacific Street; Thence North along the East line of Pacific Street and its Northerly extension to the North line of West Locust Street; Thence West along the North line of West Locust Street to the East line of the Iowa Interstate railroad;

Thence North along the East line of said railroad to the Southwest corner of Parcel a0062-35 deeded to Dennis Anderson filed for record as Document 1992-29791 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to the West line of a public alley laying West of North Howell Street; Thence south along the West line of said alley the Westerly extension of the North line of lot 1 of block 3 of Mcgee's Addition to the City of Davenport; Thence East along the North line of said lot 1 and its Westerly extension and along the North line OS lot 14 of block 2 of said Mcgee's Addition and its Easterly extension to the East line of a public alley laying West of Wilkes Street; Thence North along the East line of said alley to the south line of lot 3 of block 2 of said Mcgee's Addition; Thence East along the south line of said lot 3 to the West line of Wilkes Street; Thence south along the West line of Wilkes Street and its Southerly extension to the south line of West Locust Street; Thence East along the south line of West Locust Street to the West line of Davie Street and the point of beginning.

F) Section along West Locust Street, West of Iowa Interstate RR

Beginning at the intersection of the south line of West Locust Street and the West line of the Iowa Interstate railroad; Thence Southerly along the West line of said railroad to the North line of Parcel h0002-04 deeded to Ronald E. William filed for record as Document 2011-36650 with the Office of the Recorder of Scott County, Iowa;

Thence West along the North line of said Parcel to the East line of lookout lane; Thence North along the East line of lookout lane to the intersection of the Easterly extension of the North line of a public alley laying south of West Locust Street; Thence West along the North line of said alley and its Easterly extension to the West line of a public alley laying West of North Pine Street; Thence south along the West line of said alley to the North line of white's Pine acres subdivision to the City of Davenport; Thence West along the North line of said subdivision to the East line of North Lincoln Avenue; Thence North along the East line of North Lincoln Avenue to the Easterly extension of the North line of West 18th Street; Thence West along the North line of North Lincoln Avenue and its Easterly extension to the Southeast corner of lot 2 of carl e. Siegle 4th Addition; Thence West along the south line of said lot 2 to its Southwest corner and the East line of Parcel i0004d03 deeded to Mississippi Valley Rair Inc filed for record in Deed Book 6, page 197 with the Office of the Recorder of Scott County, Iowa; Thence Southerly along the Easterly line of said Parcel to the apparent intersection of the south line of Dugan & Rauch 2nd Addition as extended Westerly; Thence south a distance of 18 feet, more or less; Thence West to the East line of Parcel i0006-01 held in fee title by Mississippi Valley Inc; Thence North along the East line of said Parcel to the south line of Parcel i0002b01 held in fee title by Mississippi Valley Inc; Thence West along the south line of said Parcel to the East line of North Clark Street; Thence North along the East line of said North Clark Street to the Easterly extension of the North line of Parcel i0002a17 deeded to Lester e. Sammon filed for record as Document 2004-03396 with the Office of the Recorder of Scott County,

Iowa; Thence West along the North line and its Easterly extension of aforesaid Parcel to the Parcel's Northwest corner; Thence south along the West line of said Parcel to the North line of Anderson's 1st Addition to the City of Davenport; Thence West along the North line of said Addition to the Northeast corner of Schwengel's 1st Addition to the City of Davenport; Thence West along the North line of said schwengel's 1st Addition and its Westerly extension to the West line of North Elsie Avenue; Thence south along the West line of North Elsie Avenue to the south line of Parcel i0001-01a held in fee title by the Davenport Community School District; Thence West along the south line of said Parcel to the Southwest corner of said Parcel; Thence North along the West lien of said Parcel to the Westerly line of North Fairmount Street; Thence Northerly along the Westerly line of North Fairmount Street to the south line of Parcel s2907-01a deeded to right of cooperative filed for record as Document 2014-06707 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner; thence North along the West line of said Parcel to the Northeast corner of Parcel s2907-04 deeded to Richard J. & Sandra J. Coussens Revocable Trust filed for record as Document 2018-00108 with the Office of the Recorder of Scott County, Iowa; Thence Westerly along the North line of said Parcel to the Southeast corner of Parcel s2907-01 deeded to Richard J. & Sandra J. Coussens Revocable Trust filed for record as Document 2018-00108 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner and the East line of Parcel s2907-07a deeded to James J. Ingram Trust filed for record as Document 2017-09841 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of said Parcel to its Southeast corner; Thence West along the south line of said Parcel to the Northeast corner of meadow brook 2nd Addition to the City of Davenport; Thence West along the North line of said Addition to the East line of Schroeder's 1st Addition; Thence North along the East line of said Schroeder's 1st Addition to the south line of lot 1 of said Addition; Thence West along the south line of said lot 1 and its Westerly extension to the West line of North Calvin Street; Thence south along the West line of North Calvin Street to the North line of meadow brook Addition to the City of Davenport; Thence West along the North line of said Addition to the East line of royal-tee 1st Addition to the City of Davenport; Thence North along the East line of said Addition and the East line of royal-tee 2nd Addition to the Southeast corner of lot 2 of said 2nd Addition; Thence West along the North line of said lot 2 and its Westerly extension to the West line of Emerald Drive; Thence south on the West line of emerald Drive to the south line of Gene Meyer 1st Addition to the City of Davenport; Thence West along the south line of said Addition to its Southwest corner and the Northeast corner of Eagle Crest condos known as Parcel s2903-01b deeded to Sodarock properties LLC filed for record as Document 2013-15134 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel and its Westerly extension to the Northwest corner of Parcel s2903a01 deeded to Sodarock properties LLC filed for record as Document 2016-00839 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel to its Northwest corner; Thence south along the West line of said Parcel and its Southerly extension to the Southeast

corner of Parcel s2903-14 deeded to Edith A. Erfling filed for record as Document 2014-25507 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner;

Thence North along the West line of said Parcel to the Southeast corner of Parcel s2901-01f deeded to scott a. Gall & Ranae Ralfs-Gall Revocable Trust filed for record as Document 2017-19183 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel to its Southwest corner; Thence North along the Westerly line of said Parcel to the Easterly extension of the North line of Parcel s2901-01d deeded to martin leal filed for record as Document 2008-14546 with the Office of the Recorder of Scott County, Iowa; Thence West along the North line of said Parcel and its Easterly extension to the East line of Parcel s2901-02d deeded to Richard J. McGinnis filed for record as Document 2014-18811 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of said Parcel to its Southeast corner; Thence West along the south line of said Parcel and the south line of Parcel s2901-01c held in fee title by the Baptist church of Grandview to the East line of Wisconsin Avenue; Thence North along the East line of Wisconsin Avenue to the south line of West Locust Street; Thence East along the south line of West Locust Street a distance of 410 feet, more or less; Thence Northeast to the North line of West Locust Street and a point on the West line of Parcel t2049-01b deeded to Roger L. Spratt filed for record as Document 2012-31083 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to its Northwest corner; Thence East along the North line of said Parcel to its Northeast corner and the West line of Parcel t2049-04 deeded to Jennifer D. Johnson filed for record as Document 2017-24428 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to its Northwest corner; Thence south along the East line of said Parcel to the Northwest corner of Parcel t2049-05 deeded to David C. Dexter filed for record as Document 2016-35019 with the Office of the Recorder of Scott County, Iowa;

Thence East along the North line of said Parcel and its Easterly extension to the Northeast corner of Parcel t2051-01 deeded to Harold L Sheeder filed for record as Document 2018-05330 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of said Parcel to the Northwest corner of lot 2 of Hanlin's 2nd Addition to the City of Davenport; Thence East along the North line of said lot 2 to the West line of Oklahoma Avenue; Thence south along the West line of Oklahoma Avenue to the West extension of the North line of lot 33 of Hanlin's 2nd Addition; Thence East along the North line of said lot 33 and its Westerly extension to the East line of said Addition; Thence south along the East line of said Addition and its Southerly extension to the North line of West Locust Street; Thence East along the south line of West Locust Street to the West line of Gene Meyer 1st Addition to the City of Davenport; Thence Northerly to the North line of West Locust Street and the East line of Emeis Park Drive; Thence North along the East line of Emeis Park Drive to the south line of the replat of lots 1-6 of Hillebrand's Addition to the City of Davenport; Thence East along the south line of said Addition and its Easterly extension to the East line of emerald Drive; Thence North along the East line of emerald Drive to the

south line of the replat of lots 9-16 of Pinehurst 2nd Addition; Thence East along the south line of said Addition to the Southeast corner of said Addition; Thence North along the Westerly line of Parcel t2053-02a deeded to Marjorie Spranger filed for record as Document 2004-15356 with the Office of the Recorder of Scott County, Iowa; Thence Northerly along the Westerly line of said Parcel to its Northwest corner; Thence East along the North line of said Parcel to its Northwest corner; Thence south along the East line of said Parcel to the Southwest corner of Parcel t2055-02a deeded to John J. Cooksey filed for record as Document 1994-08207 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to the West line of North zenith Avenue;

Thence south along the West line of North zenith Avenue to the intersection of the Westerly extension of the North line of Parcel t2057-11 deeded to Timothy Shaffer filed for record as Document 2007-07288 with the Office of the Recorder of Scott County, Iowa; Thence East along said Northerly line and its Westerly extension of said Parcel to the West line of Parcel t2057-12 deeded to George A. Mast filed for record as Document 2009-21956 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to the south line of Parcel t2057-09 deeded to Richard Shaffer filed for record as Document 2005-38813 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to the West line of Parcel t2057-14a deeded to Donald E. Brentise filed for record as Document 2005-05815 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to the south line of Tuftee's 1st Addition to the City of Davenport; Thence East along the south line of said Addition to West line of lot 2 of moon Addition to the City of Davenport; Thence south along the West line of said lot 2 to its Southwest corner; Thence East along the south line of said lot 2 to the West line of North Fairmount Street; Thence south along the West line of said North Fairmount Street to the Westerly extension of the North line of lots 1 thru 5, Inclusive, of embassy Parke Addition to the City of Davenport; Thence East along said North line and its Westerly extension of said lots to the West line of North Nevada Avenue; Thence south along the West line of North Nevada Avenue to the Westerly extension of the south line of lot 41 of block 1 of embassy Park Addition to the City of Davenport; Thence East along the said south line and its Westerly extension of said lot 41 to the West line of Parcel o2116a27 deeded to Brett Dreessen filed for record as Document 2010-04310 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to its Northwest corner; Thence East along the North line of said Parcel to the its Northeast corner and the West line of North Michigan Avenue; Thence East along the south line of a public alley and its Westerly extension, said alley laying North of West Locust Street, to the East line of North Ohio Avenue and the Southwest corner of lot 62 of Mangel's 5th Addition to the City of Davenport; Thence East along the south line of said lot 62 to its Southeast corner; Thence North along the West line of said lot 62 to the Westerly extension of lot 78 of Mangel's 6th Addition to the City of Davenport; Thence East along said south line and its Westerly extension of said lot 78 to the West line of North Elsie Avenue; Thence south along the West line of North Elsie Avenue to the Westerly extension of the North line of lot 3 of

Park dale 2nd Addition to the City of Davenport; Thence East along said North line and its Westerly extension to its Northeast corner; Thence Northeasterly along the Easterly line of lot 4 of said Addition to the Southwest corner of Parcel o2115a11 held in fee title by the Davenport Community School District; Thence Easterly along the Southerly line of said Parcel to the Northwest corner of Bergert's 1st Addition; Thence south along the West line of said Addition to the Northwest corner of Parcel o2115d03a deeded to Lisa Swanson filed for record as Document 2002-26002 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel and its Easterly extension to the East line of North Clark Street; Thence North along the East line of North Clark Street to the North line of lot 1 of Harter's 1st Addition to the City of Davenport; Thence East along the North line of said lot 1 and its Easterly extension to the West line of Parcel o2115c22 deeded to Steven k. Wagschal filed for record as Document 2012-17769 with the Office of the Recorder of Scott County, Iowa; Thence North along the West line of said Parcel to the south line of Spiess 1st Addition to the City of Davenport; Thence Easterly along the south line of said Speiss additon and the south line of laurel hill Addition to the City of Davenport as extended Easterly to the East line of Hillandale Road; Thence North along the East line of Hillandale Road to the south line of valley fair center 1st Addition to the City of Davenport; Thence Easterly along the Southerly and Westerly lines of said Addition to the West line of North Birchwood Avenue; Thence south along the West line of North Birchwood Avenue to the south line of West laurel Street; Thence East along the south line of West laurel Street to the West line of Berkeley heights Addition to the City of Davenport; Thence south along the West line of said Addition to its Southwest corner; Thence East along the south line of aforesaid Addition and its Easterly extension to the Easterly line of Jebens Avenue; Thence Northerly along the Easterly line of Jebens Avenue to the North line of Parcel o2114-03 deeded to Hari Om development LLC filed for record as Document 2015-11278 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to its Northeast corner; Thence south along the East of aforesaid Parcel to the Southwest corner of Parcel o2113d03b deeded to St. Francis chateau LLC filed for record as Document 2013-10744 with the Office of the Recorder of Scott County, Iowa; Thence Easterly along its Southerly line to the West line of a public alley extending south from the intersection of North Linwood Avenue and West Pleasant Street; Thence south along the West line of said alley to the south line of a public alley laying North of West Locust Street; Thence East along the south line of said alley to the West line of Crescent Avenue; Thence south along the West line of crescent Avenue and its Southerly extension to the south line of West Locust Street; Thence East along the south line of West Locust Street to the West line of the Iowa Interstate railroad and the point of beginning.

G) Section of East Locust Street

Beginning at the intersection of the North line of East Locust Street and the East line of the Canadian Pacific Railroad; Thence Northerly along the East line of said railroad to the North line of Parcel d0050-13 deeded to Cyndra M. Losasso Revocable Trust filed for record as Document 2016-02163 with the Office of the Recorder of Scott County, Iowa; Thence East along the North line of said Parcel to the West line of mound Street; Thence south along the West line of mound Street to the Westerly extension of the south line of a public alley laying North of East Locust Street; Thence East along the south line of said alley and its Westerly extension to the West line of Duggleby Street; Thence Northeasterly to the Southwest corner of lot 1 of manor heights annex to the City of Davenport; Thence East along the south line of said lot 1 to the West line of Jersey Ridge Road; Thence Northeasterly to the Southwest corner of Parcel d0060-08 deeded to Jennifer I. Rice filed for record as Document 2006-37915 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel to its Southeast corner; Thence North along the East line of said Parcel to the south line of manor heights 4th Addition to the City of Davenport; Thence Easterly along the Southerly line of said Addition to the Southwest corner of said Addition; Thence North along the West line of said Addition to the south line of a public alley laying south of East pleasant Street; Thence East along the south line of said alley to the West line of Parcel d0059-10a deeded to Deborah G. Dubiel filed for record as Document 1996-06975 with the Office of the Recorder of Scott County, Iowa; Thence south along the West line of said Parcel to its Southwest corner; Thence East along the south line of said Parcel to the East line of Parcel d0059-05a deeded to David A. And Tamara J. Mahl filed for record as Document 2002-54564 with the Office of the Recorder of Scott County, Iowa; Thence south along the East line of said Parcel to the south line of Parcel d0059-07 deeded to Lesa Buck filed for record as Document 2013-29972 with the Office of the Recorder of Scott County, Iowa; Thence East along the south line of said Parcel and its Easterly extension to the East line of Lorton Avenue; Thence North along the East line of Lorton Avenue to the south line of a public alley laying North of East Locust Street; Thence East along the south line of said alley to the West line of Fernwood Avenue; Thence south along the West line of Fernwood Avenue and its Southerly extension to the south line of East Locust Street; Thence East along the south line of East Locust Street to the East line of Broadlawn Avenue; Thence continuing East along the south line of East Locust Street a distance of 82 feet, more or less; Thence Northeasterly to the North line of East Locust Street and the West line of white oaks Addition to the City of Davenport; Thence North along the West line of said Addition to its Northwest corner; Thence East along the North line of said Addition to the West line of Kimberly Road; Thence south along the West line of Kimberly Road to the North line of middle Road; Thence Southwesterly along the Northerly line of middle Road to the most Southerly corner of Parcel n2902b15 deeded to 3425 East Locust Street LLC filed for record as Document 2004-42174 with the Office of the Recorder of Scott County, Iowa; Thence Northerly and Westerly along the Westerly line of said Parcel to the East line of Broadlawn Avenue; Thence North along the East line of Broadlawn Avenue to the Easterly extension of

the south line of Parcel n2902b24 deeded to Richard M. Glowacki Revocable Trust filed for record as Document 2015-10852 with the Office of the Recorder of Scott County, Iowa; Thence West along the south line of said Parcel and its Easterly extension to the Southwest corner of said Parcel; Thence Southerly to the North line of lot 21 of Denkmann's Addition to the City of Davenport; Thence West along the North line of said lot 21 and its Westerly extension to the West line of Eastmere Drive; Thence south along the West line of Eastmere Drive to the North line of East 18th Street place; Thence West along the North line of East 18th Street place to the East line of lot 4 of said Denkmann's Addition; Thence North along the East line of said lot 4 to its Northeast corner; Thence West along the North line of lots 4 and 3 of said Addition to the East line of Stacey heights 1st Addition to the City of Davenport; Thence North along the East line of said Addition to the North line of lot 3 of block 1 of said Addition; Thence West along the North line of said lot 3 of said Addition to the Southwest corner of said lot; Thence Westerly to the West line of Pineacre Avenue and North line of a public alley laying south of East Locust Street; Thence West along the North line of said alley to the East line of Ridgewood Avenue; Thence North along the East line of Ridgewood Avenue to the south line of East Locust Street; Thence West along the south line of East Locust Street to the East line of lot 1 of block 9 of mcclellan Park Addition to the City of Davenport; Thence south along the East line of said Parcel to its Southeast corner; Thence Westerly along the south line of said Parcel to the Easterly line of Jersey Ridge Road; Thence Northerly along the East line of Jersey Ridge Road to the south line of East Locust Street; Thence Northwesterly to the West line of Jersey Ridge Road and the North line of East Locust Street; Thence West along the North line of East Locust Street to the East line of said Canadian Pacific Railroad and the point of beginning.

H) Section of West Locust Industrial area

Beginning at the intersection of the West line of West lake Boulevard and the North line of West Locust Street; Thence West along the North line of West Locust Street to the East line of Buffalo Avenue; Thence North along the East line of buffalo Avenue to the North line of West lake business Park 2nd Addition to the City of Davenport; Thence East along the North line of aforesaid Addition and the North line of West lake business Park 3rd Addition as extended East to the West line of federal aid Interstate Route 280; Thence south along the West line of said Route 80 to the North line of West Locust Street; Thence West along the North line of West Locust Street to the West line of West lake Boulevard and the point of beginning.

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn
Wards: 6

Action / Date
8/15/2018

Subject:

First Consideration: Ordinance for Case No. REZ18-10: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company. [Ward 6]

Recommendation:

Adopt the Ordinance

Relationship to Goals:

Welcoming Neighborhoods

Background:

Passage of this Ordinance and Final Development Plan will allow for the development of a 304 unit, 19 building apartment complex.

At its July 31, 2018 meeting, the Plan and Zoning Commission voted 8-2 to recommend approval of the rezoning with the following conditions:

1. That the property be substantially developed in accordance with the "PUD" Planned Unit Development Concept Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. Cost sharing for traffic signals shall be determined prior to the Council adopting the Ordinance approving the rezoning;
4. That a Special Exception be obtained from the Zoning Board of Adjustment to reduce the provided number of parking spaces below the minimum Zoning Ordinance required parking spaces; and
5. In the event that the "R-5M" Medium Density Dwelling District Planned Unit Development is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The protest rate is 18.2%

See attachments for additional information.

ATTACHMENTS:

Type	Description
▣ Ordinance	Proposed Ordinance
▣ Cover Memo	P&Z Letter
▣ Backup Material	P&Z Staff Report
▣ Backup Material	Application
▣ Backup Material	Traffic Study Part 1
▣ Backup Material	Traffic Study Part 2
▣ Backup Material	Developer Presentation to P&Z
▣ Backup Material	Public Engagement Summary

REVIEWERS:

Department	Reviewer	Action	Date
Community Development Committee	Berger, Bruce	Approved	8/8/2018 - 2:33 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:53 AM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-10: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company. [Ward 6]

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

Part of the Northeast Quarter of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa being more particularly described as follows:

Commencing, as a point of reference, at the northeast corner of the Southwest Quarter of said Section 9; thence South 02°-40'-15" East 503.00 feet along the east line of the Southwest Quarter of said Section 9 to the POINT OF BEGINNING of the tract of land hereinafter described:

thence continuing South 02°-40'-15" East 808.65 feet along the east line of the Southwest Quarter of said Section 9 to the northeast corner of O'sell's Addition to the City of Davenport, Iowa;

thence South 87°-35'-30" West 1316.46 feet along the north line of said O'sell's Addition to a point on the west line of the East Half of the Southwest Quarter of said Section 9;

thence North 02°-26'-50" West 799.43 feet along the west line of the East Half of the Southwest Quarter of said Section 9;

thence North 87°-11'-20" East 1313.33 feet to the point of beginning.

Containing 24.27 acres, more or less.

Section 2. That the following findings and conditions are hereby imposed upon said rezoning:

1. That the property be substantially developed in accordance with the "PUD" Planned Unit Development Concept Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. Cost sharing for traffic signals shall be determined prior to the Council adopting the Ordinance approving the rezoning;
4. That a Special Exception be obtained from the Zoning Board of Adjustment to reduce the provided number of parking spaces below the minimum Zoning Ordinance required parking spaces; and
5. In the event that the "R-5M" Medium Density Dwelling District Planned Unit Development is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____

August 1, 2018

Honorable Mayor and City Council
City Hall
226 West 4th Street
Davenport, Iowa 52801

At its regular meeting of July 31, 2018, the Plan and Zoning Commission considered Case No. REZ18-10: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company. [Ward 6]

Findings:

1. The residential use of the property would comply with the Davenport 2035 Residential General Future Land Use Map designation because it would be its own neighborhood, which is designated as a whole. Additionally, the residential use of the property would comply with the Davenport 2035 Regional Commercial Future Land Use Map designation it allows for limited uses.
2. The design and scale of the proposed residential use of the property as depicted on the "PUD" Planned Unit Development Concept Plan would help mitigate potential any negative impacts to surrounding residential property owners; and
3. The traffic impact study demonstrates that with right and left turn lanes at the entrances to the development and signalization at East 53rd Street and Lakeview Parkway additional traffic caused by the proposed development would not significantly impact East 53rd Street.

Staff recommended the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-10 to the City Council with a recommendation for approval subject to the following conditions:

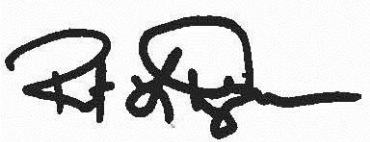
1. That the property be substantially developed in accordance with the "PUD" Planned Unit Development Concept Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. Cost sharing for traffic signals shall be determined prior to the Council adopting the Ordinance approving the rezoning;

4. That a Special Exception be obtained from the Zoning Board of Adjustment to reduce the provided number of parking spaces below the minimum Zoning Ordinance required parking spaces; and

5. In the event that the "R-5M" Medium Density Dwelling District Planned Unit Development is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission voted 8-2 to forward the case to the City Council for its approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a long horizontal flourish extending to the right.

Robert Inghram, Chairperson
City Plan and Zoning Commission



PLAN AND ZONING COMMISSION

Meeting Date: July 31, 2018
Request: Request to rezone 24.27 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from “R-2 PUD” Low Density Residential District Planned Unit Development and “PDD” Planned Development District to “R-5M PUD” Medium Density Dwelling District Planned Unit Development
Case No.: REZ18-10
Applicant: Jessica Tuttle, Thompson Thrift Development Company, Inc.
Ward: Ward 6
Contact: Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@ci.davenport.ia.us
563-888-2286

Recommendation:

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-10 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

Case No. REZ18-10: Request Jessica Tuttle on behalf of Thompson Thrift Development Company, Inc., to rezone 24.5 acres, more or less, of property located south of east 53rd Street and west of the Bettendorf City Border from “R-2 PUD” Low Density Residential District Planned Unit Development and “PDD” Planned Development District to “R-5M PUD” Medium Density Dwelling District Planned Unit Development. [Ward 6]

AREA CHARACTERISTICS:



Background:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: *Residential General and Regional Commercial*

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Discussion:

Proposed Concept Plan.

“PUD” Planned Unit Development requires approval of the zoning and associated Concept Plan and subsequent (or corresponding) approval of a Final Development Plan.

At a minimum, the Concept Plan for the project shall show the intended use of land, location and use of proposed structures, areas to be used for vehicular circulation, parking, and public uses such as schools, playgrounds, and parks.

The request proposes 304 apartment units in 19 two story buildings. Proposed residential density would be 12.53 units/acre. The development would be served by two private streets through the proposed commercial development to access East 53rd Street. No access is proposed from the three existing streets.

The Zoning Ordinance measures building height as the vertical distance from the grade to the mean height level between eaves and ridge for gable, hip and gambrel roofs. As such, building height is proposed to be slightly less than 27' 2". Measurement from the grade to the top of the roof is proposed to be 34' 6".

Proposed buildings would be set back at least 100 feet from the east, south and west property lines.

The request proposes 567 parking spaces. Parking would be over 100 feet from the east and west property lines and at least 37 feet from the south property lines. Please note that the Zoning Ordinance requires 2 parking spaces per residential unit, so required parking is 608 parking spaces. The applicant would need to obtain a Special Exception from the Zoning Board of Adjustment to reduced required parking. The new Zoning Ordinance, which is anticipated being adopted in Fall 2018 would require 1.5 parking spaces per residential unit.

Landscape buffering is shown surrounding the development. A six foot high fence would surround the development and entrances would be gated, granting only restricted access to residents and their guests.

In this case, the Final Development Plan is acting as the rezoning Concept Plan. It is staff's opinion that the Concept Plan achieves consistency with "PUD" Ordinance submittal requirements. The Concept Plan would compel the applicant to develop the property in this manner.

Rezoning history.

The subject and adjacent property was rezoned in 2011 to PDD and R-2(PUD). The residential component was envisioned as a single family residential subdivision that would not exceed the R-2(PUD) maximum density of 5.23 units per acre. The Concept Plan depicted 46 single-family residential home sites. The three streets that terminate at the edges of this property were proposed to be continued and serve individual lots within the future development. One roadway access to East 53rd Street was depicted.

The commercial portion of the subject property was controversial. Please see discussion as part of REZ18-11.

Proposed Traffic Impact from the Development.

The applicant hired Missman, Inc., which completed a traffic study for the proposed residential and commercial portions of the subject property on May 2, 2018. A summary of the results are as follows:

The purpose of utilizing PM peak time measurements is because that is the time period, which the most cars will travel the roadway.

A traffic signal is already required to be installed at the intersection of East 53rd Street and Lakeview Parkway. The traffic study indicates that the development (residential and commercial) would warrant a signal at the intersection of East 53rd Street and Lakeview Parkway at 75% build out of the development. Assignment of cost is being discussed. The proposed development (residential and commercial) would warrant a right turn lane on East 53rd Street at Lakeview Parkway at 27% buildout of the development and a left turn lane on East 53rd Street at Lakeview Parkway at 35% build out. The traffic study indicated that right and left turn lanes would not be warranted at the eastern entrance.

The City Traffic Engineer has reviewed the traffic study and agrees with the conclusion of the study, however, has requested that right and left turn lanes be installed on East 53rd Street at both entrances during initial construction of the development. The signal would be installed when warranted.

Proposed Storm Water from the Development.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two storm water detention systems. One system would outfall to the south and east and one system would outfall to the west and south. Stormwater, which outfalls into the City of Bettendorf would need to be reviewed and approved by the Engineering Department.

Public Input:

Public meetings have been held on May 24, 2018 and June 21, 2018. Approximately 65-70 people attended each meeting. The June 21 meeting was intended to address issues that arose at the first meeting. Those concerns included building elevations, access, proximity of buildings to the property lines, stormwater management and the demand for higher end apartments in this area.

The City posted five signs were posted on June 26, 2018.

The City mailed 78 notices to surrounding property owners notifying them of the July 17, 2018 Plan and Zoning Commission public hearing. The Plan and Zoning Commission held a public hearing on July 17, 2018. Similar concerns from the surrounding property owners were raised. To date, staff has received 18 written protests.

The protest rate is less than 20%.

Recommendation:

Consistency of the request with Davenport 2035.

As mentioned, the Davenport 2035 Future Land Use Designation are *Residential General and Regional Commercial*. Staff underlined language for emphasis, which will be discussed below the definitions.

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

It is staff's opinion that the proposed development would be consistent with the RG Future Land Use Map designation because it would be its own neighborhood, which is designated as a whole. The rationale is that the proposed development would be served by two private streets through the proposed commercial development to East 53rd Street and that there would be no access from the three existing streets. Furthermore, landscape buffering is shown surrounding the development. A six foot high fence would surround the development and entrances would be gated, granting only restricted access to residents and their guests.

It is staff's opinion that the proposed development would be consistent with the RC Future Land Use map designation because it permits "although some residential, service and institutional uses may also be located within RC". This would be an enclosed, higher density residential development adjacent to a commercial development.

Notably, prior to the Davenport 2035 Land Use Plan Update in 2016, the portion of the property designed Regional Commercial was designed Neighborhood Commercial on Davenport 2025. The 2016 Regional Commercial designation was reflection of the East 53rd Street corridor improvements, which facilitate commercial development and the adjacent commercial development to the east.

If the rezoning is approved, staff may initiate an amendment to the Davenport 2035 Future Land Use Map to reflect the actual development of the property.

Compatibility of the proposed development with the surrounding area.

It is staff's opinion that the scale of the development and additional setbacks allow the development to be compatible with the surrounding residential property to west, south and east. As mentioned, the Zoning Ordinance measures building height as the vertical distance from the grade to the mean height level between eaves and ridge for gable, hip and gambrel roofs. As such, building height is proposed to be slightly less than 27' 2". Measurement from the grade to the top of the roof is proposed to be 34' 6". The majority of the homes surrounding the development are two-stories in height.

Additionally, buildings within the proposed development would be set back at least 100 feet from the east, south and west property lines.

Proposed Traffic Impact from the Development.

The City Traffic Engineer has reviewed the submitted traffic study and agrees with its findings, which concludes that East 53rd Street would maintain an acceptable level of service with signalization and left and right turns lanes at the intersection of East 53rd Street and Lakeview Parkway. The City Traffic Engineer is requesting that right and left turn lanes be constructed at the eastern entrance even though the traffic study found they were not warranted.

Findings:

Proposed Storm Water from the Development.

The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow. To summarize, the stormwater release rate would be comparable to the release rate of the property as currently developed.

Findings:

1. The residential use of the property would comply with the Davenport 2035 Residential General Future Land Use Map designation because it would be its own neighborhood, which is designated as a whole. Additionally, the residential use of the property would comply with the Davenport 2035 Regional Commercial Future Land Use Map designation it allows for limited uses.
2. The design and scale of the proposed residential use of the property as depicted on the "PUD" Planned Unit Development Concept Plan would help mitigate potential any negative impacts to surrounding residential property owners; and
3. The traffic impact study demonstrates that with right and left turn lanes at the entrances to the development and signalization at East 53rd Street and Lakeview Parkway additional traffic caused by the proposed development would not significantly impact East 53rd Street.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-10 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PUD" Planned Unit Development Concept Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. That a Special Exception be obtained from the Zoning Board of Adjustment to reduce the provided number of parking spaces below the minimum Zoning Ordinance required parking spaces; and
4. In the event that the "R-5M" Medium Density Dwelling District Planned Unit Development is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Zoning Map Amendment Application

226 West 4th Street
Davenport, Iowa 52801
(563) 326-7765
Planning@ci.davenport.ia.us

COMMUNITY PLANNING & ECONOMIC DEVELOPMENT

Property Address* 4607 East 53rd Street, Davenport, Iowa

***If no property address, please submit a legal description of the property.**

Applicant (Primary Contact)**

Name: Jessica Tuttle
Company: Thompson Thrift Development, Inc.
Address: 111 Monument Circle, Suite 1600
City/State/Zip: Indianapolis, IN 46204
Phone: 317-853-5459
Email: jtuttle@watermarkapartments.com

Owner (if different from Applicant)

Name: Sophie Foster
Company: SOPHIE FOSTER REVOC TRUST
Address: 6590 GOLF COURSE RD
City/State/Zip: BETTENDORF IA 52722
Phone: 563-355-3048
Email: NA

Engineer (if applicable)

Name: Drew Walker
Company: Kimley-Horn
Address: 1001 Warrenville Road, Suite 350
City/State/Zip: Lisle, IL 60532
Phone: 630-487-5569
Email: jtuttle@watermarkapartments.com

Architect (if applicable)

Name: Dan Moriarity
Company: Studio M
Address: 2 West Main Street
City/State/Zip: Carmel, IN 46032
Phone: (317) 810-1502
Email: dmoriarity@studiomarchitecture.net

Attorney (if applicable)

Name: NA
Company:
Address:
City/State/Zip:
Phone:
Email:

Application Form Type:

Plan and Zoning Commission

Rezoning (Zoning Map Amendment) ☒
Zoning Ordinance Text Amendment ☐
Right-of-way or Easement Vacation ☐
Final Development Plan ☒
Voluntary Annexation ☐
Subdivision ☒

Zoning Board of Adjustment

Appeal from an Administrative Decision ☐
Special Use Permit - New Cell Tower ☐
Home Occupation Permit ☐
Special Exception ☐
Special Use Permit ☐
Hardship Variance ☐

Design Review Board

Certificate of Design Approval ☐
Demolition Request in the Downtown ☐

Historic Preservation Commission

Certificate of Appropriateness ☐
Landmark Nomination ☐
Demolition Request ☐

Administrative

Floodplain Development ☐
Cell Tower Co-Location ☐
Identification Signs ☐
Site Plan ☐

****If the applicant is different from the property owner, please submit an authorization form or an accepted contract for purchase.**

Request:Existing Zoning: Proposed Zoning Map Amendment: Total Land Area: Acres Does the Property Contain a Drainage Way or is it Located in a Floodplain Area: ☒ Yes ☐ No**Submittal Requirements:**

- The following items should be submitted to Planning@ci.davenport.ia.us for review:
- The completed application form. ✓
- Recorded warranty deed or accepted contract for purchase. ✓
- Authorization form, if applicable. If the property is owned by a business entity, please provide Articles of Incorporation. ✓
- A legal description of the request if not easily described on the deed or contract for purchase. ✓
- Required fee:
 - Zoning Map Amendment is less than 1 acre - \$400.
 - Zoning Map Amendment is one acre but less than 10 acres - \$750 plus \$25/acre.
 - Zoning Map Amendment is 10 acres or more - \$1,000 plus \$25/acre.
 - \$5.00 per sign; more than one sign may be required depending upon the area of the request.

Formal Procedure:

(1) Application:

- Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process.
- The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. Inaccurate or incomplete applications may result in delay of required public hearings.

(2) Public Notice for the Plan and Zoning Commission public hearing:

- After submitting the application the applicant shall post notification sign(s) supplied by the City on property at least two weeks prior to the public hearing. A minimum of one sign shall be required to face each public street if the property has frontage on that street. It is Planning staff's discretion to require the posting of additional signs. The purpose of the notification sign(s) is to make the public aware of the request. Failure to post signs as required may result in a delay of the request.
- The applicant shall hold a neighborhood meeting as per the attached meeting guidelines.
- Planning staff will send a public hearing notice to surrounding property owners.

(3) Plan and Zoning Commission's consideration of the request:

- Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
- The Plan and Zoning Commission will hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

(4) City Council's consideration of the request:

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a zoning map amendment to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.

Applicant: Jessica Tuttle

Date: 06/19/2018

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure and that you must be present at scheduled meetings.

Received by: Matt Flynn

Date: 6/19/2018

Planning staff

Date of the Public Hearing: 7/19/2018

Meetings are held in City Hall Council Chambers located at 226 West 4th Street, Davenport, Iowa.

Authorization to Act as Applicant

I, Ms. Sophie Foster
authorize Thompson Thrift Development, Inc. d/b/a Watermark Apartments
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the
property located at 4607 East 53rd Street, Davenport, Iowa.

Sophie Foster

Signature(s)*

*Please note: original signature(s) required.



Sophie Foster Traffic Study
E 53rd St and Lakeview Pkwy
Traffic Data Development
May 2, 2018

I. Introduction

A private developer is considering development of a multi-tenant complex in Davenport, IA on a mostly agricultural parcel. The parcel, as shown in Figure A, is situated on East 53rd Street between Amesbury Drive and the east city limit (Dove Court). The posted speed on E. 53rd St. is 45mph. For the purpose of this study the assumption is the multi-tenant development will consist of a car wash & detail center, retail, sit-down and drive-thru restaurants, drive-in bank, 3 single tenant 1-story office buildings and completion of the multi-family apartment subdivision to the south. Refer to Exhibit A for a depiction of the proposed multi-tenant development.

The result of this study finds that a right turn lane for eastbound 53rd to southbound Lakeview Parkway (West Entrance) is warranted at 27% build out of the development. In addition, a left turn deceleration lane for westbound E. 53rd St. to southbound Lakeview Parkway (West Entrance) is warranted at 35% build out of the development. Finally, a warrant check for traffic signals according the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) finds that the West Entrance improvements meet the warrant for traffic signals for both Warrant 1, Eight-Hour Volume and Warrant 3 Peak Hour Volume. These warrants would be met at roughly 76% build-out.

Furthermore, similar calculations find that no left-turn or right-turn are required at the proposed East Entrance, nor are signals warranted.

II. Traffic Forecasts

Projected traffic for the site was estimated using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, traffic counts taken in October of 2016 and ADT data from the Iowa Department of Transportation (IADOT) website.

Exhibit B

30th maximum hour (Peak Hr) is traditionally identified as a weekday in May or October. No seasonal adjustment to the counts was therefore required. A comparison of the IADOT counts and Bi-State counts found that both the 2010 and the 2014 ADT coincided on 53rd Street between Utica Ridge and 18th Street. Counts were taken for the turning movements on Amesbury Drive and Lakeview Parkway in order to complete a Traffic Map of all the existing movements along E. 53rd St. through the study area. Refer to Exhibit B for the Traffic Map.



Exhibit C

Exhibit B traffic was then projected forward to the expected construction year of the development of 2018. To determine the percent increase per year, a comparison of 2005 to 2010 IADOT counts and 2010 to 2014 IADOT counts was considered. The percent increase ranged from 1.5% to 3.6% from 2005 to 2010 and 1.5% to 6.0% from 2010 to 2014. For this study a 3% increase per year was used. Exhibit C shows the resulting traffic project forward to 2018.

Exhibit D

After all existing traffic has been projected forward to 2018, we considered the new vehicle trips that will be generated by the proposed mixed-use development.

Figure B shows the total vehicle trips that will be generated using data from the publication Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. This data is included in the Appendix.

According to the ITE Manual, this falls within the parameters of a mixed-use development. Therefore, deductions were considered for internal capture of trips. Figure C demonstrates this mixed-use Internal capture.

Figure D then demonstrates the assumptions made for distribution of the new traffic to and from the development from all connecting streets. Based on the 2014 ADT (See Appendix), 55% of the existing traffic is west of the development and 45% east. We further assumed 2% of the 55% western volume is from/to Lakeview Parkway and 1% of the 45% eastern volume is from/to the private drive directly north of the proposed east entrance to the development.

Figure E applies the assumptions to the trips shown in Figure D to the volumes from Figure C.

Exhibit D then shows the trip ends from Figure E.

Exhibit E is then the resulting traffic projections along the corridor of E. 53rd St. in 2018 after all considerations, combining Exhibits B & C).

III. Conclusion

West Entrance

With a posted speed of 45mph and four lanes of traffic, E. 53rd St. will be considered a four-lane expressway with a design speed of 50mph. In accordance with the Iowa DOT Office of Design, Design Manual, a right turn lane may be warranted if the right turn traffic flow is greater than 30vph measured over a minimum of 15 minutes and approach volume is greater than 400 vehicles per hour. The right turn movement forecasted volume at Lakeview Pkwy is 108 a.m. and 103 p.m. as shown on Exhibit E. The approach volume is 978 a.m. and 1,125 p.m. Therefore, the right turn is warranted at full build out of the development.

Furthermore, the right turn lane will would be warranted at 27% build out of the development, $(30\text{vph} / 108\text{vph} = 27\%)$.

Similarly, a left turn deceleration lane may be warranted if left turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and approach volume is greater than 400 vehicles per hour. The left turn movement forecasted volume at Lakeview Pkwy is 82 a.m. and 86 p.m. as shown on Exhibit E. The approach volume is 1,317 a.m. and 1,787 p.m. Therefore, the left turn deceleration lane is warranted at full build out of the development.

Furthermore, the left turn deceleration lane will would be warranted at 35% build out of the development, $(30\text{vph} / 86\text{vph} = 35\%)$.

East Entrance

Right-turn and left-turn deceleration lanes are not required since the turning volume in both cases will be lower than 30vph at full build-out (25 rights and 22 lefts).

FIGURE A

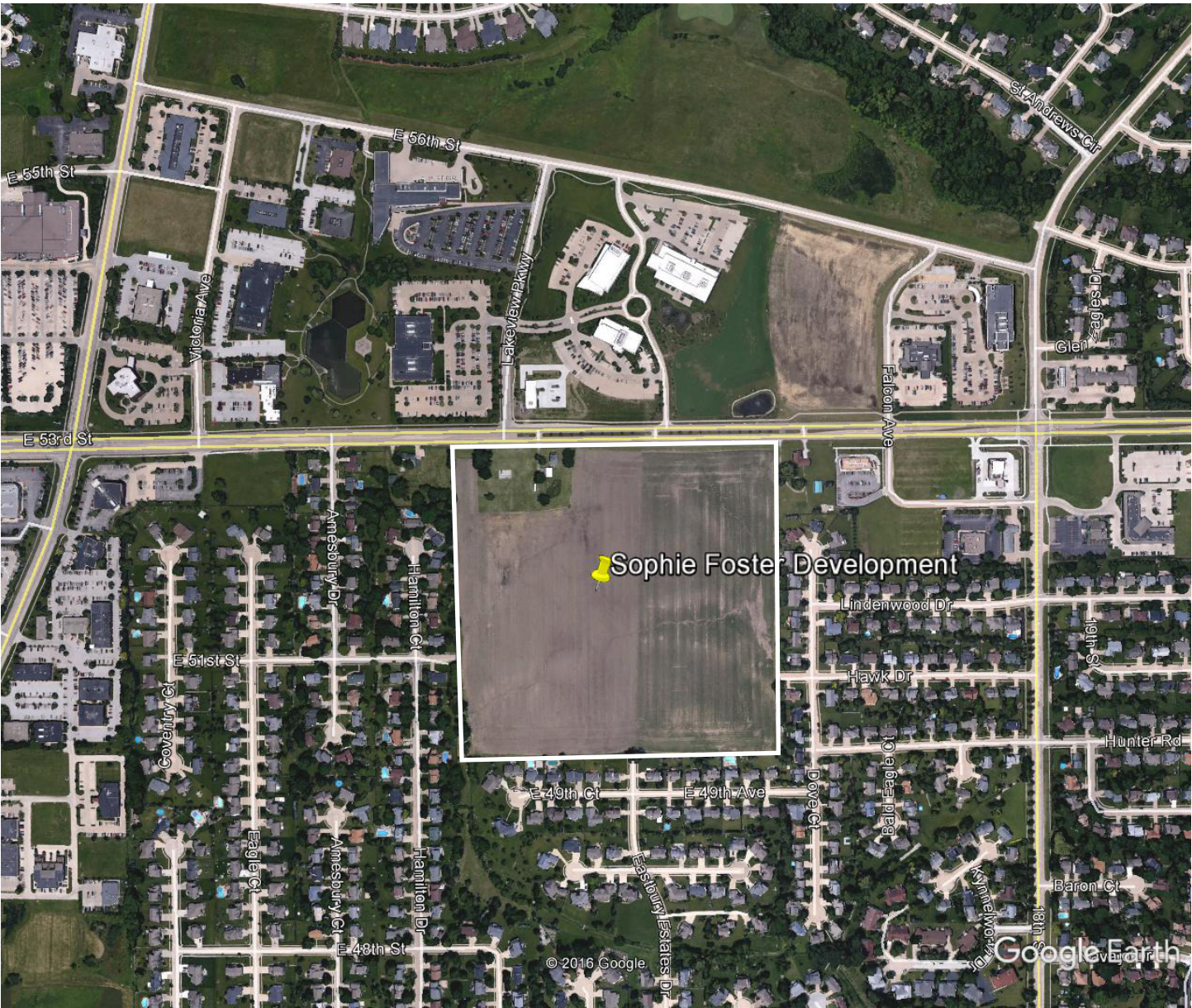


FIGURE B

**TRIP GENERATION
Sophie Foster Development
5/2/2018**

ITE LAND- USE CODE	TYPE	SIZE (SQFT)	EACH	AVE TRIP GENERATIO N AM RATE	AVE TRIP GENERATIO N PM RATE	AM DIST		PM DIST		AM PEAK HOUR			PM PEAK HOUR		
						IN	OUT	IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL
220	MULTIFAMILY HOUSE (LOW RISE)	10	28	0.46	0.56	23%	77%	63%	37%	30	99	129	99	58	157
715	SINGLE TENANT OFFICE	6,000	3	1.78	1.71	89%	11%	15%	85%	29	4	33	5	26	31
815	DISCOUNT STORE	10,500	1	1.17	4.83	69%	31%	50%	50%	8	5	13	25	26	51
912	DRIVE-IN BANK	2,400	1	9.50	20.45	58%	42%	50%	50%	13	10	23	25	25	50
932	HIGH-TURNOVER (SIT-DOWN) RESTAURANT	3,000	1	9.94	9.77	55%	45%	62%	38%	16	14	30	18	12	30
932	HIGH-TURNOVER (SIT-DOWN) RESTAURANT	6,000	1	9.94	9.77	55%	45%	62%	38%	33	27	60	36	23	59
934	FAST FOOD WITH DRIVE-THRU	6,000	1	40.19	32.67	51%	49%	52%	48%	123	119	242	102	95	197
945	GAS/SERVICE W/CONVENIENCE MARKET	4,800	1	90.61	78.73	50%	50%	50%	50%	217	218	435	189	189	378
949	CAR WASH AND DETAIL CENTER	3	1	8.60	13.60	63%	37%	49%	51%	16	10	26	20	21	41
	TOTAL TRIPS GENERATED									485	506	991	519	475	994

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sophie Foster Development	Organization:	IMEG
Project Location:	Davenport, IA	Performed By:	CJS
Scenario Description:		Date:	5/1/2018
Analysis Year:	2019	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	715	6,000	1000 sf GFA	33	29	4
Retail	815	10,500	1000 sf GFA	13	8	5
Restaurant	932	15,000	1000 sf GFA	332	172	160
Cinema/Entertainment				0		
Residential	220	280	DU	129	30	99
Hotel				0		
All Other Land Uses ²	912,945,949	7,200	1000 sf GFA	484	246	238
				991	485	506

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	2	0	0	0
Retail	1		1	0	1	0
Restaurant	4	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	20	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	991	485	506
Internal Capture Percentage	7%	7%	7%
External Vehicle-Trips ⁵	921	450	471
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	21%	75%
Retail	38%	60%
Restaurant	13%	4%
Cinema/Entertainment	N/A	N/A
Residential	10%	22%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sophie Foster Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	29	29	1.00	4	4
Retail	1.00	8	8	1.00	5	5
Restaurant	1.00	172	172	1.00	160	160
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	30	30	1.00	99	99
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	1		1	0	1	0
Restaurant	50	22		0	6	5
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	20	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	40	0	0	0
Retail	1		86	0	1	0
Restaurant	4	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	34	0		0
Hotel	1	0	10	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	6	23	29	23	0	0
Retail	3	5	8	5	0	0
Restaurant	23	149	172	149	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	27	30	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	246	246	246	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	1	4	1	0	0
Retail	3	2	5	2	0	0
Restaurant	7	153	160	153	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	22	77	99	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	238	238	238	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sophie Foster Development	Organization:	IMEG
Project Location:	Davenport, IA	Performed By:	CJS
Scenario Description:		Date:	5/1/2018
Analysis Year:	2019	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	715	6,000	1000 sf GFA	31	5	26
Retail	815	10,500	1000 sf GFA	51	25	26
Restaurant	932	15,000	1000 sf GFA	286	156	130
Cinema/Entertainment				0		
Residential	220	280	DU	157	99	58
Hotel				0		
All Other Land Uses ²	912,945,949	7,200	1000 sf GFA	469	234	235
				994	519	475

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500	250		700	
Retail					1000	
Restaurant					1000	
Cinema/Entertainment						
Residential		1000	1000			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	1	0
Retail	0		8	0	6	0
Restaurant	1	13		0	16	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	2	9	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	994	519	475
Internal Capture Percentage	12%	12%	13%
External Vehicle-Trips ⁵	872	458	414
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	60%	15%
Retail	68%	54%
Restaurant	12%	23%
Cinema/Entertainment	N/A	N/A
Residential	23%	22%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sophie Foster Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	5	5	1.00	26	26
Retail	1.00	25	25	1.00	26	26
Restaurant	1.00	156	156	1.00	130	130
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	99	99	1.00	58	58
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	1	0
Retail	1		8	1	6	1
Restaurant	4	53		10	22	9
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	9	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	3	0	4	0
Retail	2		45	0	46	0
Restaurant	2	13		0	16	0
Cinema/Entertainment	0	1	5		4	0
Residential	3	2	17	0		0
Hotel	0	1	8	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	2	5	2	0	0
Retail	17	8	25	8	0	0
Restaurant	18	138	156	138	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	76	99	76	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	234	234	234	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	4	22	26	22	0	0
Retail	14	12	26	12	0	0
Restaurant	30	100	130	100	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	45	58	45	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	235	235	235	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

FIGURE C
Table 7.1
Sophie Foster Development

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	18.2%
	To Restaurant	63.0%	3.9%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	24.2%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	16.7%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	31.9%
	To Restaurant	20.0%	16.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

FIGURE C
Table 7.2
Sophie Foster Development

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	7.3%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	7.6%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	10.6%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

FIGURE D

TRIP END DISTRIBUTION
Sophie Foster Development

Date: 5/2/2018

LEGEND

IN
OUT

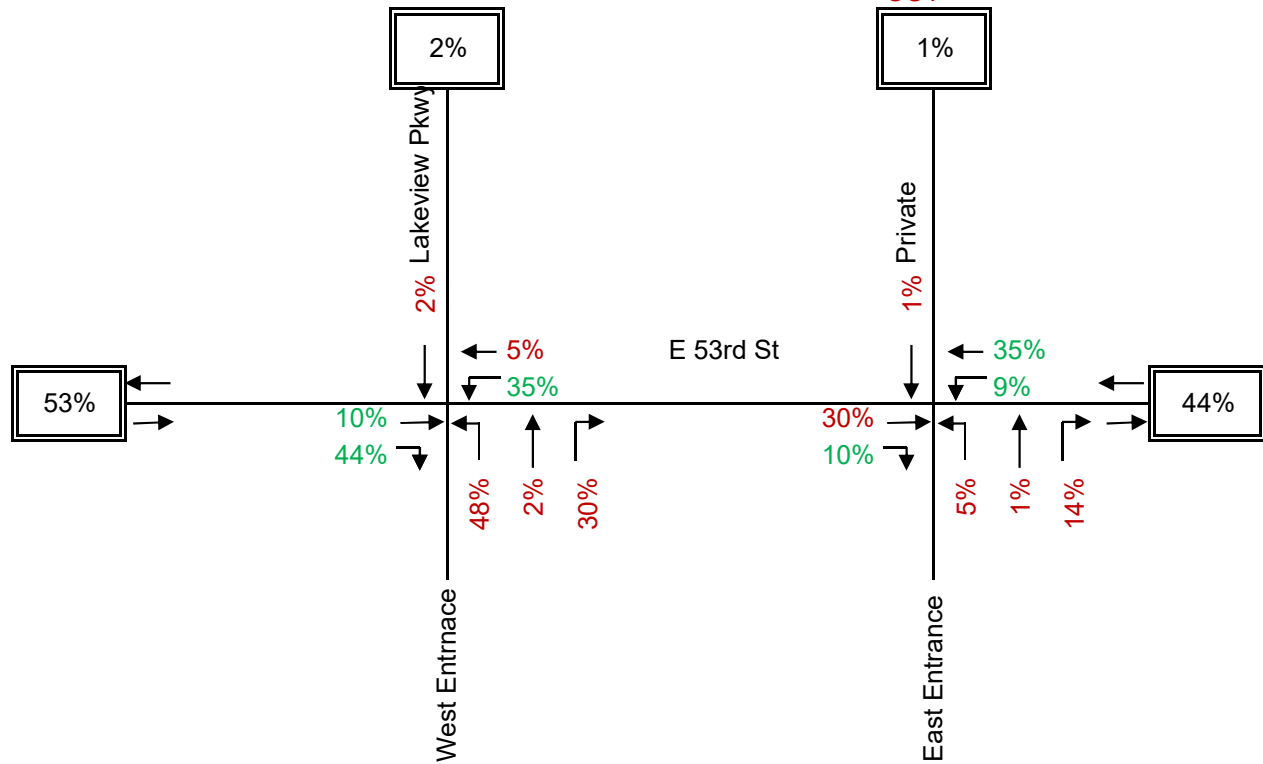


FIGURE E

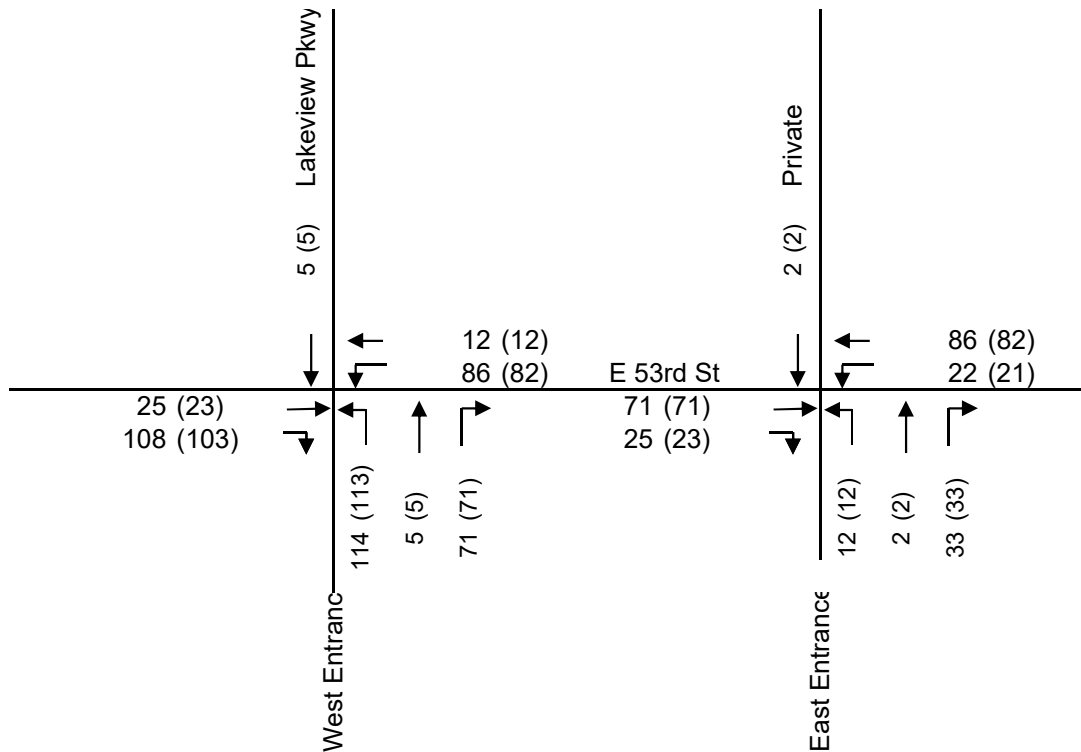
TRIP END DISTRIBUTION Sophie Foster Development

After Deduction for Internal Capture

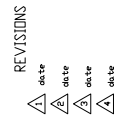
Date: 5/2/2018

	IN	OUT
AM	246	238
PM	234	235

LEGEND
AM (PM)



 Joseph Architectural Group, P.C.
2100 18th Avenue Suite 255
Rock Island, Illinois 61201
Phone 309/786-9920 Fax 309/786-9924

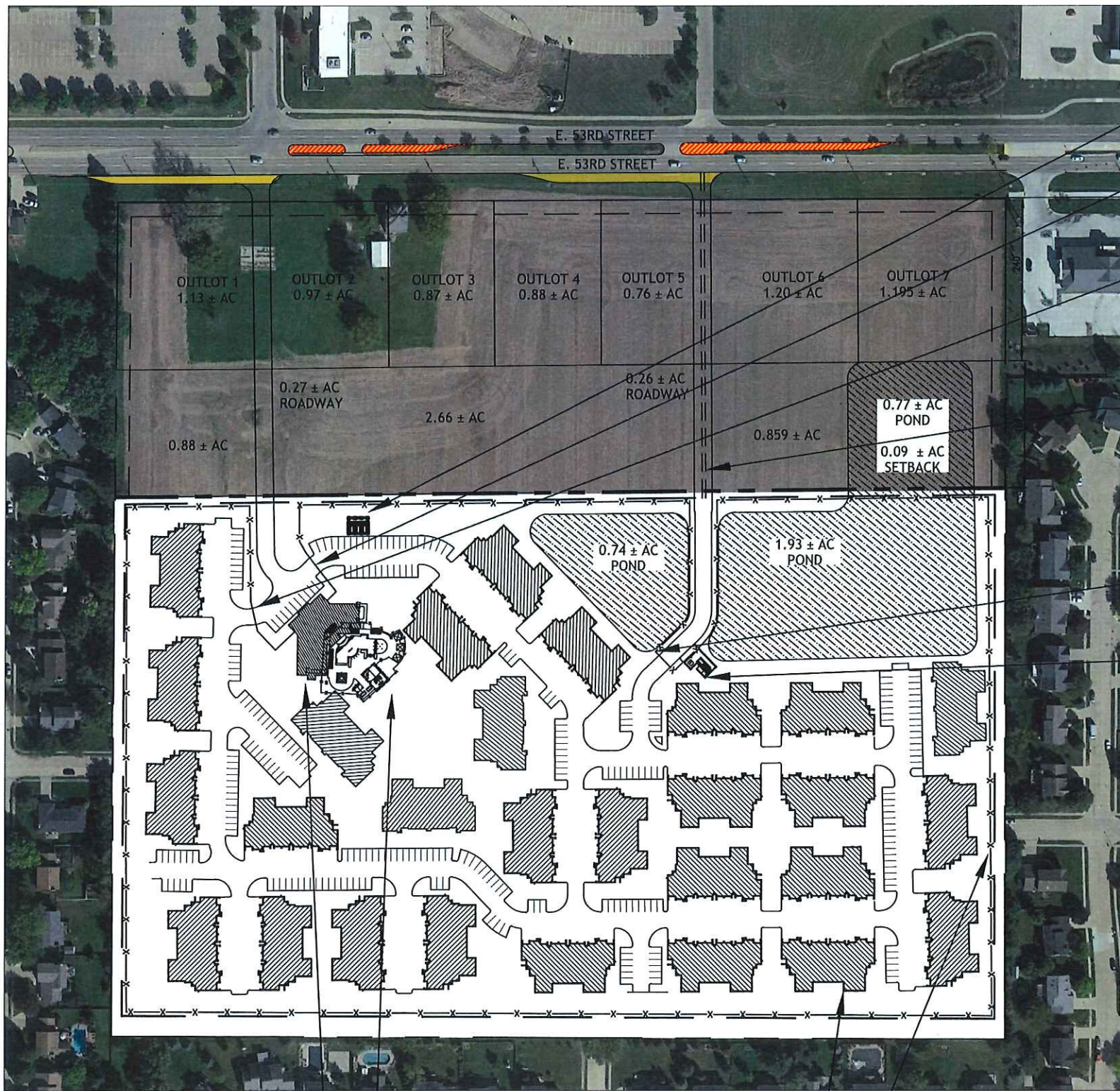


Preliminary Site Plan for:
East 53rd Street Retail
Davenport, Iowa

PRELIMINARY
SITE PLAN
DATE
19 April 2018

A1

PROJECT NO.
#01716



CLUBHOUSE

POOL DECK AND DOG PARK

2-STORY BIG HOUSE GARAGE

2-STORY BIG HOUSE NON GARAGE

MAIL KIOSK

VEHICLE GATE

VEHICLE GATE

12" DIP WATER & 8" PVC SEWER

VEHICLE GATE

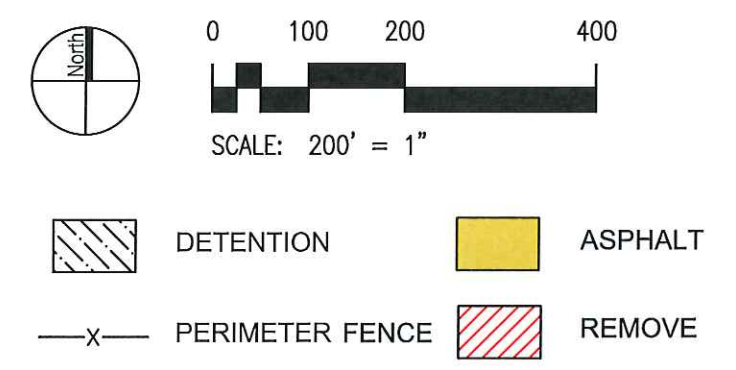
TRASH ENCLOSURE WITH RECYCLE

WATERMARK
DAVENPORT, IA
DENSITY STUDY (RFP) | 18-0326
(24) 2 STORY "BIG HOUSE GARAGE" BUILDINGS
(4) 2 STORY "BIG HOUSE" BUILDINGS
(1) CLUBHOUSE

MULTI FAMILY SITE SUMMARY

SITE AREA:	24.18 ± ACRES
TOTAL UNITS:	296 UNITS
DENSITY:	12.24 UNITS/ACRE
PARKING:	514 SPACES (1.74 RATIO)
- SURFACE:	274 SURFACE SPACES
- GARAGES:	240 ATTACHED GARAGES
DETENTION:	3.54 ACRE WET POND FOOTPRINT

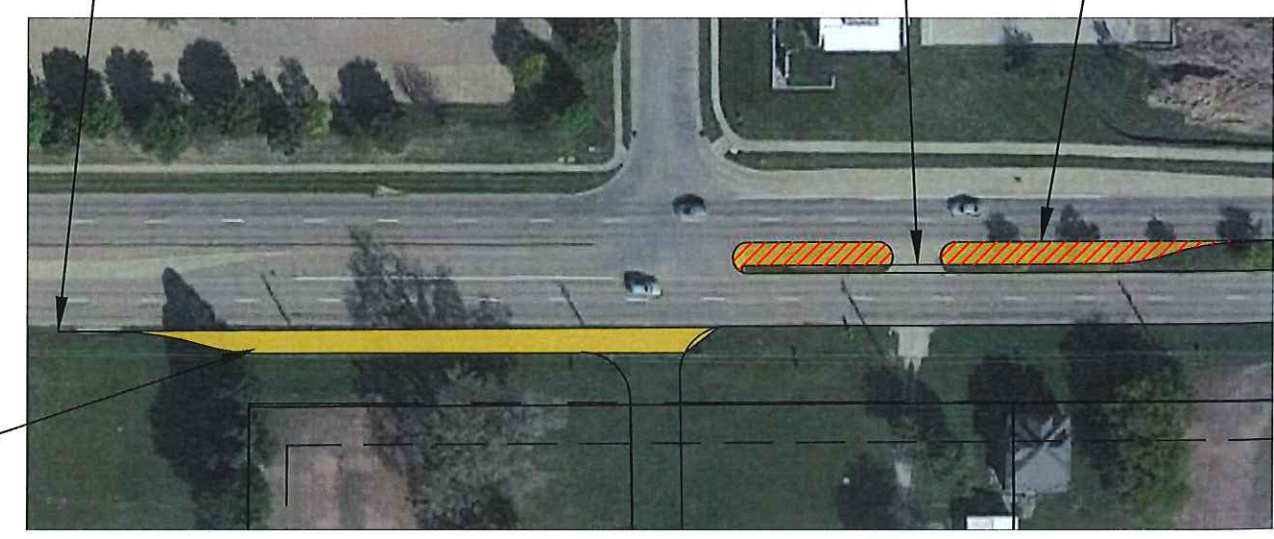
RETAIL SITE SUMMARY
SITE AREA: 12.91 ± ACRES

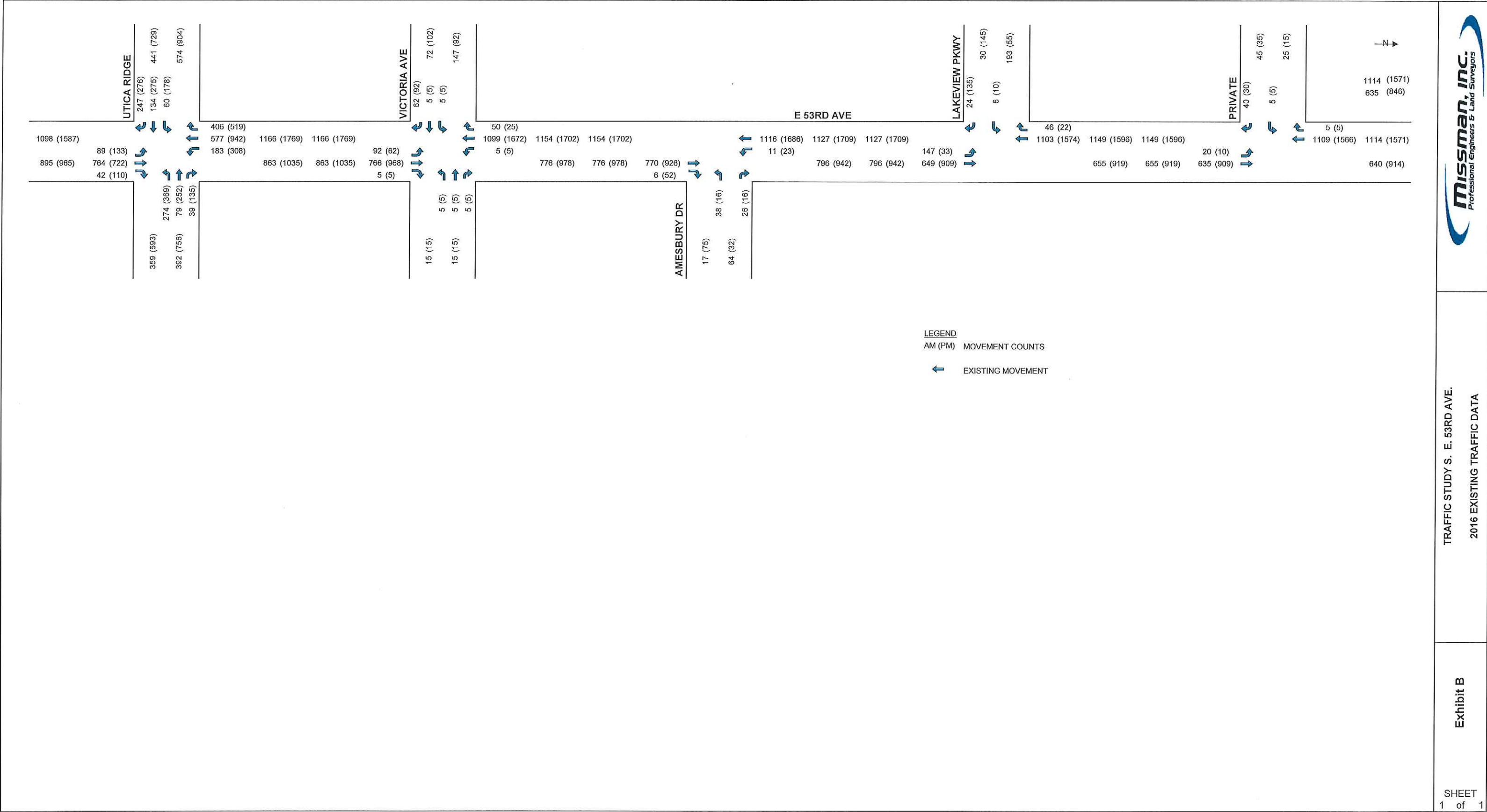


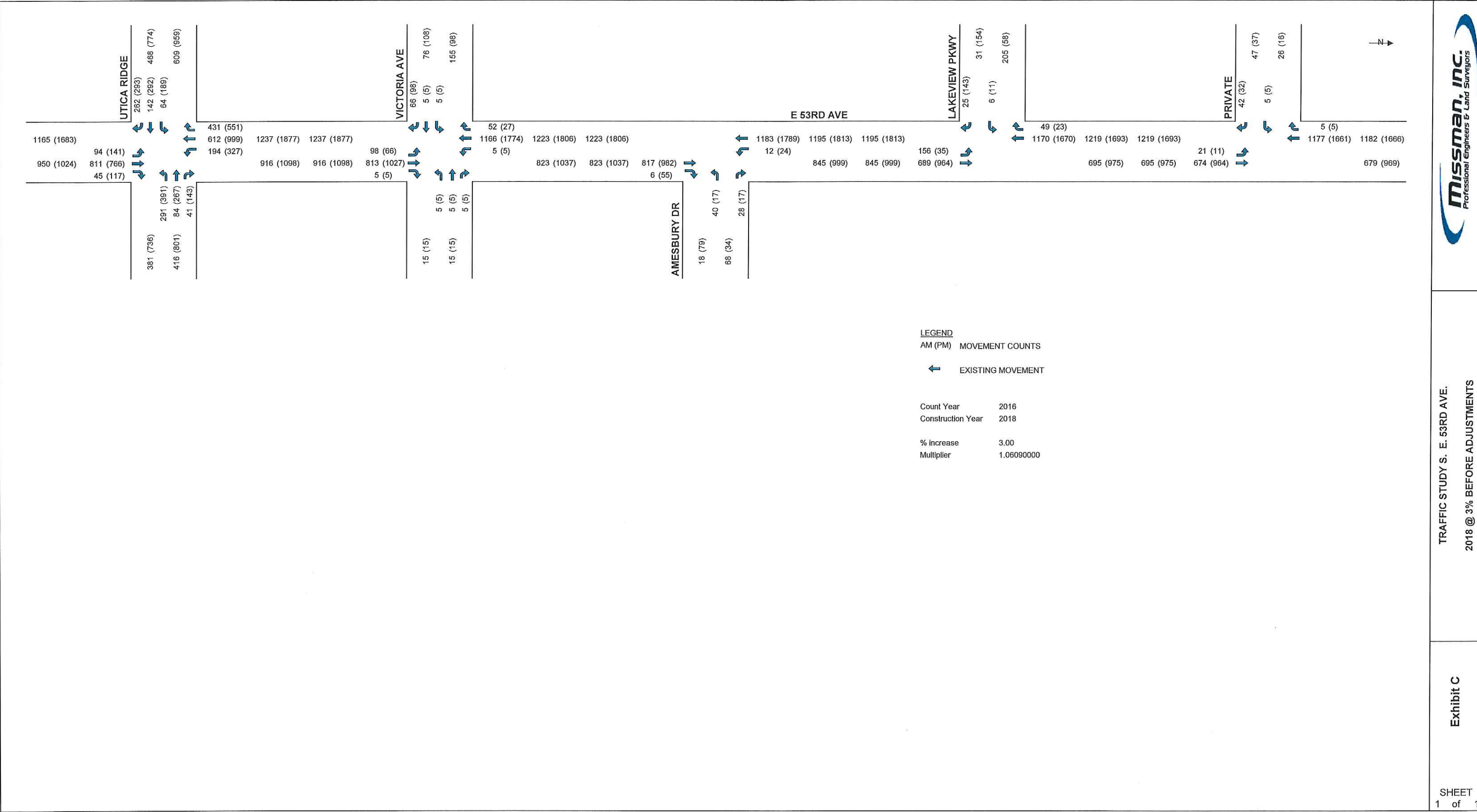
REMOVE CURRENT MEDIAN

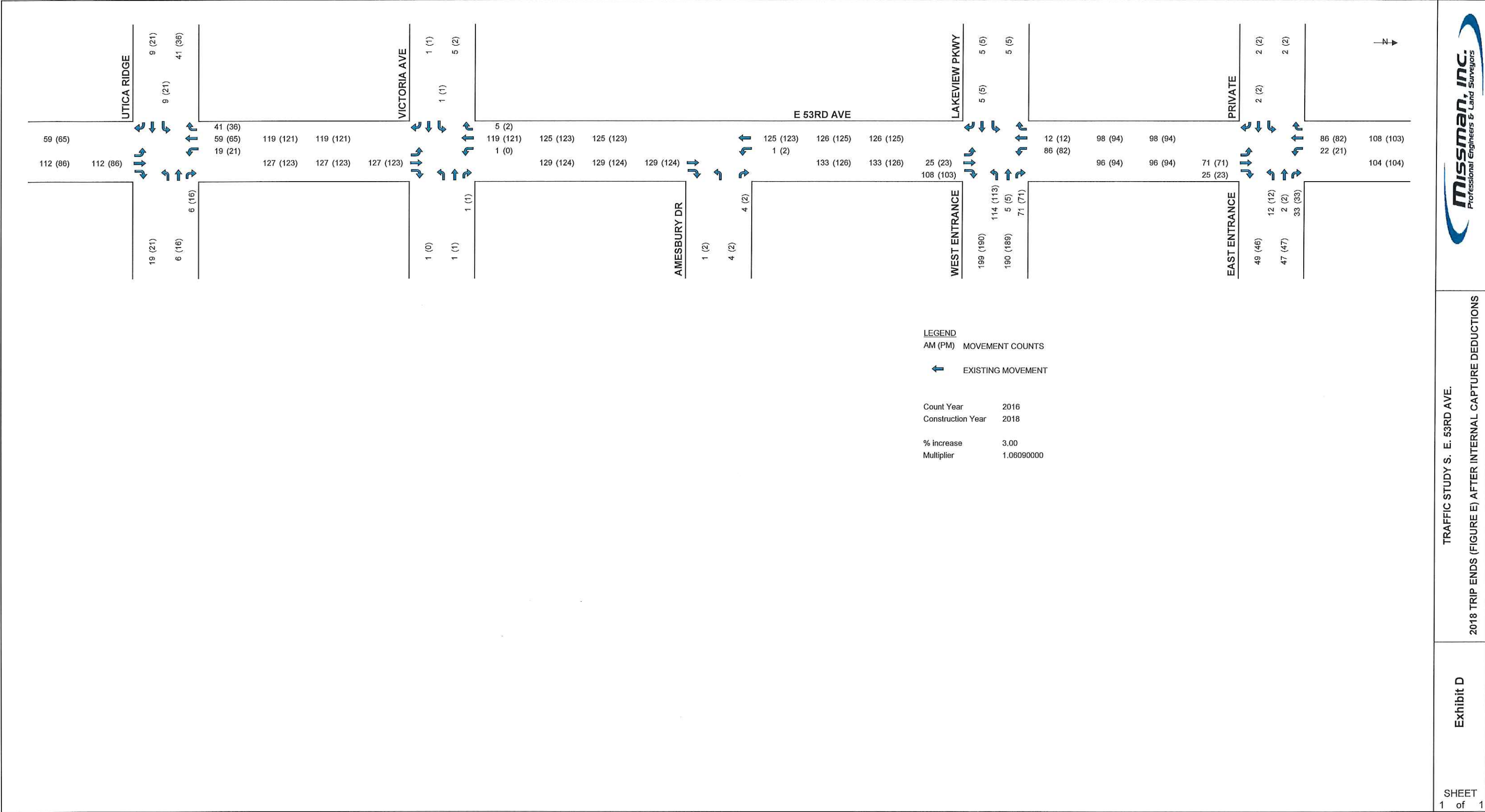
NEW DECELERATION LANE

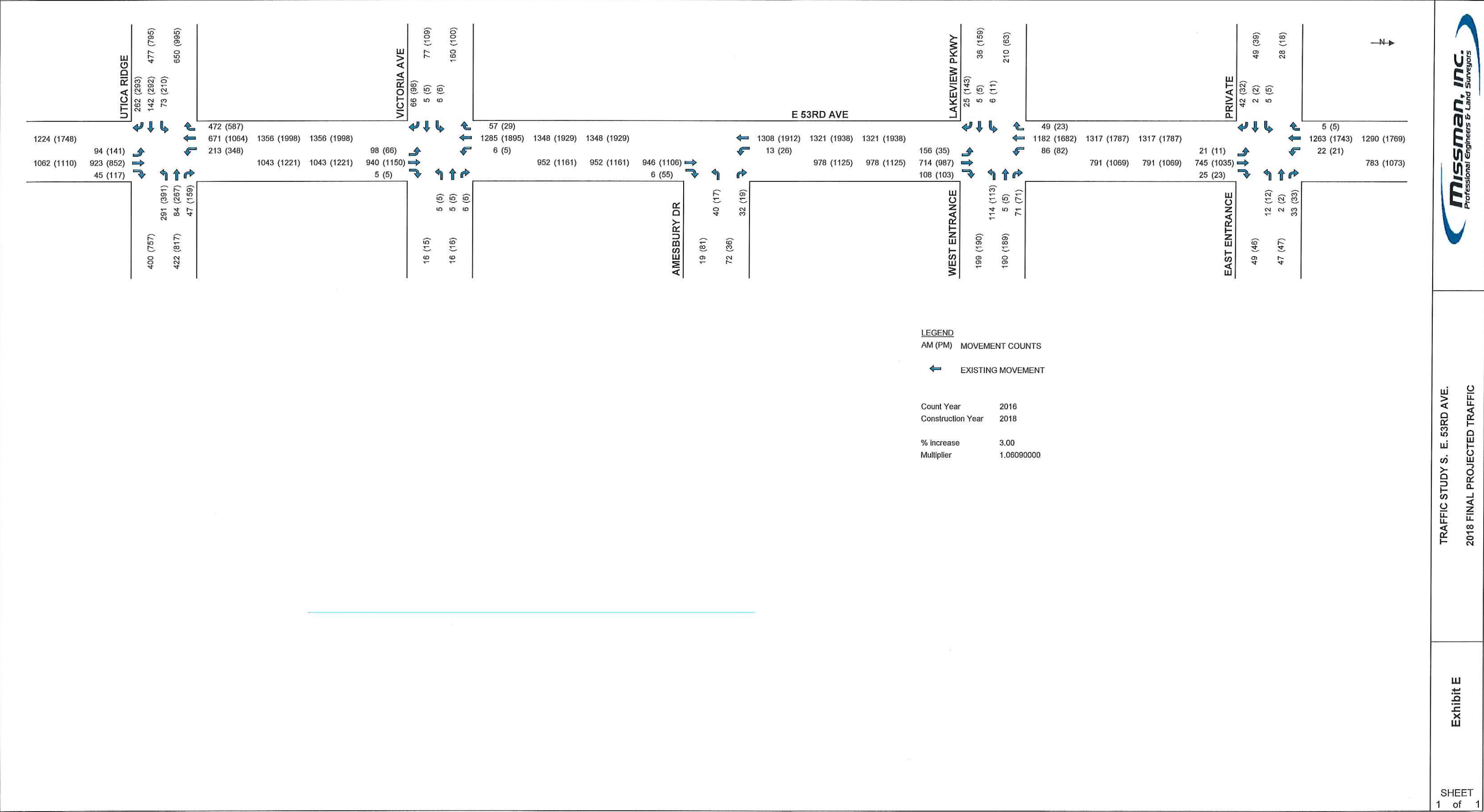
ASPHALT













APPENDIX



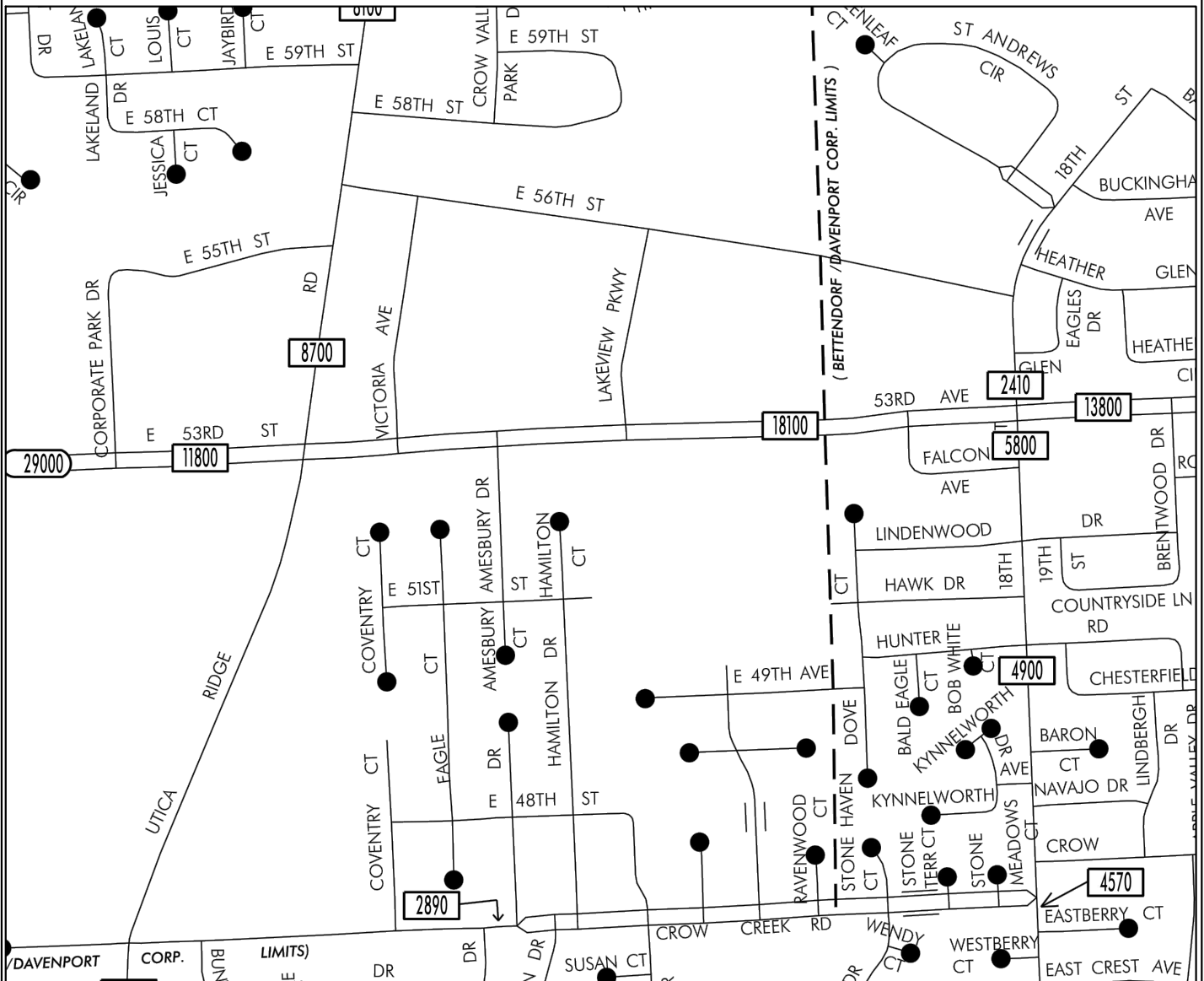
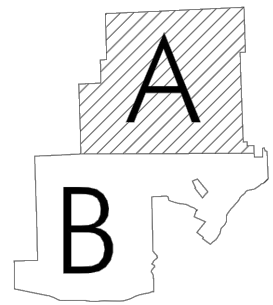
Iowa Department
of Transportation

TRAFFIC FLOW MAP OF

BETTENDORF A

SCOTT COUNTY

2010 ANNUAL AVERAGE DAILY TRAFFIC



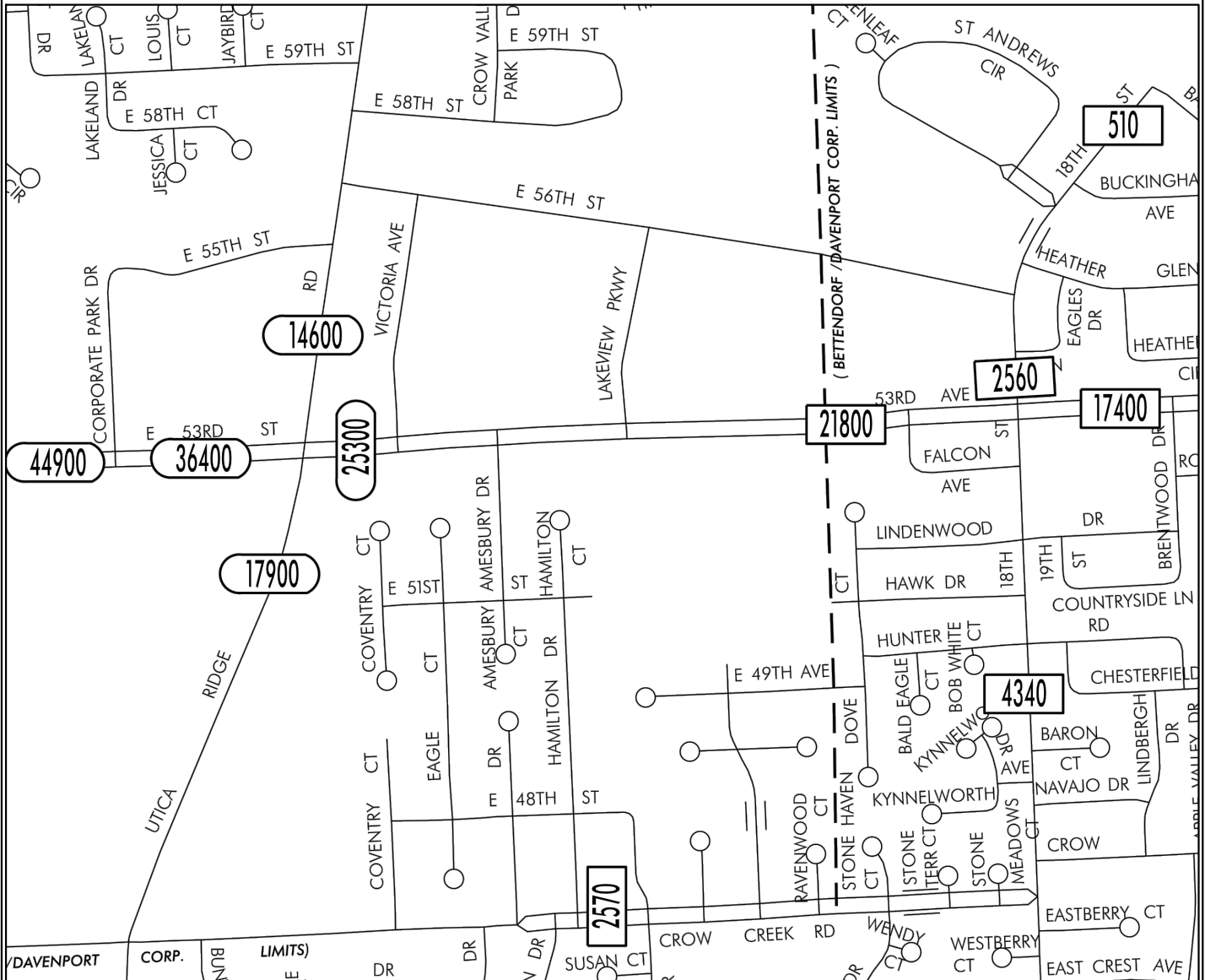
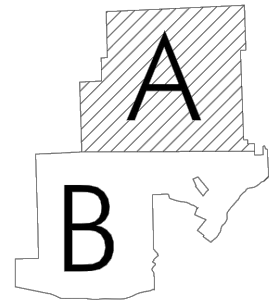


TRAFFIC FLOW MAP OF

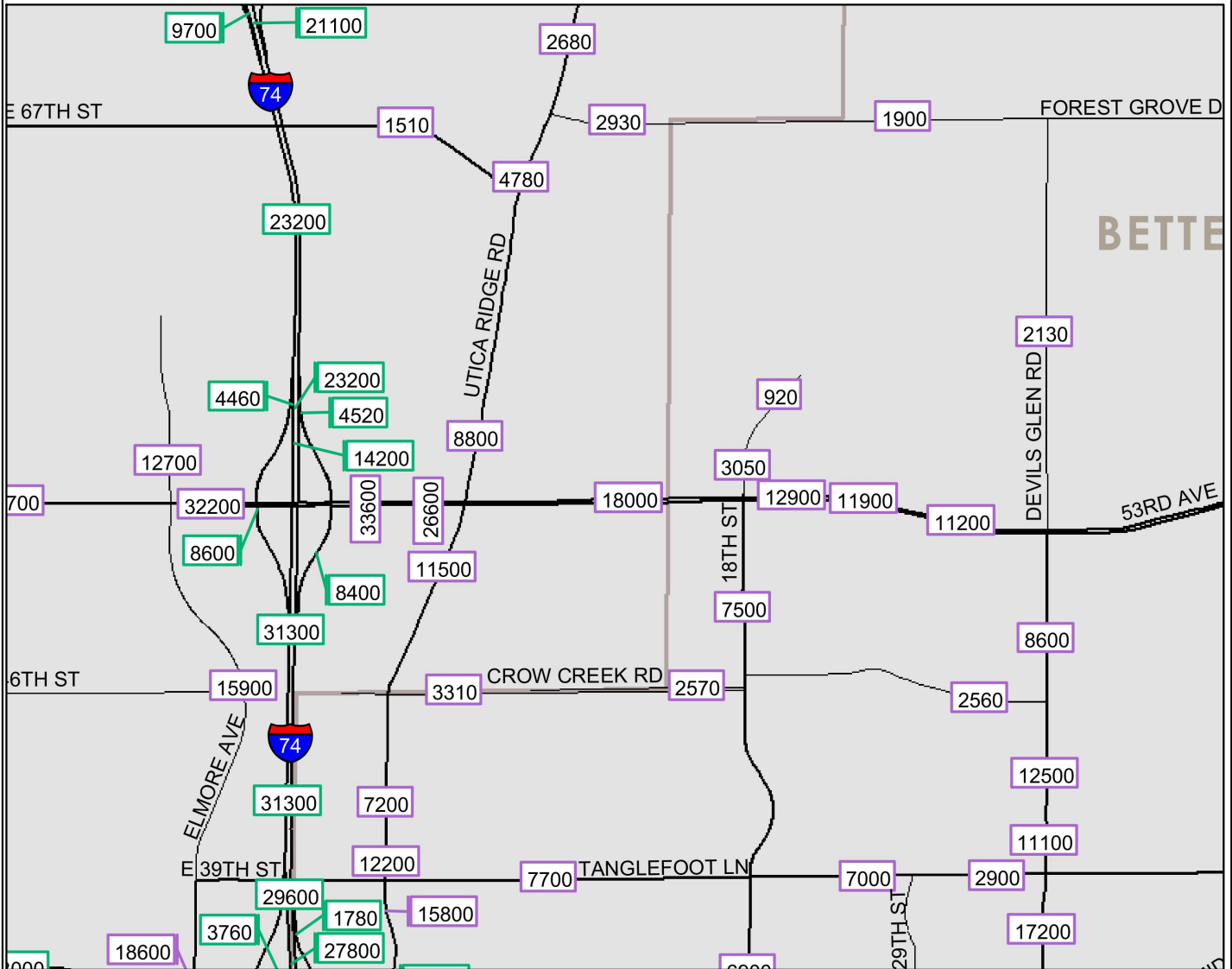
BETTENDORF A

SCOTT COUNTY

2014 ANNUAL AVERAGE DAILY TRAFFIC



QUAD CITIES METROPOLITAN AREA Annual Average Daily Traffic Count



Legend

Traffic Count Symbols

12345 Illinois 2008	12345 Iowa 2008
12345 Illinois 2007	12345 Iowa 2006
12345 Illinois 2006	12345 Rock Island Arsenal November 2005

Other Symbols

	Rivers/Water Bodies
	Corporate Boundaries
	County Boundaries

Map prepared by Bi-State Regional Commission, February 2010

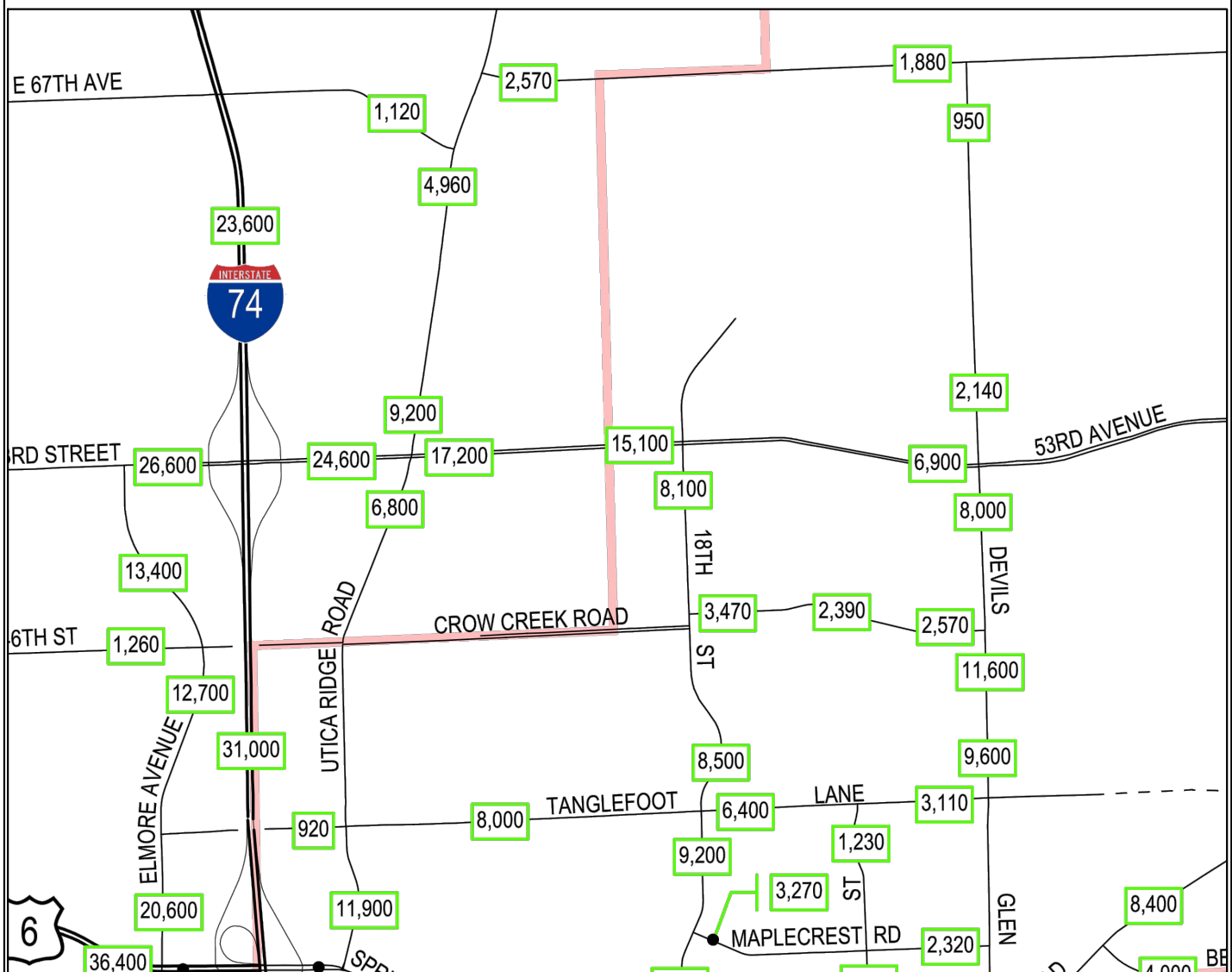
Data Sources: Illinois Department of Transportation;
Iowa Department of Transportation;
Rock Island Arsenal.

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.



1504 Third Avenue, P.O. Box 3368
Rock Island, IL 61204-3368
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

QUAD CITIES METROPOLITAN AREA Annual Average Daily Traffic Volume



LEGEND

5,000 - 2003 AADT, Illinois DOT

5,000 - 2002 AADT, Iowa DOT

5,000 - 2001 AADT, Illinois DOT

5,000 - 1998 AADT, Iowa DOT

Map Prepared by Bi-State Regional Commission, June 2005

DATA SOURCE: Illinois Department of Transportation; Iowa Department of Transportation

Disclaimer: This map is for reference only. Data provided is 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 herein.



1504 Third Avenue, P.O. Box 3368
Rock Island, IL 61204-3368
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

Iowa Department of Transportation

Turning Movement Traffic Count Summary

Annualized Daily Traffic For All Vehicles

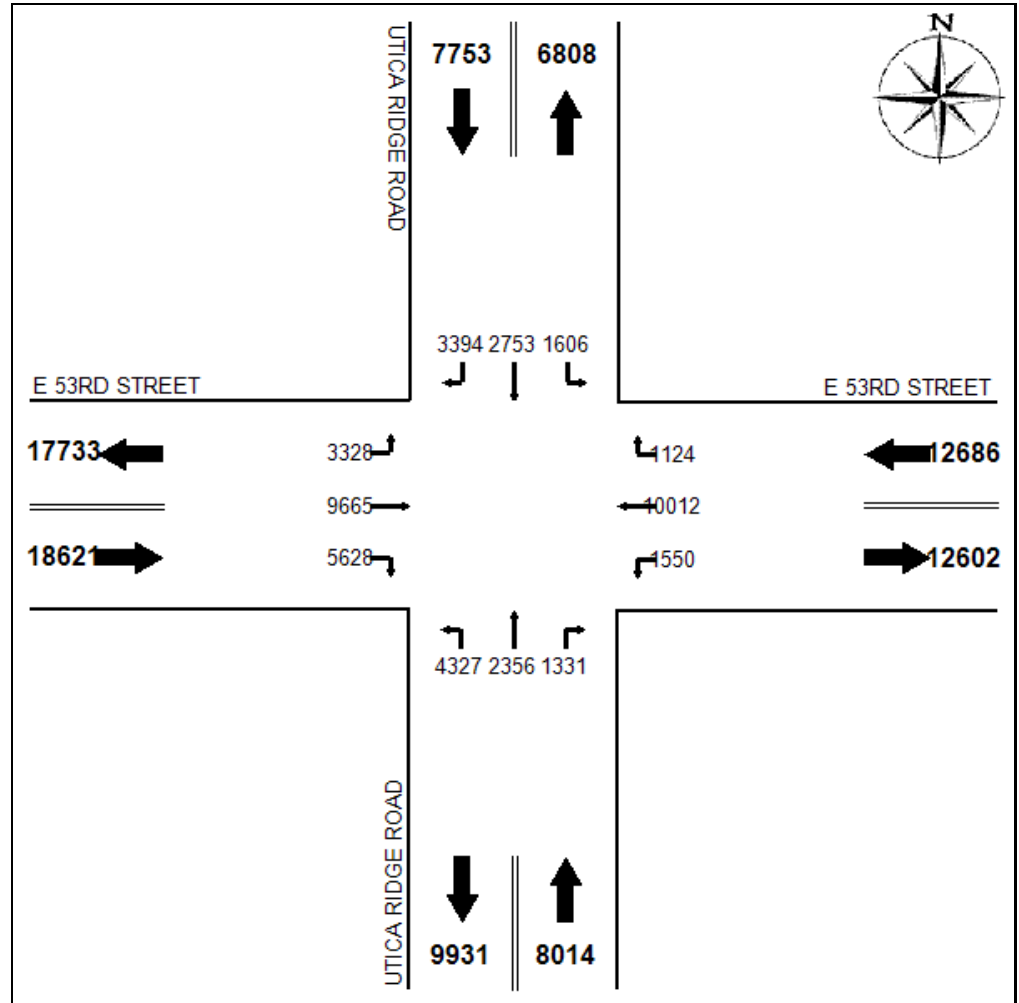
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: 1.980
Pass Class Factor: 2.001
SU Class Factor: 1.908
Combo Class Factor: 1.716



Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	56	126	232	83	720	39	258	74	36	172	543	382
08:00	54	147	195	109	624	52	242	84	63	189	537	391
11:00	117	180	235	113	667	85	324	205	90	239	612	348
12:00	142	226	282	127	780	101	341	207	134	259	709	389
15:00	131	208	238	99	718	90	301	183	100	273	658	348
16:00	137	231	258	119	821	93	352	188	116	246	891	469
17:00	167	259	260	125	680	103	347	237	127	290	887	489

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles

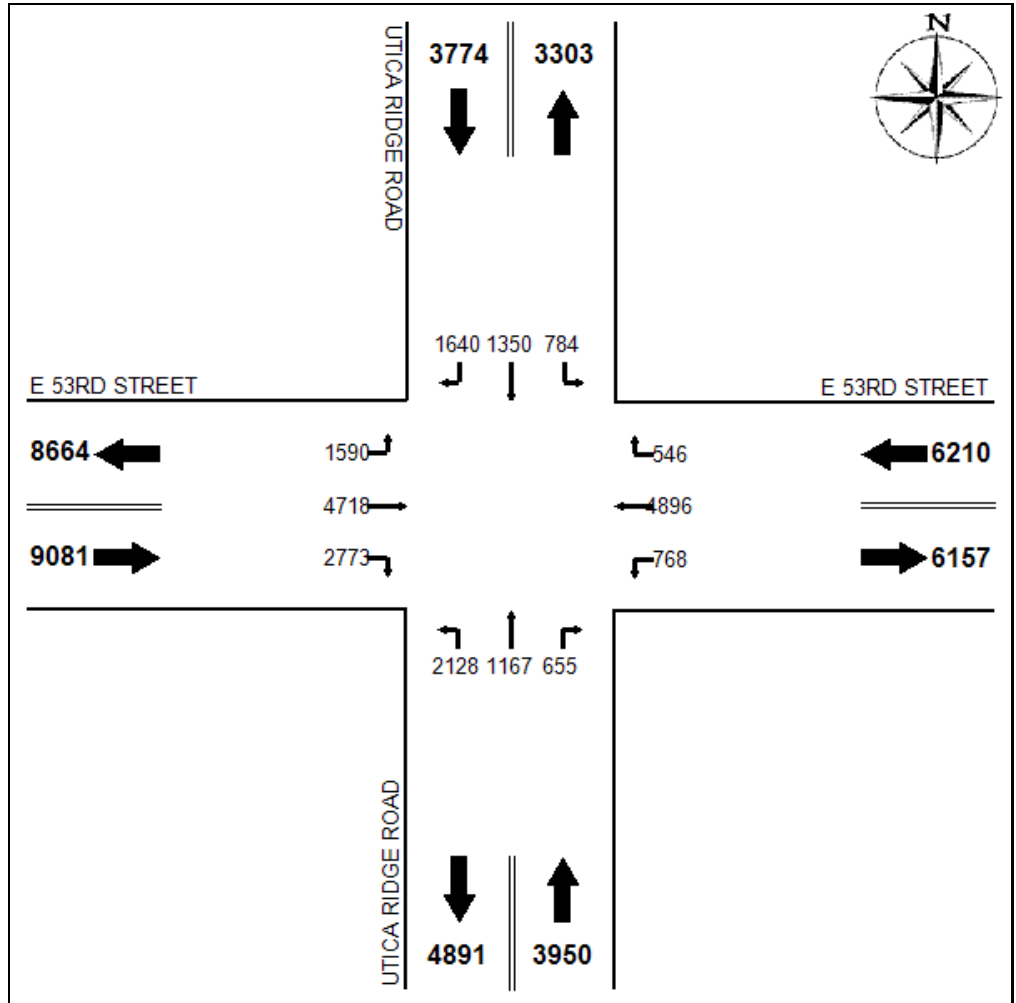
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A

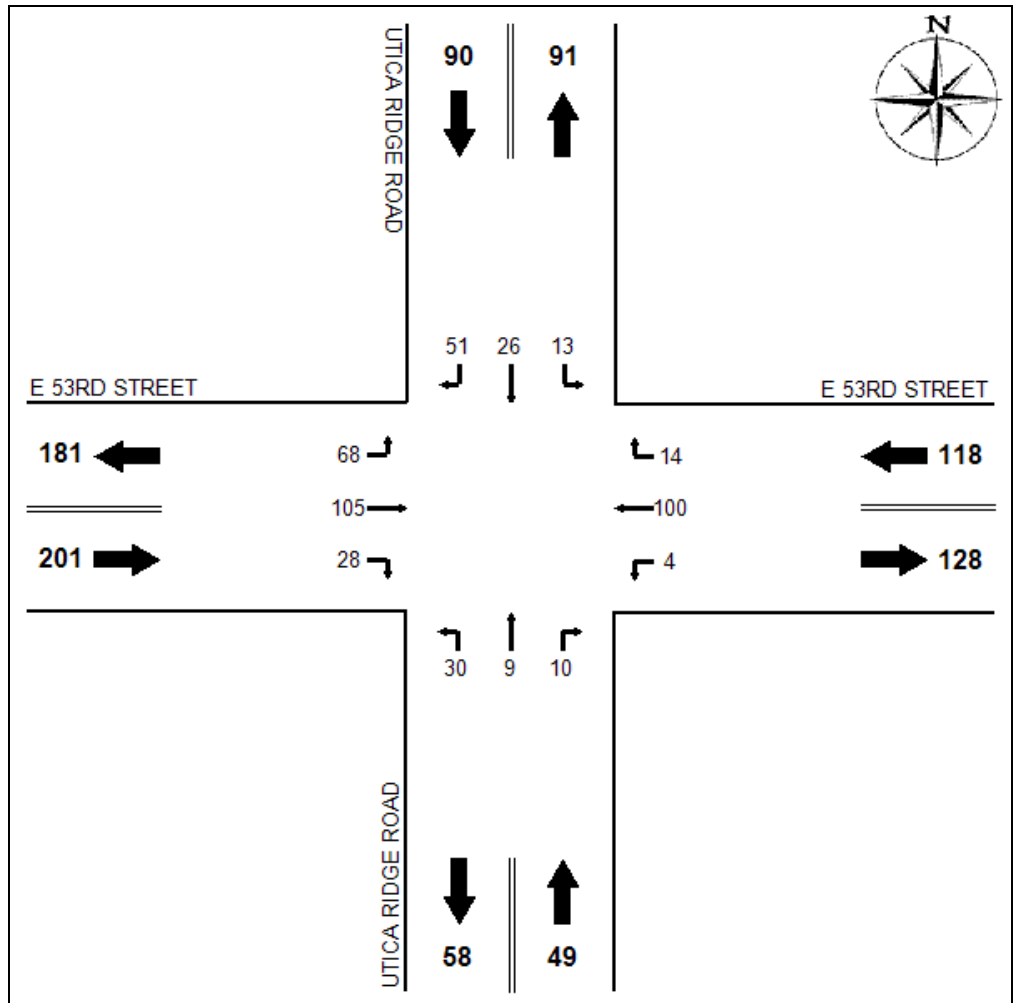


Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	55	121	228	83	707	39	256	73	35	159	526	375
08:00	49	144	186	105	603	49	231	84	63	171	502	383
11:00	113	177	220	111	653	82	318	200	88	222	588	338
12:00	137	223	272	126	751	96	334	205	131	249	694	385
15:00	129	204	234	99	702	88	296	182	99	265	647	344
16:00	137	226	246	119	810	91	349	187	113	237	880	465
17:00	164	255	254	125	670	101	344	236	126	287	881	483

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

Station Number: 82147332099
Count Date: Thursday, July 24, 2014
County: Scott
Location Description: E 53rd St & Utica Ridge Road
Volume Factor: N/A Pass Class Factor: N/A SU Class Factor: N/A Combo Class Factor: N/A



Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	0	4	1	0	12	0	2	0	1	11	16	3
08:00	3	3	9	1	19	1	9	0	0	16	31	5
11:00	4	3	13	2	12	3	5	4	2	14	20	6
12:00	2	3	10	1	25	4	5	2	3	10	14	3
15:00	2	4	3	0	13	2	4	1	1	8	10	4
16:00	0	5	9	0	11	2	3	1	2	6	9	2
17:00	2	4	6	0	8	2	2	1	1	3	5	5

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks

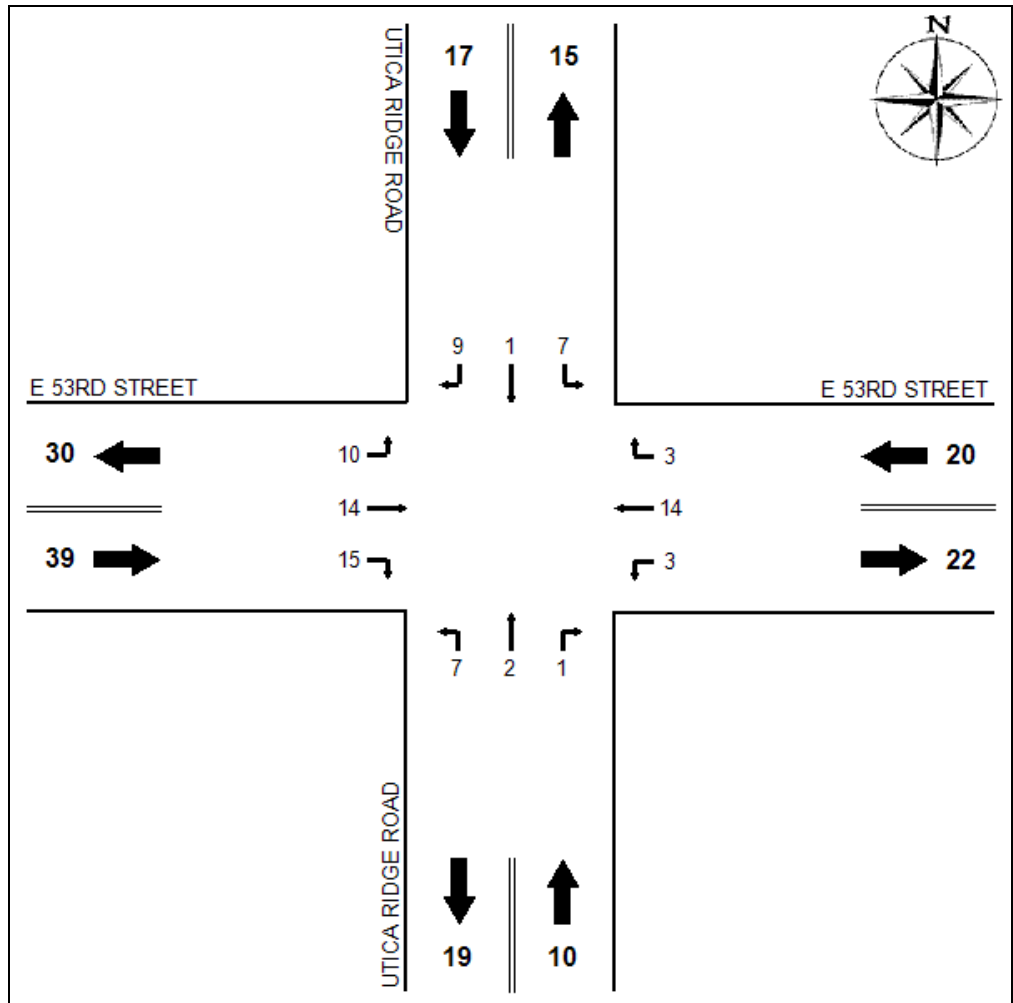
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A



Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	1	1	3	0	1	0	0	1	0	2	1	4
08:00	2	0	0	3	2	2	2	0	0	2	4	3
11:00	0	0	2	0	2	0	1	1	0	3	4	4
12:00	3	0	0	0	4	1	2	0	0	0	1	1
15:00	0	0	1	0	3	0	1	0	0	0	1	0
16:00	0	0	3	0	0	0	0	0	1	3	2	2
17:00	1	0	0	0	2	0	1	0	0	0	1	1

YEAR 2014: E 53RD STREET AT UTICA RIDGE ROAD													
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	56	126	232	83	720	39	258	74	36	172	543	382	2721
8:00 AM	54	147	195	109	624	52	242	84	63	189	537	391	2687
11:00 AM	117	180	235	113	667	85	324	205	90	239	612	348	3215
12:00 PM	142	226	282	127	780	101	341	207	134	259	709	389	3697
3:00 PM	131	208	238	99	718	90	301	183	100	273	658	348	3347
4:00 PM	137	231	258	119	821	93	352	188	116	246	891	469	3921
5:00 PM	167	259	260	125	680	103	347	237	127	290	887	489	3971

AM PEAK	414	842	368	1097
		812		

	804	1377	1700	775	5010	563	2165	1178	666	1668	4837	2816
2.001	1609	2755	3402	1551	10025	1127	4332	2357	1333	3338	9679	5635

PM PEAK	686	908	711	1666
ADT	7753	12668	8014	18621
% OF ADT	11.30174927	13.95154185	11.27144866	11.17707083
		974		

YEAR 2016: E 53RD STREET AT UTICA RIDGE ROAD @ 3% GROWTH RATE													
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	60	134	247	89	764	42	274	79	39	183	577	406	2894
8:00 AM	58	156	207	116	663	56	257	90	67	201	570	415	2856
11:00 AM	125	191	250	120	708	91	344	218	96	254	650	370	3417
12:00 PM	151	240	300	135	828	108	362	220	143	275	753	413	3928
3:00 PM	139	221	253	106	762	96	320	195	107	290	699	370	3558
4:00 PM	146	246	274	127	871	99	374	200	124	261	946	498	4166
5:00 PM	178	275	276	133	722	110	369	252	135	308	942	519	4219

Wednesday October 19th - Amesbury Drive AM

	1 - Left Out	2 - Right Out	3 - Left In	4 - Right In	
6:00 - 6:15	5	2	0	1	
6:16 - 6:30	1	0	1	0	
6:31 - 6:45	6	4	0	1	
6:46 - 7:00	9	9	5	1	45
7:01 - 7:15	15	3	0	1	56
7:16 - 7:30	6	7	2	3	72
7:31 - 7:45	8	7	4	1	81
7:46 - 8:00	5	6	4	3	75
8:01 - 8:15	4	3	1	2	66
8:16 - 8:30	3	5	1	4	61
8:31 - 8:45	7	4	0	3	55
8:46 - 9:00	2	6	0	6	51

Wednesday October 19th - Amesbury Drive PM

	1 - Left Out	2 - Right Out	3 - Left In	4 - Right In	
3:00 - 3:15	1	4	5	6	
3:16 - 3:30	4	4	3	4	
3:31 - 3:45	3	3	3	8	
3:46 - 4:00	5	1	4	8	66
4:01 - 4:15	3	1	6	7	67
4:16 - 4:30	1	5	3	15	76
4:31 - 4:45	2	5	9	15	90
4:46 - 5:00	6	4	4	11	97
5:01 - 5:15	7	2	7	11	107
5:16 - 5:30	3	1	3	13	103
5:31 - 5:45	8	4	3	12	99
5:46 - 6:00	3	3	5	4	89

Wednesday October 19th - Lakeview Parkway AM

	1 - Right Out	2 - Left Out	3 - Right In	4 - Left In	
6:00 - 6:15	5	0	4	9	
6:16 - 6:30	3	2	10	17	
6:31 - 6:45	6	2	7	11	
6:46 - 7:00	2	2	13	40	133
7:01 - 7:15	6	1	8	20	150
7:16 - 7:30	7	1	11	45	182
7:31 - 7:45	9	2	14	42	223
7:46 - 8:00	9	0	20	69	264
8:01 - 8:15	6	0	8	39	282
8:16 - 8:30	13	2	9	25	267
8:31 - 8:45	16	2	4	24	246
8:46 - 9:00	9	2	9	17	185

Wednesday October 19th - Lakeview Parkway PM

	1 - Right Out	2 - Left Out	3 - Right In	4 - Left In	
3:00 - 3:15	18	5	4	12	
3:16 - 3:30	20	1	2	9	
3:31 - 3:45	15	4	3	15	
3:46 - 4:00	13	2	11	5	139
4:01 - 4:15	34	2	3	4	143
4:16 - 4:30	23	4	8	5	151
4:31 - 4:45	47	2	7	11	181
4:46 - 5:00	30	3	5	11	199
5:01 - 5:15	35	1	2	6	200
5:16 - 5:30	18	1	8	8	195
5:31 - 5:45	14	2	7	17	168
5:46 - 6:00	8	1	4	6	138

Iowa DOT and BiState compare well 2010 vs 2010

2005-2010 % increase/year 1.5 - 3.6

2010-2014 % increase/year 1.5 - 6.0

use 3% increase per year

563

PREDICTING PERCENT INCREASE IN TRAFFIC

Bi-State	Year	ADT	Year	ADT	Year	ADT	Year	ADT	Year	ADT
Original Count	2005	24600	2005	17200	2005	8000	2005	6800	2005	15100
New Count	2010	26600	2010	18000	2010	8600	2010	11500	2010	18000
	5	1.0813	5	1.04651	5	1.075	5	1.69118	5	1.19205
% Increase		1.57558		0.91339		1.45692		11.0805		3.57599
IowaDOT	Year	ADT	Year	ADT	Year	ADT	Year	ADT	Year	ADT
Original Count	2010	18100	2010	2410	2010	13800				
New Count	2014	21800	2014	2560	2014	17400				
	4	1.20442	4	1.06224	4	1.26087				
% Increase		4.75976		1.52096		5.96624				

Use 3% increase per year

PEAK HOUR SPLITS ON E. 53rd ST.
USING UTICA IADOT COUNTS AS COMPARISON.

ADT 25,300 $\times 0.10 =$ 2,530 VPH PEAK HOUR

45/55 SPLIT @ EAST LEG OF UTICA

←

→

2014-2016 $(1.03)^2 = 1.0609$

2016 ADT

$25,300 (1.0609) = 26,840$ AM PM

← 1,166 1,769 410 / 60

→ 863 1,035 42 / 58

2,029 2,804

0.0756 0.1045

58 65

—
42 35

WEST OF
FALCON AVE
2014 ADT

2016: $21,800 \times (1.0609) = 23,128$

← 1014 1571

→ 735 846

1,749 2,417

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

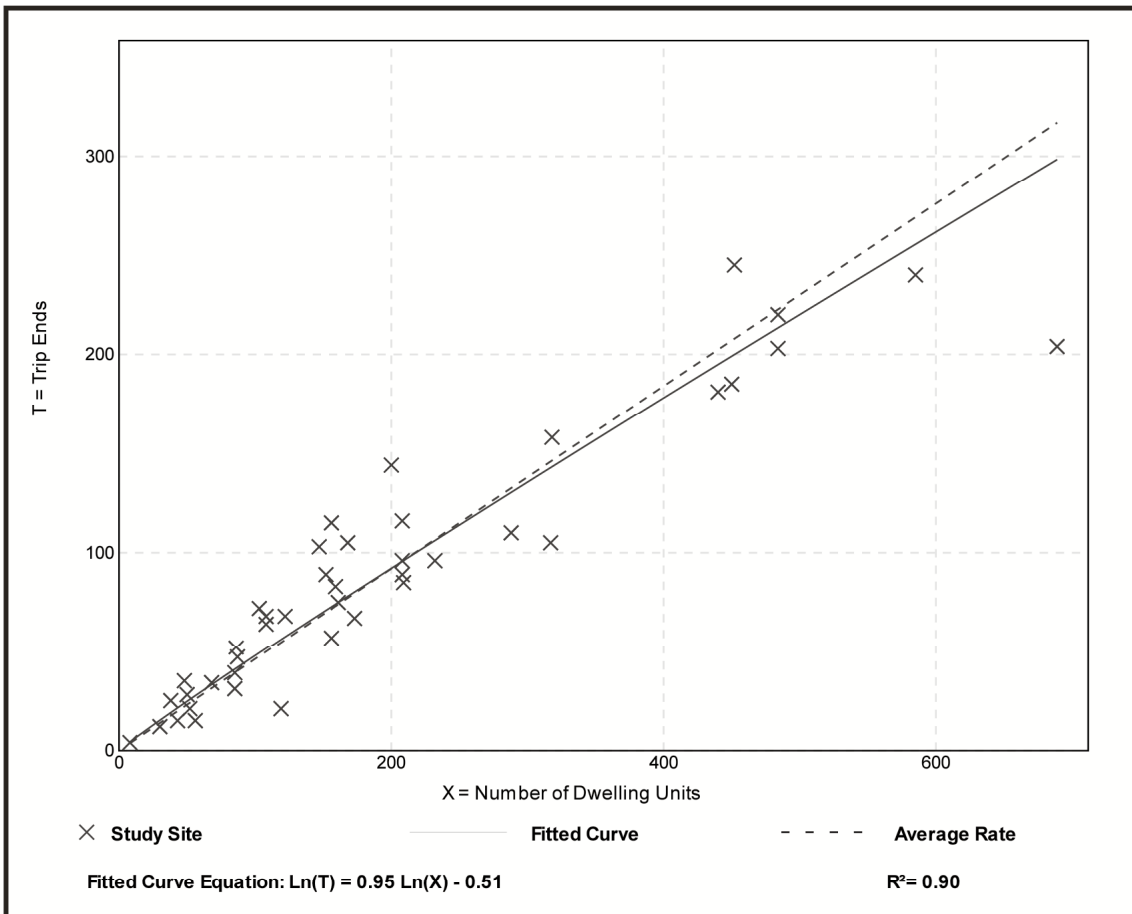
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

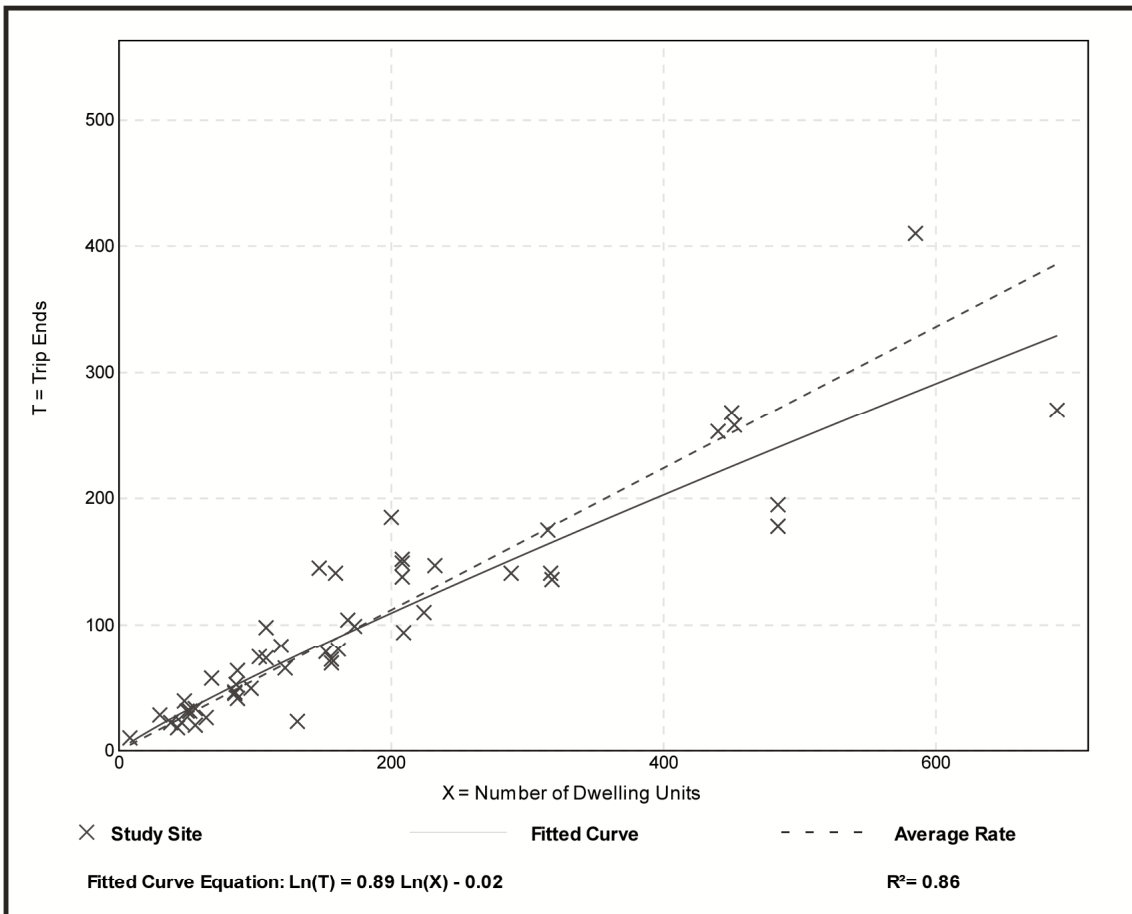
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Land Use: 715

Single Tenant Office Building

Description

A single tenant office building generally contains offices, meeting rooms, and space for file storage and data processing of a single business or company and possibly other service functions including a restaurant or cafeteria. General office building (Land Use 710), small office building (Land Use 712), corporate headquarters building (Land Use 714), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in California, Kansas, Maryland, Missouri, New Jersey, New York, Pennsylvania, and Virginia.

Source Numbers

212, 262, 273, 279, 303, 304, 322, 323, 324, 327, 407, 510, 701

Single Tenant Office Building (715)

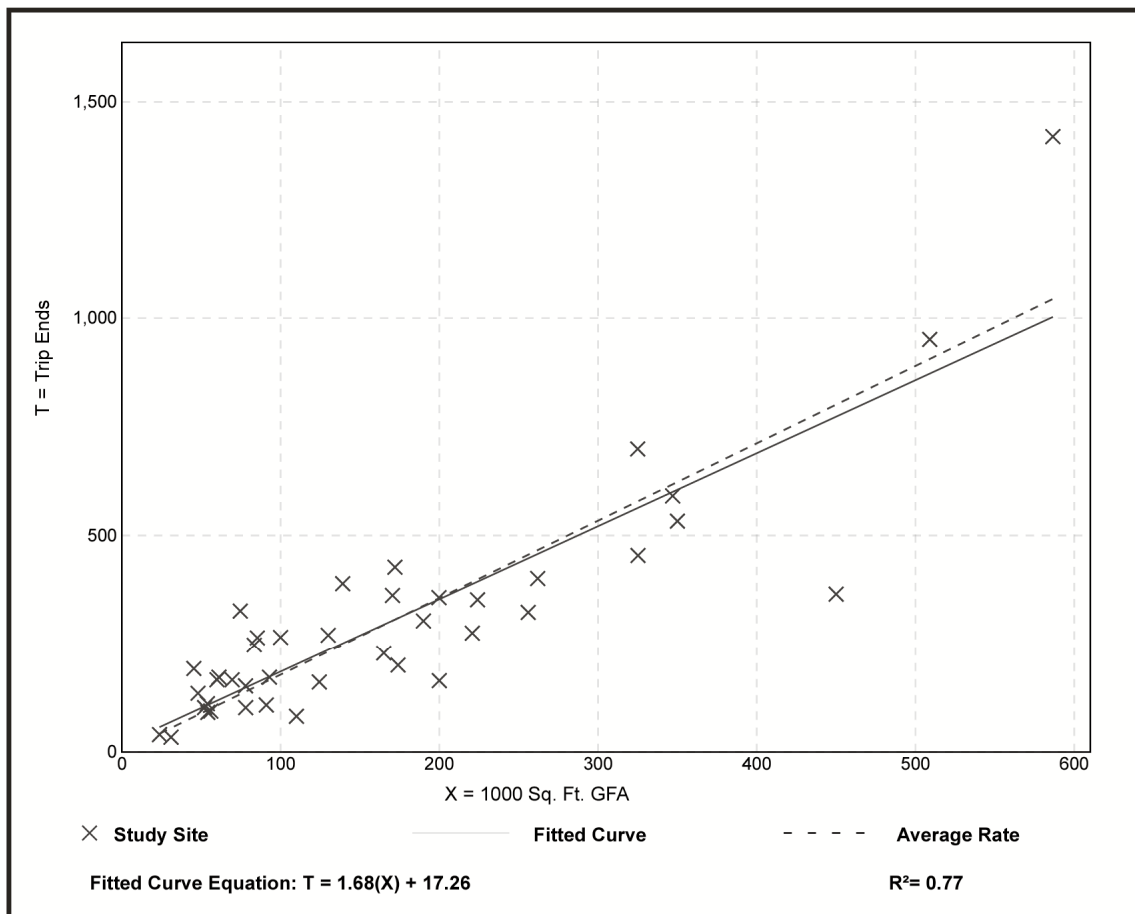
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
1000 Sq. Ft. GFA: 168
Directional Distribution: 89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.78	0.75 - 4.37	0.67

Data Plot and Equation



Single Tenant Office Building (715)

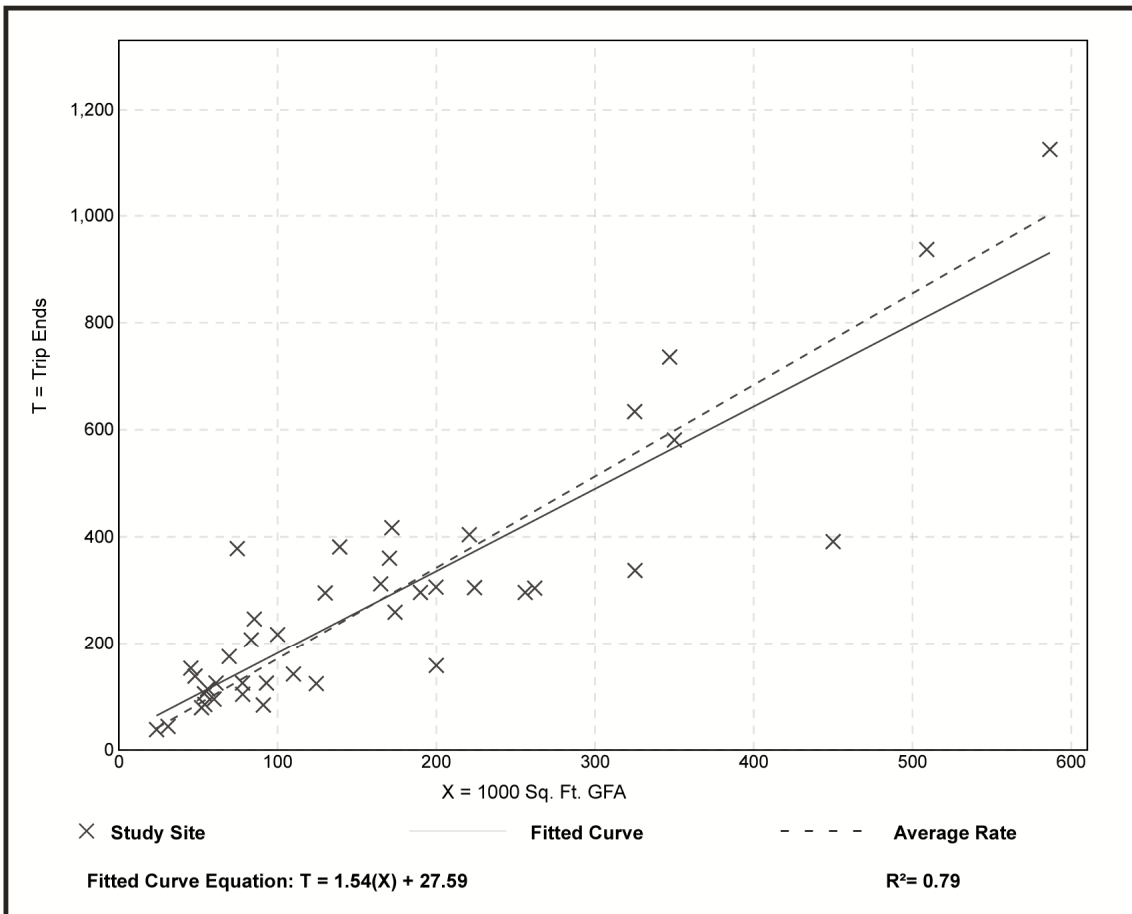
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
1000 Sq. Ft. GFA: 168
Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.79 - 5.07	0.64

Data Plot and Equation



Land Use: 815

Free-Standing Discount Store

Description

A discount store is similar to a free-standing discount superstore described in Land Use 813 with the exception that it does not contain a full-service grocery department. It is also similar to a department store described in Land Use 875 with the exception that it generally offers centralized cashiering and sells products that are advertised at discount prices. Discount stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station. Free-standing discount stores are also sometimes found as separate parcels within a retail complex, with or without their own dedicated parking. Free-standing discount superstore (Land Use 813), variety store (Land Use 814) and department store (Land Use 875) are related uses.

Additional Data

Time-of-day data are limited for this land use. For the sites with vehicle counts over a several hour period, the weekday site peak hour ranged between 11:00 a.m. and 5:00 p.m. and the Saturday site peak hour ranged between 11:00 a.m. and 4:00 p.m.

Garden centers contained within the principal outside faces of the exterior building walls were included in the gross square floor areas reported. Outdoor or fenced-in areas outside the principal outside faces of the exterior building walls were excluded.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, South Dakota, and Wisconsin.

To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers, outdoor fenced-in space and service stations in trip generation data submissions.

Source Numbers

305, 340, 353, 358, 376, 386, 417, 504, 528, 579, 588, 595, 630, 735, 842, 946, 960

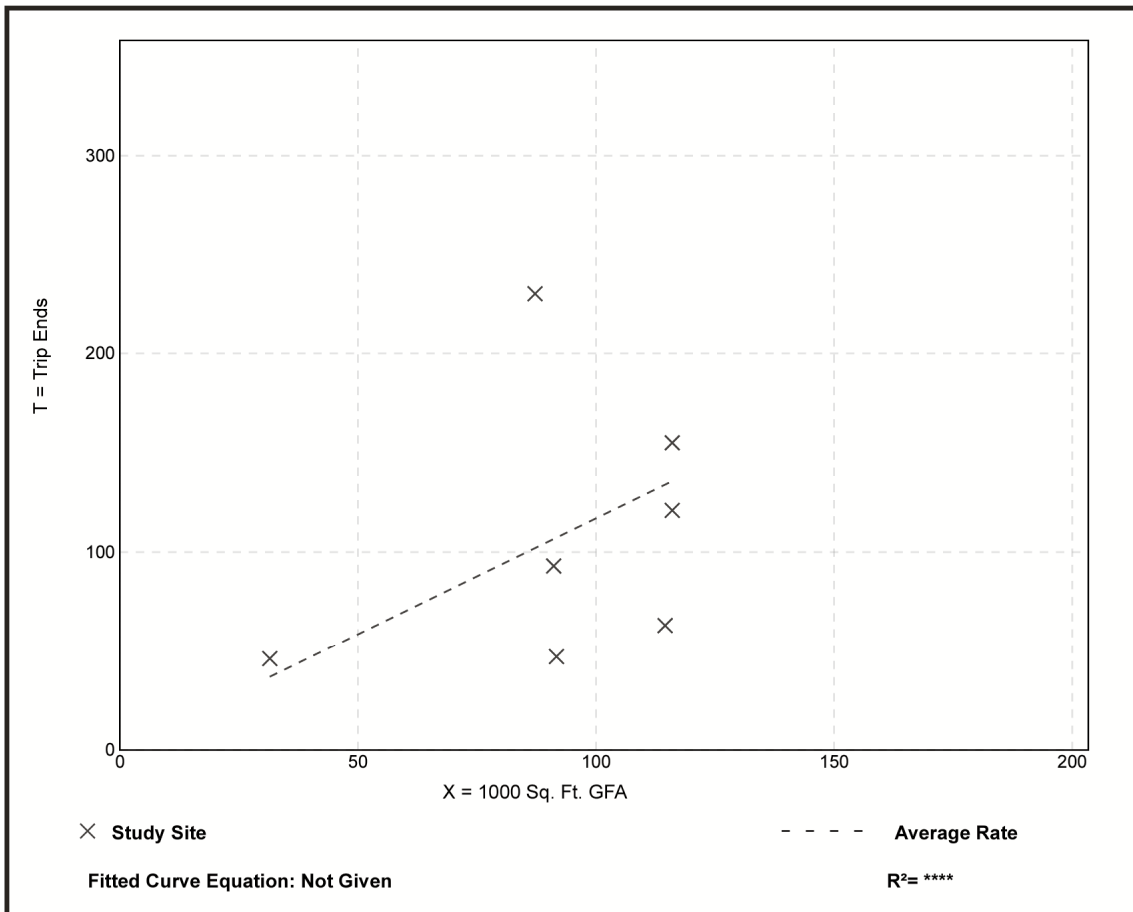
Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 7
 1000 Sq. Ft. GFA: 93
 Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.17	0.51 - 2.64	0.71

Data Plot and Equation



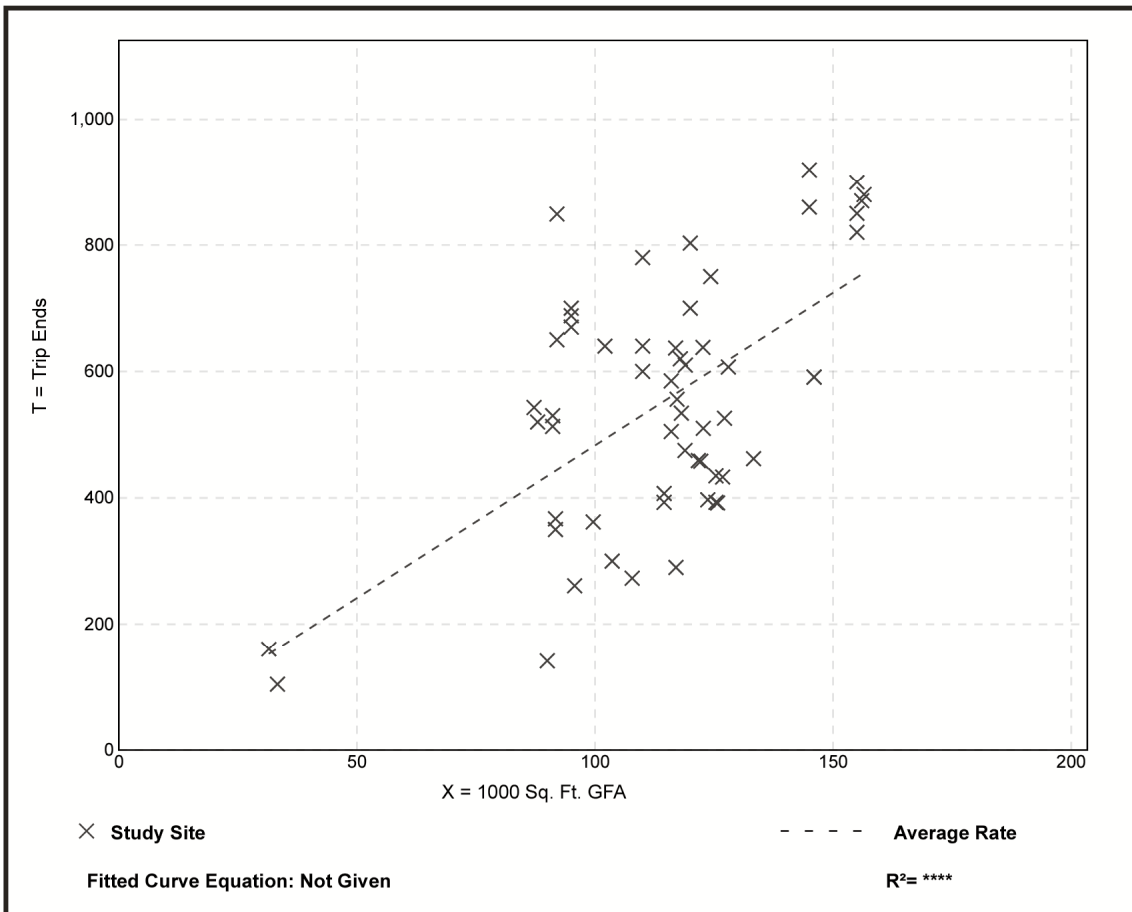
Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 57
 1000 Sq. Ft. GFA: 114
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.83	1.57 - 9.23	1.44

Data Plot and Equation



Land Use: 912

Drive-in Bank

Description

A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable, drive-in lanes, refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

Time-of-day distribution data for this land use are presented in Appendix A. For the 18 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961

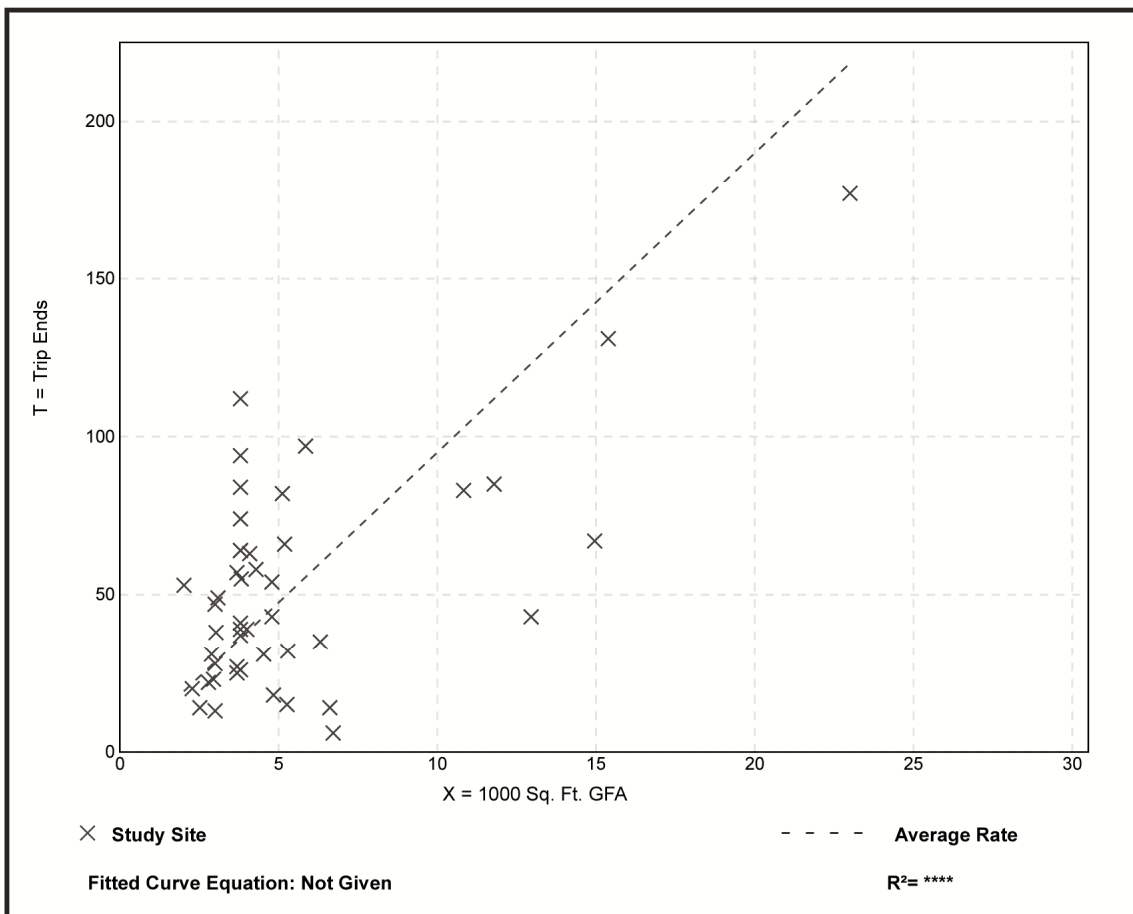
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 46
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



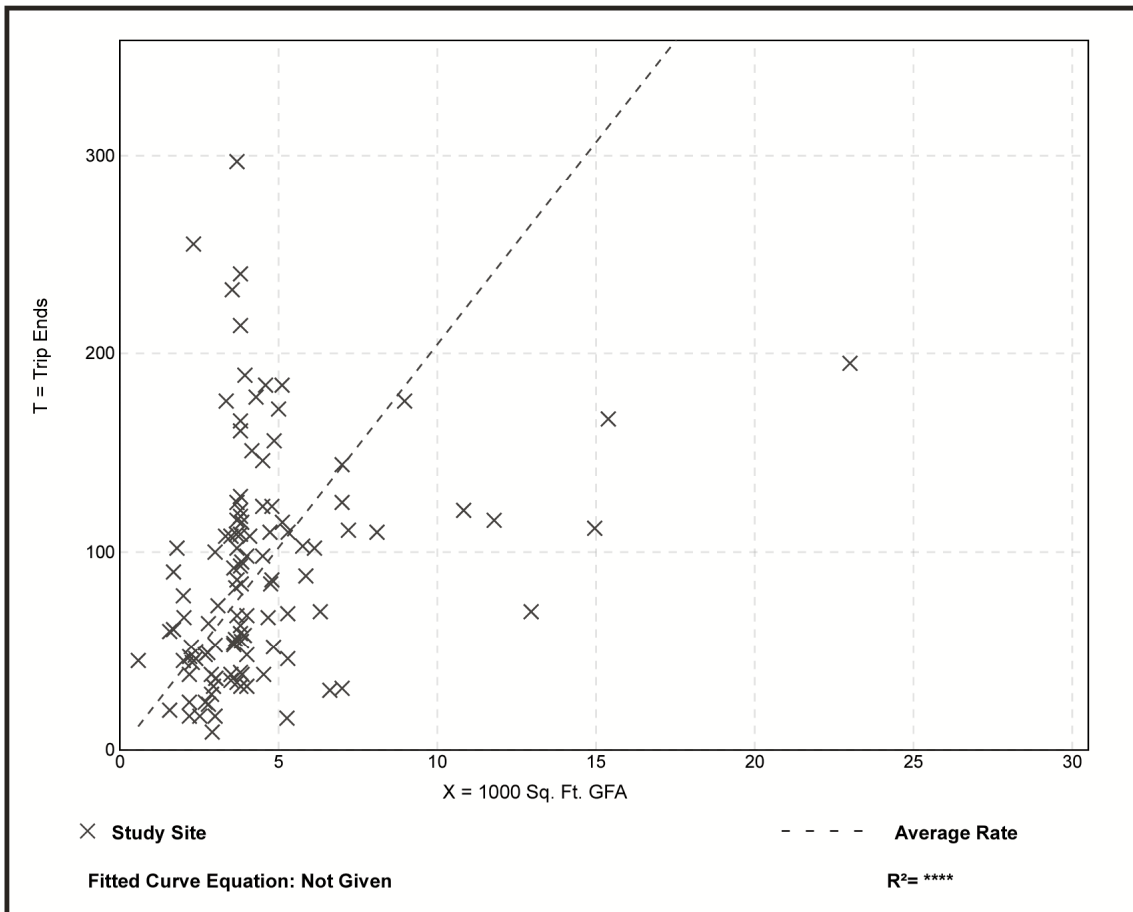
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 115
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977

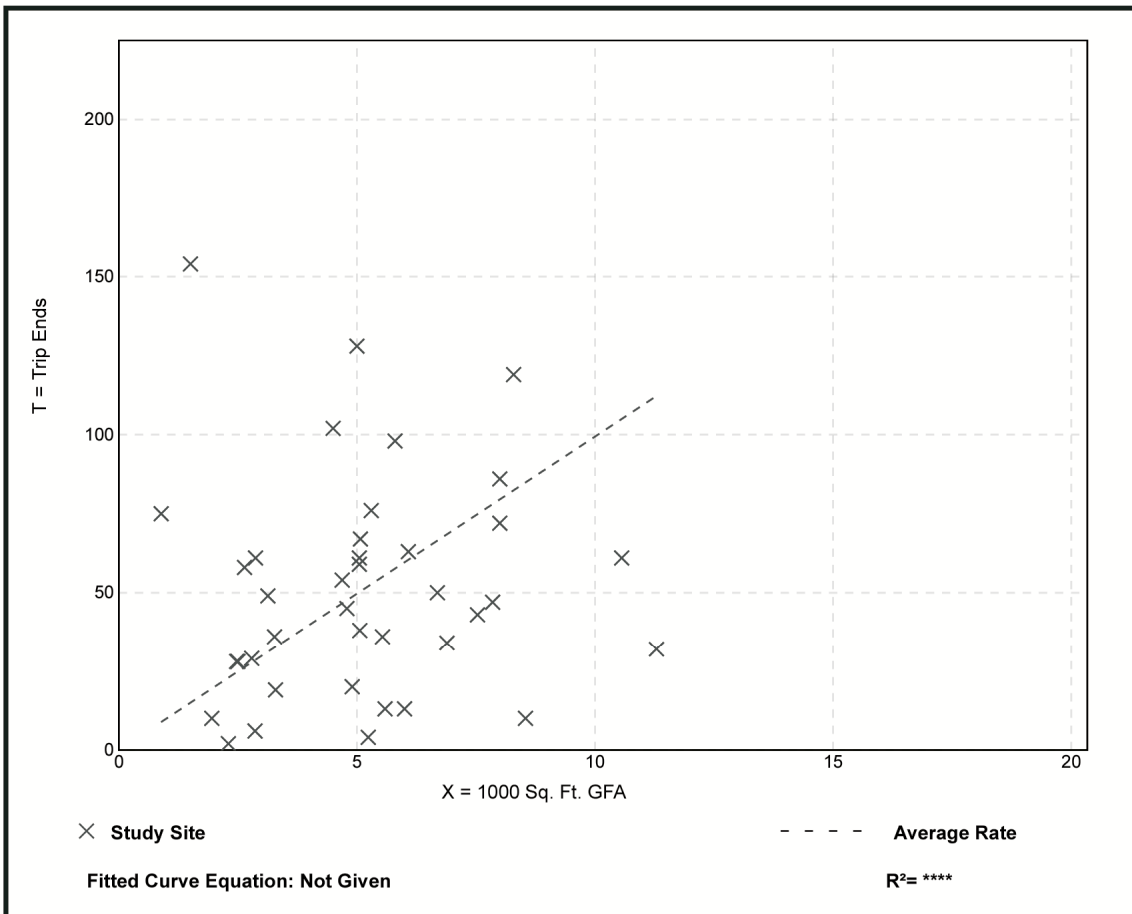
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 39
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



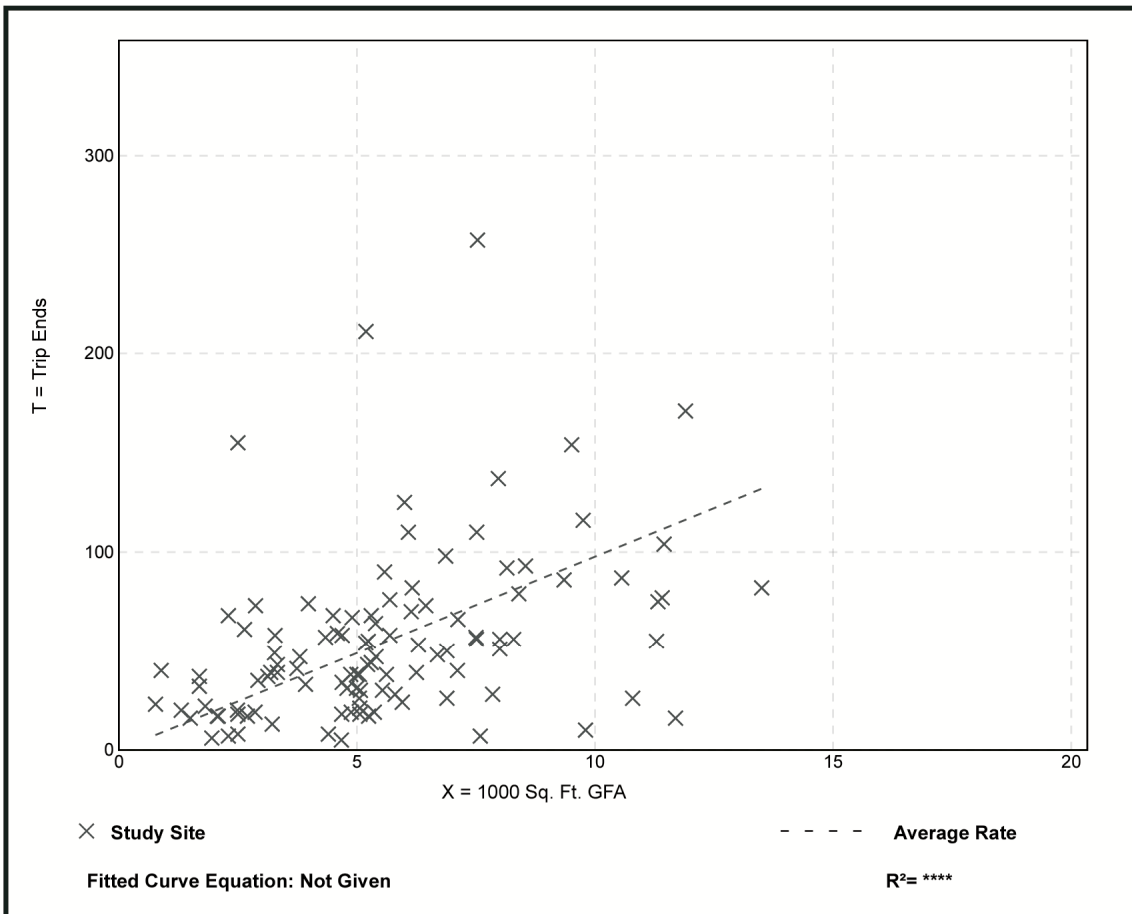
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 107
 1000 Sq. Ft. GFA: 6
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 46 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively. For the one dense multi-use urban site with data, the same AM and PM peak hours were observed.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977

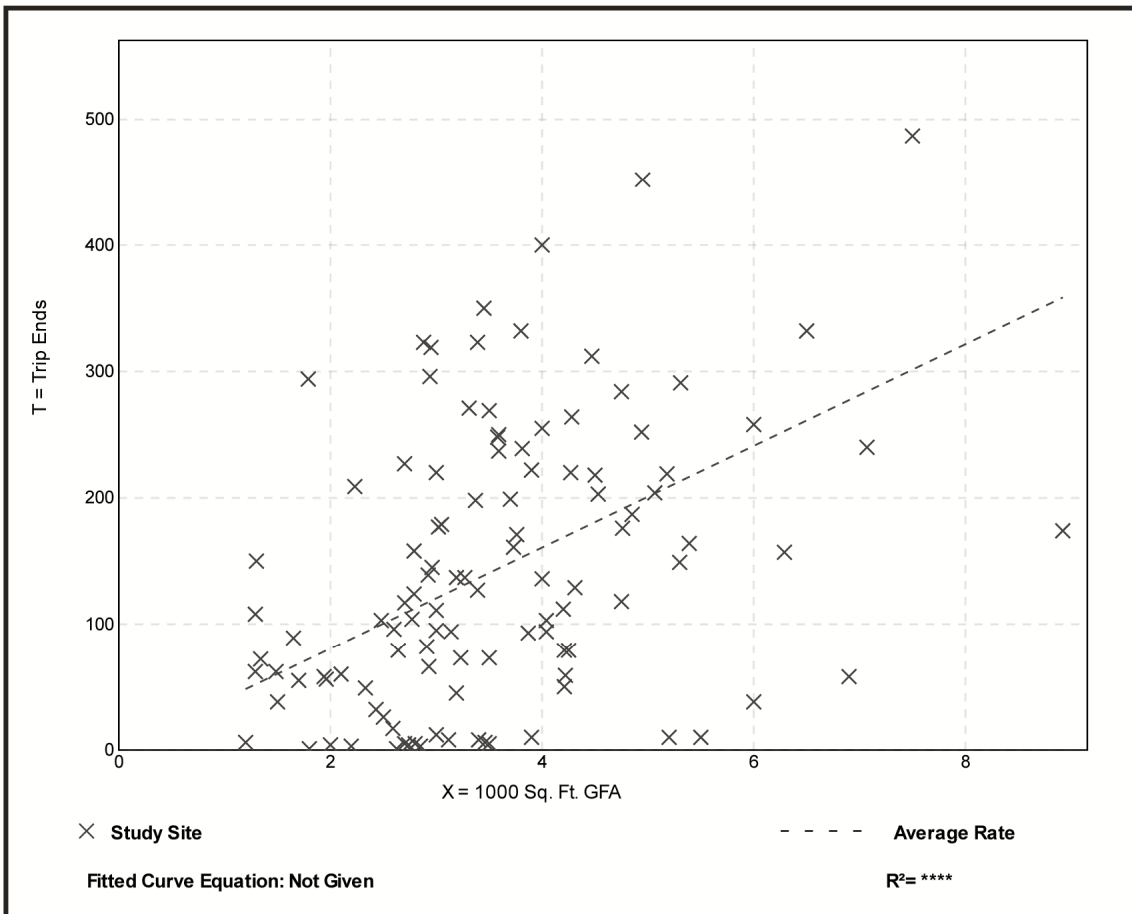
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 111
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



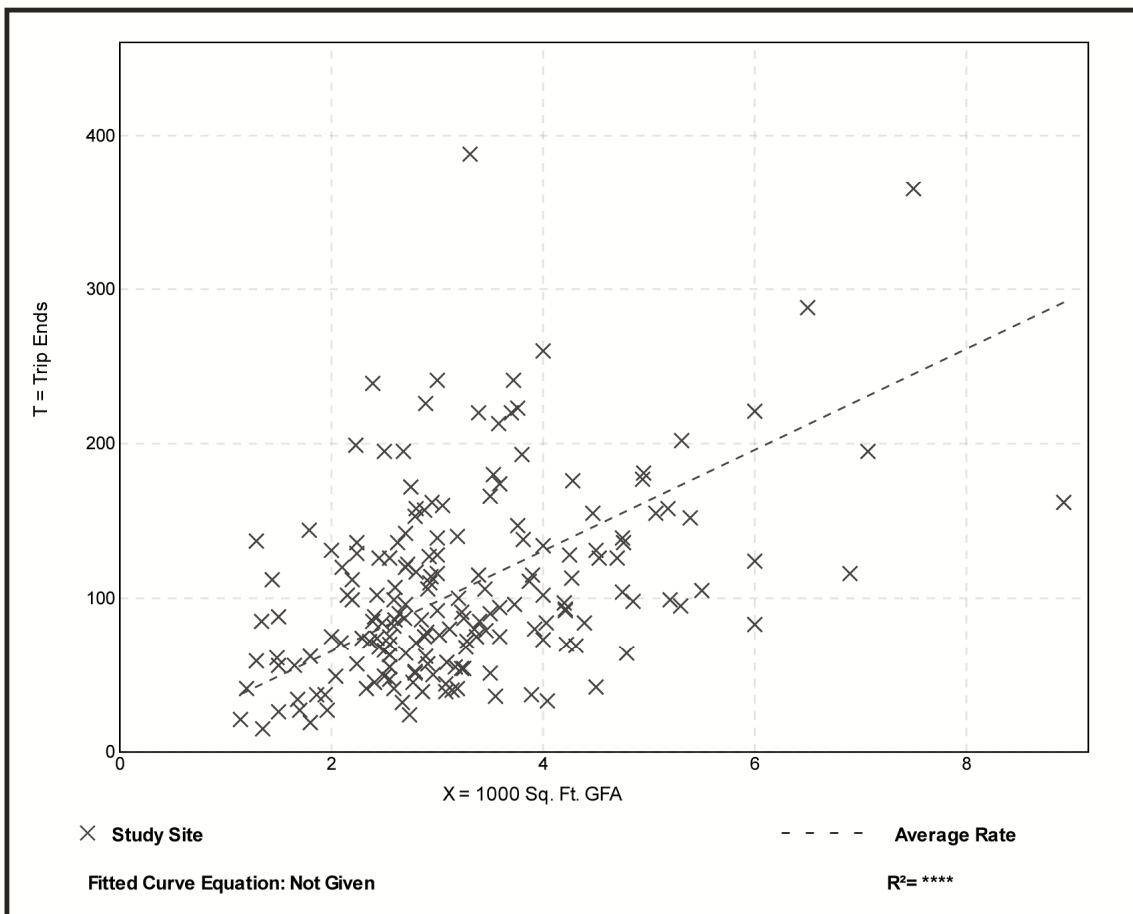
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 185
 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Land Use 945:

Gasoline/Service Station with Convenience Market

Description

This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:

- The number of vehicle fueling positions divided by the gross floor area of the convenience market (in 1,000s of square feet) is greater than a value of 4.0
- The gross floor area of the convenience market is between 2,000 and 6,000 gross square feet

Convenience market (Land Use 851), convenience market with gasoline pumps (Land Use 853), gasoline/service station (Land Use 944), truck stop (Land Use 950), and super convenience market/gas station (Land Use 960) are related uses.

Additional Data

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include “pay-at-the-pump” and traditional fueling stations. The weekday peak hours of the generator typically coincided with the peak hours of the adjacent street traffic.

Time-of-day distribution data for this land use are presented in Appendix A. For the 14 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 3:30 and 4:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CA), California, Connecticut, Florida, Indiana, Iowa, Kentucky, Maryland, Minnesota, New Hampshire, New Jersey, Pennsylvania, South Dakota, Texas, Utah, and Wisconsin.

Source Numbers

221, 245, 274, 340, 350, 351, 359, 385, 440, 617, 813, 844, 850, 864, 865, 882, 883, 888, 938, 954, 960, 962, 977

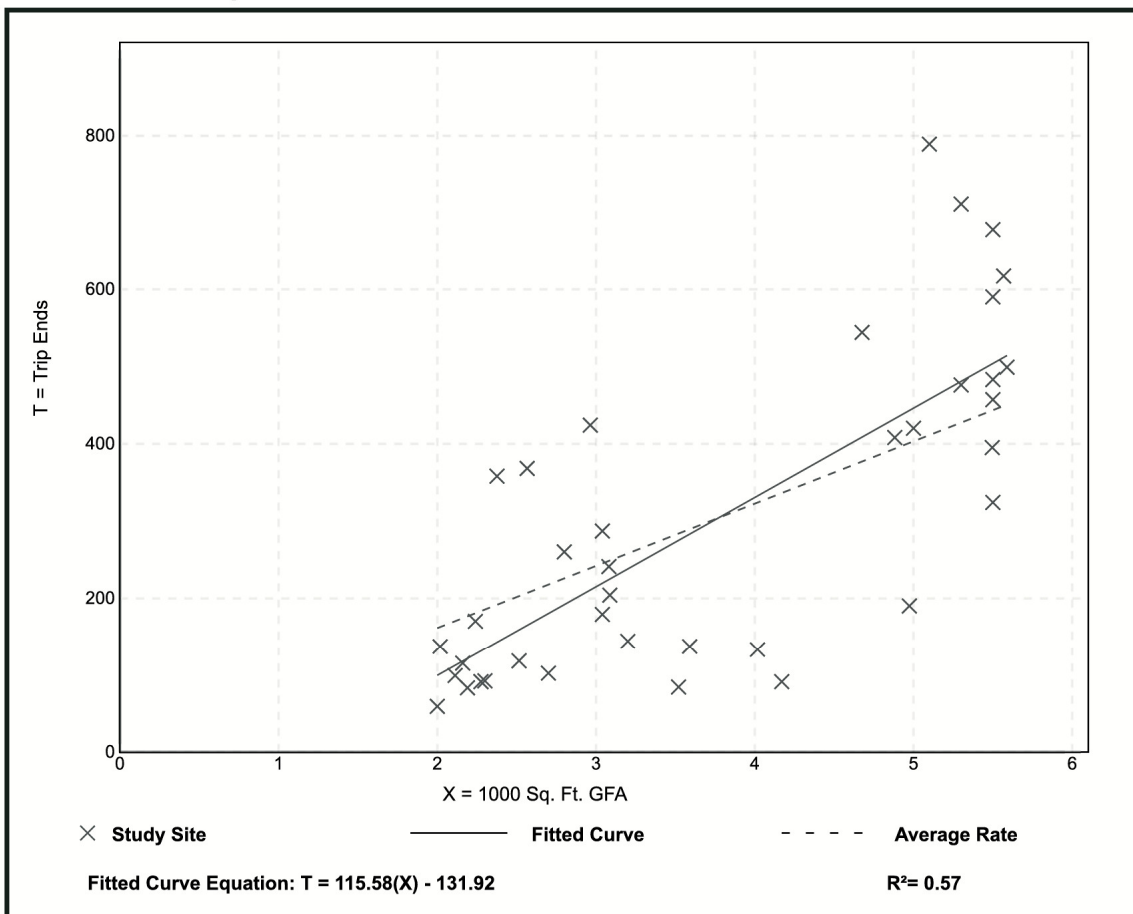
Gasoline/Service Station With Convenience Market (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 38
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
80.61	21.82 - 154.71	37.09

Data Plot and Equation



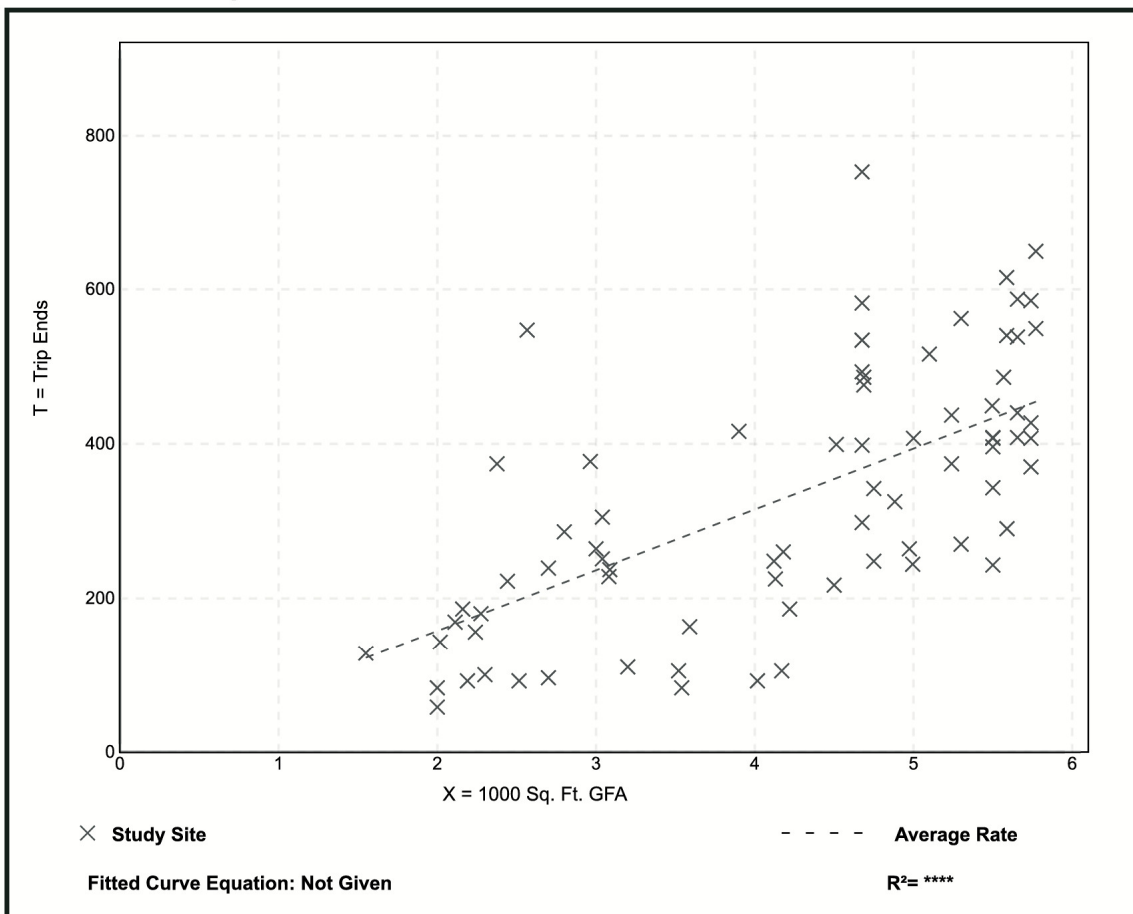
Gasoline/Service Station With Convenience Market (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 76
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
78.73	22.90 - 213.17	30.46

Data Plot and Equation



Land Use: 949

Car Wash and Detail Center

Description

A car wash and detail center is a facility that provides for the manual cleaning of the exterior of vehicles as well as interior car-detailing services. Self-service car wash (Land Use 947) and automated car wash (Land Use 948) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 2:15 and 3:15 p.m., respectively.

The site was surveyed in the 2010s in Minnesota.

Source Number

866

Car Wash and Detail Center (949)

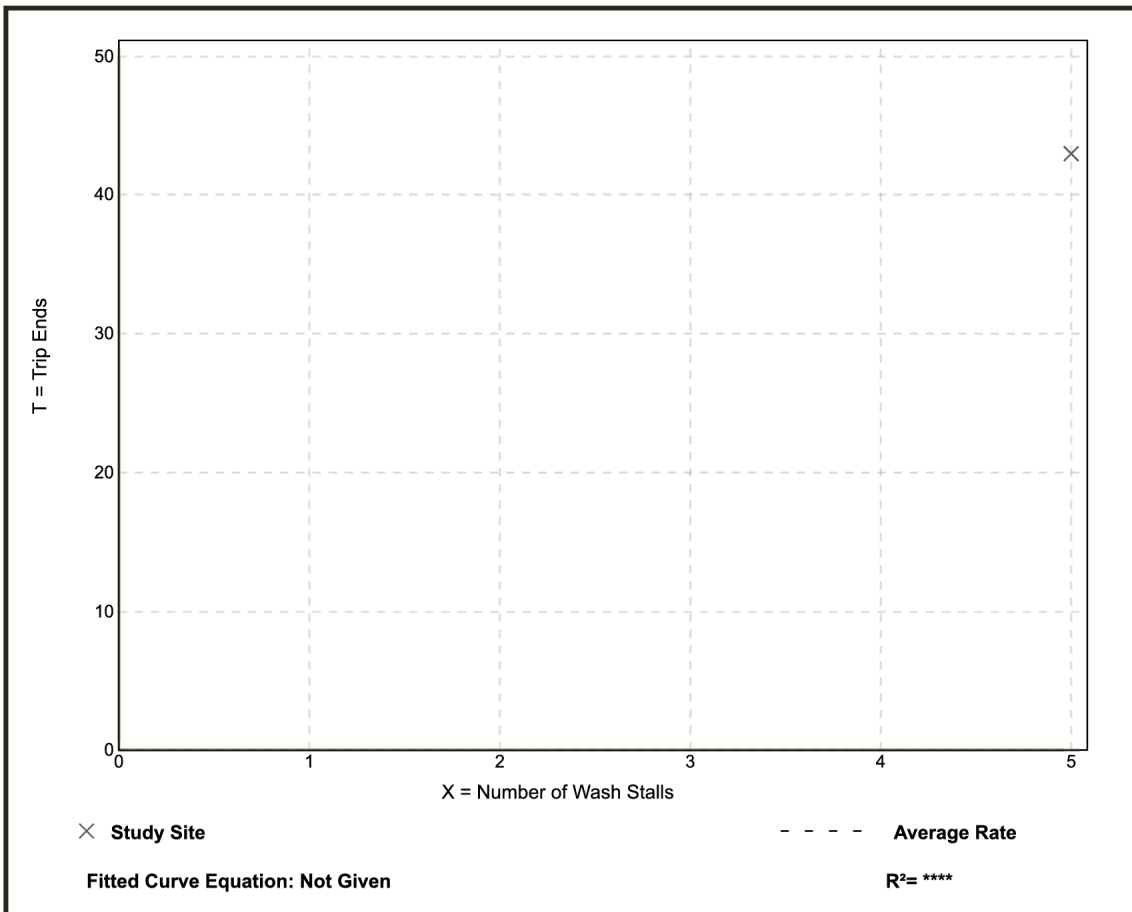
Vehicle Trip Ends vs: Wash Stalls
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Wash Stalls: 5
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
8.60	8.60 - 8.60	*

Data Plot and Equation

Caution – Small Sample Size



Car Wash and Detail Center (949)

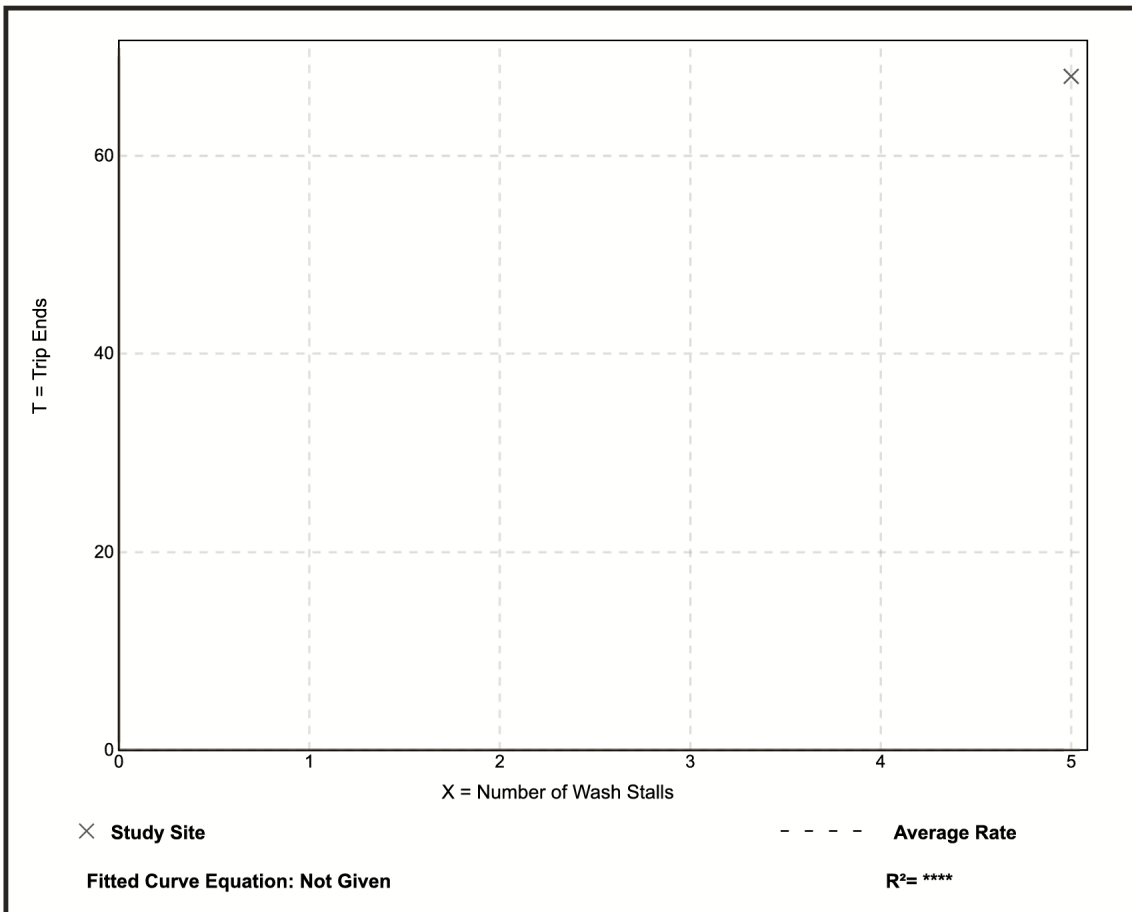
Vehicle Trip Ends vs: Wash Stalls
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Wash Stalls: 5
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
13.60	13.60 - 13.60	*

Data Plot and Equation

Caution – Small Sample Size



WEST ENTRANCE

E. 53RD ST POSTED SPEED OVER 40 MPH: USE 70% COLUMN

PEAK HOUR 978 + 137 = 2295
AM 888 + 1293 = 2231
PM 1125 + 1787 = 2912
1010 + 1690 = 2700

8TH MAX HOUR = 55% OF PEAK HOUR

AM 55(2231) = 1,227 1,262
PM 55(2700) = 1,485 1,602
2912

LAKEVIEW

NB

AM PEAK 93 190
PM PEAK 388 189

AM 8TH MAX HOUR = 0.55(93) = 52 105
PM 8TH MAX HOUR = 0.55(388) = 214 104
189

WARRANT 1, Eight-hour Vehicular

CONDITION A Met in PM AT 76% Build-out
A Met in AM AT 76% Build-out

80/105 = 76
80/104 = 76

WARRANT 3, PEAK HOUR

A, PM TWSC DELAY 500.7
6234.3 $\frac{500.7}{\text{veh}} = 8.34 \frac{\text{min}}{\text{veh}}$ MET
60 sec
hr

@ 87% 1 Met 8 vehicles
Build-out 2 Met Rt & Lt Turners > 100
100 vph = 57% 3 Met Total entering Traffic = 3,128 7 800
174 vph 3,200

B. Final LC > 40 MPH ON MAJOR STREET

AM/PM AM/PM WARRANT MET @ 38% Build-out
95%

80/214 = 38%
100/105 = 95%

PM

100/104 = 95%

EAST ENTRANCE

E. 53rd St.

PEAK HOUR

$$\text{AM } 791 + 1290 = 2,081$$

$$\text{PM } 1069 + 1769 = 2,838$$

8TH MAX HOUR = 55% OF PEAK HOUR

$$\text{AM: } .55(2,081) = 1,145$$

$$\text{PM: } .55(2,838) = 1,561$$

EAST ENTRANCE

NB

AM PEAK 47

PM PEAK 47

$$\text{AM 8TH HR} = 0.55(47) = 26$$

$$\text{PM 8TH HR} = 0.55(47) = 26$$

WARRANT 1, EIGHT-HOUR VEHICULAR

NOT MET $\Rightarrow$ LESS THAN 60 vph

WARRANT 3, PEAK HOUR

NOT MET $\Rightarrow$ LESS THAN 75 vph

WEST ENTRANCE

Right-turn warrants

Per Chapter 6 of the Iowa DOT design manual

$$30 \text{ vph} / 108 \text{ vph at full buildout} = 27\%$$

$\therefore$ @ 27% build out the right-turn is warranted.

LEFT-TURN WARRANT

Per Chapter 6

$$30 \text{ vph} / 86 \text{ vph at full buildout} = 35\%$$

$\therefore$ @ 35% buildout the left-turn lane is warranted

EAST ENTRANCE

Right-turn warrant

30 vph min. ^{AM PM} 25 (23) ACTUAL $\therefore \Rightarrow$ NOT MET

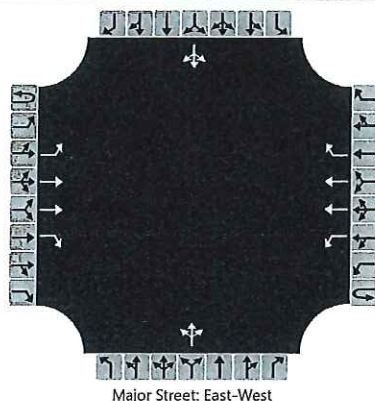
Left-turn warrant

30 vph min. 22 (21) Actual $\therefore$ NOT MET

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CJS	Intersection	53rd Street and Lakeview
Agency/Co.	Devenport, IA	Jurisdiction	Devenport, IA
Date Performed	5/2/18	East/West Street	E. 53rd Street
Analysis Year	2018	North/South Street	Lakeview Pkwy
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Sohpie Foster Development		

Lanes



Vehicle Volumes and Adjustments

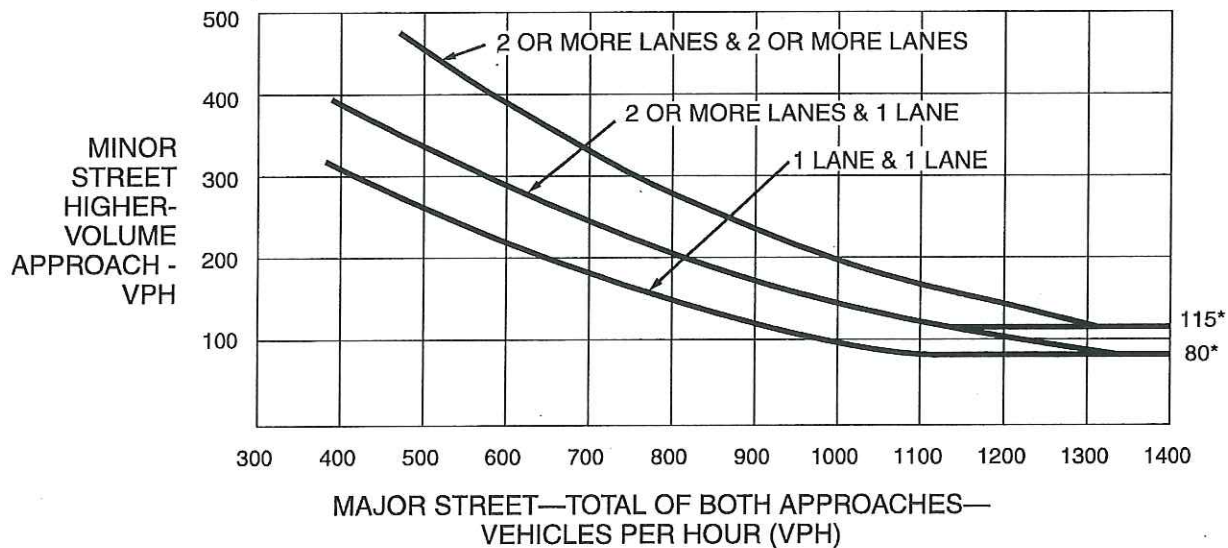
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume, V (veh/h)		35	987	103		86	1182	49		113	5	71		6	5	25
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.12				4.12				7.52	6.52	6.92		7.52	6.52	6.92
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

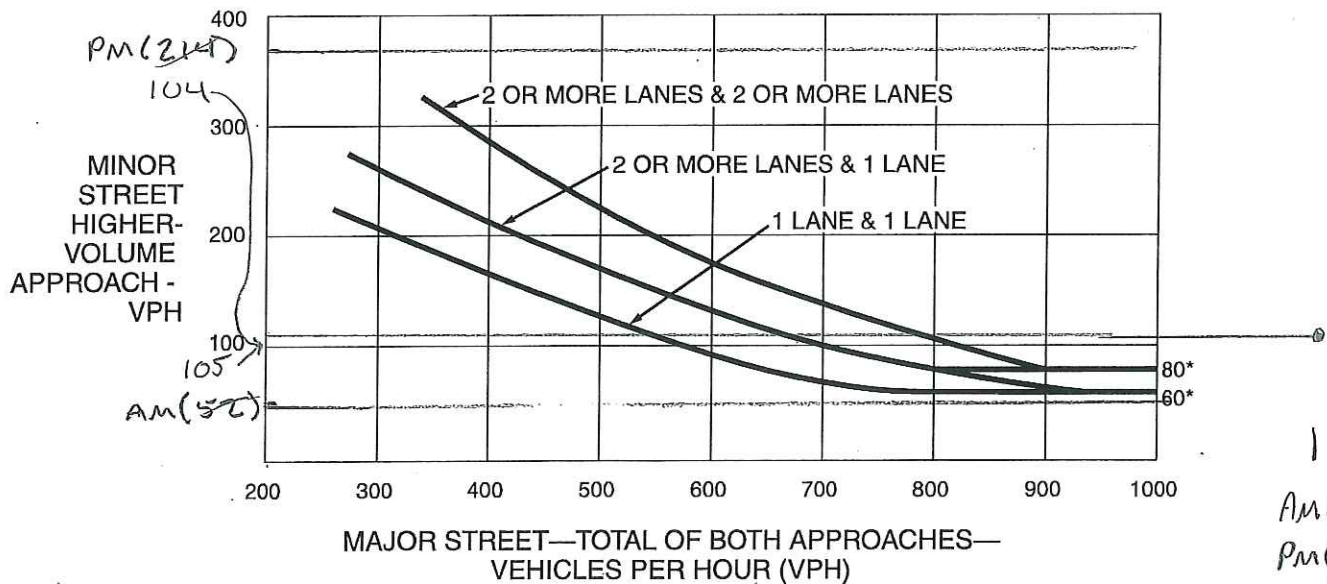
Flow Rate, v (veh/h)		38				93				205					39	
Capacity, c (veh/h)		517				591				108					81	
v/c Ratio		0.07				0.16				1.89					0.48	
95% Queue Length, Q ₉₅ (veh)		0.2				0.6				16.7					2.0	
Control Delay (s/veh)		12.5				12.2				500.7					85.5	
Level of Service, LOS		B				B				F					F	
Approach Delay (s/veh)	0.4				0.8				500.7				85.5			
Approach LOS									F				F			

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

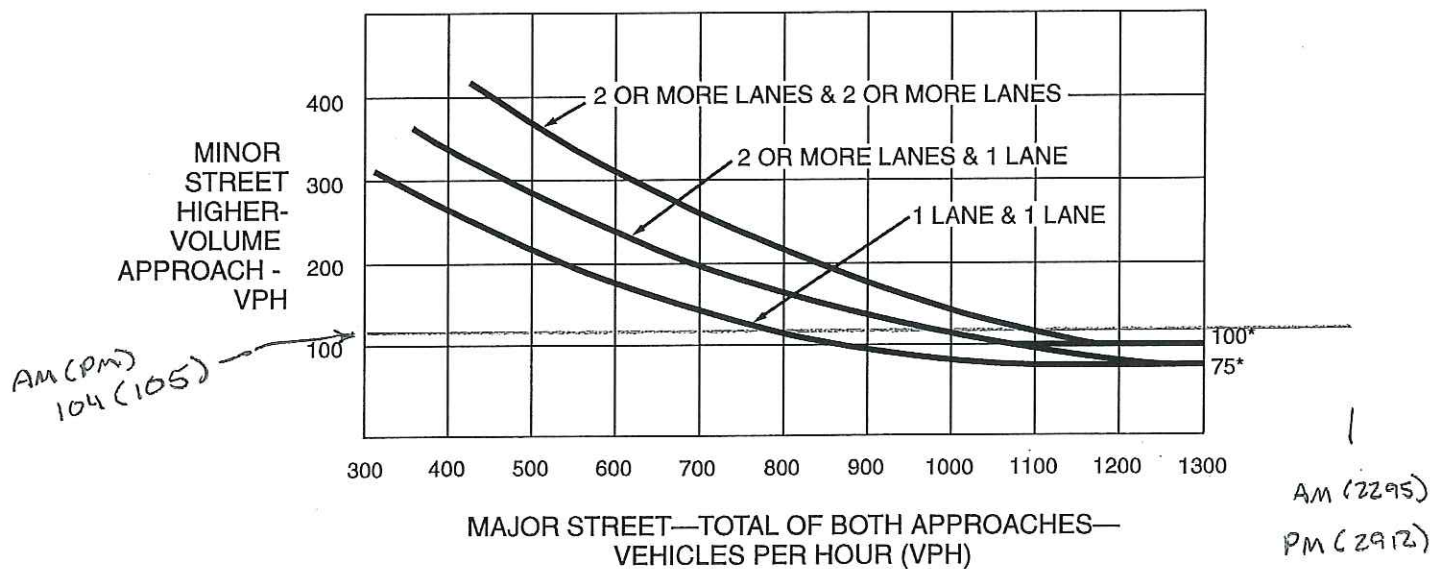


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Four-Lane Expressway Turn Lanes

Design Manual
Chapter 6
Geometric Design

Originally Issued: 01-04-02
Revised: 06-18-04

This section discusses warrants and design for four-lane expressway turn lanes for both existing intersections and intersections that are in the design process. The warrants apply to unsignalized intersections located in rural areas with stop control on the side road and mainline operating speeds of 55 mph or higher. These warrants should not be used at urban intersections, intersections on transitional highways (where speeds are slowing down or speeding up as a rural roadway transitions to or from an urban or more congested environment), or at signalized intersections.

Turn lanes function to maintain smooth mainline traffic flow and facilitate turning movements. Thus both turning and mainline traffic are involved in the warranting process and should be considered in the design of turn lanes. Since each intersection is unique, the warrants and designs discussed in this section should be regarded as guidelines rather than rules. The designer will need to examine each intersection carefully to determine when turn lanes are warranted and, if so, the appropriate design.

Right Turn Lanes

When a right turn lane is warranted, it should be designed as a deceleration lane, see Figure 1, rather than a storage lane, and should normally be designed as a parallel lane.

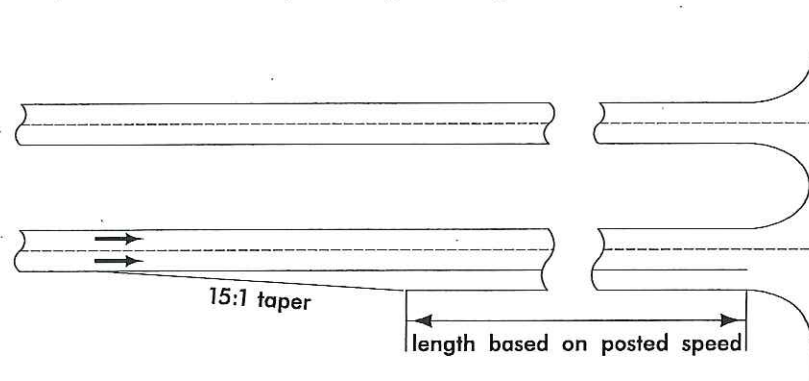


Figure 1: Deceleration right turn lane.

Right Turn Lane Warrants

The basic guidelines for when right turn lanes are warranted involve turning and approach (mainline) volume, and intersection location.

Turning and approach volumes

A right turn lane may be warranted if right turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and either:

- approach volume is greater than 400 vehicles per hour, or
- approach truck traffic volume is greater than 20 vehicles per hour.

WEST ENTRANCE
Exhibit E
AM (PM)
08 (103) MET
EAST ENTRANCE
AM (PM)
25 (23)
NOT MET

Intersection location

Intersection location may warrant a right turn lane even if turning and approach volumes don't. Local observations in the past have indicated that at some intersections on four-lane expressways within 5 miles (8 kilometers) of some urban areas with a population of 20,000 or greater, drivers have used the granular shoulders as right turn lanes. Therefore, areas similar to these should seriously be considered for right turn lanes even if volume warrants are not met.

Right turn lanes should be provided at all school locations regardless of turning and approach volumes. Other locations where right turn lanes may be judged to be warranted by the Project Management Team (PMT) include main entrances for towns, shopping areas, housing developments, attraction locations such as recreational areas, and locations that would have special users such as truck traffic or campers. Special attention should be given to intersections serving locations that attract elderly drivers such as drug stores, grocery stores, retirement developments, medical facilities, nursing homes, etc. Intersections with paved side roads should also be considered for right turn lanes.

Right Turn Lane Design

Right turn lanes should be designed as deceleration lanes with a 15:1 taper. The length of the parallel portion of the deceleration lane will normally depend on posted mainline speed and return radius. The posted mainline speed is used as the design speed for the parallel portion of the turn lane. Geometric design of an intersection determines the return radius. If a compound curve is used for the return radius, use the smallest of the radii for determining deceleration lane length. For example, given a mainline posted speed of 65 mph (110 km/h) and a turning radius of 90 feet (25 meters), the length of the parallel portion of the deceleration lane should be 520 feet (170 meters). This was determined in the following manner. The posted mainline speed is 65 mph (110 km/h) and this is used as the design speed for the parallel portion of the deceleration lane. Using Table 2 in Section 6A-1 of this manual, a 90-foot (25-meter) radius with a 65 mph (110 km/h) design speed corresponds to a 520-foot (170-meter) deceleration lane length. The length of the lane may need to be adjusted for grade, see Table 3 in Section 6A-1 of this manual.

To assist drivers on a sideroad determine the proper stopping point at an intersection, stop sign islands are placed at all paved sideroad approaches unless the sideroad ADT is less than 100 vpd, in which case an island is optional.

Offset Right Turn Lanes

When right turn lane warrants are met, offset (tapered) lanes, see Figure 2, may be considered in areas where sightline difficulties may occur, such as:

- at the base of a long or steep decline (grade = 5% or larger) or
- at the crest of a hill with a minimum K value.

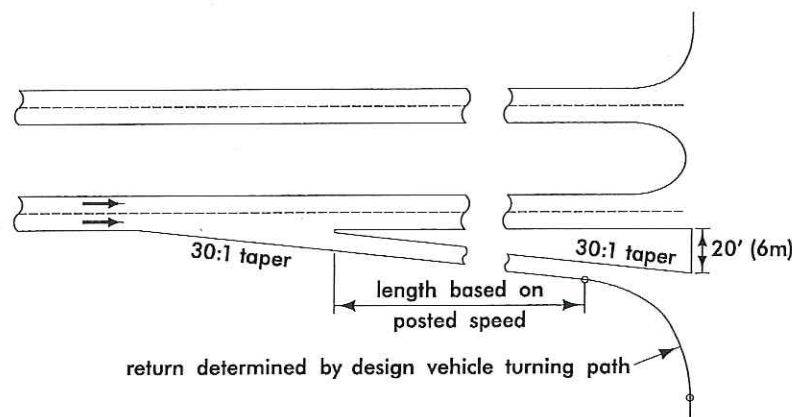


Figure 2: Offset right turn lane

Left Turn Lanes

Left turn lanes provide storage in the median for left-turning vehicles, or when warranted, deceleration outside of the through traffic lanes for left-turning vehicles. All Type "A" and high volume Type "B" entrances should have left turn lanes provided, see Section 3E-2 of this manual. If a left turn deceleration is not warranted, a left turn storage lane should be provided. Normally, left turn lanes are designed as parallel lanes.

Left Turn Deceleration Lane Warrants

The basic guidelines for when left turn deceleration lanes are warranted involve mainline turning and approach volume, and intersection location.

Turning and approach volume

A left turn deceleration lane may be warranted if left turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and either:

- approach volume is greater than 400 vehicles per hour, or
- approach truck traffic volume is greater than 40 vehicles per hour.

Intersection location

Intersection location may warrant a left turn deceleration lane even if turning and approach volumes do not. To improve operational efficiency, left turn deceleration lanes should be considered for intersections located within approximately 5 miles (8 kilometers) of an urban area with a population of 20,000 or greater. Other locations where left turn deceleration lanes may be judged to be warranted by the PMT include schools, main entrances for towns, shopping areas, housing developments, attraction locations such as recreational areas, and locations that would have special users such as truck traffic or campers. Special attention should be given to intersections serving locations that attract elderly drivers such as drug stores, grocery stores, retirement developments, medical facilities, nursing homes, etc.

Left Turn Lane Design

Left turn storage lanes

Left turn storage lanes, see Figure 3, should be designed with a 10:1 taper. Turning volume determines left turn storage lane length (see Figure 2 in Section 6A-1 of this manual), but a minimum length of 150 feet (45 meters) is required.

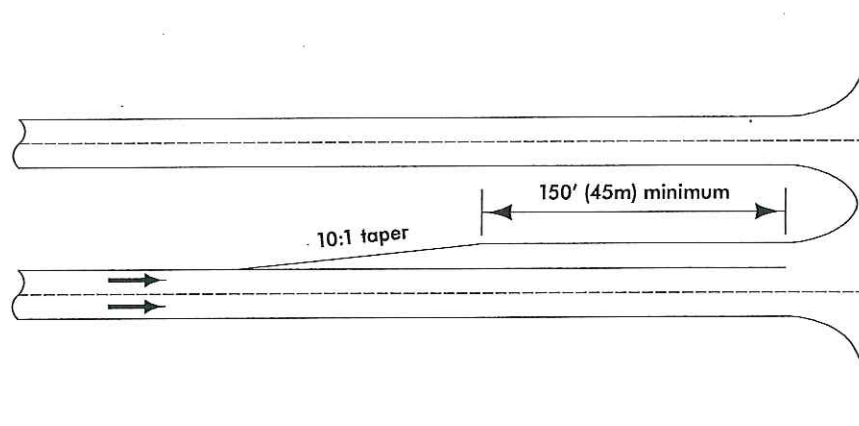


Figure 3: Left turn storage lane.

Left turn deceleration lanes

Left turn deceleration lanes, see Figure 4, should be designed with a 15:1 taper. The length of the parallel portion of a deceleration lane is determined using the posted mainline speed and a stop condition. Exhibit 10-73 in *A Policy on Geometric Design of Highways and Streets* (2001) provides deceleration lengths for various highway design speeds. For example, given a posted mainline speed of 65 mph (110 km/h) and using a stop condition the parallel portion of a left turn deceleration lane should be 570 feet (180 meters). This was determined by using the posted mainline speed of 65 mph (110 km/h) as the highway design speed in Exhibit 10-73 and finding the deceleration length that corresponds with a stop condition. The length of the lane may need to be adjusted for grade, see Table 3 in Section 6A-1 of this manual.

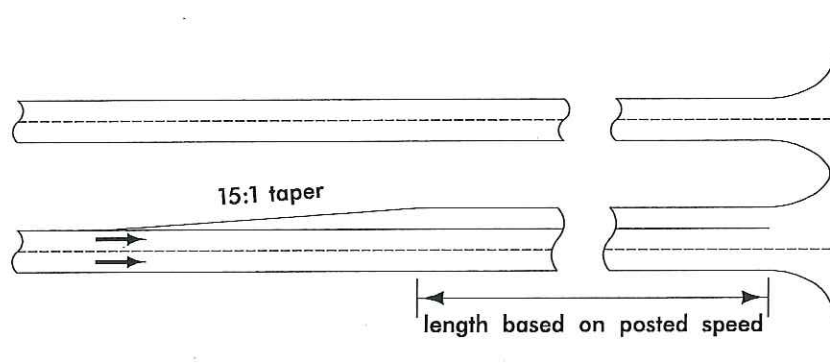


Figure 4: Left turn deceleration lane.

Offset Left Turn Lanes

The use of offset (tapered) left turn lanes should be limited on rural intersections. They should be considered only if:

- traffic signals will likely be installed or
- opposing left-turning vehicles create a significant sight distance problem.

If offset lanes are used, the median width should be reduced to 30 feet (9 meters), as shown in Figure 5. Potential median drainage issues should be addressed before offset turn lanes are incorporated.

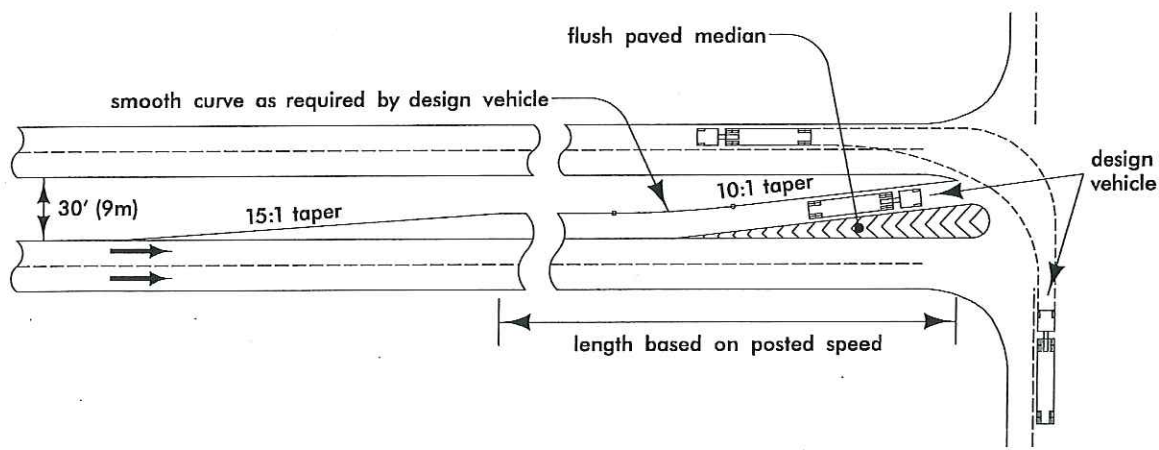
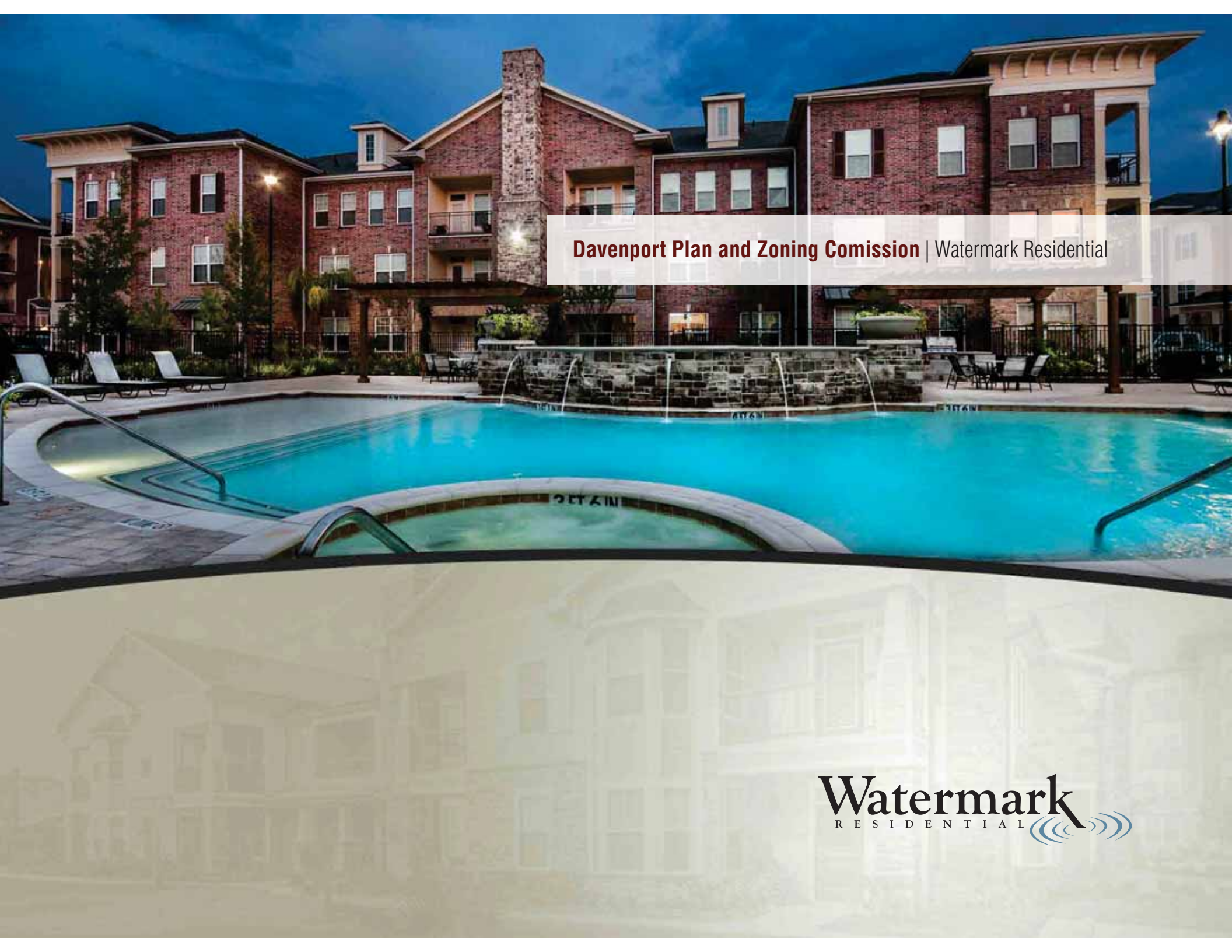


Figure 5: Offset left turn lane.



Davenport Plan and Zoning Comission | Watermark Residential

Watermark
RESIDENTIAL

Paul Thrift

Principal
Thompson Thrift & Watermark Residential
812.242.1151
pthrift@thompsonthrift.com

Josh Purvis

Managing Partner
Watermark Residential
317.454.8021
jpurvis@watermarkapartments.com

Brian Southworth

Vice President of Acquisitions
Watermark Residential
317.454.8027
bsouthworth@watermarkapartments.com

Michael W. Margason

Director of Acquisitions, West Region
Watermark Residential
317.454.8023
mmargason@watermarkapartments.com

Dave Englert, CCIM

Director of Acquisitions, Midwest Region
Watermark Residential
317.454.8018
denglert@watermarkapartments.com

Tyler Sauerteig

Director of Acquisitions, Southeast Region
Watermark Residential
317.454.8019
tsauerteig@watermarkapartments.com

Carrie Thrift LaFay

Vice President of Corporate Development
Thompson Thrift & Watermark Residential
317.454.8016
clafay@watermarkapartments.com

Table of Contents

Watermark Residential: Company Overview 1

Preliminary Floor Plans 8

Addressing Neighborhood Concerns 38

Preliminary Site Plan: Overall Site 46

Preliminary Site Plan: Watermark 47

Site Line Cross-Sections 48

WATERMARK RESIDENTIAL: COMPANY OVERVIEW

Thompson Thrift Development: Watermark's Parent Company

Watermark's parent company, Thompson Thrift Development, was established in 1986 by John Thompson and Paul Thrift as a locally-focused real estate development company. Since then, we have grown into an integrated, full-service development company with national scope.

Watermark Residential

Established in 2008, Watermark Residential, our multifamily development division, focuses on the construction and operation of Class "A" apartment developments in affluent suburban locations in the Midwest, Southwest and Southeast, and has since earned recognition as one of the nation's top multifamily builders.

In creating Watermark, John Thompson and Paul Thrift brought together the resources necessary to build a premier multifamily development company. Their unique combination of expertise and experience in the areas of multifamily development, construction and management has provided the company with a foundation for success. As a result, Watermark's multifamily communities epitomize the company's commitment to quality and value and exhibit meticulous attention to detail. Innovative and aesthetically pleasing designs complement their respective community's surroundings and care is taken to ensure that amenity packages and individual apartment homes are superior.

From the beginning, Thompson Thrift has sought projects that will have a positive and transformative impact on the communities in which they are located. Our main focus is quality. This commitment to quality is grounded in a solid foundation of basic values and fundamentals, and is made possible by providing a full array of in-house development and construction services and dedicated staff.



John Thompson and Paul Thrift

THE WATERMARK TEAM

Watermark team members bring to the company an impressive and wide-ranging record of success in the multifamily industry. Their considerable experience is reflected in the various roles they fill with Watermark. These include:

- Brokerage
- Development
- Finance
- Construction
- Site Selection
- Leasing
- Property Management
- Legal
- Accounting



Josh Purvis
Managing Partner

Josh has spent his entire career in the apartment development industry, with over 40 projects built to date. He oversees the daily activities of Watermark Residential, with emphasis on cost controls and lease up.



Brian Southworth
Vice President of Acquisitions

Brian leads a team of underwriters and analysts who identify sub-markets across the country meeting Watermark's selection criteria, using an extensive network of brokers to identify sites. Once Brian gains site control, his team tracks occupancy and financial performance of nearby apartment communities throughout the life of the project. One of Brian's principal responsibilities is to maintain the project proforma.



Carrie Thrift LaFay
Vice President of
Corporate Development

Carrie has over 10 years of experience at Thompson Thrift, with involvement across all our companies and product types. She is responsible for developing, implementing and managing our equity funding strategy and investor relations program.



Steve Shaver
Vice President of Construction

Steve's group represents the interests of the project ownership throughout the construction process. His team is made of seasoned construction professionals who interact with the general contractor, government inspectors and utility service providers to deliver projects within the schedule and financial goals, without sacrificing quality.

THE WATERMARK TEAM



Aimee O'Connor
Vice President of
Property Management

Aimee oversees the lease up and tenant retention efforts for Watermark. A veteran of the industry, Aimee makes it a point to visit every property on a bi-weekly schedule. Aimee manages two regional property managers (Watermark staff) who interact daily with on-site leasing staff. Most of Watermark's properties are managed by national property management groups.



Greg Buckhout
Vice President of
Capital Services

Greg is a former commercial banker and is responsible for the procurement and debt financing of all Thompson Thrift Development projects. His principal focus is to maintain relations with our current lenders and grow banking partnerships.



Cindy Gordon
Chief Financial Officer

Cindy has over 30 years in the accounting field. With more than 18 years at Thompson Thrift Development, Cindy oversees all financial aspects of project development and disposition, responsible for all accounting, financial reporting and treasury management. Cindy oversees our accounting and finance staff.



Brian Fritts
General Counsel

Brian's legal practice has focused on the real estate development and construction industries for over 15 years, with experience both as outside and in-house counsel to multiple national developers. Brian oversees all legal aspects of a project's development, from due diligence through disposition. He oversees the Law Department and focuses on ensuring that legal risks are adequately identified and mitigated.

WATERMARK RESIDENTIAL BUSINESS MODEL

Watermark Residential

Watermark Residential, our multifamily development division, focuses on the construction and operation of Class “A” apartment developments in affluent suburban locations in the Midwest, West and Southeast.

Established in 2008, Watermark emerged as a national leader in the development and construction of upscale multifamily communities. Since its founding, the company has steadily expanded its presence to include projects across the country. In the process, Watermark earned recognition as one of the nation’s top multifamily builders.

In creating Watermark, John Thompson and Paul Thrift brought together the resources necessary to build a premier multifamily development company. Their unique combination of expertise and experience in the areas of multifamily development, construction and management has provided the company with a foundation for success. As a result, Watermark’s multifamily communities epitomize the company’s commitment to quality and value and exhibit meticulous attention to detail. Innovative and aesthetically pleasing designs complement their respective community’s surroundings and care is taken to ensure that amenity packages and individual apartment homes are superior.

The Watermark Business Model

Watermark is committed to developing high-end apartment communities in strong submarkets that demonstrate a high barrier to entry and a proximity to new retail, upscale single family homes and employment centers – while being visible and accessible from major thoroughfares. This disciplined business model reduces risk and maximizes returns.

After a suitable location is found, a full due diligence package is created. The current and future multifamily supplies are determined. Every project is exhaustively phone and physically shopped. City officials are queried about building permits that have been submitted or are anticipated. The development team, including in-house counsel and the capital group, analyzes the project for potential development and construction risks before proceeding further.

Watermark desires to create multifamily communities that exemplify its commitment to quality and style. To this end, each market is studied and project attributes are chosen that harmonize with the surrounding environment. Care is taken to ensure that Watermark’s amenity package and units are on par with or superior to others in the market. Overall rental rates are determined on the basis of current market conditions. Rents are not trended in the first-year analysis. Ultimately, if the project does not meet established return parameters based on current economic conditions, it will not move forward.

The Market Site Selection Process

Watermark follows a methodical and thorough market selection process in order to achieve its goal of creating desirable, high-end multifamily housing that produces superior risk-adjusted returns.

The first step in the process is to identify sites in growth markets or markets with a need for additional multifamily housing. Each year this exercise begins with an assessment of more than 100 markets throughout the United States. The resultant rankings are based on 15 criteria, which include Macro MSA supply-and-demand analysis and various quality-of-life indices.

Ultimately, these rankings provide a strong foundation for identifying the best-possible markets and deciding which of them to pursue. By not setting geographical barriers for its expansion, Watermark can choose from among the most stable growth markets in the country. While it is conducting this facet of the evaluation process, the Watermark team continues to consult its database of more than 1,000 investment real estate and land brokers nationwide to help identify other strong markets.

Once the team identifies a suitable macro market, efforts begin to locate the area's submarket that best meets Watermark's standards.

The site criteria for Watermark projects include:

Easily accessible and visible from major roads and highways. Exposure to major traffic counts increases walk-through traffic in a project and helps maximize lease-up.

Near places of employment. Convenience to his or her workplace is a major factor in a resident's decision to lease at a given location.

Near new retail growth. Beyond adding convenience for residents, this factor represents an easily recognizable indicator of growth in a submarket. Watermark confirms the submarket's growth through its own analysis.

Near high-end housing. Residents want to live in an area that is considered exclusive based on the presence of well-kept, high-end homes in low-crime areas.

High barriers to entry. Watermark seeks to develop sites in markets with high administrative and geographic barriers to entry that limit the amount of new competition.

Watermark Residential was ranked 15th on MFE magazine's 2014 Top 25 Developers list.



WATERMARK PROJECT LOCATIONS

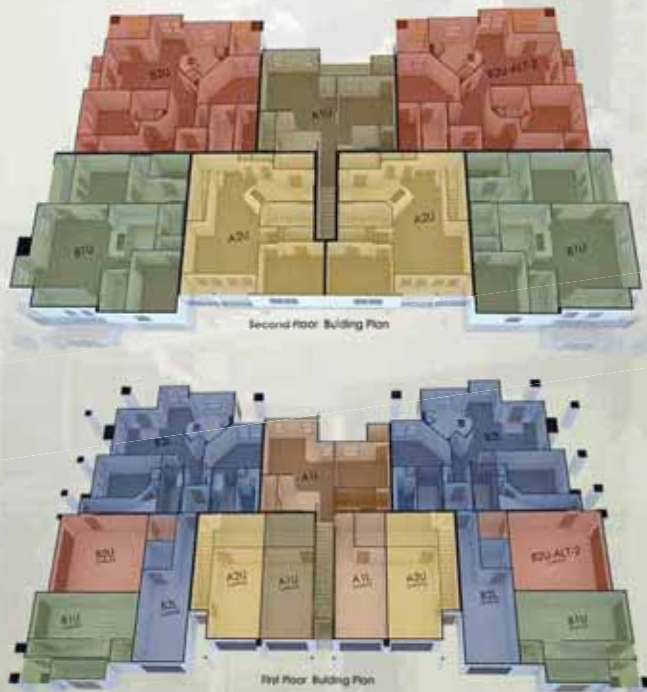
Watermark Residential has earned national recognition as one of the nation's top multifamily builders, placing 15th on MFE magazine's Top 25 Developers list. We focus on the construction and operation of Class "A" multifamily developments in affluent suburban locations in the Midwest, Southeast and Southwest. Since closing on our first land site in 2010, we have developed, or are in the process of developing, more than 35 projects totaling over 8,000 units. Watermark's corporate office is in Indianapolis, IN.



BIG HOUSE® DESIGN FEATURES

Over the last decade, multifamily housing has been trending toward apartments that have the amenities, privacy, space and convenience of single-family homes but without the mortgage and the maintenance. At the forefront of this movement is the “Big House®” concept created by Dallas-based Humphreys and Partners Architects.

- Each home has its own private front door, avoiding common corridors
- Most homes have direct access to their own attached garage with detached garages available
- Enclosed private stairs for all upper units
- Walk-out balcony or porch in each unit
- Aesthetic appearance and design
- Premium interior finishes
- Great community atmosphere
- Updated design features all rear-entry garages, which minimizes “seas of parking” visible from roadways



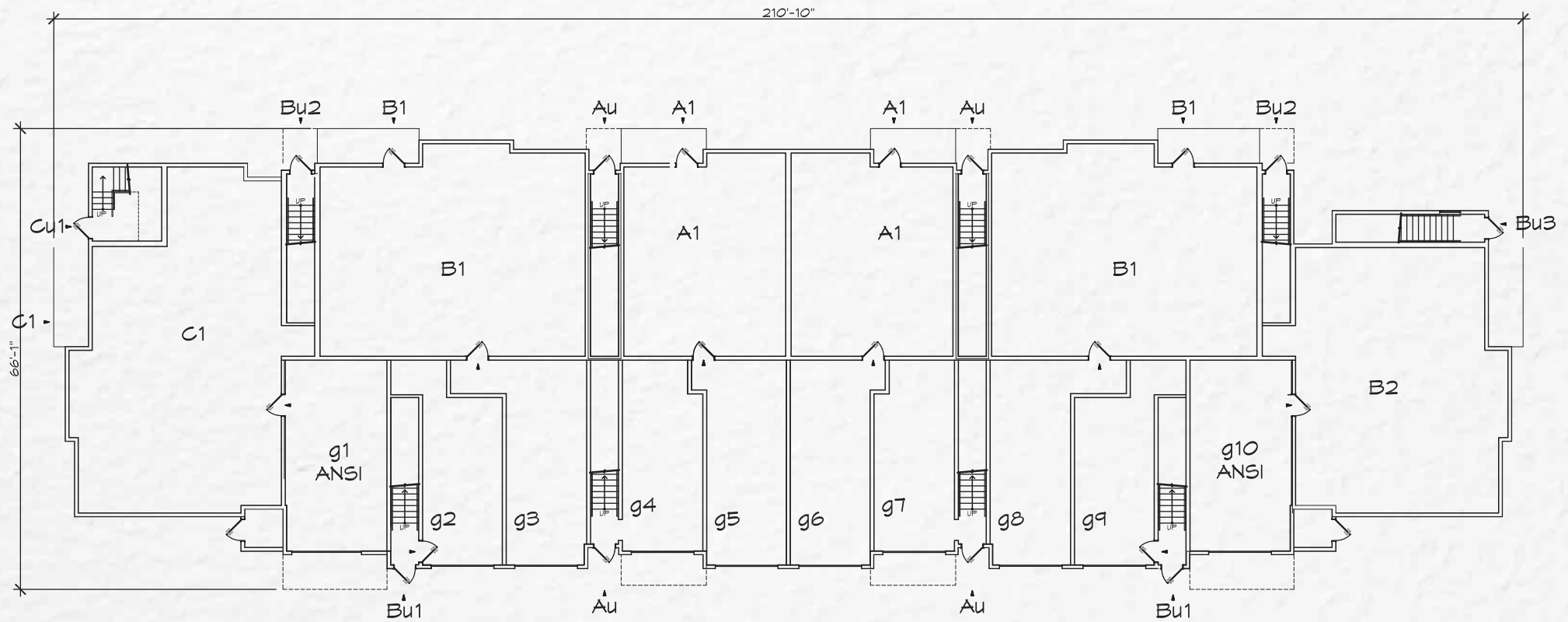
BIG HOUSE® DESIGN



The Villas at Sienna Plantation • Missouri City, Texas

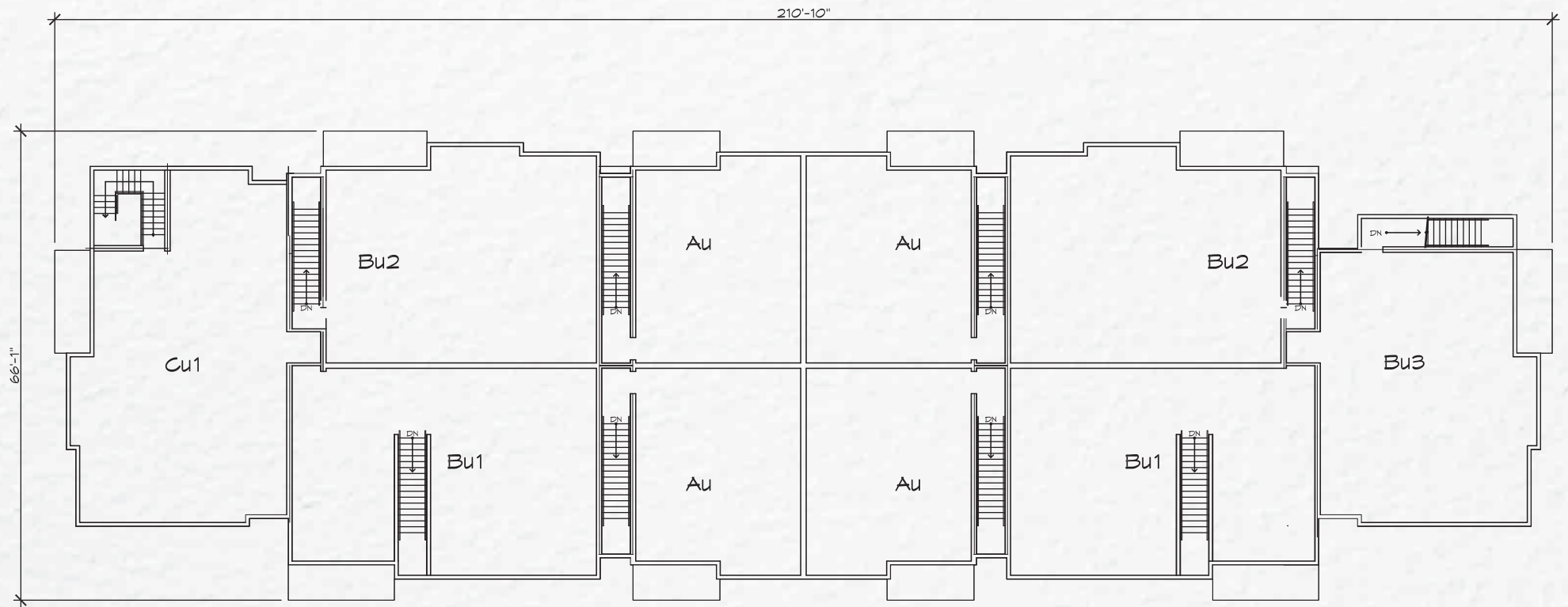
Preliminary Floor Plans

FIRST FLOOR



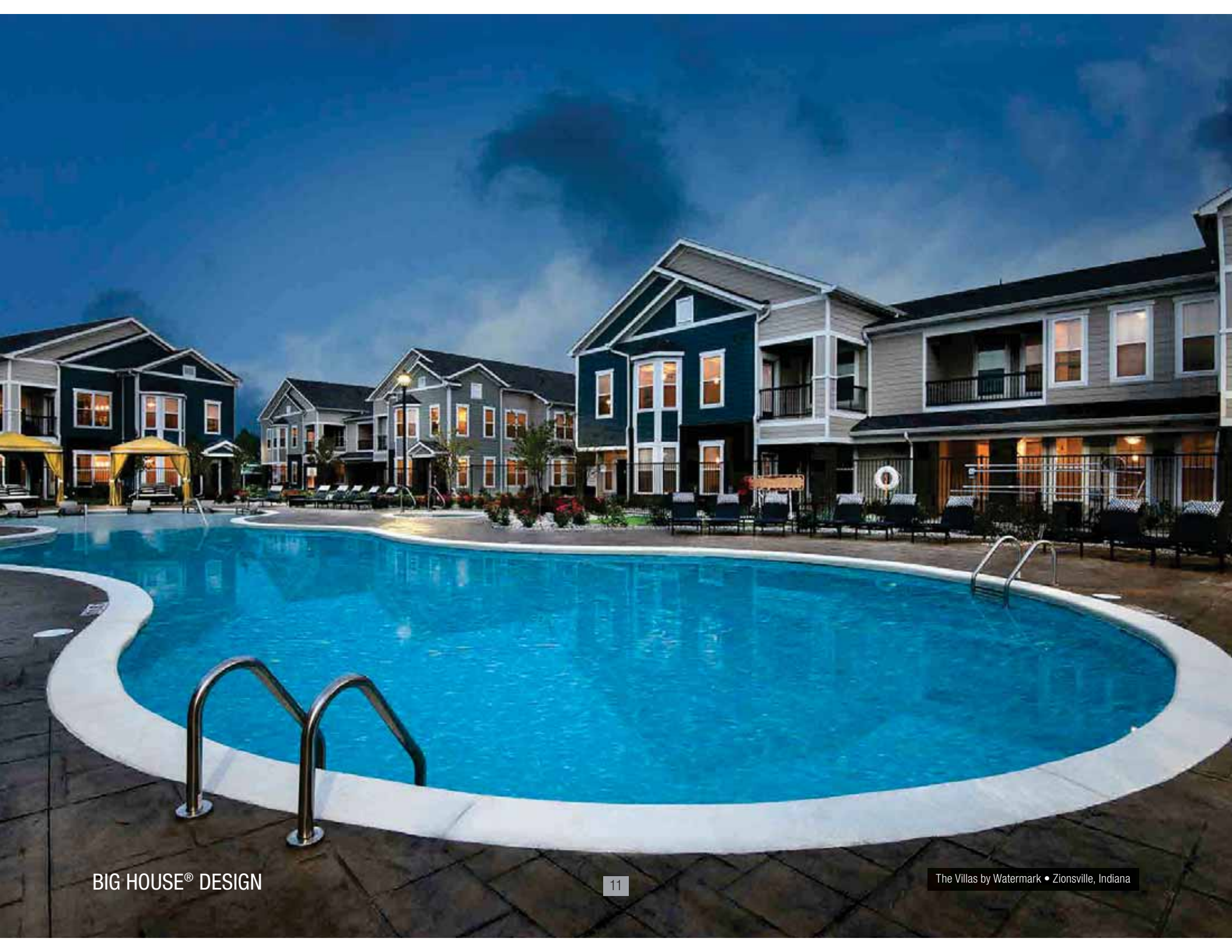
Preliminary Floor Plans

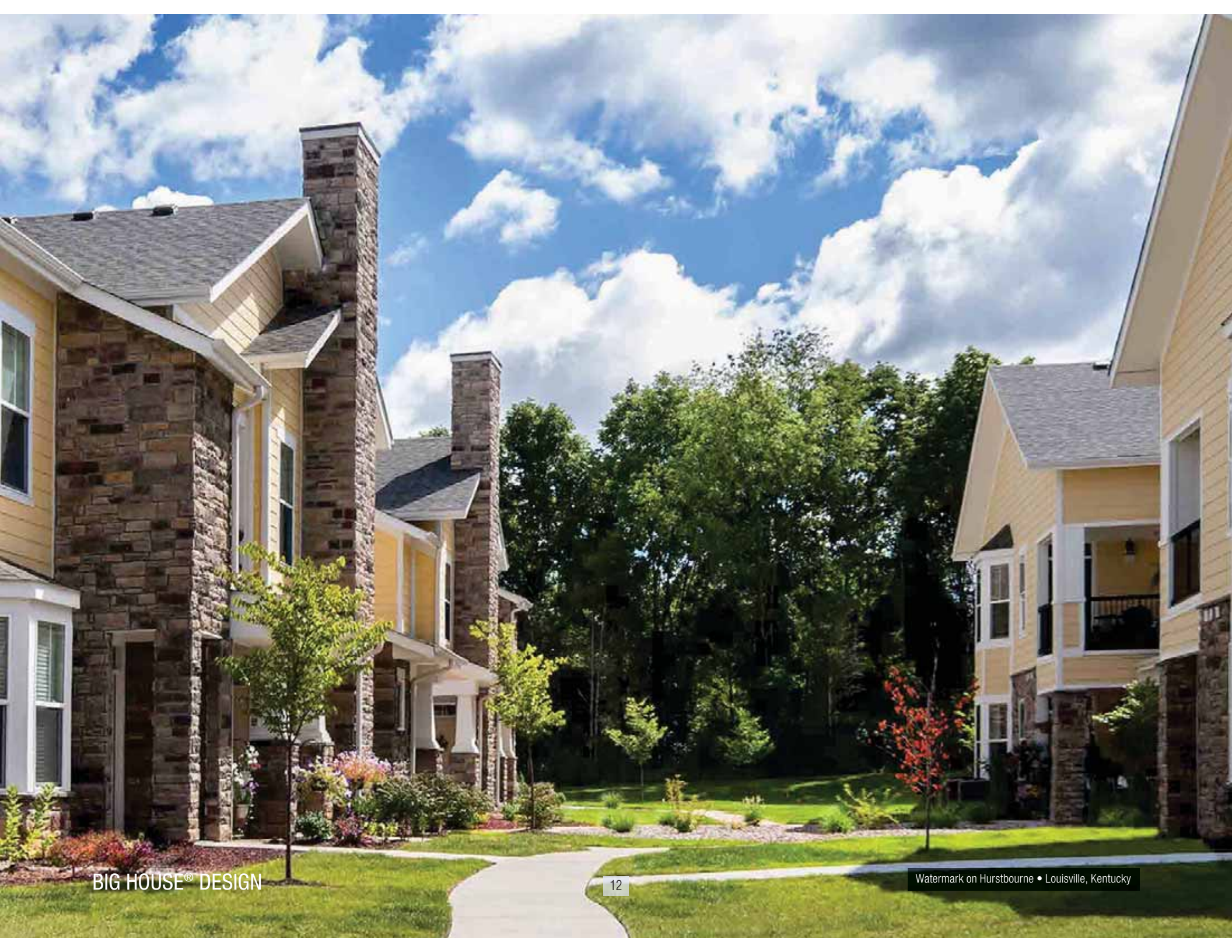
SECOND FLOOR

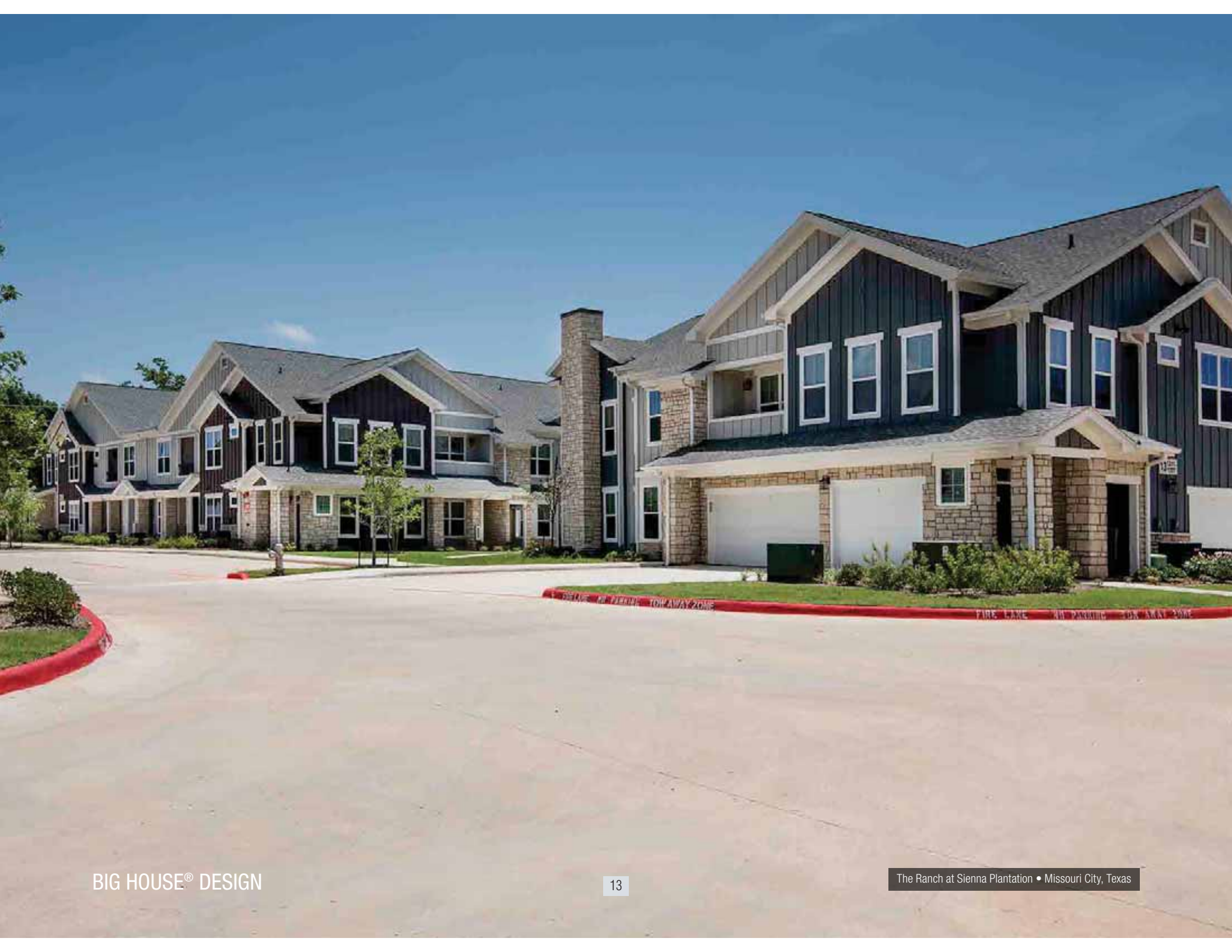


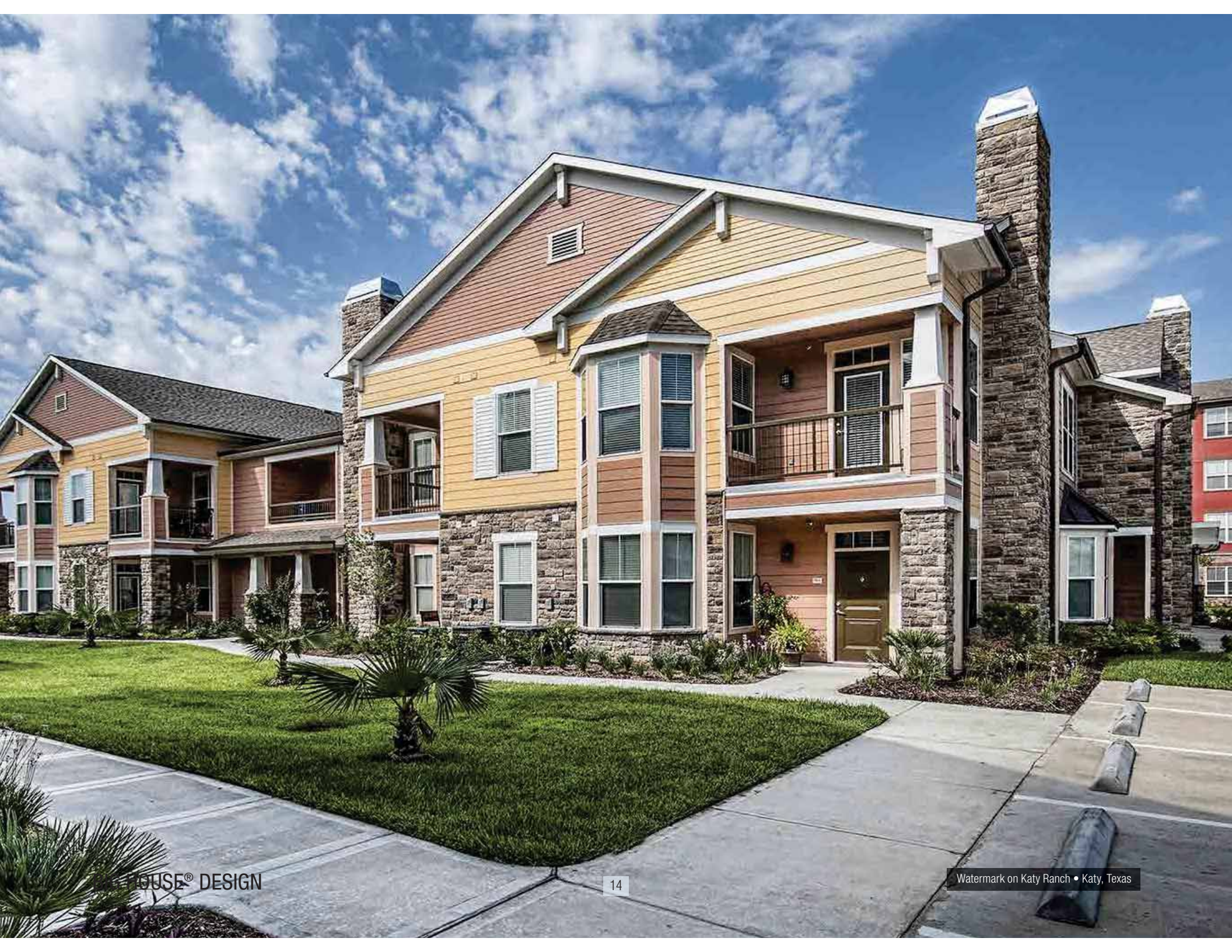
Preliminary Renderings













EXAMPLE OF WATERMARK'S UNIQUE SITE PLANS



Every Watermark community begins with a study by Watermark's architectural and engineering staff to create a liveable community which respects the environment around it. Here is an example of the unique site plans which distinguish Watermark projects.

Example Big House® Site Plan

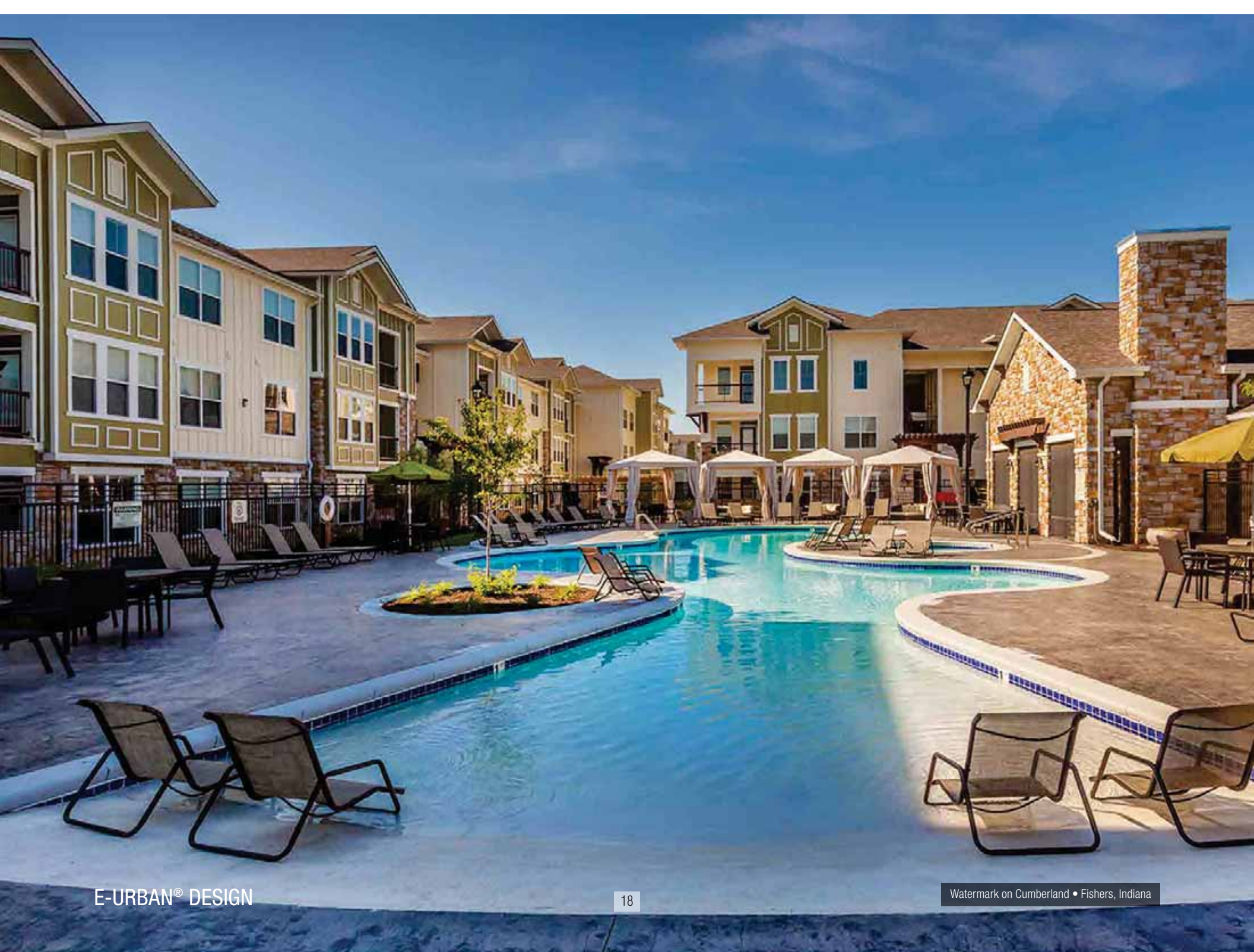
E-URBAN® DESIGN FEATURES

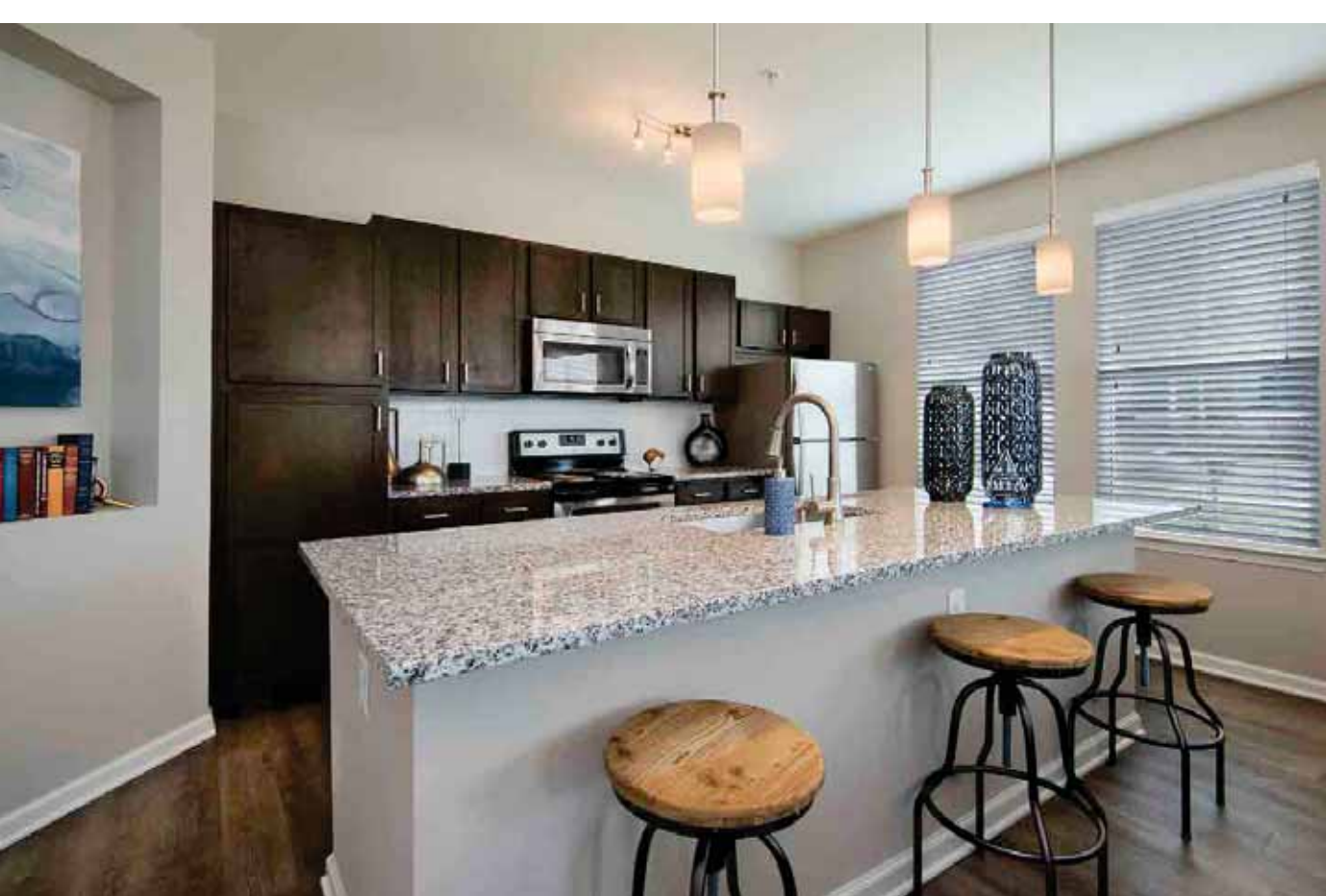


Award-winning Humphreys & Partners Architects revolutionized the mid-rise multifamily development through the creation of the nationally acclaimed “e-Urban®” design. With multiple lobbies in each building, short corridors and in some cases, elevators, residents enjoy style and convenience with a focus on luxury.

- Spacious, open floor plans
- Stylish interiors
- Multiple lobbies and short corridors
- Elevators in some buildings
- Walk-out balconies or porches
- Attractive courtyards and common areas







INTERIOR FEATURES

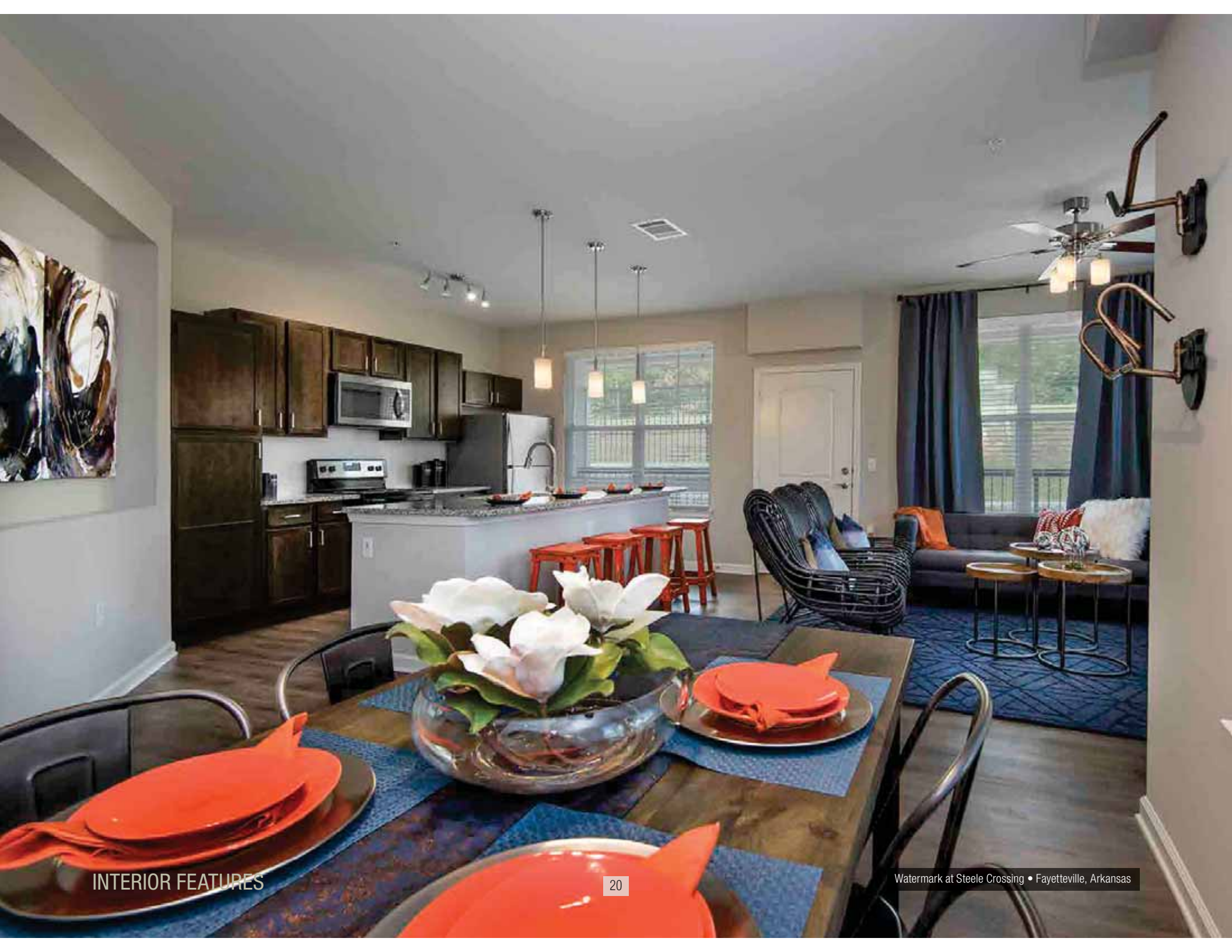
Interior Features

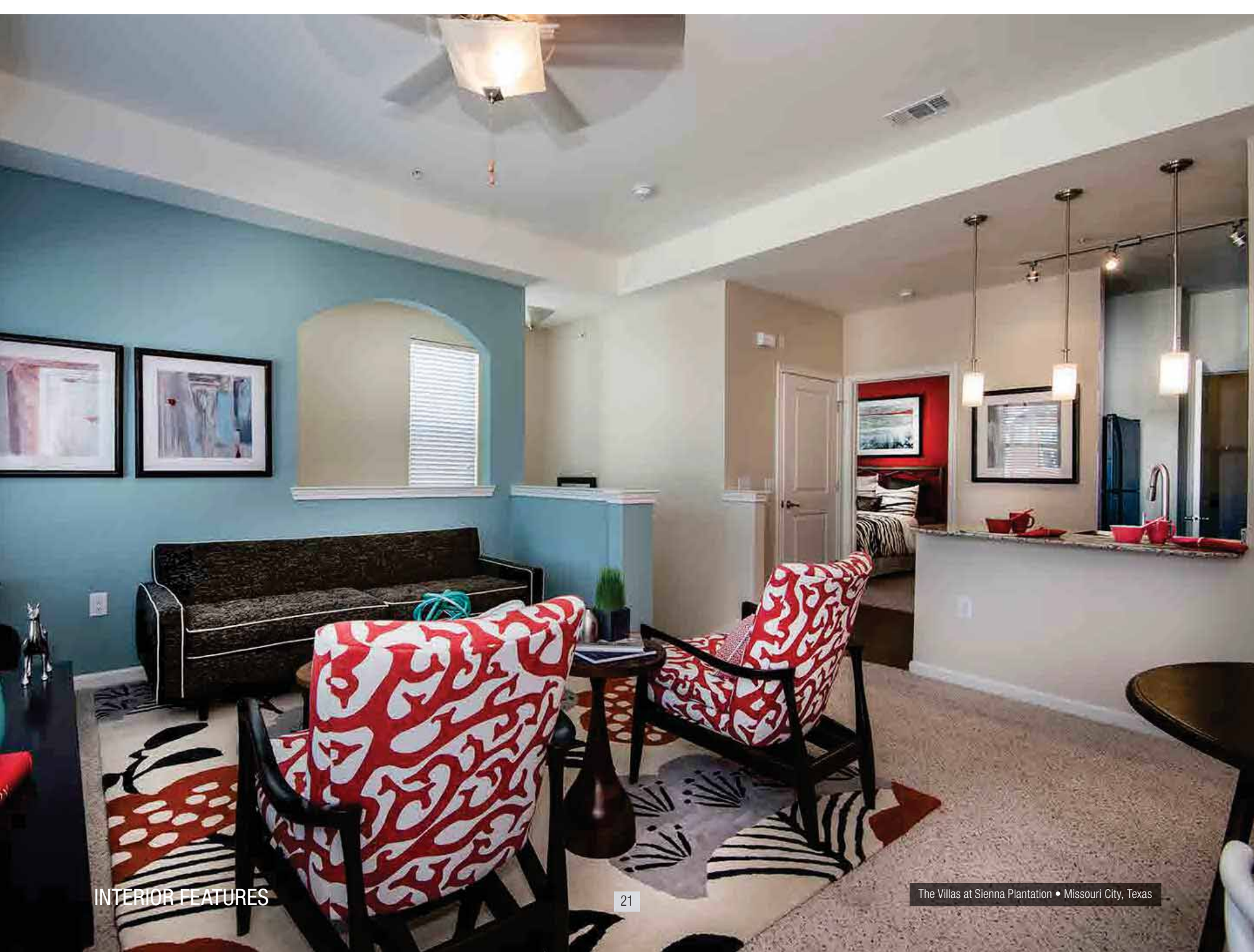
Our apartment homes include class "A" premium interior finishes, creating a lifestyle experience focused on luxury. Spacious, open floor plans and superior amenities demonstrate Watermark's dedication to quality.

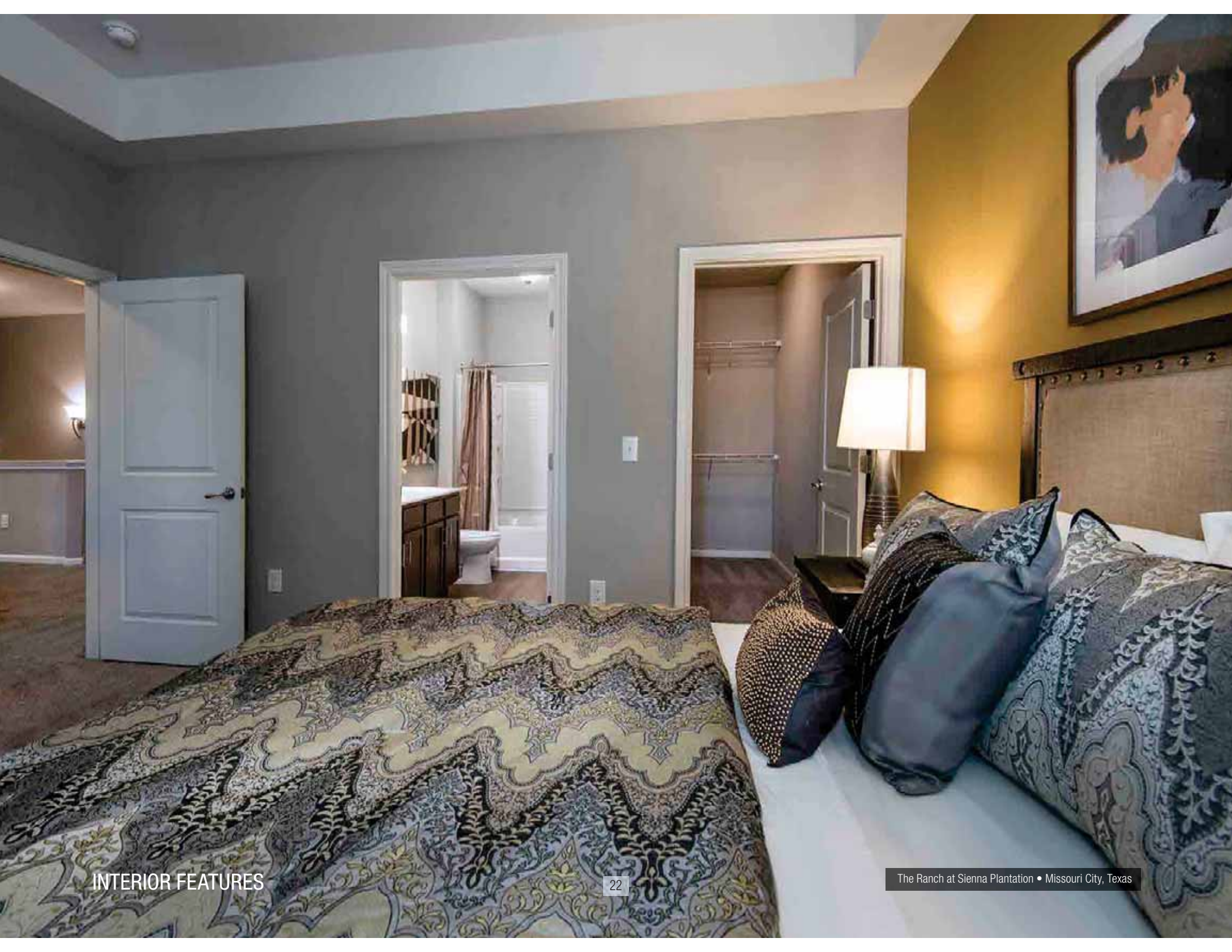
- Gourmet bar-kitchens with 3cm-thick granite or quartz countertops, tile backsplashes
- Stainless steel appliances: smooth glass cooktop stoves and side-by-side refrigerators
- Granite or quartz countertops and framed mirrors in bathrooms
- Nine-foot ceilings with designer light fixtures
- Walk-in closets and garden tubs
- Full-size washers and dryers included in each unit
- Private balconies and patios

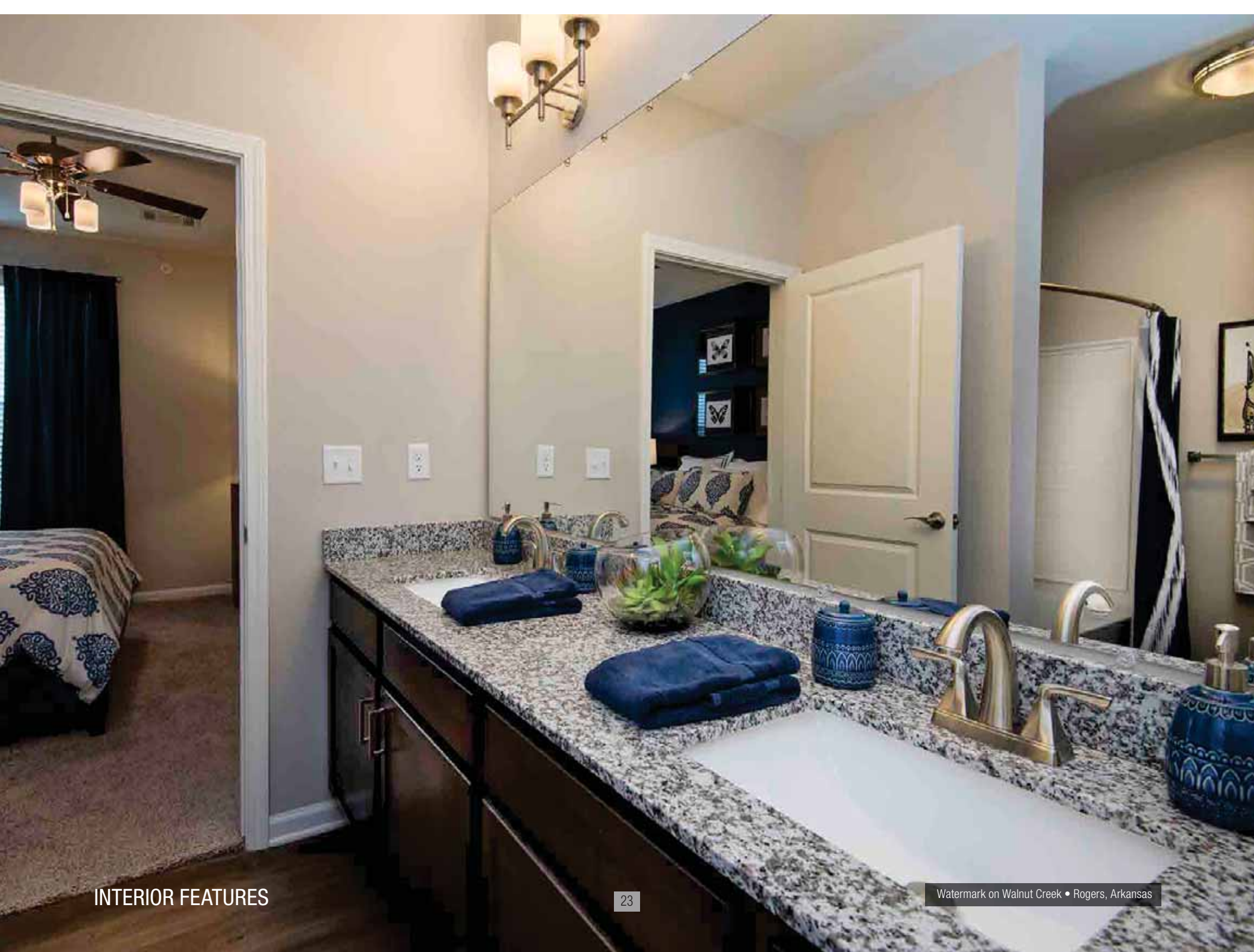


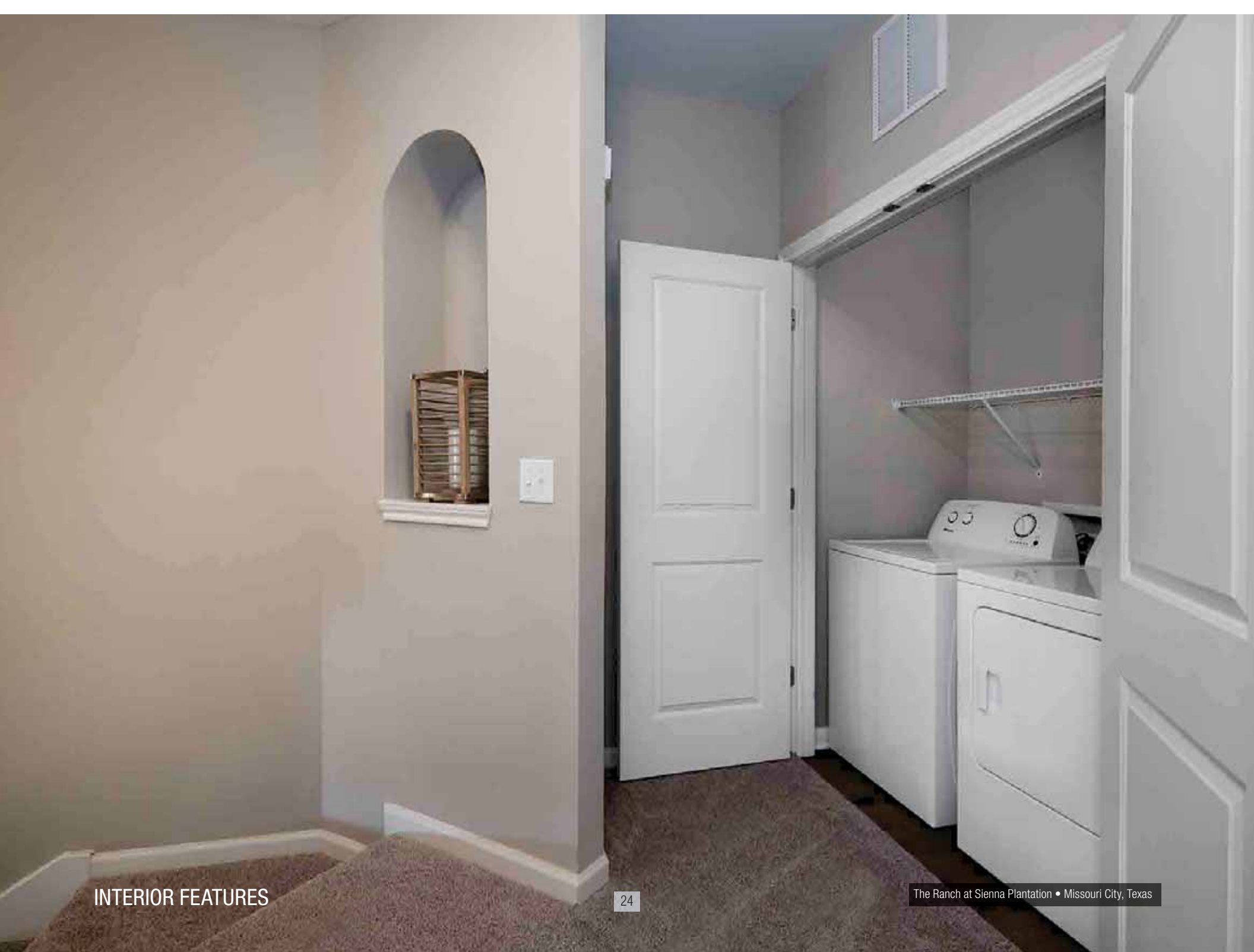
INTERIOR FEATURES













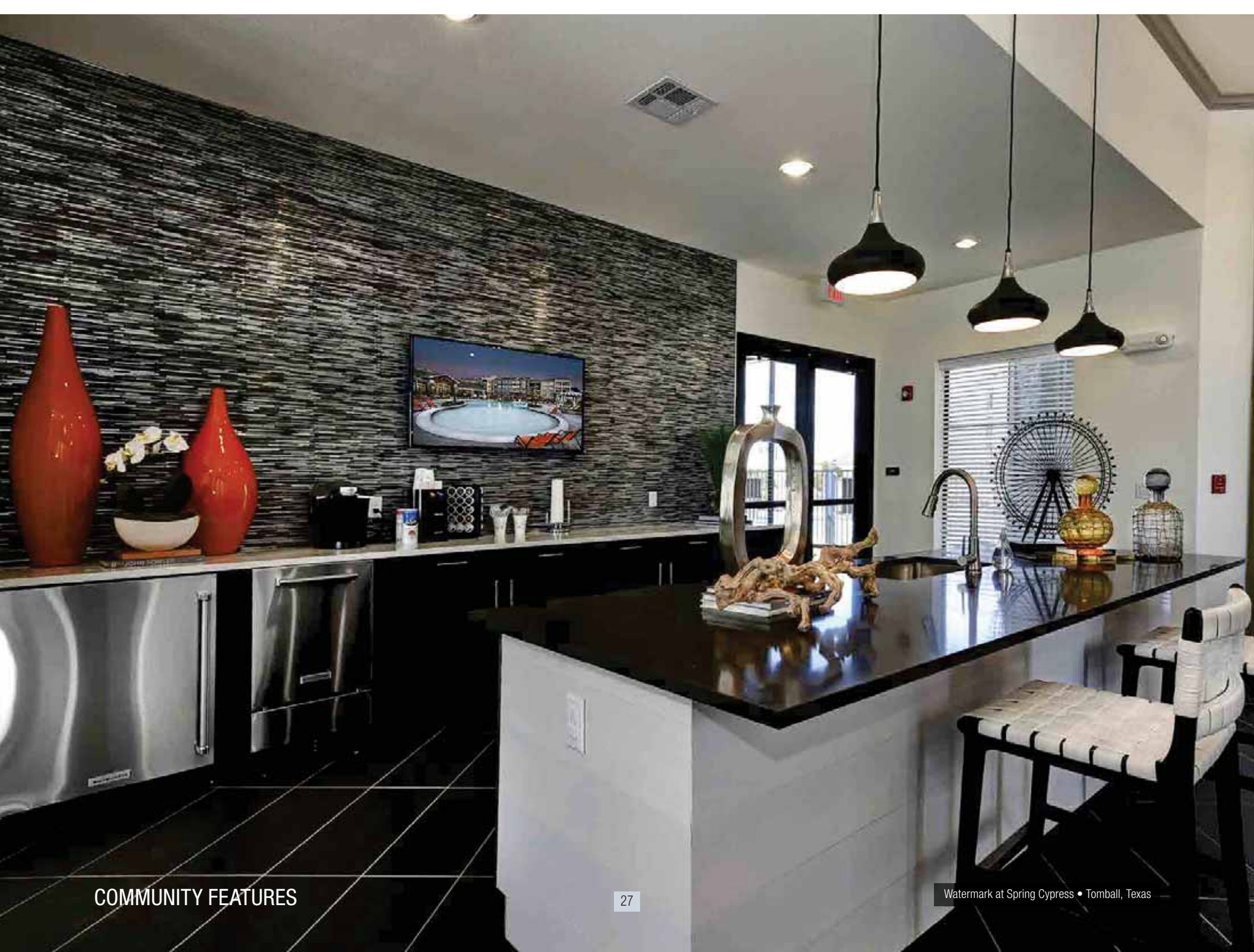
COMMUNITY FEATURES

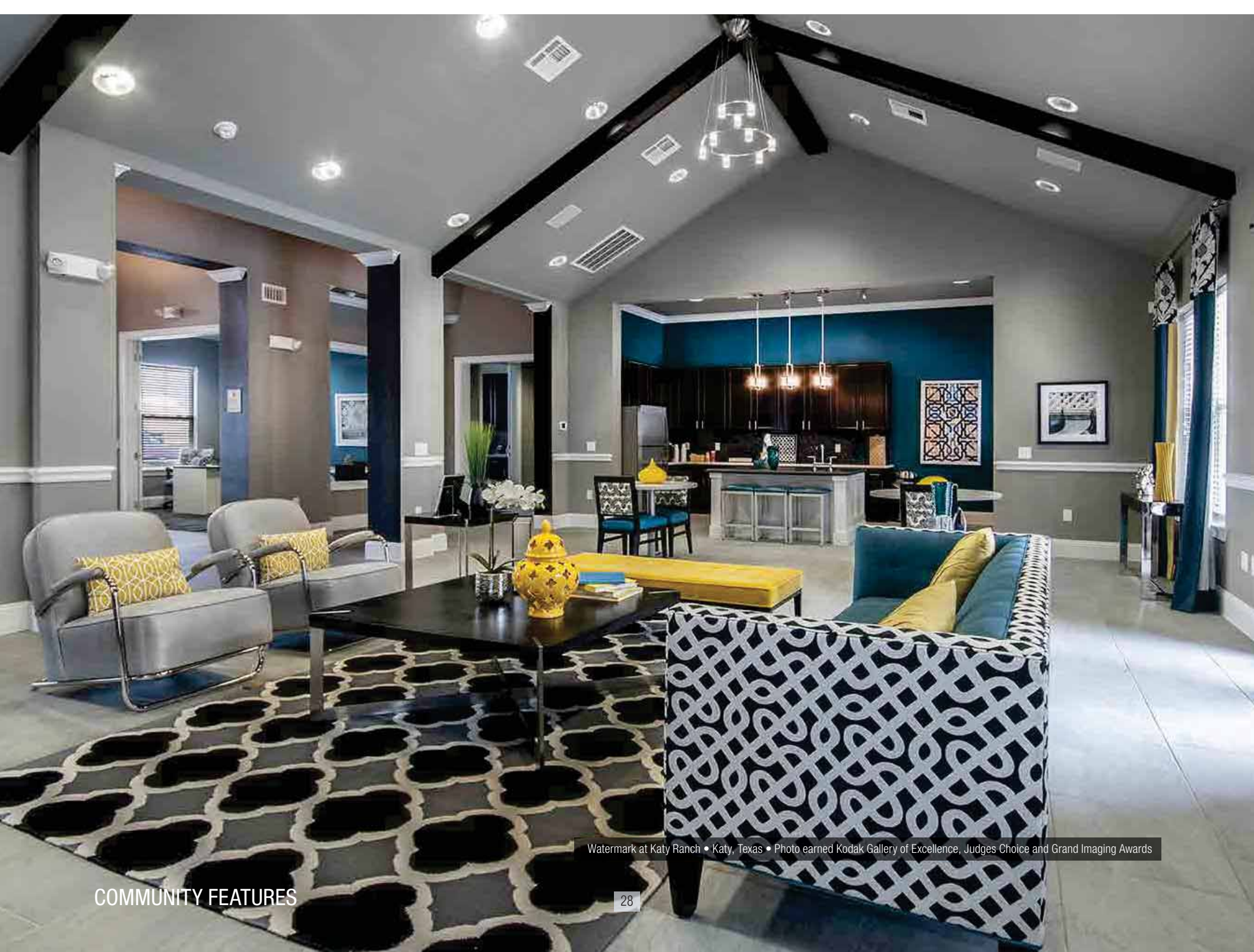
Community amenities:

Watermark's commitment to providing the highest amenities in the market go as far as concierge trash removal, state-of-the-art fitness centers and WiFi surrounding the clubhouse. Various combinations of the following features are enjoyed at our properties:

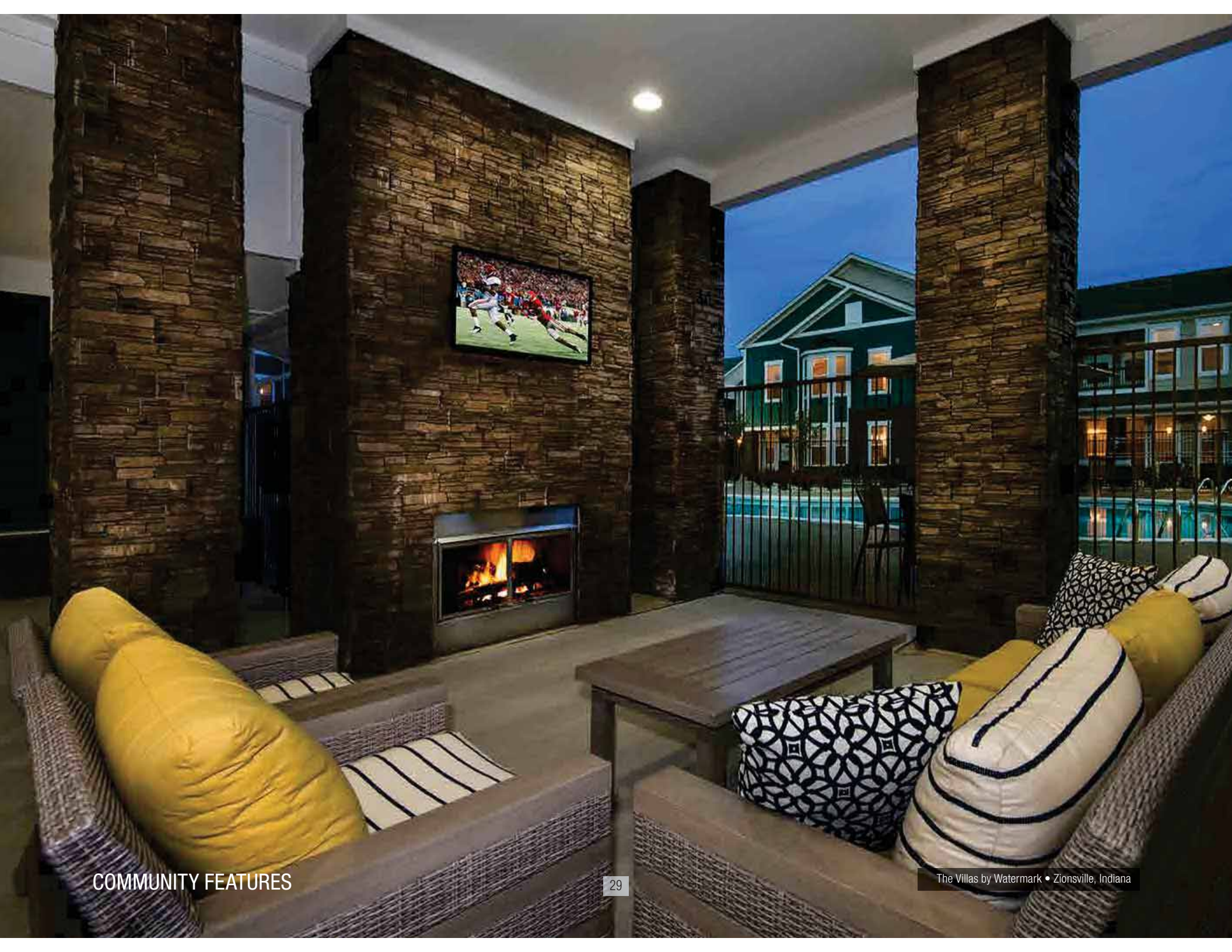
- Professionally-decorated clubhouses with TVs, kitchens, conference rooms, technology centers, coffee bars, gaming dens, movie lounges and screened-in porches
- WiFi hot spots throughout clubhouse and pool area
- 24-hour fitness centers with state-of-the-art cardiovascular, free weight, circuit and core training, Fitness On Demand™ virtual training kiosks, spinning rooms and kids' play areas
- Resort-style swimming pools with cabanas, poolside hammocks, entertainment areas with gas grills, sand volleyball courts, fire pits
- Courtyards with water features
- Pet-friendly with Bark Parks and Doggie Spas
- Bike repair shops and bike parking plazas
- Community gardens
- Fitness trails, boulder climbers, sport courts, sandpits and playgrounds
- Gated access
- 24-hour emergency maintenance
- Valet trash and recycling service

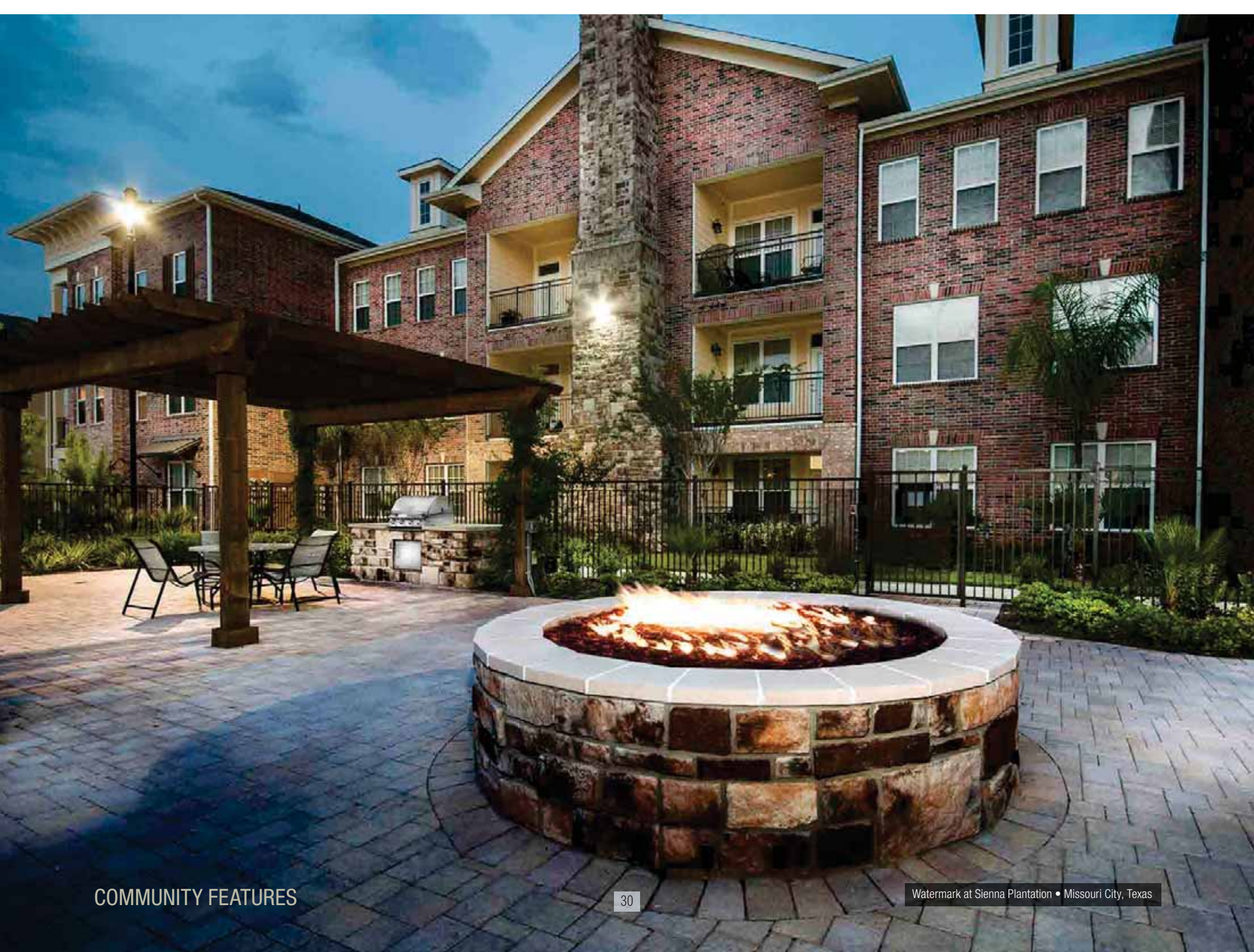






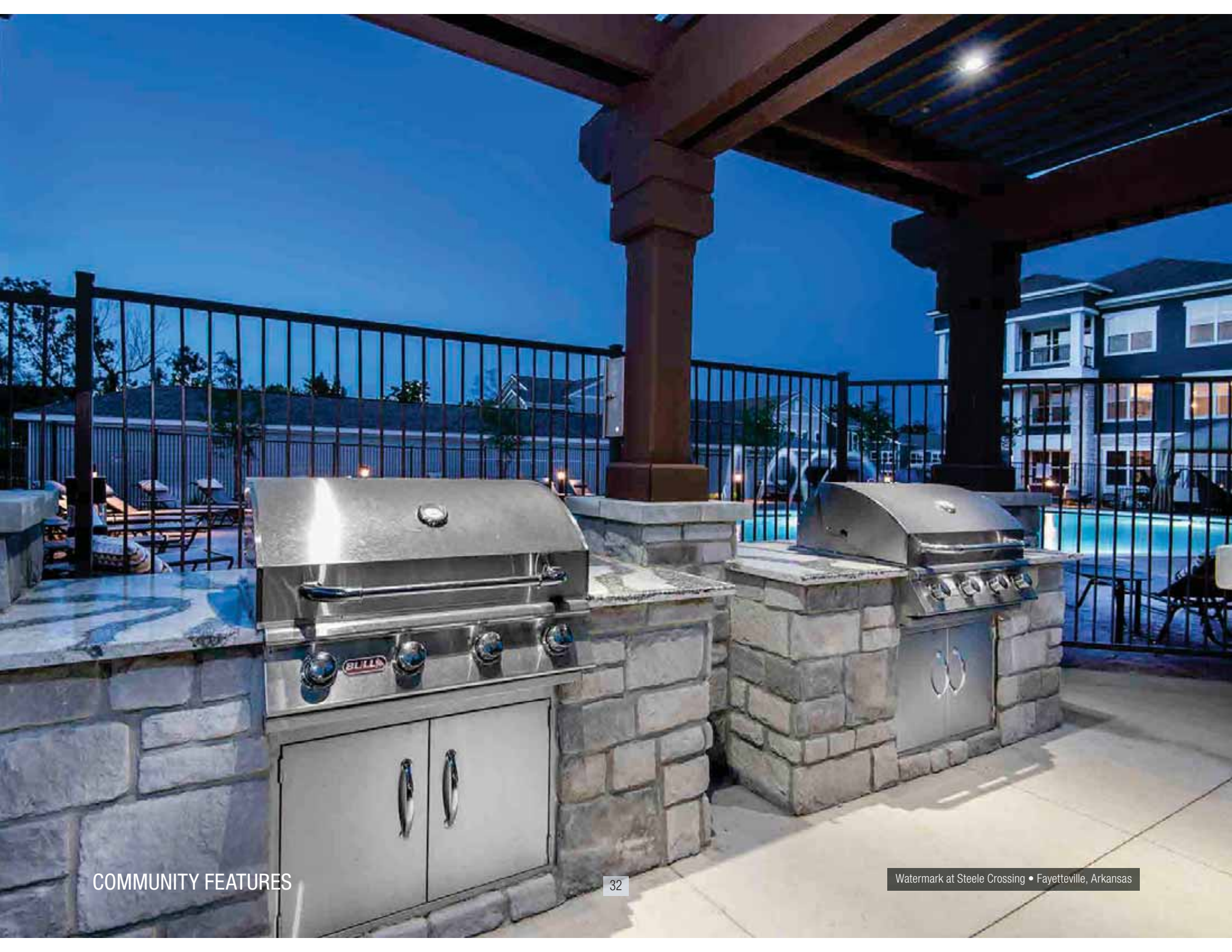
Watermark at Katy Ranch • Katy, Texas • Photo earned Kodak Gallery of Excellence, Judges Choice and Grand Imaging Awards



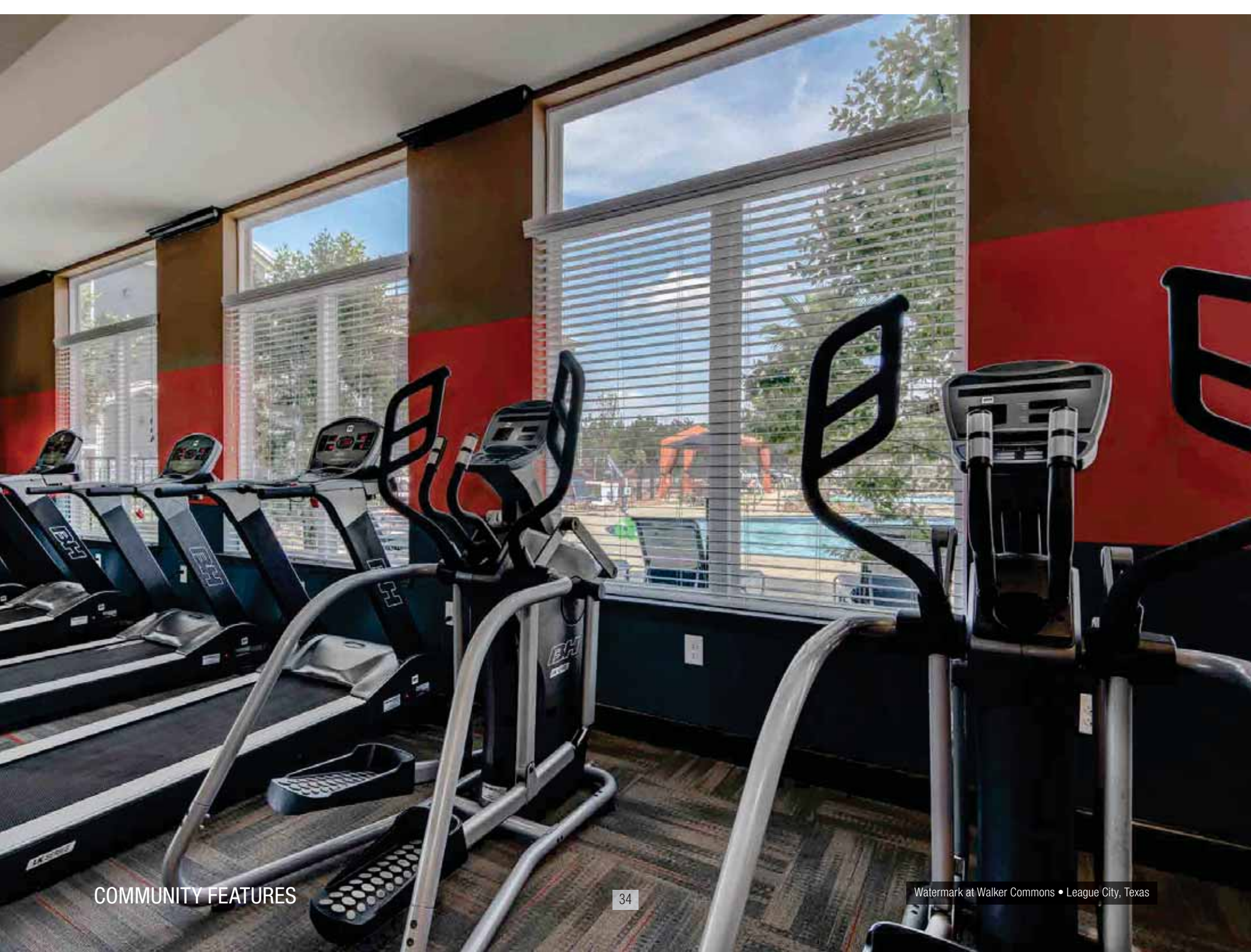


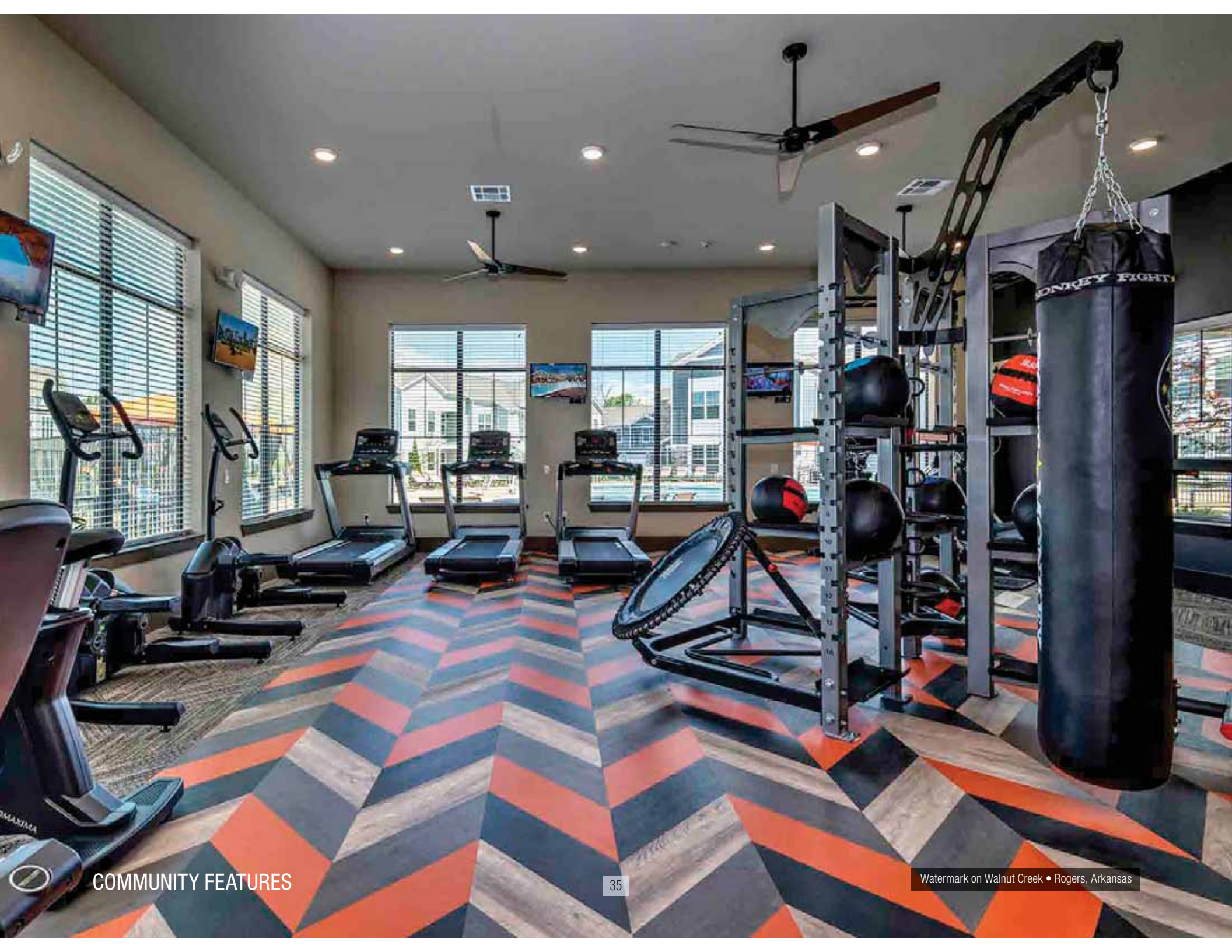
COMMUNITY FEATURES

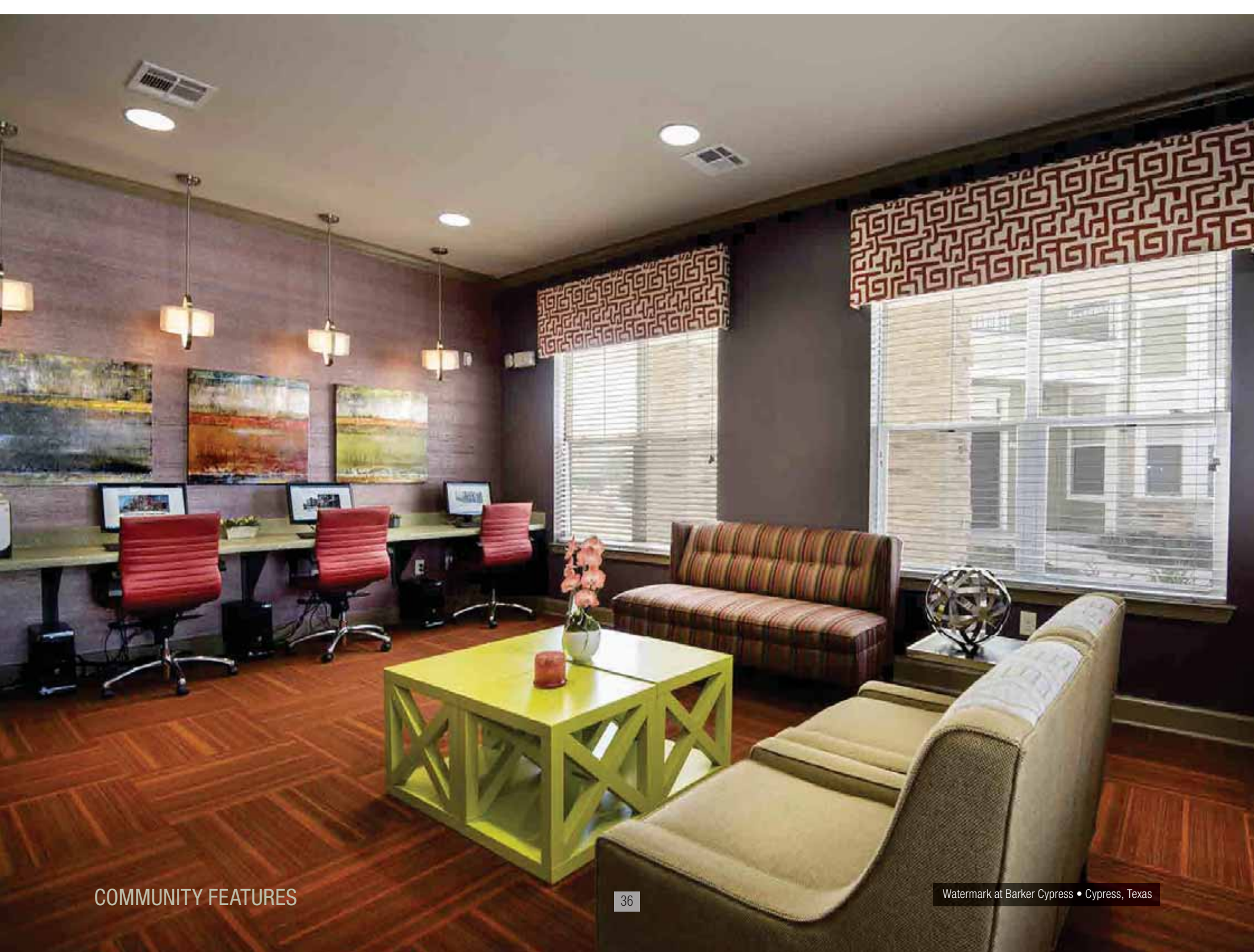


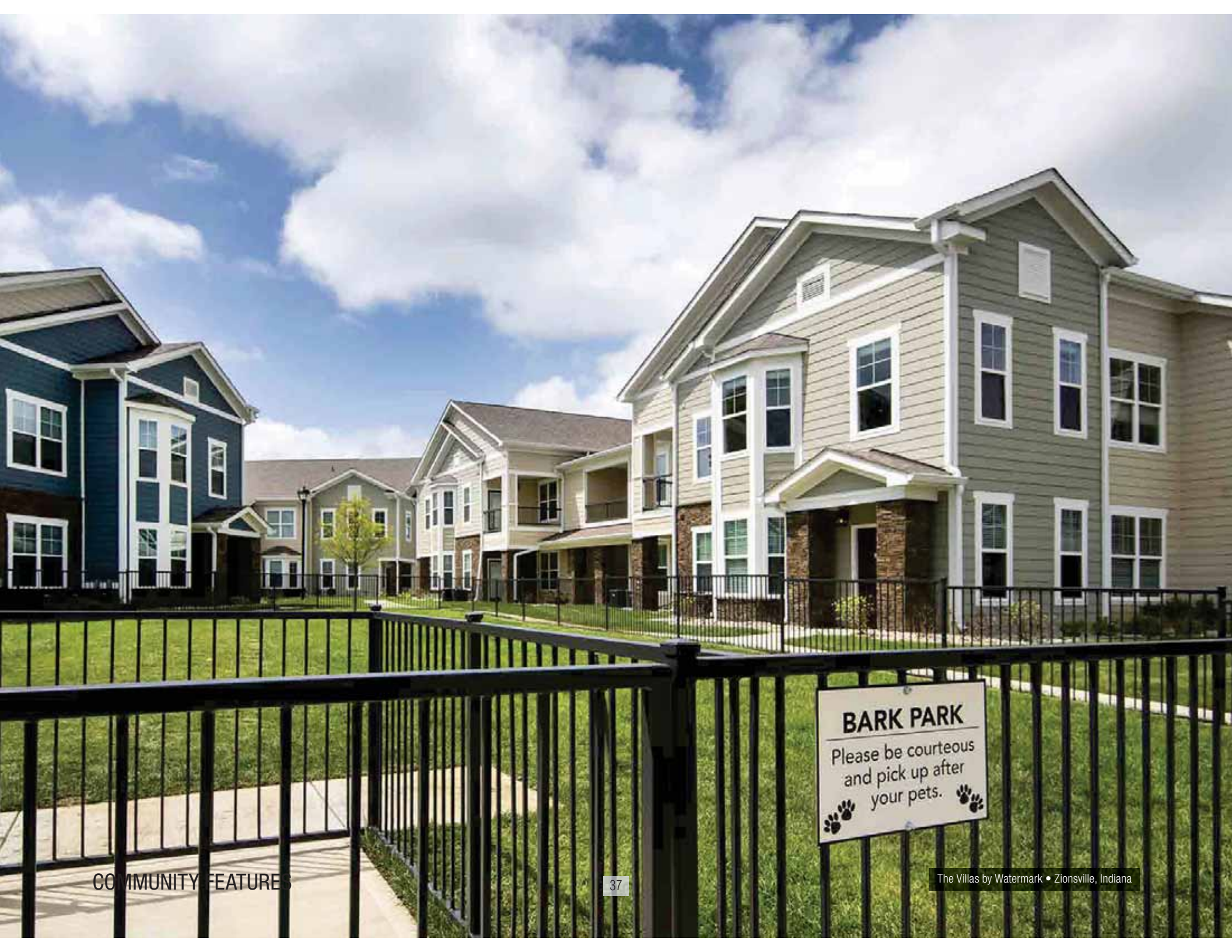












Addressing Neighborhood Concerns

1. How will a multifamily development benefit the City?
2. School capacity
3. Traffic
4. Property values
5. Rental rates and the need for apartments
6. Are we good neighbors?

1. How will a multifamily development benefit the City?

Multifamily development

- **Attracts new employers and helps existing employers in their recruiting efforts**
 - John Deere, Genesis Healthcare and Rock Island have responded favorably to our project
- **Aids in creating a younger demographic**
 - Watermark residents will remain Citizens in Davenport and strengthen the community's economic stability
 - New multifamily will make Davenport more attractive than nearby communities with fewer housing choices
 - New multifamily increases the pool of potential buyers for existing owners when they decide to sell
- **Generates more tax revenue for schools and other public services than single family homes**
 - Watermark uses less public services
 - Private trash service
 - On-site full time maintenance staff
 - On-site security and property management

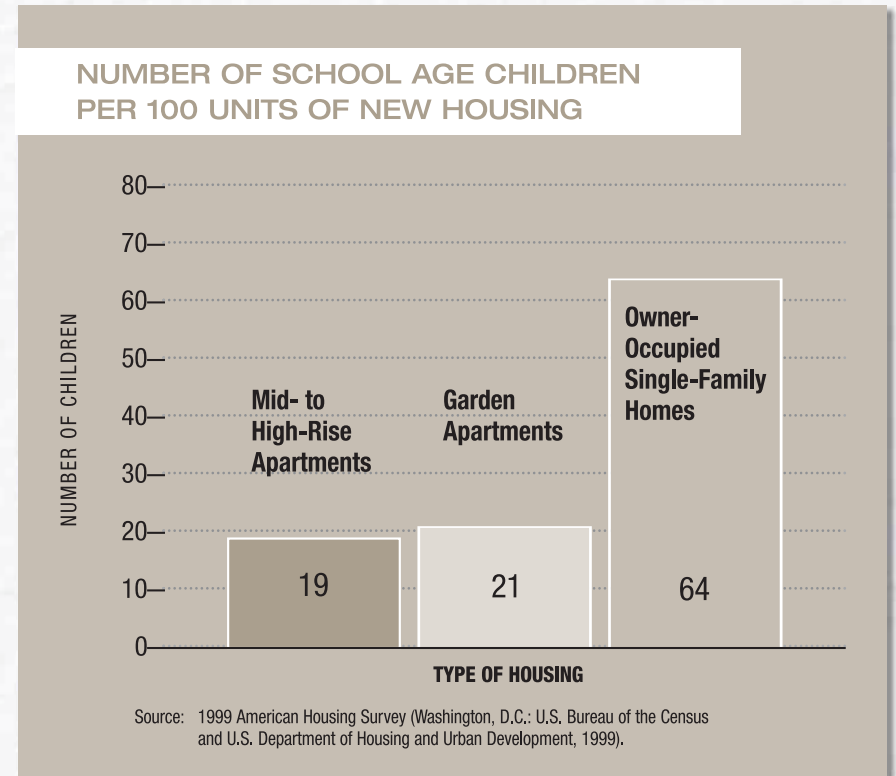
2. School capacity

MYTH:

Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT:

The nature of who lives in higher-density housing – fewer families with children – puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.



FACT: the Bettendorf Community Schools Superintendent, Michael Raso, has reviewed our project and confirmed there are no capacity issues at any grade level.

3. Traffic



4. Property values

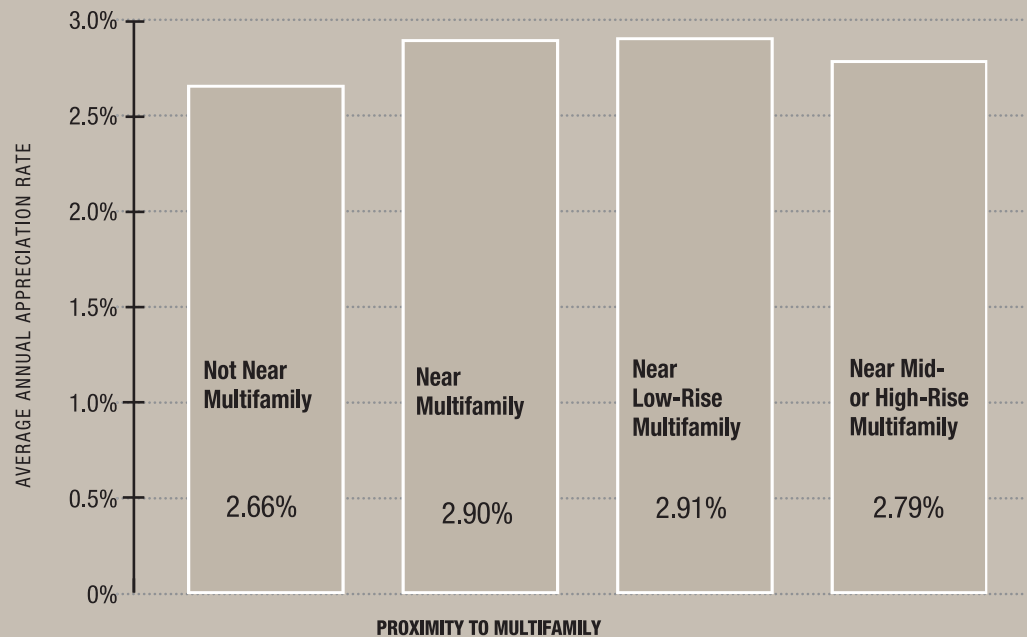
MYTH:

**Higher-density development
lower property values in
surrounding areas.**

FACT:

**No discernible difference
exists in the appreciation rate
of properties located near
higher-density development
and those that are not. Some
research even shows that
higher-density development
can increase property values.**

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY
DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the American Housing Survey: 1997 and 1999
(Washington, D.C.: U.S. Bureau of the Census and U. S. Department of Housing and Urban Development, 1997 and 1999.)

4. Property values

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby. They cite three possible reasons.

- First, the new apartments could themselves be an indicator that an area's economy is vibrant and growing.**
- Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses.
- Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.**

5. Rental rates

Rent Comparables			
Property	One Bedroom Price per Square Foot	Two Bedrooms Price per Square Foot	Three Bedrooms Price per Square Foot
The Springs at Bettendorf	\$1.45 to \$1.50	\$1.07 to \$1.38	\$1.18 to \$1.44
The Bridges Lofts	\$1.54 to \$1.78	\$1.33 to \$1.52	N/A
Watermark	\$1.42 to \$1.73	\$1.19 to \$1.43	\$1.07 to \$1.36

6. Are we good neighbors?

Yard Setbacks

Yard Setbacks	
Required	Provided
Side: 5 feet	100+ feet (100+ feet to the buildings)
Rear: 30 feet	40 feet (104 feet to the buildings)

Drainage

- Dry ponds are proposed to eliminate safety concerns

Fencing

- Upgrading to a 6-foot opaque vinyl fence to screen the property

Landscaping

- Increased yard setbacks are proposed to give room for berms and landscaping that will screen the property

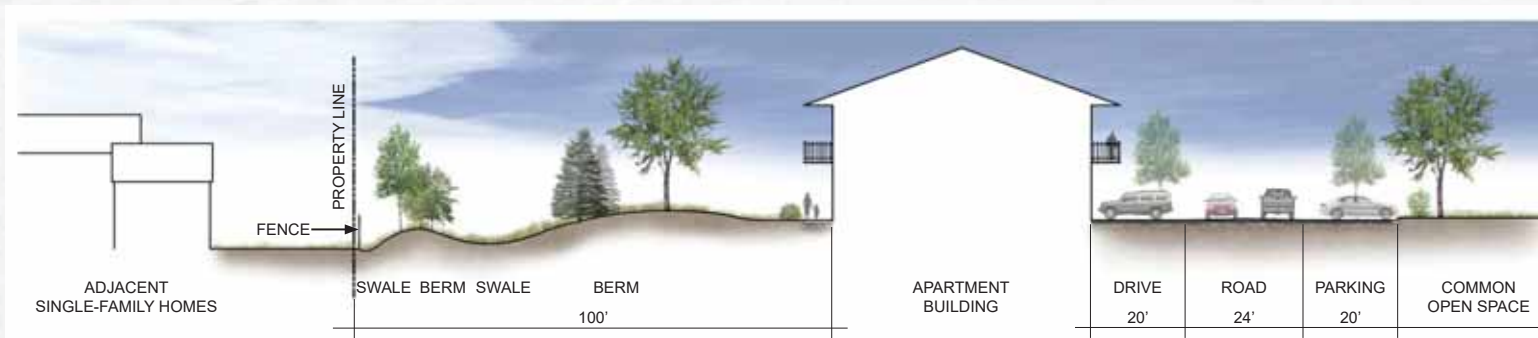
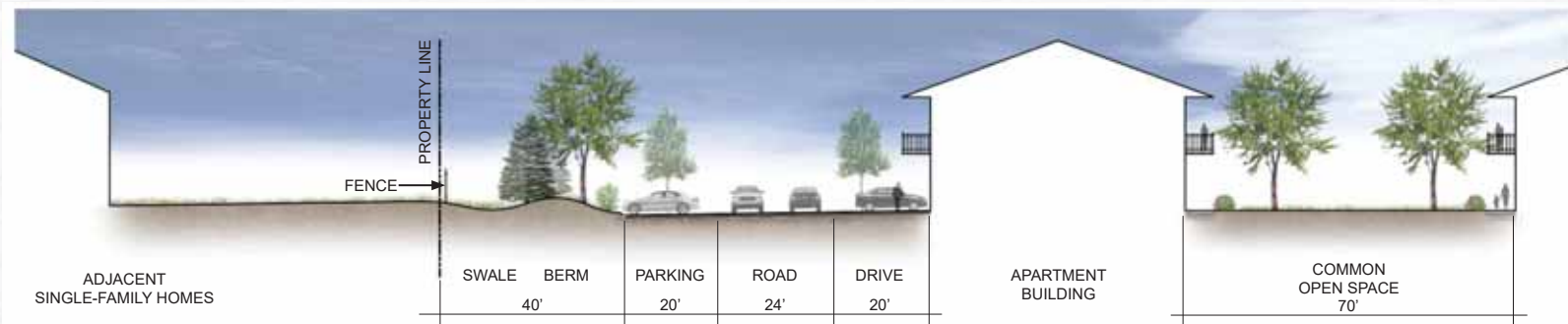
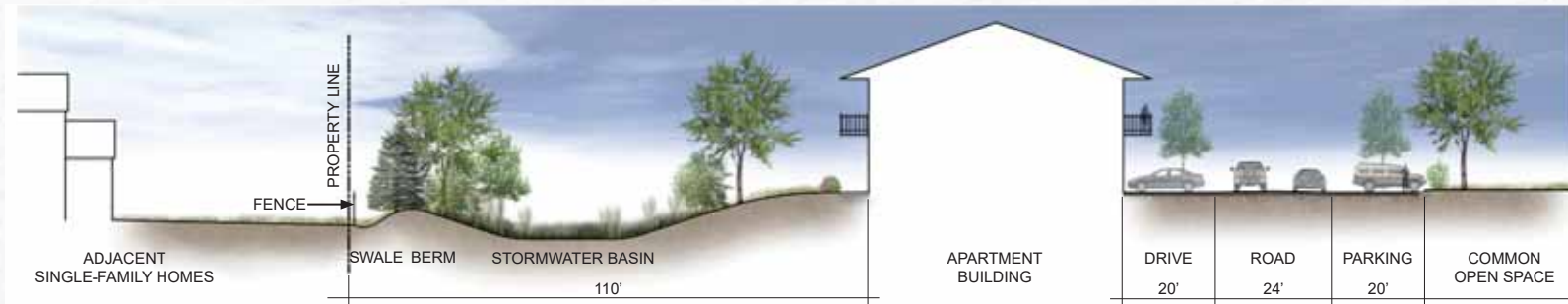
Preliminary Site Plan: Overall Site



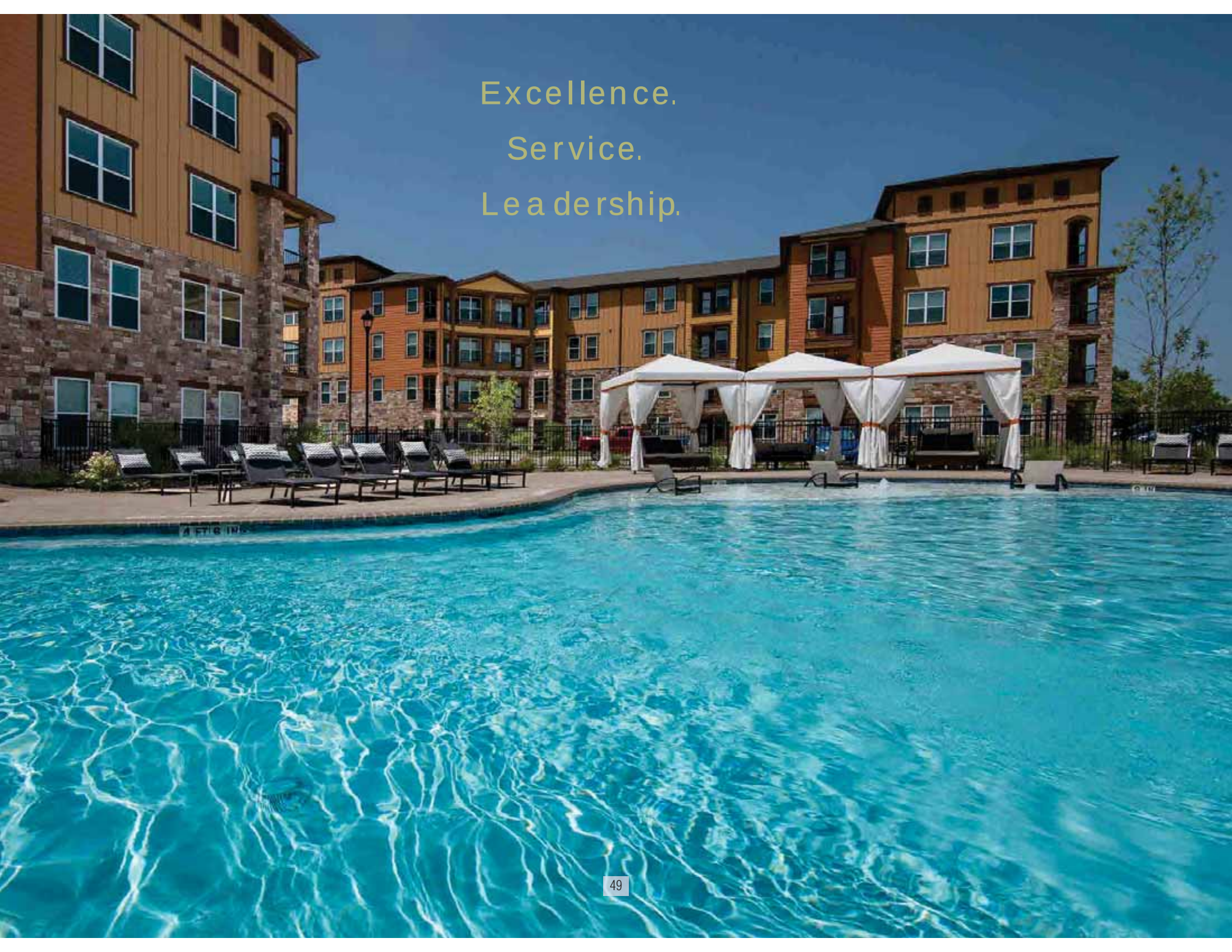
Preliminary Site Plan: Watermark



Site Line Cross-Sections



Excellence.
Service.
Leadership.





PUBLIC ENGAGEMENT SUMMARY

Case No's. REZ18-10 and REZ18-11

Signs Posted: 5 signs were posted on June 25

Public Meeting: 2 public meetings held at the Eastern Branch Library. Approximately 70 people attended each meeting

Public Hearing Notice: The notice was sent to the QCT for publication on June 15.

Public Hearing Mailing: Mailed to 98 neighbors on July 6.

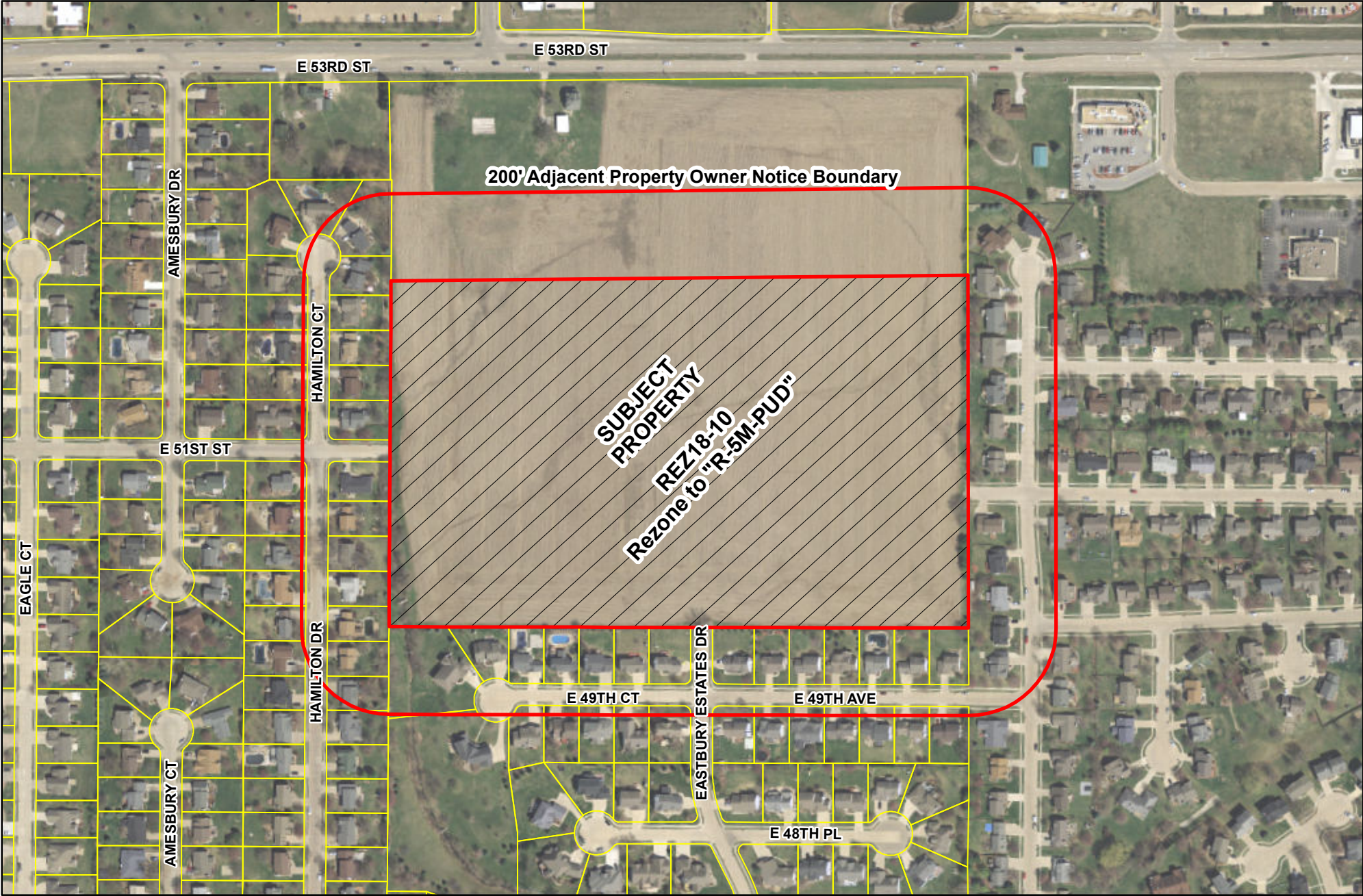
P&Z Public Hearing: Held on July 17. Approximately 6 people spoke against the proposal citing potential incompatible uses, traffic and noise.

P&Z Recommendation: July 31, 2018

COW Neighbor Mailing: August 2, 2018

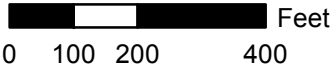
COW Public Hearing Notice: August 2, 2018

Protest Rate: **REZ18-10 – 18.1%; REZ18-11, 3.7%**



Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

1 inch = 300 feet





Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

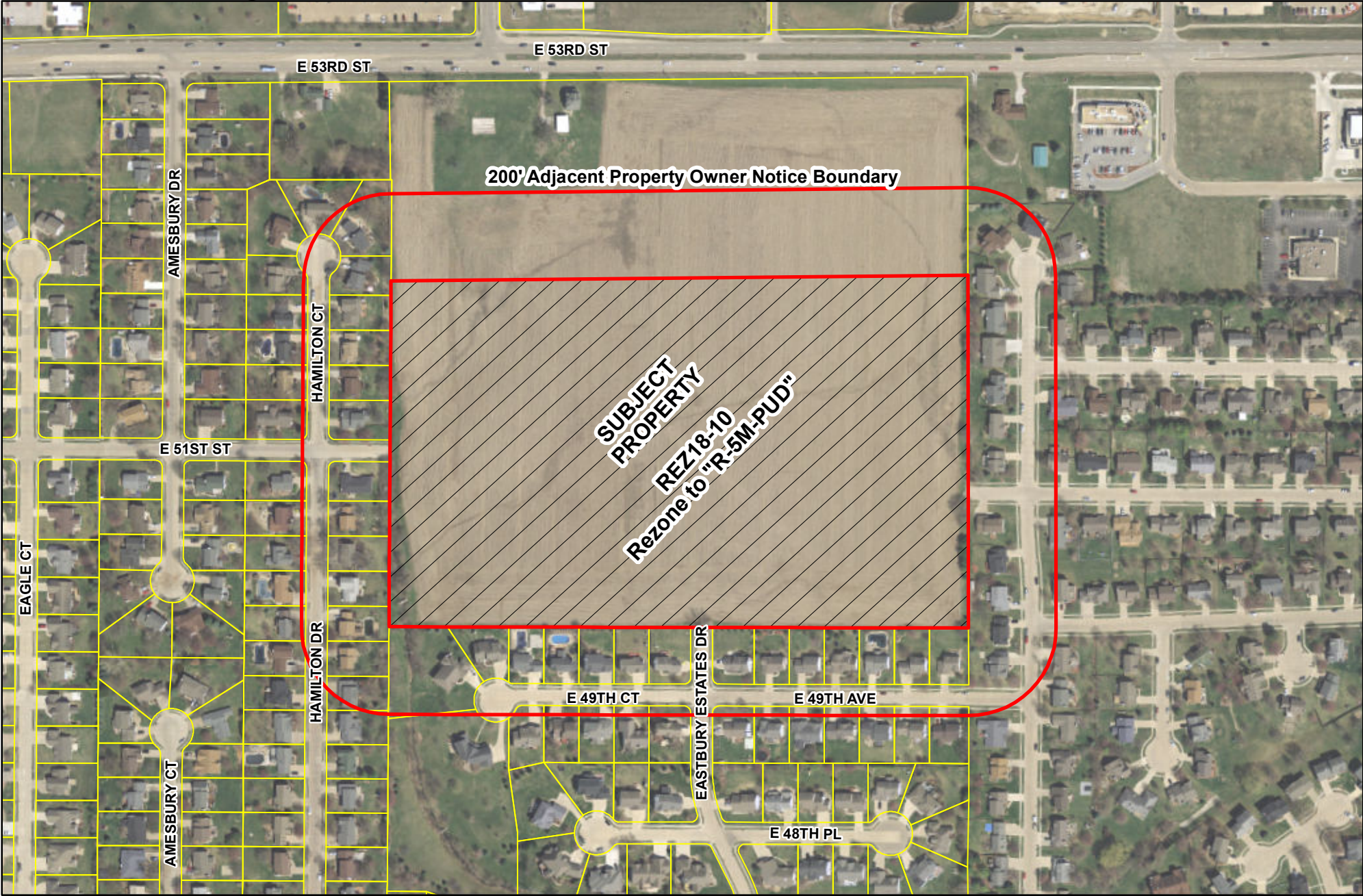
I/we _____ who own property located at (be specific as possible)

Hereby protest the proposed creation of the Elmore Corners Overlay District

Signed: _____

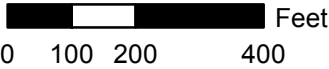
Date : _____

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

1 inch = 300 feet



REZ18-10 - Rezoning Protest List - 7-25-2018

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0909C16	11210.88761	1.2%		0.0%	5113 HAMILTON CT	MATTHEW J ZUMWALT	5113 HAMILTON CT	DAVENPORT IA 52807
N0909C18	12576.09546	1.3%		0.0%	4507 E 51ST ST	DAVID F POOLE	4507 E 51ST ST	DAVENPORT IA 52807
N0909C20	11229.75305	1.2%	Yes	1.2%	5027 HAMILTON DR	DAVID M CLEVELAND	5027 HAMILTON DR	DAVENPORT IA 52807
N0909C21	11233.50391	1.2%		0.0%	5019 HAMILTON DR	BRIAN M DONOVAN	5019 HAMILTON DR	DAVENPORT IA 52807
N0916B07	9298.157067	1.0%		0.0%	4927 HAMILTON DR	JACKSON FRERICH	4927 HAMILTON DR	DAVENPORT IA 52807
N0951-39	1657.446288	0.2%		0.0%	4803 E 49TH AV	MICHAEL L RECKMAN	4803 E 49TH AV	DAVENPORT IA 52807
N0951-40	1657.439498	0.2%		0.0%	4823 E 49TH AV	MICHAEL A FERRIS	4823 E 49TH AV	DAVENPORT IA 52807
N0951-41	1863.947055	0.2%	Yes	0.2%	4835 E 49TH AV	BRIAN H WALES	4835 E 49TH AV	DAVENPORT IA 52807
N0951-57	1339.7009	0.1%		0.0%	4609 E 49TH CT	STEVEN L KUNZ	4609 E 49TH CT	DAVENPORT IA 52807
N0909B01	796.4885035	0.1%	Yes	0.1%	5128 HAMILTON CT	COURTNEY B LEGENDRE	5128 HAMILTON CT	DAVENPORT IA 52807
N0909C24	773.6040847	0.1%	Yes	0.1%	5034 HAMILTON DR	JANEL M STOUT	5034 HAMILTON DR	DAVENPORT IA 52807
N0909C25	828.157786	0.1%		0.0%	5042 HAMILTON DR	JENNIFER M NICHOLS	5042 HAMILTON DR	DAVENPORT IA 52807
N0951-35	1919.744903	0.2%		0.0%	4703 E 49TH AV	BRET F ALLEN	4703 E 49TH AV	DAVENPORT IA 52807
N0951-36	1657.452449	0.2%		0.0%	4721 E 49TH AV	DANIEL R BARTLETT	4721 E 49TH AVE	DAVENPORT IA 52807
N0951-37	1657.459556	0.2%		0.0%	4735 E 49TH AVE	JOHN PRINCELL & PAMELA JOHNSON	4735 E 49TH AVE	DAVENPORT IA 52807
N0951-38	1657.452449	0.2%		0.0%	4755 E 49TH AV	TROY C SKEEN	4755 E 49TH AV	DAVENPORT IA 52807
N0951-61	1920.383675	0.2%		0.0%	4661 E 49TH CT	MICHAEL C POSTER	4661 E 49TH CT	DAVENPORT IA 52807
N0909C15	11206.95017	1.2%		0.0%	5121 HAMILTON CT	JANNELLE B HAINES	5121 HAMILTON CT	DAVENPORT IA 52807
N0909C23	769.7982244	0.1%		0.0%	5026 HAMILTON DR	JAY A RIPSlinger	5144 HAMILTON CT	DAVENPORT IA 52807
N0909C28	792.5592208	0.1%		0.0%	5120 HAMILTON CT	SHAWN M BROWN	5120 HAMILTON CT	DAVENPORT IA 52807
N0916B03	11237.34956	1.2%		0.0%	5011 HAMILTON DR	CHRISTOPHER E STANLEY	5011 HAMILTON DR	DAVENPORT IA 52807
N0916B06	728.921505	0.1%		0.0%	5010 HAMILTON DR	THOMAS J AGOSTA	5010 HAMILTON DR	DAVENPORT IA 52807
N0916B08	323.2521607	0.0%	Yes	0.0%	4919 HAMILTON DR	JOHN A HOLMES	4919 HAMILTON DR	DAVENPORT IA 52807
N0951-42	11557.56124	1.2%		0.0%	4832 E 49TH AV	GERALD T KELLY	4832 E 49TH AV	DAVENPORT IA 52807
N0951-43	10342.04949	1.1%		0.0%	4820 E 49TH AV	JOSHUA R WITT	4820 E 49TH AV	DAVENPORT IA 52807
N0951-44	10342.04949	1.1%		0.0%	4802 E 49TH AVE	BRETT CARLSON	4802 E 49TH AVE	DAVENPORT IA 52807
N0951-45	10342.09185	1.1%	Yes	1.1%	4750 E 49TH AV	GRAMPP REALTY INC	2500 18TH ST	BETTENDORF IA 52722
N0951-46	10342.04949	1.1%		0.0%	4732 E 49TH AV	DEHN A STEVENS	4732 E 49TH AV	DAVENPORT IA 52807
N0951-47	10342.07128	1.1%		0.0%	4718 E 49TH AVE	DANIEL R BARTLETT	4718 E 49TH AVE	DAVENPORT IA 52807
N0951-48	12232.75514	1.3%		0.0%	4702 E 49TH AV	KEVIN J NAGLE	4702 E 49TH AV	DAVENPORT IA 52807
N0951-50	10340.78857	1.1%		0.0%	4646 E 49TH CT	MICHAEL P RYAN	4646 E 49TH CT	DAVENPORT IA 52807
N0951-51	10340.80914	1.1%		0.0%	4634 E 49TH CT	KIMBERLY K FLAHERTY-GRAMPP	4634 E 49TH CT	DAVENPORT IA 52807
N0951-60	1657.938865	0.2%	Yes	0.2%	4649 E 49TH CT	ANDREW L GALVAN	4649 E 49TH CT	DAVENPORT IA 52807
N0909C19	11225.89802	1.2%	Yes	1.2%	5035 HAMILTON CT	JOSHUA D GOSNELL	5035 HAMILTON CT	DAVENPORT IA 52807
N0916B05	99.81541165	0.0%		0.0%	5004 HAMILTON DR	COREY T KNIGHT	5004 HAMILTON DR	DAVENPORT IA 52807
N0951-54	12015.78897	1.2%	Yes	1.2%	4550 E 49TH CT	BRENT M HUSSER	4550 E 49TH CT	DAVENPORT IA 52807
N0951-55A	36245.87056	3.7%	Yes	3.7%	4530 E 49TH CT	MARY M CLIFFORD	4530 E 49TH CT	DAVENPORT IA 52807
N0909B07	11203.05033	1.2%	Yes	1.2%	5129 HAMILTON CT	SCOTT M HUGHES	5129 HAMILTON CT	DAVENPORT IA 52807
N0909C27	788.6333205	0.1%		0.0%	5112 HAMILTON CT	MARK A SHEPHERD	5112 HAMILTON CT	DAVENPORT IA 52807
N0951-56A	700.7827249	0.1%		0.0%	4545 E 49TH CT	DENNIS A VANDERGINST	4545 E 49TH CT	DAVENPORT IA 52807
N0951-59	1657.945657	0.2%		0.0%	4637 E 49TH CT	BRADLEY JASON COOK	4637 E 49TH CT	DAVENPORT IA 52807
N0909B02	465.6884834	0.0%	Yes	0.0%	5136 HAMILTON CT	BRIAN L BERNTSON	5136 HAMILTON CT	DAVENPORT IA 52807
N0909B04	1634.101247	0.2%		0.0%	5144 HAMILTON CT	JR OLIVER IVORY	5144 HAMILTON CT	DAVENPORT IA 52807
N0909B05	15916.27325	1.6%	Yes	1.6%	5143 HAMILTON CT	JAMES T HUGHES	5143 HAMILTON CT	DAVENPORT IA 52807
N0909B06	11758.06322	1.2%	Yes	1.2%	5137 HAMILTON CT	SARA M MORRISEY	5137 HAMILTON CT	DAVENPORT IA 52807
N0909C22	765.9728788	0.1%		0.0%	5018 HAMILTON DR	JOSHUA M ANDREWS	5018 HAMILTON DR	DAVENPORT IA 52807
N0909C26	835.6858151	0.1%		0.0%	4420 E 51ST ST	JAMES A COLLINS	4420 E 51ST ST	DAVENPORT IA 52807
N0951-49	12231.00846	1.3%		0.0%	4658 E 49TH CT	DOUGLAS E ANDERSEN	4658 E 49TH CT	DAVENPORT IA 52807
N0951-52	10340.80914	1.1%		0.0%	4622 E 49TH CT	TAMARA J ROGERS	4622 E 49TH CT	DAVENPORT IA 52807
N0951-53	10332.60825	1.1%	Yes	1.1%	4610 E 49TH CT	SCOTT A WADSAGER	4610 E 49TH CT	DAVENPORT IA 52807
N0951-58	1657.951816	0.2%		0.0%	4625 E 49TH CT	BRIAN D FRITZ	4625 E 49TH ST CT	DAVENPORT IA 52807
N0909C17	12568.4977	1.3%	Yes	1.3%	5105 HAMILTON CT	DAVID L SHEETS	5105 HAMILTON CT	DAVENPORT IA 52807
N0916B04	11241.16146	1.2%		0.0%	5005 HAMILTON DR	STEPHEN R PETERSEN	5005 HAMILTON DR	DAVENPORT IA 52807
840937111	4675.700789	0.5%		0.0%	2154 HAWK DR	TRAVIS HOWELL	2154 HAWK DR	BETTENDORF IA 52722
840937112	9716.400434	1.0%		0.0%	5056 DOVE CT	LOWELL T HORTON	5056 DOVE CT	BETTENDORF IA 52722
840937113	8985.310494	0.9%		0.0%	5078 DOVE CT	DORMAN J POWELL	5078 DOVE CT	BETTENDORF IA 52722
840937114	9037.510043	0.9%		0.0%	5090 DOVE CT	PHILLIPS LIVING TRUST	5090 DOVE CT	BETTENDORF IA 52722
840937115	9089.626399	0.9%		0.0%	5120 DOVE CT	DANIEL F STANSBERRY TRUST	5120 DOVE CT	BETTENDORF IA 52722
840937116	9141.746476	0.9%		0.0%	5148 DOVE CT	VAN MIDDLESWORTH JARED M	5148 DOVE CT	BETTENDORF IA 52722
840937117	9220.064372	0.9%		0.0%	5166 DOVE CT	JAMES A HETTRICK	5166 DOVE CT	BETTENDORF IA 52722
840937118	12954.23621	1.3%		0.0%	5182 DOVE CT	DAVID J FENTON JR	5182 DOVE CT	BETTENDORF IA 52722
840937205	3936.589633	0.4%		0.0%	4989 DOVE CT	JOHN J SHABUNAS	4989 DOVE CT	BETTENDORF IA 52722
840937204	4724.355921	0.5%		0.0%	5011 DOVE CT	JAMES F SCOTT	5011 DOVE CT	BETTENDORF IA 52722
840937225	9360.671345	1.0%	Yes	1.0%	4978 DOVE CT	BARRY A WINKLER	4978 DOVE CT	BETTENDORF IA 52722
840937226	9008.826146	0.9%	Yes	0.9%	4996 DOVE CT	JAMES A LONG	4996 DOVE CT	BETTENDORF IA 52722
840937227	9696.809515	1.0%		0.0%	2115 HAWK DR	SURESH B WARRIER	2115 HAWK DR	BETTENDORF IA 52722
840953206	1654.417729	0.2%		0.0%	4941 DOVE CT	JOYCE A KETELSEN TRUST	4941 DOVE CT	BETTENDORF IA 52722
840953207	5.09E-02	0.0%		0.0%	4919 DOVE CT	KENNETH W REISEN	4919 DOVE CT	BETTENDORF IA 52722
840937119	5521.664661	0.6%		0.0%	5200 DOVE CT	ANTHONY L ZISKOVSKY	5200 DOVE CT	BETTENDORF IA 52722
840953222	650.4999825	0.1%		0.0%	4894 DOVE CT	JAMES A LANGE	4894 DOVE CT	BETTENDORF IA 52722
840953223	10021.05587	1.0%		0.0%	4938 DOVE CT	BRIAN BLAKESWAY	4938 DOVE CT	BETTENDORF IA 52722
840953224	9389.367761	1.0%	Yes	1.0%	4956 DOVE CT	STEVEN L SLADE	4956 DOVE CT	BETTENDORF IA 52722
840937110	4437.738826	0.5%		0.0%	2155 LINDENWOOD DR	KENNETH F FERRIS	2155 LINDENWOOD DR	BETTENDORF IA 52722
840937012	2394.452147	0.2%		0.0%	2123 53RD AV	U OF IOWA COMMUNITY CREDIT UNION	2355 LANDON RD BOX 800	NORTH LIBERTY IA 52317
840937120	885.2852047	0.1%		0.0%	5177 DOVE CT	DAVID BERNTGEN	PO BOX 800	BETTENDORF IA 52722
840937121	2270.403746	0.2%		0.0%	5153 DOVE CT	WILLIAM J O'BRIEN	5153 DOVE CT	BETTENDORF IA 52722
840937122	4299.831053	0.4%		0.0%	5131 DOVE CT	PETER J MOLDT	5131 DOVE CT	BETTENDORF IA 52722
N0910-01	263139.741	27.1%		0.0%	4607 E 53RD ST	SOPHIE FOSTER REVOC TRUST	6590 GOLF COURSE RD	BETTENDORF IA 52722

PARCELS
ROW

774,074.6
198,160.3

79.6%
20.4%

Alderman: Clewell

TOTAL
NOTICE AREA

972,234.9

100%

18.2% PROTEST RATE

Protests: 19

Properties: 78

REZ18-10 Watermark Notice Lists

Parcel	Property Address	Owner Name	Owner Street	Owner CityStateZip
Petitioner:		WATERMARK		
P&Z Chair:	Bob Inghram		bingham@activethermal.net	
Council Clerk:	Tiffany Hickman		tiffanyh@ci.davenport.ia.us	
Neighborhood:	None			
Ward/Ald:	6th Ward	Alderman Clewell	rclewell@ci.davenport.ia.us	67 Notices Sent
Ward/Ald:	At-Large	Alderman Condon		
Ward/Ald:	At-Large	Alderman Gripp	kgripp@ci.davenport.ia.us	
N0909B01	5128 HAMILTON CT	COURTNEY B LEGENDRE	5128 HAMILTON CT	DAVENPORT IA 52807
N0909B07	5129 HAMILTON CT	SCOTT M HUGHES	5129 HAMILTON CT	DAVENPORT IA 52807
N0909C15	5121 HAMILTON CT	JOHN E HAINES III	5121 HAMILTON CT	DAVENPORT IA 52807
N0909C16	5113 HAMILTON CT	MATTHEW J ZUMWALT	5113 HAMILTON CT	DAVENPORT IA 52807
N0909C18	4507 E 51ST ST	DAVID F POOLE	4507 E 51ST ST	DAVENPORT IA 52807
N0909C19	5035 HAMILTON CT	JOSHUA D GOSNELL	5035 HAMILTON CT	DAVENPORT IA 52807
N0909C20	5027 HAMILTON DR	DAVID M CLEVELAND	5027 HAMILTON DR	DAVENPORT IA 52807
N0909C21	5019 HAMILTON DR	BRIAN M DONOVAN	5019 HAMILTON DR	DAVENPORT IA 52807
N0909C23	5026 HAMILTON DR	JAY A RIPSlinger	5144 HAMILTON CT	DAVENPORT IA 52807
N0909C24	5034 HAMILTON DR	JANEL M STOUT	5034 HAMILTON DR	DAVENPORT IA 52807
N0909C25	5042 HAMILTON DR	JENNIFER M NICHOLS	5042 HAMILTON DR	DAVENPORT IA 52807
N0909C27	5112 HAMILTON CT	MARK A SHEPHERD	5112 HAMILTON CT	DAVENPORT IA 52807
N0909C28	5120 HAMILTON CT	SHAWN M BROWN	5120 HAMILTON CT	DAVENPORT IA 52807
N0916B03	5011 HAMILTON DR	CHRISTOPHER E STANLEY	5011 HAMILTON DR	DAVENPORT IA 52807
N0916B05	5004 HAMILTON DR	COREY T KNIGHT	5004 HAMILTON DR	DAVENPORT IA 52807
N0916B06	5010 HAMILTON DR	THOMAS J AGOSTA	5010 HAMILTON DR	DAVENPORT IA 52807
N0916B07	4927 HAMILTON DR	JACKSON FRERICHS	4927 HAMILTON DR	DAVENPORT IA 52807
N0916B08	4919 HAMILTON DR	JOHN A HOLMES	4919 HAMILTON DR	DAVENPORT IA 52807
N0951-35	4703 E 49TH AV	BRET F ALLEN	4703 E 49TH AV	DAVENPORT IA 52807
N0951-36	4721 E 49TH AV	DANIEL R BARTLETT	4721 E 49TH AVE	DAVENPORT IA 52807
N0951-37	4735 E 49TH AVE	JOHN PRINCELL & PAMELA JOHNSON	4735 E 49TH AVE	DAVENPORT IA 52807
N0951-38	4755 E 49TH AV	TROY C SKEEN	4755 E 49TH AV	DAVENPORT IA 52807
N0951-39	4803 E 49TH AV	MICHAEL L RECKMAN	4803 E 49TH AV	DAVENPORT IA 52807
N0951-40	4823 E 49TH AV	MICHAEL A FERRIS	4823 E 49TH AV	DAVENPORT IA 52807
N0951-41	4835 E 49TH AV	BRIAN H WALES	4835 E 49TH AV	DAVENPORT IA 52807
N0951-42	4832 E 49TH AV	GERALD T KELLY	4832 E 49TH AV	DAVENPORT IA 52807
N0951-43	4820 E 49TH AV	JOSHUA R WITT	4820 E 49TH AV	DAVENPORT IA 52807
N0951-44	4802 E 49TH AVE	BRETT CARLSON	4802 E 49TH AVE	DAVENPORT IA 52807
N0951-45	4750 E 49TH AV	REALTY INC GRAMPP	2500 18TH ST	BETTENDORF IA 52722
N0951-46	4732 E 49TH AV	STEVENS A DEHN	4732 E 49TH AV	DAVENPORT IA 52807
N0951-47	4718 E 49TH AVE	DANIEL R BARTLETT	4718 E 49TH AVE	DAVENPORT IA 52807
N0951-48	4702 E 49TH AV	KEVIN J NAGLE	4702 E 49TH AV	DAVENPORT IA 52807
N0951-50	4646 E 49TH CT	MICHAEL P RYAN	4646 E 49TH CT	DAVENPORT IA 52807
N0951-51	4634 E 49TH CT	KIMBERLY K FLAHERTY-GRAMPP	4634 E 49TH CT	DAVENPORT IA 52807
N0951-54	4550 E 49TH CT	BRENT M HUSSER	4550 E 49TH CT	DAVENPORT IA 52807
N0951-55A	4530 E 49TH CT	MARY M CLIFFORD	4530 E 49TH CT	DAVENPORT IA 52807
N0951-56A	4545 E 49TH CT	DENNIS A VANDERGINST	4545 E 49TH CT	DAVENPORT IA 52807
N0951-57	4609 E 49TH CT	STEVEN L KUNZ	4609 E 49TH CT	DAVENPORT IA 52807
N0951-60	4649 E 49TH CT	ANDREW L GALVAN	4649 E 49TH CT	DAVENPORT IA 52807
N0951-61	4661 E 49TH CT	MICHAEL C POSTER	4661 E 49TH CT	DAVENPORT IA 52807
N0909B02	5136 HAMILTON CT	BRIAN L BERNTSON	5136 HAMILTON CT	DAVENPORT IA 52807
N0909B04	5144 HAMILTON CT	OLIVER IVORY JR	5144 HAMILTON CT	DAVENPORT IA 52807
N0909B05	5143 HAMILTON CT	JAMES T HUGHES	5143 HAMILTON CT	DAVENPORT IA 52807
N0909B06	5137 HAMILTON CT	SARA M MORRISEY	5137 HAMILTON CT	DAVENPORT IA 52807
N0909C17	5105 HAMILTON CT	DAVID L SHEETS	5105 HAMILTON CT	DAVENPORT IA 52807
N0909C22	5018 HAMILTON DR	JOSHUA M ANDREWS	5018 HAMILTON DR	DAVENPORT IA 52807
N0909C26	4420 E 51ST ST	JAMES A COLLINS	4420 E 51ST ST	DAVENPORT IA 52807
N0910-01	4607 E 53RD ST	SOPHIE FOSTER REVOC TRUST	6590 GOLF COURSE RD	BETTENDORF IA 52722
N0916B04	5005 HAMILTON DR	STEPHEN R PETERSEN	5005 HAMILTON DR	DAVENPORT IA 52807
N0951-49	4658 E 49TH CT	DOUGLAS E ANDERSEN	4658 E 49TH CT	DAVENPORT IA 52807
N0951-52	4622 E 49TH CT	TAMARA J ROGERS	4622 E 49TH CT	DAVENPORT IA 52807
N0951-53	4610 E 49TH CT	SCOTT A WADSAGER	4610 E 49TH CT	DAVENPORT IA 52807
N0951-58	4625 E 49TH CT	BRIAN D FRITZ	4625 E 49TH ST CT	DAVENPORT IA 52807
N0951-59	4637 E 49TH CT	BRADLEY JASON COOK	4637 E 49TH CT	DAVENPORT IA 52807
840937111	2154 HAWK DR	TRAVIS HOWELL	2154 HAWK DR	BETTENDORF IA 52722
840937112	5056 DOVE CT	HORTON LOWELL T	5056 DOVE CT	BETTENDORF IA 52722
840937113	5078 DOVE CT	DORMAN J POWELL	5078 DOVE CT	BETTENDORF IA 52722
840937114	5090 DOVE CT	PHILLIPS LIVING TRUST	5090 DOVE CT	BETTENDORF IA 52722
840937205	4989 DOVE CT	JOHN J SHABUNAS	4989 DOVE CT	BETTENDORF IA 52722
840937204	5011 DOVE CT	JAMES F SCOTT	5011 DOVE CT	BETTENDORF IA 52722
840937225	4978 DOVE CT	BARRY A WINKLER	4978 DOVE CT	BETTENDORF IA 52722
840937226	4996 DOVE CT	JAMES A LONG	4996 DOVE CT	BETTENDORF IA 52722
840937227	2115 HAWK DR	SURESH B WARRIER	2115 HAWK DR	BETTENDORF IA 52722
840953206	4941 DOVE CT	JOYCE A KETELSEN TRUST	4941 DOVE CT	BETTENDORF IA 52722
840953222	4894 DOVE CT	JAMES A LANGE	4894 DOVE CT	BETTENDORF IA 52722
840953223	4938 DOVE CT	BRIAN BLAKEWAY	4938 DOVE CT	BETTENDORF IA 52722
840953224	4956 DOVE CT	STEVEN L SLADE	4956 DOVE CT	BETTENDORF IA 52722
840937110	2155 LINDENWOOD DR	KENNETH F FERRIS	2155 LINDENWOOD DR	BETTENDORF IA 52722

I/we Barry & Kristin Winkler who own property located at (be specific as possible)

4978 Dove Ct Bettendorf IA 52722

which borders ~~the~~ the property subject to this rezoning request

Hereby protest the proposed: REZ18-10

Signed: Barry Winkler Kristin A Winkler

Date: 7/8/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

From: [Barry Winkler](#)
To: [Planning Division – CPED](#)
Subject: Case No. REZ18-10
Date: Sunday, July 08, 2018 1:05:29 PM

To the Community Planning Division:

I am formally submitting my protest to the proposed rezoning of the property located south of 53rd St. and west of the Bettendorf city border. My property is adjacent to this property and would have a negative impact on the value and enjoyment of my home.

Thanks,

Barry Winkler

4978 Dove Ct
Bettendorf IA 52722

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Brian & Valerie Wales who own property located at (be specific as possible)
4835 E 49th Ave
Davenport, IA 52817

Hereby protest the proposed: REZ18-10

Signed:

Brian Wales

Valerie Wales

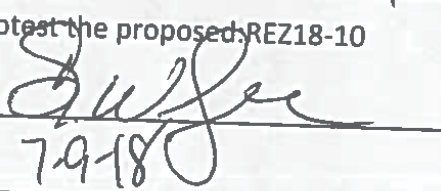
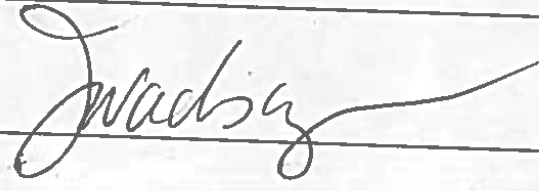
Date:

7/8/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

I/we SCOTT + Janet Wadsager who own property located at (be specific as possible)
4610 E. 49th Cr
Davenport IA 52807

Hereby protest the proposed REZ18-10

Signed:  

Date: 7-9-18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING**

**TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Janel Stout who own property located at (be specific as possible)

5034 Hamilton Dr.

Dav, IA 52807

Hereby protest the proposed: REZ18-10

Signed: Janel Stout

Date: 7/12/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

I/we Steve + Jan Slade who own property located at (be specific as possible)
4956 Dove Ct, Bettendorf, IA 52722

Hereby protest the proposed: REZ18-10

Signed: Steve Slade Jan Slade

Date: 7/18/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

I/we David + Julie Sheets who own property located at (be specific as possible)

5105 Hamilton Court

Davenport, IA 52807

Hereby protest the proposed: REZ18-10

Signed: David Sheets

Julie Sheets

Date : 7/9/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Rusnak, Ryan

From: David Sheets <wx4sheets@q.com>
Sent: Wednesday, July 25, 2018 11:28 AM
To: Planning Division – CPED
Cc: Clewell, Rich
Subject: Comments and Concerns on REZ18-10

Sirs,

I originally sent this to Mr Flynn, but received an auto response stating that he would be on vacation through the 30th.

Thus, I am passing this along to your department. Please ensure it is recorded and distributed to the appropriate people.

Thanks,

David Sheets

Mr Flynn,

I was unable to attend the Planning and Zoning Meeting on July 17th regarding rezoning request REZ18-10 and wanted to pass along my comments and concerns regarding this proposed rezoning. My wife and I have already submitted our formal protest vote.

My address is 5105 Hamilton Court, which is on the west end of the field on the corner of 51st and Hamilton Court, where my family and I have lived for 17 years. I attended the previous neighborhood meetings and was heavily involved in the rezoning that took place back in 2010.

Here are my concerns:

1) A compromise was already made in the 2010 rezoning that was a mutual agreement between the neighbors, landowner and city. Many of the same issues addressed then are now being readdressed. What has changed many have asked? Here are some of the changes that further negate this proposed

-Traffic has dramatically increased and will continue to increase as Bettendorf continues to develop and add both single family and multiple family housing to the east. This is the only major route to I-74 from this side of town and the new Veterans Memorial Parkway does not connect with I-74. Many of the residents to the east utilize I-74 for their daily commute. As your more recent studies should show, traffic is already beyond capacity and additional travel lanes on 53rd will be needed in this area. There is grid lock from here westward during the peak morning and afternoon/evening hours. Additional stoplights exiting the proposed development would extend this gridlock past Amesbury, our primary entry point to this neighborhood, impacting public safety and property values.

-Schools: The neighborhood schools already have waiting lists due to the changing demographic in this area and new students now have to be bused or driven to distant schools. Watermark's presentation stated that the number of students per 100 units in apartments is lower than 100 units of single family developments, which

makes sense. However, this lot would not contain anywhere close to 100 residential units if developed as originally planned. Thus, this rezoning and development would add more students into the system.

2) Property Values/Development as Neighbors:

-**The statistics** referencing increased property values (of single family next to mutli-family units) in the developer's presentation were based on national studies carried out 20 years ago and not relevant to this region or neighborhood. I am concerned property values will drop due to this development.

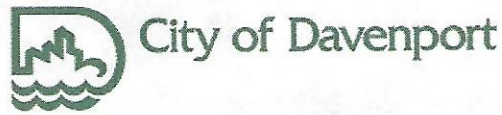
-**Track Record:** Of the roughly 30 Watermark developments around the country, referenced in their supplied material, none of them were similar to this proposed development. Only a few were bordered by existing neighborhoods and of those, all were sited only along one edge of the development. Most were developed in commercial areas or bordered by large, sparse suburban lots. This proposed development would have 3 sides of established neighborhoods. With no similar development, there is no way to predict the impact this development would have on existing neighborhoods or property values.

3) Siting Issues

- **Site Terrain:** This lot is sloped, quite heavily up against existing neighborhoods, especially to the west. The development plan would require moving massive amounts of earth, and lead to excessively steeped terrain behind existing properties. The proposed drainage area on the west, and especially northwest edge of the lot is on an existing 15 foot plus ridge built into neighboring backyards. Creating drainage ponds at this site would require abrupt, unsafe, drop-offs behind existing lots.
- **Aspect:** Because of the site's unique slopes, units on this site would tower over neighbors to the west, even with the proposed 140 ft setback. The nearly 35 foot tall units, set atop a hill east of my home would tower over my back yard. The only respectable way to develop this portion of the site would be to have single story units as a buffer zone. Because of the terrain and building heights, it would not be possible to screen the proposed development using fencing or vegetation.
- **Storm Drainage:** These issues were discussed extensively in the previous rezoning meetings. I understand this site is required to hold something like a 100 year rainfall and discharge at a 2 year rate. Having measured rain at this site for 17 years, I have seen many 2 to 3 inch rainfalls in less than 3 hours on several occasions and witnessed the runoff from the existing permeable farm field. On several instances, I have witnessed the storm drains become overwhelmed, resulting in overland runoff along the flood easement zone along my east property line. I would ask that the engineers consider updated point precipitation frequency estimates, as referenced in NOAA Atlas 14, to ensure that the drainage plan is compatible.

Sincerely,

David Sheets



Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we BRIAN & SARA MORRISSEY who own property located at (be specific as possible)
5137 HAMILTON CT DAVENPORT IA 52807

Hereby protest the proposed: REZ18-10

Signed: [Signature]

Date: 7/8/18

[Signature]

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING**

**TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-11

I/we Brian & Sara Morrissey who own property located at (be specific as possible)
5137 Hamilton Court, Davenport, IA 52807

Hereby protest the proposed: REZ18-11

Signed: Brian Morrissey

Sara Morrissey

Date: 7/8/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-10

I/we Jim & Sue Long who own property located at (be specific as possible)

@ 4996 DOVE CT BETTENDORF 52722 - THIS AREA SHOULD
HAVE HOUSES THE SAME AS ON 3 SIDES OF IT

Hereby protest the proposed: REZ18-10

Signed:

Jim Long Sue Long

Date: 7-8-2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING**

TUESDAY, JULY 17, 2018, 5:00 PM

**CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Ken & Courtney Legendre who own property located at (be specific as possible)
5128 Hamilton Ct Davenport IA 52807

Hereby protest the proposed: REZ18-10

Signed: C Legendre

[Signature]

Date: 7/8/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

I/we Brent & Sara Husser who own property located at (be specific as possible)

4550 E 49 Ct. Davenport IA 52807

Hereby protest the proposed: REZ18-10

Signed:

Sara Husser

Brent Husser

Date:

7-9-18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

* You need to listen to us lifelong residents instead of some out of town developer!



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Scott & Lori Hughes who own property located at (be specific as possible)
5129 Hamilton Ct. Davenport IA 52807

Hereby protest the proposed: REZ18-10

Signed: _____

Date: _____

July 10, 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we James T. Hughes who own property located at (be specific as possible)
5143 Hamilton Ct
Davenport IA 52807

Hereby protest the proposed: REZ18-10

Signed: James T. Hughes

Date: 7/9/2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10
EMAIL: planning@ci.davenport.ia.us Phone: (563) 326-7765

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-10

I/we Albert J + Carol L Holmes who own property located at (be specific as possible)

4919 HAMILTON DR, DAVENPORT 52807

DIST/PARCEL NO916B08

Hereby protest the proposed: REZ18-10

Signed:  Carol L. Holmes

Date: 7-16-18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Rusnak, Ryan

From: clholmes49@aol.com
Sent: Monday, July 16, 2018 1:31 PM
To: Planning Division – CPED
Subject: rezoning protest
Attachments: img012.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Attached is our signed form to protest the proposed Rezoning Case No. REZ18-10.

In addition, there are a few points we would like to express.

1. A creek runs between the west side of the proposed rezone and along the east side of homes along Hamilton Drive. Usually this creek, known as Stafford Creek, is dry or just a trickle. However, in a heavy downpour, that docile creek turns into at least 40 feet wide of raging water. Building nearly 300 apartments in the rezone area will create more runoff and could potentially flood homes in the area.
2. Apartments in that area will negatively effect property values.
3. From the map sent to us, it is not clear as to how traffic will access the proposed apartment complex. Running them through the current residential streets will cause safety and congestion concerns.
4. That number of apartments will generate a large amount of trash, etc. which will necessitate industrial dumpsters. Those dumpsters will cause considerable noise and odor.
5. Building nearly 300 apartments bordered by all residential homes is not the best use of the land. Single family homes and/or stand alone villas/condos would certainly fit better with the neighborhoods.

Thank you in advance for considering these points before making a decision.
Carol & A. John Holmes



**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Grampp Realty who own property located at (be specific as possible)
4760 E 49th Ave Davenport, IA 52807

Hereby protest the proposed: REZ18-10

Signed: J.V. Grampp

Date: July 9, 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Rusnak, Ryan

From: Jo Go <jgosn22@gmail.com>
Sent: Tuesday, July 17, 2018 8:11 AM
To: Planning Division – CPED
Subject: REZ18-10

I Josh Gosnell who own property located at 5035 Hamilton Drive adjacent and due west of the proposed rezoning parcel Hereby protest the proposed: REZ18-10.

Josh Gosnell
7/17/2018

5035 Hamilton Drive
Davenport, IA 52807
563-320-7365



**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we Andrew + Julia Galvan who own property located at (be specific as possible)
4649 E 49th Ct, Davenport, IA

Hereby protest the proposed: REZ18-10

Signed: [Signature] [Signature]

Date: 10-July-2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

☒ Jimmie & Mary Clifford who own property located at (be specific as possible)
4530 East 49th Court
Davenport, IA 52807

Hereby protest the proposed: REZ18-10

Signed:

Jimmie Clifford

Mary M. Clifford

Date:

10 July 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we David & Stephanie Cleveland who own property located at (be specific as possible)

5027 Hamilton Dr. Davenport IA 52807

Hereby protest the proposed: REZ18-10

Signed: Stephanie Cleveland

Date: 7-9-18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-10: Request by Jessica Tuttle, Thompson Thrift Development Company, to rezone 24.27 acres, more or less, of property located south of East 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development) [Ward 6](See map of the affected property on reverse side of this notice).

If successful, this rezoning could result in the construction of an approximately 294 unit apartment development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-10

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-10

I/we BRIAN & DENISE BERTSON who own property located at (be specific as possible)
5136 HAMILTON ST. DAVENPORT, IA 52807

Hereby protest the proposed: REZ18-10

Signed:

Brian Bertson

Denise Bertson

Date:

17 JUL 18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

City of Davenport

Agenda Group:

Department: Community Planning & Economic Development

Contact Info: Matt Flynn, 888-2286

Wards: 6

Action / Date

8/15/2018

Subject:

First Consideration: Ordinance for Case No. REZ18-11: Request to rezone 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, Inc. Petitioner [Ward 6]

Recommendation:

Adopt the Ordinance

Relationship to Goals:

Fiscal Vitality

Background:

Passing this Ordinance would allow for future commercial development.

At its July 31, 2018 meeting, the Plan and Zoning Commission voted 10-0 to recommend approval of the rezoning with the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. Cost sharing for traffic signals shall be determined before Council adopts the Ordinance.
4. That a 10 foot wide multi-purpose path be constructed along East 53rd Street during the initial phase of construction. The developer shall be responsible for 100% of the cost of the multi-purpose path; and
5. In the event that the "PDD" Planned Development District and "HCOD" Highway Corridor Overlay District is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The protest rate is 3.7%.

See attachments for additional information.

ATTACHMENTS:

Type	Description
▣ Ordinance	Proposed Ordinance
▣ Cover Memo	P&Z Letter
▣ Backup Material	Application
▣ Backup Material	P&Z Staff Report
▣ Backup Material	Public Comment Summary
▣ Backup Material	Traffic Study Part 1
▣ Backup Material	Traffic Study Part 2

REVIEWERS:

Department	Reviewer	Action	Date
Community Development Committee	Berger, Bruce	Approved	8/8/2018 - 6:03 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:54 AM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-11: Request to rezone 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, Inc. Petitioner [Ward 6]

BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF DAVENPORT, IOWA:

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

Part of the Northeast Quarter of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., Davenport, Scott County, Iowa being more particularly described as follows:

Commencing, as a point of reference, at the northeast corner of the Southwest Quarter of said Section 9; thence South 02°-40'-15" East 50.00 feet along the east line of the Southwest Quarter of said Section 9 to a point on the south right of way line of 53rd Street, said point being the POINT OF BEGINNING of the tract of land hereinafter described:

thence continuing South 02°-40'-15" East 453.00 feet along the east line of the Southwest Quarter of said Section 9;

thence South 87°-11'-20" West 1313.33 feet to a point on the west line of the East Half of the Southwest Quarter of said Section 9;

thence North 02°-26'-50" West 453.01 feet along the west line of the East Half of the Southwest Quarter of said Section 9 to a point on the south right of way line of 53rd Street;

thence North 87°-11'-20" East 1311.56 feet along the south right of way line of 53rd Street to the point of beginning.

Containing 13.65, acres more or less.

Section 2. That the following findings and conditions are hereby imposed upon said rezoning:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;

2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. Cost sharing for traffic signals shall be determined before Council adopts the Ordinance.
4. That a 10 foot wide multi-purpose path be constructed along East 53rd Street during the initial phase of construction. The developer shall be responsible for 100% of the cost of the multi-purpose path; and
5. In the event that the "PDD" Planned Development District and "HCOD" Highway Corridor Overlay District is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

EFFECTIVE DATE. This ordinance shall be in full force and effective after its final passage and publication as by law provided.

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____

August 1, 2018

Honorable Mayor and City Council
City Hall
226 West 4th Street
Davenport, Iowa 52801

At its regular meeting of July 31, 2018, the Plan and Zoning Commission considered Case No. REZ18-11: Request to rezone 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, Inc. Petitioner [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Regional Commercial Future Land Use Map designation because the property would service boundaries that extend beyond the City limits of Davenport and is located along a major street with good access to interstate and other highways. The commercial use of the property would comply with Davenport 2035 Residential General Future Land Use Map designation because it would be located at an edge (East 53rd Street), where higher intensity may be considered.
2. The design and scale of the proposed commercial use and additional setback/buffering/fencing as depicted on the "PDD" Planned Development District Land Use Plan help mitigate potential any negative impacts to the adjacent residential property owners to the west; and
3. The traffic impact study demonstrates that with right and left turn lanes at the entrances to the development and signalization at East 53rd Street and Lakeview Parkway additional traffic caused by the proposed development would not significantly impact East 53rd Street.

Staff recommended the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-11 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;

3. Cost sharing for traffic signals shall be determined before Council adopts the Ordinance.
4. That a 10 foot wide multi-purpose path be constructed along East 53rd Street during the initial phase of construction. The developer shall be responsible for 100% of the cost of the multi-purpose path; and
5. In the event that the "PDD" Planned Development District and "HCOD" Highway Corridor Overlay District is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission voted unanimously (10-0) to forward the case to the City Council for its approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a long horizontal line extending to the right.

Robert Inghram, Chairperson
City Plan and Zoning Commission

Zoning Map Amendment Application

226 West 4th Street
Davenport, Iowa 52801
(563) 326-7765
Planning@ci.davenport.ia.us

COMMUNITY PLANNING & ECONOMIC DEVELOPMENT

Property Address* 1607 EAST 53RD STREET DAVENPORT

*If no property address, please submit a legal description of the property.

Applicant (Primary Contact)**

Name: KEVIN KOELLEN
Company: BUILD TO SUIT
Address: 1805 STATE ST. SUITE 101
City/State/Zip: BETTENDORF, IA 52722
Phone: 563-335-2022
Email: kevin@buildtosuitinc.com

Application Form Type:

Plan and Zoning Commission

Rezoning (Zoning Map Amendment) ☒
Zoning Ordinance Text Amendment ☐
Right-of-way or Easement Vacation ☐
Final Development Plan ☐
Voluntary Annexation ☐
Subdivision ☒

Owner (if different from Applicant)

Name: SOPHIE FOSTON
Company: SOPHIE FOSTON RECREATION
Address: 6590 GOLF COURSE RD
City/State/Zip: BETTENDORF, IA 52722
Phone: 563-355-3048
Email: N/A

Zoning Board of Adjustment

Appeal from an Administrative Decision ☐
Special Use Permit - New Cell Tower ☐
Home Occupation Permit ☐
Special Exception ☐
Special Use Permit ☐
Hardship Variance ☐

Engineer (if applicable)

Name: DRU WILSON
Company: WILSON-HARDY
Address: 1001 WINDSHIRE ROAD #1030
City/State/Zip: LISLE, IL 60532
Phone: 630-487-5569
Email: DRU.WILSON@WILSONHARDY.COM

Design Review Board

Certificate of Design Approval ☐
Demolition Request in the Downtown ☐

Architect (if applicable)

Name: JOSEPH GUSSE/VAUGHAN
Company: JOSEPH ARCHITECTURAL
Address: 4510 62ND AVE
City/State/Zip: ROCKFORD, IL 61261
Phone: 309-786-9920
Email: JOSEPH@JAG-ARCHITECTS.COM

Historic Preservation Commission

Certificate of Appropriateness ☐
Landmark Nomination ☐
Demolition Request ☐

Administrative

Floodplain Development ☐
Cell Tower Co-Location ☐
Identification Signs ☐
Site Plan ☐

Attorney (if applicable)

Name:
Company:
Address:
City/State/Zip:
Phone:
Email:

**If the applicant is different from the property owner, please submit an authorization form or an accepted contract for purchase.

Request:Existing Zoning: R2 PUD + PDDProposed Zoning Map Amendment: PDDTotal Land Area: 13.16439 Please SelectDoes the Property Contain a Drainage Way or is it Located in a Floodplain Area: ☐ Yes ☒ No**Submittal Requirements:**

- The following items should be submitted to Planning@ci.davenport.ia.us for review:
- The completed application form.
- Recorded warranty deed or accepted contract for purchase.
- Authorization form, if applicable. If the property is owned by a business entity, please provide Articles of Incorporation.
- A legal description of the request if not easily described on the deed or contract for purchase.
- Required fee:
 - Zoning Map Amendment is less than 1 acre - \$400.
 - Zoning Map Amendment is one acre but less than 10 acres - \$750 plus \$25/acre.
 - Zoning Map Amendment is 10 acres or more - \$1,000 plus \$25/acre.
 - \$5.00 per sign; more than one sign may be required depending upon the area of the request.

Formal Procedure:

- (1) Application:
 - Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process.
 - The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. Inaccurate or incomplete applications may result in delay of required public hearings.
- (2) Public Notice for the Plan and Zoning Commission public hearing:
 - After submitting the application the applicant shall post notification sign(s) supplied by the City on property at least two weeks prior to the public hearing. A minimum of one sign shall be required to face each public street if the property has frontage on that street. It is Planning staff's discretion to require the posting of additional signs. The purpose of the notification sign(s) is to make the public aware of the request. Failure to post signs as required may result in a delay of the request.
 - The applicant shall hold a neighborhood meeting as per the attached meeting guidelines.
 - Planning staff will send a public hearing notice to surrounding property owners.
- (3) Plan and Zoning Commission's consideration of the request:
 - Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
 - The Plan and Zoning Commission will hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.
- (4) City Council's consideration of the request:
 - Planning staff will send a public hearing notice to surrounding property owners.
 - The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a zoning map amendment to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.

Applicant: Karin Keaton

Date: 6/24/18

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure and that you must be present at scheduled meetings.

Received by: Matt Flynn

Date: 6/24/2018

Planning staff

Date of the Public Hearing: 7/17/2018

Meetings are held in City Hall Council Chambers located at 226 West 4th Street, Davenport, Iowa.

Authorization to Act as Applicant

I, Ms. Sophie Foster
authorize Thompson Thrift Development, Inc. d/b/a Watermark Apartments
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the
property located at 4607 East 53rd Street, Davenport, Iowa.

Sophie Foster

Signature(s)*

*Please note: original signature(s) required.



PLAN AND ZONING COMMISSION

Meeting Date: July 31, 2018
Request: Request to rezone 13 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan
Case No.: REZ18-11
Applicant: Kevin Koellner, Build to Suit
Ward: Ward 6
Contact: Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@ci.davenport.ia.us
563-888-2286

Recommendation:

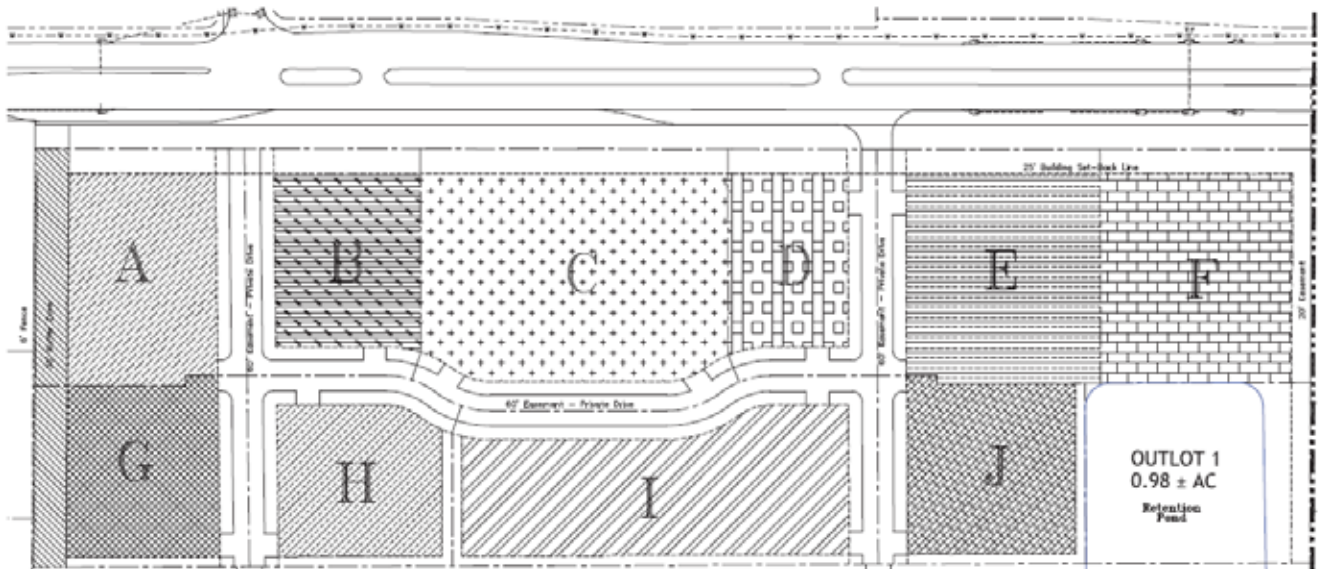
Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-11 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

Case No. REZ18-11: Request Kevin Koellner on behalf of Build to Suit to rezone 13 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from “R-2PUD” Low Density Residential District Planned Unit Development and “PDD” Planned Development District” to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, petitioner. [Ward 6]

AREA CHARACTERISTICS:





The Land Use Plan identifies a list of allowable uses, building/impervious surface area and maximum height for of each building site.

SITE DATA			
ADDRESS:	EAST 53RD STREET DAVENPORT, IOWA		
SITE AREA:	562,225 S.F. (12.91 ACRES)		
BUILDING SITES:			
A = 1 STORY, GROUPS – A2, B, M 5,500 SF, 55 PARKING SPACES (EXCLUDING CAR WASH)	52,469 S.F. 75% IMPERVIOUS	G = 1 STORY, GROUP – B 6,000 SF, 30 PARKING SPACES (PROFESSIONAL OR CLINIC – OUTPATIENT ONLY)	42,021 SF 80% IMPERVIOUS
B = 2 STORY, GROUPS – A2, B, M 3,000 SF, 30 PARKING SPACES	41,917 SF 75% IMPERVIOUS	H = 2 STORY, GROUPS – A2, B, M 6,000 SF, 30 PARKING SPACES	40,588 SF 75% IMPERVIOUS
C = 2 STORY, GROUPS – A2, B, M 10,500 SF, 105 PARKING SPACES	83,993 SF 80% IMPERVIOUS	I = 2 STORY, GROUPS – A2, B, M 9,000 SF, 90 PARKING SPACES	75,498 SF 75% IMPERVIOUS
D = 1 STORY, GROUPS – A2, B, M 3,000 SF, 30 PARKING SPACES	35,754 SF 80% IMPERVIOUS	J = 2 STORY, GROUPS – A2, B, M 7,000 SF, 35 PARKING SPACES	40,099 SF 80% IMPERVIOUS
E = 2 STORY, GROUPS – A2, B, M 4,800 SF, 48 PARKING SPACES	54,755 SF 80% IMPERVIOUS	OUTLOT 1:	42,894 SF 80% RETENTION POND
F = 2 STORY, GROUPS – A2, B, M 6,500 SF, 65 PARKING SPACES	52,094 SF 80% IMPERVIOUS		

NOTE PER INTERNATIONAL BUILDING CODE CHAPTER 3:

GROUP A2 – BANQUET HALL, NIGHT CLUB, RESTAURANT, TAVERN & BAR

GROUP B = AMBULATORY HEALTH CARE, ANIMAL HOSPITAL KENNEL & POUND, BANK, BARBER/BEAUTY SHOP, CAR WASH, CIVIC ADMINISTRATION, CLINIC – OUTPATIENT, DRY CLEANING/LAUNDRY, EDUCATION ABOVE 12TH GRADE, ELECTRONIC DATA PROCESSING, LABORATORIES: TESTING & RESEARCH, MOTOR VEHICLE SHOWROOM, POST OFFICE, PRINT SHOP, PROFESSIONAL SERVICES, RADIO & TELEVISION STUDIO, TELEPHONE EXCHANGE, TRAINING & SKILL DEVELOPMENT

GROUP M = DEPARTMENT STORES, DRUG STORES, MARKETS, MOTOR FUEL-DISPENSING FACILITIES
RETAIL OR WHOLESALE STORES, SALES ROOMS

The “PDD” Planned Development District requires a Land Use Plan to including the following (Section 17.32.050 of the Davenport City Code):

- A. *A drawing or set of drawings and other materials that include, but may not be limited to, the following:*
- 1. The existing land use and zoning surrounding the proposed development and the distance from the subject property line to the nearest structures on all abutting properties within two hundred feet of the perimeter of the site.*

Staff commentary: Surrounding land use and zoning surrounding the proposed development has not been provided. City staff waived the requirement because zoning and land use information is readily available.

- 2. The location of existing services, including: water, sanitary and storm sewer, electric, gas, streets, the capacity of those services and the service requirements of the development.*

Staff commentary: The proposed PDD Land Use Plan depicts the location of existing services. City staff waived the requirement that the capacity of those services and the service requirements of the development be provided as this will be reviewed during administrative site plan review.

3. *The site constraints including:*
a. *Slopes in excess of ten percent;*

Staff commentary: A contour map has been provided.

- b. *Drainage ways that carry water from abutting properties, drainage ways that drain areas on the site in excess of one acre and any area designated as a flood plain or floodway as defined in Chapter 15.44*

Staff commentary: The proposed PDD Land Use Plan depicts the location of drainage ways that will carry stormwater from the development.

- c. *Soils that are unsuitable or require special treatment to support urban development as determined by the Soil Conservation Service Soil Survey. If unsuitable conditions are indicated field testing may be required.*

Staff commentary: A soils maps has not been provided. City staff waived the requirement that unsuitable soils been identified as this will be reviewed during administrative site plan review.

4. *The total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building (impervious surface).*

Staff commentary: The proposed PDD Land Use Plan contains total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building.

5. *A two foot interval topographic map of the site on a scale base of one inch equals fifty feet or other scale as approved by the development official.*

Staff commentary: The proposed PDD Land Use Plan contains a contour map.

6. *A traffic study which analyzes the aggregate trip generation to and from the site and the ability of the existing street system to accommodate the anticipated generation. Specific improvements should be proposed if the development causes the projected level of service to be less than level "C," as defined by the most recent version of the Highway Capacity Manual by the Transportation Research Board of The National Safety Research Council.*

Staff commentary: The applicant hired Missman, Inc., which completed a traffic study for the proposed residential and commercial portions of the subject property on May 2, 2018. A summary of the results are as follows:

The purpose of utilizing PM peak time measurements is because that is the time period, which the most cars will travel the roadway.

A traffic signal is already required to be installed at the intersection of East 53rd Street and Lakeview Parkway. The traffic study indicates that the development (residential and commercial) would warrant a signal at the intersection of East 53rd Street and Lakeview Parkway at 75% build out of th development. Assignment of cost is being discussed. The proposed development (residential and commercial) would warrant a right turn lane on East 53rd Street at Lakeview Parkway at 27% buildout of the development and a left turn lane on East 53rd Street at Lakeview Parkway at 35% build out. The traffic study indicated that right and left turn lanes would not be warranted at the eastern entrance.

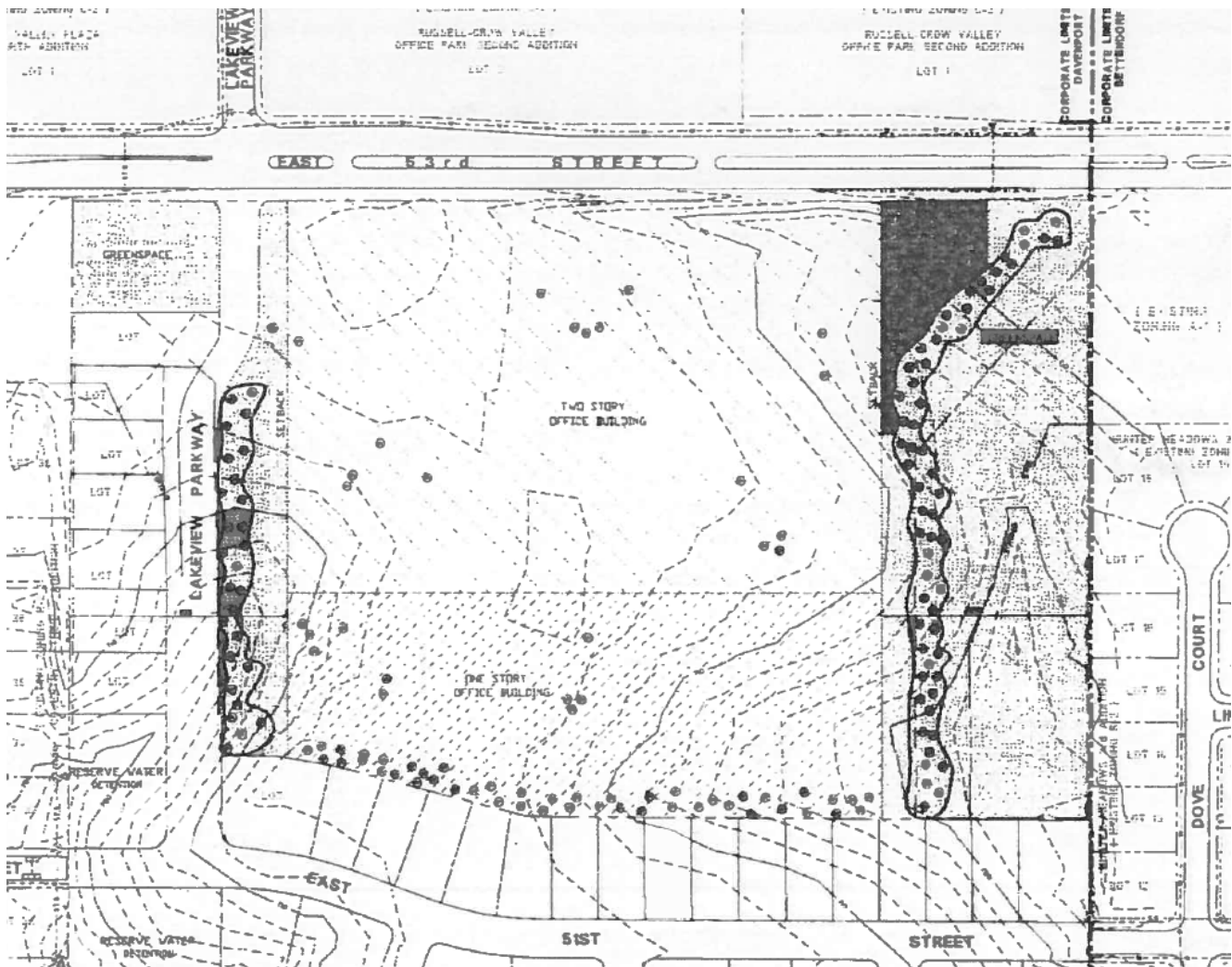
The City Traffic Engineer has reviewed the traffic study and agrees with the conclusion of the study, however, has requested that right and left turn lanes be installed on East 53rd Street at both entrances during initial construction of the development. The signal would be installed when warranted.

The city council delegates authority to the city staff's development official to waive, at his or her discretion, any of the required submissions stated in Section 17.32.052A, 1 through Section 17.32.052A, 6 if the scale of the project, topography of the site or other reasons make them unnecessary. The city plan and zoning commission will be notified of any requirements that have been waived.

Rezoning history.

The subject and adjacent property was rezoned in 2011 to PDD and R-2(PUD). The residential component was envisioned as a single family residential subdivision that would not exceed the R-2(PUD) maximum density of 5.23 units per acre. The three streets that terminate at the edges of this property were proposed to be continued and serve individual lots within the future development. One roadway access to East 53rd Street was depicted.

The commercial portion of the subject property was controversial. Ultimately, the PDD Land Use Plan for the commercial development was approved for one and two story office development.



Proposed Traffic Impact from the Development.

The applicant hired Missman, Inc., which completed a traffic study for the proposed residential and commercial portions of the subject property on May 2, 2018. A summary of the results are as follows:

The purpose of utilizing PM peak time measurements is because that is the time period, which the most cars will travel the roadway.

A traffic signal is already required to be installed at the intersection of East 53rd Street and Lakeview Parkway. The traffic study indicates that the development (residential and commercial) would warrant a signal at the intersection of East 53rd Street and Lakeview Parkway at 75% build out of the development. Assignment of cost is being discussed. The proposed development (residential and commercial) would warrant a right turn lane on East 53rd Street at Lakeview Parkway at 27% buildout of the development and a left turn lane on East 53rd Street at Lakeview Parkway at 35% build out. The traffic study indicated that right and left turn lanes would not be warranted at the eastern entrance.

The City Traffic Engineer has reviewed the traffic study and agrees with the conclusion of the study, however, has requested that right and left turn lanes be installed on East 53rd Street at both entrances during initial construction of the development. The signal would be installed when warranted.

Proposed Storm Water from the Development.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two storm water detention systems. One system would outfall to the south and east and one system would outfall to the west and south. Stormwater, which outfalls into the City of Bettendorf would need to be reviewed and approved by the Engineering Department.

Public Input:

Public meetings have been held on May 24, 2018 and June 21, 2018. Approximately 65-70 people attended each meeting. Those concerns included building elevations, access, proximity of buildings to the property lines and stormwater management.

The City posted five signs were posted on June 26, 2018.

The City mailed 25 notices to surrounding property owners notifying them of the July 17, 2018 Plan and Zoning Commission public hearing. The Plan and Zoning Commission held a public hearing on July 17, 2018. To date, staff has received 4 written protests.

The protest rate is less than 20%.

Recommendation:

Consistency of the request with Davenport 2035.

As mentioned, the Davenport 2035 Future Land Use Designation are *Residential General and Regional Commercial*. Staff underlined language for emphasis, which will be discussed below the definitions.

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Davenport 2035 Future Land Use Map designation for a small portion of the property is Residential General. Staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development (west side) and the location of the stormwater detention area (east side) as depicted on the "PDD" Planned Development District Land Use Plan.

Davenport 2035 Residential General reads in part,

Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

It is staff's opinion that East 53rd Street is an edge where higher intensity may be considered. Higher intensity contemplates commercial development. If only residential development were contemplated along an edge, the language would read, "higher density may be considered".

It is staff's opinion that the proposed development would be consistent with the Davenport 2035 RC Future Land Use map designation because it permits "...some residential, service and institutional uses..." This would be an enclosed higher density residential development adjacent to a commercial development.

Notably, prior to the Davenport 2035 Land Use Plan Update in 2016, the portion of the property designed Regional Commercial was designed Neighborhood Commercial on Davenport 2025. The 2016 Regional Commercial designation was reflection of the East 53rd Street corridor improvements, which facilitate commercial development and the adjacent commercial development to the east.

Compatibility of the proposed development with the surrounding area.

It is staff's opinion that the scale of the development and additional setback/landscape buffer allow the development to be compatible with the residential property to west. A 6 foot high fence would be located along the west property line. The development would be compatible with the commercial development to the east, which has been developing since 2011.

Improvements to East 53rd Street.

The City Traffic Engineer has reviewed the submitted traffic study and agrees with its findings, which concludes that East 53rd Street would maintain an acceptable level of service with signalization and left and right turns lanes at the intersection of East 53rd Street and Lakeview Parkway. The City Traffic Engineer is requesting that right and left turn lanes be constructed at the eastern entrance even though the traffic study found they were not warranted.

The City of Bettendorf has a 10' wide multi-purpose path that extends from the subject property to 18th Street. The City of Davenport is requesting to extend that 10' wide multi-path along East 53rd Street.



Proposed Storm Water from the Development.

The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow. To summarize, the stormwater release rate would be comparable to the release rate of the property as currently developed.

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Regional Commercial Future Land Use Map designation because the property would service boundaries that extend beyond the City limits of Davenport and is located along a major street with good access to interstate and other highways. The commercial use of the property would comply with Davenport 2035 Residential General Future Land Use Map designation because it would be located at an edge (East 53rd Street), where higher intensity may be considered
2. The design and scale of the proposed commercial use and additional setback/buffering/fencing as depicted on the "PDD" Planned Development District Land Use Plan help mitigate potential any negative impacts to the adjacent residential property owners to the west; and
3. The traffic impact study demonstrates that with right and left turn lanes at the entrances to the development and signalization at East 53rd Street and Lakeview Parkway additional traffic caused by the proposed development would not significantly impact East 53rd Street.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-11 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That right and left turn lanes be constructed on East 53rd Street at both entrances during the initial phase of construction;
3. That a 10 foot wide multi-purpose path be constructed along East 53rd Street during the initial phase of construction. The developer shall be responsible for 100% of the cost of the multi-purpose path; and
4. In the event that the "PDD" Planned Development District and "HCOD" Highway Corridor Overlay District is supplanted by new zoning ordinance classifications and regulations, the City shall rezone the property to a classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.



*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

NOTICE
NEIGHBORHOOD MEETING – PROPOSED REZONING
MONDAY, AUGUST 6th 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE

You are invited to a neighborhood meeting regarding the following request:

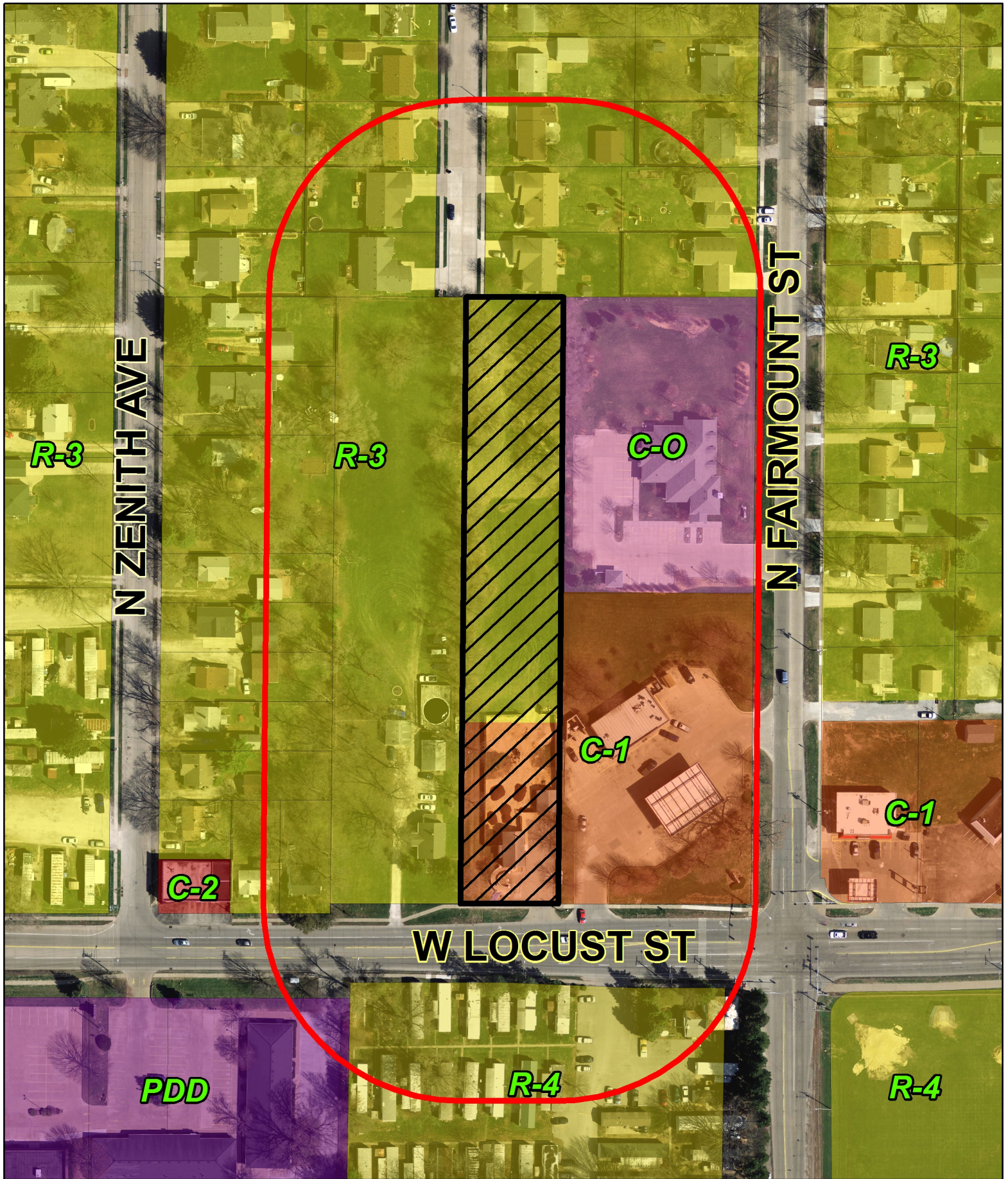
Case No. REZ18-12: Request of Chris Townsend on behalf of Jimmy Holt, to rezone 1.43 acres, more or less, of property located at 3730 West Locust Street from “C-1” Neighborhood Commercial and “R-3” Moderate Density Dwelling District to “PDD” Planned Development District. [Ward 1]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



-  Property Requested to be Rezoned
-  200 Foot Notification Radius





City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING**

**TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-11

I/we Brian & Sara Morrissey who own property located at (be specific as possible)
5137 Hamilton Court, Davenport, IA 52807

Hereby protest the proposed: REZ18-11

Signed: Brian Morrissey

Date: 7/8/18

Sara Morrissey

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-11

I/we Ken + Courtney Legendre who own property located at (be specific as possible)
5128 NAMER ST, DAVENPORT, IA 52807

Hereby protest the proposed: REZ18-11

Signed: Courtney Legendre

[Signature]

Date: 7/8/18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

NOTICE PUBLIC HEARING

TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect to protest the proposed Rezoning Case No. REZ18-11

I/we Laurie Hughes who own property located at (be specific as possible)

5143 Hamilton Ct
Davenport, IA 52807

Hereby protest the proposed: REZ18-11

Signed: Laurie Hughes

Date: 7-9-18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801



City of Davenport

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING**

**TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-11

I/we BRIAN & DENISE BEANTON who own property located at (be specific as possible)

5136 HAMILTON CT, DAVENPORT, IOWA 52807

Hereby protest the proposed: REZ18-11

Signed: Brian Beanton

Denise Beanton

Date: 17 Jul 18

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Parcel	Property Address	Owner Name
840937120	5177 DOVE CT	DAVID BERNTGEN
N0909B02	5136 HAMILTON CT	BRIAN L BERNTSON
N0909B01	5128 HAMILTON CT	COURTNEY B LEGENDRE
840937115	5120 DOVE CT	DANIEL F STANSBERRY TRUST
840937118	5182 DOVE CT	DAVID J FENTON JR
Y0919-02F	4500 E 53RD ST	FIRST NATIONAL BANK
840921601		GENESIS MEDICAL CENTER
840937117	5166 DOVE CT	JAMES A HETTRICK
N0909B05	5143 HAMILTON CT	JAMES T HUGHES
N0909C15	5121 HAMILTON CT	JOHN E HAINES III
N0909B03	5142 HAMILTON CT	JOSEPH V VELEZ
N0909C16	5113 HAMILTON CT	MATTHEW J ZUMWALT
840937122	5131 DOVE CT	PETER J MOLDT
N0909-03C	4435 E 53RD ST	MUSAL TRACT LC
840937121	5153 DOVE CT	WILLIAM J O'BRIEN
N0909B04	5144 HAMILTON CT	OLIVER IVORY JR
Y0919C02	4550 E 53RD ST	S J RUSSELL LC
N0909B06	5137 HAMILTON CT	SARA M MORRISEY
N0909B07	5129 HAMILTON CT	SCOTT M HUGHES
Y0917-01A	4400 E 53RD ST	SENTRY OFFICE BUILDING
N0910-01	4607 E 53RD ST	SOPHIE FOSTER REVOC TRUST
840937012		U OF IOWA COMMUNITY CREDIT UNION
840937116	5178 DOVE CT	JARED M VAN MIDDLESWORTH
840937119	5200 DOVE CT	ANTHONY L ZISKOVSKY

Owner Street	Owner CityStateZip
5177 DOVE CT	BETTENDORF IA 52722
5136 HAMILTON CT	DAVENPORT IA 52807
5128 HAMILTON CT	DAVENPORT IA 52807
5120 DOVE CT	BETTENDORF IA 52722
5182 DOVE CT	BETTENDORF IA 52722
1601 15TH ST	MOLINE IL 61265
4500 DORR ST	TOLEDO OH 43615
5166 DOVE CT	BETTENDORF IA 52722
5143 HAMILTON CT	DAVENPORT IA 52807
5121 HAMILTON CT	DAVENPORT IA 52807
5142 HAMILTON CT	DAVENPORT IA 52807
5113 HAMILTON CT	DAVENPORT IA 52807
5131 DOVE CT	BETTENDORF IA 52722
3211 E 35TH CT	DAVENPORT IA 52807
5153 DOVE CT	BETTENDORF IA 52722
5144 HAMILTON CT	DAVENPORT IA 52807
4600 E 53RD ST	DAVENPORT IA 52807
5137 HAMILTON CT	DAVENPORT IA 52807
5129 HAMILTON CT	DAVENPORT IA 52807
4400 E 53RD ST	DAVENPORT IA 52807
6590 GOLF COURSE RD	BETTENDORF IA 52722
2355 LONDON RD PO BOX 800	NORTH LIBERTY IA 52317
5178 DOVE CT	BETTENDORF IA 52722
5200 DOVE CT	BETTENDORF IA 52722

REZ18-11 Rezoning Protest List - 7-26-2018

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0909C16	213.1810904	0.0%		0.0%	5113 HAMILTON CT	MATTHEW J ZUMWALT	5113 HAMILTON CT	DAVENPORT IA 52807
N0909B01	109.4442677	0.0%	Yes	0.0%	5128 HAMILTON CT	COURTNEY B LEGENDRE	5128 HAMILTON CT	DAVENPORT IA 52807
Y0917-01A	29110.61398	3.5%		0.0%	4400 E 53RD ST	SENTRY OFFICE BUILDING	4400 E 53RD ST	DAVENPORT IA 52807
N0909C15	9384.652006	1.1%		0.0%	5121 HAMILTON CT	JANNELLE B HAINES	5121 HAMILTON CT	DAVENPORT IA 52807
N0909B03	111.0185555	0.0%		0.0%	5142 HAMILTON CT	JOSEPH V VELEZ	5142 HAMILTON CT	DAVENPORT IA 52807
N0909B07	11203.05033	1.3%		0.0%	5129 HAMILTON CT	SCOTT M HUGHES	5129 HAMILTON CT	DAVENPORT IA 52807
N0909B02	435.0968839	0.1%	Yes	0.1%	5136 HAMILTON CT	BRIAN L BERNTSON	5136 HAMILTON CT	DAVENPORT IA 52807
N0909B04	12469.55499	1.5%		0.0%	5144 HAMILTON CT	JR OLIVER IVORY	5144 HAMILTON CT	DAVENPORT IA 52807
N0909B05	18810.35997	2.3%	Yes	2.3%	5143 HAMILTON CT	JAMES T HUGHES	5143 HAMILTON CT	DAVENPORT IA 52807
N0909B06	11758.06322	1.4%	Yes	1.4%	5137 HAMILTON CT	SARA M MORRISEY	5137 HAMILTON CT	DAVENPORT IA 52807
N0909-03C	44581.51405	5.3%		0.0%	4435 E 53RD ST	MUSAL TRACT LC	3211 E 35TH CT	DAVENPORT IA 52807
N0910-01	263370.6827	31.6%		0.0%	4607 E 53RD ST	SOPHIE FOSTER REVOC TRUST	6590 GOLF COURSE RD	BETTENDORF IA 52722
Y0919-02F	16094.74068	1.9%		0.0%	4500 E 53RD ST	FIRST NATIONAL BANK	1601 15TH ST	MOLINE IL 61265
Y0919-01D	41912.08292	5.0%		0.0%		S J RUSSELL LC	4600 E 53RD ST	DAVENPORT IA 52807
Y0919C02	40683.37101	4.9%		0.0%	4550 E 53RD ST	S J RUSSELL LC	4600 E 53RD ST	DAVENPORT IA 52807
840937115	6142.474913	0.7%		0.0%	5120 DOVE CT	DANIEL F STANSBERRY TRUST	5120 DOVE CT	BETTENDORF IA 52722
840937116	9141.746476	1.1%		0.0%	5148 DOVE CT	VAN MIDDLESWORTH JARED M	5148 DOVE CT	BETTENDORF IA 52722
840937117	9220.064372	1.1%		0.0%	5166 DOVE CT	JAMES A HETTRICK	5166 DOVE CT	BETTENDORF IA 52722
840937118	12954.23621	1.6%		0.0%	5182 DOVE CT	DAVID J FENTON JR	5182 DOVE CT	BETTENDORF IA 52722
840937119	9301.998284	1.1%		0.0%	5200 DOVE CT	ANTHONY L ZISKOVSKY	5200 DOVE CT	BETTENDORF IA 52722
840937012	51736.42039	6.2%		0.0%	2123 53RD AV	U OF IOWA COMMUNITY CREDIT UNION	2355 LANDON RD BOX 800	NORTH LIBERTY IA 52317
840937120	1531.045733	0.2%		0.0%	5177 DOVE CT	DAVID BERNTGEN	PO BOX 800	BETTENDORF IA 52722
840937121	2013.375733	0.2%		0.0%	5153 DOVE CT	WILLIAM J O'BRIEN	5153 DOVE CT	BETTENDORF IA 52722
840937122	709.8773503	0.1%		0.0%	5131 DOVE CT	PETER J MOLDT	5131 DOVE CT	BETTENDORF IA 52722
840921601	8536.779217	1.0%		0.0%	2140 53RD AV	GENESIS MEDICAL CENTER	4500 DORR ST	TOLEDO OH 43615

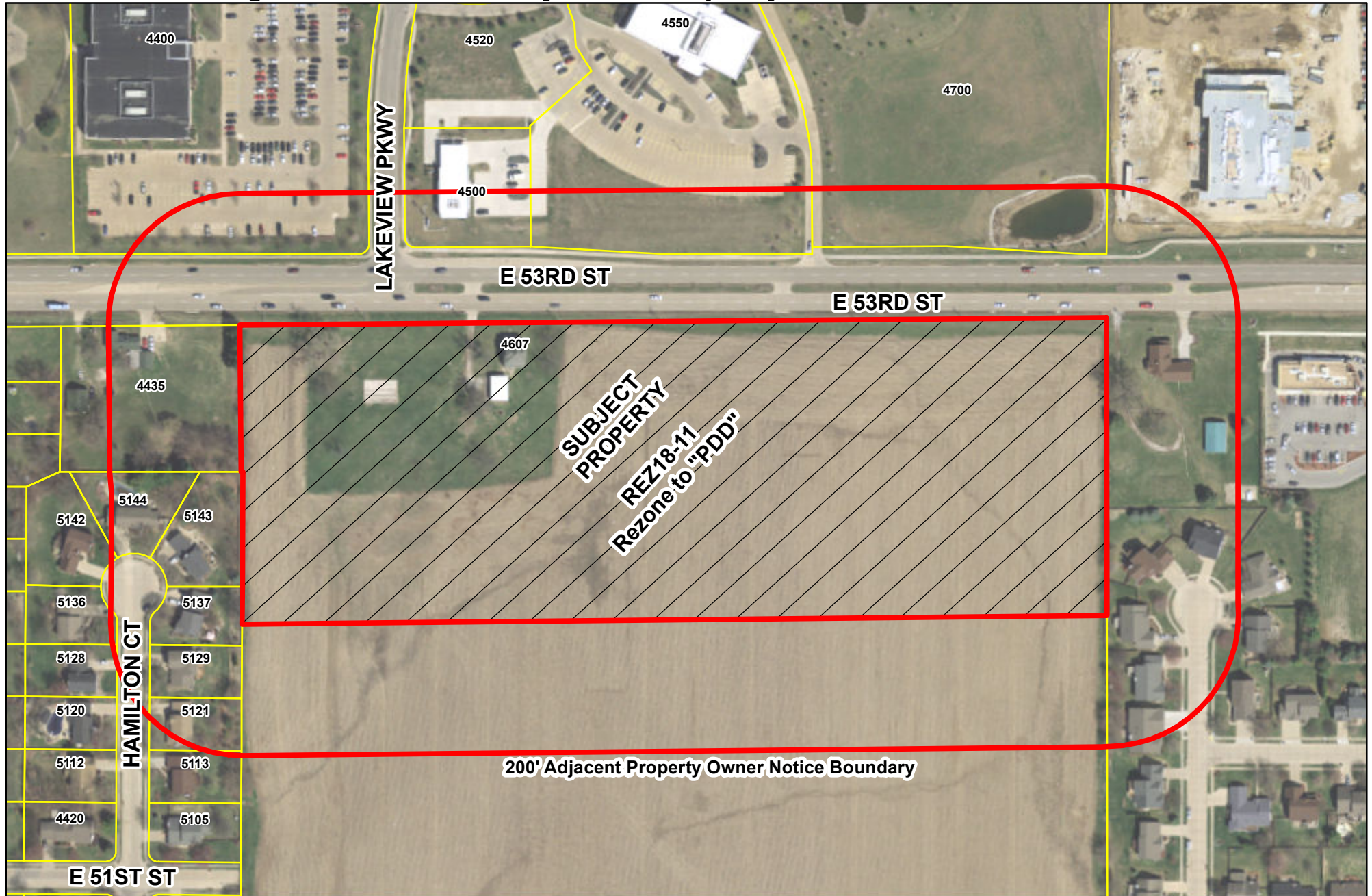
PARCELS 611,535.4 73.3%
ROW 223,032.7 26.7%

Alderman: Clewell

TOTAL
NOTICE AREA 834,568.2 100% **3.7% PROTEST RATE**

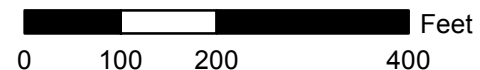
Protests: 4

Properties: 25



Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

1 inch = 200 feet





Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com

**NOTICE
PUBLIC HEARING
TUESDAY, JULY 17, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request by Kevin Koellner, Build to Suit, Inc. to rezone 14.48 acres, more or less, of property located south of East 53rd Street west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan [Ward 6]

If successful, this rezoning could result in the construction retail and office development.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-11

EMAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-11

I/we _____ who own property located at (be specific as possible)

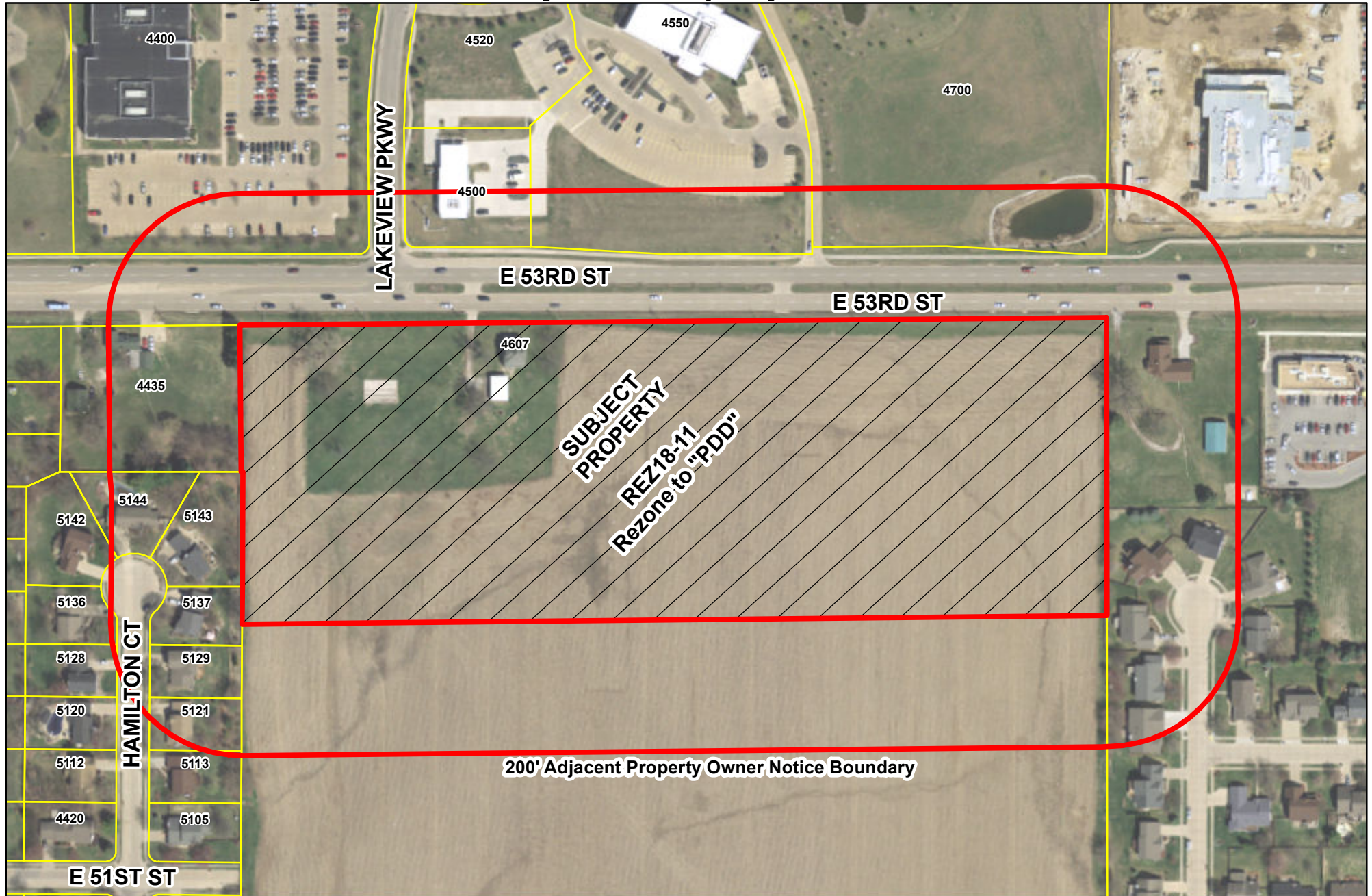
Hereby protest the proposed creation of the Elmore Corners Overlay District

Signed: _____

Date : _____

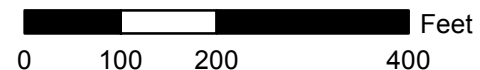
Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

REZ18-11



Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

1 inch = 200 feet





*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**PUBLIC HEARING NOTICE
WEDNESDAY, AUGUST 15, 2018
DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL - 226 WEST 4th STREET – DAVENPORT, IOWA**

Please be aware of possible zoning changes that may impact your property or neighborhood.

Case No. REZ18-11: Request of Kevin Koellner, Build to Suit, Inc.; for the rezoning of 13.65 acres, more or less, of property located south of East 53rd Street west of the Bettendorf city limits from PDD, Planned Development District and R-2(PUD), Low Density Dwelling District (Planned Unit Development) to all PDD with a new Land Use Plan [Ward 6]. (See map of the affected property on reverse side of this notice)

The Plan and Zoning Commission voted on July 31, 2018 to recommend approval of the request.

A public hearing before the Davenport Committee of the Whole on the above matter is scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday August 15, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. It is your privilege to submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Property owners within the subject area or within 200 feet of affected boundary may also register a written protest of the proposed action.

Any written comments or protests (which can be sent via email) to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s).

Please contact the Community Planning Division for additional information.

E-MAIL: planning@ci.davenport.ia.us

Phone: (563) 326-7765



Sophie Foster Traffic Study
E 53rd St and Lakeview Pkwy
Traffic Data Development
May 2, 2018

I. Introduction

A private developer is considering development of a multi-tenant complex in Davenport, IA on a mostly agricultural parcel. The parcel, as shown in Figure A, is situated on East 53rd Street between Amesbury Drive and the east city limit (Dove Court). The posted speed on E. 53rd St. is 45mph. For the purpose of this study the assumption is the multi-tenant development will consist of a car wash & detail center, retail, sit-down and drive-thru restaurants, drive-in bank, 3 single tenant 1-story office buildings and completion of the multi-family apartment subdivision to the south. Refer to Exhibit A for a depiction of the proposed multi-tenant development.

The result of this study finds that a right turn lane for eastbound 53rd to southbound Lakeview Parkway (West Entrance) is warranted at 27% build out of the development. In addition, a left turn deceleration lane for westbound E. 53rd St. to southbound Lakeview Parkway (West Entrance) is warranted at 35% build out of the development. Finally, a warrant check for traffic signals according the Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD) finds that the West Entrance improvements meet the warrant for traffic signals for both Warrant 1, Eight-Hour Volume and Warrant 3 Peak Hour Volume. These warrants would be met at roughly 76% build-out.

Furthermore, similar calculations find that no left-turn or right-turn are required at the proposed East Entrance, nor are signals warranted.

II. Traffic Forecasts

Projected traffic for the site was estimated using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017, traffic counts taken in October of 2016 and ADT data from the Iowa Department of Transportation (IADOT) website.

Exhibit B

30th maximum hour (Peak Hr) is traditionally identified as a weekday in May or October. No seasonal adjustment to the counts was therefore required. A comparison of the IADOT counts and Bi-State counts found that both the 2010 and the 2014 ADT coincided on 53rd Street between Utica Ridge and 18th Street. Counts were taken for the turning movements on Amesbury Drive and Lakeview Parkway in order to complete a Traffic Map of all the existing movements along E. 53rd St. through the study area. Refer to Exhibit B for the Traffic Map.



Exhibit C

Exhibit B traffic was then projected forward to the expected construction year of the development of 2018. To determine the percent increase per year, a comparison of 2005 to 2010 IADOT counts and 2010 to 2014 IADOT counts was considered. The percent increase ranged from 1.5% to 3.6% from 2005 to 2010 and 1.5% to 6.0% from 2010 to 2014. For this study a 3% increase per year was used. Exhibit C shows the resulting traffic project forward to 2018.

Exhibit D

After all existing traffic has been projected forward to 2018, we considered the new vehicle trips that will be generated by the proposed mixed-use development.

Figure B shows the total vehicle trips that will be generated using data from the publication Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. This data is included in the Appendix.

According to the ITE Manual, this falls within the parameters of a mixed-use development. Therefore, deductions were considered for internal capture of trips. Figure C demonstrates this mixed-use Internal capture.

Figure D then demonstrates the assumptions made for distribution of the new traffic to and from the development from all connecting streets. Based on the 2014 ADT (See Appendix), 55% of the existing traffic is west of the development and 45% east. We further assumed 2% of the 55% western volume is from/to Lakeview Parkway and 1% of the 45% eastern volume is from/to the private drive directly north of the proposed east entrance to the development.

Figure E applies the assumptions to the trips shown in Figure D to the volumes from Figure C.

Exhibit D then shows the trip ends from Figure E.

Exhibit E is then the resulting traffic projections along the corridor of E. 53rd St. in 2018 after all considerations, combining Exhibits B & C).

III. Conclusion

West Entrance

With a posted speed of 45mph and four lanes of traffic, E. 53rd St. will be considered a four-lane expressway with a design speed of 50mph. In accordance with the Iowa DOT Office of Design, Design Manual, a right turn lane may be warranted if the right turn traffic flow is greater than 30vph measured over a minimum of 15 minutes and approach volume is greater than 400 vehicles per hour. The right turn movement forecasted volume at Lakeview Pkwy is 108 a.m. and 103 p.m. as shown on Exhibit E. The approach volume is 978 a.m. and 1,125 p.m. Therefore, the right turn is warranted at full build out of the development.

Furthermore, the right turn lane will would be warranted at 27% build out of the development, $(30\text{vph} / 108\text{vph} = 27\%)$.

Similarly, a left turn deceleration lane may be warranted if left turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and approach volume is greater than 400 vehicles per hour. The left turn movement forecasted volume at Lakeview Pkwy is 82 a.m. and 86 p.m. as shown on Exhibit E. The approach volume is 1,317 a.m. and 1,787 p.m. Therefore, the left turn deceleration lane is warranted at full build out of the development.

Furthermore, the left turn deceleration lane will would be warranted at 35% build out of the development, $(30\text{vph} / 86\text{vph} = 35\%)$.

East Entrance

Right-turn and left-turn deceleration lanes are not required since the turning volume in both cases will be lower than 30vph at full build-out (25 rights and 22 lefts).

FIGURE A

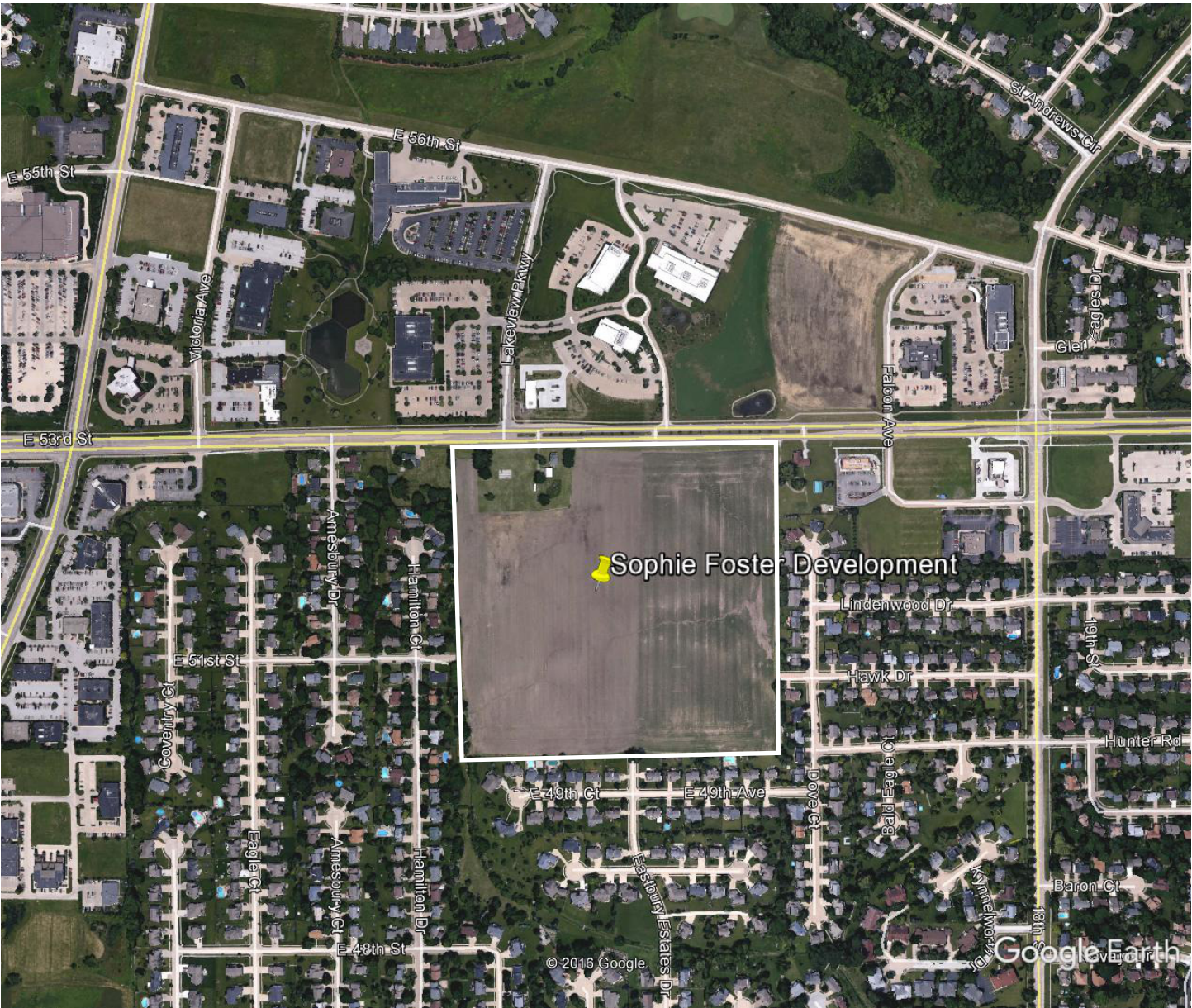


FIGURE B

**TRIP GENERATION
Sophie Foster Development
5/2/2018**

ITE LAND- USE CODE	TYPE	SIZE (SQFT)	EACH	AVE TRIP GENERATIO N AM RATE	AVE TRIP GENERATIO N PM RATE	AM DIST		PM DIST		AM PEAK HOUR			PM PEAK HOUR		
						IN	OUT	IN	OUT	IN	OUT	TOTAL	IN	OUT	TOTAL
220	MULTIFAMILY HOUSE (LOW RISE)	10	28	0.46	0.56	23%	77%	63%	37%	30	99	129	99	58	157
715	SINGLE TENANT OFFICE	6,000	3	1.78	1.71	89%	11%	15%	85%	29	4	33	5	26	31
815	DISCOUNT STORE	10,500	1	1.17	4.83	69%	31%	50%	50%	8	5	13	25	26	51
912	DRIVE-IN BANK	2,400	1	9.50	20.45	58%	42%	50%	50%	13	10	23	25	25	50
932	HIGH-TURNOVER (SIT-DOWN) RESTAURANT	3,000	1	9.94	9.77	55%	45%	62%	38%	16	14	30	18	12	30
932	HIGH-TURNOVER (SIT-DOWN) RESTAURANT	6,000	1	9.94	9.77	55%	45%	62%	38%	33	27	60	36	23	59
934	FAST FOOD WITH DRIVE-THRU	6,000	1	40.19	32.67	51%	49%	52%	48%	123	119	242	102	95	197
945	GAS/SERVICE W/CONVENIENCE MARKET	4,800	1	90.61	78.73	50%	50%	50%	50%	217	218	435	189	189	378
949	CAR WASH AND DETAIL CENTER	3	1	8.60	13.60	63%	37%	49%	51%	16	10	26	20	21	41
	TOTAL TRIPS GENERATED									485	506	991	519	475	994

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sophie Foster Development	Organization:	IMEG
Project Location:	Davenport, IA	Performed By:	CJS
Scenario Description:		Date:	5/1/2018
Analysis Year:	2019	Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	715	6,000	1000 sf GFA	33	29	4
Retail	815	10,500	1000 sf GFA	13	8	5
Restaurant	932	15,000	1000 sf GFA	332	172	160
Cinema/Entertainment				0		
Residential	220	280	DU	129	30	99
Hotel				0		
All Other Land Uses ²	912,945,949	7,200	1000 sf GFA	484	246	238
				991	485	506

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	2	0	0	0
Retail	1		1	0	1	0
Restaurant	4	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	20	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	991	485	506
Internal Capture Percentage	7%	7%	7%
External Vehicle-Trips ⁵	921	450	471
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	21%	75%
Retail	38%	60%
Restaurant	13%	4%
Cinema/Entertainment	N/A	N/A
Residential	10%	22%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sophie Foster Development
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	29	29	1.00	4	4
Retail	1.00	8	8	1.00	5	5
Restaurant	1.00	172	172	1.00	160	160
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	30	30	1.00	99	99
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1	3	0	0	0
Retail	1		1	0	1	0
Restaurant	50	22		0	6	5
Cinema/Entertainment	0	0	0		0	0
Residential	2	1	20	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	40	0	0	0
Retail	1		86	0	1	0
Restaurant	4	1		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	1	34	0		0
Hotel	1	0	10	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	6	23	29	23	0	0
Retail	3	5	8	5	0	0
Restaurant	23	149	172	149	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	27	30	27	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	246	246	246	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	1	4	1	0	0
Retail	3	2	5	2	0	0
Restaurant	7	153	160	153	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	22	77	99	77	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	238	238	238	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Sophie Foster Development	Organization:	IMEG
Project Location:	Davenport, IA	Performed By:	CJS
Scenario Description:		Date:	5/1/2018
Analysis Year:	2019	Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips ³		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office	715	6,000	1000 sf GFA	31	5	26
Retail	815	10,500	1000 sf GFA	51	25	26
Restaurant	932	15,000	1000 sf GFA	286	156	130
Cinema/Entertainment				0		
Residential	220	280	DU	157	99	58
Hotel				0		
All Other Land Uses ²	912,945,949	7,200	1000 sf GFA	469	234	235
				994	519	475

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ. ⁴	% Transit	% Non-Motorized	Veh. Occ. ⁴	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		500	250		700	
Retail					1000	
Restaurant					1000	
Cinema/Entertainment						
Residential		1000	1000			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	1	0	1	0
Retail	0		8	0	6	0
Restaurant	1	13		0	16	0
Cinema/Entertainment	0	0	0		0	0
Residential	2	2	9	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	994	519	475
Internal Capture Percentage	12%	12%	13%
External Vehicle-Trips ⁵	872	458	414
External Transit-Trips ⁵	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	60%	15%
Retail	68%	54%
Restaurant	12%	23%
Cinema/Entertainment	N/A	N/A
Residential	23%	22%
Hotel	N/A	N/A

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.
Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Sophie Foster Development
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	5	5	1.00	26	26
Retail	1.00	25	25	1.00	26	26
Restaurant	1.00	156	156	1.00	130	130
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	99	99	1.00	58	58
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	1	0	1	0
Retail	1		8	1	6	1
Restaurant	4	53		10	22	9
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	9	0		2
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		2	3	0	4	0
Retail	2		45	0	46	0
Restaurant	2	13		0	16	0
Cinema/Entertainment	0	1	5		4	0
Residential	3	2	17	0		0
Hotel	0	1	8	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	3	2	5	2	0	0
Retail	17	8	25	8	0	0
Restaurant	18	138	156	138	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	23	76	99	76	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	234	234	234	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	4	22	26	22	0	0
Retail	14	12	26	12	0	0
Restaurant	30	100	130	100	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	45	58	45	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	235	235	235	0	0

¹ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
² Person-Trips
³ Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

FIGURE C
Table 7.1
Sophie Foster Development

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	18.2%
	To Restaurant	63.0%	3.9%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	24.2%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	16.7%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	31.9%
	To Restaurant	20.0%	16.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

FIGURE C
Table 7.2
Sophie Foster Development

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	7.3%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	7.6%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	10.6%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

FIGURE D

TRIP END DISTRIBUTION
Sophie Foster Development

Date: 5/2/2018

LEGEND

IN
OUT

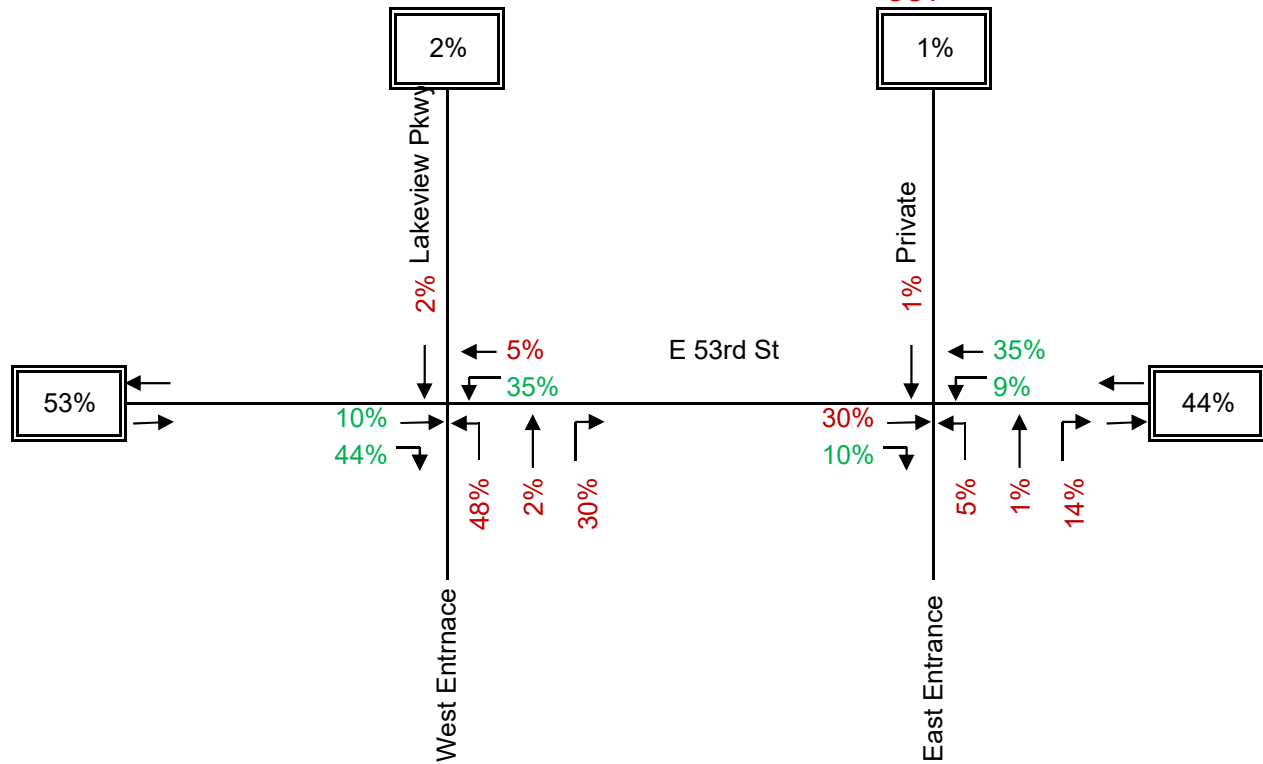


FIGURE E

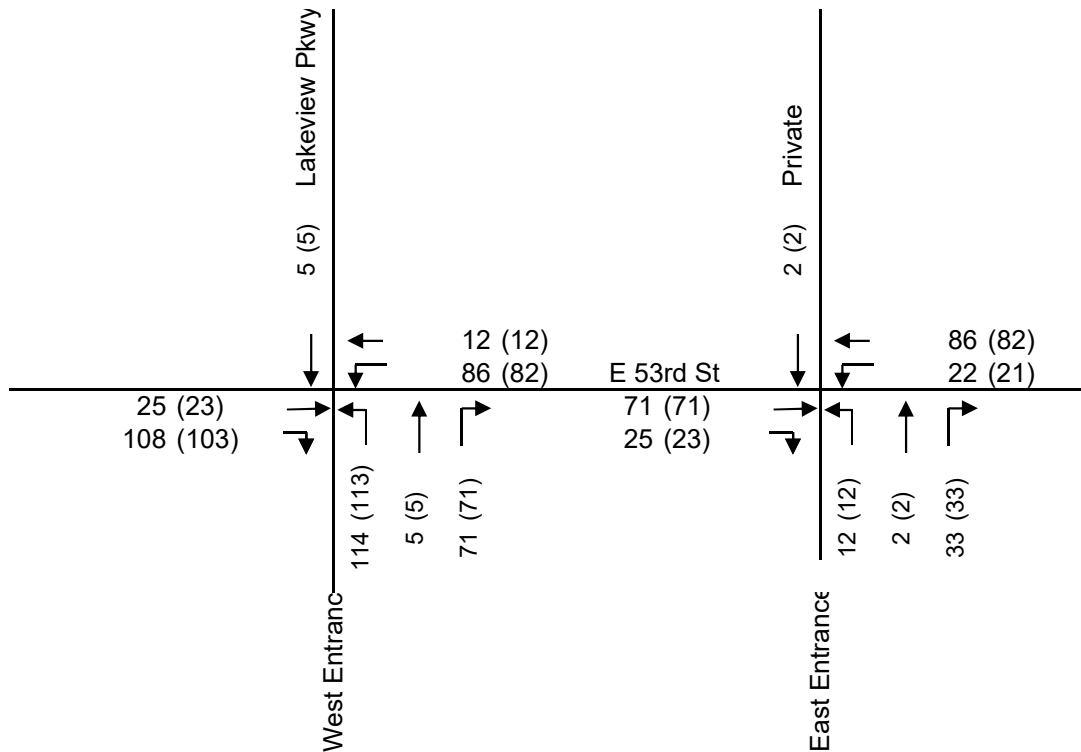
TRIP END DISTRIBUTION Sophie Foster Development

After Deduction for Internal Capture

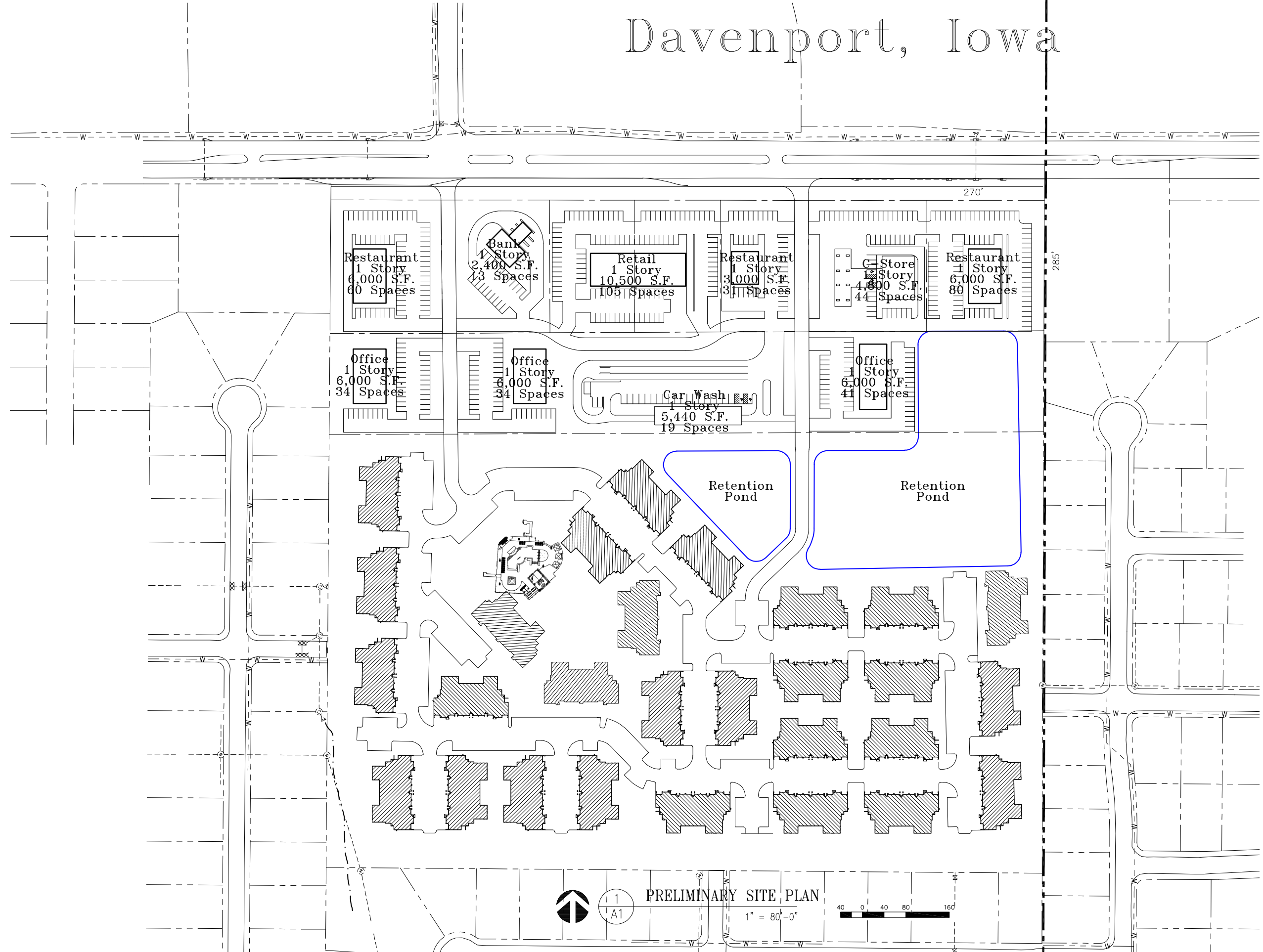
Date: 5/2/2018

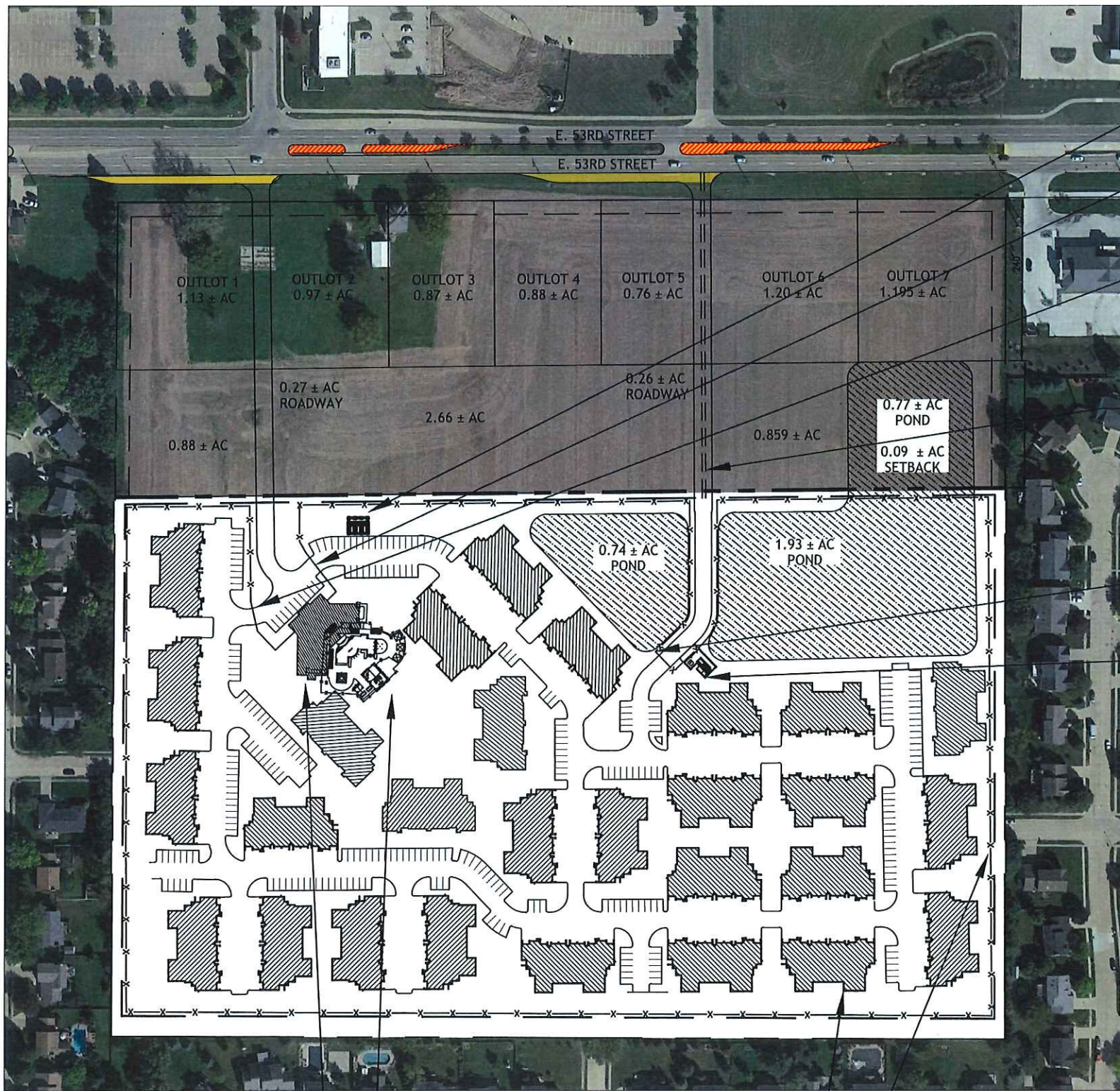
	IN	OUT
AM	246	238
PM	234	235

LEGEND
AM (PM)



East 53rd Street Retail Davenport, Iowa





CLUBHOUSE

POOL DECK AND DOG PARK

2-STORY BIG HOUSE GARAGE

2-STORY BIG HOUSE NON GARAGE

MAIL KIOSK

VEHICLE GATE

VEHICLE GATE

12" DIP WATER & 8" PVC SEWER

VEHICLE GATE

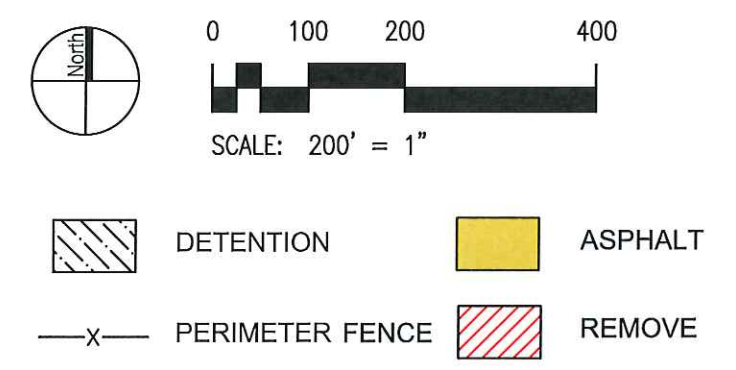
TRASH ENCLOSURE WITH RECYCLE

WATERMARK
DAVENPORT, IA
DENSITY STUDY (RFP) | 18-0326
(24) 2 STORY "BIG HOUSE GARAGE" BUILDINGS
(4) 2 STORY "BIG HOUSE" BUILDINGS
(1) CLUBHOUSE

MULTI FAMILY SITE SUMMARY

SITE AREA:	24.18 ± ACRES
TOTAL UNITS:	296 UNITS
DENSITY:	12.24 UNITS/ACRE
PARKING:	514 SPACES (1.74 RATIO)
- SURFACE:	274 SURFACE SPACES
- GARAGES:	240 ATTACHED GARAGES
DETENTION:	3.54 ACRE WET POND FOOTPRINT

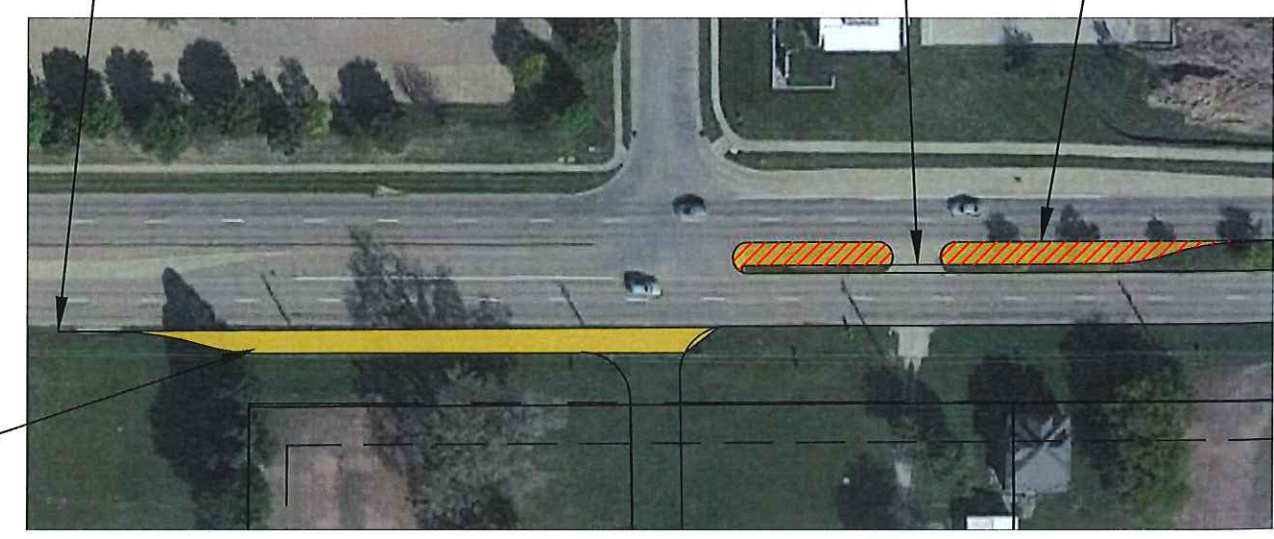
RETAIL SITE SUMMARY
SITE AREA: 12.91 ± ACRES

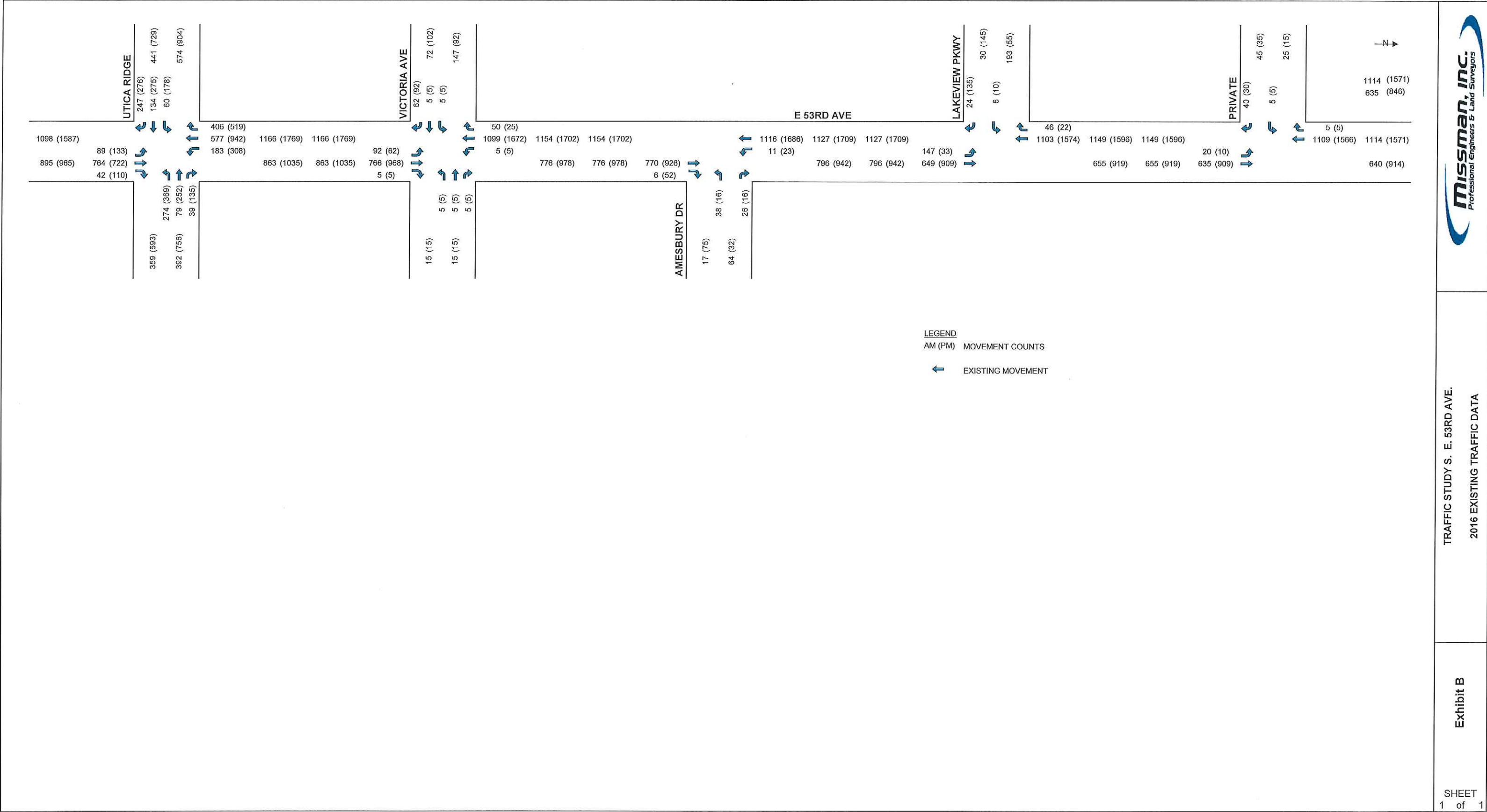


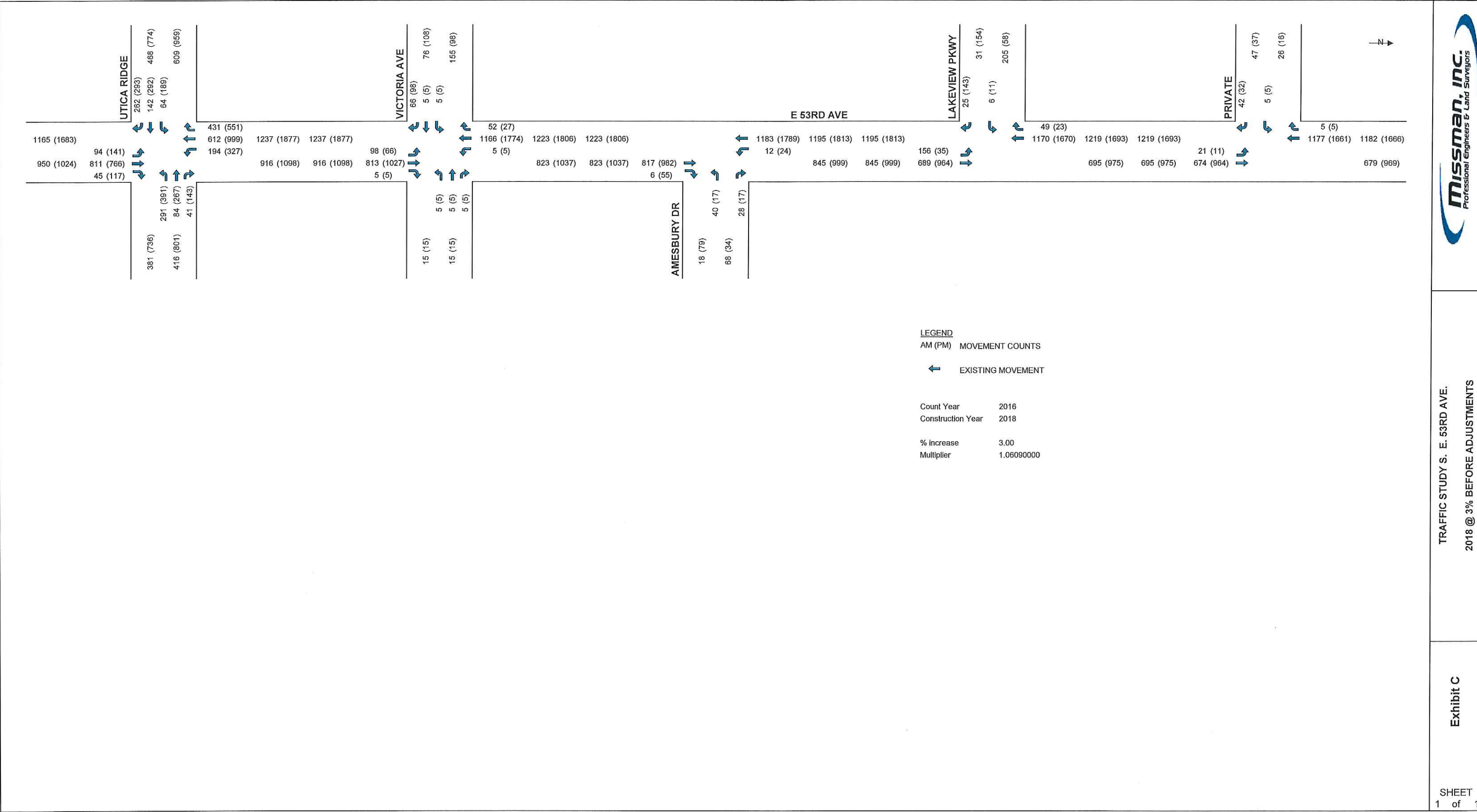
REMOVE CURRENT MEDIAN

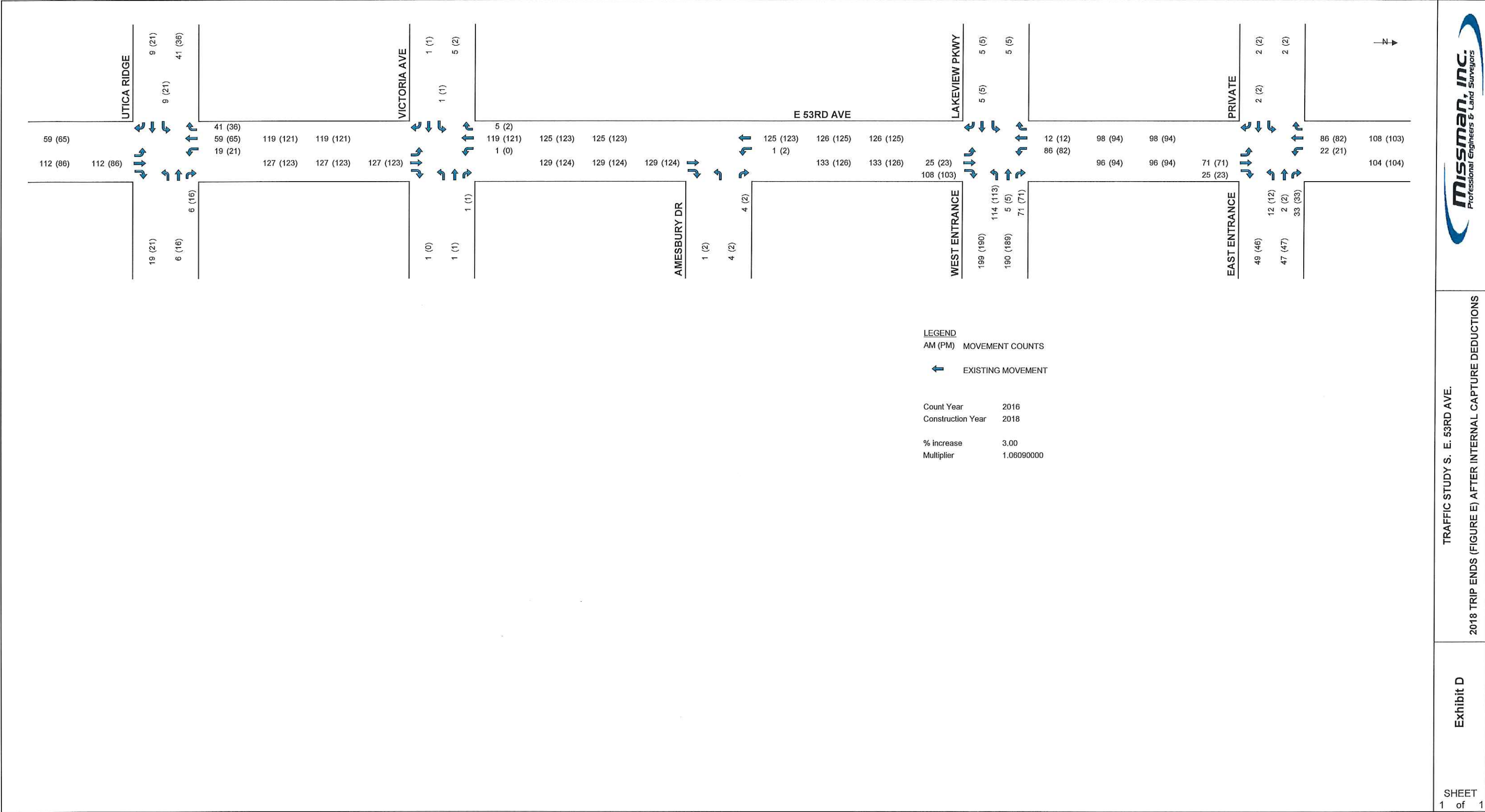
NEW DECELERATION LANE

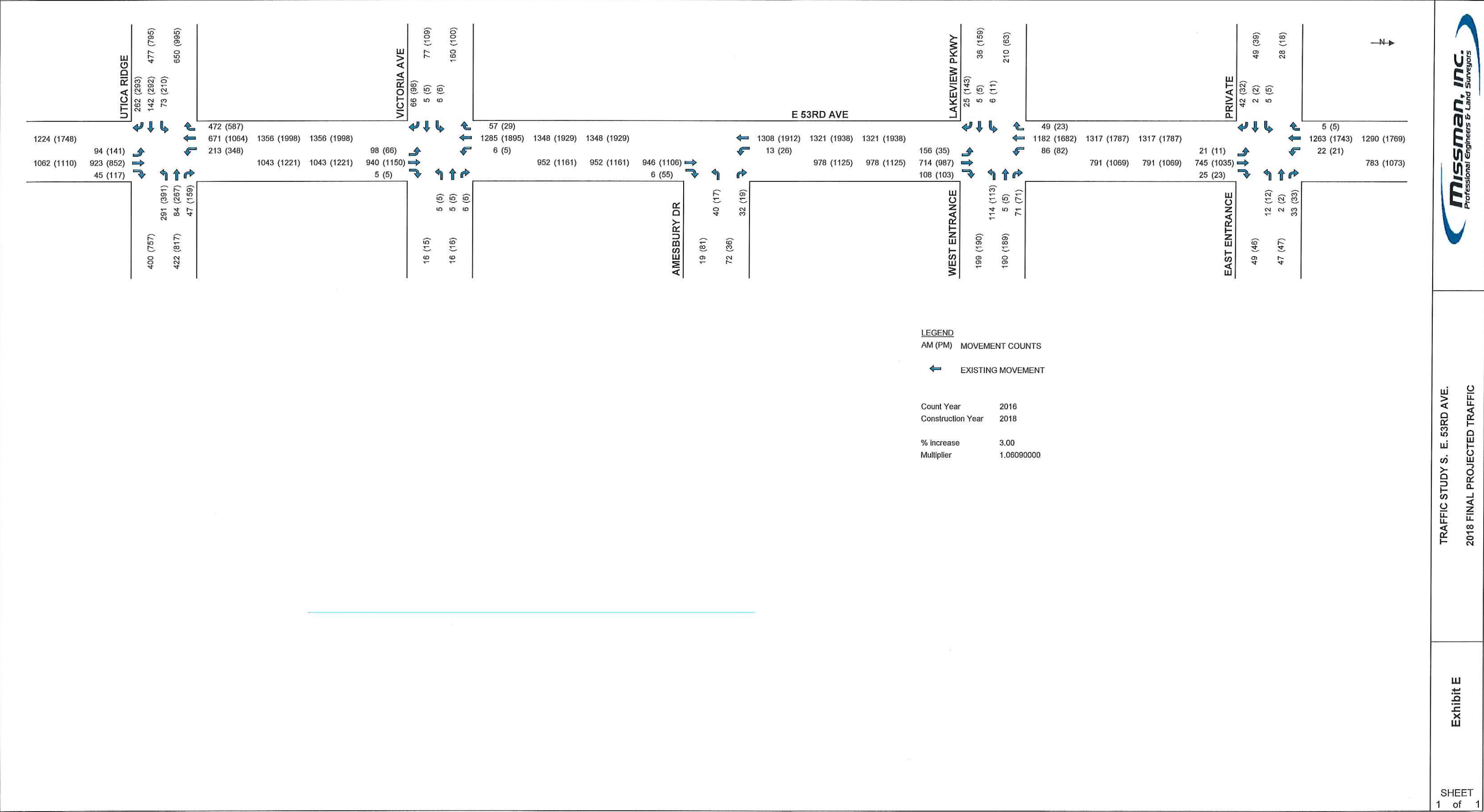
ASPHALT













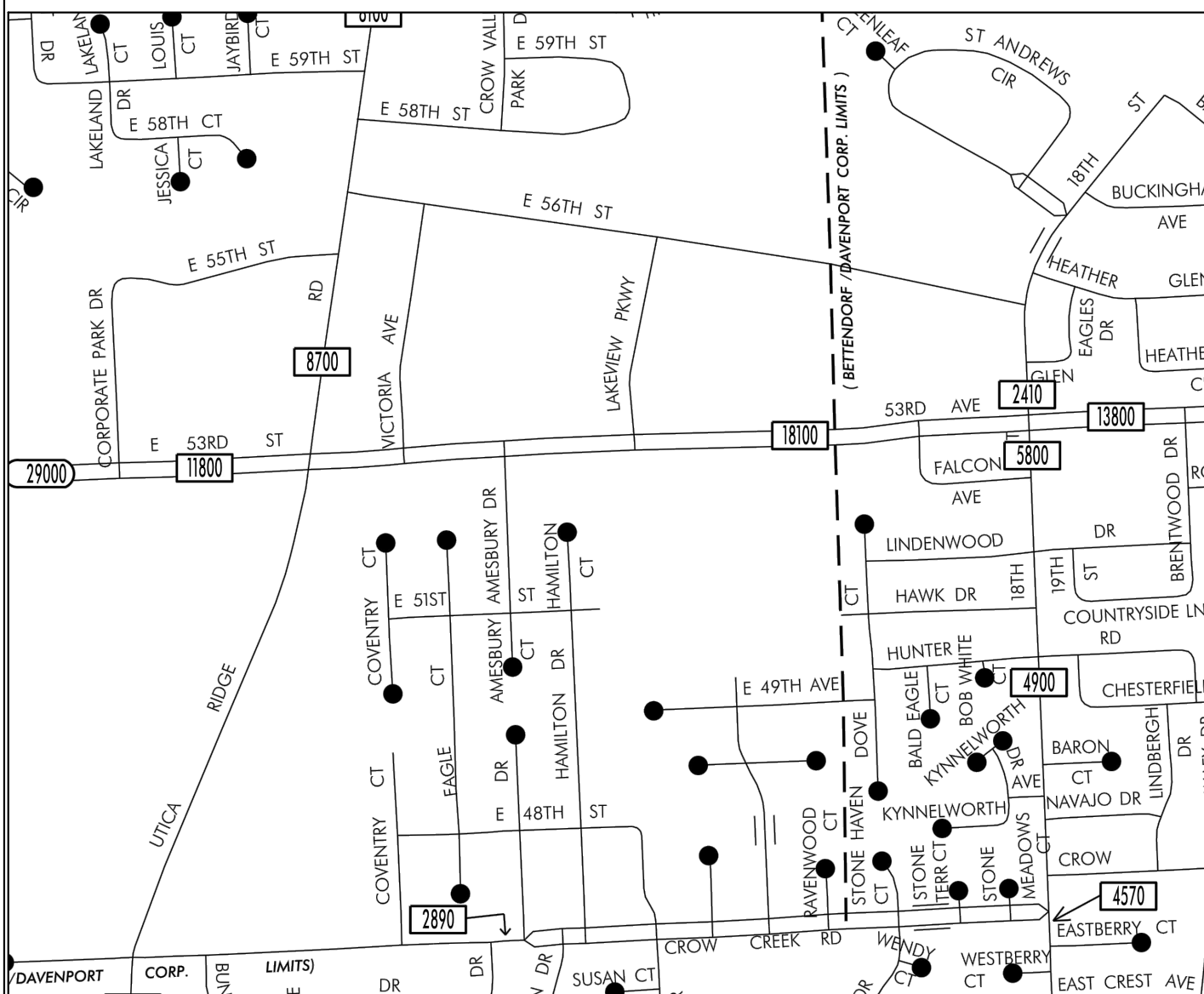
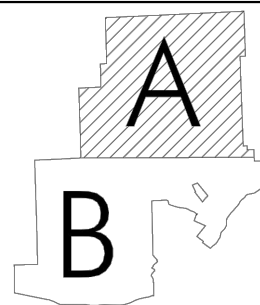
APPENDIX



BETTENDORF A

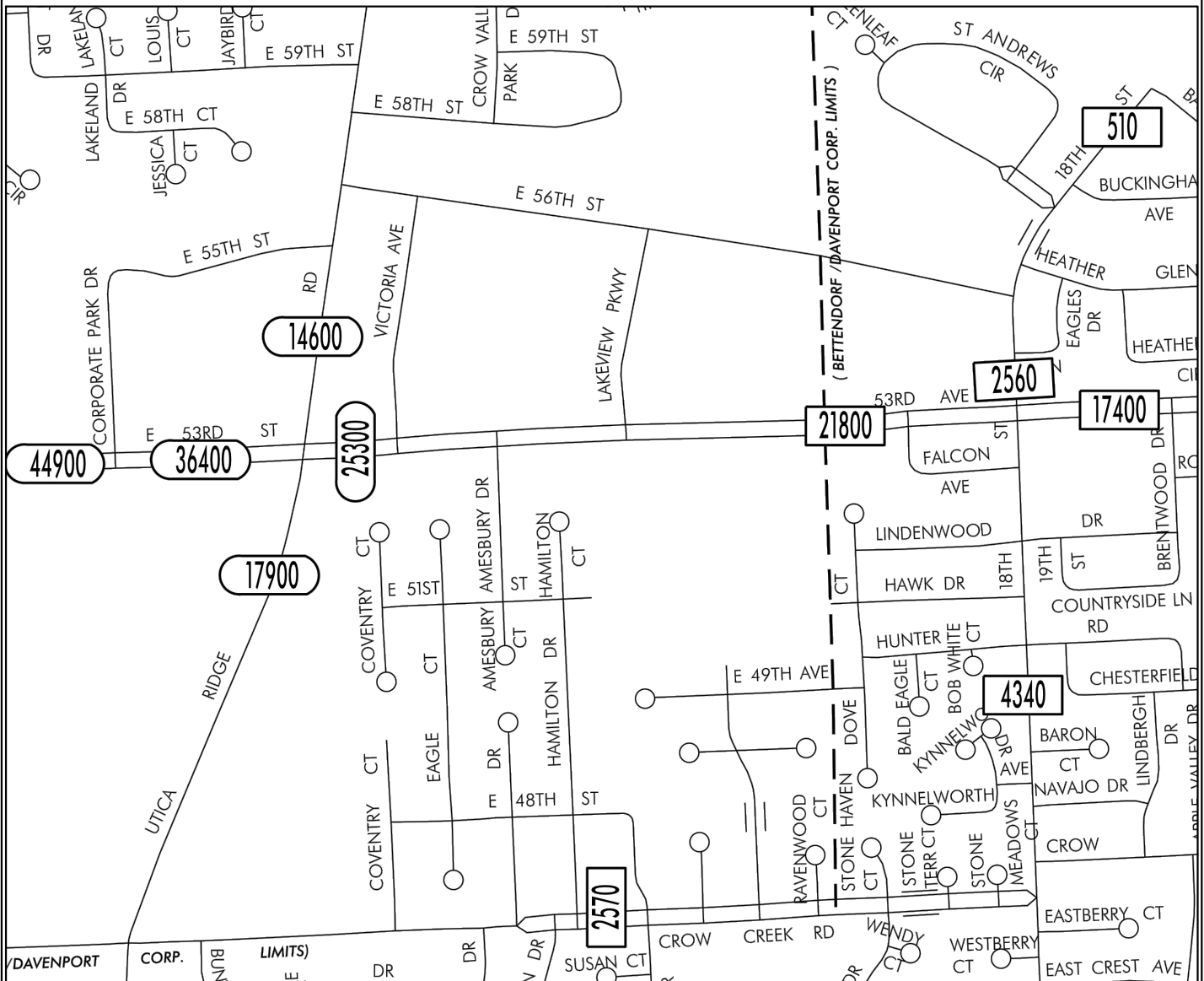
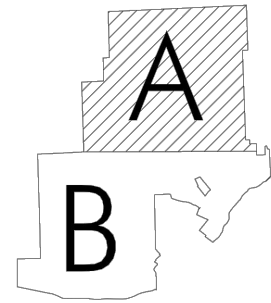
SCOTT COUNTY

2010 ANNUAL AVERAGE DAILY TRAFFIC

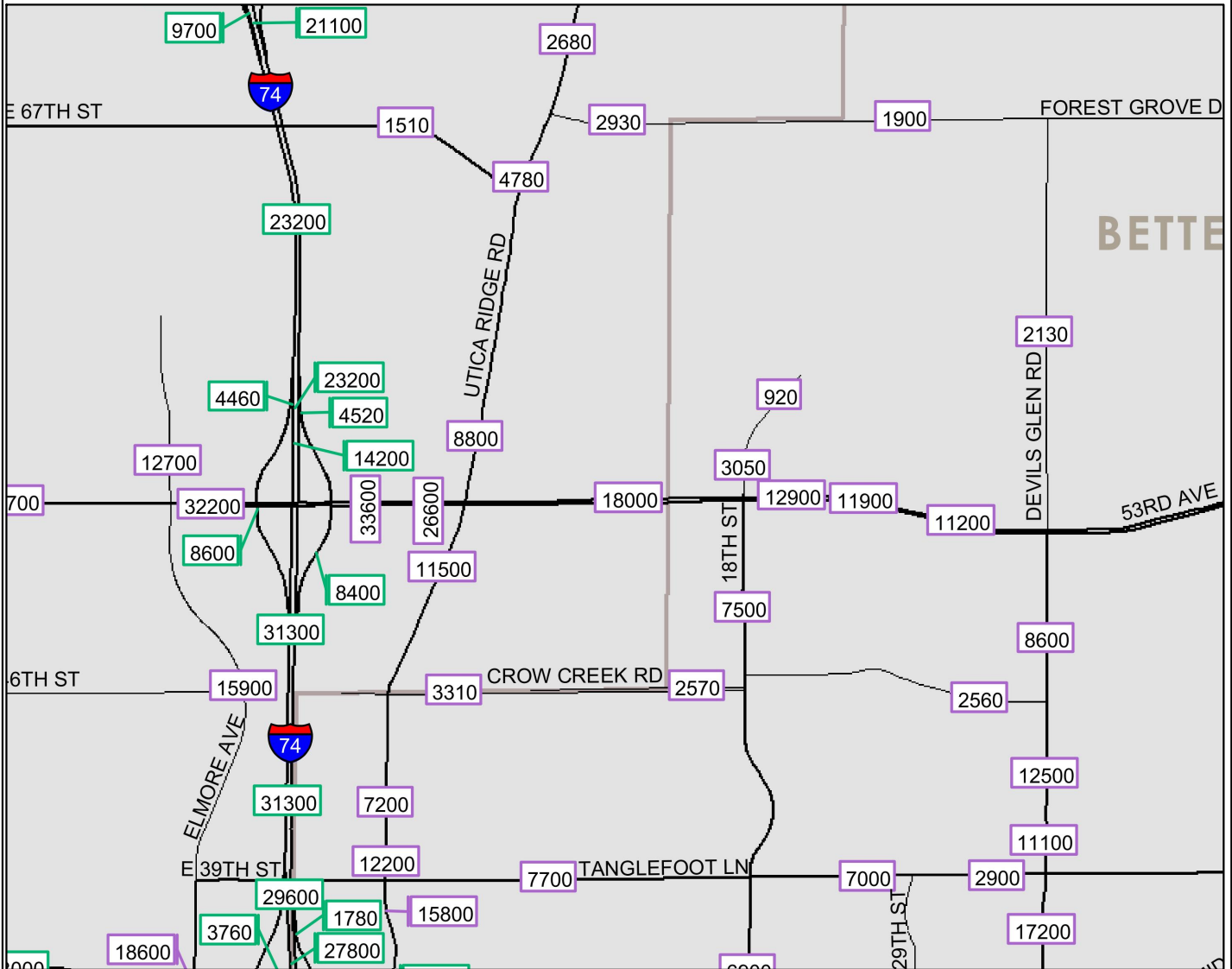




TRAFFIC FLOW MAP OF
BETTENDORF A
SCOTT COUNTY
2014 ANNUAL AVERAGE DAILY TRAFFIC



QUAD CITIES METROPOLITAN AREA Annual Average Daily Traffic Count



Legend

Traffic Count Symbols

12345 Illinois 2008	12345 Iowa 2008
12345 Illinois 2007	12345 Iowa 2007
12345 Illinois 2006	12345 Rock Island Arsenal November 2005

Other Symbols

	Rivers/Water Bodies
	Corporate Boundaries
	County Boundaries

Map prepared by Bi-State Regional Commission, February 2010

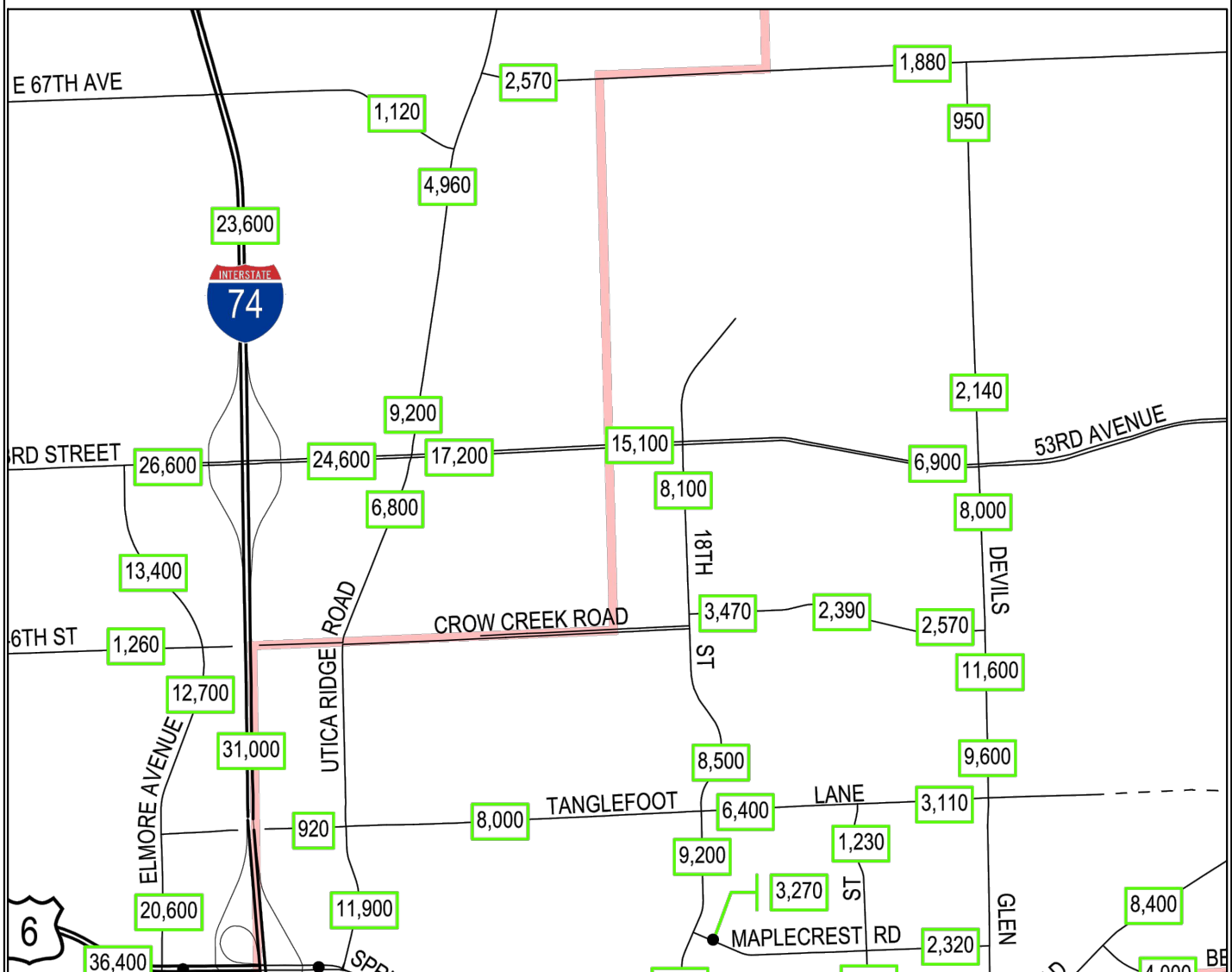
Data Sources: Illinois Department of Transportation;
Iowa Department of Transportation;
Rock Island Arsenal.

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.



1504 Third Avenue, P.O. Box 3368
Rock Island, IL 61204-3368
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

QUAD CITIES METROPOLITAN AREA Annual Average Daily Traffic Volume



LEGEND

5,000 - 2003 AADT, Illinois DOT

5,000 - 2002 AADT, Iowa DOT

5,000 - 2001 AADT, Illinois DOT

5,000 - 1998 AADT, Iowa DOT

Map Prepared by Bi-State Regional Commission, June 2005

DATA SOURCE: Illinois Department of Transportation; Iowa Department of Transportation

Disclaimer: This map is for reference only. Data provided is 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 herein.



1504 Third Avenue, P.O. Box 3368
Rock Island, IL 61204-3368
Phone: (309) 793-6300 • Fax: (309) 793-6305
Website: <http://www.bistateonline.org>

Iowa Department of Transportation

Turning Movement Traffic Count Summary

Annualized Daily Traffic For All Vehicles

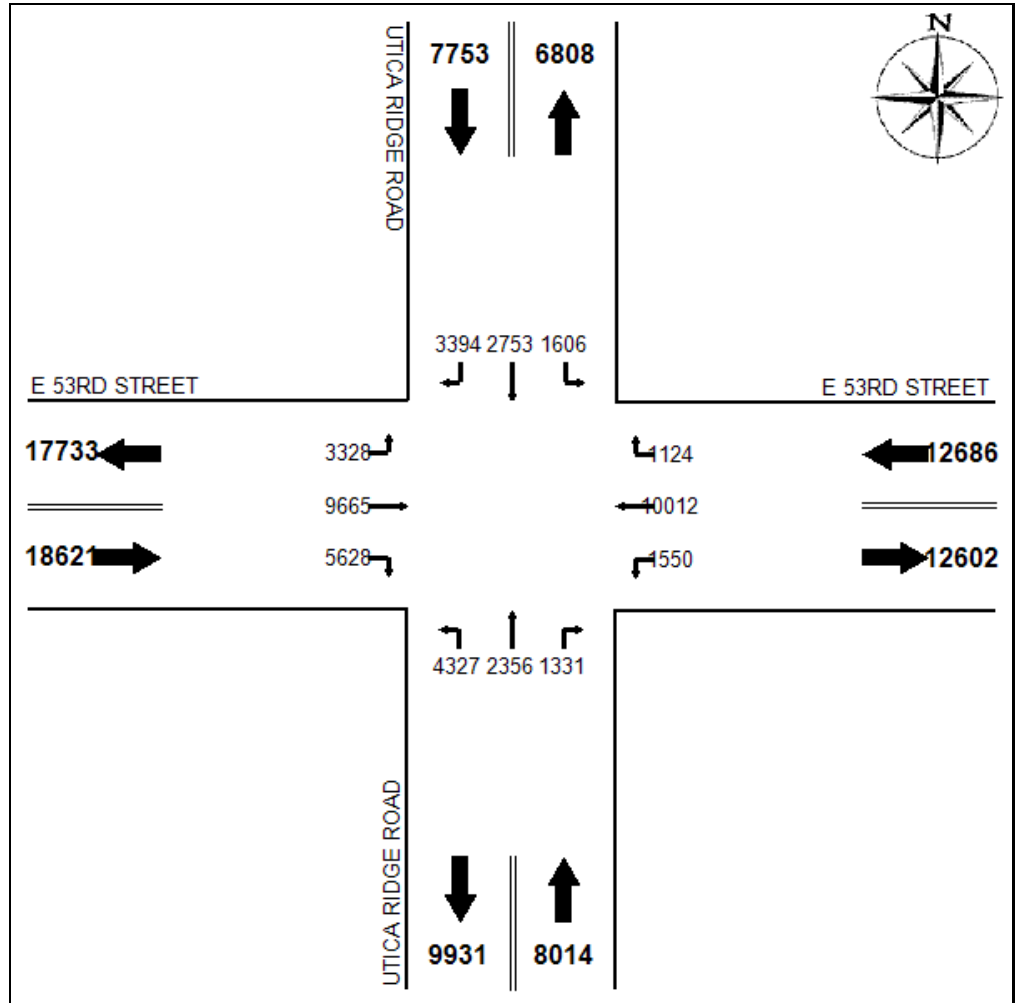
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: 1.980
Pass Class Factor: 2.001
SU Class Factor: 1.908
Combo Class Factor: 1.716



Raw Data-All Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	56	126	232	83	720	39	258	74	36	172	543	382
08:00	54	147	195	109	624	52	242	84	63	189	537	391
11:00	117	180	235	113	667	85	324	205	90	239	612	348
12:00	142	226	282	127	780	101	341	207	134	259	709	389
15:00	131	208	238	99	718	90	301	183	100	273	658	348
16:00	137	231	258	119	821	93	352	188	116	246	891	469
17:00	167	259	260	125	680	103	347	237	127	290	887	489

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Passenger Vehicles

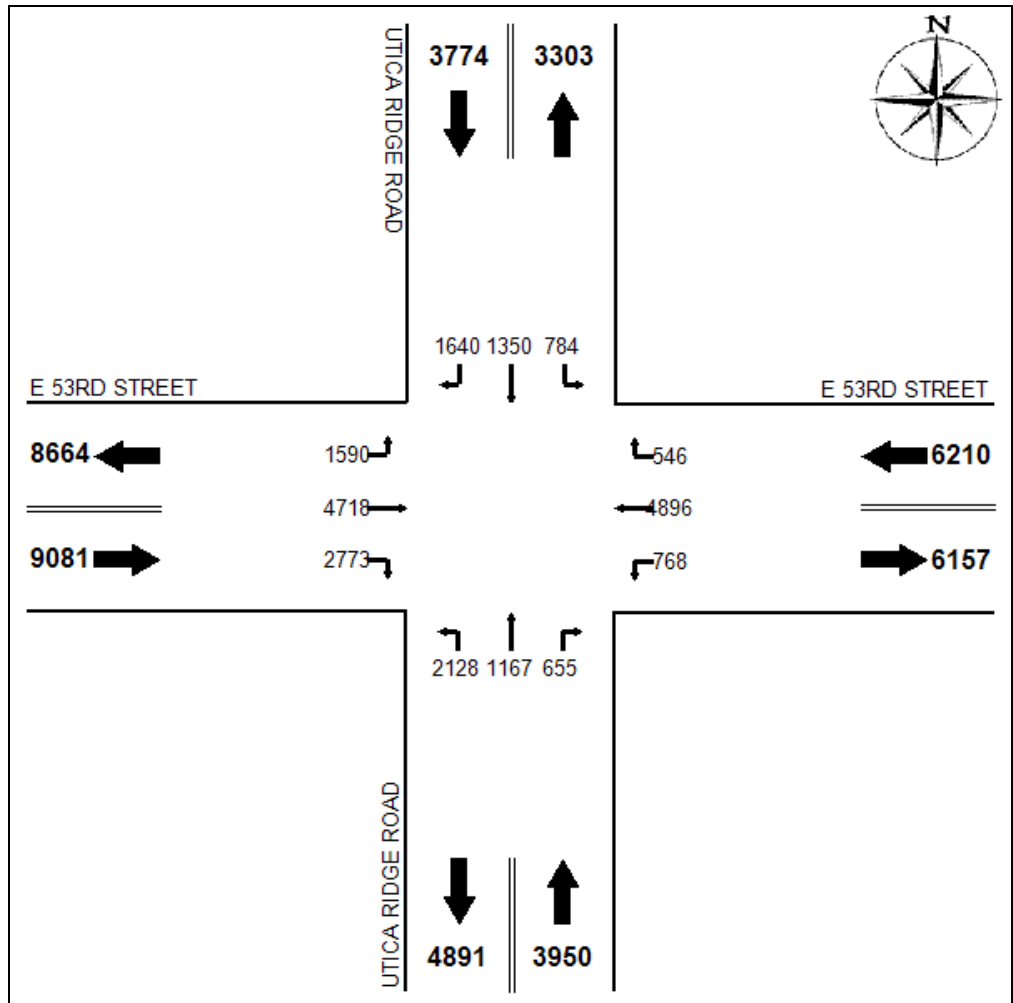
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A

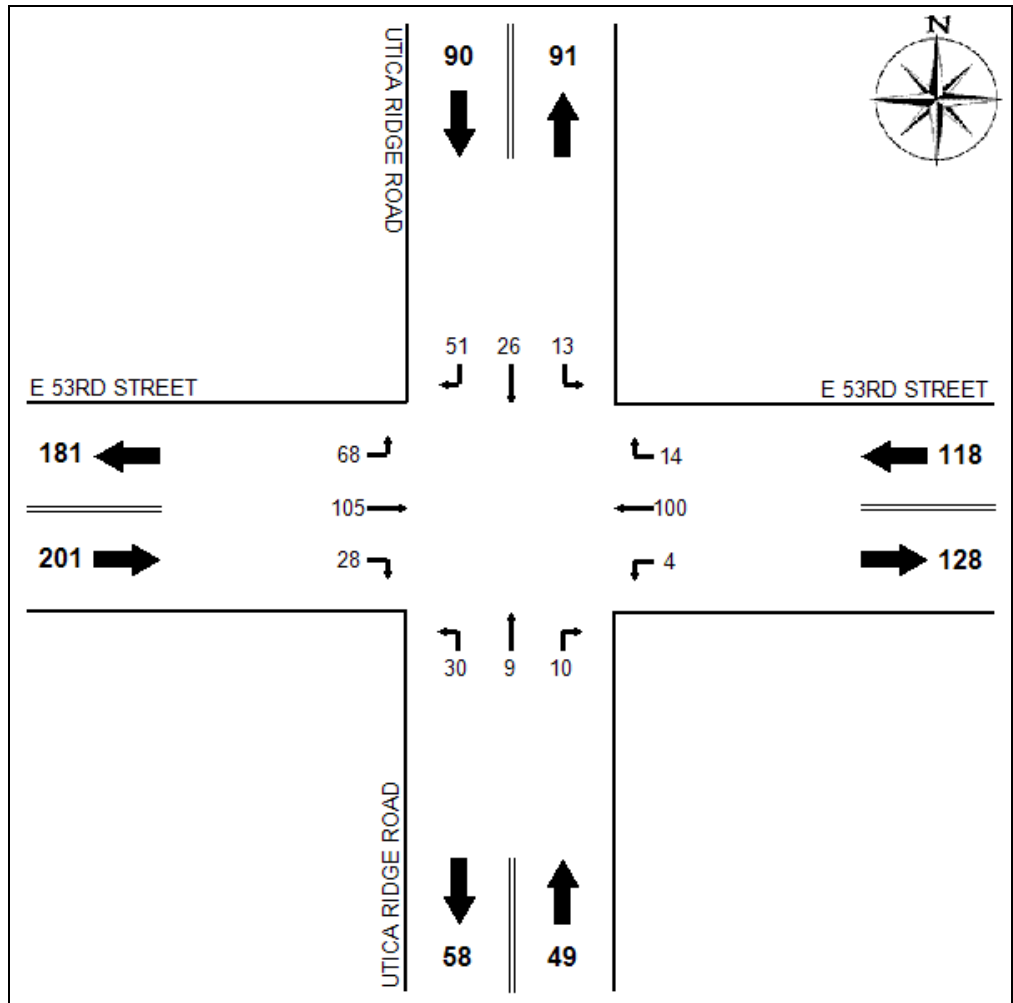


Raw Data-Passenger Vehicles:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	55	121	228	83	707	39	256	73	35	159	526	375
08:00	49	144	186	105	603	49	231	84	63	171	502	383
11:00	113	177	220	111	653	82	318	200	88	222	588	338
12:00	137	223	272	126	751	96	334	205	131	249	694	385
15:00	129	204	234	99	702	88	296	182	99	265	647	344
16:00	137	226	246	119	810	91	349	187	113	237	880	465
17:00	164	255	254	125	670	101	344	236	126	287	881	483

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Single-Unit Trucks

Station Number: 82147332099
Count Date: Thursday, July 24, 2014
County: Scott
Location Description: E 53rd St & Utica Ridge Road
Volume Factor: N/A Pass Class Factor: N/A SU Class Factor: N/A Combo Class Factor: N/A



Raw Data-Single-Unit Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	0	4	1	0	12	0	2	0	1	11	16	3
08:00	3	3	9	1	19	1	9	0	0	16	31	5
11:00	4	3	13	2	12	3	5	4	2	14	20	6
12:00	2	3	10	1	25	4	5	2	3	10	14	3
15:00	2	4	3	0	13	2	4	1	1	8	10	4
16:00	0	5	9	0	11	2	3	1	2	6	9	2
17:00	2	4	6	0	8	2	2	1	1	3	5	5

Iowa Department of Transportation
Turning Movement Traffic Count Summary
 Vehicle Type: Combination Trucks

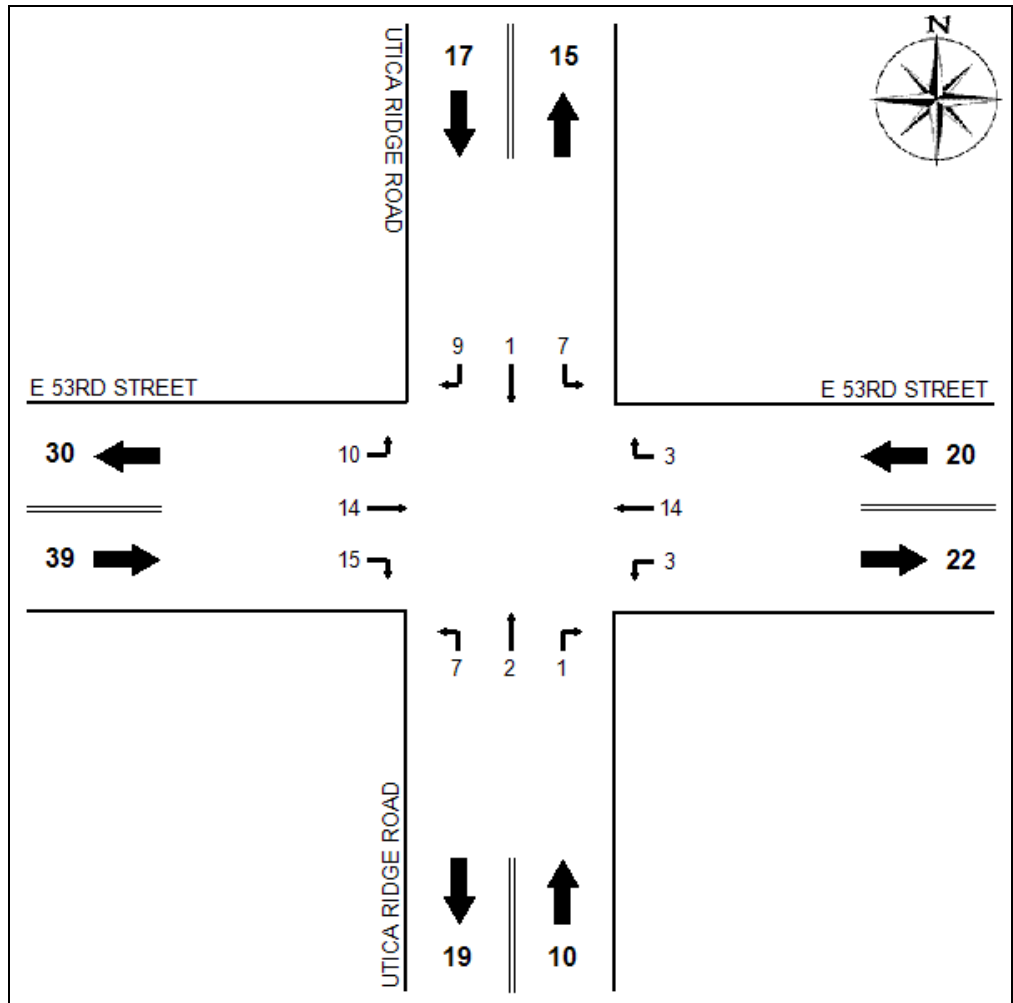
Station Number:
82147332099

Count Date:
Thursday, July 24, 2014

County:
Scott

Location Description:
E 53rd St & Utica Ridge Road

Volume Factor: N/A
Pass Class Factor: N/A
SU Class Factor: N/A
Combo Class Factor: N/A



Raw Data-Combination Trucks:

	N Leg			E Leg			S Leg			W Leg		
	L	T	R	L	T	R	L	T	R	L	T	R
07:00	1	1	3	0	1	0	0	1	0	2	1	4
08:00	2	0	0	3	2	2	2	0	0	2	4	3
11:00	0	0	2	0	2	0	1	1	0	3	4	4
12:00	3	0	0	0	4	1	2	0	0	0	1	1
15:00	0	0	1	0	3	0	1	0	0	0	1	0
16:00	0	0	3	0	0	0	0	0	1	3	2	2
17:00	1	0	0	0	2	0	1	0	0	0	1	1

YEAR 2014: E 53RD STREET AT UTICA RIDGE ROAD													
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	56	126	232	83	720	39	258	74	36	172	543	382	2721
8:00 AM	54	147	195	109	624	52	242	84	63	189	537	391	2687
11:00 AM	117	180	235	113	667	85	324	205	90	239	612	348	3215
12:00 PM	142	226	282	127	780	101	341	207	134	259	709	389	3697
3:00 PM	131	208	238	99	718	90	301	183	100	273	658	348	3347
4:00 PM	137	231	258	119	821	93	352	188	116	246	891	469	3921
5:00 PM	167	259	260	125	680	103	347	237	127	290	887	489	3971

AM PEAK	414	842	368	1097
		812		

	804	1377	1700	775	5010	563	2165	1178	666	1668	4837	2816
2.001	1609	2755	3402	1551	10025	1127	4332	2357	1333	3338	9679	5635

PM PEAK	686	908	711	1666
ADT	7753	12668	8014	18621
% OF ADT	11.30174927	13.95154185	11.27144866	11.17707083
		974		

YEAR 2016: E 53RD STREET AT UTICA RIDGE ROAD @ 3% GROWTH RATE													
	SOUTHBOUND			WESTBOUND			NORTHBOUND			EASTBOUND			
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	60	134	247	89	764	42	274	79	39	183	577	406	2894
8:00 AM	58	156	207	116	663	56	257	90	67	201	570	415	2856
11:00 AM	125	191	250	120	708	91	344	218	96	254	650	370	3417
12:00 PM	151	240	300	135	828	108	362	220	143	275	753	413	3928
3:00 PM	139	221	253	106	762	96	320	195	107	290	699	370	3558
4:00 PM	146	246	274	127	871	99	374	200	124	261	946	498	4166
5:00 PM	178	275	276	133	722	110	369	252	135	308	942	519	4219

Wednesday October 19th - Amesbury Drive AM

	1 - Left Out	2 - Right Out	3 - Left In	4 - Right In	
6:00 - 6:15	5	2	0	1	
6:16 - 6:30	1	0	1	0	
6:31 - 6:45	6	4	0	1	
6:46 - 7:00	9	9	5	1	45
7:01 - 7:15	15	3	0	1	56
7:16 - 7:30	6	7	2	3	72
7:31 - 7:45	8	7	4	1	81
7:46 - 8:00	5	6	4	3	75
8:01 - 8:15	4	3	1	2	66
8:16 - 8:30	3	5	1	4	61
8:31 - 8:45	7	4	0	3	55
8:46 - 9:00	2	6	0	6	51

Wednesday October 19th - Amesbury Drive PM

	1 - Left Out	2 - Right Out	3 - Left In	4 - Right In	
3:00 - 3:15	1	4	5	6	
3:16 - 3:30	4	4	3	4	
3:31 - 3:45	3	3	3	8	
3:46 - 4:00	5	1	4	8	66
4:01 - 4:15	3	1	6	7	67
4:16 - 4:30	1	5	3	15	76
4:31 - 4:45	2	5	9	15	90
4:46 - 5:00	6	4	4	11	97
5:01 - 5:15	7	2	7	11	107
5:16 - 5:30	3	1	3	13	103
5:31 - 5:45	8	4	3	12	99
5:46 - 6:00	3	3	5	4	89

Wednesday October 19th - Lakeview Parkway AM

	1 - Right Out	2 - Left Out	3 - Right In	4 - Left In	
6:00 - 6:15	5	0	4	9	
6:16 - 6:30	3	2	10	17	
6:31 - 6:45	6	2	7	11	
6:46 - 7:00	2	2	13	40	133
7:01 - 7:15	6	1	8	20	150
7:16 - 7:30	7	1	11	45	182
7:31 - 7:45	9	2	14	42	223
7:46 - 8:00	9	0	20	69	264
8:01 - 8:15	6	0	8	39	282
8:16 - 8:30	13	2	9	25	267
8:31 - 8:45	16	2	4	24	246
8:46 - 9:00	9	2	9	17	185

Wednesday October 19th - Lakeview Parkway PM

	1 - Right Out	2 - Left Out	3 - Right In	4 - Left In	
3:00 - 3:15	18	5	4	12	
3:16 - 3:30	20	1	2	9	
3:31 - 3:45	15	4	3	15	
3:46 - 4:00	13	2	11	5	139
4:01 - 4:15	34	2	3	4	143
4:16 - 4:30	23	4	8	5	151
4:31 - 4:45	47	2	7	11	181
4:46 - 5:00	30	3	5	11	199
5:01 - 5:15	35	1	2	6	200
5:16 - 5:30	18	1	8	8	195
5:31 - 5:45	14	2	7	17	168
5:46 - 6:00	8	1	4	6	138

Iowa DOT and BiState compare well 2010 vs 2010

2005-2010 % increase/year 1.5 - 3.6

2010-2014 % increase/year 1.5 - 6.0

use 3% increase per year

563

PREDICTING PERCENT INCREASE IN TRAFFIC

Bi-State	Year	ADT	Year	ADT	Year	ADT	Year	ADT	Year	ADT
Original Count	2005	24600	2005	17200	2005	8000	2005	6800	2005	15100
New Count	2010	26600	2010	18000	2010	8600	2010	11500	2010	18000
	5	1.0813	5	1.04651	5	1.075	5	1.69118	5	1.19205
% Increase		1.57558		0.91339		1.45692		11.0805		3.57599
IowaDOT	Year	ADT	Year	ADT	Year	ADT	Year	ADT	Year	ADT
Original Count	2010	18100	2010	2410	2010	13800				
New Count	2014	21800	2014	2560	2014	17400				
	4	1.20442	4	1.06224	4	1.26087				
% Increase		4.75976		1.52096		5.96624				

Use 3% increase per year

PEAK HOUR SPLITS ON E. 53rd ST.
USING UTICA IADOT COUNTS AS COMPARISON.

ADT 25,300 $\times 0.10 =$ 2,530 VPH PEAK HOUR

45/55 SPLIT @ EAST LEG OF UTICA

←

→

2014-2016 $(1.03)^2 = 1.0609$

2016 ADT

$25,300 (1.0609) = 26,840$ AM PM

← 1,166 1,769 410 / 60

→ 863 1,035 42 / 58

2,029 2,804

0.0756 0.1045

58 65

—
42 35

WEST OF
FALCON AVE
2014 ADT

2016: $21,800 \times (1.0609) = 23,128$

← 1014 1571

→ 735 846

1,749 2,417

Land Use: 220

Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 42

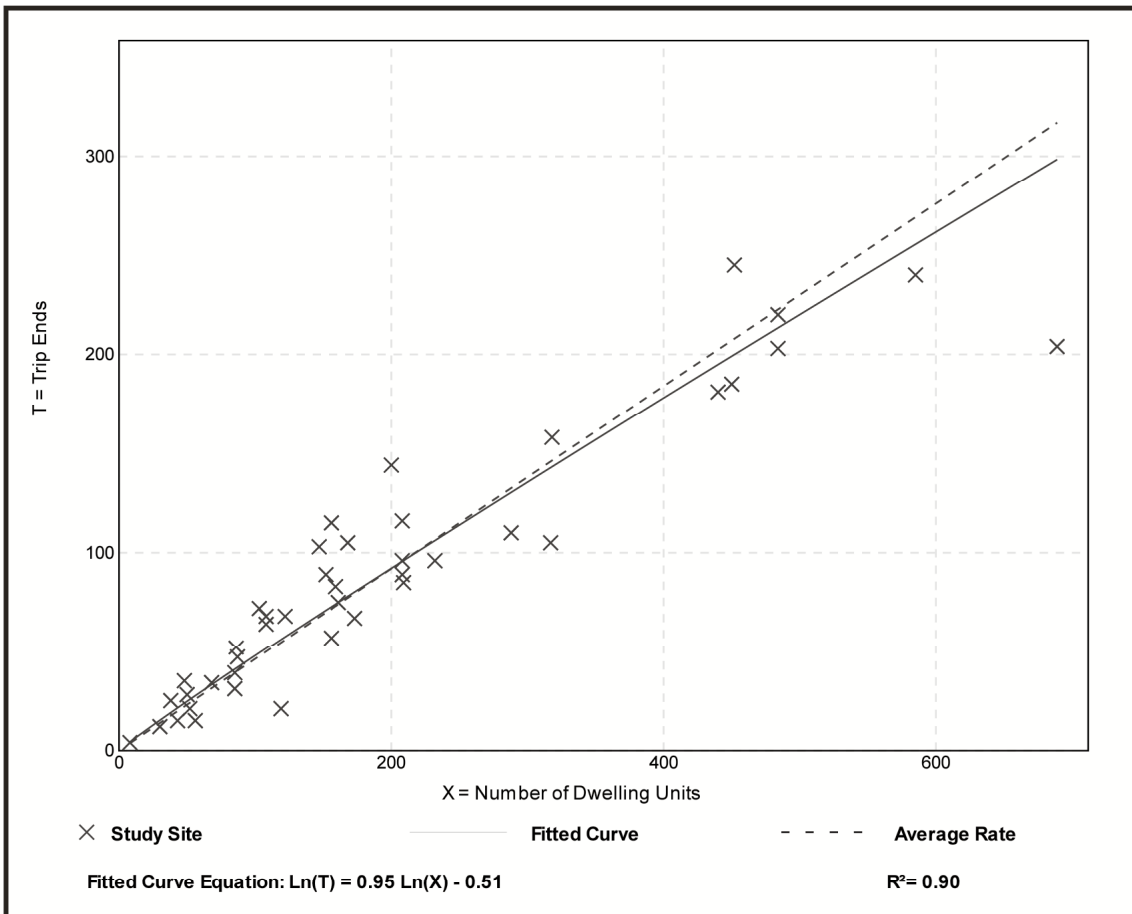
Avg. Num. of Dwelling Units: 199

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.18 - 0.74	0.12

Data Plot and Equation



Multifamily Housing (Low-Rise) (220)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 50

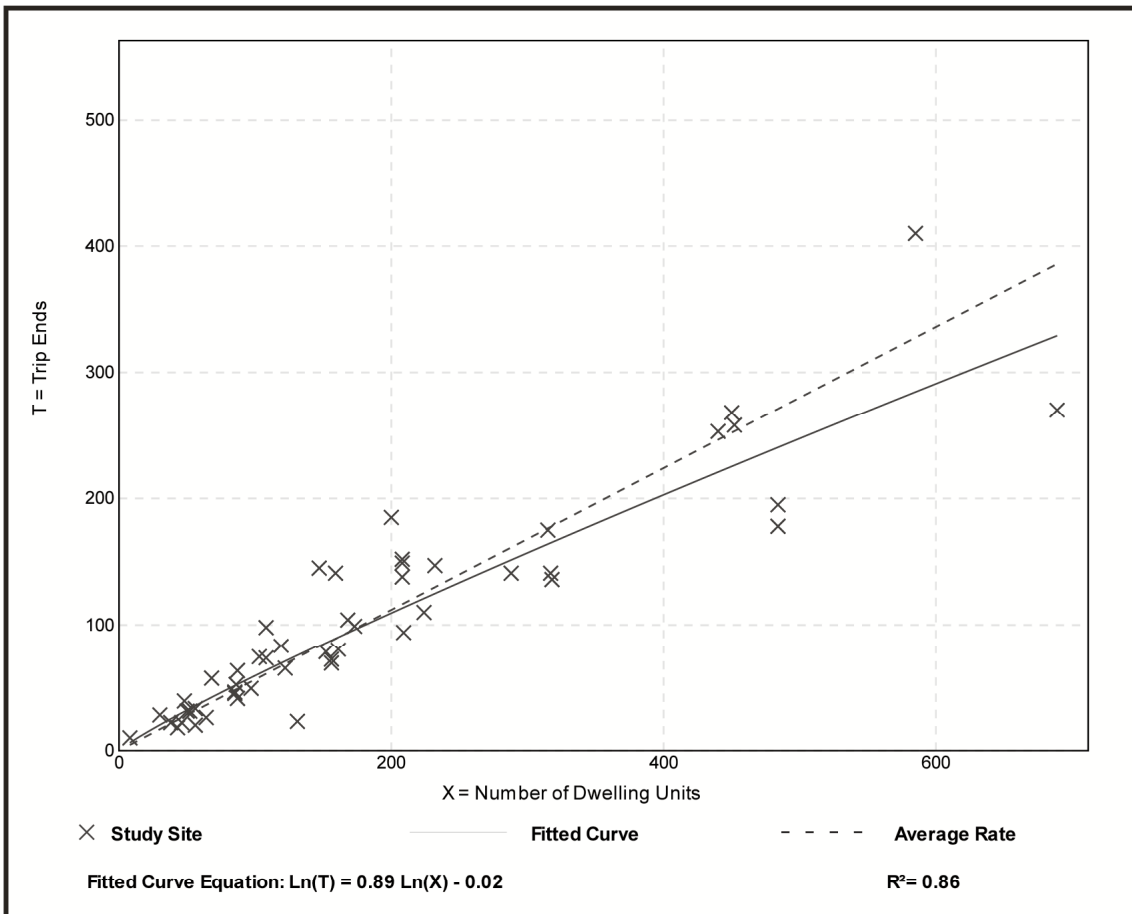
Avg. Num. of Dwelling Units: 187

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.56	0.18 - 1.25	0.16

Data Plot and Equation



Land Use: 715

Single Tenant Office Building

Description

A single tenant office building generally contains offices, meeting rooms, and space for file storage and data processing of a single business or company and possibly other service functions including a restaurant or cafeteria. General office building (Land Use 710), small office building (Land Use 712), corporate headquarters building (Land Use 714), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, and the 2000s in California, Kansas, Maryland, Missouri, New Jersey, New York, Pennsylvania, and Virginia.

Source Numbers

212, 262, 273, 279, 303, 304, 322, 323, 324, 327, 407, 510, 701

Single Tenant Office Building (715)

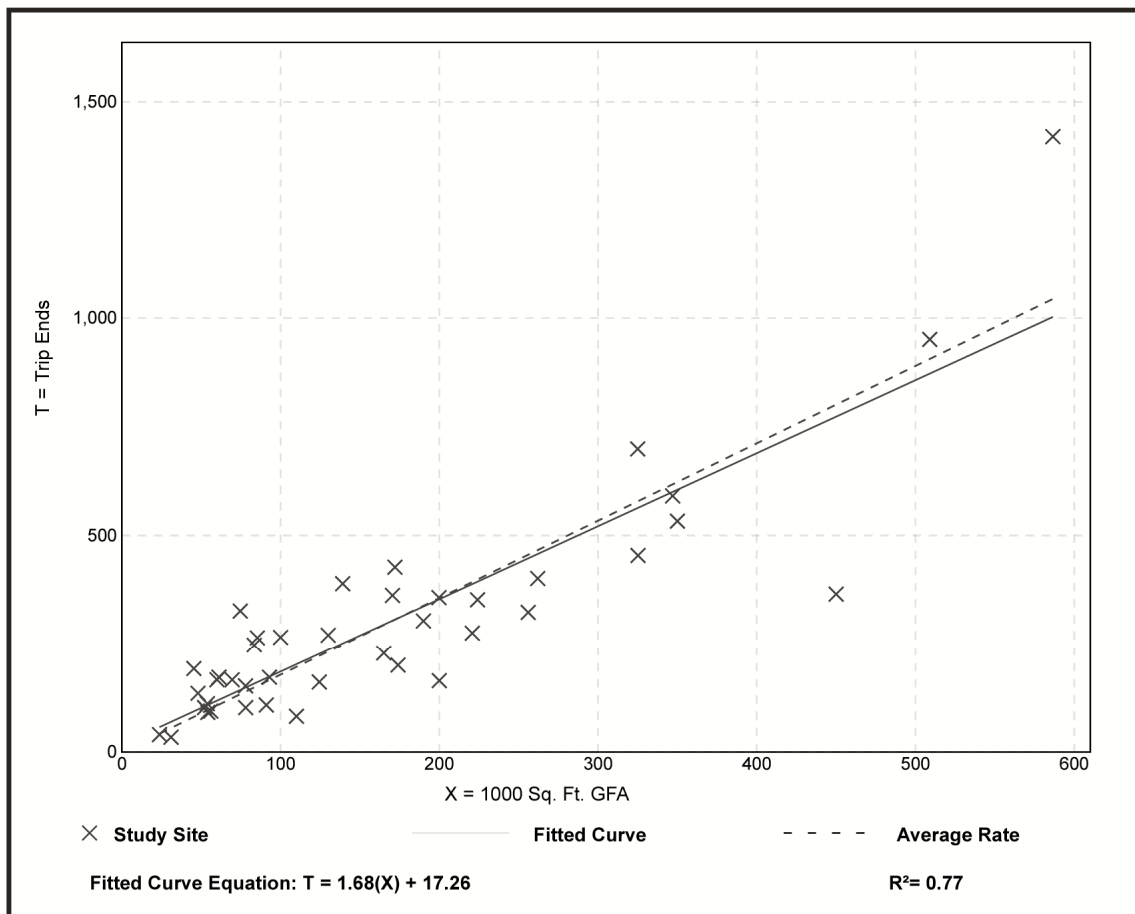
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
1000 Sq. Ft. GFA: 168
Directional Distribution: 89% entering, 11% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.78	0.75 - 4.37	0.67

Data Plot and Equation



Single Tenant Office Building (715)

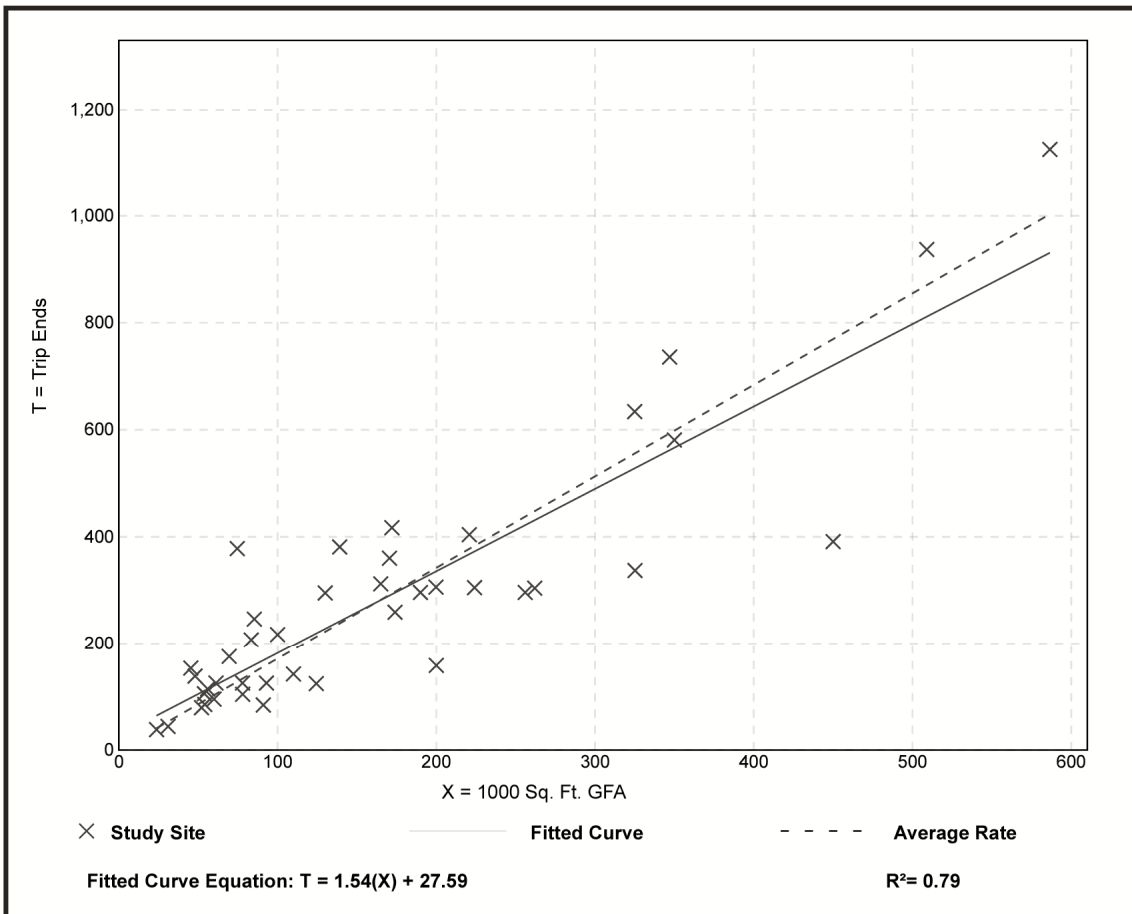
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
1000 Sq. Ft. GFA: 168
Directional Distribution: 15% entering, 85% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.79 - 5.07	0.64

Data Plot and Equation



Land Use: 815

Free-Standing Discount Store

Description

A discount store is similar to a free-standing discount superstore described in Land Use 813 with the exception that it does not contain a full-service grocery department. It is also similar to a department store described in Land Use 875 with the exception that it generally offers centralized cashiering and sells products that are advertised at discount prices. Discount stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site, but they can also be found in mutual operation with a related or unrelated garden center and/or service station. Free-standing discount stores are also sometimes found as separate parcels within a retail complex, with or without their own dedicated parking. Free-standing discount superstore (Land Use 813), variety store (Land Use 814) and department store (Land Use 875) are related uses.

Additional Data

Time-of-day data are limited for this land use. For the sites with vehicle counts over a several hour period, the weekday site peak hour ranged between 11:00 a.m. and 5:00 p.m. and the Saturday site peak hour ranged between 11:00 a.m. and 4:00 p.m.

Garden centers contained within the principal outside faces of the exterior building walls were included in the gross square floor areas reported. Outdoor or fenced-in areas outside the principal outside faces of the exterior building walls were excluded.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Delaware, Florida, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Oregon, Pennsylvania, South Dakota, and Wisconsin.

To assist in the future analysis of this land use, it is important to collect and include information on the presence and size of garden centers, outdoor fenced-in space and service stations in trip generation data submissions.

Source Numbers

305, 340, 353, 358, 376, 386, 417, 504, 528, 579, 588, 595, 630, 735, 842, 946, 960

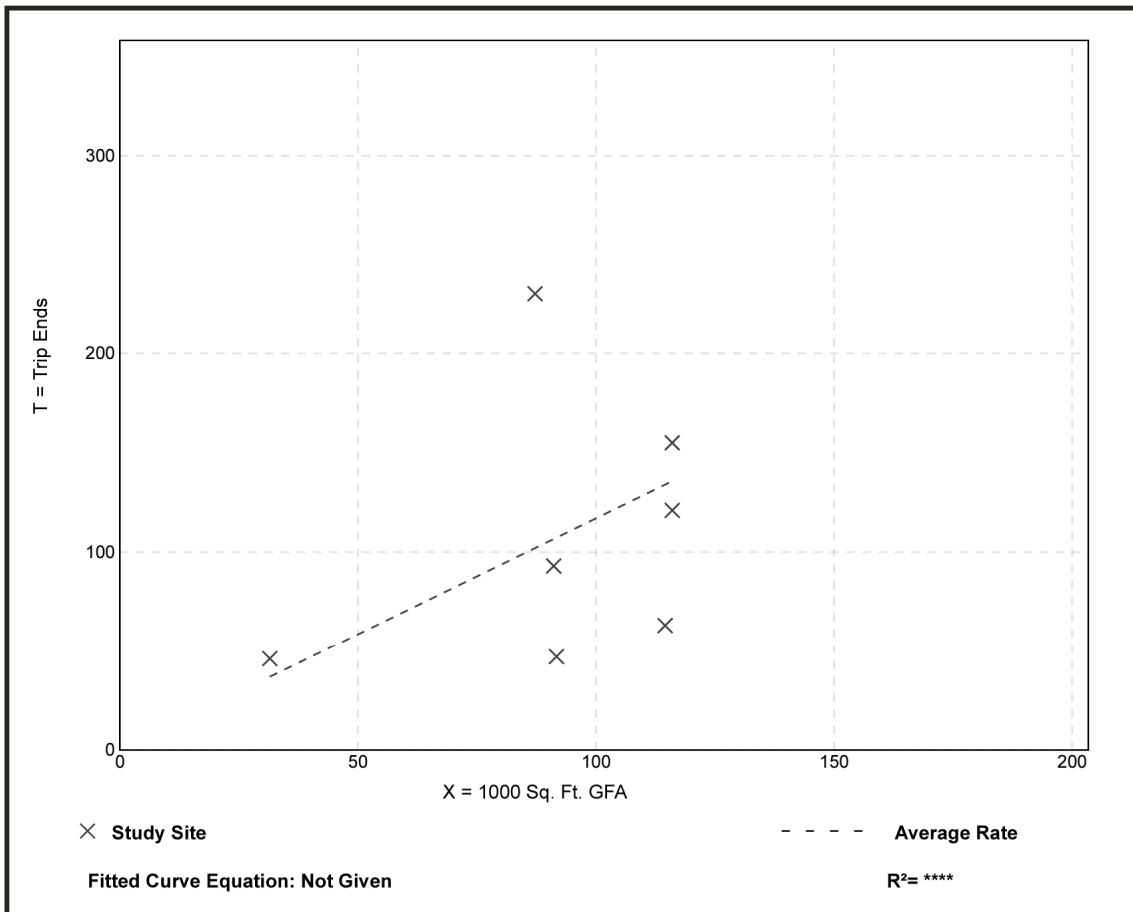
Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 7
 1000 Sq. Ft. GFA: 93
 Directional Distribution: 69% entering, 31% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.17	0.51 - 2.64	0.71

Data Plot and Equation



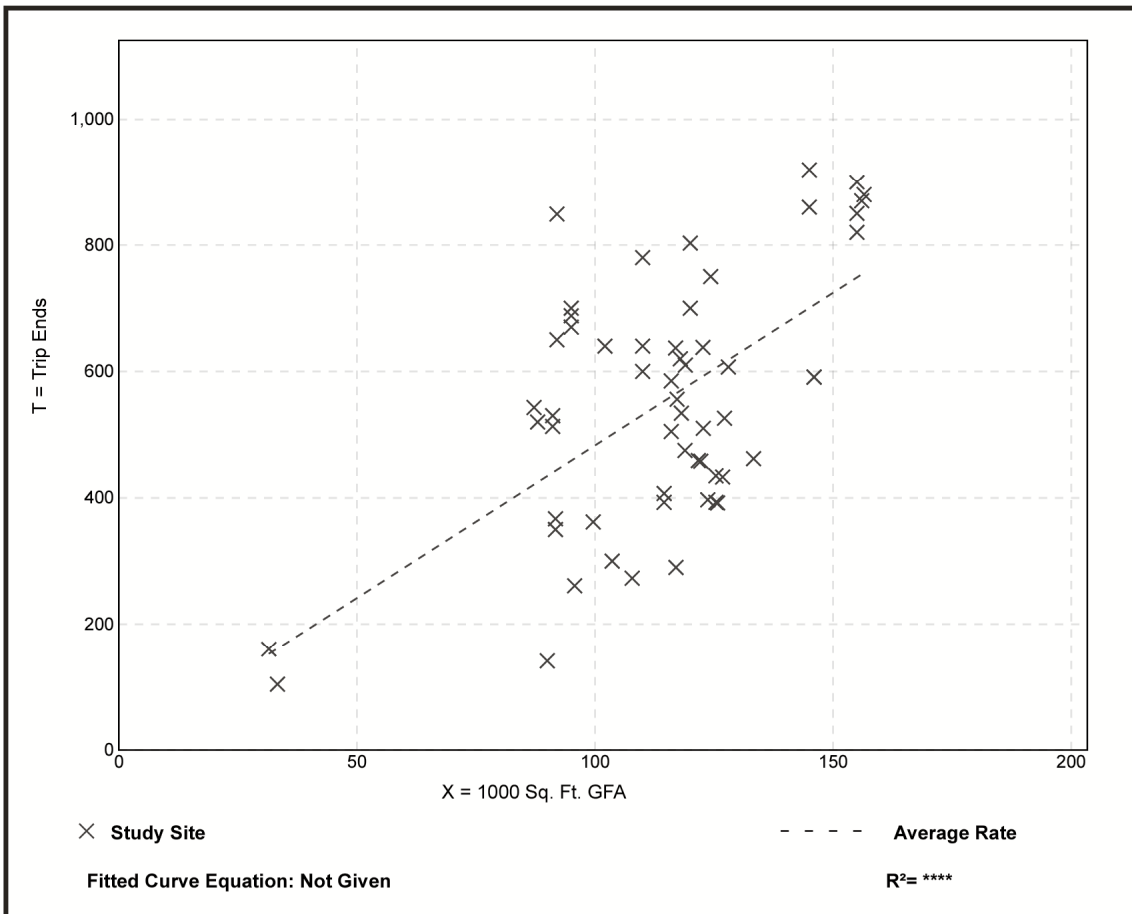
Free-Standing Discount Store (815)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 57
 1000 Sq. Ft. GFA: 114
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.83	1.57 - 9.23	1.44

Data Plot and Equation



Land Use: 912

Drive-in Bank

Description

A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.

Additional Data

The independent variable, drive-in lanes, refers to all lanes at a banking facility used for financial transactions, including ATM-only lanes.

Time-of-day distribution data for this land use are presented in Appendix A. For the 18 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:15 and 1:15 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:15 a.m. and 12:15 p.m. and 12:45 and 1:45 p.m., respectively.

The sites were surveyed in the 2000s and the 2010s in Colorado, Kentucky, Minnesota, Nebraska, New Jersey, New York, Oregon, Pennsylvania, Texas, Vermont, Virginia, Washington, and Wisconsin.

To assist in the future analysis of this land use, it is important that Friday data be collected and reported separately from weekday data. It is also important to specify the date and month of the data collection period and the number of drive-through lanes that are open at the time of the study.

Source Numbers

535, 539, 553, 555, 573, 577, 600, 624, 626, 629, 630, 637, 656, 657, 710, 724, 728, 866, 869, 883, 884, 927, 935, 961

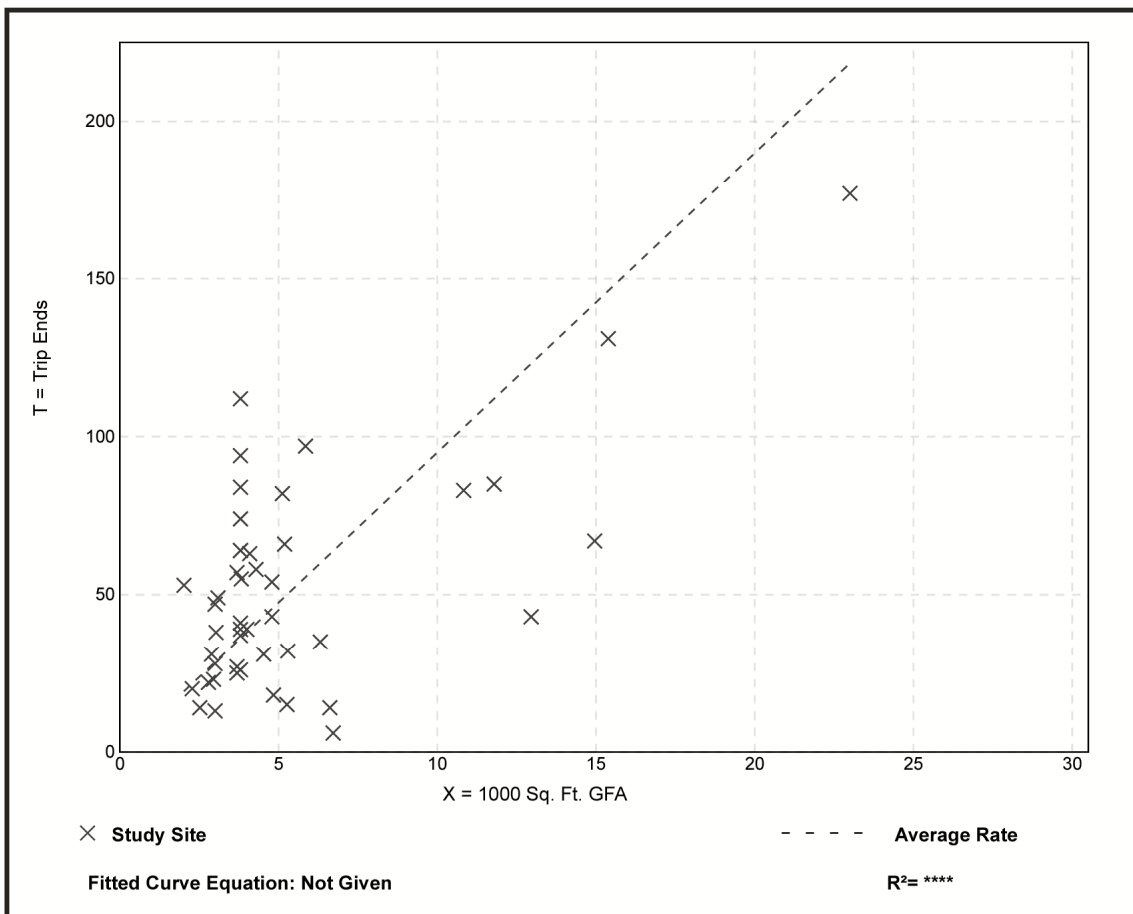
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 46
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



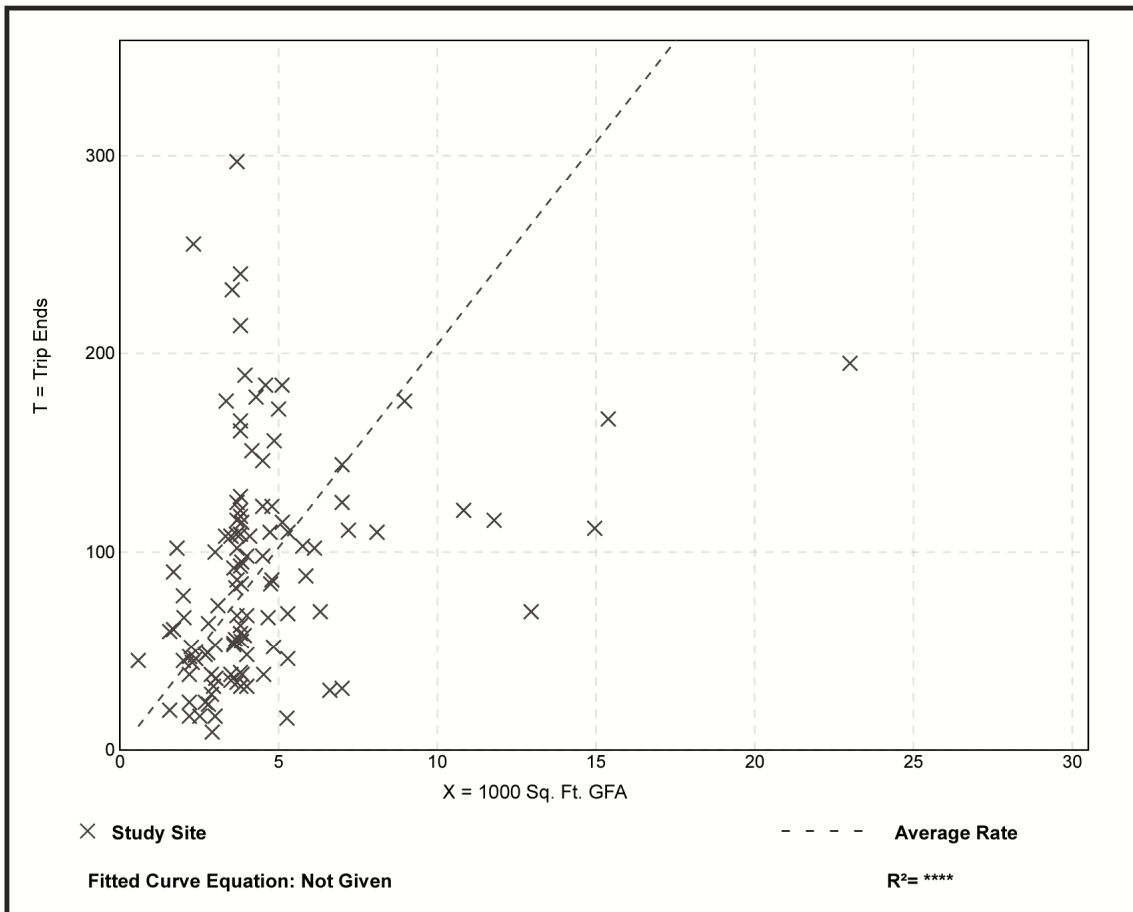
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 115
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977

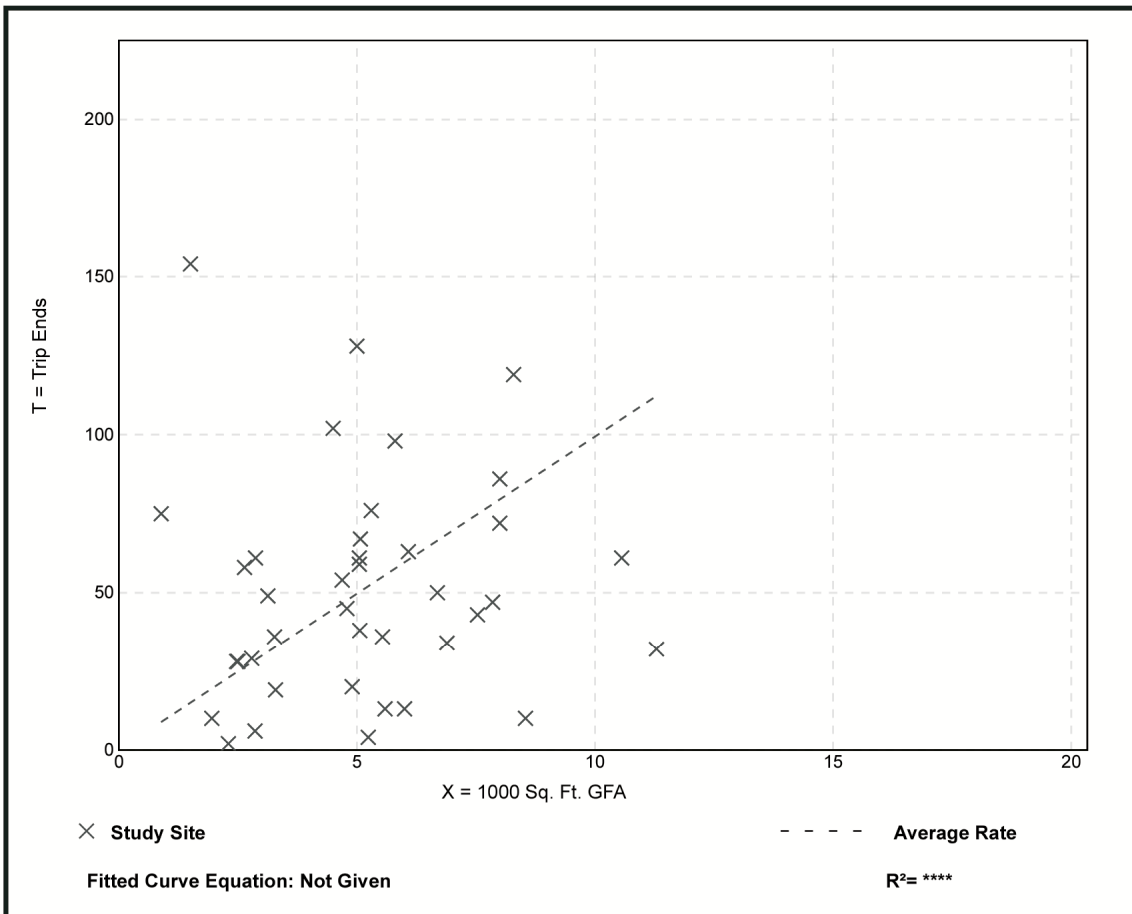
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 39
 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



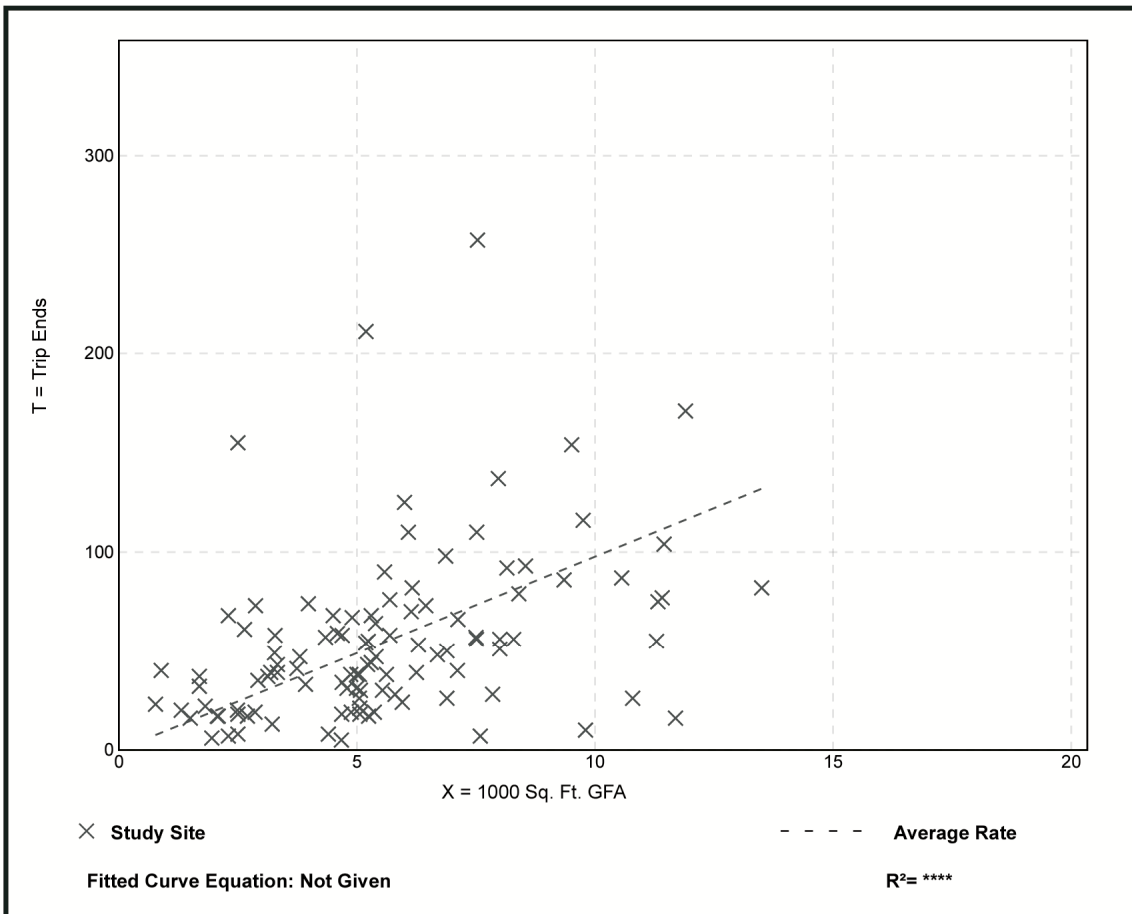
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 107
 1000 Sq. Ft. GFA: 6
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



Land Use: 934

Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 46 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively. For the one dense multi-use urban site with data, the same AM and PM peak hours were observed.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alaska, Alberta (CAN), California, Colorado, Florida, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, South Dakota, Texas, Vermont, Virginia, Washington, and Wisconsin.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 358, 389, 438, 502, 552, 577, 583, 584, 617, 640, 641, 704, 715, 728, 810, 866, 867, 869, 885, 886, 927, 935, 962, 977

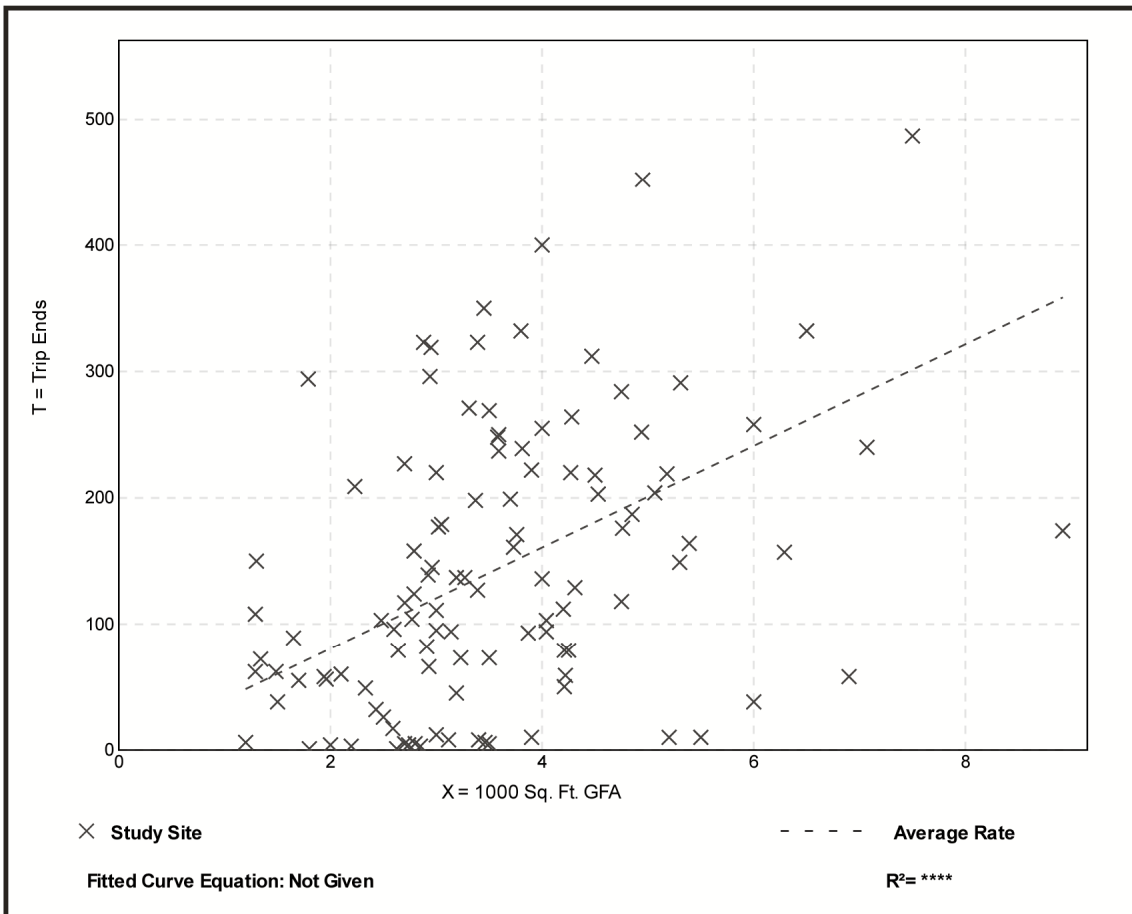
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 111
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



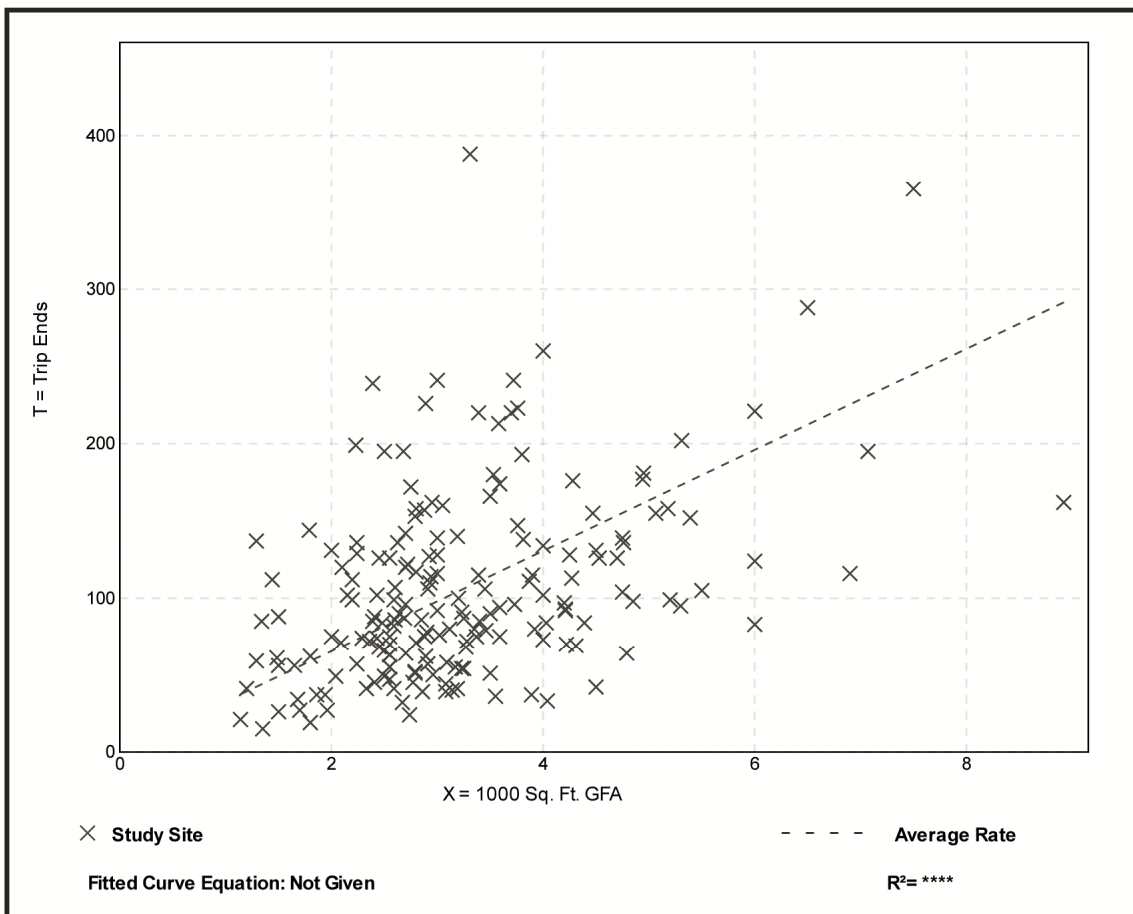
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 185
 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Land Use 945:

Gasoline/Service Station with Convenience Market

Description

This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:

- The number of vehicle fueling positions divided by the gross floor area of the convenience market (in 1,000s of square feet) is greater than a value of 4.0
- The gross floor area of the convenience market is between 2,000 and 6,000 gross square feet

Convenience market (Land Use 851), convenience market with gasoline pumps (Land Use 853), gasoline/service station (Land Use 944), truck stop (Land Use 950), and super convenience market/gas station (Land Use 960) are related uses.

Additional Data

The independent variable, vehicle fueling positions, is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include “pay-at-the-pump” and traditional fueling stations. The weekday peak hours of the generator typically coincided with the peak hours of the adjacent street traffic.

Time-of-day distribution data for this land use are presented in Appendix A. For the 14 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 3:30 and 4:30 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CA), California, Connecticut, Florida, Indiana, Iowa, Kentucky, Maryland, Minnesota, New Hampshire, New Jersey, Pennsylvania, South Dakota, Texas, Utah, and Wisconsin.

Source Numbers

221, 245, 274, 340, 350, 351, 359, 385, 440, 617, 813, 844, 850, 864, 865, 882, 883, 888, 938, 954, 960, 962, 977

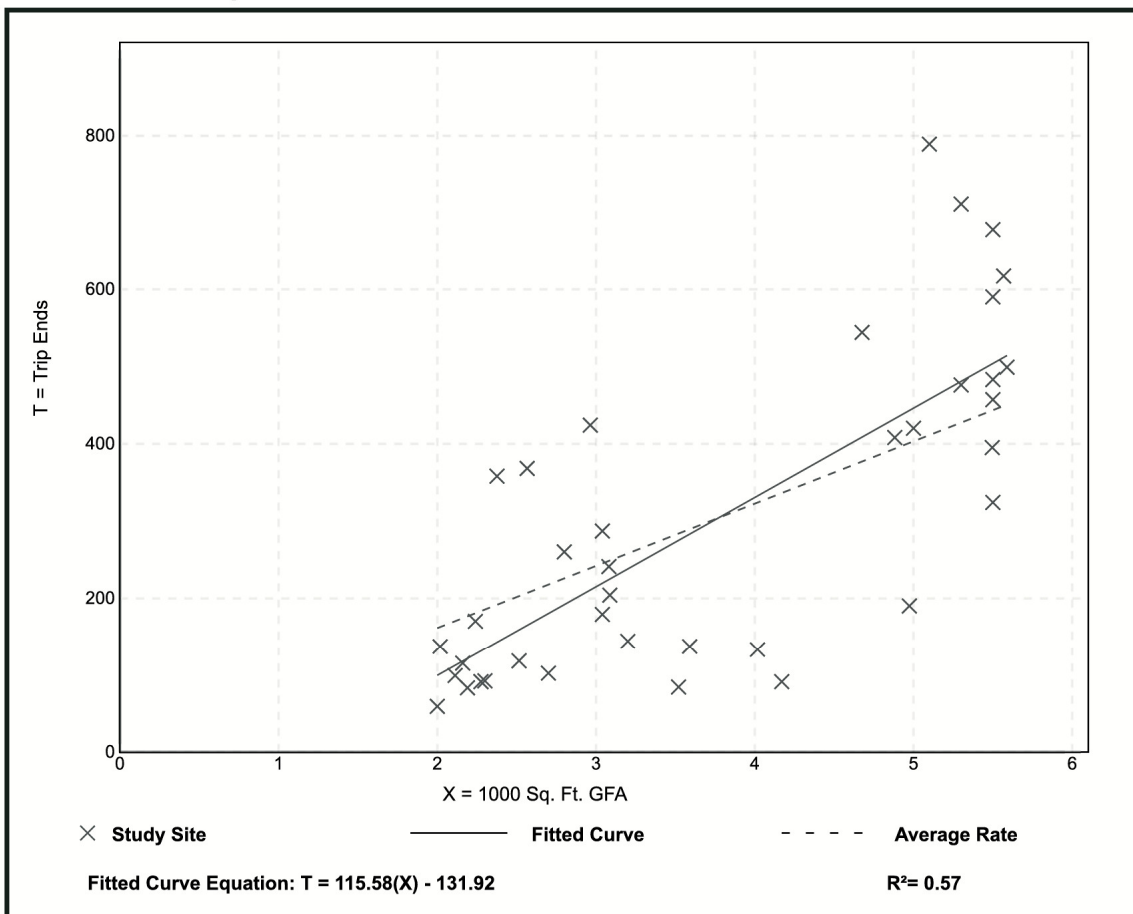
Gasoline/Service Station With Convenience Market (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 38
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
80.61	21.82 - 154.71	37.09

Data Plot and Equation



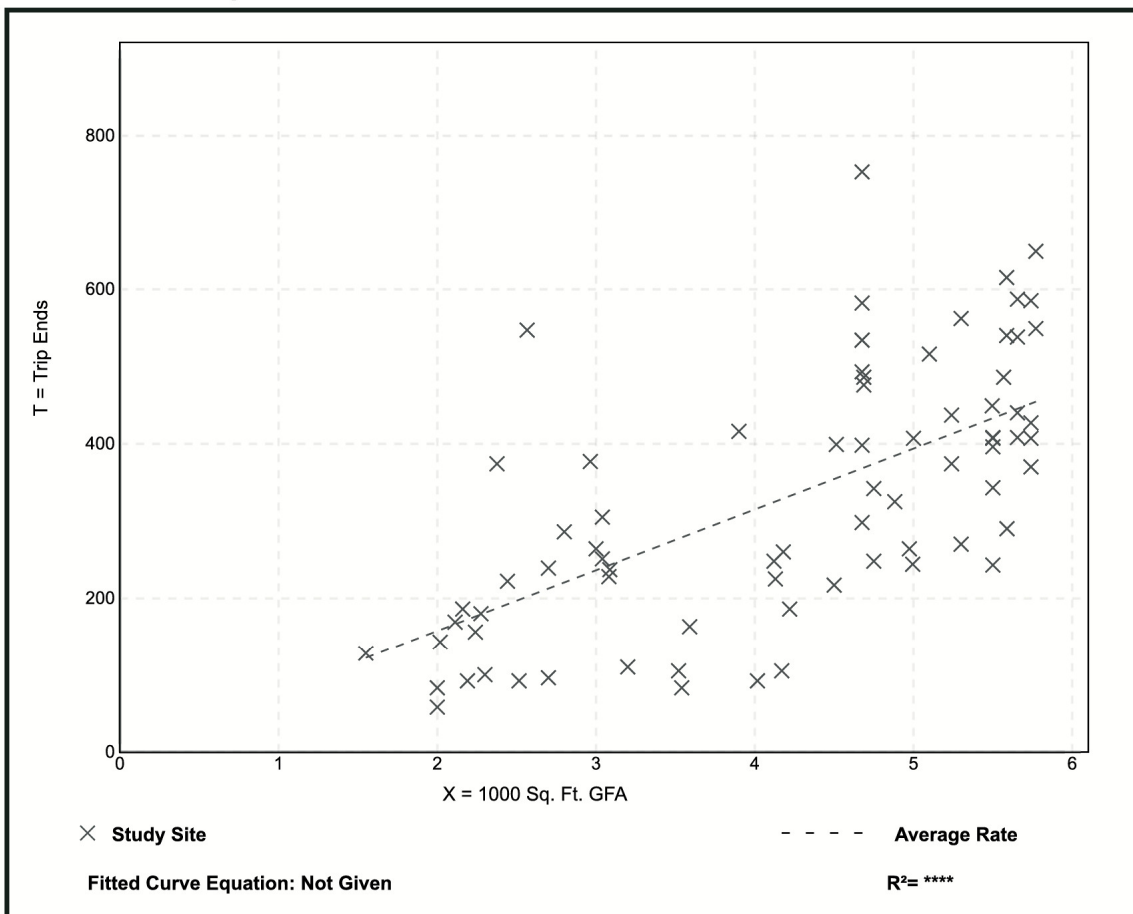
Gasoline/Service Station With Convenience Market (945)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 76
 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
78.73	22.90 - 213.17	30.46

Data Plot and Equation



Land Use: 949

Car Wash and Detail Center

Description

A car wash and detail center is a facility that provides for the manual cleaning of the exterior of vehicles as well as interior car-detailing services. Self-service car wash (Land Use 947) and automated car wash (Land Use 948) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the one general urban/suburban site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:00 a.m. and 12:00 p.m. and 2:15 and 3:15 p.m., respectively.

The site was surveyed in the 2010s in Minnesota.

Source Number

866

Car Wash and Detail Center (949)

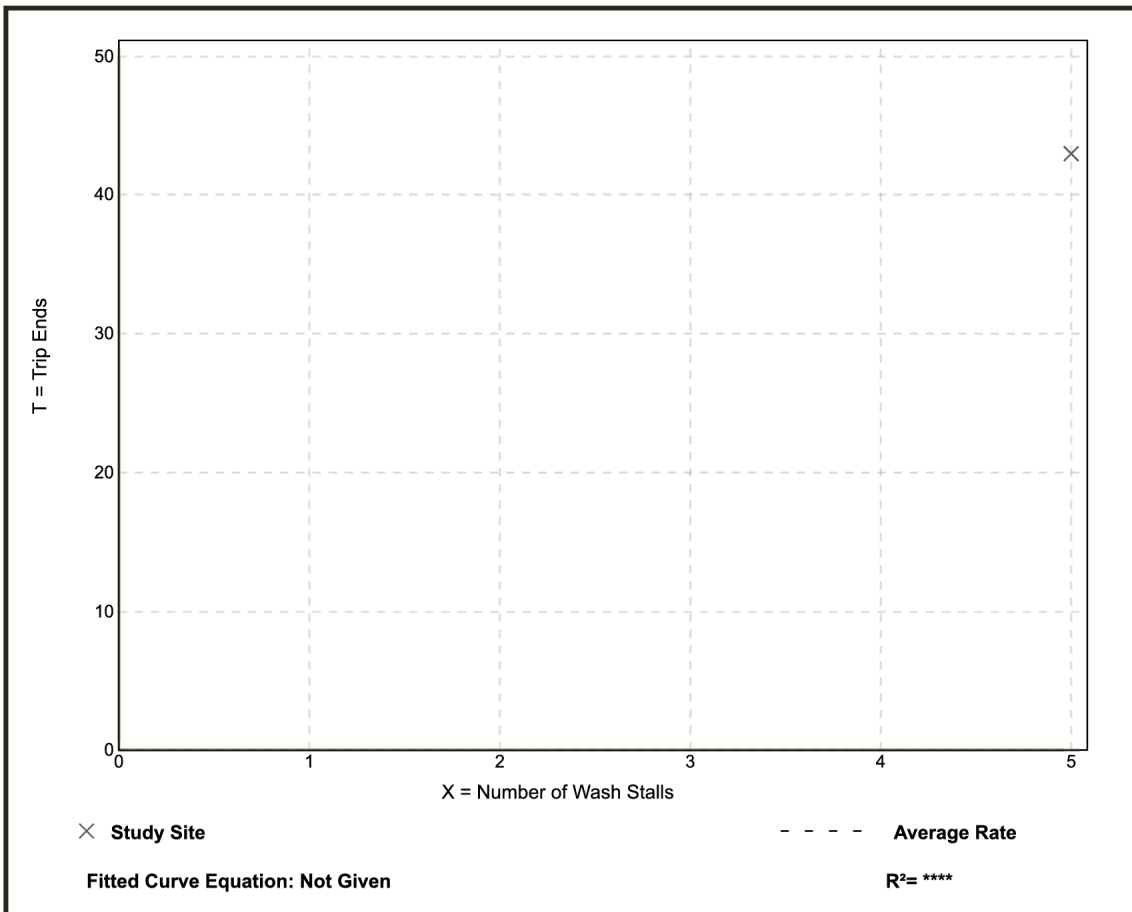
Vehicle Trip Ends vs: Wash Stalls
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 1
 Avg. Num. of Wash Stalls: 5
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
8.60	8.60 - 8.60	*

Data Plot and Equation

Caution – Small Sample Size



Car Wash and Detail Center (949)

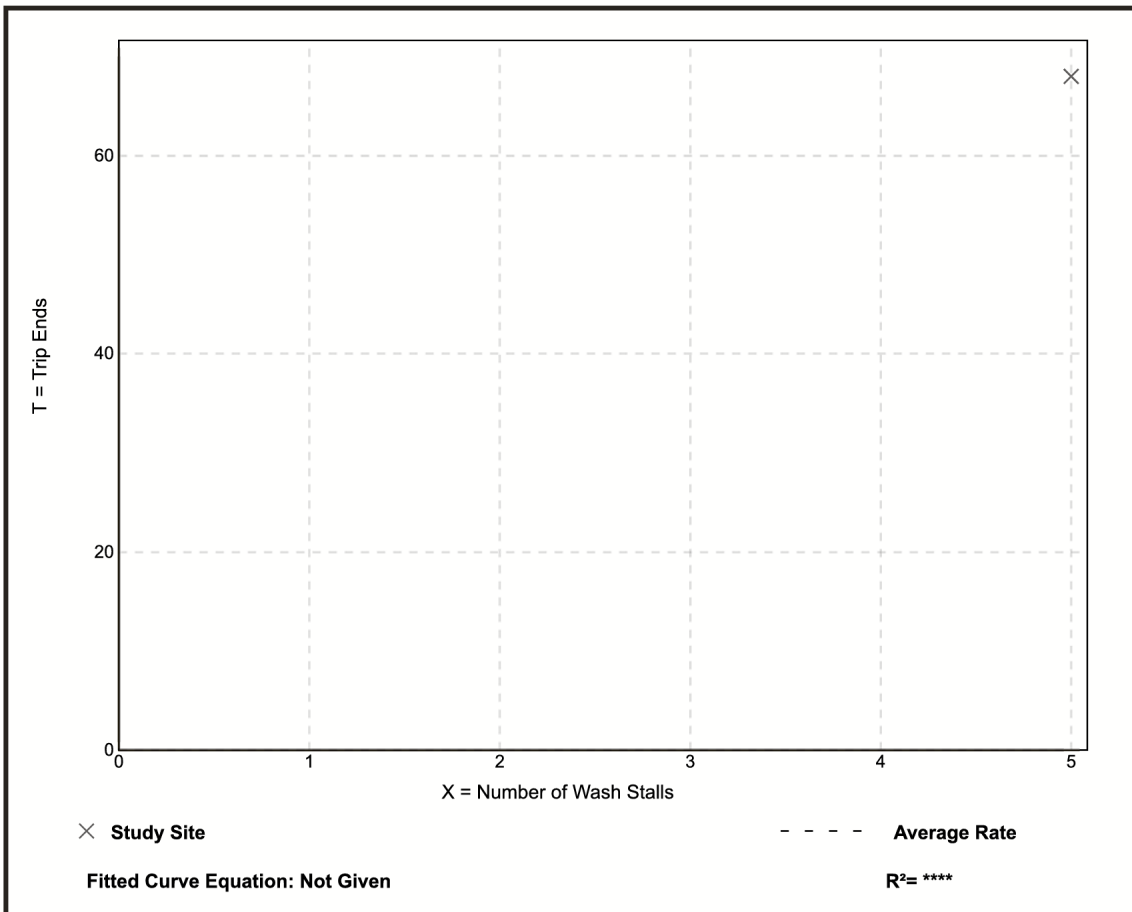
Vehicle Trip Ends vs: **Wash Stalls**
 On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
 Setting/Location: **General Urban/Suburban**
 Number of Studies: 1
 Avg. Num. of Wash Stalls: 5
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Wash Stall

Average Rate	Range of Rates	Standard Deviation
13.60	13.60 - 13.60	*

Data Plot and Equation

Caution – Small Sample Size



WEST ENTRANCE

E. 53RD ST POSTED SPEED OVER 40 MPH: USE 70% COLUMN

PEAK HOUR 978 + 137 = 2295
AM 888 + 1293 = 2231
PM 1125 + 1787 = 2912
1010 + 1690 = 2700

8TH MAX HOUR = 55% OF PEAK HOUR

AM 55(2231) = 1,227 1,262
PM 55(2700) = 1,485 1,602
2912

LAKEVIEW

NB

AM PEAK 93 190
PM PEAK 388 189

AM 8TH MAX HOUR = 0.55(93) = 52 105
PM 8TH MAX HOUR = 0.55(388) = 214 104
189

WARRANT 1, Eight-hour Vehicular

CONDITION A Met in PM AT 76% Build-out
A Met in AM AT 76% Build-out

80/105 = 76
80/104 = 76

WARRANT 3, PEAK HOUR

A, PM TWSC DELAY 500.7
6234.3 $\frac{500.7}{\text{veh}} = 103 \frac{\text{min}}{\text{veh}} = \text{METRIC}$
60 sec
hr

@ 87% 1 Met 8 vehicles
Build-out 2 Met Rt & Lt Turners > 100
100 vph = 57% 3 Met Total entering Traffic = 3,128 7 800
174 vph 3,200

B. Final LC > 40 MPH ON MAJOR STREET

AM/PM AM/PM WARRANT MET @ 38% Build-out
95%

80/214 = 38%
100/105 = 95%

PM

100/104 = 95%

EAST ENTRANCE

E. 53rd St.

PEAK HOUR

$$\text{AM } 791 + 1290 = 2,081$$

$$\text{PM } 1069 + 1769 = 2,838$$

8TH MAX HOUR = 55% OF PEAK HOUR

$$\text{AM: } .55(2,081) = 1,145$$

$$\text{PM: } .55(2,838) = 1,561$$

EAST ENTRANCE

NB

AM PEAK 47

PM PEAK 47

$$\text{AM 8TH HR} = 0.55(47) = 26$$

$$\text{PM 8TH HR} = 0.55(47) = 26$$

WARRANT 1, EIGHT-HOUR VEHICULAR

NOT MET $\Rightarrow$ LESS THAN 60 vph

WARRANT 3, PEAK HOUR

NOT MET $\Rightarrow$ LESS THAN 75 vph

WEST ENTRANCE

Right-turn warrants

Per Chapter 6 of the Iowa DOT design manual

$$30 \text{ vph} / 108 \text{ vph at full buildout} = 27\%$$

$\therefore$ @ 27% build out the right-turn is warranted.

LEFT-TURN WARRANT

Per Chapter 6

$$30 \text{ vph} / 86 \text{ vph at full buildout} = 35\%$$

$\therefore$ @ 35% buildout the left-turn lane is warranted

EAST ENTRANCE

Right-turn warrant

30 vph min. ^{AM PM} 25 (23) ACTUAL $\therefore \Rightarrow$ NOT MET

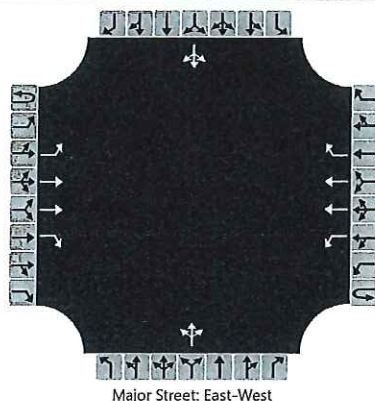
Left-turn warrant

30 vph min. 22 (21) Actual $\therefore$ NOT MET

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	CJS	Intersection	53rd Street and Lakeview
Agency/Co.	Devenport, IA	Jurisdiction	Devenport, IA
Date Performed	5/2/18	East/West Street	E. 53rd Street
Analysis Year	2018	North/South Street	Lakeview Pkwy
Time Analyzed	PM	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Sohpie Foster Development		

Lanes



Vehicle Volumes and Adjustments

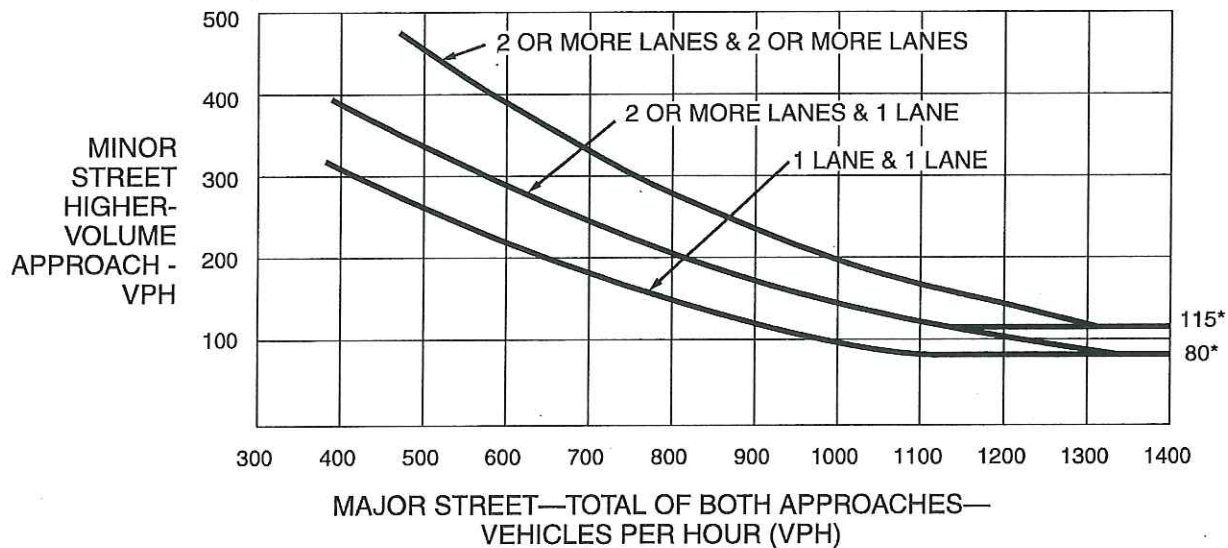
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume, V (veh/h)		35	987	103		86	1182	49		113	5	71		6	5	25
Percent Heavy Vehicles (%)		1				1				1	1	1		1	1	1
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.12				4.12				7.52	6.52	6.92		7.52	6.52	6.92
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.21				2.21				3.51	4.01	3.31		3.51	4.01	3.31

Delay, Queue Length, and Level of Service

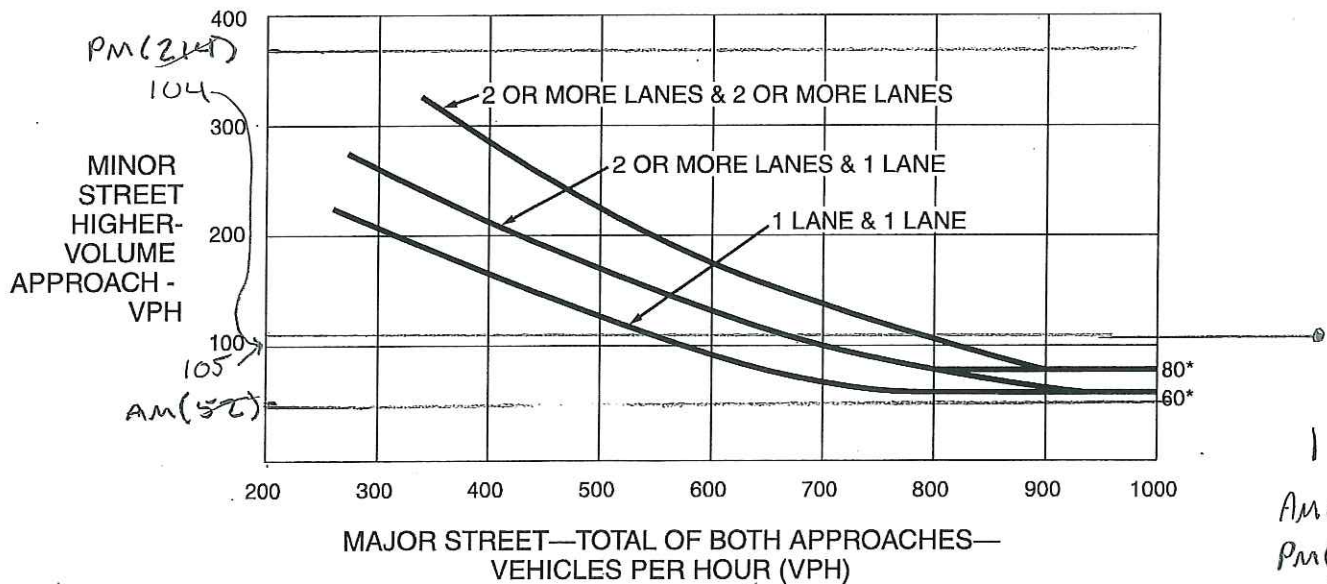
Flow Rate, v (veh/h)		38				93				205					39	
Capacity, c (veh/h)		517				591				108					81	
v/c Ratio		0.07				0.16				1.89					0.48	
95% Queue Length, Q ₉₅ (veh)		0.2				0.6				16.7					2.0	
Control Delay (s/veh)		12.5				12.2				500.7					85.5	
Level of Service, LOS		B				B				F					F	
Approach Delay (s/veh)	0.4				0.8				500.7				85.5			
Approach LOS									F				F			

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

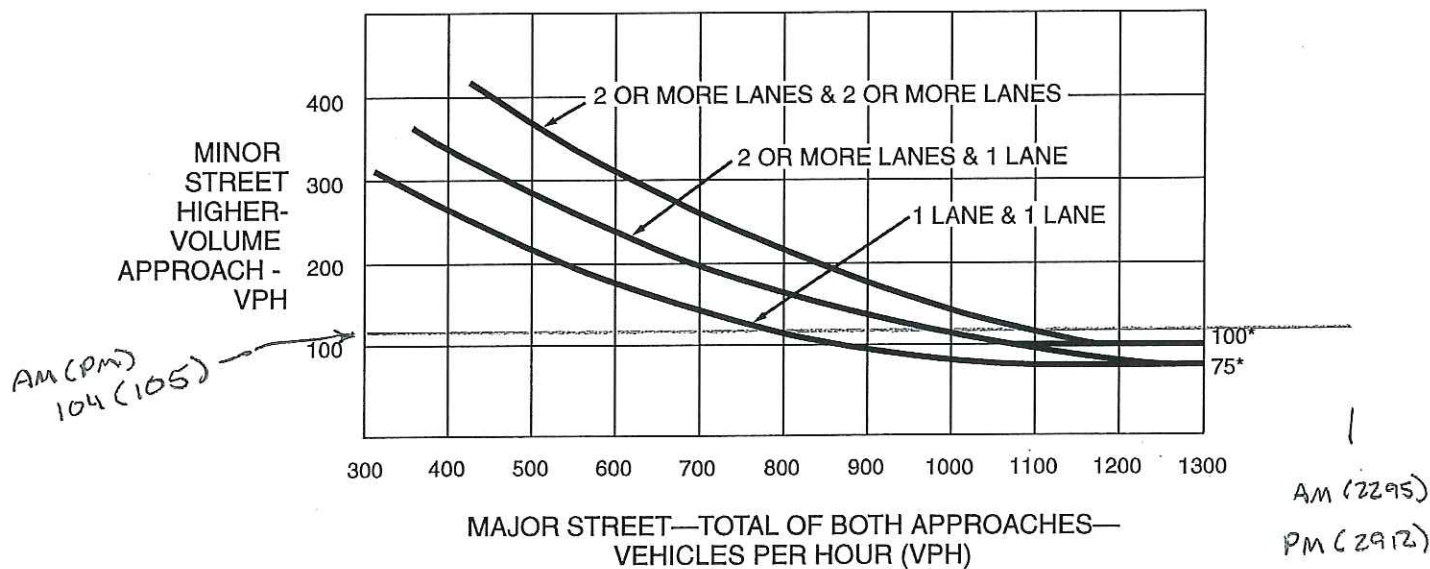


*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Four-Lane Expressway Turn Lanes

Design Manual
Chapter 6
Geometric Design

Originally Issued: 01-04-02
Revised: 06-18-04

This section discusses warrants and design for four-lane expressway turn lanes for both existing intersections and intersections that are in the design process. The warrants apply to unsignalized intersections located in rural areas with stop control on the side road and mainline operating speeds of 55 mph or higher. These warrants should not be used at urban intersections, intersections on transitional highways (where speeds are slowing down or speeding up as a rural roadway transitions to or from an urban or more congested environment), or at signalized intersections.

Turn lanes function to maintain smooth mainline traffic flow and facilitate turning movements. Thus both turning and mainline traffic are involved in the warranting process and should be considered in the design of turn lanes. Since each intersection is unique, the warrants and designs discussed in this section should be regarded as guidelines rather than rules. The designer will need to examine each intersection carefully to determine when turn lanes are warranted and, if so, the appropriate design.

Right Turn Lanes

When a right turn lane is warranted, it should be designed as a deceleration lane, see Figure 1, rather than a storage lane, and should normally be designed as a parallel lane.

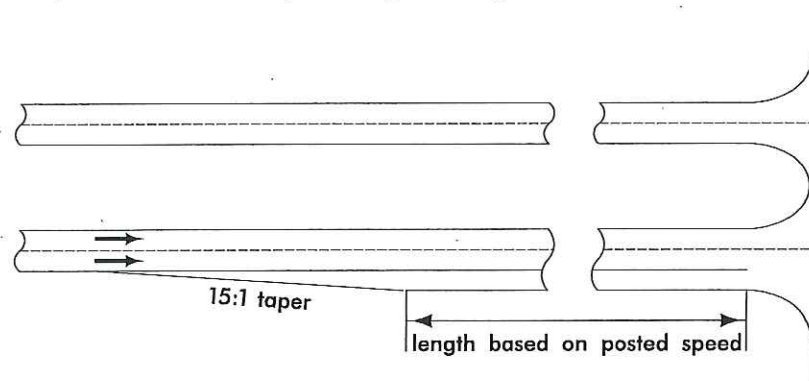


Figure 1: Deceleration right turn lane.

Right Turn Lane Warrants

The basic guidelines for when right turn lanes are warranted involve turning and approach (mainline) volume, and intersection location.

Turning and approach volumes

A right turn lane may be warranted if right turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and either:

- approach volume is greater than 400 vehicles per hour, or
- approach truck traffic volume is greater than 20 vehicles per hour.

WEST ENTRANCE
Exhibit E
AM (PM)
08 (103) MET
EAST ENTRANCE
AM (PM)
25 (23)
NOT MET

Intersection location

Intersection location may warrant a right turn lane even if turning and approach volumes don't. Local observations in the past have indicated that at some intersections on four-lane expressways within 5 miles (8 kilometers) of some urban areas with a population of 20,000 or greater, drivers have used the granular shoulders as right turn lanes. Therefore, areas similar to these should seriously be considered for right turn lanes even if volume warrants are not met.

Right turn lanes should be provided at all school locations regardless of turning and approach volumes. Other locations where right turn lanes may be judged to be warranted by the Project Management Team (PMT) include main entrances for towns, shopping areas, housing developments, attraction locations such as recreational areas, and locations that would have special users such as truck traffic or campers. Special attention should be given to intersections serving locations that attract elderly drivers such as drug stores, grocery stores, retirement developments, medical facilities, nursing homes, etc. Intersections with paved side roads should also be considered for right turn lanes.

Right Turn Lane Design

Right turn lanes should be designed as deceleration lanes with a 15:1 taper. The length of the parallel portion of the deceleration lane will normally depend on posted mainline speed and return radius. The posted mainline speed is used as the design speed for the parallel portion of the turn lane. Geometric design of an intersection determines the return radius. If a compound curve is used for the return radius, use the smallest of the radii for determining deceleration lane length. For example, given a mainline posted speed of 65 mph (110 km/h) and a turning radius of 90 feet (25 meters), the length of the parallel portion of the deceleration lane should be 520 feet (170 meters). This was determined in the following manner. The posted mainline speed is 65 mph (110 km/h) and this is used as the design speed for the parallel portion of the deceleration lane. Using Table 2 in Section 6A-1 of this manual, a 90-foot (25-meter) radius with a 65 mph (110 km/h) design speed corresponds to a 520-foot (170-meter) deceleration lane length. The length of the lane may need to be adjusted for grade, see Table 3 in Section 6A-1 of this manual.

To assist drivers on a sideroad determine the proper stopping point at an intersection, stop sign islands are placed at all paved sideroad approaches unless the sideroad ADT is less than 100 vpd, in which case an island is optional.

Offset Right Turn Lanes

When right turn lane warrants are met, offset (tapered) lanes, see Figure 2, may be considered in areas where sightline difficulties may occur, such as:

- at the base of a long or steep decline (grade = 5% or larger) or
- at the crest of a hill with a minimum K value.

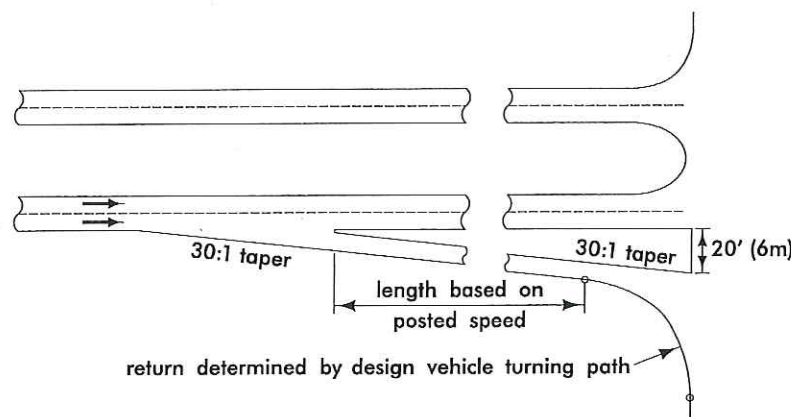


Figure 2: Offset right turn lane

Left Turn Lanes

Left turn lanes provide storage in the median for left-turning vehicles, or when warranted, deceleration outside of the through traffic lanes for left-turning vehicles. All Type "A" and high volume Type "B" entrances should have left turn lanes provided, see Section 3E-2 of this manual. If a left turn deceleration is not warranted, a left turn storage lane should be provided. Normally, left turn lanes are designed as parallel lanes.

Left Turn Deceleration Lane Warrants

The basic guidelines for when left turn deceleration lanes are warranted involve mainline turning and approach volume, and intersection location.

Turning and approach volume

A left turn deceleration lane may be warranted if left turning traffic flow rate is greater than 30 vehicles per hour measured over a minimum of 15 minutes and either:

- approach volume is greater than 400 vehicles per hour, or
- approach truck traffic volume is greater than 40 vehicles per hour.

Intersection location

Intersection location may warrant a left turn deceleration lane even if turning and approach volumes do not. To improve operational efficiency, left turn deceleration lanes should be considered for intersections located within approximately 5 miles (8 kilometers) of an urban area with a population of 20,000 or greater. Other locations where left turn deceleration lanes may be judged to be warranted by the PMT include schools, main entrances for towns, shopping areas, housing developments, attraction locations such as recreational areas, and locations that would have special users such as truck traffic or campers. Special attention should be given to intersections serving locations that attract elderly drivers such as drug stores, grocery stores, retirement developments, medical facilities, nursing homes, etc.

Left Turn Lane Design

Left turn storage lanes

Left turn storage lanes, see Figure 3, should be designed with a 10:1 taper. Turning volume determines left turn storage lane length (see Figure 2 in Section 6A-1 of this manual), but a minimum length of 150 feet (45 meters) is required.

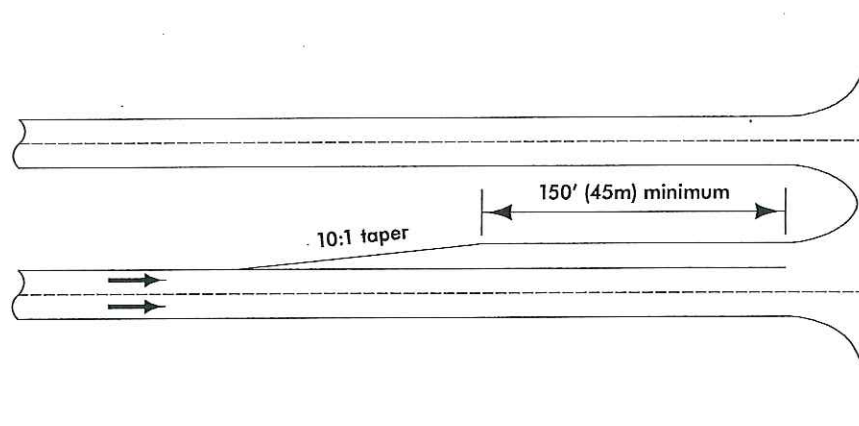


Figure 3: Left turn storage lane.

Left turn deceleration lanes

Left turn deceleration lanes, see Figure 4, should be designed with a 15:1 taper. The length of the parallel portion of a deceleration lane is determined using the posted mainline speed and a stop condition. Exhibit 10-73 in *A Policy on Geometric Design of Highways and Streets* (2001) provides deceleration lengths for various highway design speeds. For example, given a posted mainline speed of 65 mph (110 km/h) and using a stop condition the parallel portion of a left turn deceleration lane should be 570 feet (180 meters). This was determined by using the posted mainline speed of 65 mph (110 km/h) as the highway design speed in Exhibit 10-73 and finding the deceleration length that corresponds with a stop condition. The length of the lane may need to be adjusted for grade, see Table 3 in Section 6A-1 of this manual.

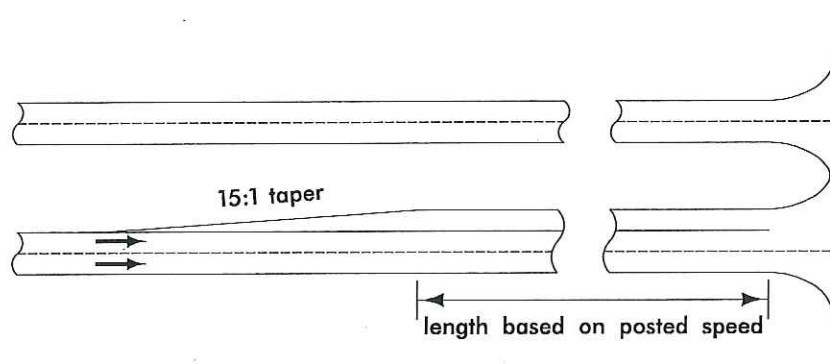


Figure 4: Left turn deceleration lane.

Offset Left Turn Lanes

The use of offset (tapered) left turn lanes should be limited on rural intersections. They should be considered only if:

- traffic signals will likely be installed or
- opposing left-turning vehicles create a significant sight distance problem.

If offset lanes are used, the median width should be reduced to 30 feet (9 meters), as shown in Figure 5. Potential median drainage issues should be addressed before offset turn lanes are incorporated.

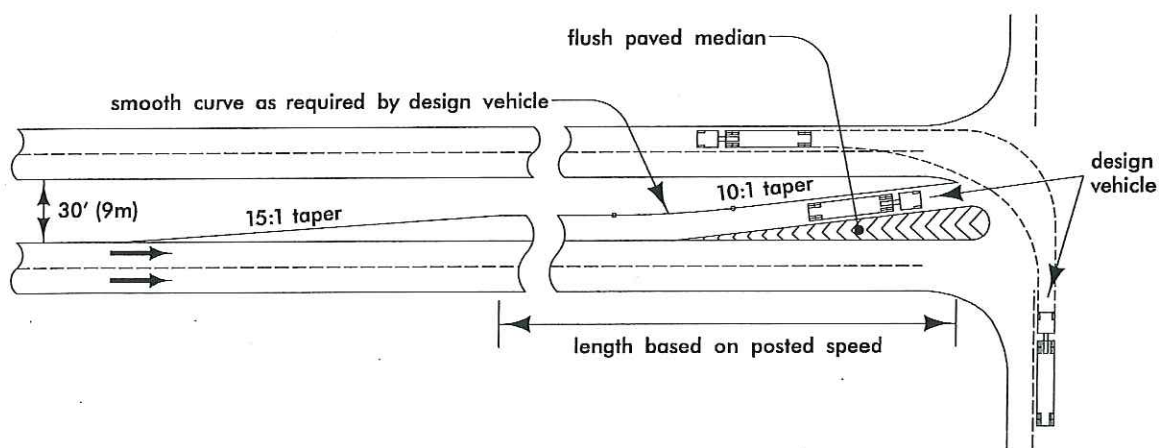


Figure 5: Offset left turn lane.

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
8/15/2018

Subject:
Resolution approving Case No. FDP18-03 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a PDD Planned Development District Final Development Plan on property located on the south side of East 53rd Street approximately 385 feet east of Lorton Avenue. [Ward 6]

Recommendation:
Adopt the resolution.

Relationship to Goals:
Fiscal Vitality.

Background:
The applicant submitted the Final Development Plan so it would be considered at City Council's third consideration of the rezoning of the larger property to "PDD" and the right-of-way vacation of a portion of Fairhaven Road.

The Plan and Zoning Commission forwards Case No. FDP18-03 to the City Council with a recommendation for approval subject to the following conditions:

1. That the City Council approves Case No. REZ18-08 by adopting the rezoning Ordinance and associated Land Use Plan; and
2. That the City Council approves Case No. ROW18-02 by adopting the right-of-way vacation Ordinance.

The Plan and Zoning Commission vote was 10-yes, 0-no and 0-abstain.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Backup Material	Final Development Plan
▣ Backup Material	Plan and Zoning Commission Letter to City Council - 8-1-2018
▣ Backup Material	Plan and Zoning Commission Vote Results - 7-31-2018
▣ Backup Material	Staff Report to Plan and Zoning Commission - 7-31-2018 Meeting

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	8/9/2018 - 9:20 AM

Community Development Committee	Berger, Bruce	Approved	8/9/2018 - 9:21 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 1:03 PM

Resolution No. _____

Resolution offered by Kyle Gripp, Chairperson

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving Case No. FDP18-03 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a PDD Planned Development District Final Development Plan on property located on the south side of East 53rd Street approximately 385 feet east of Lorton Avenue. [Ward 6]

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the PDD Final Development Plan for an 8,964 square foot drive-through restaurant on 2.2 acres, more or less, is hereby approved and accepted subject to the conditions articulated in the Commission's letter dated August 1, 2018 and as follows:

1. That the City Council approves Case No. REZ18-08 by adopting the rezoning Ordinance and associated Land Use Plan; and
2. That the City Council approves Case No. ROW18-02 by adopting the right-of-way vacation Ordinance.

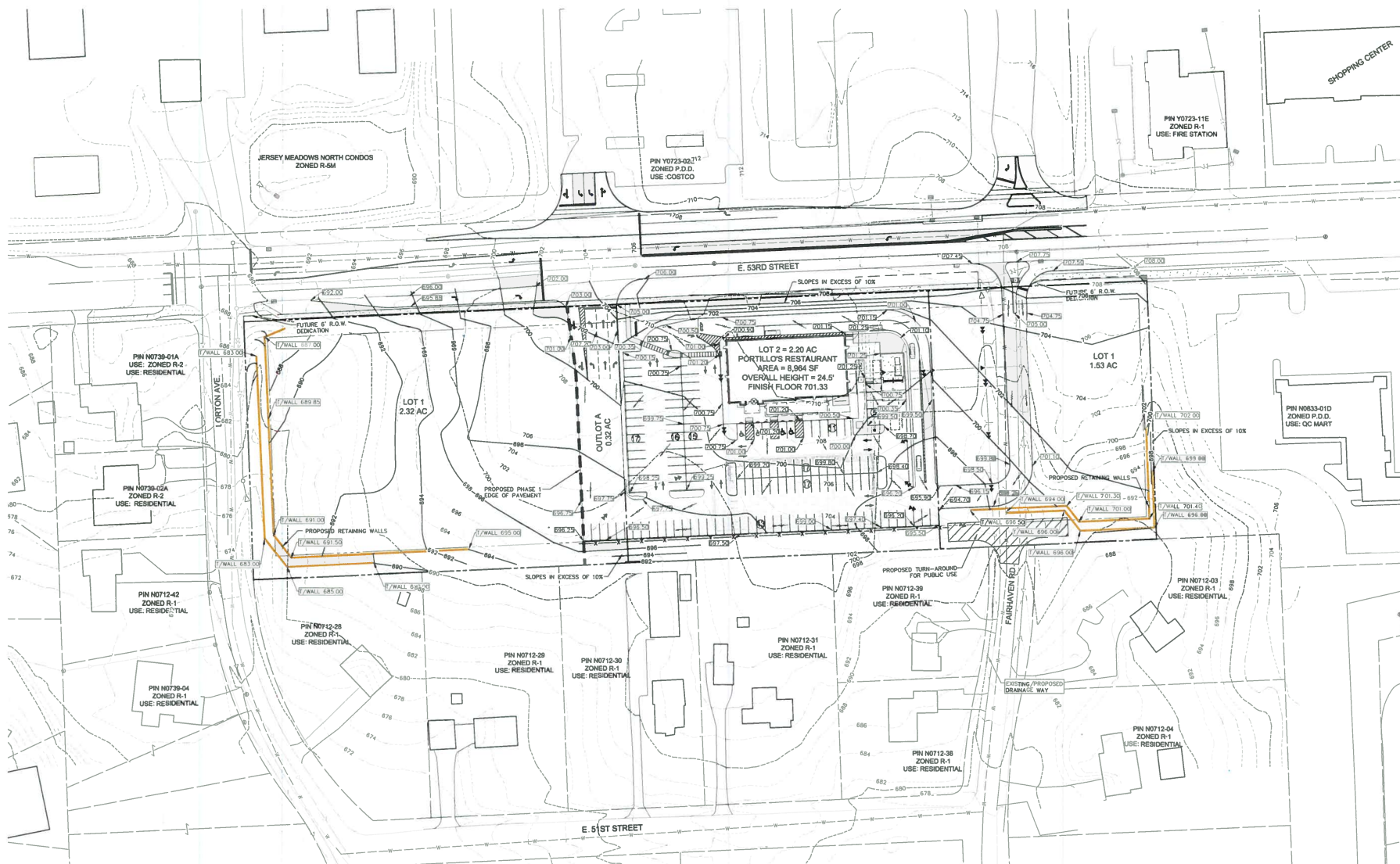
and the Mayor and City Clerk be, and they are hereby authorized and instructed to certify to the adoption of this resolution.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk



SURFACE RESTORATION

ALL DISTURBED AREAS SHALL BE GRADED TO THE PROPOSED FINISHED GRADE. ALL AREAS WITHIN THE PROPOSED SECTION BOUNDARY AND ALL DISTURBED AREAS FROM SANITARY SEWERS, STORM SEWERS, AND WATER MAINS OUTSIDE BOUNDARY SHALL THEN BE SEEDED, FERTILIZED AND MULCHED AS PER THE STANDARD SPECIFICATIONS & THE CONTRACT SPECIFICATIONS, USING THE FOLLOWING MIXTURES AND/OR RATES:

THE FERTILIZER SHALL BE APPLIED AT THE RATE OF 270 LBS. OF NUTRIENTS PER ACRE AT THE NUTRIENT RATIO OF 1-1-1 OF NITROGEN, PHOSPHORUS AND POTASSIUM.

THE SEED SHALL BE SOWN AT THE RATE OF 150 LBS PER ACRE OF A MIXTURE COMPOSED OF 30 LBS KENTUCKY 31, 30 LBS ALTA FESCUE, 20 LBS PERENNIAL RYE GRASS, 20 LBS CREEPING RED FESCUE AND 50 LBS SPRING OATS.

STRAW MULCH SHALL BE APPLIED AT THE RATE OF 2 TONS PER ACRE AND SHALL BE ANCHORED IN PLACE USING A MECHANICAL STABILIZER.

SOIL NOTES

HYDROLOGIC SOIL GROUP: GROUP C

TYPICAL SOIL PROFILE:
 AP - 0 TO 5 INCHES: SILTY CLAY LOAM
 A1 - 5 TO 10 INCHES: SILTY CLAY LOAM
 A2 - 10 TO 14 INCHES: SILTY CLAY LOAM
 BA - 14 TO 18 INCHES: SILTY CLAY LOAM
 BT1 - 18 TO 32 INCHES: SILTY CLAY LOAM
 BT2 - 32 TO 45 INCHES: SILTY CLAY LOAM
 BC - 45 TO 60 INCHES: SILTY CLAY LOAM

LEGEND

- BOUNDARY LINE
- SETBACK LINE
- EASEMENT LINE
- EXISTING PROPERTY LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING WATER

25' 0' 50'

SCALE: 1"=50'



August 1, 2018

Honorable Mayor and City Council
City Hall
226 West 4th Street
Davenport, Iowa 52801

At its regular meeting of July 31, 2018, the City Plan and Zoning Commission considered Case No. FDP18-03 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a "PDD" Planned Development District Final Development Plan for an 8,964 square foot drive-through restaurant on 2.2 acres, more or less, on property located on the south side of East 53rd Street approximately 385 feet east of Lorton Avenue.

Findings:

1. The proposed development would be consistent with the RG Future Land Use Development based on the location being adjacent to the edge (East 53rd Street), the proposed scale as depicted on the "PDD" Final Development Plan and the rezoning conditions associated with REZ18-08.; and
2. The final development plan would achieve consistency with the adopted "PDD" Land Use Plan.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. FDP18-03 to the City Council with a recommendation for approval subject to the following conditions:

1. That the City Council approves Case No. REZ18-08 by adopting the rezoning Ordinance and associated Land Use Plan; and
2. That the City Council approves Case No. ROW18-02 by adopting the right-of-way vacation Ordinance.

The vote for approval was 10–yes, 0–no and 0–abstain

Respectfully submitted,



Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-31-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-10	REZ18-11	FDP18-02	FDP18-03	F18-10	P18-04	F18-11
Connell	P	Y	Y	Y	Y	Y	Y	Y
Hepner	p	Y	Y	Y	Y	Y	Y	Y
Inghram	P	-	-	-	-	-	-	-
Johnson	P	Y	Y	Y	Y	Y	Y	Y
Kelling	P	Y	Y	Y	Y	Y	Y	Y
Lammers	P	N	Y	Y	Y	Y	Y	Y
Maness	P	Y	Y	Y	Y	Y	Y	Y
Medd	P	Y	Y	Y	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y	Y	Y	Y
Reinartz	P	N	Y	Y	Y	Y	Y	Y
Tallman	P	Y	Y	Y	Y	Y	Y	ABSTAIN
		8-YES 2-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN



City of Davenport
Community Planning & Economic Development Department
FINAL STAFF REPORT

Meeting Date: July 31, 2018
Request: Final Development Plan for an 8,964 square foot drive-through restaurant on 2.2 acres
Address: South side of East 53rd Street approximately 385 feet east of Lorton Avenue
Case No.: FDP18-03
Applicant: William Torchia on behalf of WCT Investments Davenport Series, LLC

Recommendation:

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. FDP18-03 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

Case No. FDP18-03: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a “PDD” Planned Development District Final Development Plan for an 8,964 square foot drive-through restaurant on 2.2 acres, more or less located on the south side of East 53rd Street approximately 385 feet east of Lorton Avenue. [Ward 6]

AREA CHARACTERISTICS:

Zoning Map



 Subject Property



Land Use Map



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: Residential General - RG

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Relevant Goals to be considered in this Case: Strengthen the Existing Built Environment.

It is staff's opinion that the proposed development would be consistent with the RG Future Land Use Development based on the location being adjacent to the edge (East 53rd Street), the proposed scale as depicted on the "PDD" Final Development Plan and the rezoning conditions associated with REZ18-08.

Technical Review:

Streets.

The primary driveway entrance would be at the new signalized intersection, which would be constructed in conjunction with the Costco development. A right turn into the development at the signal would be constructed and the median within East 53rd Street would be modified to allow a left turn into the development.

Storm Water.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain a sub-surface storm water detention system, which would outfall to the Fairhaven Avenue drainage way.

Sanitary Sewer. Sanitary sewer service is located within the East 53rd Street, Lorton Avenue and Fairhaven Road rights-of-way.

Other Utilities. Other utilities are located within this area.

Emergency Services. Station 8 is located to the northeast of the subject property.

Parks/Open Space. This request does not impact any existing or planned parks or public open spaces.

Public Input:

No public hearing is required for a Final Development Plan.

Discussion:

The Plan and Zoning Commission may recall that it recommended that the larger property be rezoned to "PDD" at its July 2, 2018.

The "PDD" Planned Development District requires a Development Plan to include the following (Section 17.32.062 of the Davenport City Code):

The owner or owners of a tract of land, which has an approved "PDD" land use plan, shall submit to the city plan and zoning commission a development plan for the use of all or part of such tract for the purpose stated above. The development plan shall be of a level of detail adequate to resolve concerns regarding the public safety and the logical extension of services to serve the project site, to determine the physical extent of the project - its building(s), parking, buffering, and their impact on surrounding properties. The plan shall include, but not be limited to, the following as a minimum

- A. *An update of the information required in subsection 17.32.052A, 1-5.*

Staff commentary: The development is consistent with the Land Use Plan associated with property rezoning (REZ18-08) to "PDD" Planned Development District.

- B. *Building pad locations with proposed building area, number of stories, overall height, a list of the proposed uses in the structure and their gross floor area.*

Staff commentary: The development reflects this information.

- C. *Parking lot information including the extent of paving, the proposed circulation and parking layout and the number of cars to be parked.*

Staff commentary: The development reflects this information.

- D. *The proposed landscaping and buffering to be developed in the project. The massing and density of plant and other screening materials shall be indicated. In areas where material issues have been identified in the rezoning public hearing process, or in meetings with the city plan and zoning commission, more detailed plans shall be provided.*

Staff commentary: The development reflects this information.

- E. *The location of loading docks, receiving areas, trash pickup areas and other areas requiring screening.*

Staff commentary: The development reflects this information.

- F. *The location and configuration of all access points with city streets and a pedestrian circulation plan.*

Staff commentary: The development reflects this information.

- G. *A storm water management plan.*

Staff commentary: The development reflects this information.

- H. *The location of all proposed free standing signage including circulation signs.*

Staff commentary: The development shows the freestanding sign. Staff is waiving the requirement for circulation signs as this information will be provided during review of the administrative site plan.

- I. *A grading plan showing final grades, the direction of storm water flow from roof drains and parking areas and the erosion control methods to be used during construction.*

Staff commentary: The development reflects this information.

- J. *For projects involving subdivision, the approval of the development plan shall constitute the approval of a preliminary plat provided all provisions of Chapter 16.16 of the Municipal Code have been fulfilled.*

Staff commentary: The development reflects this information.

The city council delegates authority to the city staff's development official to waive, at his or her discretion, any of the required submissions stated in Sections 17.32.062A through 17.32.062 if the scale of the project, topography of the site or other reasons make them unnecessary. The city plan and zoning commission will be notified of any requirements that have been waived and the reasons why they have been waived.

It is staff's opinion that the Final Development Plan would achieve consistency with Section 17.32.062 of the Davenport City Code.

The applicant submitted the Final Development Plan so it would be considered at City Council's third consideration of the rezoning of the larger property to "PDD" and the right-of-way vacation of a portion of Fairhaven Road. Staff is recommending that the approval of the Final Development Plan be conditioned upon the approval of the rezoning and right-of-way vacation.

Staff Recommendation

Findings:

1. The proposed development would be consistent with the RG Future Land Use Development based on the location being adjacent to the edge (East 53rd Street), the proposed scale as depicted on the "PDD" Final Development Plan and the rezoning conditions associated with REZ18-08.; and
2. The final development plan would achieve consistency with the adopted "PDD" Land Use Plan.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. FDP18-03 to the City Council with a recommendation for approval subject to the following conditions:

1. That the City Council approves Case No. REZ18-08 by adopting the rezoning Ordinance and associated Land Use Plan; and
2. That the City Council approves Case No. ROW18-02 by adopting the right-of-way vacation Ordinance.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', is written over a horizontal line.

Ryan Rusnak, AICP
Planner III

City of Davenport

Agenda Group: Committee of the Whole
Department: City Clerk
Contact Info: Brandon Wright 326-7750
Wards: ALL

Action / Date
8/13/2018

Subject:

Resolution approving a fiber to the premise development agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards]

Recommendation:

Approve the resolution

Relationship to Goals:

Vibrant region

Background:

MetroNet is a fiber network company providing triple-play telecommunication services in multiple states including Illinois and Indiana. The company is proposing to construct a private, full community-wide fiber network system in both Davenport and Bettendorf.

Under the terms of this non-exclusive agreement, MetroNet is required to construct and operate a 100% fiber network in Davenport and Bettendorf offering gigabit-level speeds to residents and businesses. The network must be fully built in three years according to specifications outlined in the agreement. In return for full community builds in this short timeline, Davenport and Bettendorf are obligated to rebate the cities' portions of property taxes associated with the fiber infrastructure under Iowa law to MetroNet for a period of 20 years. The rebate amounts for Davenport and for Bettendorf are capped at \$11.675 million and \$3.375 million, respectively.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Resolution
▣ Backup Material	Economic Development Agreement

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/14/2018 - 11:00 AM

Resolution No. _____

Resolution offered by Alderman Tompkins

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving a fiber to the premise development agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services.

WHEREAS, the City of Davenport ("the City") believes it is in its best interest to have a fiber-to-the-premise ("FTTP") network to attract and retain businesses and enhance the overall quality of life for its residents; and

WHEREAS, the City is willing to provide certain incentives to any communications provider willing to construct and operate an FTTP network for purposes of delivering fiber services to residential and business customers throughout the City, subject to the terms of a development agreement and approval of the City Council; and

WHEREAS, Metro Fibernet ("MetroNet") has the financial and technical ability to construct and operate an FTTP network for purposes of delivering fiber services to residential and business customers throughout the City; and

WHEREAS, MetroNet will employ employees in the City to support the network as part of the project; and

WHEREAS, MetroNet is willing and able to meet the City's requirements for the project as set forth in the attached Economic Development Agreement.

NOW, THEREFORE, BE IT RESOLVED, for good, valuable and mutual consideration which each Party hereto acknowledges and for the exchange of the terms and conditions set forth below, the fiber to the premise development agreement between the City and MetroNet for the construction of a community-wide fiber network offering cable, phone, and internet services is hereby approved by the City Council.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, City Clerk

FTTP DEVELOPMENT AGREEMENT

This FTTP Development Agreement (“Agreement”) is made this ____ day of August, 2018 (“Effective Date”) by and between the City of Davenport, Iowa (“City”) and Metro Fibernet, LLC, a Nevada limited liability company (“Provider”). The City and Provider are sometimes referred to herein collectively as the “Parties”, each individually a “Party”. Capitalized terms not defined herein shall have the meanings ascribed to them in Exhibit A to this Agreement.

Recitals

- A. The City believes it is in its best interest to have an FTTP network to attract and retain businesses and enhance the overall quality of life for its residents; and
- B. The City is willing to provide certain incentives to any communications provider willing to construct and operate an FTTP network for purposes of delivering Fiber Services to residential and business customers throughout the City, subject to the terms of a development agreement and approval of the City Council; and
- C. Provider has the financial and technical ability to construct and operate an FTTP network (“Provider Network”) for purposes of delivering Fiber Services to residential and business customers throughout the City (the “Project”); and
- D. Provider will employ employees in the City to support the Provider Network as part of the Project; and
- E. Provider is willing and able to meet the City’s requirements for the Project as set forth in this Agreement.

NOW, THEREFORE, for good, valuable and mutual consideration which each Party hereto acknowledges and for the exchange of the terms and conditions set forth below, the Parties agree as follows:

1. Provider’s Project Obligations. Subject to the terms and conditions of this Agreement, Provider agrees to fulfill the Project obligations set forth below.

(a) Network. Provider will build the Provider Network that will make Fiber Services available to residential and business consumers in the territory set forth in the map attached hereto as Exhibit B (“Buildout Territory”). Provider shall only be obligated to extend the Provider Network to areas beyond the Buildout Territory that may be annexed by the City at a later date if, within any such areas, there are twenty-five (25) Qualified Households per one-half linear route mile.

(b) Network Extension. Provider's obligation to construct the Provider Network is expressly subject to the following:

- (i) Provider has no obligation to extend the Provider Network to any area within the Buildout Territory where residents have the ability to receive Fiber Services from another provider over an FTTP network. At the request of the City, Provider will work in good faith with the City to determine which residents and businesses have the ability to receive Fiber Services from another provider over an FTTP network and to extend the Provider Network to the areas described in Exhibit B-1.
- (ii) If any area of the Buildout Territory has Unreasonably High Make Ready Costs, Provider may require a minimum of twenty-five (25) Qualified Households per one-half linear route mile within the area of the Buildout Territory subject to Unreasonably High Make Ready Costs prior to making Fiber Services available in the proposed area.
- (iii) Provider has no obligation to extend the Provider Network to any private property where the owner of the property will not allow Provider access to the property on terms reasonably acceptable to Provider.
- (iv) For no more than ten percent (10%) of the homes in the Buildout Territory, Provider reserves the right to require one-time construction fees and/or pre-selection from potential residential customers to offset or reduce the risk of unusually high buildout costs. Provider will use commercially reasonable efforts to pre-sell Fiber Services in areas subject to the service exception set forth in this Section 1(b)(iv). Provider may not require one-time construction fees when there are a minimum of twenty-five (25) Qualified Households per one-half linear route mile.

(c) Business Services. Notwithstanding anything to the contrary in this Agreement, Provider will extend the Provider Network to serve any Qualified Business Customer within the Buildout Territory, as that territory may be expanded pursuant to this Section 1(b), subject to obtaining any private property rights and pole attachment rights necessary to serve such customer on terms reasonably acceptable to Provider.

(d) Construction Schedule. Provider will use commercially reasonable efforts to Substantially Complete construction of the Provider Network in the Buildout Territory no later than three (3) years following the start of physical construction in the City. Provider will use commercially reasonable efforts to meet interim completion dates in designated areas as set forth on Exhibit B-2. Prior to commencing with physical construction of the Provider Network, Provider will share a proposed construction schedule with the City.

(e) Construction Communications Plan. Provider will implement a construction communications plan and will use commercially reasonable efforts to meet the following timelines and standards, as they relate to each released local convergence point (“LCP”) area:

- (i) At least thirty (30) days prior to the commencement of construction in a residential area, Provider will send a detailed letter to the property owners and residents in that area advising them of upcoming construction activities.
- (ii) At least fourteen (14) days prior to the commencement of construction in a residential area, Provider will send a postcard reminder to property owners and residents in that area reminding them of upcoming construction activities.
- (iii) At least three (3) days prior to the commencement of construction in a residential area, Provider will send out street teams to place signs in the yards of those properties where Provider will commence with construction activities.

Each communication to a property owner or resident will include the URL to Provider’s construction website: metronetinc.com/construction. Provider shall maintain this website with additional information that is accessible to property owners and residents regarding the construction plans in their area. Following construction, Provider shall permit property owners to use this website to submit damage claims in the event Provider inadvertently causes damage to their property.

(f) Initial Products and Services. Upon the commencement of providing Fiber Services in the Buildout Territory, Provider will offer and provide an advertised Internet service with download speeds of at least one (1) Gigabit available to business and residential customers. Additionally, Provider will initially offer those Fiber Services set forth in Exhibit C. Provider will maintain the Fiber Services in accordance with industry standards. Subsequent to the initial buildout, Provider will offer market competitive and industry standard download speeds, provided, however, throughout the term of this Agreement, subject to any Force Majeure Event, Provider will offer an Internet service with download speeds of at least one (1) Gigabit to business and residential consumers.

(g) New Products and Services. Subject to demand and prudent business practices, Provider will work in good faith with the City to explore the possibility of offering any new Fiber Services requested by the City.

(h) Retail Store. Provider will establish and maintain a retail store in the Buildout Territory. The retail store will be open to the public at least forty (40) hours a week and will provide customers with the opportunity to pay their bills, test Fiber Services, and receive technical support and other customer service.

(i) Additional Support. Provider will support the City, local developers, economic development groups and small businesses on potential economic development and infrastructure projects that could be enhanced by the Provider Network and/or Provider's Fiber Services. At the City's request, Provider will work with the City to develop "Smart City" initiatives that leverage the Provider Network to improve the quality of life for the City's residents.

(j) Maintenance. Provider will maintain the Provider Network in accordance with generally accepted technical and engineering standards in the communications industry.

(k) Aerial and Underground Construction. In the construction of the Provider Network, if the infrastructure of the electric service utility is underground in any area, the Provider must place the Provider Network infrastructure underground. In any area, including any blockface (being the side of a city block between two (2) intersections), in which the infrastructure of the electric service utility is both aerial and underground, the Provider shall have the discretion to construct the Provider Network infrastructure aerially or underground.

(l) City Communications Services. For the term of this Agreement, Provider shall provide certain communications services to the City ("Communications Services") pursuant to a separate service agreement between Provider and the City.

(m) Employment Obligations. No later than one year following the date Provider's Network is Substantially Complete and for a period of five (5) years thereafter, Provider shall employ a Monthly Average of ten (10) Full-Time Equivalent Employment Units in support of the Provider Network. Provider shall not receive the next available ED Grant if the Monthly Average of Full-Time Equivalent Employment Units employed by Provider does not meet the requirements of this Section. Provider shall provide information as requested by the City to determine compliance with the foregoing employment obligations.

(n) Compliance with Legal Obligations. Provider shall comply with all federal, state, and local laws, ordinances and other legal requirements and obligations associated with the provision of Fiber Services in the City, including but not limited to the Federal Communications Act, Iowa Code chapter 477A and related ordinances. Should any third-party challenge any portion of this Agreement based upon any alleged failure to comply with Provider's obligations under this Section, Provider agrees to defend such action, hold the City harmless, and indemnify City from any costs or expenses associated therewith.

2. The City's Obligations to provide Economic Development Grants.

(a) Subject to Provider being in compliance with the terms of this Agreement at the time of each payment and pursuant to the authority of Iowa Code chapter 15A, the City agrees to make up to forty (40) consecutive economic development grants ("ED Grants") to Provider; each grant in an amount equal to the amount of property tax paid by Provider under Chapter 433 of the Code of Iowa with respect to the Property and received by the City during the previous six (6)

months. The aggregate amount of ED Grants paid under this Agreement by the City shall not exceed Eleven Million Six Hundred Seventy Five Thousand and 00/100s Dollars (\$11,675,000.00) (the “Maximum Aggregate Grant”). The City shall pay each ED Grant on or before December 31st and June 30th of each year with respect to property taxes attributed to the Property and received by the City during the preceding six (6) months. The first ED Grant shall be payable in the year in which the Provider first pays property taxes attributed to the Property pursuant to Chapter 433 and the City first receives said taxes. Unless terminated earlier under the terms of this Agreement, the City’s obligation to provide ED Grants shall terminate upon the earlier of: (i) the payment of forty (40) ED Grants, or (ii) the passage of twenty (20) years after the payment of the first ED Grant, even if the Maximum Aggregate Grant amount has not been reached. After the Effective Date, if the City is unable or unwilling to meet any of the obligations set forth in this Section 2, Provider may terminate this Agreement by delivering written notice to the City. Upon such termination neither Party shall have any further obligation to the other Party under this Agreement.

(b) Nonappropriation and Nonsubstitution. The ED Grants shall be payable from and secured solely and only by property taxes paid by Provider for the Property under Chapter 433 of the Code of Iowa and received by the City. The ED Grants shall not be payable in any manner by general taxation or from any other City funds. The ED Grants do not constitute a general obligation of the City or other financial obligation of the City for any fiscal year and shall not constitute debt within the meaning of any constitutional debt limitation. This Agreement shall not directly or indirectly obligate the City to make payments of the ED Grants during a fiscal year in which funds have not been appropriated by the City Council of the City for such fiscal year. The Provider agrees that the City may terminate this Agreement or suspend payment of the ED Grants in any fiscal year in which funds are not appropriated for that purpose or funds become unavailable for the City to fulfill its obligations under this Agreement, provided however, that the City will not do any of the following during any fiscal year in which the City fails to make payment of the ED Grants pursuant to this Agreement: (i) expend funds for any alternative project that would have the same or similar purpose as the Project during the term of this Agreement; or (ii) provide the same or similar incentives as those set forth in this Agreement to any person to construct or operate an alternative project that would have the effect of providing a level of video, data, and/or telephone service that would be similar to that provided under the Project.

3. General Terms.

(a) Term. The term of this Agreement will commence on the Effective Date and, unless otherwise set forth in this Agreement, will continue for the duration of the time period Provider provides Fiber Services in the Buildout Territory unless sooner terminated pursuant to the terms of this Agreement.

(b) General Indemnification and Insurance. To the extent permitted by law, Provider shall indemnify, defend, and hold harmless City and its officers, directors, council members,

employees, and agents from and against all third party claims, damages, losses, punitive awards, and expenses for property damage, or personal injury directly arising out of or resulting from the performance of work. Provider agrees to require contractors and subcontractors engaged in work for Provider within the public right-of-way or public property to maintain insurance coverage and to provide the City with certificates of insurance satisfactory to the City. Carrying of insurance as required by this Agreement is separate from the defense and indemnification obligations set forth in this Section. The provisions of this Section 3(b) shall survive termination of this Agreement.

(c) Certain Claims and Control of Defense. Should a third party challenge any portion of this Agreement as being illegal, void, voidable or unconstitutional, the City shall promptly notify Provider in writing of such claim. Provider shall have the right, but not the obligation, to defend against the claim by sending written notice to the City not less than ten (10) days after receipt of notice from the City. In such case, Provider shall control the defense, appeal or settlement of the claim through reputable independent counsel of Provider's choosing at Provider's sole cost and expense and Provider shall indemnify the City from any loss, cost or damages directly arising from such claim. If Provider does not assume the defense, the City may choose to defend against the claim at its sole cost and expense. If neither Party chooses to defend against the claim either Party may terminate this Agreement by delivering written notice to the other Party.

(d) Default and Cure. In the event a Party is in breach of any of its material obligations under this Agreement such Party shall be in default (the "Defaulting Party") and the other Party (the "Non-Defaulting Party") may provide written notice of such default to the Defaulting Party. Any such notice will provide the following information: (i) the section of this Agreement believed to be in default; and (ii) a reasonably detailed description of the default. The Defaulting Party will have thirty (30) days to either: (i) cure the default; (ii) provide written or other documentary evidence reasonably acceptable to the Non-Defaulting Party that no default has in fact occurred; or (iii) provide a written detailed plan which describes how and when the default will be corrected within a reasonable time if such default cannot be corrected within the 30 day cure period. If the Defaulting Party is still in default after the expiration of the 30 day cure period including any approved time extension, except as otherwise provided in this Agreement, the Non-Defaulting Party may seek specific performance or any other remedy expressly set forth in this Agreement. Any dispute between the Parties regarding an alleged default under this provision shall be resolved through the dispute resolution process set forth in Section 3(e). For avoidance of doubt, Provider will not be required to go through the dispute resolution process prior to exercising the termination remedy set forth in Section 2(a) of this Agreement.

(e) Dispute Resolution. The Parties shall adhere to the following dispute resolution procedure.

(i) Negotiation. Except where injunctive relief is sought, each Party shall attempt in good faith to resolve any controversy, claim or dispute of whatever nature arising out of or relating to this Agreement or the breach, termination, enforceability or validity thereof (“Dispute”) promptly by negotiation between officers, executives or managers who have authority to settle the Dispute and who are at a higher level of management within each of the Parties’ organizations than the Parties’ appointed account managers (understanding that City Council approval will be required for any negotiated settlement on behalf of the City). Each Party shall provide the other with all information and documentation relied upon by the Party to substantiate its position with respect to the Dispute.

(ii) Mediation. If the Dispute has not been resolved through negotiation within thirty (30) business days of the initiation thereof, the Parties shall make a good faith attempt to settle the Dispute by mediation conducted by a mutually agreeable mediator in a mutually agreed upon location.

(iii) Right to Trial. If the Parties are unable to resolve a Dispute using the mechanisms described in this section, then either Party is entitled to any and all legal and equitable remedies it has including, without limitation, the right to a trial.

(iv) Other Remedies. Each Party agrees and acknowledges that breach of this Agreement may cause the other irreparable harm and hereby agrees that the other Party may seek injunctive relief to prevent or limit any such breach.

(f) Non-Disclosure. “Proprietary Information” is defined as all technical, financial or business data disclosed by one Party or its affiliate or representative (a “Disclosing Party”) to the other Party, or the other Party’s affiliate or representative (a “Recipient Party”) in connection with the Recipient Party’s obligations under this Agreement and that Proprietary Information includes all intellectual property, specifications, designs, drawings, spreadsheets, models, computer programs, reports, plans, forecasts, customer lists, current or historical data and financial information, computer programs, business plans, financial projections, all other material and information provided by a Disclosing Party to a Recipient Party that would commonly be considered by reasonable business people to be confidential or proprietary to the Disclosing Party, and all notes, analyses, compilations, studies, interpretations, or other documents prepared by a Recipient Party to the extent such documents contain, reflect, or are based upon the information furnished to the Recipient Party pursuant hereto; provided, however, nothing contained in this Agreement shall be construed to require City to keep information

confidential, or part of the definition of Proprietary Information, in contravention of applicable open records laws, including, but not limited to, Chapters 21 and 22 of the Iowa Code.

Subject to the provisions of this Section 3(f), Proprietary Information will be used solely for the purpose of performing obligations under this Agreement and a Recipient Party will keep such Proprietary Information strictly confidential for a period of two (2) years from the date of disclosure, using the same degree of care and discretion, that is not less than a reasonable standard of care, to limit disclosure of such Proprietary Information as it uses with similar proprietary information of its own, including taking steps restrict disclosure of Proprietary Information to its employees, advisers and representatives with a need to know and have agreed to comply with the terms hereof, and not disclose such Proprietary Information to any other parties; advise all of a Recipient Party's employees and contractors with access to the Proprietary Information of the obligation to protect Proprietary Information provided hereunder; use the Proprietary Information provided hereunder only for the purposes expressed herein or to enforce the provisions hereof and for no other purposes; and promptly notify the Disclosing Party in writing of any disclosure, whether accidental or intentional, of any Proprietary Information to a third party.

The obligations imposed upon the Parties will not apply to Proprietary Information which: is made generally available to the public by the Disclosing Party or which otherwise is or hereafter becomes part of the public domain through no wrongful act, fault or negligence on the part of the Recipient Party; the Recipient Party can reasonably demonstrate was already in the possession of the Recipient Party without being subject to an agreement of confidentiality is received from a third-party without restriction and without breach of any agreement of confidentiality; is independently developed by the Recipient Party without reference to or incorporation of any Proprietary Information as evidenced by its written records; or the Recipient Party is required to disclose pursuant to a valid order of a court or other governmental body or any political subdivision thereof, provided, however, that, to the extent that it may lawfully do so, a Recipient Party will first have given notice of such prospective disclosure to the Disclosing Party and given the Disclosing Party a reasonable opportunity to interpose an objection or obtain a protective order requiring that the Proprietary Information and/or documents to be disclosed be used only for the purposes for which the order was issued.

Nothing contained in this Agreement will be construed as granting or conferring any rights by license or otherwise in any Proprietary Information disclosed to a Recipient Party. All Proprietary Information will remain the property of the Disclosing Party and will be destroyed or returned by the Recipient Party to the Disclosing Party immediately upon (i) termination of this Agreement, or (ii) written request of the Disclosing Party. Nothing contained in this Agreement shall be construed to require City to keep information confidential in contravention of applicable open records laws, including, but not limited to, Chapters 21 and 22 of the Iowa Code.

(g) Force Majeure. Notwithstanding any other provision of this Agreement, neither the City nor Provider will be liable for any failure or delay in performing their respective obligations, or

for any loss or damage, resulting from any Force Majeure Event. The Party claiming relief under this Section will notify the other in writing of the existence of the event relied on and the cessation or termination of said event.

(h) No Joint Venture. This Agreement is not intended to create, nor will it be construed to create, any partnership, joint venture, or employment relationship between the City and Provider, and neither Party will be liable for the payment or performance of any debt, obligations, or liabilities of the other Party, unless expressly assumed in writing. Each Party covenants that it will not act in a manner that may be construed to be inconsistent with the foregoing nor otherwise act or purport to act on behalf of the other Party except as may be expressly authorized in writing by the other Party. The City and Provider, in performing any of their obligations hereunder, will be independent contractors or independent Parties and will discharge their contractual obligations at their own risk subject, however, to the terms and conditions of this Agreement.

(i) Entire Agreement; Amendments. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter of this Agreement, and supersedes all previous understandings, commitments or representations, whether oral or written. Each Party acknowledges that the other Party has not made any representations other than those that are contained herein. This Agreement may not be amended or modified in any way except by a writing signed by the authorized representatives of the Parties.

(j) Agreement Not To Disclose. In order to enable efficient execution of this Agreement and to the extent allowed by law, the Parties agree not to disclose the existence of terms of this Agreement to the public until the Agreement is in final form and both Parties agree upon a time and manner for a formal statement. All sharing of information should be only with those individuals deemed necessary to carry out the terms of this Agreement. Nothing contained in this Section shall be construed to require City to keep information confidential in contravention of applicable open records laws, including, but not limited to, Chapters 21 and 22 of the Code of Iowa.

(k) Headings. Headings and captions of this Agreement's sections and paragraphs are only for convenience and reference. These headings and captions will not affect or modify this Agreement's terms or be used to interpret or assist in the construction of this Agreement.

(l) Waiver. Any right or remedy provided for in this Agreement will not preclude the exercise of any other right or remedy under this Agreement or under any provision of law, nor will any action taken or failure to take action in the exercise of any right or remedy be deemed a waiver of any other rights or remedies at the time.

(m) Assignment. Neither Party may assign its rights under this Agreement without the prior written consent of the non-assigning Party, which consent will not be unreasonably withheld, conditioned, or delayed. Notwithstanding the foregoing, with prior notice to the non-assigning

party, either Party may assign this Agreement to a parent or affiliate entity, or to any third party who acquires all or substantially all the assigning Party's assets or equity whether by merger or sale. In the event of an assignment by either Party, the assigning Party will cause the assignee to assume all of the rights and obligations of the assigning Party.

(n) Notices. Any notices, requests, or consents required to be given pursuant to this Agreement will be given in writing either personally served or sent by overnight delivery service maintaining records of receipt, or by certified mail return receipt requested, directed to the Legal Department of each Party, or other address as may be designated by each Party.

If to the City:

With a Copy to:

If to Provider:

Metro Fibernet, LLC
Attn: President
3701 Communications Way
Evansville, IN 47715
Phone: (812) 456-1215
Email:

With a Copy to:

Metro Fibernet, LLC
Attn: Legal Department
8837 Bond Street
Overland Park, KS 66214
Phone: (812) 213-1085
Email: john.campbell@qservicesco.com

or to any such other persons or addresses as the Parties may from time to time designate in a writing delivered in accordance with this Section.

(o) Applicable Law. This Agreement will be governed by all the laws of the State of Iowa without regard to the choice of law provisions thereof.

(p) Venue. The Parties consent to the exclusive jurisdiction of, and venue in, any federal or state court of competent jurisdiction located in Scott County, Iowa for purposes of adjudicating any matter arising out of or relating to this Agreement.

(q) No Third-Party Beneficiaries. No rights or privileges of either Party hereto shall inure to the benefit of any other person or entity, and no such other person or entity shall be deemed to be a third-party beneficiary of any of the provisions contained in this Agreement.

(r) Level Playing Field. The aide described above is non-exclusive. The City specifically reserves the right to offer this aide to any provider willing and able to construct and operate a FTTP network for the purpose of offering Fiber Services in the City under the same terms and conditions set forth in this Agreement. The City wishes to create a balanced, level playing field. Therefore, in the event the City provides additional aide to another provider of Fiber Services in the City, this Agreement may be amended to provide such more favorable aide. The City shall be reasonable in its determination regarding amendment of this Agreement to provide a balanced, level playing field.

IN WITNESS WHEREOF, this Agreement has been executed as of the day and year first written above.

THE CITY OF DAVENPORT, IOWA

By: _____

METRO FIBERNET, LLC

By: _____

John P. Cinelli, as President

EXHIBIT A
DEFINITIONS

The following terms will be defined in this Agreement as follows:

- (a) “Agreement” means this Agreement and its Exhibits as may be modified by the Parties from time to time.
- (b) “Buildout Territory” has the meaning set forth in Section of 1(a) of the Agreement.
- (c) “City” has the meaning set forth in the preamble of the Agreement.
- (d) “Defaulting Party” has the meaning set forth in Section 3(d) of the Agreement.
- (e) “Disclosing Party” has the meaning set forth in Section 3(f) of the Agreement.
- (f) “Dispute” has the meaning set forth in Section 3(e)(i) of the Agreement.
- (g) “ED Grants” has the meaning set forth in Section 2 of the Agreement.
- (h) “Effective Date” will have the meaning set forth in the preamble of this Agreement.
- (i) “Fiber Services” means voice, video, Internet and data services delivered over an FTTP Network.
- (j) “Force Majeure Event” means any event or circumstance beyond the reasonable control of the Party claiming the existence of such event, including but not limited to any earthquake, hurricane, tornado or similar weather, fire, flood, lightning, sinkhole or other forces of nature, act of war, terrorism or civil unrest, strikes, lockout or other labor unrest, legal order, government action if taken by a government body other than the City or application of laws, regulations or codes or vendor failure.
- (k) “Full-Time Equivalent Employment Unit” means the employment by Provider of the equivalent of one person for 1,920 hours per year, assuming 8 hours per day for a 5-day, 40-hour work week for 48 weeks per year.
- (l) “FTTP” means fiber-to-the-premises.

(m) “Maximum Aggregate Grant” has the meaning set forth in Section 2 of the Agreement.

(n) “Monthly Average” means the average number of Full-Time Equivalent Employment Units employed as of October 1 of each year and as of the first day of each of the preceding eleven (11) months.

(o) “Non-Defaulting Party” has the meaning set forth in Section 3(d) of the Agreement.

(p) “Project” has the meaning set forth in the preamble of the Agreement.

(q) “Proprietary Information” has the meaning set forth in Section 3(f) of the Agreement.

(r) “Provider” has the meaning set forth in the preamble of the Agreement.

(s) “Provider Network” has the meaning set forth in Section C of the preamble to the Agreement. .

(t) “Qualified Business Customer” means any business customer who has agreed in writing to Provider’s commercial agreement including, if applicable, any non-recurring construction fee.

(u) “Qualified Household” means any single family residential home where a resident has agreed in writing to Provider’s standard terms and conditions of service including, if applicable, any reasonable deposit requirements and standard installation fees, as a condition of requesting Fiber Services from Provider.

(v) “Recipient Party” has the meaning set forth in Section 3(f) of the Agreement.

(w) “Substantially Complete” means that Provider has completed construction of 90% of the Buildout Territory.

(x) “Unreasonably High Make Ready Costs” means make ready costs that exceed \$2.25 per foot.

EXHIBIT B
BUILDOUT TERRITORY

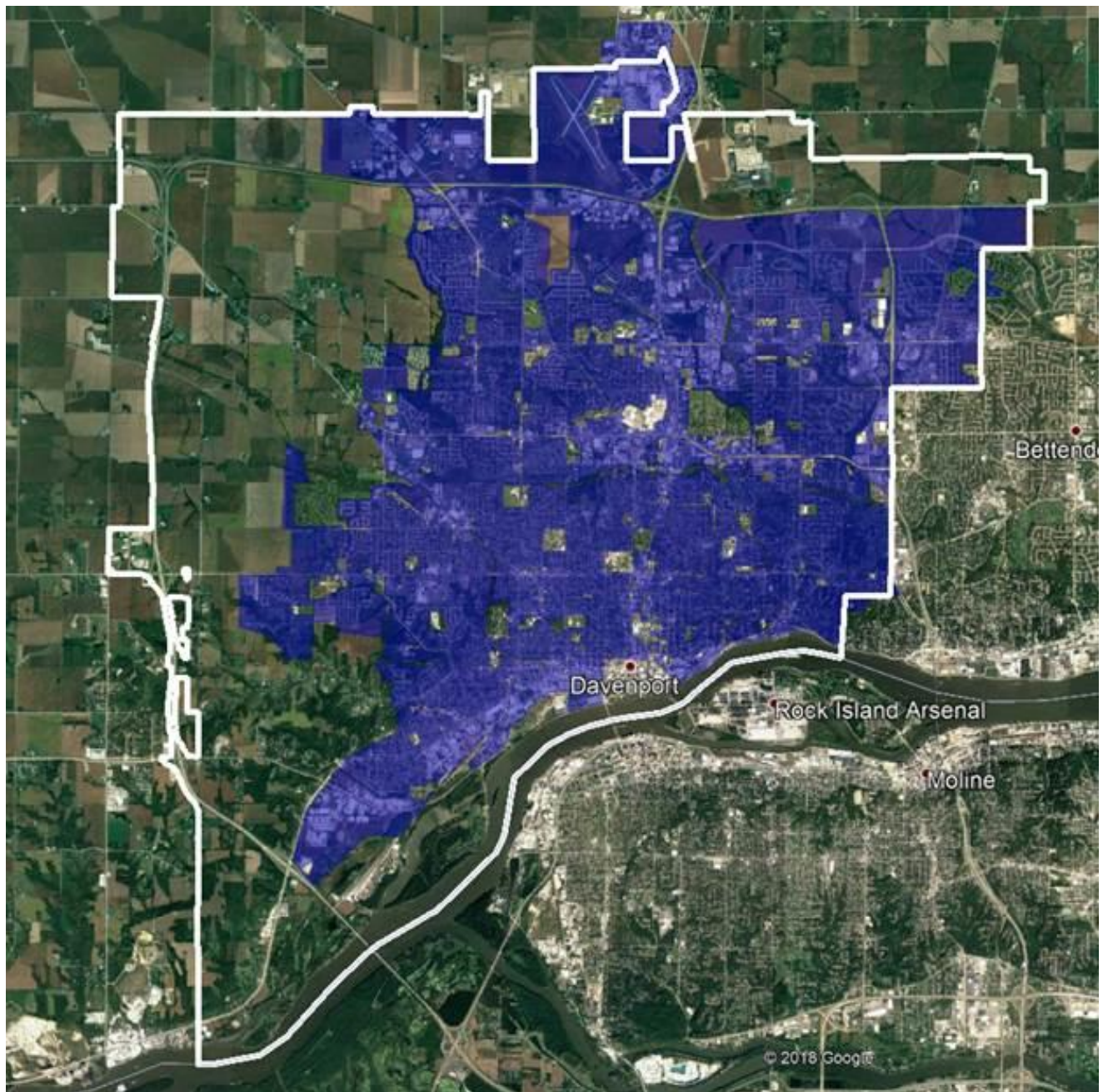


EXHIBIT B-1

Existing FTTP Networks

DRAFT

EXHIBIT B-2
INTERIM COMPLETION DATES

DRAFT

EXHIBIT C

INITIAL FIBER SERVICES

FORMAL LIST TO BE PROVIDED AT A LATER DATE

A. Residential Services. Provider would provide the following voice, video and Internet services to residential consumers in the City utilizing the Provider Network:

- (1) Fiber IPTV. A video service offering with up to 240 channels (128 HD channels), an incredibly clear picture and fast channel changing capability all provided over a cutting edge interactive IPTV platform. The IPTV platform would also support 4K next generation television.
- (2) Fiber Phone. A reliable fiber phone service with up to 17 custom calling features, long distance service and a low price point.
- (3) Fiber Internet. Incredibly fast Internet speeds up to 1Gb.
- (4) Wireless Home Networking. The ability to connect up to five computers wirelessly to Provider's Internet service and the ability to utilize wireless video set top boxes.
- (5) Home Monitoring. A home monitoring/security service.
- (6) New Services. As new residential broadband services like, smart home, distance learning, tele-medicine and 4K video become market ready, Provider's dedicated product development team will work to make those services available.

B. Business Services. Provider would provide the following voice, video and Internet services to business consumers in the City utilizing the Provider Network:

- (1) Hosted PBX. A private business service that allows a customer 4 digit dialing connectivity, numerous customer calling features and the capability to easily upsize or downsize users and integrates cell phone with PBX.
- (2) Fiber Internet. Incredibly fast Internet with multiple Gig options.
- (3) Fiber IPTV. A video service offering with up to 240 channels (128 HD channels), an incredibly clear picture and fast channel changing capability all provided over a cutting edge interactive IPTV platform. The IPTV platform would also support 4K next generation television.
- (4) Enterprise Solutions. Sophisticated enterprise solutions including dark fiber services, local area networks and high capacity circuits for commercial customers.

City of Davenport

Agenda Group: Committee of the Whole
Department: City Clerk
Contact Info: Brandon Wright 326-7750
Wards: ALL

Action / Date
8/13/2018

Subject:

Motion approving a construction letter agreement between the City of Davenport and Metro Fibernet for the construction of a community-wide fiber network offering cable, phone, and internet services. [All Wards]

Recommendation:

Approve the motion.

Relationship to Goals:

Vibrant Region

Background:

MetroNet is a fiber network company providing triple-play telecommunication services in multiple states including Illinois and Indiana. The company is proposing to construct a private, full community-wide fiber network system in both Davenport and Bettendorf.

Under the terms of this non-exclusive agreement, MetroNet will be obligated to adhere to certain construction and notification practices as the dual-community fiber-to-the-premise network is built. The resulting network will be 100% fiber and offer gigabit-level speeds to residents and businesses.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Construction Letter Agreement

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/14/2018 - 11:00 AM

August __, 2018

Corri Spiegel, City Administrator
City of Davenport, Iowa
226 W 4th Street
Davenport, Iowa 52801

Re: Letter Agreement ("Agreement")
Construction of 100% Fiber Optic Network
City of Davenport, Iowa ("City")

Dear Ms. Spiegel:

The City believes it is in its best interest to have a Fiber-to-the Premises ("FTTP") network to attract and retain businesses and enhance the overall quality of life for its residents. To encourage the deployment of FTTP networks, the City wishes to memorialize the manner in which it is willing to aide any communications provider willing and able to construct and operate an FTTP network for purposes of offering fiber based telecommunications, data and video services ("Fiber Services") to residential and business customers throughout the City.

Metro Fibernet, LLC ("MetroNet" or "Provider") builds and operates FTTP networks in more than 30 communities in Illinois, Indiana and Kentucky that collectively offer Fiber Services to more than 250,000 homes and businesses. Metronet has the financial and technical capability to construct and operate an FTTP network in the City. Subject to the understanding set forth in this Agreement, Metronet is willing to construct an FTTP network in the City ("Project").

With the intent to be bound, Provider and the City agree as follows:

(1) Subject to the terms and conditions of this Agreement, Provider agrees to the following terms and conditions:

(a) Restoration. Provider will use commercially reasonable efforts to restore property within three (3) business days of the boring, subject to factors beyond Provider's reasonable control. Consideration will be given to the amount of restoration needed with each boring and Provider will endeavor to conduct borings in a manner which requires the least amount of restoration (e.g. when appropriate using streets and sidewalks for equipment rather than lawns, etc.) After boring under the street / curb and sidewalks, Provider will inspect for any heaving that may have occurred from the boring process. Notwithstanding the foregoing, in no event will

Provider be required to repair, replace or restore any personal property of a property owner that was improperly located in a utility easement.

(b) Safety Plan. Provider will maintain an Underground Construction Safety Plan focusing on the safe excavation practices during underground network construction. A copy of such plan will be provided to the City's written request.

(c) Construction Communications Plan. Provider will implement a construction communications plan and will use commercially reasonable efforts to meet the following timelines and standards, as they relate to each released local convergence point ("LCP") area:

- (i) At least 30 days prior to the commencement of construction in a residential area, Provider will send a detailed letter to the residential addresses in that area advising occupants of upcoming construction activities.
- (ii) At least 14 days prior to the commencement of construction in a residential area, Provider will send a postcard reminder to the residential addresses in that area reminding occupants of upcoming construction activities.
- (iii) At least 3 days prior to the commencement of construction in a residential area, Provider will send out street teams to place signs in the yards of those residential properties where Provider will commence with construction activities.

Each communication sent to a residential address will include the URL to Provider's construction website: metronetinc.com/construction. On this website residents can find additional information regarding the construction plans in their area. Following construction, property owners will also be able to use this website to submit damage claims in the event Provider inadvertently causes damage to their property.

(2) To support the efficient and safe construction of Provider's FTTP Network, the City agrees to the following terms and conditions:

(a) Construction Permitting. The City will provide an efficient low cost construction permitting process for the Project whereby the City will provide cost effective fees for utilization of the City's rights-of-way and utility easements. The City will use its commercially reasonable efforts to process all construction permits and perform all inspections required for the Project in such a manner that Provider may efficiently have under constructing a minimum of four (4) LCPs involving underground construction in the City at any given time. Provider agrees that it will not submit permits for more than four (4) LCPs in the City at any one time if such LCPs involve a material amount of underground construction. For the avoidance of doubt, there will be no such limitation on aerial construction on existing poles. Provider will issue daily "Street Sheets" to the City identifying where Provider's crews will be working and what type of activities will be performed within the City's boundaries the following day(s).

Provider will not be required to communicate to the City its activities with respect to customer service installations. For avoidance of doubt, Provider is required to comply with the City's established permitting process.

(b) Property. The City will use commercially reasonable efforts to help Provider locate appropriate City owned sites for the location of the following: (i) an equipment hut; and (ii) antennas and related equipment for the reception of video signals. For each of the foregoing locations, if the parties identify a mutually acceptable City owned site, the City will sell, lease or license such property for nominal consideration, subject to compliance with all applicable laws including City codes and ordinances.

(c) City Network Assets. The City will use commercially reasonable efforts to work with Provider to identify City owned fiber assets and conduit that Provider may use as part of the Provider Network. Upon the identification of any such City owned fiber and/or conduit, upon mutual consent of the parties, which consent shall not be arbitrarily, discriminatorily, or unreasonably withheld, conditioned or delayed, Provider and the City will enter into an exclusive, irrevocable, indefeasible right to use agreement upon terms reasonably acceptable to the parties, subject to compliance with all applicable laws including City codes and ordinances.

(d) Introductions. The City will notify Provider in writing when the developer of a residential or commercial project that is not served by an FTTP network files documentation to begin the City's planning and zoning process, and said notice shall be provided within a commercially reasonable period of time after the documentation is received by the City. Of course, the City reserves the right to provide similar notice to any communications provider who is constructing or operating an FTTP network in the City. Subject to market demand and prudent business practices, Provider will use commercially reasonable efforts to lay its conduit in any development where new utility trenching is planned or available.

(e) Make Ready Costs and Processes. In the event Provider is subject to Unreasonably High Make Ready Costs or Unreasonably Slow Make Ready Processes within the City, the City will use commercially reasonable efforts to support Provider in obtaining appropriate relief from the utility imposing such Unreasonably High Make Ready Costs or Unreasonably Slow Make Ready Processes on Provider, provided, however, that the City shall not be required to incur any costs in providing such support nor required to initiate or participate in any administrative or legal action related thereto. The City will also allow Provider, where possible and practical, and upon approval by the City (which approval will be subject to all applicable laws including City codes and ordinances, but will not be arbitrarily, discriminatorily, or unreasonably withheld, conditioned, or delayed) to install Provider's own utility poles as a way of avoiding Unreasonably High Make Ready Costs or Unreasonably Slow Make Ready Processes, provided that Provider complies with all applicable laws including City codes and ordinances associated with obtaining approval for such installation and completing said installation. For the purposes of this Agreement, "Unreasonably High Make Ready Costs" means make ready costs that exceed \$2.25 per foot and "Unreasonably Slow Make Ready

Processes” means a pole survey process that takes longer than forty-five (45) days after submission of a completed pole application and make ready work that takes longer than sixty (60) days after payment by Provider of estimated make ready costs.

(f) Micro Trenching. In areas with high construction costs and/or where the deployment of conduit is not cost effective or feasible, upon City’s approval on a case-by-case basis, which approval will be subject to all applicable laws including City codes and ordinances, but will not be arbitrarily, discriminatorily, or unreasonably withheld, conditioned or delayed, Provider may install its fiber utilizing Micro Trenching; provided, however, Micro Trenching will not be allowed over privately-owned hard-paved surfaces without the consent of the property owner and Provider shall comply with all applicable laws including City codes and ordinances associated with obtaining approval for such installation and completing said installation. “Micro Trenching” means a technique of deploying fiber optic cable into a trench with dimensions with widths ranging from less than one (1) inch to five (5) inches, and a maximum depth of 24 inches.

(3) Term. The term of this Agreement will commence immediately upon the City’s acknowledgment and acceptance of the terms and will continue for the duration of the time period Provider provides Fiber Services in the City.

(4) No Joint Venture. This Agreement is not intended to create, nor will it be construed to create, any partnership, joint venture, or employment relationship between the City and Provider, and neither party will be liable for the payment or performance of any debt, obligations, or liabilities of the other party, unless expressly assumed in writing.

(5) Entire Agreement; Amendments. This Agreement constitutes the entire understanding between the City and Provider with respect to the subject matter of this Agreement, and supersedes all previous understandings, commitments or representations, whether oral or written. Each party acknowledges that the other party has not made any representations other than those that are contained herein. This Agreement may not be amended or modified in any way except by a writing signed by the authorized representatives of the parties.

(6) Agreement Not To Disclose. In order to enable efficient execution of this Agreement and to the extent allowed by law, the parties agree not to disclose the existence of terms of this Agreement to the public until the Agreement is in final form and both parties agree upon a time and manner for a formal statement. All sharing of information should be only as required by law and with those individuals deemed necessary to carry out the terms of this Agreement. Nothing contained in this Section shall be construed to require City to keep information confidential in contravention of applicable open records laws, including, but not limited to, Chapters 21 and 22 of the Code of Iowa.

(7) Applicable Law. This Agreement will be governed by all the laws of the State of Iowa without regard to the choice of law provisions thereof.

(8) Venue. The parties consent to the exclusive jurisdiction of, and venue in, any federal or state court of competent jurisdiction located in Scott County, Iowa for purposes of adjudicating any matter arising out of or relating to this Agreement.

(9) No Third Party Beneficiaries. No rights or privileges of either party hereto shall inure to the benefit of any other person or entity, and no such other person or entity shall be deemed to be a third-party beneficiary of any of the provisions contained in this Agreement. However, for the avoidance of doubt, as provided in (10) below, the aide described above is not exclusive to MetroNet.

(10) Level Playing Field. The aide described above is non-exclusive. The City specifically reserves the right to offer this aide to any provider willing and able to construct and operate a FTTP network for the purpose of offering Fiber Services in the City. The City wishes to create a balanced, level playing field. Therefore, in the event the City provides additional aide to another provider of Fiber Services in the City, this Agreement may be amended to provide such more favorable aide. The City shall be reasonable in its determination regarding amendment of this Agreement to provide a balanced, level playing field.

MetroNet has the financial and technical ability to construct and operate a world class FTTP network. MetroNet is anxious to commence construction of its network and make the City a gigabit city. Please indicate the City's acceptance of and agreement to the above terms by signing below.

We appreciate your time and consideration and look forward to serving your community.

Sincerely,

METRO FIBERNET, LLC
By: John P. Cinelli, as President

ACKNOWLEDGED AND AGREED:

CITY OF DAVENPORT, IOWA

By: _____

City of Davenport

Agenda Group:

Department: Community Planning & Economic Development

Contact Info: Brian Schadt; (563) 326-7786

Wards: 6

Action / Date

8/15/2018

Subject:

Motion directing staff to study traffic levels and speed on Lorton Ave from 53rd St to 46th St to determine the impact to the residential neighborhood with the proposed commercial development along 53rd St west of Elmore Ave and directing staff to return the study findings and provide recommendations for traffic modifications in one year. [Ward 6]

Recommendation:

Approve the Motion

Relationship to Goals:

Welcoming Neighborhoods

Background:

AMENDED 8/22/18 to add the following language: and directing staff to return the study findings and provide recommendations for traffic modifications in one year.

With the proposal of new commercial development along 53rd St west of Elmore Ave the engineering division will perform a traffic study on Lorton Ave from 53rd St to 46th St to determine the impact in the residential neighborhood.

A traffic speed indicator sign was installed midway between 46th and 51st Sts in August 2018 and is capable of collecting data. Traffic volumes and speed data from October 2017 will be compared to October 2018 and quarterly thereafter. Staff will provide a summary report with recommendations to the City Council no later than a year after the Torchia (REZ18-08) development is completed.

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/9/2018 - 10:07 AM
Public Works Committee	Lechvar, Gina	Approved	8/9/2018 - 10:08 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 1:02 PM

City of Davenport

Agenda Group:

Department: Community Planning & Economic Development

Contact Info: Matt Flynn 563.888.2286

matt.flynn@ci.davenport.ia.us

Wards: 6

Action / Date

8/15/2018

Subject:

Resolution approving Case No. CP18-02 being the request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from “RG” Residential General to Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

Recommendation:

Adopt the resolution.

Relationship to Goals:

Fiscal Vitality.

Background:

Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor has commercial developments under construction or in design and the roadway is being designed to be expanded to permit better access and traffic control. Construction of the Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue has received zoning approval and is being designed. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes. Additionally, East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle.

Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from “RG” Residential General to “CC” Commercial Corridor.

Davenport 2035 Commercial Corridor (CC) – Well-established corridors located along high-volume major streets dominated by retail and office uses that serve the greater community. Development is generally newer and redevelopment is not anticipated within the 20 year planning horizon. Improvements should focus on façade and site improvements, including pedestrian circulation systems and consolidated/updated signage.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Backup Material	Plan and Zoning Commission Letter to City Council - 7-3-2018
▣ Backup Material	Plan and Zoning Commission Vote Results - 7-2-2018
▣ Backup Material	Plan and Zoning Commission Staff Report - 7-2-

2018 Public Meeting

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	8/9/2018 - 9:22 AM
Community Development Committee	Berger, Bruce	Approved	8/9/2018 - 9:22 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 1:03 PM

Resolution No. _____

Resolution offered by Kyle Gripp, Chairperson

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving Case No. CP18-02 being the request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from “RG” Residential General to Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Davenport 2035 Future Land Use Map amendment from “RG” Residential General to Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue, is hereby approved and accepted and the Mayor and City Clerk be, and they are hereby authorized and instructed to certify to the adoption of this resolution. Please see the Plan and Zoning Commission’s letter dates July 3, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

July 3, 2018

Honorable Mayor and City Council
City Hall
226 West 4th Street
Davenport, Iowa 52801

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. CP18-02 being the request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from “RG” Residential General to Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

Findings:

1. Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor continues to develop commercially (Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue is being designed);
2. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes and East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle; and
3. The Davenport 2035 Future Land Use Map designation “CC” Commercial Corridor would better reflect the commercial development of the property and the commercial corridor.

Recommendation:

The Plan and Zoning Commission accepted the listed findings and forwards Case No. CP18-02 to the City Council with a recommendation for approval.

The vote for approval was 5–yes, 4-no and 0-abstein

Respectfully submitted,



Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN



City of Davenport
Community Planning & Economic Development Department
FINAL STAFF REPORT

Meeting Date: July 2, 2018
Request: Case No. CP18-02: Request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from “RG” Residential General to “CC” Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. CP18-02 to the City Council with a recommendation for approval.

Introduction:

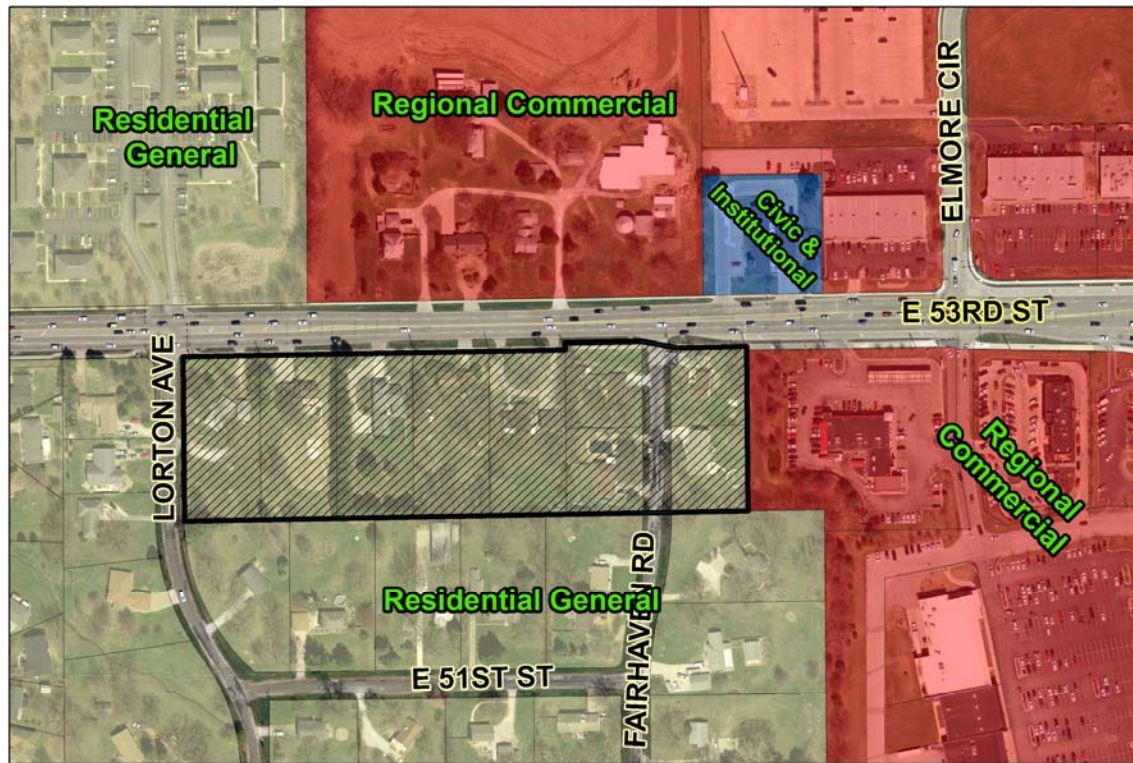
The City is requesting that the Davenport 2035 Future Land Use Map Designation be amended from “RG” Residential General to “CC” Commercial Corridor on 6.5 acres of property located along the south side of East 53rd Street east of Lorton Avenue.

AREA CHARACTERISTICS:

Aerial Map



Land Use Map



 Subject Property



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Map Designation: *Residential General*

Davenport 2035 Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Discussion:

Comprehensive Plan:

Davenport 2035 currently designates the subject property *Residential General*. After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the “PDD” Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Davenport 2035 Residential General reads in part,

Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

It is staff's opinion that East 53rd Street is an edge where higher intensity may be considered. Higher intensity contemplates commercial development. If only residential development were contemplated along an edge, the language would read, “higher density may be considered”.

Davenport 2035 Residential General also reads in part,

Residential General designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services...

Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor has commercial developments under construction or in design and the roadway is being designed to be expanded to permit better access and traffic control. Construction of the Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue has received zoning approval and is being designed. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes. Additionally, East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle.

Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from “RG” Residential General to “CC” Commercial Corridor.

Davenport 2035 Commercial Corridor (CC) – Well-established corridors located along high-volume major streets dominated by retail and office uses that serve the greater community. Development is generally newer and redevelopment is not anticipated within the 20 year planning horizon. Improvements should focus on façade and site improvements, including pedestrian circulation systems and consolidated/updated signage.

Public Input:

The Davenport 2035 Land Use Designation amendment is associated with Cases REZ18-08 and ROW18-01. A neighborhood meeting for those requests was held on June 14, 2018 at the Eastern Avenue Library. The Plan and Zoning Commission held a public hearing for these requests on June 19, 2018.

Staff Recommendation:**Findings:**

1. Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor continues to develop commercially (Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue is being designed);
2. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes and East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle; and
3. The Davenport 2035 Future Land Use Map designation "CC" Commercial Corridor would better reflect the commercial development of the property and the commercial corridor.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. CP18-02 to the City Council with a recommendation for approval.

Prepared by:A handwritten signature in blue ink, appearing to read "Ryan Rusnak", with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: Various

Action / Date
8/15/2018

Subject:

Resolution closing various street(s), lane(s) or public grounds on the listed date(s) to hold outdoor event(s).

Downtown Partnership, Alternating Currents, August 24-26; 8:00 AM Friday through 8:00 PM Sunday; Closure Locations: 2nd Street from the east side of Perry Street intersection to the west side of the Iowa Street intersection for Chalk Art Festival, Saturday, August 25, 7:00 AM through Sunday, August 26 at 8:00 PM; and, Pershing Avenue from the north side of the 2nd Street intersection to the south side of the alley directly south of Klemme's Klassic Kars on Friday, August 24, 8:00 AM through Saturday, August 25 at 10 PM; Pershing Avenue between the south side of the 4th Street intersection to the north side of the 3rd Street intersection on Saturday, August 25, 7:00 AM to 8:00 PM; and the food truck zone at Bechtel Park on Iowa and 2nd Streets on Friday, August 24, 2:00 PM to Saturday, August 25th at midnight. Temporary No Parking on the north side of 3rd Street starting at the west corner of Pershing Avenue along the south face of Raccoon Motel and Armored Gardens. [Ward 3]

City of Davenport, Annual Halloween Parade, October 27, 10:30 AM - 3:30 PM: Closure Location: Staging area: Third from Brady to LeClaire and north/south streets between 2nd and 4th Street closed at 10:30 AM; Parade Steps Off at 2:00 PM; Third Street from Brady Street to Ripley Street, Ripley Street from Third Street to Second Street, Second Street from Ripley to Iowa, Iowa from 2nd to 3rd Streets

Recommendation:

Approve the resolution.

Relationship to Goals:

Vibrant Region

ATTACHMENTS:

Type	Description
▣ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/8/2018 - 3:35 PM

RESOLUTION NO. 2018-

Resolution offered by Alderman Rawson

Resolution closing various street(s), lane(s) or public grounds on the listed date(s) to hold outdoor event(s).

RESOLVED by the City Council of the City of Davenport.

Whereas, the City through its Special Events Policy has accepted the following application(s) to hold an outdoor event(s) on the following date(s), and

Whereas, upon review of the application(s) it has been determined that the street(s), lane(s) or public grounds listed below will need to be closed, and

NOW, THEREFORE, BE IT RESOLVED that the City Council approves and directs the staff to proceed with the temporary closure of the following street(s), lane(s) or public grounds on the following date(s) and time(s):

Entity: Downtown Partnership

Event: Alternating Currents

Date: August 24 - 26

Time: 8:00 AM Friday through 8:00 PM Sunday

Closure Locations: 2nd Street from the east side of Perry Street intersection to the west side of the Iowa Street intersection for Chalk Art Festival, Saturday, August 25, 7:00 AM through Sunday, August 26 at 8:00 PM; and, Pershing Avenue from the north side of the 2nd Street intersection to the south side of the alley directly south of Klemme's Klassic Kars on Friday, August 24, 8:00 am through Saturday, August 25 at 10 PM; Pershing Avenue between the south side of the 4th Street intersection to the north side of the 3rd Street intersection on Saturday, August 25, 7:00 AM to 8:00 PM; and the food truck zone at Bechtel Park on Iowa and 2nd Streets on Friday, August 24, 2:00 Pm to Saturday, August 25th at midnight. Temporary No Parking on the north side of 3rd Street starting at the west corner of Pershing Avenue along the south face of Raccoon Motel and Armored Gardens.

Ward: 3

Entity: City of Davenport

Event: Annual Halloween Parade

Date: Saturday, October 27th

Time: 10:30 AM– 3:30 PM (Staging area: Third from Brady t

o LeClaire and north/south streets between 2nd and 4th Street closed at 10:30 AM); Parade Steps Off at 2:00 PM

Closure Location/Route: Third Street from Brady Street to Ripley Street, Ripley Street from Third Street to Second Street, Second Street from Ripley to Iowa, Iowa from 2nd to 3rd Streets

Ward: 3

Approved this 22nd day of August, 2018.

Approved:

Attest:



Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: ALL

Action / Date
8/15/2018

Subject:
Motion approving noise variance request(s) for various events on the listed dates and times.

Davenport Public Library Eastern Avenue, Library Card Signup Party, Saturday, September 15, 2018, 10:00 AM - 5:30 PM, Over 50 dBa [Ward 6]

Recommendation:
Approve the motion.

Relationship to Goals:
Vibrant Region

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/8/2018 - 3:35 PM

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Sherry Eastman 326-7795
Wards: Various

Action / Date
8/15/2018

Subject:
Motion approving beer and liquor license applications.

A. New license, new owner, temporary permit, temporary outdoor area, location transfer, etc. (as noted):

Ward 3

German American Heritage Center (German American Heritage Center) – 712 W 2nd St. parking lot only – Outdoor Area August 25, 2018 “Best of the Wurst” event – License Type: B Beer

Front Street Brewery Oktoberfest (Front Street Brewery, Inc.) - 421 W River Dr. Parking Lot Event - Outdoor Area September 28-29, 2018 "Oktoberfest" - License Type: B Beer

Jaycees of The Quad Cities (Davenport Jaycees) - 400 W Beiderbecke Dr. LeClaire Park - Outdoor Area September 15, 2018 "Brew Ha Ha" - License Type: B Beer

Hilltop Campus Village Inc. - Harrison St. between 14th and 15th Streets - Outdoor Area September 15, 2018 "Retrofest" - License Type: Beer / Wine

Viva Quad Cities Fiesta (VIVA Quad Cities, Inc.) - 400 W Beiderbecke Dr. LeClaire Park - Outdoor Area September 7-9, 2018 - License Type: C Liquor

Ward 7

Flavours (Flavours of The QC LLC) - 1720 E Kimberly Rd. - (New License) License Type: C Liquor

Our Lady of Victory Church of Davenport IA (Our Lady of Victory Church of Davenport, Iowa) - 1627 W 42nd St. - Outdoor Area September 15, 2018 "Parish Fall Festival" - License Type: B Beer

B. Annual license renewals (with outdoor area renewals as noted):

Ward 2

Casey's General Store #2077 (Casey's Marketing Company) – 3700 W Locust St. – License Type: C Beer

Ward 3

Barrel House 211 (Barrelhouse LLC) – 207-211 E 2nd St. – Outdoor Area – License Type: C Liquor

The Col Ballroom (Leigh Reitz) – 1012 W 4th St. – License Type: C Liquor

Mary's on 2nd (Birdland, Inc.) – 832 W 2nd St. – Outdoor Area – License Type: C Liquor

The Office (Local 563 Cocktail Lounge, LLC) – 116 W 3rd St. – License Type: C Liquor

Ward 4

The Putnam (Putnam Museum and Science Center) – 1717 W 12th St. – Outdoor Area – License Type: C Liquor

Ward 5

Bowlmor Lanes (Davenport Bowlers, Inc.) – 2952 Brady St. – License Type: C Liquor

Ward 6

Barrel House Three LLC (Barrel House Three LLC) – 5141 Utica Ridge Rd. – Outdoor Area – License Type: C Liquor

Holiday Inn & Suites/J-Bar (HOA Hotels LLC) – 4215 Elmore Ave. – Outdoor Area – License Type: B Liquor

Jersey Grille (Jersey Grille, Inc.) – 5255 Jersey Ridge Rd. – Outdoor Area – License Type: C Liquor

Staybridge Hotel (Shree Balaji LLC) – 4729 Progress Dr. – License Type: Beer / Wine

Ward 7

Hooters of Davenport (HOA Restaurant Holder, LLC) – 110 E Kimberly Rd. – Outdoor Area – License Type: C Liquor

Phil & Larry's Saloon (P & L, Inc.) – 4811 N Brady St., Suite 2 – Outdoor Area – License Type: C Liquor

Ridhi Rose Mart LLC (Ridhi Rose Mart LLC) – 4317 Harrison St. – License Type: C Beer

Tobacco Outlet Plus Grocery #562 (Kwik Trip, Inc.) – 4619 N Brady St. – License Type: C Beer / B Native Wine

Ward 8

Casey's General Store #2092 (Casey's Marketing Company) – 6278 N Pine St. – License Type: C Beer

Leisure Lanes (Four Bros., LLC) – 2802 W 73rd St. – Outdoor Area – License Type: C Liquor

Residence Inn (W2005/Fargo Hotels (Pool C) Realty, LP) – 120 E 55th St. – License Type: Beer

/ Wine

C. Request for exemption for 19- and 20-year-olds on premise:

Ward 3

The Col Ballroom (Leigh Reitz) - 1012 W 4th St. - License Type: C Liquor

Recommendation:

Consider the license applications.

Relationship to Goals:

Welcoming neighborhoods.

Background:

The following applications have been reviewed by the Police, Fire and Zoning Departments.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/9/2018 - 1:38 PM
Finance Committee	Watson-Arnould, Kathe	Approved	8/9/2018 - 1:39 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 2:58 PM

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Eric Gravert (563) 327-5125
Wards: All

Action / Date
8/15/2018

Subject:
Resolution approving the acceptance for the construction of the FY2018 Sidewalk Program completed by Kelly Construction of Davenport, Inc. of Davenport, IA. CIP #28017 [All Wards]

Recommendation:
Approve the resolution

Relationship to Goals:
Sustainable Infrastructure

Background:
The sidewalk program was used to repair existing sidewalks throughout the city. Locations were based on citizens that have elected to utilize the 50/50 cost share program, areas where the city tree roots have caused problems, and Cartegraph requests.

The contract of \$345,492.80 was budgeted in CIP #28017.

ATTACHMENTS:

Type	Description
□ Resolution Letter	Resolution Letter

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	8/9/2018 - 10:11 AM
Public Works Committee	Lechvar, Gina	Approved	8/9/2018 - 10:12 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 1:02 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution of acceptance for the construction of the FY2018 Sidewalk Program completed by Kelly Construction of Davenport, Inc of Davenport, IA.

Whereas, the City of Davenport entered into a contract with Kelly Construction of Davenport, Inc of Davenport, Iowa for construction work; and

Whereas, work on the project has been satisfactorily completed

Now, therefore, be it resolved, by the City Council of the City of Davenport, Iowa: that the updated sidewalks are hereby accepted.

Passed and approved this 22nd day of August, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Tom Leabhart; (563) 327-5155
Wards: Ward 8

Action / Date
8/15/2018

Subject:
Resolution approving the proposed plans, specifications, forms of contract and estimated cost for the Sterilite Spur Track Expansion and Interchange Track Construction Project, CIP #60009. [Ward 8]

Recommendation:
Approve the Resolution.

Relationship to Goals:
Vibrant Region

Background:
This project will extend the Transload facility spur track south approximately 800 feet and also construct 2 east-west interchange tracks along the existing rail north of Slopertown Road and west of Division Street.

The rail spur extension and interchange tracks will allow the transload facility to accommodate the new Sterilite development and other users of the facility. Without these improvements, rail traffic will block Slopertown Road for several hours at time, multiple days a week. This delay and impact can be minimized by adding additional rail siding south to the transload facility and by the addition of interchange tracks on the north side of Slopertown Road.

The City has been awarded a \$2.2 million grant from the U.S. Department of Commerce Economic Development Administration. As part of the grant application, the rail improvement project was approved by Council on June 28, 2017, and necessary funding has been set aside.

The project is scheduled to be bid in the coming weeks with construction to be completed by spring of 2019. The current cost estimate is \$3,225,000.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	8/9/2018 - 10:11 AM
Public Works Committee	Lechvar, Gina	Approved	8/9/2018 - 10:09 AM
Public Works Committee	Lechvar, Gina	Approved	8/9/2018 - 10:10 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 1:02 PM

Resolution No. _____

RESOLUTION offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

Resolution approving the proposed plans, specifications, forms of contract and estimated cost for the Sterilite Spur Track Expansion and Interchange Track Construction Project, CIP #60009.

WHEREAS, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the Sterilite Spur Track Expansion and Interchange Track Construction Project; and

WHEREAS, Notice of Hearing on plans, specifications and form of contract was published as required by law:

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that, said plans, specifications, form of contract and estimate of cost are hereby approved as the plans, specifications, form of contract and estimate of cost for the Sterilite Spur Track Expansion and Interchange Track Construction Project.

Passed and approved this 22nd day of August, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Schadt 326-7786
Wards: 6 and 8

Action / Date
8/15/2018

Subject:
Resolution approving the contract for the construction of Jersey Ridge Road at Cromwell Circle and 65th St Center Turn Lane Project to the lowest responsive and responsible bidder. CIP #35000 [Wards 6 and 8]

Recommendation:
Adopt the Resolution.

Relationship to Goals:
Sustainable Infrastructure

Background:
On July 24, 2018, an Invitation to Bid was issued and sent to vendors. On August 13, 2018, the Purchasing Division will open and read bids. The resolution will be revised to include the lowest, responsive and responsible bidder and a bid tab will be attached.

This bid is to construct center turn lanes on Jersey Ridge Road at the intersections of Cromwell Circle and 65th Streets.

Funding for this project is from the CIP #35000 Center Turn Lane Cromwell/65th. This funds are from the sale of general obligation bonds

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW RES Jersey Ridge Road at Cromwell Circle & 65th St. Intersections Center Turn Lanes
▣ Cover Memo	Bid Tab Cromwell Circle Project

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Admin, Default	Approved	8/9/2018 - 3:00 PM

Resolution No. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the Jersey Ridge at Cromwell Circle and 65th St. intersections center turn lanes to N J Miller Inc. of Bettendorf, and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to construct center turn lanes at Jersey Ridge Rd at Cromwell Circle and 65th St.; and

WHEREAS, the N J Miller Inc. of Bettendorf was the lowest responsive and responsible bidder;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. Approving the contract for the Jersey Ridge Rd. at Cromwell Circle and 65th St. intersections turn lanes to N J Miller Inc. of Bettendorf; and
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

CITY OF DAVENPORT, IOWA
TABULATION OF PROPOSALS

DESCRIPTION: JERSEY RIDGE ROAD AT CROMWELL CIRCLE AND 65TH ST.
CENTER TURN LANE

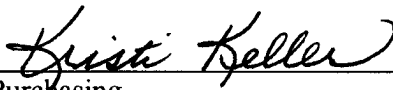
RFP NUMBER: 19-8

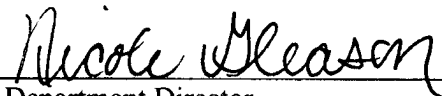
OPENING DATE: AUGUST 13, 2018

GL ACCOUNT NUMBER: 70022696 530350 35000

RECOMMENDATION: AWARD THE CONTRACT TO N J MILLER INC. OF
BETTENDORF IA

<u>VENDOR NAME</u>	<u>BID AMOUNT</u>
N J Miller Inc. of Bettendorf IA	\$441,449.75
Haweys Paving Corporation of Bettendorf IA	\$515,315.00
Valley Construction Company of Rock Island IL	\$518,808.80
Langman Construction Inc. of Rock Island IL	\$558,292.10

Approved By 
Purchasing

Approved By 
Department Director

Approved By 
Budget/CIP

Approved By 
Finance Director

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Dan Miers 326-7877
Wards: All

Action / Date
8/15/2018

Subject:
Resolution to approve the Caterpillar Engine #1 Overhaul at the Water Pollution Control Plant to Altorfer Inc. in the amount of \$105,000. [All Wards]

Recommendation:
Adopt the Resolution.

Relationship to Goals:
Sustainable Infrastructure.

Background:
This is a sole source purchase request to award Altorfer Inc. of Davenport, IA the top end overhaul of Caterpillar Engine #1. Altorfer Inc. is the authorized Caterpillar dealer for Davenport.

Top end overhauls are recommended at 10,000 hour intervals by Caterpillar to prevent major repairs due to part failure. The State of Iowa has requirements to have back up power for WPCP in the event utility power is lost. The engines provide electrical power on a daily basis as well as back up power.

This is one of two Caterpillar 3516 engines at WPCP that provide electrical power, back-up electrical power and process heat.

Funding for this contract is from the FY19 equipment maintenance account 51151975 520226.

ATTACHMENTS:

Type	Description
□ Cover Memo	PW RES Engine #1 Overhaul

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/9/2018 - 1:52 PM
Public Works Committee	Lechvar, Gina	Approved	8/9/2018 - 1:53 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 2:58 PM

Resolution No. _____

Resolution offered by Alderman Ambrose:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION awarding a contract for the Overhaul of Engine #1 at the Water Pollution Control Plant facility to Altorfer Inc., for the price of \$105,000 and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract for the overhaul of Engine #1 at the Water Pollution Control Plant facility; and

WHEREAS, the applicable purchasing process was followed; Altorfer is the sole source provider of Caterpillar engine overhauls in our area, resulting in a recommendation to award to Altorfer Inc. of Davenport;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the contract for the engine overhaul at the Water Pollution Control Plant facility; and
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Nicole Gleason 327-5150
Wards:

Action / Date
8/15/2018

Subject:
Resolution approving the contract for the Restroom Building Renovation at LeClaire Park to Swanson Construction Co. of Bettendorf, IA in the amount of \$136,651. CIP #64053 [Ward 3]

Recommendation:
Adopt the Resolution

Background:
On May 21, 2018, an Invitation to Bid was issued to contractors for the Restroom Building Renovations at LeClaire Park. The building needs some updating, and recently a car hit the Northwest corner of the building breaking bricks and mortar. On June 12, 2018, the Purchasing Division opened and read two responsive and responsible bids. See bid tab attached.

The work contemplated under this project consists of the construction of the renovation of the LeClaire Park rest room building for the City, including new roofing, tuckpointing, reconstruction of masonry, wood repairs, and repainting.

Swanson Construction Co. was the lowest responsive and responsible bidder.

Funding for this project is from CIP #64053 LeClaire Restroom Reconstruction and from the Risk Management account due to the car hitting the corner of the building.

ATTACHMENTS:

Type	Description
▣ Cover Memo	FIN_RES Restroom Building Renovations @ LeClaire Park
▣ Cover Memo	Bid Tab for Greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/13/2018 - 2:40 PM
Public Works Committee	Lechvar, Gina	Approved	8/13/2018 - 2:40 PM
City Clerk	Admin, Default	Approved	8/13/2018 - 2:41 PM

Resolution No. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract of the LeClaire Park Restroom Building Renovations to Swanson Construction Co., of Bettendorf, in the amount of \$137,935, and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract for the LeClaire Park Restroom Building Renovations project;

WHEREAS, Swanson Construction Co. a bid and was awarded as most responsive and responsible vendor;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the approving of the contract for the LeClaire Park Restroom Building Renovations project to Swanson Construction Co.;
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

CITY OF DAVENPORT, IOWA
BID TABULATION

DESCRIPTION: LECLAIRE PARK RESTROOM BUILDING RENOVATIONS

RFP NUMBER: 18-115

OPENING DATE: JUNE 12, 2018

GL ACCOUNT NUMBER: 74068698 530350 64053

RECOMMENDATION: AWARD THE CONTRACT TO SWANSON
CONSTRUCTION CO. OF BETTENDORF IA

<u>VENDOR NAME</u>	<u>Bid Amount</u>
Swanson Construction Co. of Bettendorf IA	\$137,935
Tricon General Construction of Dubuque IA	\$175,440

Approved By Kristi Keller
Purchasing

Approved By Nicole Gleason
Director

Approved By Brandi Couzen
Budget/CIP

Approved By [Signature]
Finance Director

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
8/15/2018

Subject:
Resolution assessing the cost of boarding up building at various lots and tracts of real estate. [All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods

Background:
The buildings were boarded up at the following locations and billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW - BOARD UP BUILDING

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/8/2018 - 3:22 PM
Public Works Committee	Lechvar, Gina	Approved	8/8/2018 - 3:22 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:52 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of boarding up building at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of boarding up building on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Board Up Building Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
800003884	KNIGHTS OF PYTHIES	L0001-28	80020510	224.56
000077480	CALIBER HOME LOANS INC	H0041-13	80020683	151.09
300123022	BINGHAM, JAMES	H0045-07	80020805	412.71
000059532	WHITE, NIKE	F0034-07	80021018	151.09
400001608	GARCIA, RUBEN	K0008-21	80021105	107.44
300141740	COHEN, JACK	F0021-07	80021226	279.76
000008415	WHITTEMORE, LORA	G0035-41	80021249	107.44
300021410	YOKE, JOYCE E	L0003-07	80021279	1,315.00

Number of Accounts to Levy	8	Total Balance Outstanding:	\$2,749.09
-----------------------------------	----------	-----------------------------------	-------------------

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
8/15/2018

Subject:
Resolution assessing the cost of brush & debris removal at various lots and tracts of real estate.
[All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods

Background:
The brush and debris was removed at the following locations and were billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW - BRUSH & DEBRIS

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/8/2018 - 3:25 PM
Public Works Committee	Lechvar, Gina	Approved	8/8/2018 - 3:59 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:51 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of brush and debris removal at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of brush and debris removal on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Brush and Debris Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000066362	TYLER SLACK	J0036-20	80020192	162.00
000072898	STONE, ROLLAND	H0026-26	80020206	104.25
300174591	MILLS, JASON W	A0038-07A	80020466	91.43
300185729	TERRY, JEREMY	W0428-49	80020470	148.50
300226758	MCDANEL, ANDREA	20607-25	80020478	55.00
300246526	FOLEY, JANET L	H0023-25	80020482	66.50
400004440	BRONTE ESTATES LC	W1019C43A	80020504	114.75
000034472	HOUSBY, ROBBIN M	O2109A16	80020545	194.50
000051560	DAVID MCDANEL	20607-25	80020579	171.00
000052443	DANG, DAVID H	H0061-31	80020581	169.50
000053789	VICTORIA HAACKE	A0007D29	80020587	58.00
000055075	EXCHANGERIGHT NET LEASEED POF	F0007-23	80020591	186.25
000077912	MARIA PEREZ	G0017-13	80020685	66.50
120202197	MORELAND, KENNETH C	H0064-02	80020736	169.75
300141740	COHEN, JACK	F0021-07	80020815	186.25
400001301	NGUYEN INC	G0036-19	80020911	58.25
400001608	GARCIA, RUBEN	K0008-21	80020913	199.25
400004440	BRONTE ESTATES LC	W1019C44A	80020925	84.75
300006845	ENTLER, DORIS M	B0048-05	80020966	219.00
810004137	VOSS, PETER FRANKLIN	F0016-14	80021005	153.25
400002756	MEYERS, LYNN	G0004-04	80021038	58.25
300264756	LARSON, MARY GILROY	G0006-46	80021040	58.25
000071462	INVESTMENT GROUP, FIVE TALENTS	G0012-06	80021044	58.25
000059671	MAYS, MARGARET	G0021-13	80021048	153.25
810001952	JOSEPH & ELIZABETH CATHELYN	H0023-16	80021071	58.25
000004462	WEBSTER PROPERTIES LLC	H0053-03	80021083	58.25
300051959	MATTLY, BESSIE	H0056-88	80021087	223.00
300028965	LANG, FRANK R	W0333B13	80021154	153.25
000063095	FIND N HOMES LLC	C0026-02	80021203	58.25
000016837	DIAZ, GERARDO	F0018-35	80021224	169.75
000055678	LESTER MONKUS	H0064-33	80021264	171.00
300021410	YOKE, JOYCE E	L0003-07	80021283	204.00
300087127	BELL, KIMBERLY	W0425-37	80021295	269.55
300213755	JOHNSON, KENDALL	X0239-16	80021298	58.25

Number of Accounts to Levy	34	Total Balance Outstanding:	\$4,410.23
----------------------------	----	----------------------------	------------

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
8/15/2018

Subject:
Resolution assessing the cost of condemned property demolitions at various lots and tracts of real estate. [All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods

Background:
The buildings were demolished at the following locations and billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW RES - BUILDING DEMO

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/8/2018 - 3:30 PM
Public Works Committee	Lechvar, Gina	Approved	8/8/2018 - 4:00 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:51 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of condemned property demolitions at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of condemned property demolition on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Building Demolition Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000078980	LOWE, DANIEL	H0064-37	80020223	24,350.00
120139036	MEYER, RICHARD A	H0024-46	80020430	1,650.00
300101640	GOVAN, GLADYS L	F0029-03	80020442	17,450.00
300179746	ROSINE, DAVID	F0013-14	80020468	14,450.00
300230981	EDWARDS, JOHN D	H0025-11	80021075	16,250.00
300009522	SIMMONS, JAN D	K0001-24	80021275	21,372.21
Number of Accounts to Levy		6	Total Balance Outstanding:	\$95,522.21

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
8/15/2018

Subject:
Resolution assessing the cost of sidewalk replacement at various lots and tracts of real estate. [All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods

Background:
The sidewalk was replaced at the following lots and tracts of real estate and was billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW - REPLACE SIDEWALK

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/8/2018 - 3:31 PM
Public Works Committee	Lechvar, Gina	Approved	8/8/2018 - 3:59 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:51 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of replacing sidewalk at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of replacing sidewalk on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Sidewalk Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000057678	JACQUELINE WAGNER	Y0633-17A	01314436	8,075.50
000047990	SPODEN COMMERCIAL PROPERTIES	Y0717-01D	01314437	13,046.50
300063970	TAFOLLA, MARY J	A0006B43	01314439	105.00
300219043	CORROSION CONTROL	L0005-32A	01314440	5,215.00
300254082	MICHAEL OPAR	E0009-29A	01314441	1,365.00
000033591	ANDERSON, STEPHEN D	E0026-16	01314442	383.25

Number of Accounts to Levy	6	Total Balance Outstanding:	\$28,190.25
-----------------------------------	----------	-----------------------------------	--------------------

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
8/15/2018

Subject:
Resolution assessing the cost of weed cutting at various lots and tracts of real estate. [All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods

Background:
The weeds were cut at various lots and tracts of real estate and were billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▢ Cover Memo	PW - WEED CUTTING

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	8/8/2018 - 3:35 PM
Public Works Committee	Lechvar, Gina	Approved	8/8/2018 - 3:59 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:49 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of weed cutting at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of weed cutting on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Weed Cutting Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000050899	DAVID BRUMMETT	W0319D12	80020172	111.40
000053216	TRAN, DUNG	J0047A11	80020179	111.40
000065977	HOME OPPORTUNITY LLC	H0056-27	80020190	364.86
000068987	PENNYMAC LOAN SERVICE	G0001-37	80020196	111.40
000070898	TED HINES	H0050-03	80020202	319.88
000072892	SPEAK, SHANNON	F0022-36	80020204	111.40
000073071	DANNATTA BINION	F0021-39	80020208	111.40
000073640	HOMES MIDWEST LLC, STEWARDSHI	K0019-12	80020210	111.40
000073652	DE LA PENA, SUSANA SAINZ	H0053-37	80020214	111.40
000076184	LAKEVIEW LOAN SERVICING	A0005C38	80020219	111.40
000150800	JBB ENTERPRISES LLC	A0059-22	80020416	111.40
000150800	JBB ENTERPRISES LLC	F0001-21	80020418	111.40
000150800	JBB ENTERPRISES LLC	F0001-22	80020420	111.40
000152164	KNIGHT HAWK LLC	C0051-33A	80020426	111.40
000152164	KNIGHT HAWK LLC	C0051-45	80020428	111.40
300043765	LINDSAY, JOSEPH L	J0025-10	80020438	111.40
300123022	BINGHAM, JAMES	H0045-07	80020448	111.40
300132948	GUILE, ROBERT M	K0003-10	80020450	679.72
300136744	RANDONE, JERRY R	G0016-25	80020452	111.40
300159272	CUEVAS, XAVIER	X0253C38	80020462	111.40
300159461	GUSAAS, DAVID M	F0002-22	80020464	111.40
300226156	OLSEN, RUTH A	O2109B16	80020476	111.40
300242990	DIRKES, JAMIE	H0022-37	80020480	111.40
300257504	PATTY, DAWN	F0032-22	80020488	111.40
300258624	ROSA, JORGE A	P1412-21	80020492	111.40
300264692	LA MILLER & ASSOC	F0015-18	80020495	111.40
300265076	RECKERS, MICHAEL S	F0010-38	80020499	184.94
800001537	ECKLAND, BRIAN	W0437A20	80020506	111.40
810004137	VOSS, PETER FRANKLIN	F0016-23	80020524	111.40
000002995	HAMMES-SWANWICK LLC	S2919-30C	80020526	111.40
000012667	HALLMAN, HAZIE M	F0031-38	80020528	111.40
000013827	S & J REALTY	H0052-65	80020530	111.40

000015549	HIBBS, MICHAEL A	G0035-11	80020532	125.00
000022972	DEBOURCY, SKI	P1113D31	80020535	125.00
000023018	GREEN, MELISSA R	H0041-08	80020537	125.00
000023990	MENGLER, MYLA	F0029-23	80020539	125.00
000024585	RALEY, DAN O	G0021-32	80020541	111.40
000034472	HOUSBY, ROBBIN M	O2109A16	80020547	111.40
000043240	COTTAGES LLC	M1049-13E	80020549	111.40
000043377	STICKEL, GREGORY C	O2116B45	80020551	111.40
000043771	YORK, GARY II	H0051-11	80020553	111.40
000047918	AURELIO, ELIAH	G0020-20	80020555	111.40
000047918	AURELIO, ELIAH	G0020-20	80020557	125.00
000048271	HODGES, RYAN	H0047-01	80020559	111.40
000049091	117-123 E 35TH STREET COOP	P1413-07	80020561	125.00
000049643	HINES, ROBERT E SR	H0055-50	80020563	111.40
000050042	LESLIE SHEPPARD	H0050-23	80020565	111.40
000050387	LINDSAY POLING	C0058-24	80020567	111.40
000050387	LINDSAY POLING	C0058-24	80020569	111.40
000051209	NICHOLS, TRAVIS R	H0012-10	80020573	111.40
000051560	DAVID MCDANEL	20607-25	80020577	111.40
000053406	CORINNE NELSON	W1019D24	80020583	111.40
000053406	CORINNE NELSON	W1019D24	80020585	125.00
000054452	WARICK, KRIS	F0035-05	80020589	111.40
000055770	JORGE VEGA	F0051-35	80020595	111.40
000057698	JEREMY ZETTEL	P1313D26	80020602	111.40
000059117	KATHLEEN WEBER	M1512B37	80020604	125.00
000060360	CHARLES ROBERTSON	A0036-05	80020606	111.40
000060782	FLORIDA BOUND LLC	H0050-05	80020608	111.40
000061260	MCCLEAN, MATTHEW	F0011-38	80020610	111.40
000061277	STEPHANIE SIMMONS	X1107-01F	80020612	111.40
000063417	ROSE NAVARRO	A0049-46	80020618	111.40
000064002	D&B MANAGEMENT CO	F0050-28	80020620	111.40
000064673	FOUR SEASONS PROPERTY PRESER	H0056-58	80020622	125.00
000066780	RESIDENTIAL EQUITY PARTNERS LL	E0019-22	80020624	111.40
000066780	RESIDENTIAL EQUITY PARTNERS LL	H0056-65	80020626	125.00
000068961	BEEMAN, CLARENCE K	O2110C24	80020631	111.40
000071892	CHRISTEN, KAREN	C0029-51	80020644	111.40
000073184	BENJAMIN VARGAS	P1305C04A	80020650	111.40
000073640	HOMES MIDWEST LLC, STEWARDSHI	S2921B07	80020652	111.40
000074031	PEKIOS, STEVEN A	B0050-38	80020660	111.40
000074613	FUTURE CAPITAL	E0017-29	80020667	111.40
000075604	LSF9 MASTER PARTICIPATION TRUS	O2110D29	80020675	111.40

000078004	MAYA HAFFAR	G0013-23	80020687	111.40
000078975	VOOGD & ASSOCIATES	H0050-10	80020689	111.40
000078980	LOWE, DANIEL	H0064-37	80020693	111.40
000078992	FOX 3 INVESTMENTS LLC	I0057-17	80020695	111.40
000078993	LEAHR, LAWSON	U0951-04A	80020697	111.40
000078996	MALONGA, NICHOLAS	K0014-04	80020703	111.40
000150049	BRICK HOUSE HOMES LLC	H0012-06	80020707	111.40
000150149	UY, KHANH	W1019C19	80020709	125.00
000151057	HICKMAN, ALBERTA	F0037-07	80020712	111.40
000151489	ANDREWS, MILTON E SR	E0016-38	80020714	111.40
120100422	FERNANDEZ, MARK	H0063-06	80020718	111.40
120111516	ORR, TYRONE	G0027-37	80020720	111.40
120116506	CLINTON, BESSIE M	P1414A09	80020722	111.40
120165410	THOMAS, STACEY L	E0017-28	80020724	111.40
120174455	CHAPIN, ALAN	L0002-40	80020726	111.40
120198726	MCDEVITT, THOMAS E	H0004-43	80020730	125.00
120198726	MCDEVITT, THOMAS E	H0004-44	80020732	125.00
120202197	MORELAND, KENNETH C	H0064-02	80020738	111.40
120211282	RPS PROPERTIES LLC	H0056-55	80020740	125.00
120219483	TAYLOR, DEREK	F0007-39	80020742	111.40
120223102	KURSCHAT, CLAUDIO W	F0048-18	80020746	111.40
120223710	WALKER, MARY L	F0023-23	80020748	111.40
120238976	HOMEcomings FINANCIAL LLC	G0013-10	80020753	125.00
300004763	STERLING, GEORGE	O2116B17	80020757	111.40
300006845	ENTLER, DORIS M	B0048-05	80020759	111.40
300008642	MCCLEARY, MARY A	I0041-18	80020761	111.40
300010533	LINDSAY, RUSSELL S	J0025-02	80020763	111.40
300012864	IMMING, SCOTT	H0024-01	80020767	111.40
300013566	BROWN, FRANCIS E	J0022-42	80020771	111.40
300021757	BEAULIEU, FLORENCE	G0051-17	80020773	125.00
300022489	WHITE, MARY E	G0020-31	80020775	111.40
300037910	SLIFKA, BARBARA	N1814B01	80020779	111.40
300052625	KLUDY, SALLY L	B0007-26	80020781	111.40
300058865	DAVIS-RAY, MARLENE	P1313B02	80020785	111.40
300074503	BRIDGE, TRACY M	P1305B06	80020787	111.40
300096263	LUCIER, DANIEL L	J0024-39	80020791	111.40
300100191	MILLS, RICHARD	J0026-23	80020793	111.40
300121110	DIPPEL, RICHARD L	P1113C24	80020799	111.40
300122614	KIEFFERT, SHARON A	30853-31	80020801	111.40
300143663	REID, PAUL	W0302-27	80020817	125.00
300159319	BROWN, DONALD A	W0426-09	80020819	111.40

300163720	LE, DA	H0055-21	80020821	125.00
300168298	LE, HOA	K0007-21	80020823	111.40
300174591	MILLS, JASON W	A0038-07A	80020827	111.40
300174591	MILLS, JASON W	A0038-07A	80020829	125.00
300177560	FLETCHER, BARBARA	B0047-27	80020832	111.40
300183298	CASSINI, NISA M	G0047-18	80020834	111.40
300198435	LANG, SCOTT	H0049-15	80020836	111.40
300212662	SHREVE, DAVID	W0315-41	80020844	139.96
300218191	MCVEY, BRIAN	T2037D12	80020848	111.40
300218191	MCVEY, BRIAN	T2037D12	80020850	125.00
300221710	TUCKER, JOHN M	H0056-56	80020855	125.00
300226156	OLSEN, RUTH A	O2109B16	80020858	111.40
300226321	GARRARD, TERRY	E0017-27	80020860	111.40
300230010	WISELY, STEVEN	K0008-37	80020862	111.40
300235332	KINNAIRD, DANIEL	G0036-15	80020864	111.40
300244645	BYERS, MICHAEL P	O2113C39	80020868	111.40
300245205	HANSSEN, ANDREW J	J0031-12A	80020870	111.40
300246452	GEEST, MATTHEW T	S2905C20	80020872	111.40
300256542	PARROW, DAVID	H0041-04	80020885	125.00
300260126	MCFEDRIES DEVELOPMENT	L0001-01	80020895	111.40
300262763	SCOTT, SHAY	H0024-02	80020897	111.40
300262792	ANDERSON, MONTE	H0056-16	80020899	111.40
300264912	RIEDESEL, JEREMY	X0251D07	80020903	111.40
400001608	GARCIA, RUBEN	K0008-21	80020915	111.40
400001861	PLAMBECK, CLARK	J0027-41	80020919	111.40
810001232	FOUR SEASONS PROPERTY	H0056-57	80020933	125.00
810001315	GEARHEAD PROPERTIES LC	X0253A38	80020939	111.40
810002594	MAYLONE WILLIAM	C0046-08	80020946	111.40
810002660	MEDINA PROPERTY MGMT	G0047-05	80020948	125.00
810004123	US BANK C/O GMAC MORT	E0016-37	80020954	111.40
300239661	SIMONSON, MATT	20501-39	80020956	111.40
000073963	HOLDINGS 10 LLC, VINMAK RE	B0004-26	80020960	111.40
300123539	OEHRLEIN, PAUL G	B0010-22	80020962	111.40
000152164	KNIGHT HAWK LLC	C0051-45	80020974	111.40
300240475	LACINA, WILLIAM T	C0062-40	80020981	111.40
300059193	SMITH, JEREMIAH	E0017-16	80020988	111.40
000043327	ROCCO, MARESA	E0017-39	80020990	111.40
300224640	SARR, ISMAILA	E0017-40	80020992	111.40
000073947	DEVELOPMENT LLC, CJ	E0032-12	80020995	111.40
000002441	BROWN, MARK	F0003-42	80020998	111.40
300153271	MOSS, ELAINE	F0005-15	80021000	544.78

120102187	KOSTH, TERRI L	F0025-07	80021008	111.40
300251174	BOCKSTEDT, LOUISA	F0026-09	80021010	111.40
300199764	NICHOLSON, TANISHIA	F0029-30	80021012	111.40
120247594	PEACOCK, GREGORY A	F0032-31	80021016	769.68
000059532	WHITE, NIKE	F0034-07	80021020	111.40
000056694	CHARLES VAN FOSSEN	F0036-05	80021022	111.40
300032503	DEARBORN, RICHARD	F0040-21	80021024	111.40
000026214	DAVIS, GLEN O	F0044-04	80021026	111.40
300135400	LACY, LINDA L	F0047-34	80021030	111.40
000076182	ALPHA ASSETS	F0048-29	80021032	111.40
300240150	DAN DOLAN HOMES	F0053-42	80021034	111.40
120238976	HOMEcomings FINANCIAL LLC	G0013-10	80021046	111.40
300219043	CORROSION CONTROL	G0024-30	80021050	111.40
000056721	CAHILL, JAMES T	G0036-18	80021056	111.40
300213863	MCCRACKEN, GREGORY S	G0046-25	80021058	111.40
000066780	RESIDENTIAL EQUITY PARTNERS LL	G0046-26	80021060	111.40
000043229	COBERLY, ELIJAH J	G0046-28	80021062	111.40
000076152	WHAZZUP LLC	H0013-10	80021067	111.40
810001952	JOSEPH & ELIZABETH CATHELYN	H0023-16	80021069	111.40
300012864	IMMING, SCOTT	H0024-01	80021073	111.40
300007444	SPOO, JOSEPH M	H0037-13	80021077	387.35
300256542	PARROW, DAVID	H0041-04	80021079	111.40
300198435	LANG, SCOTT	H0049-15	80021081	409.84
000019818	MAY, THIRI	H0054-01	80021085	111.40
300247165	MCDONALD, NICOLE	J0022-22	80021091	111.40
000036693	MEIER, HELEN	J0037-24	80021093	111.40
120225814	SMITH, MICHAEL J	J0037-27	80021095	111.40
000054174	ROLF, MERRIHEW	J0040-15	80021098	111.40
120205906	BUDDIN, BARBARA	M1514-11	80021111	111.40
000053219	CITY CENTER OF DAVENPORT LLC	P1309-01G	80021120	111.40
000078977	ADVISORS, NEWPOINT	P1413A02	80021126	111.40
000078977	ADVISORS, NEWPOINT	P1413A05	80021128	111.40
000078977	ADVISORS, NEWPOINT	P1413A06	80021130	111.40
000078977	ADVISORS, NEWPOINT	P1413A06A	80021132	111.40
300247715	J P RENTALS LLC	P1413A08	80021134	111.40
300247715	J P RENTALS LLC	P1413A09	80021136	111.40
300247715	J P RENTALS LLC	P1413A10	80021138	111.40
300184977	MUNN, DELL	R0401-20	80021140	111.40
300059186	SIMATOVICH, GENE	U0953-15	80021142	111.40
000062776	MORGAN SKINNER	W0316-18	80021144	111.40
300199677	HAMANN, JOSH L	W0317-06	80021146	111.40

300229459	LINENBERGER, RUTH	W0318-10	80021150	111.40
000048559	CHAPMAN, CONNIE	W0319B18	80021152	111.40
810001872	JK RESTORE LLC	W0422-19	80021158	111.40
300135992	HART, CONNIE R	W0907B23	80021162	111.40
000072137	NA, US BANK	A0061-38	80021198	111.40
810000821	DANIEL S BOMFIM	C0062-23	80021210	111.40
000002889	PORTER, RANDY L	E0003-13	80021213	111.40
300203641	JONES, JAMES	E0014-27B	80021215	111.40
300140103	POWER, GLORIA D	E0020-38	80021218	111.40
000072892	SPEAK, SHANNON	F0022-36	80021228	111.40
400004156	PRICE, HELEN	F0028-20	80021230	111.40
300185831	MOFFIT, TARA A	F0029-27	80021232	111.40
120242609	WHITAKER, SUZANNE L	F0030-25	80021234	111.40
000053276	JOHNSON, JEREMIAH	F0044-23	80021236	111.40
300135400	LACY, LINDA L	F0047-35	80021238	111.40
300224832	JANDRISOVITS, DAVID E	G0014-27	80021240	229.92
300021757	BEAULIEU, FLORENCE	G0051-17	80021252	589.76
120188485	CYCLONE DEVELOPMENT	H0052-68	80021257	454.82
810001232	FOUR SEASONS PROPERTY	H0056-57	80021259	111.40
000064673	FOUR SEASONS PROPERTY PRESER	H0056-58	80021261	544.78
300013566	BROWN, FRANCIS E	J0022-42	80021268	111.40
300010533	LINDSAY, RUSSELL S	J0025-02	80021270	544.78
300200878	HAWLEY, WALTER C	J0036-10	80021273	111.40
300257288	GSD PETROLEUM LLC	K0051-03A	80021277	300.00
300021410	YOKE, JOYCE E	L0003-07	80021281	517.79
300264318	ALISON, MARSHA K	M1512B19	80021285	111.40
300087127	BELL, KIMBERLY	W0425-37	80021293	111.40
000076511	DON REYNOLDS	B0064-37	80021300	111.40
810000783	CYCLONE MAC LLC	M1049-03E	80021304	111.40
810000783	CYCLONE MAC LLC	M1049-04E	80021306	111.40
810000783	CYCLONE MAC LLC	M1049-05E	80021308	111.40
810000783	CYCLONE MAC LLC	M1049-19E	80021310	111.40

Number of Accounts to Levy

228

Total Balance Outstanding:

\$30,926.06

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Chief Paul Sikorski 326-7778
Wards: All

Action / Date
8/15/2018

Subject:
Resolution accepting the annual Byrne Justice Assistance Grant (JAG) from the Federal government for 2018-2019 in the amount of \$85,774. [All Wards]

Recommendation:
Adopt the resolution.

Relationship to Goals:
Well-protected Community

Background:
This is an annual grant that is submitted as a joint grant by the Scott County Attorney's Office for the cities of Davenport and Bettendorf and the Scott County Sheriff's Office. The grant augments the salaries and benefits for a total of four officers to work specialized drug interdiction operations for the MEG/HIDE Unit. This grant is separate from the Recovery Grant. The amount of \$85,774 is the total awarded for all three jurisdictions.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution Byrne JAG 2018-19

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/3/2018 - 4:18 PM
Finance Committee	Watson-Arnould, Kathe	Approved	8/3/2018 - 4:18 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:50 AM

Resolution No. _____

Resolution offered by Alderman Tomkins:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION accepting the annual Byrne Justice Assistance Grant (JAG) from the Federal government for 2018-2019 in the amount of \$85,774.

WHEREAS, The Edward Byrne Memorial Formula Grant Program was created by the Anti-Drug Abuse Act of 1988 and was renamed as the Byrne Justice Assistance Grant in 2004 by Congress; and

WHEREAS, The Byrne JAG Program is a partnership of federal, state, and local governments to create safer communities; and

WHEREAS, grants may be used to provide personnel, equipment, training, technical assistance, and information systems for more widespread apprehension, prosecution, adjudication, detention, and rehabilitation of offenders who violate state and local laws; and

WHEREAS, the City of Davenport has received funding from this grant program for several years to augment salary and benefits for officers to work specialized drug interdiction operations, and desires to continue such funding.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the annual Byrne Justice Assistance Grant for 2018-2019 is hereby accepted.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E Holecek, MMC, City Clerk

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Brandon Wright 326-7750
Wards: 8

Action / Date
8/15/2018

Subject:
Resolution awarding a contract for emergency repairs to the fueling station at the Davenport Municipal Airport to Acterra Group in the amount of \$153,495. [Ward 8]

Recommendation:
Adopt the Resolution.

Relationship to Goals:
Sustainable Infrastructure

Background:
On June 30, 2018, an incident occurred at the Davenport Airport. A person crashed their vehicle through the main gate to the airport field. He rammed into the aviation gas tank located on the southeast corner of the tarmac. The damage to the tank's fueling system was extensive.

Acterra was hired to remove the damaged fuel system and build out enough fueling apparatus to allow Carver Aero to provide aviation gas to customers. The following week Carver Aero ran out of aviation gas. Acterra came back to build out a temporary fuel receiving system to allow aviation gas to be delivered to the tank.

Two companies were contacted for quotes to make the necessary repairs to the fuel system. Both companies had submitted bids for the original installation two years ago. Acterra was awarded the original bid to totally replace the fueling island at the airport. When asked for repairs for this incident, the other company reported to our Risk Manager that due to the fact that they would need to use several third party vendors, they were not going to be competitive. Acterra had done the original project and can build the fueling apparatus in-house.

The quote for this work is \$153,495, plus the clean-up and removal of the damaged apparatus and temporary fueling, will bring the total near \$185,000. Travelers Indemnity Company is our carrier for excess property liability. They have agreed to the repairs and will cover any costs above the city's deductible. The deductible is \$100,000. This cost will come from the Risk Management fund 50470460 520236.

ATTACHMENTS:

Type	Description
□ Cover Memo	FN_RES_Airport Fueling Station Repairs

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/9/2018 - 9:54 AM

Finance Committee
City Clerk

Watson-Arnould, Kathe
Admin, Default

Approved
Approved

8/9/2018 - 9:55 AM
8/9/2018 - 1:03 PM

Resolution No. _____

Resolution offered by Alderman Tompkins:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for emergency repairs to the fueling station at the Davenport Municipal Airport to Acterra Group, for the price of \$153,495 and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to repair the fueling station at the Davenport Municipal Airport as soon as possible; and

WHEREAS, the applicable purchasing process was followed; Acterra Group is the original vendor that installed the fueling station and can repair and have the fueling station working ASAP, resulting in a recommendation to award to Acterra Group;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the contract for the fuel island station repair; and
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Gary Statz
Wards: All

Action / Date
8/15/2018

Subject:
Motion awarding a two-year contract with an option of a one-year extension for traffic signal maintenance to Davenport Electric Contract Company of Davenport, IA. [All Wards]

Recommendation:
Approve the motion.

Relationship to Goals:
Sustainable Infrastructure

Background:
A Request for Bids was issued on July 5, 2018 and sent to 68 contractors. On July 25, 2018 the Purchasing Division received and opened two responsive and responsible bids. Davenport Electric Contract Company was the low bidder and is recommended for the contract.

The contractor will perform various traffic signal and street lighting construction activities at various locations throughout the city as needed. This will be a two-year contract with an option of a one-year extension.

Funding for the contract is from 54702132-520298.

ATTACHMENTS:

Type	Description
▣ Backup Material	Bid Tab Traffic Signal Maintenance

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/8/2018 - 2:33 PM
Finance Committee	Watson-Arnould, Kathe	Approved	8/8/2018 - 2:33 PM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:50 AM

CITY OF DAVENPORT, IOWA
BID TAB

DESCRIPTION: TRAFFIC SIGNAL MAINTENANCE
BID NUMBER: 18-128
OPENING DATE: JULY 25, 2018
RECOMMENDATION: AWARD THE CONTRACT TO DAVENPORT ELECTRIC
CONTRACT COMPANY, DAVENPORT, IA

<u>VENDOR NAME</u>	<u>LOCATION</u>
DAVENPORT ELECTRIC CONTRACT COMPANY	DAVENPORT, IA
TRI CITY ELECTRIC OF IA	DAVENPORT, IA

*SEE 2ND PAGE

Prepared By Cindy Whitaker
Purchasing

Approved By Kevin Wilson 8/2/18
Department Director

Approved By Mark J. Muey
Budget/CIP

Approved By [Signature]
Finance Director

Line #	Description	QTY	UOM	Davenport Electric Contract Com		Tri-City Electric Co. (Tri-City	
				Total Price	\$52,196.00	Total Price	\$88,214.25
1	Loop detector installed	1000	LF	\$9,680.00	\$9,680.00	\$26,100.00	\$26,100.00
2	Lead-in cable installed	50	LF	\$0.68	\$34.00	\$0.98	\$49.00
3	12" x 12" pull box installed	10	EA	\$201.00	\$2,010.00	\$250.00	\$2,500.00
4	13" x 24" pull box installed	5	EA	\$316.00	\$1,580.00	\$395.00	\$1,975.00
5	Sidewalk removal and replacement	300	SF	\$9.00	\$2,700.00	\$8.50	\$2,550.00
6	Cast iron lid installed on existing 24" pull box	2	EA	\$125.00	\$250.00	\$165.00	\$330.00
7	Pedestal pole concrete foundation installed	3	EA	\$450.00	\$1,350.00	\$650.00	\$1,950.00
8	Mastarm pole concrete foundation installed	4	EA	\$1,799.00	\$7,196.00	\$3,300.00	\$13,200.00
9	Street light pole concrete foundation installed	3	EA	\$848.00	\$2,544.00	\$850.00	\$2,550.00
10	Control cabinet foundation installed	2	EA	\$801.00	\$1,602.00	\$2,100.00	\$4,200.00
11	Pull box removed	2	EA	\$51.00	\$102.00	\$60.00	\$120.00
12	Existing concrete foundation removed	4	EA	\$498.00	\$1,992.00	\$600.00	\$2,400.00
13	Existing concrete foundation knocked down	4	EA	\$221.00	\$884.00	\$600.00	\$2,400.00
14	Traffic signal mastarm pole removed	2	EA	\$601.00	\$1,202.00	\$900.00	\$1,800.00
15	Traffic signal pedestal pole removed	2	EA	\$175.00	\$350.00	\$450.00	\$900.00
16	Traffic signal mastarm pole installed	2	EA	\$950.00	\$1,900.00	\$1,800.00	\$3,600.00
17	Signal mast arm removed & replaced (parade)	12	EA	\$680.00	\$8,160.00	\$395.00	\$4,740.00
18	Traffic signal pedestal pole installed	3	EA	\$200.00	\$600.00	\$300.00	\$900.00
19	Street light metal pole installed	6	EA	\$450.00	\$2,700.00	\$900.00	\$5,400.00
20	Street light concrete pole installed	2	EA	\$475.00	\$950.00	\$410.00	\$820.00
21	Preemption detector installed on exist. mastarm	4	EA	\$275.00	\$1,100.00	\$275.00	\$1,100.00
22	Mobilization for conduit installation	10	EA	\$75.00	\$750.00	\$390.00	\$3,900.00
23	1" PVC conduit trench installed	50	LF	\$3.60	\$180.00	\$8.00	\$400.00
24	2" PVC conduit trench installed	50	LF	\$5.50	\$275.00	\$12.00	\$600.00
25	3" PVC conduit trench installed	30	LF	\$7.50	\$225.00	\$15.00	\$450.00
26	4" PVC conduit trench installed	200	LF	\$9.00	\$1,800.00	\$16.00	\$3,200.00
27	Labor rate for miscellaneous work	1	Per Hour	\$80.00	\$80.00	\$80.25	\$80.25

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Brandon Wright 326-7750
Wards: All

Action / Date
8/15/2018

Subject:
Motion awarding a contract for Medical Bill Review and Pharmacy Benefit Management for the Risk Management Division to CorVel Corporation of West Des Moines IA. [All Wards]

Recommendation:
Approve the Motion.

Relationship to Goals:
Fiscal Vitality

Background:
On May 2, 2018, a Request for Proposals was issued and sent to vendors. On May 24, 2018, the Purchasing Division opened seven responses. See tabulation attached.

Two of the companies only responded to the Pharmacy Benefit Management Portion. Three of the companies responded to only the Medical Bill Review. The proposals were evaluated by staff from the Risk Management Division and Human Resources Department. The evaluation criteria was: (1) Experience, Qualifications, and Expertise - 25%; (2) Capabilities and Resources - 25%; (3) Service Overview - 30%; (4) Price - 15%; and (5) Quality and Thoroughness of Proposal - 5%.

CorVel Corporation and Splashlight LLC scored high in the evaluations. These are the two companies that had software solutions for both parts of this RFP. The evaluation committee interviewed CorVel Corporation and Splashlight LLC. Splashlight LLC's software solutions were separate, one for Medical Bill Review and the other for Pharmacy Benefit Management. They did not coordinate or "talk" to each other. CorVel's two software solutions worked together to show the whole picture for a workers' compensation claim. CorVel Corporation is being recommended for the award.

Funding for this contract is from the Risk Management account. In fiscal year 2018 the city spent \$39,219 for these two services combined.

ATTACHMENTS:

Type	Description
□ Backup Material	Tabulation for greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/8/2018 - 11:20 AM
Finance Committee	Watson-Arnould, Kathe	Approved	8/8/2018 - 11:20 AM
City Clerk	Admin, Default	Approved	8/9/2018 - 8:50 AM

CITY OF DAVENPORT, IOWA
TABULATION OF PROPOSALS

DESCRIPTION: MEDICAL BILL REVIEW AND PHARMACY BENEFIT
MANAGEMENT

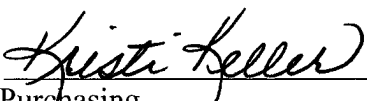
RFP NUMBER: 18-109

OPENING DATE: MAY 24, 2018

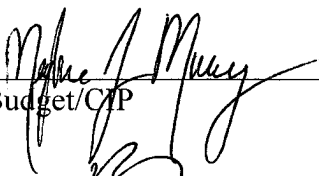
GL ACCOUNT NUMBER: 50470460 520217 RISK MANAGEMENT
PROFESSIONAL SERVICES

RECOMMENDATION: AWARD THE CONTRACT TO CORVEL CORPORATION
OF WEST DES MOINES, IA

<u>VENDOR NAME</u>	<u>LOCATION OF BUSINESS</u>
CorVel Corporation	West Des Moines, IA
Alius Health	Columbus, OH
MYMATRIX	Tampa, FL
PMSI LLC dba Optum Worke	Tampa, FL
Precision Bill Review LLC	Sioux Falls, SD
ProCare RX	Gainesville, GA
Splashlight LLC	West Des Moines, IA

Approved By 
Purchasing

Approved By 
Department Director

Approved By 
Budget/CIP

Approved By 
Finance Director

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Rich Oswald 326-6115
Wards:

Action / Date
8/15/2018

Subject:
Motion awarding a contract to demolish three properties (726 W. 6th Street; 220 Warren Street; 2410 Davie Street) to McAdam, Inc. of Davenport, IA in the total amount of \$56,184.00. CIP #22055 [Wards 3 & 4]

Recommendation:
Award the Motion.

Background:
A Request for Bid was issued on July 27, 2018 and was sent to 382 contractors. On August 10, 2018 the Purchasing Division received and opened bids from five responsive and responsible bidders. McAdam, Inc. was the low bidder for all three properties and is recommended for the award. See bid tab attached.

The properties to be demolished are 726 W. 6th Street, 220 Warren Street, and 2410 Davie Street. The properties have not been tested for asbestos and will be considered contaminated demolitions.

Funding for the above mentioned demolitions is from CIP #22005 with a current balance of \$200,000.

ATTACHMENTS:

Type	Description
□ Backup Material	BID TAB 3 DEMOLITIONS

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	8/13/2018 - 3:05 PM
Finance Committee	Watson-Arnould, Kathe	Approved	8/13/2018 - 3:05 PM
City Clerk	Admin, Default	Approved	8/13/2018 - 3:10 PM

CITY OF DAVENPORT, IOWA
REQUEST FOR BIDS RESPONDENTS

DESCRIPTION: DEMOLITION OF THREE PROPERTIES

BID NUMBER: 19-11

OPENING DATE: AUGUST 10, 2018

RECOMMENDATION: AWARD THE CONTRACT TO MCADAM, INC. OF
BETTENDORF, IA

<u>VENDOR NAME</u>	<u>AMOUNT</u>
--------------------	---------------

726 W. 6th Street

McAdam, Inc., Bettendorf, IA	\$19,784.00
Holst Trucking and Excavating Inc (Holst), LeClaire, IA	\$19,980.00
Valley Construction Company, Rock Island, IL	\$29,250.00
Needham Excavating Inc, Walcott, IA	\$36,950.00
Phoenix Corporation of the Quad Cities, Port Byron, IL	\$83,215.00

220 Warren Street

McAdam, Inc.	\$22,500.00
Valley Construction Company	\$26,685.00
Holst Trucking and Excavating Inc (Holst)	\$29,800.00
Needham Excavating Inc	\$32,665.00
Phoenix Corporation of the Quad Cities	\$65,960.00

2410 Davie Street

McAdam, Inc.	\$13,900.00
Holst Trucking and Excavating Inc (Holst)	\$14,980.00
Valley Construction Company	\$23,225.00
Needham Excavating Inc	\$23,575.00
Phoenix Corporation of the Quad Cities	\$45,690.00

Prepared By Kristi Keller
Purchasing

Approved By TROEO
Department Director

Approved By Brandi Coyle
Budget/CIP

Approved By BW
Finance Director

City of Davenport

Agenda Group: Council
Department: City Clerk
Contact Info: Theresa Hauman 888-2217
Wards: ALL

Action / Date
8/8/2018

Subject:
Motion for suspension of the rules to add and vote on the following item:

Recommendation:
Approve the motion.

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/21/2018 - 10:39 AM

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Sherry Eastman x7795
Wards: 3

Action / Date
8/8/2018

Subject:
Motion approving liquor license application for Wise Guys Pizza and More (Joe Robbie Investments, LLC), 2408 East 53rd Street; New License/Owner, License Type: Beer/Wine [Ward 6]

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/21/2018 - 10:39 AM

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Mallory Merritt
Wards:

Action / Date
8/22/2018

Subject:
Civil Service Lists

Recommendation:
Receive and file the lists.

ATTACHMENTS:

Type	Description
 Cover Memo	Civil Service Lists

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	8/10/2018 - 3:47 PM

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: ID Bureau Manager

TYPE OF LIST: Entry

CERTIFICATION DATE: August 8, 2018

EXPIRATION DATE: August 7, 2019

JOB CODE: 6035 EXAM PLAN: 1066

To be completed by Hiring Department.

Please enter the appropriate code from the list below for each candidate on each job opening.

Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Jessica Heising			

Chair Pat Kelly Date 8/8/18Commissioner [Signature]Commissioner Karen [Signature]Commissioner Patt Zamora

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28

INITIAL OF
APPOINTING
AUTHORITY

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: Maintenance Mechanic

TYPE OF LIST: Entry

CERTIFICATION DATE: August 8, 2018

EXPIRATION DATE: August 7, 2020

JOB CODE: 5111 EXAM PLAN: 1056

To be completed by Hiring Department.

Please enter the appropriate code from the list below for each candidate on each job opening.

Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Andrew FitzGerald			
Wade Burnett			
Jeffrey Gasser			
Rod Fritz			
Gregory Wilson			
James Swisher			

Chair Ralph Kelly Date 8/8/18INITIAL OF
APPOINTING
AUTHORITYCommissioner [Signature]Commissioner [Signature]Commissioner [Signature]

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: Planner II

TYPE OF LIST: Entry

CERTIFICATION DATE: August 8, 2018

EXPIRATION DATE: August 7, 2019

JOB CODE: 5613 EXAM PLAN: 1043

To be completed by Hiring Department.

Please enter the appropriate code from the list below for each candidate on each job opening.

Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Brandon Melton			
Stephen Rashid			

Chair Ralph Kelly Date 8/8/18INITIAL OF
APPOINTING
AUTHORITYCommissioner [Signature]Commissioner [Signature]Commissioner [Signature]

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: Police Officer
TYPE OF LIST: Entry
CERTIFICATION DATE: August 8, 2018
EXPIRATION DATE: August 7, 2019

JOB CODE: 3111 EXAM PLAN: 01041
To be completed by Hiring Department. Please enter the appropriate code from the list below for each candidate on each job opening. Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Mary Cameron			
Robert Cormier			
Grant Killinger			
Martin Gonzalez			
Andrew DeNoyer			
Skylar Mitchell			
Michael Barger			
Nicholas Mark			
Nicholas Berger			

Chair Ralph Kelly Date 8/8/18Commissioner P. G.Commissioner Patt Zamora

Commissioner _____

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28

INITIAL OF
APPOINTING
AUTHORITY

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: Sewer Heavy Equipment Op.

TYPE OF LIST: Promotional

CERTIFICATION DATE: August 8, 2018

EXPIRATION DATE: August 7, 2020

JOB CODE: 5245 EXAM PLAN: 1042

To be completed by Hiring Department.

Please enter the appropriate code from the list below for each candidate on each job opening.

Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Scott Haley			

Chair Ralph Kelly Date 8/8/18Commissioner [Signature]Commissioner [Signature]Commissioner Patt Zamora

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28

INITIAL OF
APPOINTING
AUTHORITY

CIVIL SERVICE COMMISSION—CERTIFICATION ROSTER

POSITION: Sewer Maintenance Worker

TYPE OF LIST: Promotional

CERTIFICATION DATE: August 8, 2018

EXPIRATION DATE: August 7, 2020

JOB CODE: 5241 EXAM PLAN: 1063

To be completed by Hiring Department.

Please enter the appropriate code from the list below for each candidate on each job opening.

Please return this form to the Human Resources Department. Thank you.

ELIGIBLE CANDIDATES		RESULT CODE	DATE OF APPOINTMENT
Chris Summers			

Chair Ralph Kelly Date 8/8/18Commissioner [Signature]Commissioner Patt Zamora

Commissioner _____

Commissioner _____

RESULT CODES:

1. Appointed
2. Hired other candidate
3. Disqualified (Attach Documentation)
4. Not interested in this position, retain on list
5. No longer interested, remove from list
6. Not contacted
7. Unable to contact at given location
8. Failed to report for interview

PREFERENCE CODE:

P—Eligible for preference
See Iowa Code 400.28INITIAL OF
APPOINTING
AUTHORITY