

COMMITTEE OF THE WHOLE

City of Davenport, Iowa

Wednesday, August 2, 2017; 5:30 PM

City Hall, 226 West 4th Street, Council Chambers

REVISED **July 31, 2017**

I. Moment of Silence

II. Pledge of Allegiance

III. Roll Call

IV. Meeting Protocol and Decorum

V. City Administrator Update

VI. Public Hearings

A. Community Development

1. Public Hearing for Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.88 acres, more or less, of land located north of the intersection of Fairhaven Road and E. 53rd Street from A-1 Agricultural District and R-1 Low Density Residential District to PDD Planned Development District. [Ward 6]

B. Public Works

1. Public Hearing on the plans, specifications, forms of contract and estimated cost for the Sterilite Sanitary Sewer Extension Project, CIP #30039. [Ward 8]
2. Public Hearing on the plans, specifications, forms of contract and estimated cost for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP #35029. [Ward 8]

VII. Presentations

VIII. Petitions and Communications from Council Members and the Mayor

IX. Action items for Discussion

COMMUNITY DEVELOPMENT

Kyle Gripp, Chairman

I. COMMUNITY DEVELOPMENT

1. Second Consideration: An Ordinance for Case No. REZ17-04: Request of Costco Wholesale Corporation for the proposed rezoning of 17.88 acres, more or less, of property located north of the intersection of Fairhaven Road and E 53rd Street from A-1 Agricultural District and R-1 Low Density Residential District to PDD, Planned

Development District. [Ward 6]

2. Resolution approving Case No. F17-12 being the final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less. [3rd Ward]

II. Motion recommending discussion or consent for Community Development items

PUBLIC SAFETY

Mike Matson, Chairman; Maria Dickmann, Vice Chairman

III. PUBLIC SAFETY

1. Third Consideration: An Ordinance amending Title X entitled "VEHICLES AND TRAFFIC" by amending or adding various sections thereto.
2. Resolution closing various street(s), lane(s) or public grounds on the listed date(s) to hold outdoor event(s).

United Neighbors Inc., Sunshine Festival, August 19, 2017; 4:00 AM - 11:00 PM, Closure Location: East 8th Street between Harrison and Ripley Streets and the alley north to 9th Street, Ward 3

Beaux Arts Fund Committee, Beaux Arts Fall Fair, September 8-10, 2017, Closure Location: 2nd Street between Harrison and Main Streets, Ward 3

J&M Displays, Fireworks for Palmer College Homecoming, August 12th, 7:00 PM until 10:30 PM: Closure Location: Perry Street from 10th to 12th Streets, Ward 3

J&M Displays, Fireworks for Riverfront Pops Concert, August 19th, 11:30 AM until 10:00 PM: Closure Location: Bike Path and sidewalk in shoot area of LeClaire Park, Ward 3

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

J&M Displays, Palmer Homecoming, August 12, 2017; 7:00 PM until 10:30 PM, Over 50 dBa, Ward 3

J&M Displays, Riverfront Pops Concert, August 19, 2017; 11:30 AM until 10:00 PM, Over 50 dBa, Ward 3

United Neighbors Inc., Sunshine Festival, August 19, 2017; 7:00 AM - 7:30 PM, Over 50 dBa

Front Street Brewery, Alternating Currents Event, August 25-26, 2017; 3:00 PM to 11:00 PM, Over 50 dBa

4. Motion approving the Special Occurrence Permit for the City of Davenport, Iowa League of Cities event, September 27, 2017, 3:00 PM to 9:00 PM, Kaiserslautern

Square to allow a food trucks to operate for this event.

5. Motion approving the petition for an alley light behind 806 S. Gayman Avenue. [Ward 1]
6. Motion approving beer and liquor license applications.

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

Ward 2

SNS Mart (Sleesha Mini Mart LLC) - 1715 W Kimberly Rd. - 'Ownership Update' - License Type: C Beer

Ward 3

Barrel House 211 (Barrelhouse LLC) - 207-211 E 2nd St. - Outdoor Area August 25 - 27, 2017 'Alternating Currents Concert Event' - License Type: C Liquor

Front Street Brewery (Front Street Brewery Inc.) - 208 E River Dr. - Outdoor Area August 25 - 26, 2017 'Alternating Currents Concert Event' - License Type: C Liquor

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

Ward 8

Kelly's Irish Pub and Eatery (Kelly's QCA Inc.) - 2222 E 53rd St., Unit 9, 10 & 11 - Outdoor Area August 18 - 19, 2017 - 'Rotary For Kids Fundraiser' - License Type: C Liquor

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

Ward 3

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

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

Radisson Quad City Plaza Hotel (Atrium TRS III, LP) - 111 E 2nd St. - License Type: B Liquor

Ward 4

Dragon Palace (Duong's Enterprise LLC) - 2720 W Locust St., Unit B14 - License Type: B Beer

Ward 6

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

Super Target T-533 (Target Corporation) - 5225 Elmore Ave. - License Type: E Liquor / C Beer / B Wine

Ward 7

The Filling Station (Bar Management LLC) - 305 E 35th St. - Outdoor Area - License Type: C Liquor

Ward 7

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

The Liquor Stop LLC (The Liquor Stop LLC) - 211 W 53rd St. - License Type: E Liquor / C Beer / B Wine

IV. Motion recommending discussion or consent for Public Safety items

PUBLIC WORKS

Ray Ambrose, Chairman; Rick Dunn, Vice Chairman

V. PUBLIC WORKS

1. Resolution of acceptance for the portion of the Eastern Avenue Trail from the Eastern Avenue Library to Veteran's Memorial Parkway; completed by Valley Construction Company with a final cost of \$158,156.92 budgeted in CIP #28002. [Ward 8]
2. Resolution approving the plans, specifications, forms of contract and estimated cost for the Sterilite Sanitary Sewer Extension Project, CIP #30039. [Ward 8]
3. Resolution approving the plans, plans, specifications, forms of contract and estimated cost for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP #35029. [Ward 8]
4. Resolution of acceptance for the Duck Creek Golf Course Renovation Project; completed by Big Dog Construction Company with a final cost of \$77,691.58 budgeted in CIP #64024. [Ward 6]
5. Resolution of acceptance for the West River Drive Relief Sewer Project; located along the 2000 block of W. River Drive and completed by Langman Construction LLC with a final cost of \$77,578.02 budgeted in CIP #30016. [Ward 3]
6. Resolution approving the plans, specifications and cost of the 3rd St. and Ripley St. Sewer Project, with an estimated cost of \$90,000 budgeted in CIP #30037. [Ward 3]
7. Resolution to approve the plans, specifications, form of contract and estimated cost

for the 50/50 Alley Resurfacing Project - between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue. The anticipated cost is \$75,000 and will be funded through CIP #35017, with 50% to be paid by St. Paul Catholic Church. [Ward 5]

8. Motion ratifying and approving a contract amendment to Precision Builders, LeClaire, IA for additional grading and clearing of tree debris to complete the Topsoil and Alternate Seed Project at Goose Hollow (Bid #17044). Total project cost is \$53,000. [Ward 3]
9. Resolution awarding a contract for the Junge Park ADA Accessibility Project to Kelly Construction Company of Davenport, IA in the amount of \$154,921.50 budgeted in CIP #10118. [Ward 7]
10. Resolution approving the contract for the Duck Creek South Interceptor Rehabilitation Project from SAK Construction, LLC at the price of \$3,639,827.00 and authorizing Mayor Frank Klipsch to sign and manage any related agreements, CIP #00200. [Wards 2,5,6&7]
11. Resolution of acceptance for the Itsy Bitsy Spider playground improvement project at the Fejervary Park Learning Center, with a final cost of \$81,470.04 budgeted in CIP #64038. [Ward 4]
12. Resolution approving the second year option for the sidewalk program to Kelly Construction Inc. of Davenport, Iowa in the amount of \$350,000 funded in CIP #28017. [All Wards]

VI. Motion recommending discussion or consent for Public Works items

FINANCE

Kerri Tompkins, Chairman

VII. FINANCE

1. Resolution allowing the Parks and Recreation Department to proceed with a State of Iowa REAP (Resource Enhancement and Protection) grant application in the amount of \$300,000 for Veterans Memorial Park River Overlook.
2. Resolution awarding a contract for the Main Library air handler replacement to Johnson Controls of Moline IL, in the amount of \$578,580. CIP 66008 [Ward 3]
3. Motion awarding the purchase of 40 packaged terminal air conditioner (PTAC) units to GA Larson Co. of Des Moines, IA in the amount of \$50,600. CIP 23015 [Ward 3]
4. Motion awarding the purchase of 24 radar speed signs with data collection to RadarSign LLC of Alpharetta GA, in the amount of \$65,808. [All Wards]

VIII. Motion recommending discussion or consent for Finance items

X. PURCHASES OF \$10,000 TO \$50,000 (For Information Only)

1. Communications Engineering, Inc. - PW Annual Radio System Maintenance - Amount: \$39,374

2. Integrated Data Products, Inc. - OnBase Annual Maintenance - Amount: \$38,620
3. Charles Noyd - Collins House Roof Replacement - Amount: \$23,500
4. Ion Wave Technologies, Inc. - eBidding System Annual Subscription - Amount: \$17,000
5. Zoll Data Systems, Inc. - RMS for Fire Dept. Annual Subscription - Amount: \$13,411
6. West Interactive Services Corp. - CivicLive Annual Support & Maintenance - Amount: \$12,000

XI. Other Ordinances, Resolutions and Motions

XII. 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 cannot take action on any complaint or suggestions tonight, and cannot 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.

XIII. Reports of City Officials

XIV. Adjourn

City of Davenport

Agenda Group: Committee of the Whole
Department: Community Planning & Economic Development
Contact Info: Matt Flynn, 888-2286
Wards: 6th

Action / Date
CD7/19/2017

Subject:

Public Hearing for Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.88 acres, more or less, of land located north of the intersection of Fairhaven Road and E. 53rd Street from A-1 Agricultural District and R-1 Low Density Residential District to PDD Planned Development District. [Ward 6]

Recommendation:

Hold the Public Hearing

Relationship to Goals:

Grow Tax Base

Background:

Approval of this rezoning would facilitate the construction of a new Costco Store. See attachments for additional information.

The protest rate is 3.4%

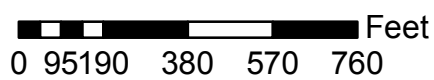
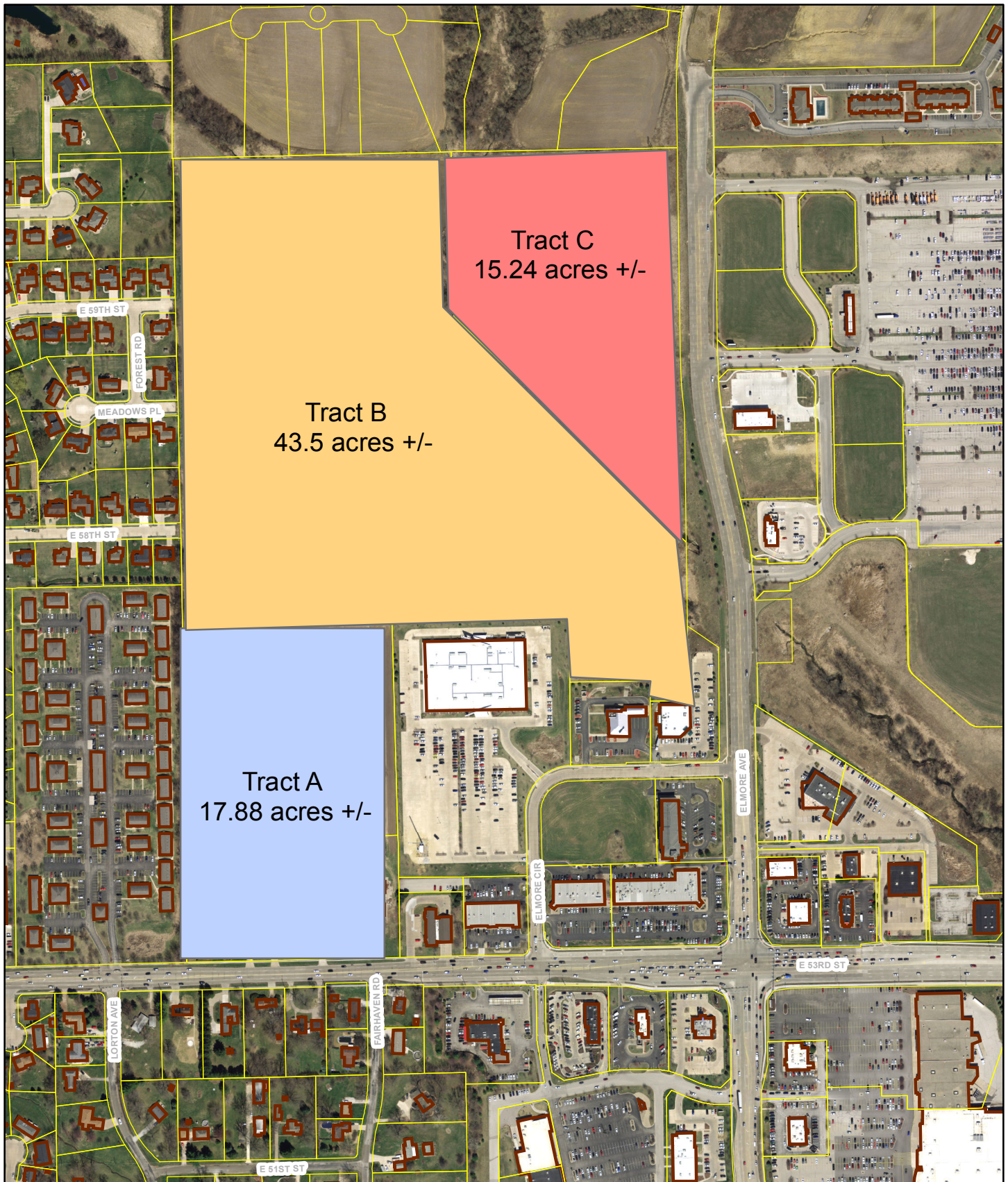
ATTACHMENTS:

Type	Description
▣ Backup Material	Exhibit A for Ordinance
▣ Backup Material	P&Z Letter
▣ Backup Material	Background Material
▣ Cover Memo	Summary of Contents
▣ Ordinance	Updated Ordinance
▣ Backup Material	Updated Legal Notice

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/13/2017 - 10:33 AM
Community Development Committee	Berger, Bruce	Approved	7/13/2017 - 10:33 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:00 AM

Exhibit A - Land Use Plan



June 21, 2017

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 20, the City Plan and Zoning Commission considered Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.88 acres, more or less, of property located north of the Fairhaven Road/E 53rd Street intersection from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District.

Findings:

- 1) Amending the Future Land Use Map included in *Davenport+2035* results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in *Davenport +2035* be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the

west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to share the construction cost of this street or private drive with the developer up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.

The Plan and Zoning Commission accepts the findings and forwards Case No. REZ17-04 to the City Council for approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a stylized flourish at the end.

Robert Inghram, Chairperson
City Plan and Zoning Commission



PLAN AND ZONING COMMISSION

Meeting Date: June 20, 2017
Request: Proposed rezoning of approximately 17.88 acres, located north of the intersection of Fairhaven Rd. and E 53rd Street, from A-1 Agriculture District R-1 and R-2 Low Density Residential District to PDD, Planned Development District [6th Ward]
Case No.: REZ17-04
Applicant: Costco Wholesale Corporation
Contact: Matthew G. Flynn, AICP
Senior Planning Manager
mflynn@ci.davenport.ia.us
563-326-7743

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. REZ17-04 to the City Council for approval.

Findings:

- 1) Amending the Future Land Use Map included in *Davenport+2035* results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in *Davenport +2035* be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.
- 3) Public Works/Engineering Conditions
A Final Development Plan shall be approved prior to any construction permits issued for the property.

Introduction:

Costco Wholesale Corporation proposes to construct a 156,170 sq. ft. retail facility and associated fuel facility on this property. A final development plan for the project will be considered separately (see preview item included in this agenda packet).

Background:

Surrounding conditions: See attachments.

Comprehensive Plan: The Property is within the current Urban Service Boundary (USB).

This property is designated Residential General (RG) on the Future Land Use Map in *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.”

In order to contribute to the justification of rezoning this property, a change in designation to Regional Commercial (RC) may be warranted.

Regional Commercial (RC) is defined as follows – “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 2025 provides guidance for when an amendment to the future land use map may be considered:

Proposed Land Use Map

The Proposed Land Use Map is the document most people think of when they hear the words “comprehensive plan.” While it is true the map is a strong graphic representation of how and where a community proposes to develop, it is but one part of the larger comprehensive plan document. Concerning the map, communities are faced with several issues:

- How is the map currently used?
- How should the map be used?
- When should the community consider change to the map?

The map provides a picture of what the community’s desired land use patterns will be at the completion of a planning horizon. To arrive at the future pattern, planners begin with an accounting of existing conditions, and then refine the map to include changes such as new roads, new parks, anticipated development, and potential physical expansion (e.g., annexation). Ideally, policies, programs, and projects found within the comprehensive plan strongly influence how the map is drawn. The map can be used to guide planning decisions toward what the community ultimately expects to happen on parcels of land. The map can also assist developers in gauging potential community acceptance and/or support of projects.

There are several things to remember about the Proposed Land Use Map.

First, the map cannot be construed as infallible. The map is (at best) a snapshot forecast of the future based on certain projections, and if the projections (e.g., population or economic forecasts) do not hold true, the map is likely to be inaccurate.

Second, the validity of the map depends heavily on completion of proposed improvements. For example, if the development of new residential areas depends on a new road being built, and the road does not get built, the residential areas will be hard-pressed to take off.

Third, the map is based on a planning horizon (in *Davenport 2025*’s case, twenty years), and the more distant the horizon, the greater the likelihood the map will eventually prove incorrect due to unforeseen circumstances.

Finally, the map should not be changed without due consideration. The map is designed to provide a picture of how the community wants to develop. If the map is regularly modified to accommodate non-conforming development (e.g., commercial areas where residential areas were called for, etc.), the map is undermined because the relationship is lessened between the map and the principles that guided its development.

With these disclaimers in mind, one can consider *Davenport*’s Proposed Land Use Map, how it is currently used, how it may be used in the future, and when it may be beneficial to consider changing the map.

If the proposed rezoning is ultimately approved, an amendment to the Future Land Use Plan reflecting the change should be made a condition of the request.

Land Use Plan. The Code requires a Land Use Plan be submitted for property prior to submittal for a final development plan approval. Often, this step is skipped as developers are ready to move forward with a specific development proposal.

The proposed site is part of the larger Schaefer farms property. Staff has had discussions with the family with respect to future development. A generalized Land Use Plan is included as Exhibit “A”.

Also discussed is the possibility, if needed, to construct a third way into the Costco site as well as providing access to Elmore for any future residential development. These discussions have resulted in a proposed condition on the rezoning. In a nutshell:

- This project is presented as an option and not a guarantee.
- Construction of the Road would be triggered by the City depending on need or practicality
- Owner would dedicate land for this purpose.
- City would pay for improvements

Technical Review:

Urban services to this property exist or are proposed to be extended in the near future.

Fire Station 8 is located adjacent to the site.

The property is directly served by Citibus via the HDC Express Line, Blue Line and is within ¼ mile of the Yellow Line.

The Public Works Department has completed its review with respect to traffic, stormwater detention, etc. Conditions addressing the concerns have been reviewed and are included within the recommendation.

Any development of the site will add traffic to 53rd Street, as well as general increasing traffic generation in the vicinity. For comparison purposes, a Table showing relative traffic generation of the proposed use versus single family, multifamily, and office, prepared by the City Traffic Engineer, is included in the background report. Traffic generation for the other uses is considerably less than if the property was developed commercially.

See attached memorandum for additional information.

Public Input:

A public Informational meeting was held on April 20, 2017. Approximately 150 attended.

Two signs have been posted on the property.

Notice of this public hearing was published in the May 26th edition of the Quad City Times.

Two separate notices were mailed out; one to those within the 200 foot legal protest area (16 addresses) and one to those nearby, but outside of the 200 foot boundary (295 addresses).

Six people spoke at the public hearing on June 6. Six were opposed and one was neutral. To date, two protests have been registered representing 1.7% of the adjoining property within 200 feet. A total of seven written comments and three phone calls have been received. Approximately 75% of the comments have been negative and the remainder neutral. n

Discussion:

There are two main questions for the Commission to consider: 1) is the proposed zoning appropriate for the site?; and 2) is infrastructure serving the site adequate and if not, can improvements be made to address deficiencies?

Addressing point no. 1, it is staff's opinion that the proposed zoning is appropriate.

Davenport +2035 designated this property as residential. However, from a staff perspective, there was little, if any, discussion at the time if the residential designation established in 2005 was still appropriate. Since it adjacent to regional commercial, changing the designation seems reasonable, especially given that multi-family is to the west and commercial to the east. Also, this site does not back up to any existing single family areas.

The question here is simply where do you draw the line? Davenport has never used the Future Land Use Map in the Comprehensive Plan as a tool to affect supply and demand of land. A more important factor is providing adequate choice. In this case a developer has come to the City requesting commercial and staff cannot provide specific reasons why the request is not reasonable.

Point no. 2 is regarding infrastructure. It is staff's opinion that infrastructure concerns can be met. Keep in mind that development is a process, and all answers to specifics cannot be answered short of full building and engineering plans being completed and reviewed.

At this point we believe there are sufficient safeguards in the City's development regulations as well as the recommended conditions to move the project forward.

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. REZ17-04 to the City Council for approval.

Findings:

- 1) Amending the Future Land Use Map included in Davenport+2035 results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in Davenport +2035 be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a direct route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and managed connection for vehicles and pedestrians to Elmore Avenue.

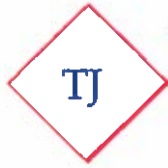
If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.



Design Strategies, LTD.

planning . site development . consulting

May 11, 2017

Mr. Matt Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa
226 West 4th Street
Davenport, IA 52801

RE: Costco Wholesale
Rezoning Request &
Final Development Plan Application

Dear Matt:

On behalf of our client, Costco Wholesale Corporation, please find enclosed the following documents in support of their request for rezoning and final development plan applications for approximately 17.88 acres located at the NEC of E 53rd Street and Elmore Circle in Davenport:

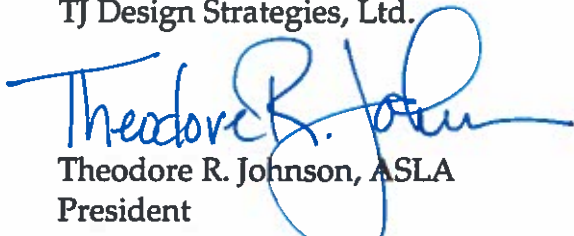
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD containing PDF files and one set 11x17 of the following drawings:
 - Concept Site Plan DD11-03
 - Concept Landscape Plan L-1
 - Photometric Plan SE-1
 - Signage Locations
 - Concept Warehouse Elevations
 - 3 Perspectives: Entry, Southwest Elevation, Northeast Elevation
 - Concept Fuel Elevations
 - Existing Conditions C1
 - Civil Site Plan C2
 - Grading Plan C3
 - Earthwork Plan C4
 - Utility & Storm Sewer Plan C5

- Neighborhood Meeting Attendance List from 5/04/17 with reduced print of the boards that were displayed at the meeting: Site/Landscape Plan, Aerial, Entry Perspective

We look forward to working with the City as it applies to these requests. If upon your review you require any additional documents and/or have any questions, please do not hesitate to contact our office.

Sincerely,

TJ Design Strategies, Ltd.



Theodore R. Johnson, ASLA

President

Costco Wholesale Authorized Representative

Enc.

REZONING REQUEST NO. _____
OFFICE OF PLANNING AND LAND USE
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT
CITY OF DAVENPORT

City Hall * Second floor
Phone: (563) 326-7765
Fax: (563) 328-6714
planning@ci.davenport.ia.us

Legal Description: See Attached

ADDRESS OF PROPERTY: Near Intersection E 53rd Street & Fairhaven Rd

EXISTING ZONING: R-1, R-2 & A-1

REQUESTED ZONING: PDD

TOTAL AREA: +/- 17.1 acres

PETITIONER: Name: Costco Wholesale Corporation
Address: 999 Lake Drive, Issaquah, WA 98027
Phone: 425-313-6549 FAX: 425-313-8114
Mobile Phone: _____ Email: bcoffey@costco.com
Interest in land: _____ title holder contract purchaser other **
** if petitioner is other than title holder, documentation will be required to show control of property – accepted offer to purchase, offer, option, etc.

TITLE HOLDER: Name: VTS Farm Parcel C, L.L.C. c/o Tom Pastrnak
Address: Pastrnak Law Firm PC, 313 W 3rd St., Davenport, IA 52801
Phone: 563-323-7737 FAX: 563-323-7739
Mobile Phone: _____ Email: _____

CONTACT PERSON: Name: Theodore R. Johnson, TJ Design Strategies, Ltd.
Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523
Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

EXPLANATION OF REZONING (for Public Hearing Notice) Rezone +/- 17.1 acres currently zoned R-1, R-2 & A-1 to a Planned Development District in order to develop a member's only retail warehouse with accessory uses including a free standing fueling facility, attached tire center and detention area.

Does the property contain a drainageway or floodplain area: Yes X No

Signature of Petitioner: *Boyd Guy* Date: 4/19/17
Rezoning Fee Schedule: JVP/Corp. Counsel

Land Area		Fee
Less than 1 acre	(< 1 acre)	\$400
One acre to less than ten acres	(≥ acre < 10 acres)	\$750 plus \$25/acre *
Ten acres or more	(≥ 10 acres)	\$1,000 plus \$25/acre*

* plus \$10.00 per sign; 1 or more signs required depending upon the size of the subject property

LEGAL DESCRIPTION

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows:

Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South 89° 43' 55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South 00° 06' 45" West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described; thence North 89° 41' 45" East 683.11 feet to the northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South 00° 18' 15" East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South 89° 41' 45" West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North 00° 06' 45" East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Honorable Mayor and City Council
City Hall
Davenport, Iowa 52801-1308

Honorable Mayor and City Council:

The undersigned, hereby petitions your honorable body to amend the Zoning Ordinance of 1981 of the City of Davenport, Iowa by changing the zoning classification

from R-1, R-2 & A-1

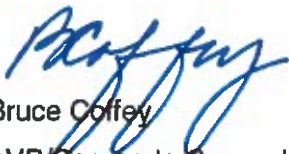
to Planned Development District

for the following legally described real property:

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows: Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South 89° 43' 55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South 00° 06' 45" West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described; thence North 89° 41' 45" East 683.11 feet to the northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South 00° 18' 15" East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South 89° 41' 45" West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North 00° 06' 45" East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Respectfully submitted,
Costco Wholesale Corporation


Bruce Coffey
AVP/Corporate Counsel

April 24, 2017

**CITY OF DAVENPORT
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT
FINAL DEVELOPMENT PLAN APPLICATION / REFERENCE FILE**

PDD / PUD / TND / M-3 (circle appropriate designation)

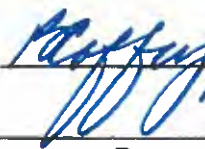
Location: Near the intersection of E. 53rd Street and Fairhaven Road

PETITIONER: Name: Costco Wholesale Corporation
Address: 999 Lake Drive, Issaquah, WA 98027
Phone: 425-313-6549 FAX: 425-313-8114
Mobile Phone: _____ Email: bcoffey@costco.com
Interest in land: _____ title holder contract purchaser other **
** if petitioner is other than title holder, documentation will be required to show control of property – accepted offer to purchase, offer, option, etc.

TITLE HOLDER: Name: VTS Farm Parcel C, L.L.C. c/o Tom Pastnak
Address: Pastnak Law Firm PC, 313 W 3rd St., Davenport, IA 52801
Phone: 563-323-7737 FAX: 563-323-7739
Mobile Phone: _____ Email: _____

CONTACT PERSON: Name: Theodore R. Johnson, TJ Design Strategies, Ltd.
Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523
Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

EXPLANATION OF FINAL DEVELOPMENT PLAN PROPOSAL Develop a +/- 156,000 sf members only retail warehouse with accessory uses to include a free standing fueling facility, an attached tire center, 741 parking stalls, as well as a 0.98 acre detention pond on the overall 17.10 acres. There will also be a 0.78 acre landscape buffer on the north end of the parcel.

Signature of Petitioner: 

Date: 4/19/17

Processing Fee	Fee
Less than one acre (< 1 acre)	\$500
One acre or more (≥ 1 acre)	\$1,000



City of Davenport

City of Davenport
FINANCE - REVENUE
226 W 4th St
Davenport, IA 52801
563-326-7707

www.cityofdavenportiowa.com

010732-0036 Brian K. 05/15/2017 03:28PM

MISCELLANEOUS

Description: REZONING
(ZR)

REZONING

1 @ 2,470.00

REZONING

2,470.00

Payment Id: 253802

2,470.00

Subtotal

2,470.00

Total

2,470.00

CHECK

2,470.00

Check Number 004308

Change due

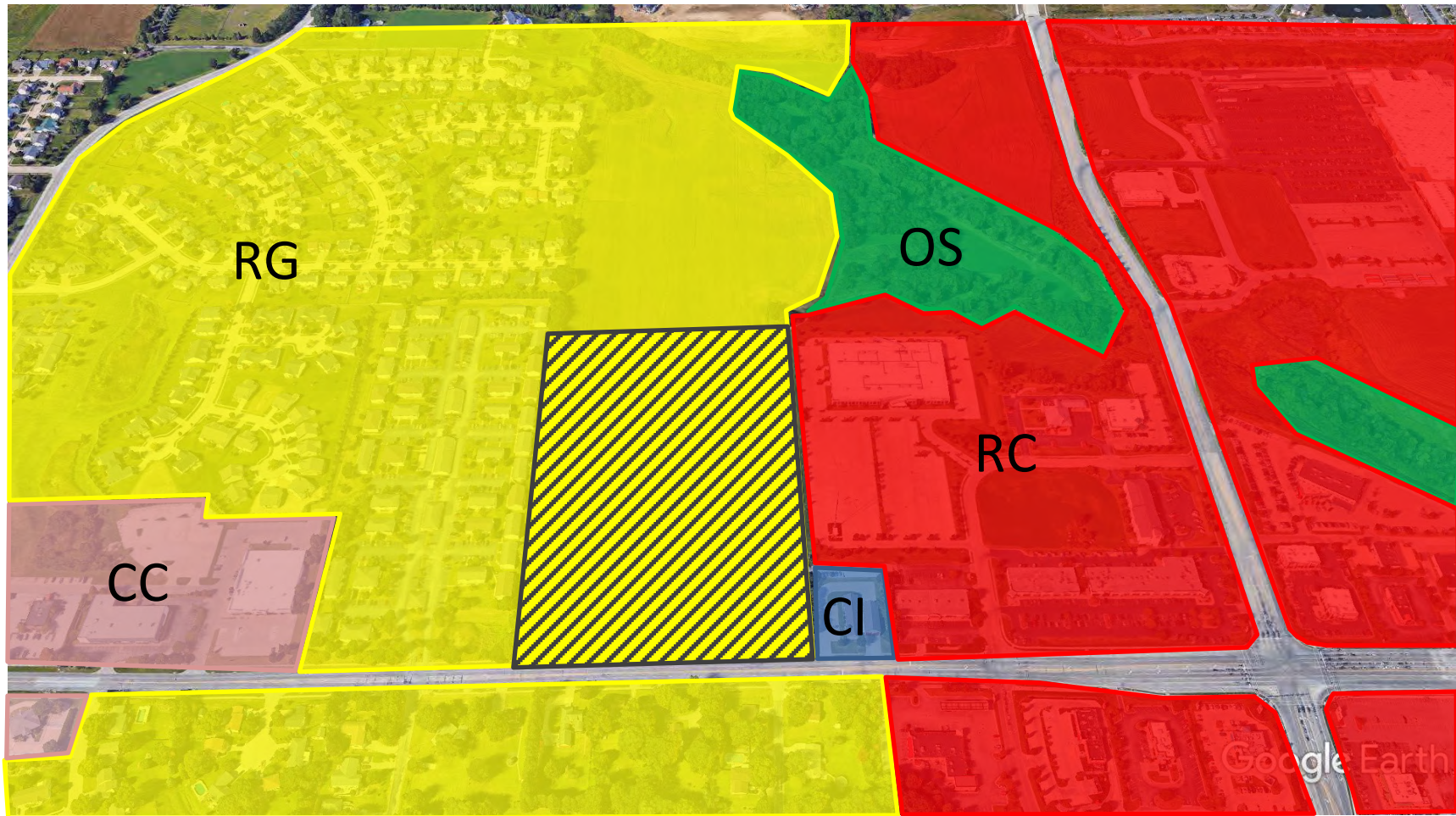
0.00

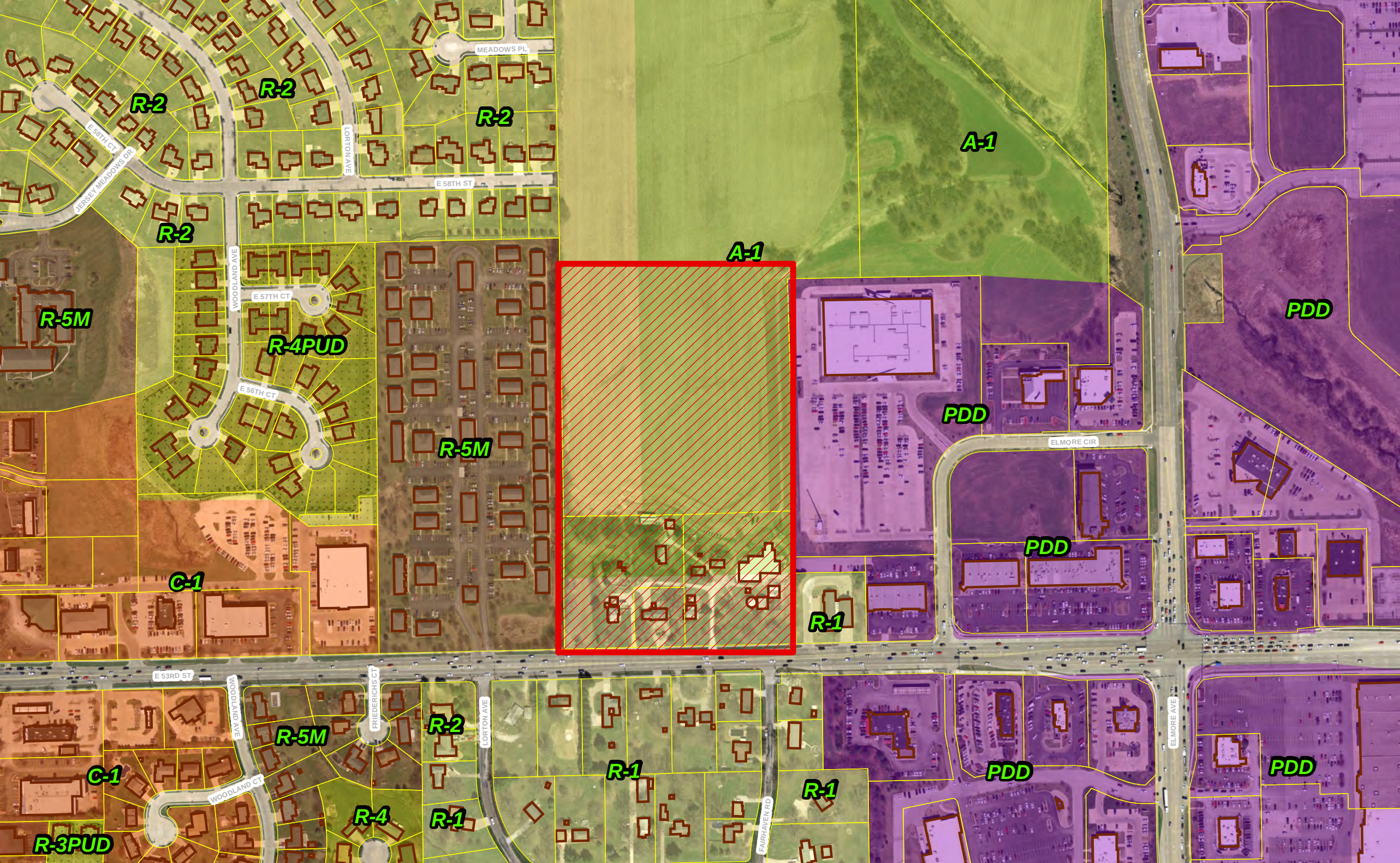
Paid by: TJ DESIGN STRATEGIES LTD

Comments: FINAL DEVELOPMENT PLAN >1 ACRE
REZOING APPLICATION > 18 ACRES PLUS TWO
NOTICE SIGN

TJ DESIGN STRATEGIES LTD 217 WEST 10th ST Davenport, IA 52801		4308	
PAID TO: City of Davenport		5 500 017	
Two Thousand Four Hundred Seventy and 00/100		5 500 017 00	
City of Davenport		DOLLAR NO. 0	
4/1/17		The [Signature]	

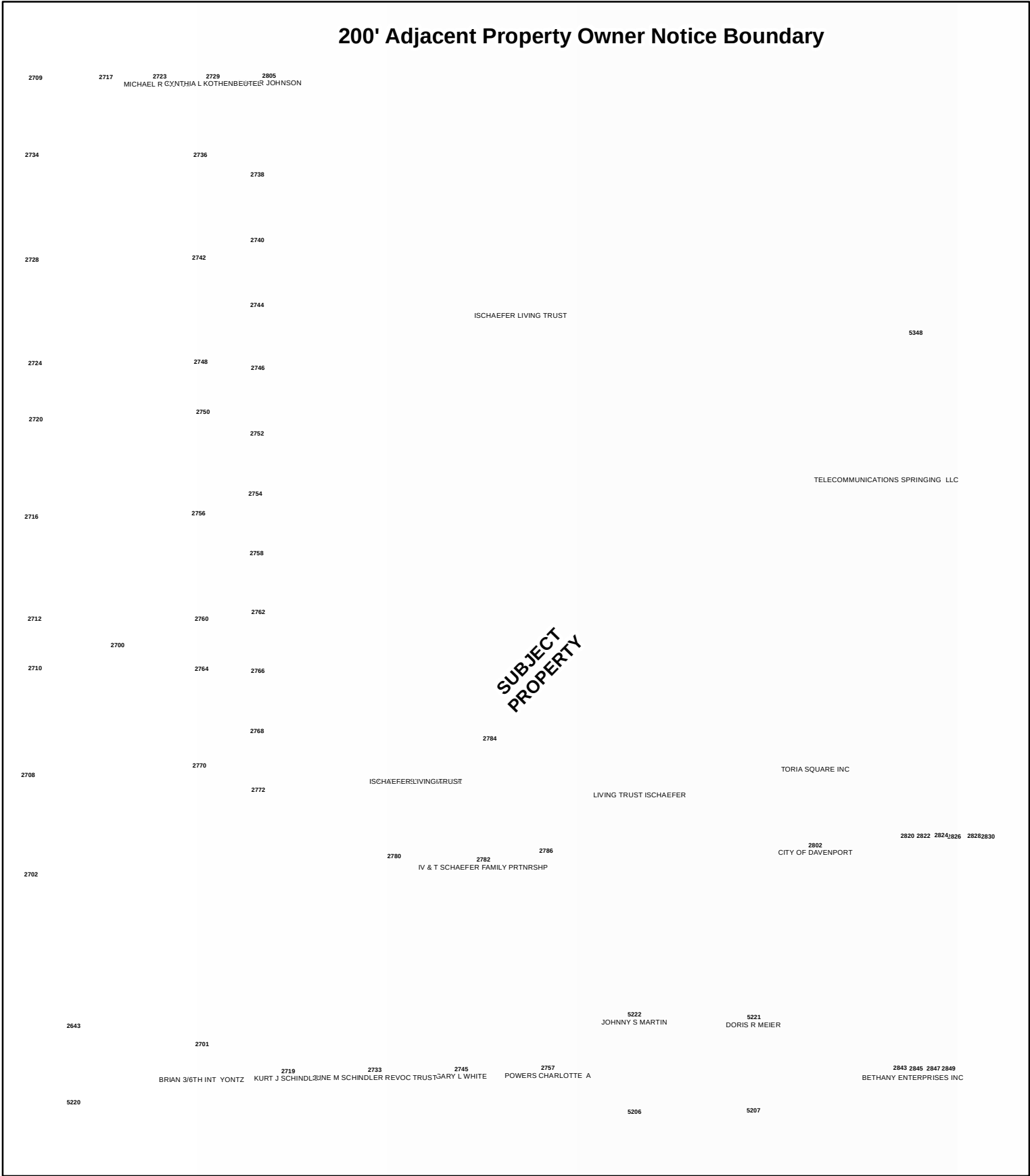
Case No. 17-04
Future Land Use Map



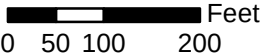


REZ17-04 - Costco Request for a Zoning Map Amendment (Rezoning)
Plan & Zoning Commission: Adjacent Property Owner Notice Area

200' Adjacent Property Owner Notice Boundary



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



REZ17-04 - Adjacent Owner Notice Mailing List

Parcel	Property Address	Owner Name	Owner Street	Owner CityStateZip
Ward/Ald:	6th Ward	Alderman Justin		16 Notices Sent
N0712-02A	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-27	2701 E 53RD ST	BRIAN YONTZ	1230 E JUNIPER ST	CANTON IL 61520
N0712-33B	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-34	2757 E 53RD ST	CHARLOTTE A POWERS	2757 E 53RD ST	DAVENPORT IA 52807
N0712-35	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPORT IA 52807
N0712-36	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPORT IA 52807
N0712-37	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPORT IA 52807
N0833-01D	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL 61264
Y0707-01B		SCHAEFER LIVING TRUST	2782 E 53RD ST	DAVENPORT IA 52807
Y0707-03	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPORT IA 52807
Y0707-04	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPORT IA 52807
Y0707-05	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPORT IA 52807
Y0723-11E	2802 E 53RD ST	FIRE STATION #8	2802 E 53RD ST	DAVENPORT IA 52807
Y0723-OLA		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
Y0817-02E	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1 ATT WAY	BEDMINSER NJ 07921
Y0723-01	2700 E 53RD ST	MFR PARTNERS XII LLC	856 LAKE ST E	WAYZATA MN 55391



226 West Fourth Street • Davenport, Iowa 52801
Telephone: 563-326-7711 TDD: 563-326-6145
www.cityofdavenportiowa.com

PUBLIC HEARING NOTICE

May 26, 2017

Dear Property Owner:

You may be aware of plans by Costco Wholesale Corporation to construct a new store north of the intersection of Fairhaven Road and E. 53rd Street (see attached map).

In order for this project to proceed, the property must be rezoned from A-1 Agricultural District and R-1, Low Density Residential District to PDD, Planned Institutional District.

The next step in the process is for the Davenport Plan and Zoning Commission to conduct a public hearing. The public hearing will be held:

Tuesday, June 6, 2017, 5:00 p.m.
City Council Chambers, City Hall
226 West 4th Street

You are welcome to attend and provide comments. If you cannot attend this meeting and have questions or concerns, feel free to contact me directly using the contact information below.

Sincerely,

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport
Matt.flynn@ci.davenport.ia.us
563-888-2286



Case No. REZ 17-04

Costco Rezoning

Location Map



Wednesday, May 31, 2017

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Plan and Zoning Commission public hearing notice on Friday, May 27th.

The PO number for this notice is 1718754

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
TUESDAY, June 6, 2017 - 5:00 P.M.
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There is on file in the office of Community Planning, on behalf of the City Plan and Zoning Commission, the following petition:

Case No. REZ17-04: Request of Costco Wholesale Corporation to rezone approximately 17.88 acres located north of the intersection of Fairhaven Road and East 53rd Street from A-1 Agriculture District and R-1 Low Density Residential District to PDD, Planned Development District. This property is located in the 6th Ward.

Public hearings are scheduled for 5:00 p.m. or as soon thereafter as possible on Tuesday, June 6, 2017 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. 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. 1718754

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

MEMORANDUM

Date: May 30, 2017

To: Matt Flynn
Community Planning and Economic Development

From: Tom Leabhart, P.E.
Development Engineer

Re: Proposed Costco Site Plan Review

Prior to the approval of the above referenced plat the following conditions need to be addressed:

1. The new right of way line and sidewalk should both be shown as straight lines between the two driveways rather than offsetting to the south. Although this may interfere with the future fuel expansion, it appears that a setback variance may be needed in any case.
2. Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are still needed. Some of these details may affect the new right of way and sidewalk locations.
3. It is our understanding that with City input Costco will design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Ave intersection to the match point east near the fire station. The city will reimburse Costco for eligible costs.
4. Along with the delivery truck entrance path the exit path should also be shown on the plan. Trucks should be able to exit to the east.
5. Drainage patterns need to be reviewed, especially on entrances. Water runoff cannot increase on residential property to the south
6. Is there a possibility of joining the detention with the apartments? Along with the review of better water quality ideas.
7. Slope and depth of storm sewer from east entrance inlet heading north then over to detention will be deep. Can the pond fill without backing into the inlet?
8. Need Details of easterly turn lane and its impact on the fire department.
9. Property lines/Right of Way lines on the south side of 53rd are incorrect. There was dedication of Right of Way.
10. A left turn lane shall be constructed for the west entrance. The turn lane length shall be approximately 150 feet long. This will necessitate the reduction of the westbound left turn lane at Lorton Avenue to a length of approximately 50 feet.
11. The west entrance shall be signalized and the signalization shall be paid for entirely by the developer and constructed to City of Davenport standards. All equipment used for signalization must be approved by the Traffic Engineer. The signal will be interconnected with the adjacent signals in both directions on 53rd Street. The City will

likely already have conduit and fiber optic cable along this corridor when the signals are installed. City staff will create the timing plan for the signals.

12. Right turn lanes shall be constructed for both entrances. The right turn lane for the west entrance will be the length of road between the entrances and the one for the east entrance will be as long as practical. The slope of the fire station entrances, especially the one leading to the building, will determine how long that right turn lane can be.
13. The east entrance shall be a right-in, right-out entrance. The only way to ensure no left turns in or out of that entrance is to construct a raised median in 53rd Street. The median shall start just past the west entrance and continue just past Fairhaven and the east entrance. A short left turn lane shall be constructed at the end of the median to accommodate left turns into the fire station's west driveway.

cc: Gary Statz, Amy Kay, Eric Longlett, Brian Schadt

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: NEC OF E 53RD ST & ELMORE CIR
DAVENPORT, IA

SITE DATA:

TOTAL COSTCO SITE AREA: 17.88 ACRES (778,852 SF)

INCLUDES:

- DETENTION POND 0.87 ACRES (42,170 SF)
- LANDSCAPE BUFFER 0.78 ACRES (34,155 SF)

JURISDICTION:

CITY OF DAVENPORT

ZONING:

C-4

SETBACKS:

NORTH 50'

WEST 25'

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:

156,170 SF

INCLUDES:

WAREHOUSE MAIN LEVEL
ENCLOSED CANOPY
FIRE DEPT ROOM / MACHINE ROOM

150,129 SF
4,002 SF
2,039 SF

PARKING DATA:

TOTAL PARKING:

715 STALLS

INCLUDES:

MAIN LEVEL PARKING PROVIDED:

- 10' WIDE STALLS
- ACCESSIBLE STALLS

688 STALLS
17 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:

4.57 STALLS

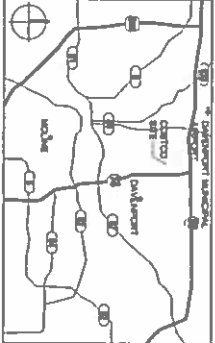
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



REGIONAL MAP



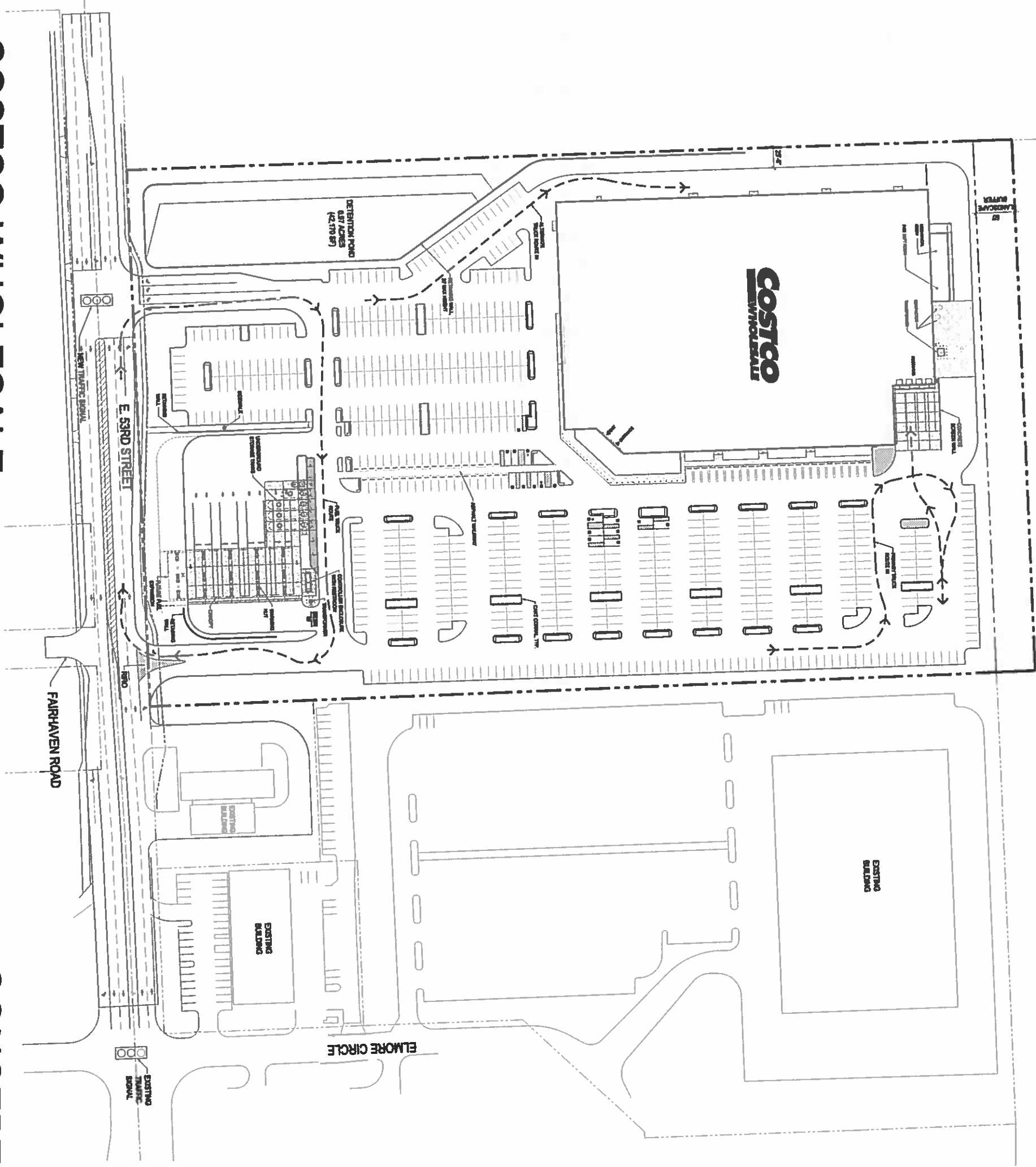
COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT SITE PLAN

MAY 10, 2017

DD11-03

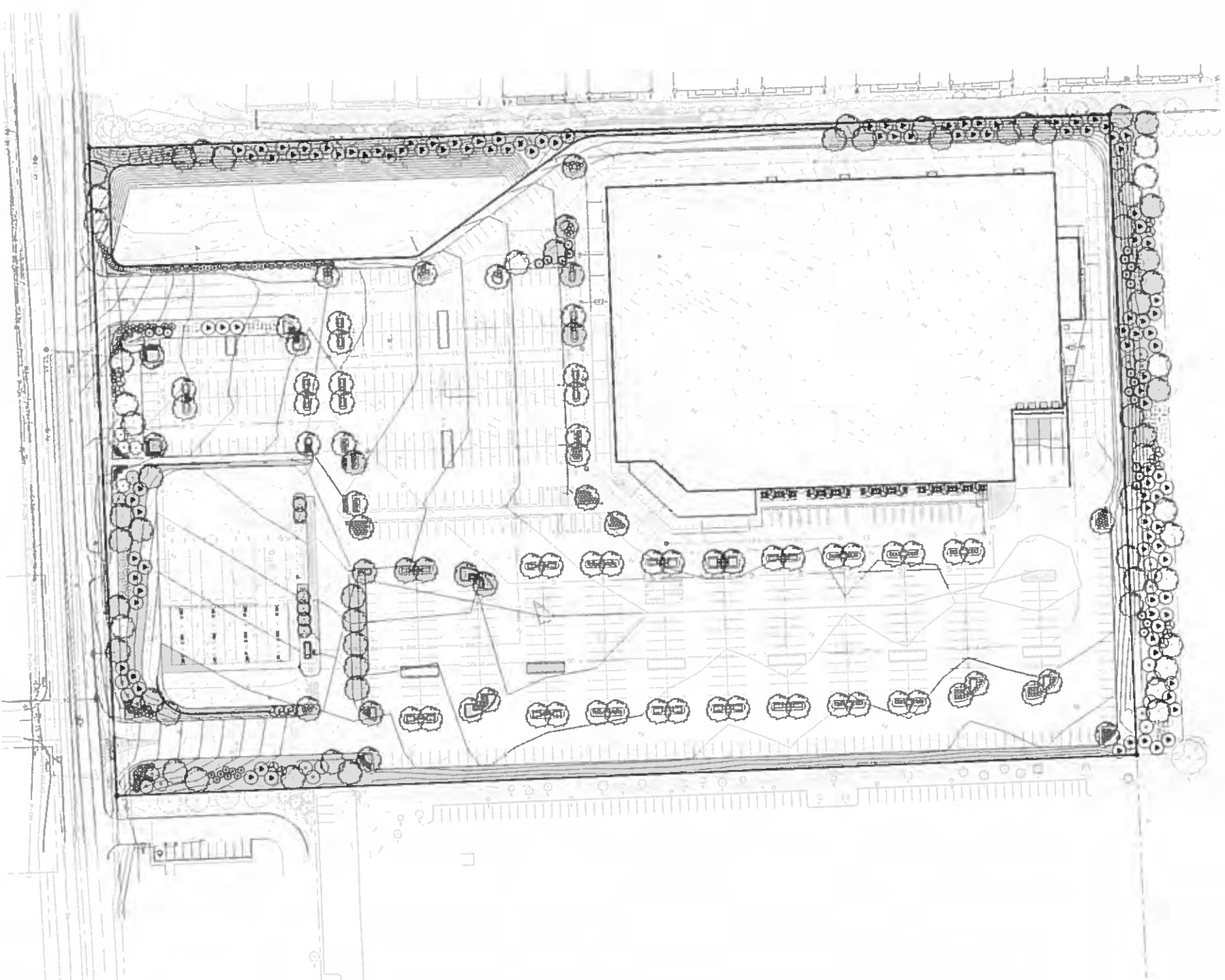


COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT LANDSCAPE PLAN

MAY 10, 2017

[illegible]

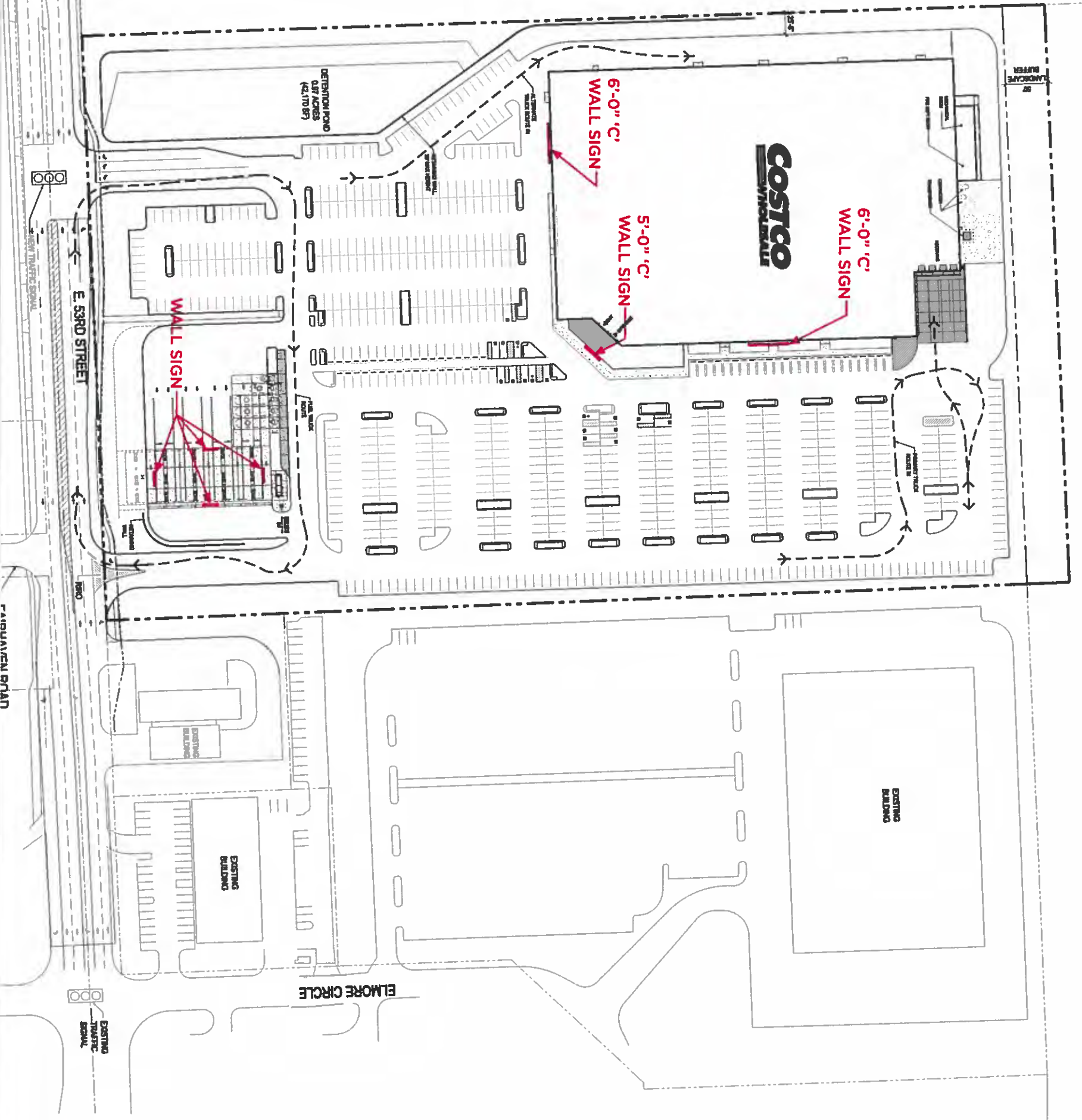
COSTCO
DAVENPORT, IA

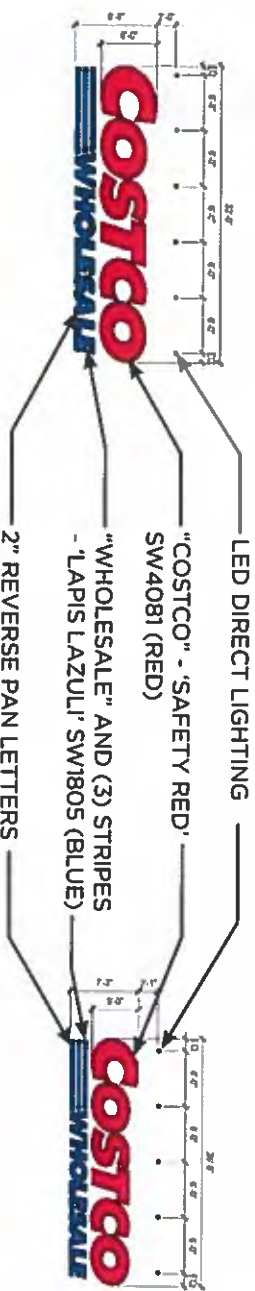
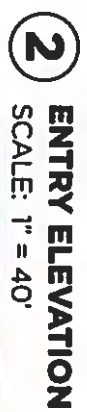
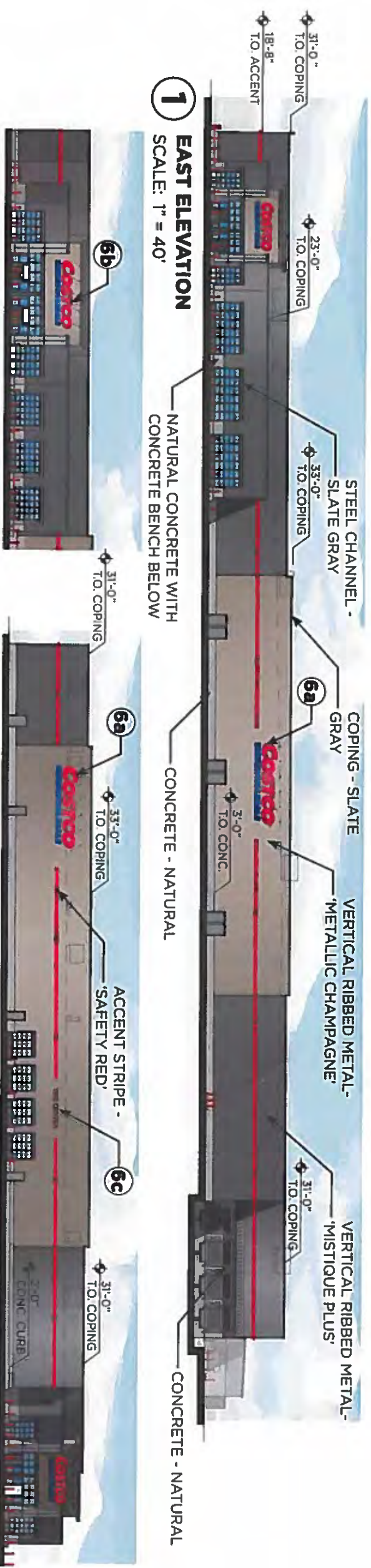
SMITHGROUP JIR

201 DEPOT STREET
ANN ARBOR, MI 48101
734 662 4457
www.bridgway.com

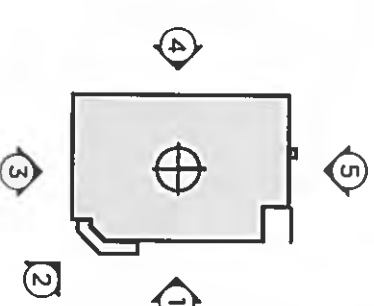
93257.000
MAY 10, 2011
CONCEPT
LANDSCAPE
PLAN
L-1

5





SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
2	CORNER WHOLESALE	8'-4" x	200 SF	200 SF
1	CORNER WHOLESALE	8'-4" x	164 SF	164 SF
1	TRUCK CENTER	17'-4" x 1'-4"	21 SF	21 SF
TOTAL SIGNAGE AREA				385 SF





MG2

MAY 11TH, 2017
PROJECT # 16-5532-01 V.#1.2
DAVENPORT, IA

ENTRY PERSPECTIVE

Costco
WHOLESALE

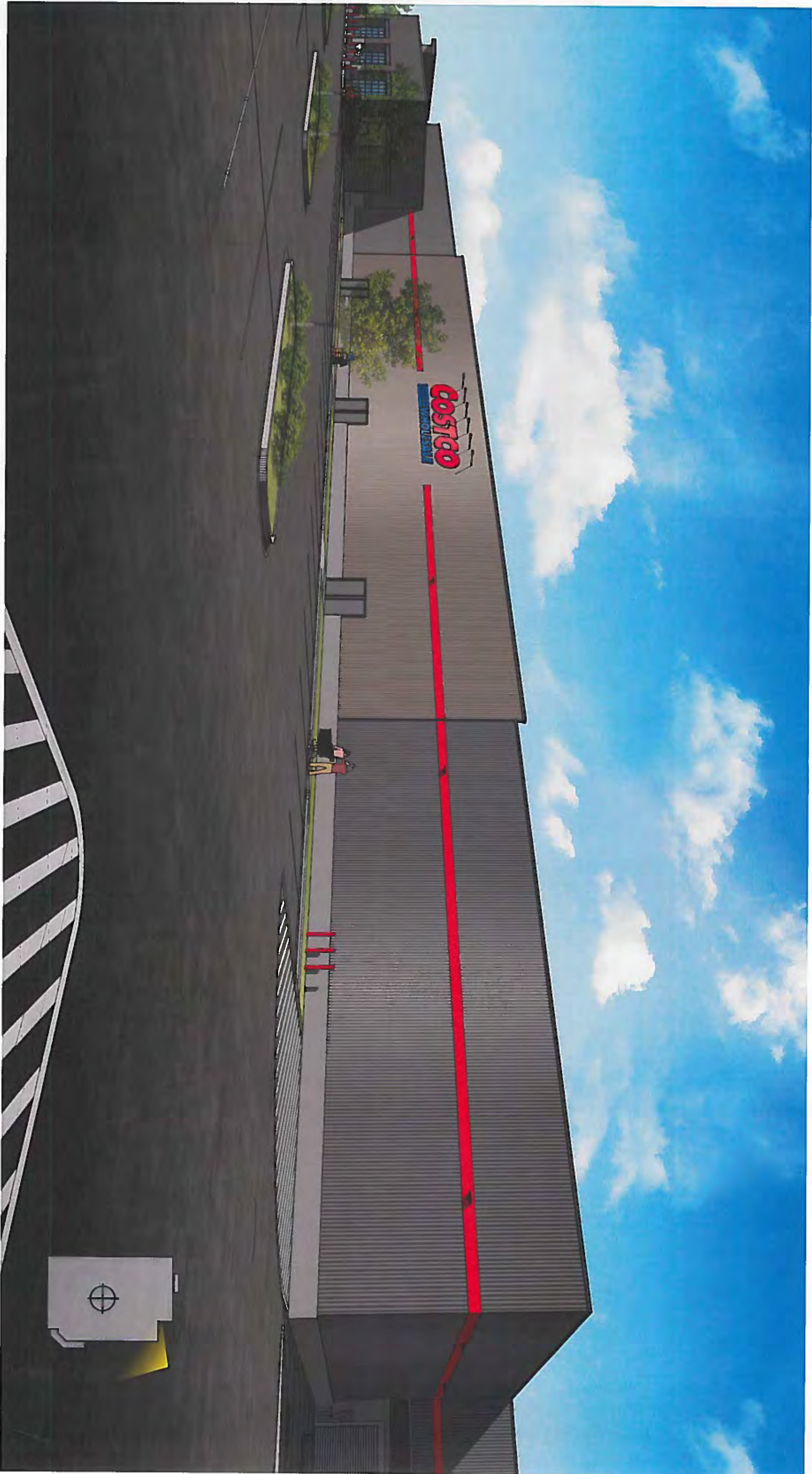


MG2

MAY 11TH, 2017
PROJECT # 16-5532-01 V. #12
DAVENPORT, IA

SOUTHWEST PERSPECTIVE

Costco
WHOLESALE

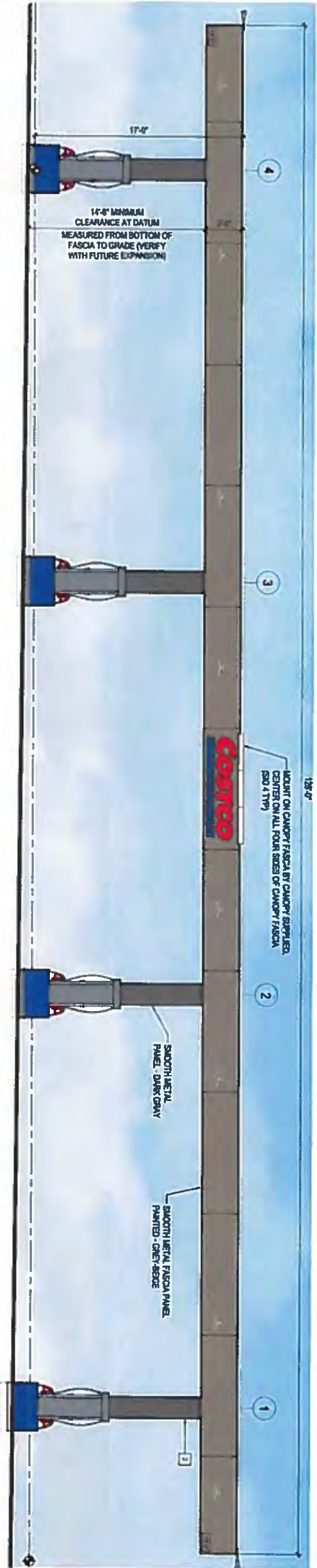


MG2

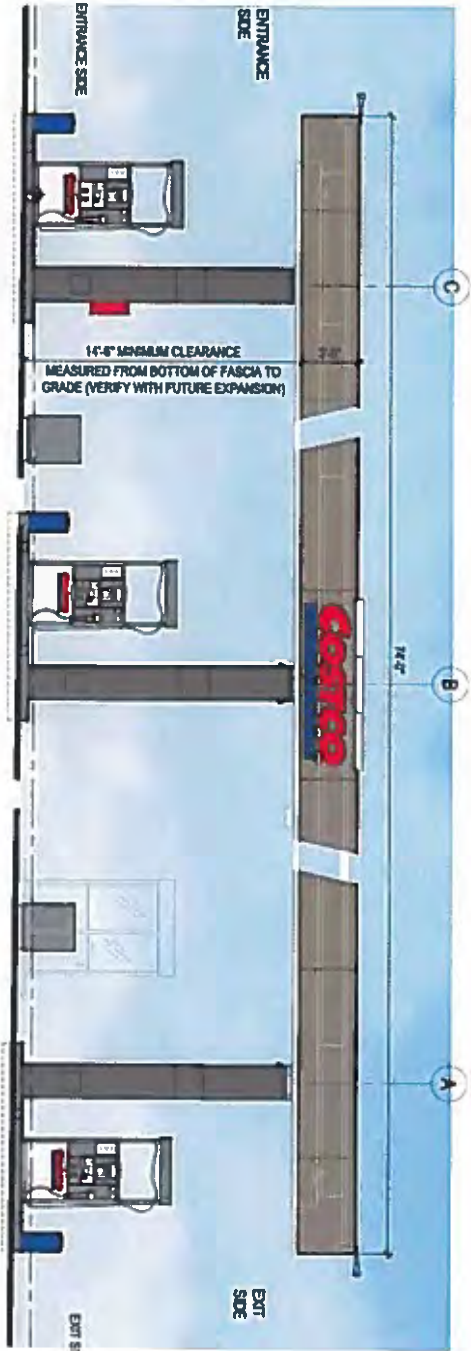
MAY 11TH, 2017
PROJECT # 16-5532-01 V #1.2
DAVENPORT, IA

NORTHEAST PERSPECTIVE

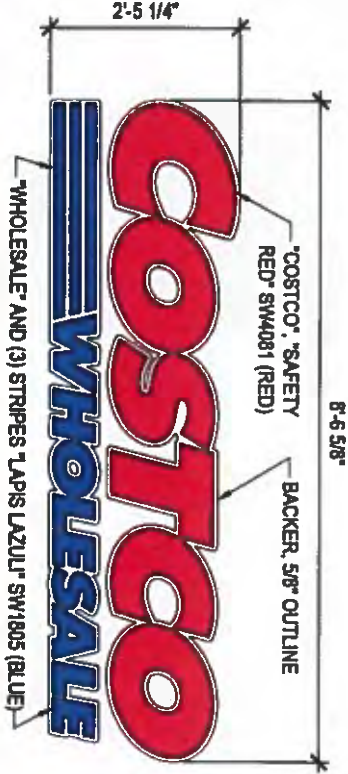
Costco
WHOLESALE



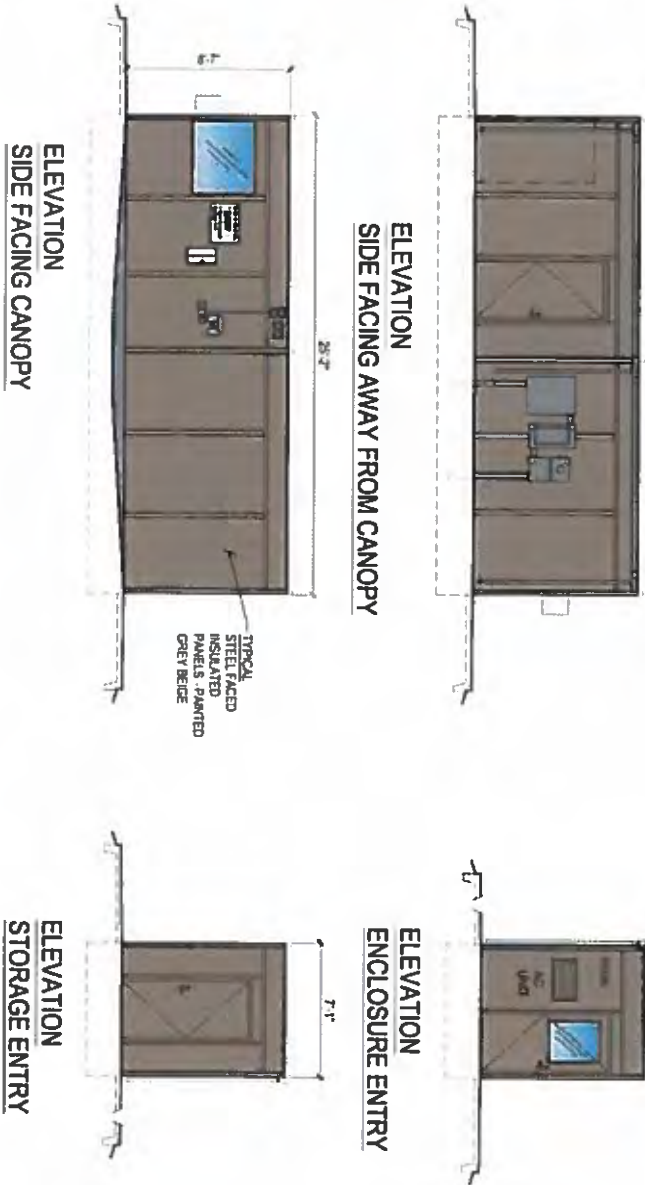
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



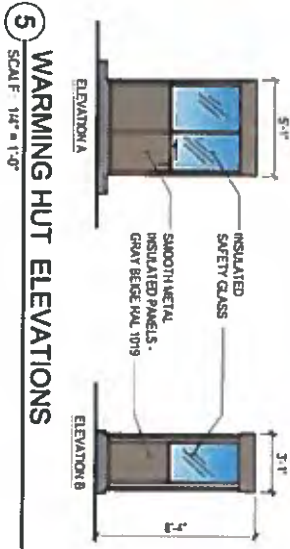
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-5 1/4" X 8'-6 5/8"	22	88 SF
			TOTAL SIGNAGE AREA	88 SF



3 CONTROLLER ENCLOSURE
SCALE: 1/4" = 1'-0"

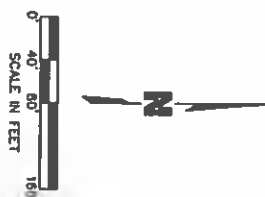
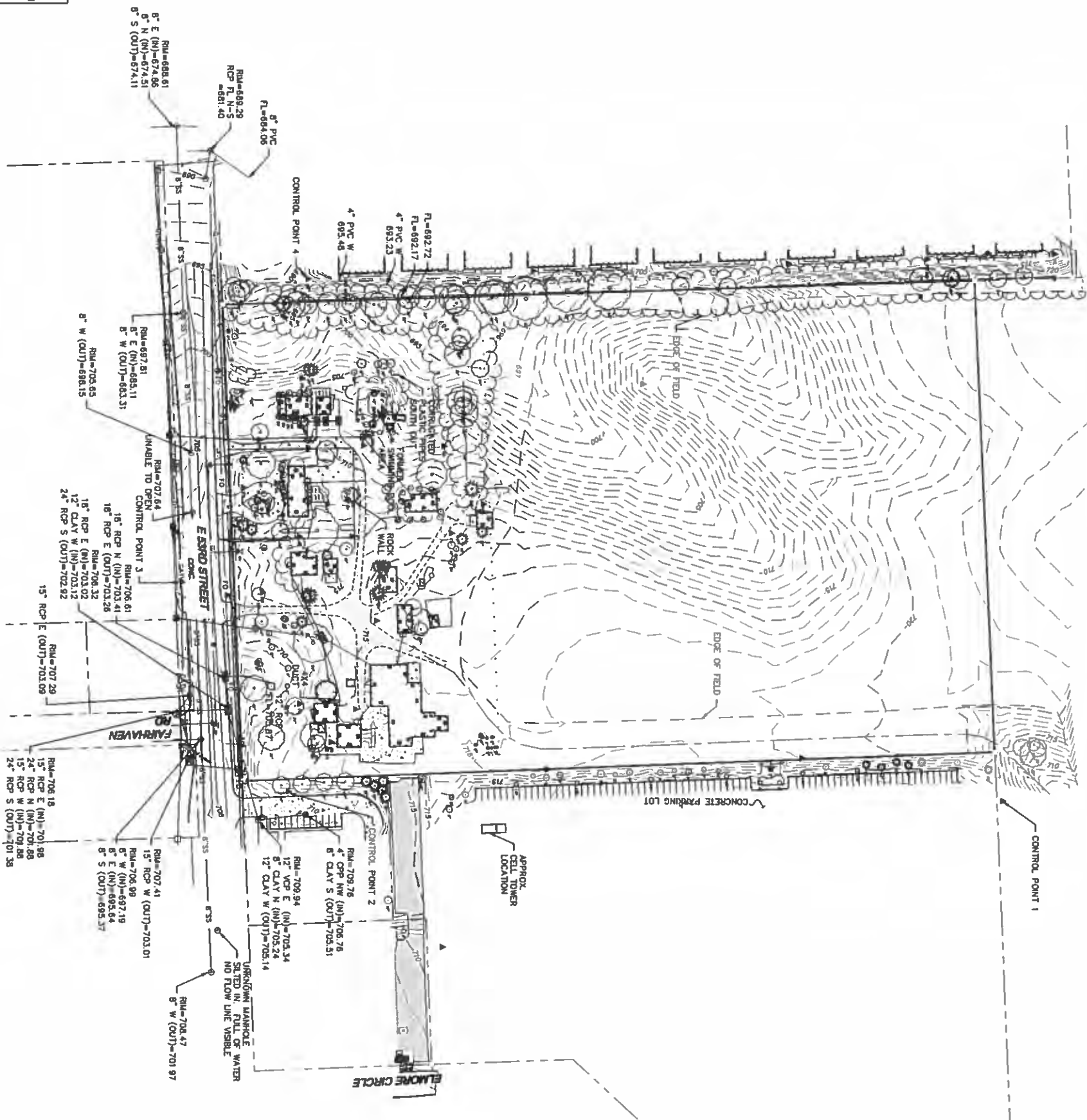


5 WARMING HUT ELEVATIONS
SCALE: 1/4" = 1'-0"

-----	BOUNDARY LINE
-----	ADJACENT PROPERTY LINE
-----	PREVIOUSLY PLATTED LOT LINES
-----	ZONING DELINEATION
-----	RETAINING LIMBS
-----	EDGE OF FIELD
-----	WATER LINE
-----	STORM SEWER PIPE
-----	SEWAGE SEWER PIPE
-----	UNDERGROUND TELEPHONE
-----	UNDERGROUND POWER
-----	OVERHEAD POWER
-----	UNDERGROUND GAS
-----	WORKED OR MAINTAINED WIRE FENCE
-----	WROUGHT IRON OR CHAINLINK FENCE
-----	WOOD FENCE
-----	BITE BENCH/MARK/CONTROL
-----	FOUND CRIBBED "X"
-----	GRAVE WELT
-----	SEWER CLEANOUT
-----	STORM MANHOLE
-----	SEWAGE MANHOLE
-----	FIRE HYDRANT
-----	WATER VALVE
-----	UNKNOWN MANHOLE
-----	POWER POLE WITH LIGHT
-----	TRAFFIC SIGNAL BASE
-----	POWER POLE
-----	GAS VALVE
-----	ELECTRIC METER
-----	GAS METER
-----	TELEVISION PEDIMENT
-----	TELEPHONE PEDIMENT
-----	GAS RISER
-----	FIBER OPTIC MANHOLE
-----	GAS MANHOLE
-----	ROOF DRAIN
-----	GUY WIRE
-----	TRANSFORMER
-----	MAIL BOX
-----	SOIL BORING
-----	TREE AND DIAMETER
-----	MEASURED DISTANCE
-----	RECORDED DISTANCE
-----	TABLE "X" ITEM NOTE
-----	SCHEDULE "X" ITEM NOTE
-----	BURIED ITEM NOTE
-----	BUILDING MATCH
-----	LANDSCAPE MATCH
-----	CONCRETE MATCH
-----	GRAVEL MATCH
-----	ASPHALT MATCH
-----	WOOD DECK
-----	BRICK MATCH

NOTE: GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD MAKE NO GUARANTEES THAT THE LOCATIONS SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA. EITHER OR BOTH OF THEM MAY BE SUBJECT TO CHANGE WITHOUT NOTICE. NEITHER PARTY DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD HAVE NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. IF ANY UNDERGROUND UTILITY LOCATIONS ARE REQUIRED THEY WILL HAVE TO BE VERIFIED BY FIELD POTHOLES THE UTILITIES. GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR DAMAGE TO ANY UTILITIES. ANY DAMAGE TO ANY UTILITIES MUST BE ORDERED TO BE REPAIRED PER INTERSTATE #11 ONE-COUNTY TIERED PAYMENT SCHEDULE.

DISTRICT, OMAHA PUBLIC POWER DISTRICT, PNC COMMUNICATIONS, METROPOLITAN UTILITIES NETWORK, INC., 282 WICKS SOUTHPOINTE, SD 569-4 CORNERS AND UNIT PRIVATE NETWORKS, LLC



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

[illegible]

EXISTING CONDITIONS

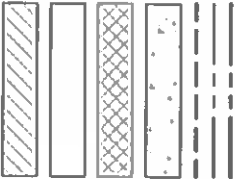
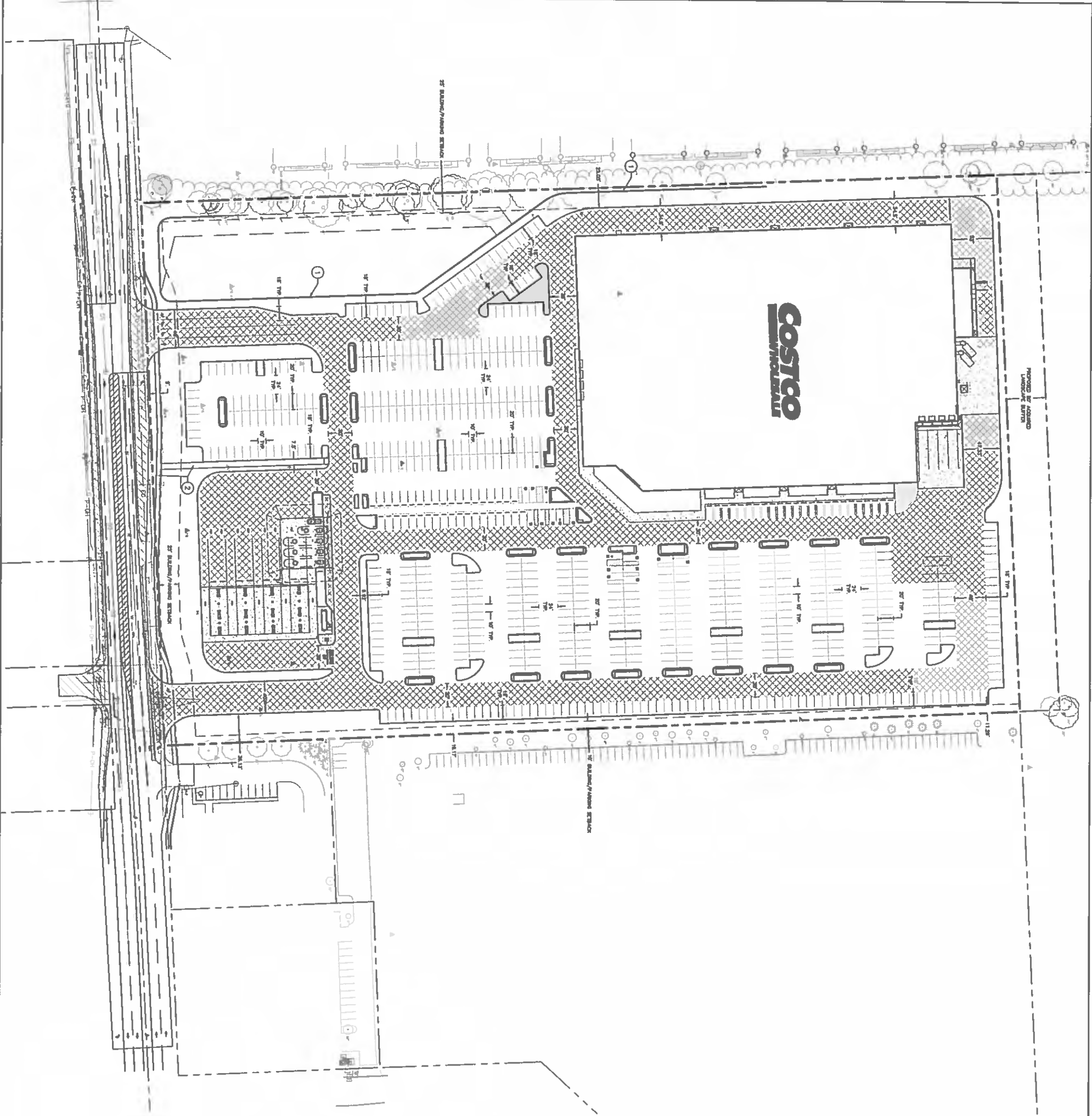
COSTCO WHOLESALE
10 STREET & ELMORE CIRCLE

DAVENPORT, IOWA

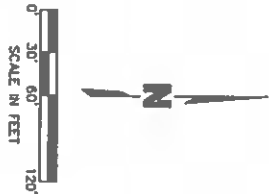
OLSSON
ASSOCIATES

7137 Volo Drive
West Des Moines, IA 50309

TEL 912.331.8817
FAX 912.331.8819 www.stonemountain.com



- LEGEND**
- EXISTING BOUNDARY
 - PROPOSED BOUNDARY
 - PROPERTY SETBACK
 - CONCRETE PAVEMENT
 - HEAVY DUTY ASPHALT PAVEMENT
 - LIGHT DUTY ASPHALT PAVEMENT
 - GENERALLY DEFINED PUBLIC IMPROVEMENT AREA
- KEYNOTES:**
- ① INSTALL RETAINING WALL (SEE ALSO GRADING PLAN)
 - ② INSTALL CONCRETE SIDEWALK, WIDTH PER PLAN



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
DATE: 5/11/2017

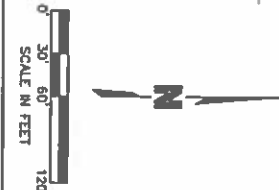
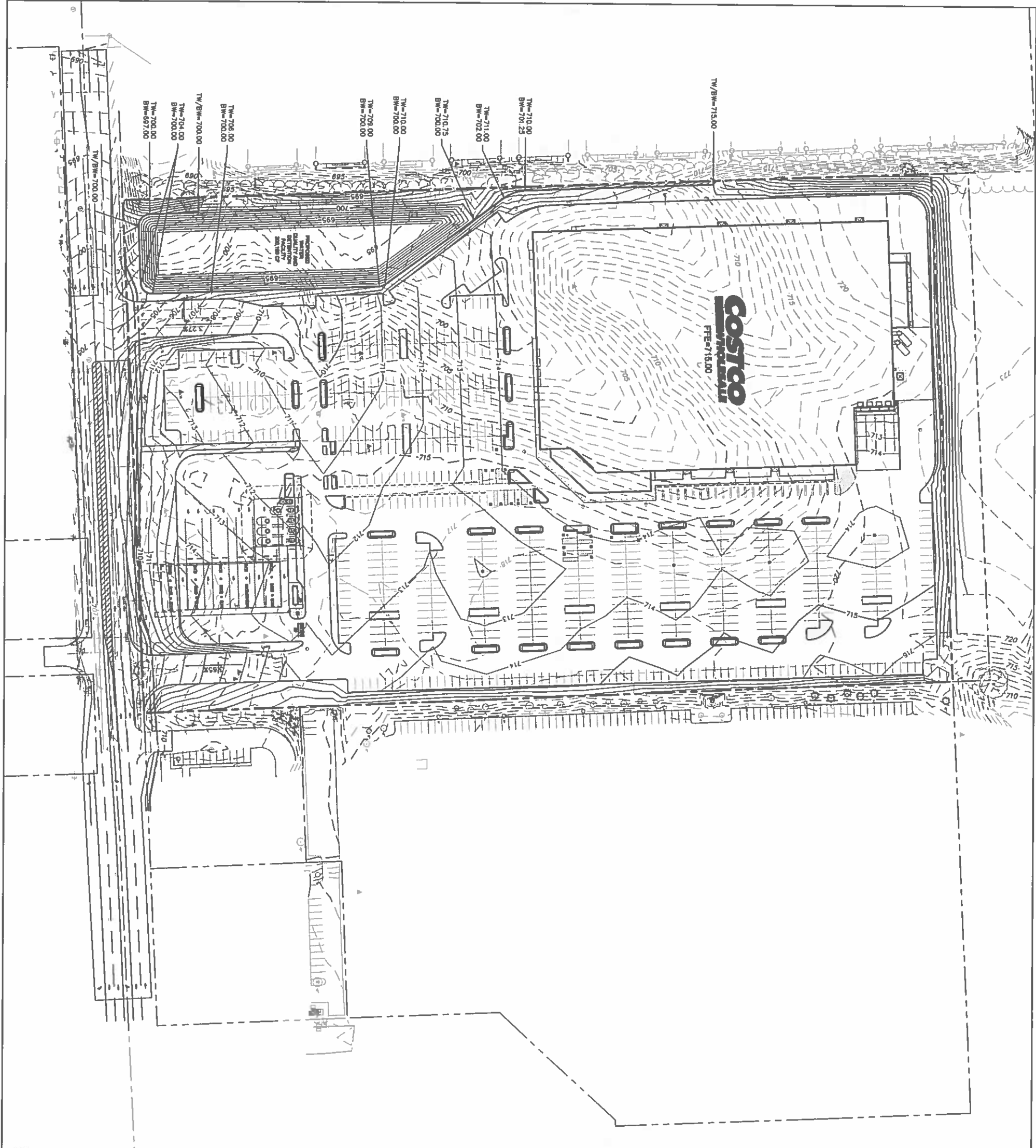
SITE PLAN		REV. NO.	DATE	REVISIONS DESCRIPTION
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE DAVENPORT, IOWA		2017		REVISIONS

Drawn By: [Name]
Checked By: [Name]
Project No.: [Number]
Drawing No.: [Number]

SHEET
C2

MOLSSON ASSOCIATES

7187 Volo Drive
West Des Moines, IA 50325
TEL: 515.321.0517
FAX: 515.321.0516
www.molssonassociates.com



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**
06/28/2017

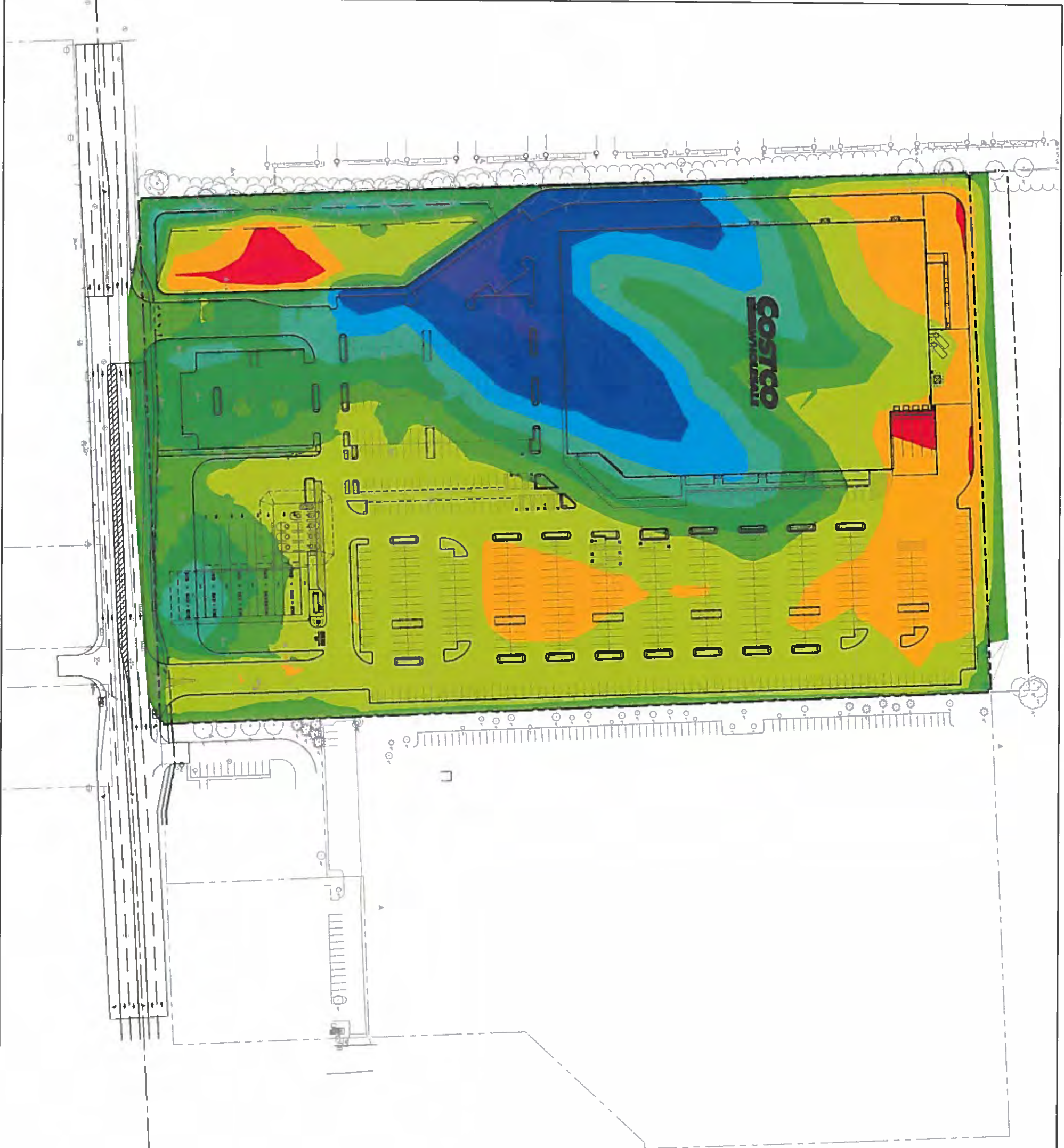
DRAWN BY: _____ CHECKED BY: _____ DATE: _____ PROJECT NO.: _____ SHEET NO.: _____ DATE: _____	GRADING PLAN		REV. NO.	DATE	REVISIONS DESCRIPTION
	COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE				
	DAVENPORT, IOWA	2017	REVISIONS		



7157 Vista Drive
West Des Moines, IA 50220

TEL 515.331.8517
FAX 515.331.0510

www.molssonassociates.com



LEGEND
PROPOSED PROPERTY
RETAINING WALL

ELEVATIONS			
NUMBER	MIN. ELEV.	MAX. ELEV.	COLOR
1	-14.09	-11.00	
2	-11.00	-8.00	
3	-8.00	-5.00	
4	-5.00	-2.00	
5	-2.00	0.00	
6	0.00	3.00	
7	3.00	6.00	
8	6.00	9.00	
9	9.00	12.00	
10	12.00	15.00	
11	15.00	17.00	

FILL CUT

- NOTES:
1. EARTHWORK FIGURES ARE APPROXIMATE
 2. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION
 3. CUT AND FILL FIGURES IN COLOR TABLE REPRESENT
 4. A SHRINKAGE FACTOR OF 2.15 WAS USED
 5. SURCHARGE NOT INCLUDED FOR BUILDING PAD

- EARTHWORK TOTALS:
1. TOTAL HEAVY DUTY ASPHALT = 183,550 SF = 7,931 CY (CUT)
 2. TOTAL LIGHT DUTY ASPHALT = 225,778 SF = 7,317 CY (CUT)
 3. TOTAL CONCRETE PAVEMENT = 23,825 SF = 997 CY (CUT)
 4. TOTAL BUILDING = 173,243 SF = 6,417 CY (CUT)
 5. TOTAL SPOIL = 2,455 CY (CUT)
 6. TOTAL FUEL TANK PIT = 3,228 CY (CUT)
 7. TOTAL SURFACE CUT = 66,788 CY
 8. TOTAL SURFACE FILL = 70,351 CY
 9. NET = 24,782 CY (CUT)

0' 30' 60' 120'
SCALE IN FEET
N

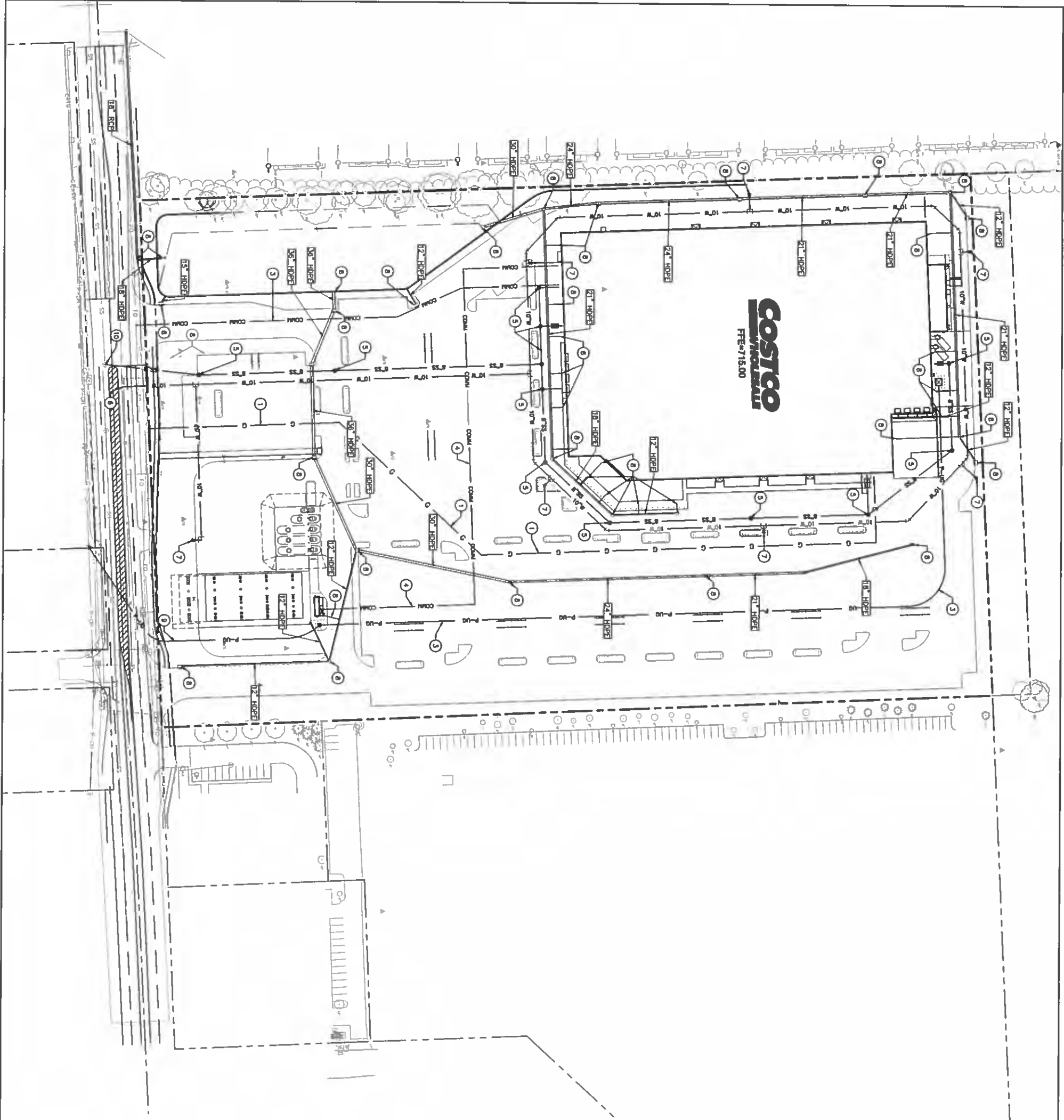
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

EARTHWORK PLAN		REV. NO.	DATE	REVISIONS DESCRIPTION
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE				
DAVENPORT, IOWA		2017		REVISIONS

7157 Vista Drive
West Des Moines, IA 50268
TEL: 515.331.8517
FAX: 515.331.8518
www.cheerleaders.com

Drawn By: J. K. Petersen
Checked By: J. K. Petersen
Project No.: 017-0610
Date: 04/26/2017

SHEET
CA



- 1 INSTALL GAS SERVICE AND CONNECT TO SOURCE ACROSS E. SIDE STREET
- 2 INSTALL PRIMARY ELECTRICAL SERVICE TO WAREHOUSE TRANSFORMER
- 3 INSTALL CONDUIT FOR TELEPHONE SERVICE TO WAREHOUSE
- 4 INSTALL CONDUIT FOR TELEPHONE SERVICE FROM WAREHOUSE TO GAS STATION
- 5 INSTALL SANITARY SEWER SINKER AND MANHOLES, PLEASANT AND SAND/OIL SEPARATORS SHOWN ON MUP
- 6 TAP EXISTING WATER MAIN AND INSTALL FIRE LINE AND DOMESTIC SERVICE TO WAREHOUSE WITH METER INSIDE BUILDING
- 7 INSTALL PRIVATE FIRE LINE TO BACKFLOW PREVENTION VALVE AND FIRE HYDRANT
- 8 INSTALL CONCRETE STORM STRUCTURES, ROOF DRAIN PIPING AND STORM DRAIN PIPING
- 9 INSTALL PRIMARY ELECTRICAL SERVICE TO GAS STATION TRANSFORMER
- 10 CONNECT SANITARY SERVICE TO EXISTING MAIN IN E. SIDE STREET

[illegible]

LEGEND

0' 30' 60' 120'

SCALE IN FEET

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/28/2017

Drawn By: _____ Checked By: _____ Project No.: _____ Date: _____	UTILITY & STORM SEWER PLAN		REV NO.	DATE	REVISIONS DESCRIPTION	
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE						
DAVENPORT, IOWA		2017	REVISIONS			



7157 Viste Drive
West Des Moines, IA 50306

TEL 515.331.8517
FAX 515.331.8519 www.molssonassociates.com

SHEET
C5

Traffic Impact Study: Costco Wholesale Warehouse Development

Davenport, Iowa

March 2017

Prepared for: Costco Wholesale Corporation

Prepared by:

SHIVEHATTERY
ARCHITECTURE+ENGINEERING

316 Second Street SE, Suite 500
Cedar Rapids, IA 52406
(515) 364-0027

CONTENTS

Executive Summary	4
Existing Conditions	6
Project Description.....	7
Adjacent Streets.....	8
Existing Intersection Conditions.....	8
Traffic Volume Data	9
Background Traffic Growth	10
Crash Analysis	14
Proposed Site Improvements	16
Trip Generation	16
Trip Distribution	16
Traffic Modeling.....	20
Signal Warrant Analysis.....	20
Operational Analysis	22
Multimodal Review	26
Conclusion and Recommendations	27

Figures

Figure 1	Study Area Map	6
Figure 2	Preliminary Site Plan.....	7
Figure 3	Study Intersection - Existing (2017) Lane Configuration and Control.....	9
Figure 4	Study Intersections – Existing 2017 Weekday PM and Saturday Midday Peak Hour No Build Volumes	11
Figure 5	Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes ..	12
Figure 6	Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes ..	13
Figure 7	Trip Distribution plus Weekday PM and Saturday Midday Peak Hour Project Trips	17
Figure 8	Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes...	18
Figure 9	Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes...	19
Figure 10	Four Hour Vehicular Volume Warrant.....	20
Figure 11	Study Intersection – 2038 Proposed Lane Configuration and Control with Buildout	21
Figure 12	Transit and Bicycle/Pedestrian Facilities.....	26

Tables

Table 1	Crash Type by Intersection (1/1/12 – 12/31/16)	14
Table 2	Intersection Crash Rate Summary	15
Table 3	Crash Injuries at each Intersection by Crash Severity (1/1/11 – 12/31/15).....	15
Table 4	Trip Generation	16
Table 5	Warrant 2 Signal Warrant Analysis Summary	21
Table 6	LOS Criteria for Signalized and Unsignalized Intersections	22
Table 7	Existing and Projected Signalized Operations at Study Intersections – Weekday PM Peak Hour	23
Table 8	Existing and Projected Signalized Operations at Study Intersections – Saturday Midday Peak Hour.....	24
Table 9	Existing and Projected Operations at 53 rd Street and Fairhaven Road.	25

Appendix

<u>Appendix 1</u>	Turning Movement Data
<u>Appendix 2</u>	Signal Warrant Analysis Worksheets
<u>Appendix 3</u>	Operational Analysis Worksheets

Executive Summary

Costco Wholesale Corporation initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Costco Wholesale warehouse development in the City of Davenport, Iowa.

The following study intersections within the study area were identified for analysis:

1. East 53rd Street & Lorton Avenue/Jersey Meadows Apartments (53rd Street & Lorton Avenue hereafter)
2. East 53rd Street & Proposed West Access (53rd Street & West Access hereafter)
3. East 53rd Street & Fairhaven Road/Proposed East Access (53rd Street & Fairhaven Road hereafter)
4. East 53rd Street & Elmore Circle (53rd Street & Elmore Circle hereafter)
5. East 53rd Street & Elmore Avenue (53rd Street & Elmore Avenue hereafter)

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = 53rd Street & Lorton Avenue).

The area immediately surrounding the proposed development generally incorporates retail, lodging, service, office, residential, and undeveloped land uses.

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 located between Lorton Avenue and Fairhaven Road. This 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.

Turning movement counts were collected in mid-February between 9:00 AM and 9:00 PM on a weekday and on a Saturday between 9:00 AM and 5:00 PM. Afternoon (PM) and Saturday peak hour intersection turning movement counts were analyzed between the hours of 4:00 PM and 6:00 PM on a weekday and between 11:00 AM and 2:00 PM on a Saturday, respectively. The weekday PM and Saturday midday peak hours were analyzed because they will typically represent the hours of the day with the highest generated traffic volume for this type of development, which is of greatest interest for design and operational considerations. The weekday PM and Saturday midday peak hours at the study intersections were determined based on the four highest consecutive 15-minute turning movement count periods between 4:00 PM and 6:00 PM and 11:00 AM and 2:00 PM, respectively, at the 53rd Street and Elmore Avenue intersection. The weekday PM and Saturday midday peak hours at the 53rd Street and Elmore Avenue intersection governed the weekday PM and Saturday midday peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The raw and refined peak hour turning movement data at the study intersections are provided in Appendix 1 of this report.

This report analyzes projected 2018 (buildout year) and 2038 (design year) traffic volume conditions with and without the proposed Costco Wholesale warehouse development. Hence trends in traffic volume growth near the vicinity of the proposed development need to be identified. Traffic analysis will typically apply an annual growth rate to study intersections' existing volumes prior to adding project development trips to account for

traffic volume growth passing through study intersections, which is unrelated to the specific development (i.e. the Costco Wholesale warehouse) being analyzed. This traffic volume growth is often referred to as background traffic growth. A review of 2006 and 2014 annual average daily traffic volumes obtained from the Iowa Department of Transportation (DOT), along 53rd Street near the vicinity of the proposed project indicated an approximate 1.8 percent annual growth rate. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. As such, a 1.8 percent annual growth rate was applied to existing volumes between 2017 and 2028 and then a 0.9 (half of 1.8) percent annual growth rate was applied between 2029 and 2038 to reflect projected future background traffic volume growth, which can be expected through a sustained constant area growth without the Costco Wholesale warehouse. The use of a straight line growth rate for the prediction of future events is generally a conservative methodology and should be considered as such when reviewing the output of this analysis.

Project trip generation is based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The Davenport Costco Wholesale warehouse development, which is expected to be completely built by the end of 2018, is most closely represented by ITE's Discount Club (ITE Code 857) and Gas Station (ITE 944) & Gas Station with Convenience Market and Car Wash (ITE Code 946). Trips were generated for these land uses and correspond to the PM weekday and Saturday midday peak hours of the adjacent roadway network.

Trip distribution percentages for the Costco Wholesale warehouse development are based upon expected travel patterns in the surrounding roadway network. 30% of all project trips are expected to depart the development and travel westbound and arrive to the development by traveling eastbound via 53rd Street. Similarly, 60% of all project trips are expected to depart the development and travel eastbound and arrive to the development by traveling westbound via 53rd Street. The remaining 10% of all projected trips are expected to depart the development and travel eastbound on 53rd Street, then southbound on Elmore Avenue and arrive to the development by traveling northbound on Elmore Avenue and westbound on 53rd Street.

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout in 2018.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. Considering the Costco Wholesale warehouse development is not projected to degrade the LOS at the study intersections more than would otherwise occur without the development; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 11 are considered necessary.

Existing Conditions

Costco Wholesale Corporation initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Costco Wholesale warehouse development.

The following study intersections within the study area were identified for analysis:

1. East 53rd Street & Lorton Avenue/Jersey Meadows Apartments (53rd Street & Lorton Avenue hereafter)
2. East 53rd Street & Proposed West Access (53rd Street & West Access hereafter)
3. East 53rd Street & Fairhaven Road/Proposed East Access (53rd Street & Fairhaven Road hereafter)
4. East 53rd Street & Elmore Circle (53rd Street & Elmore Circle hereafter)
5. East 53rd Street & Elmore Avenue (53rd Street & Elmore Avenue hereafter)

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = 53rd Street & Lorton Avenue).

The area immediately surrounding the proposed development generally incorporates retail, lodging, service, office, residential, and undeveloped land uses. A study area map showing the location of the study intersections is depicted in Figure 1.

Figure 1 Study Area Map

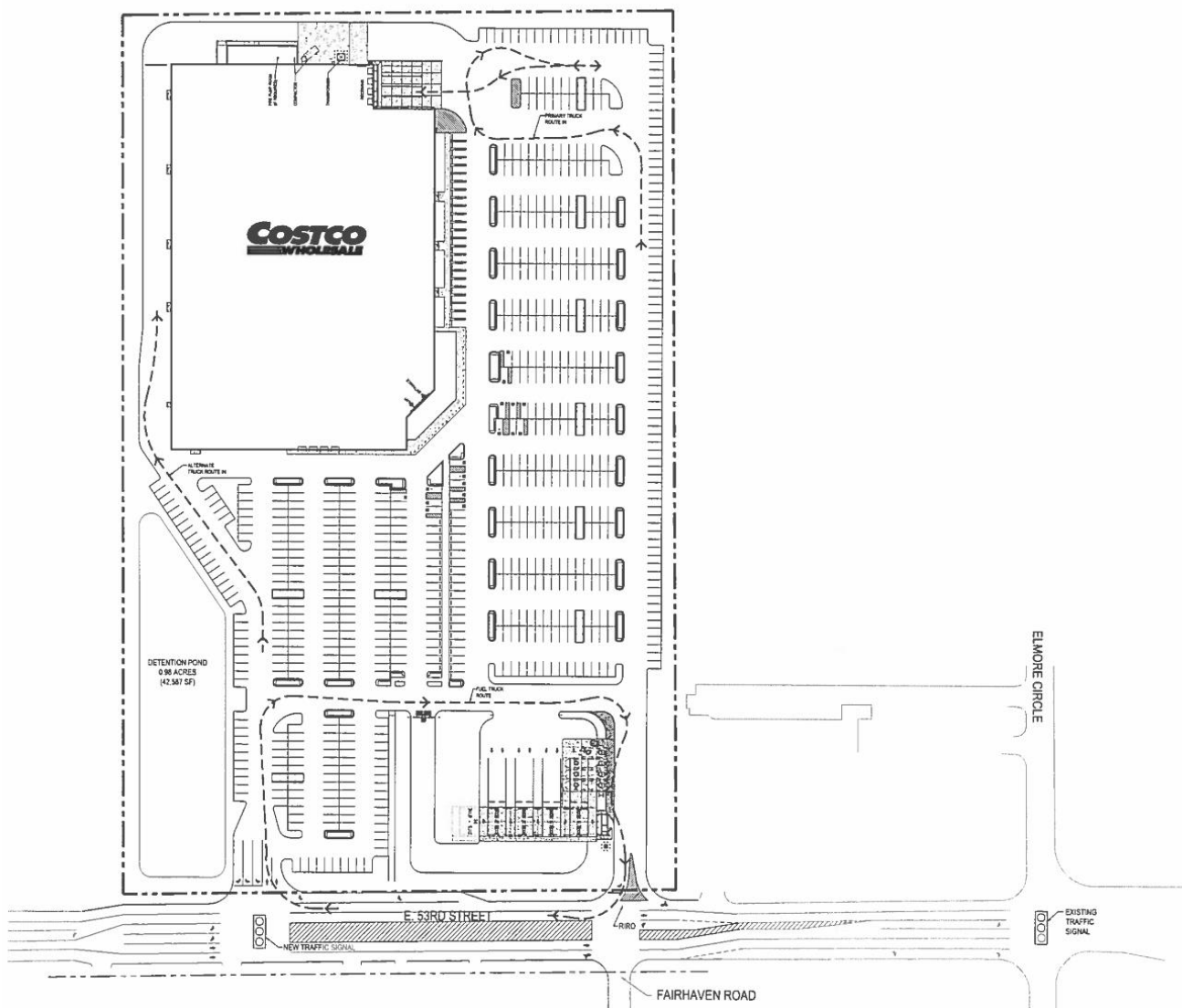


Project Description

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



Adjacent Streets

The following roadway characteristics were identified from a review of Google Street View and Google Earth near the vicinity of the proposed development.

53rd Street is an east/west four-lane (two lanes in each direction) minor arterial roadway with additional turn bays at its intersection with Lorton Avenue, Elmore Circle, and Elmore Avenue. The posted speed limit along 53rd Street near the proposed project is 45 mph. On street parking is prohibited along 53rd Street.

Elmore Avenue is a north/south five-lane (two lanes in each direction with a center two-way left-turn lane) with additional turn bays at its intersection with 53rd Street. Elmore Avenue is a local road north of 53rd Street and a minor arterial south of 53rd Street. The posted speed limit along Elmore Avenue near the proposed project is 45 mph. On street parking is prohibited along Elmore Avenue.

Elmore Circle is primarily a north/south two-lane (one lane in each direction) local roadway, with additional turn bays at its intersection with 53rd Street. Elmore Circle has a posted speed limit of 25 mph. On street parking is prohibited along Elmore Circle.

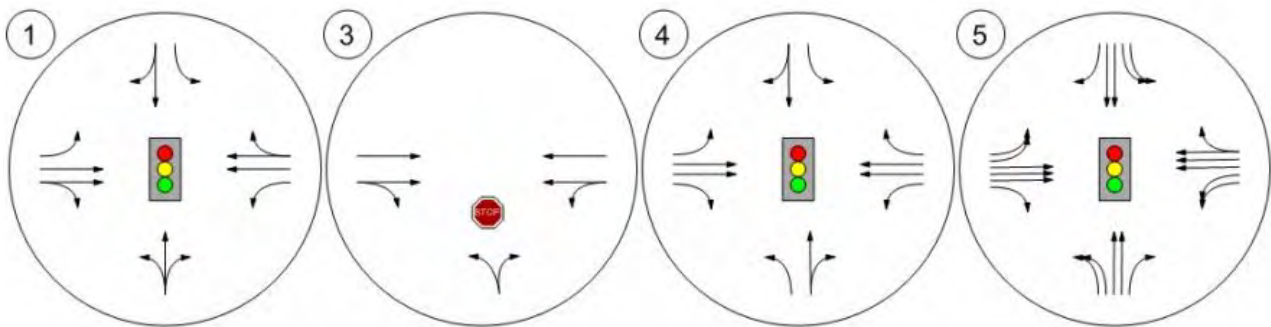
Fairhaven Road is a north/south two-lane (one lane in each direction) local roadway. Fairhaven Road has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Fairhaven Road.

Lorton Avenue is a north/south two lane (one lane in each direction) local roadway. Lorton Avenue has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Lorton Avenue.

Existing Intersection Conditions

The existing lane configuration and control for the study intersections are presented in Figure 3.

Figure 3 Study Intersection - Existing (2017) Lane Configuration and Control



Traffic Volume Data

Turning movement counts were collected in mid-February between 9:00 AM and 9:00 PM on a weekday and on a Saturday between 9:00 AM and 5:00 PM. Afternoon (PM) and Saturday peak hour intersection turning movement counts were analyzed between the hours of 4:00 PM and 6:00 PM on a weekday and between 11:00 AM and 2:00 PM on a Saturday, respectively. The weekday PM and Saturday midday peak hours were analyzed because they will typically represent the hours of the day with the highest generated traffic volume for this type of development, which is of greatest interest for design and operational considerations. The weekday PM and Saturday midday peak hours at the study intersections were determined based on the four highest consecutive 15-minute turning movement count periods between 4:00 PM and 6:00 PM and 11:00 AM and 2:00 PM, respectively, at the 53rd Street and Elmore Avenue intersection. The weekday PM and Saturday midday peak hours at the 53rd Street and Elmore Avenue intersection governed the weekday PM and Saturday midday peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The raw and refined peak hour turning movement data at the study intersections are provided in Appendix 1 of this report.

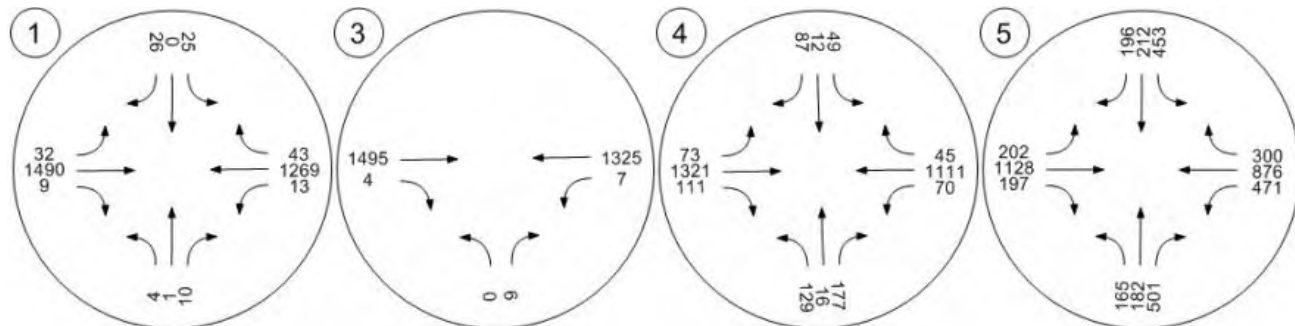
Background Traffic Growth

This report analyzes projected 2018 (buildout year) and 2038 (design year) traffic volume conditions with and without the proposed Costco Wholesale warehouse development. Hence trends in traffic volume growth near the vicinity of the proposed development need to be identified. Traffic analysis will typically apply an annual growth rate to study intersections' existing volumes prior to adding project development trips to account for traffic volume growth passing through study intersections, which is unrelated to the specific development (i.e. the Costco Wholesale warehouse) being analyzed. This traffic volume growth is often referred to as background traffic growth. A review of 2006 and 2014 annual average daily traffic volumes obtained from the Iowa Department of Transportation (DOT), along 53rd Street near the vicinity of the proposed project indicated an approximate 1.8 percent annual growth rate. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. As such, a 1.8 percent annual growth rate was applied to existing volumes between 2017 and 2028 and then a 0.9 (half of 1.8) percent annual growth rate was applied between 2029 and 2038 to reflect projected future background traffic volume growth, which can be expected through a sustained constant area growth without the Costco Wholesale warehouse. The use of a straight line growth rate for the prediction of future events is generally a conservative methodology and should be considered as such when reviewing the output of this analysis. Existing 2017 weekday PM and Saturday midday peak hour turning movement volumes are presented in Figure 4. Projected 2018 and 2038 weekday PM and Saturday midday peak hour turning movement volumes without the proposed project (no build) are presented in Figure 5 and Figure 6, respectively.

Figure 4 Study Intersections – Existing 2017 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Existing 2017 Weekday PM Peak Hour Volumes:



Existing 2017 Saturday Midday Peak Hour Volumes:

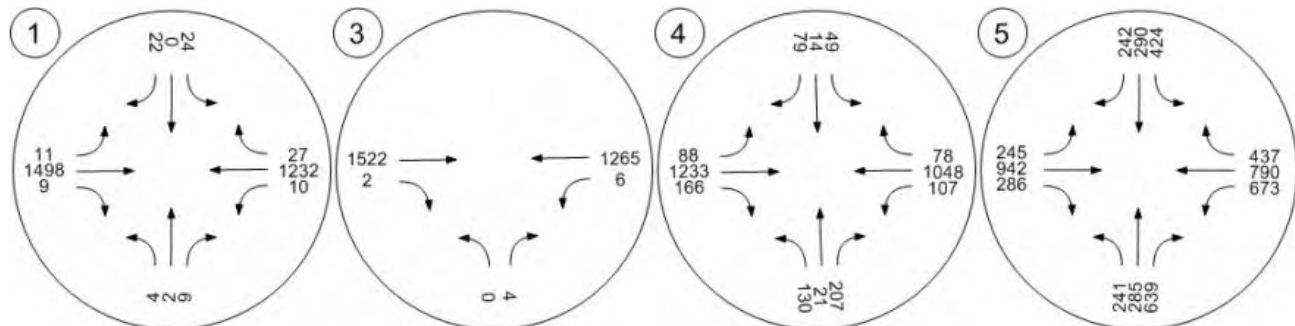
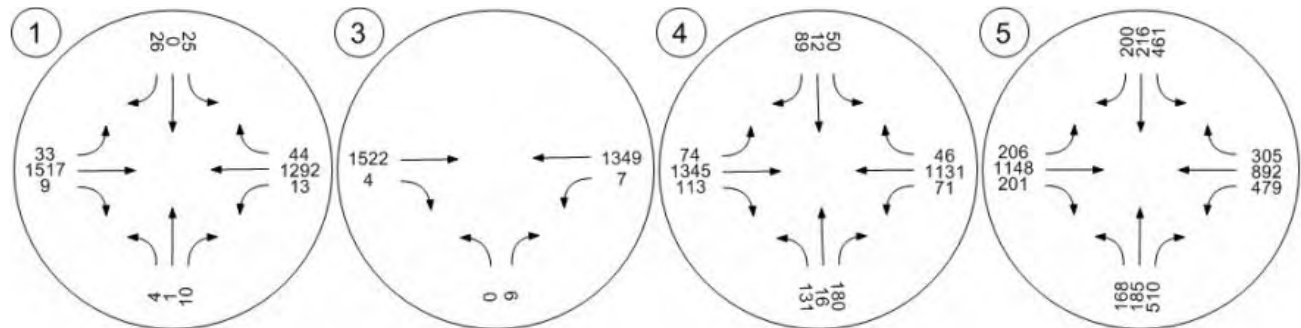


Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Midday Peak Hour No Build Volumes:

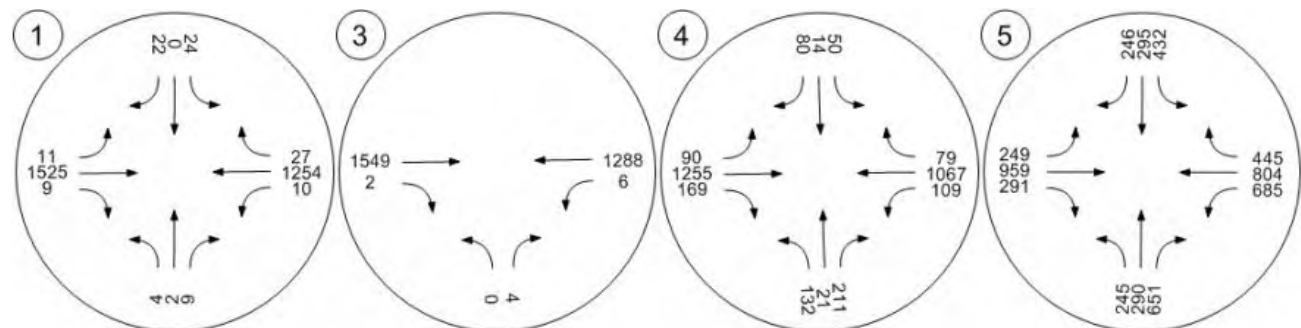
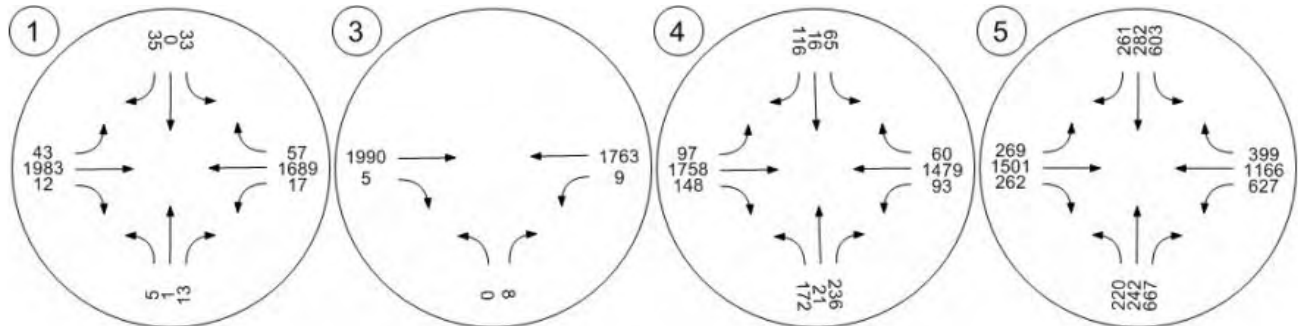


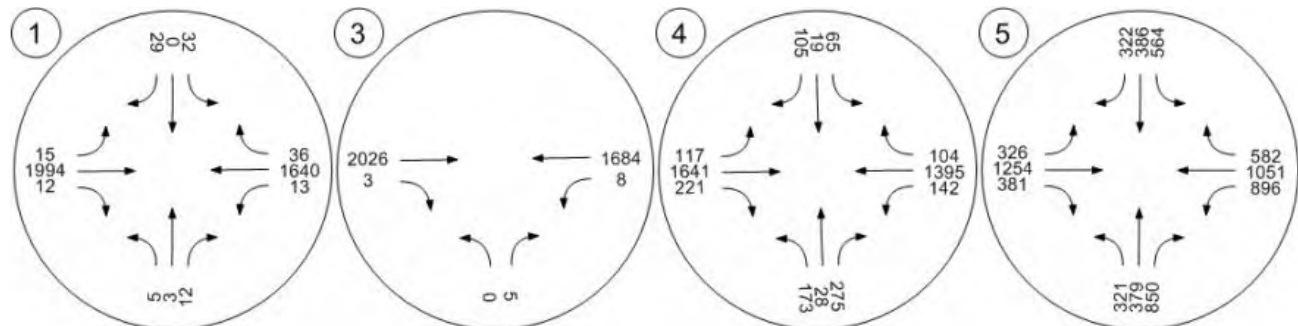
Figure 6 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2038 Weekday PM Peak Hour No Build Volumes:



Projected 2038 Saturday Midday Peak Hour No Build Volumes



Crash Analysis

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016.

Table 1 presents crash statistics at each intersection organized by crash type.

Table 1 Crash Type by Intersection (1/1/12 – 12/31/16)

Study Intersection		Crash Type							
		Rear End	Head On	Sideswipe Same Direction	Sideswipe Opposite Direction	Broadside	Oncoming Left Turn	Single Vehicle	Other
1	53 rd St & Lorton Ave	8	0	2	0	7	3	1	1
2	53 rd St & Fairhaven Rd	4	0	0	0	0	0	0	1
3	53 rd St & Elmore Cr	23	2	11	1	16	6	3	1
4	53 rd St & Elmore Ave	84	0	15	2	23	5	2	2
Total		119	2	28	3	46	14	6	5
									223

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

Rear-end vehicle crashes were the highest crash type at the study intersections. Rear-end crashes commonly occur due to inattentive drivers.

Intersection crash rates are expressed in crashes per million entering vehicles (crashes/MEV) and can be calculated with the following equation:

$$\text{Crash Rate} = \frac{1,000,000 \times \text{Total Crashes}}{\text{AADT}_{\text{Entering vpd}} \times 365 \times \# \text{ of Years in Study Period}}$$

Table 2 summarizes crash rates at the study intersections and compares it to average statewide crash rates for intersections with a similar number of entering vehicles. For the purposes of this analysis, the weekday PM peak hour entering traffic volume at the study intersections was assumed to be 10% of the daily weekday entering volume, which is standard for urban intersections and is consistent with methodology used by the Federal Highway Administration. The statewide average crash rate for intersections with a similar number of entering vehicles was prepared by the Iowa Department of Transportation, Bureau of Transportation Safety.

Table 2 Intersection Crash Rate Summary

Study Intersection		Total Crashes	Daily Entering Volume	Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV)	Comparison to Statewide Average Crash Rate
1	53 rd St & Lorton Ave	22	29,220	0.41	1.0	Lower
2	53 rd St & Fairhaven Rd	5	28,370	0.10	1.0	Lower
3	53 rd St & Elmore Cr	63	32,010	1.08	1.0	Higher
4	53 rd St & Elmore Ave	133	48,830	1.49	1.0	Higher

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

The intersections of 53rd Street and Elmore Circle and 53rd Street and Elmore Avenue had crash rates that were slightly higher than the statewide average for intersections with a similar daily volume of entering vehicles. This is likely due to relatively higher volume of entering vehicles as compared to the other study intersections. The crash rates at the intersections of 53rd Street and Lorton Avenue and 53rd Street and Fairhaven Road were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Table 3 presents crash injury statistics at the study intersections organized by severity.

Table 3 Crash Injuries at each Intersection by Crash Severity (1/1/11 – 12/31/15)

Study Intersection		Number of Crashes	Severity					
			Suspected Injury		Possible Injury	Uninjured	Unknown	Injuries per Crash
			Serious	Minor				
1	53 rd St & Lorton Ave	22	0	1	1	40	0	0.09
2	53 rd St & Fairhaven Rd	5	0	0	0	9	0	0.00
3	53 rd St & Elmore Cr	63	1	7	25	101	1	0.52
4	53 rd St & Elmore Ave	133	0	7	34	233	2	0.31

53rd Street and Elmore Circle and 53rd Street and Elmore Avenue experienced a higher number of crash injuries as compared to the other study intersections, which is not unexpected due to the higher number of entering vehicles. Generally, higher volume intersections will experience more crash injuries than lower volume intersections due to a higher frequency of conflicting vehicular turning movements.

Proposed Site Improvements

Trip Generation

Project trip generation is based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The Davenport Costco Wholesale warehouse development, which is expected to be completely built by the end of 2018, is most closely represented by ITE's Discount Club (ITE Code 857) and Gas Station (ITE 944) & Gas Station with Convenience Market and Car Wash (ITE Code 946). Trips were generated for these land uses and correspond to the PM weekday and Saturday midday peak hours of the adjacent roadway network. Table 4 presents trip generation estimates for the Costco Wholesale warehouse development.

Table 4 Trip Generation

Land Use	ITE Code ¹	Quantity	Daily Trips		PM Weekday Peak Hour Trips			Midday Saturday Peak Hour Trips		
			Weekday	Saturday	In	Out	Total	Trips	% In	% Out
Discount Club	857	156,170 KSF ²	6,530	8,395	330	325	655	490	505	995
Gas Station	944/ 946	16 VFP ³	2,695	3,785	110	110	220	155	155	310
Total Trips			9,225	12,180	440	435	875	645	660	1,305
Minus Linked Trips (70% for Gas Station)			-1,885	-2,650	-75	-75	-150	-110	-110	-220
New Trips			7,340	9,530	365	360	725	535	550	1,085

¹ Institute of Transportation Engineers Trip Generation Handbook, 9th Edition, 2012

² KSF = Thousand Square Feet

³ VFP = Vehicle Fueling Position

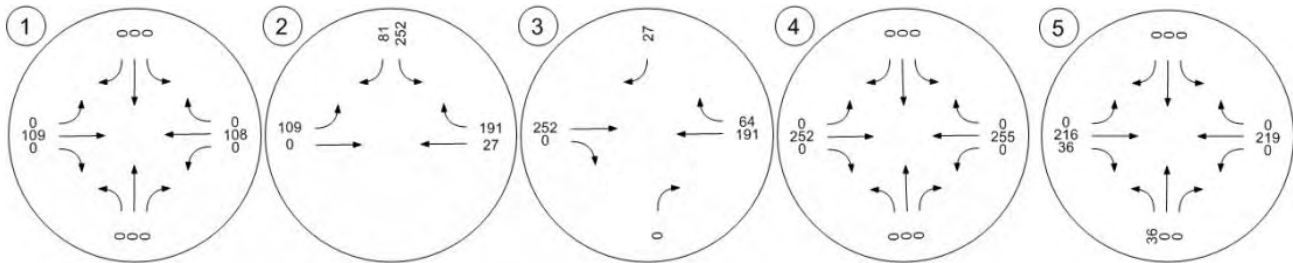
Trip Distribution

Trip distribution percentages for the Costco Wholesale warehouse development are based upon expected travel patterns in the surrounding roadway network. 30% of all project trips are expected to depart the development and travel westbound and arrive to the development by traveling eastbound via 53rd Street. Similarly, 60% of all project trips are expected to depart the development and travel eastbound and arrive to the development by traveling westbound via 53rd Street. The remaining 10% of all projected trips are expected to depart the development and travel eastbound on 53rd Street, then southbound on Elmore Avenue and arrive to the development by traveling northbound on Elmore Avenue and westbound on 53rd Street. Trip distribution percentages and resulting project development trips are presented in Figure 7. Projected 2018 and 2038 weekday PM and Saturday midday peak hour turning movement volumes upon buildout of the Costco Wholesale warehouse development are presented in Figure 8 and Figure 9, respectively.

Figure 7 Trip Distribution plus Weekday PM and Saturday Midday Peak Hour Project Trips



Weekday PM Peak Hour Project Trips:



Saturday Midday Peak Hour Project Trips:

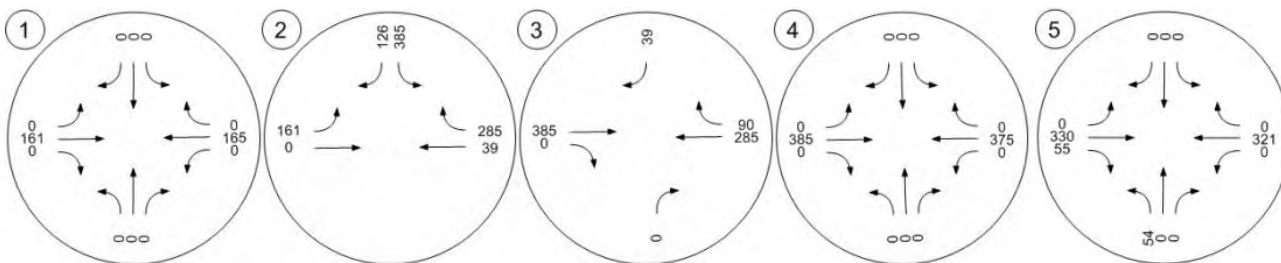
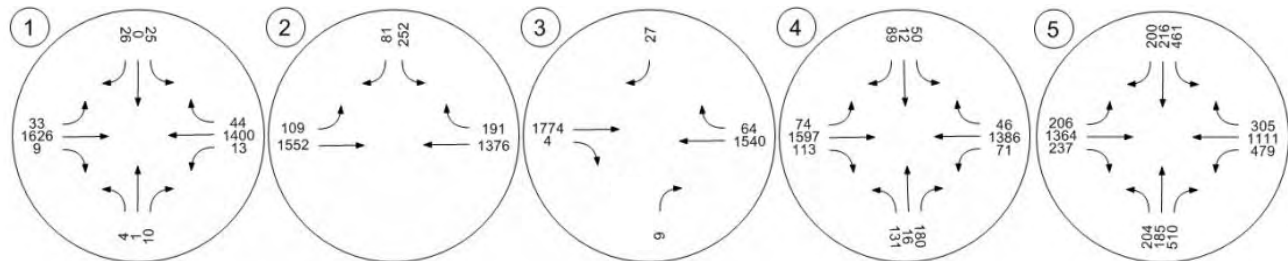


Figure 8 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2018 Weekday PM Peak Hour Buildout Volumes:



Projected 2018 Saturday Midday Peak Hour Buildout Volumes:

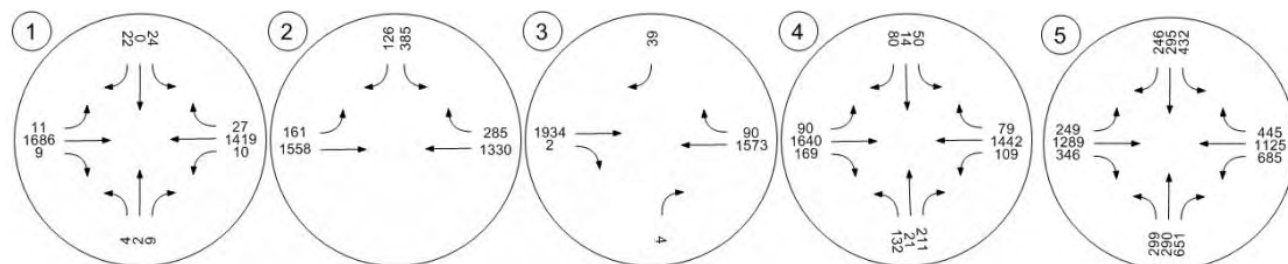
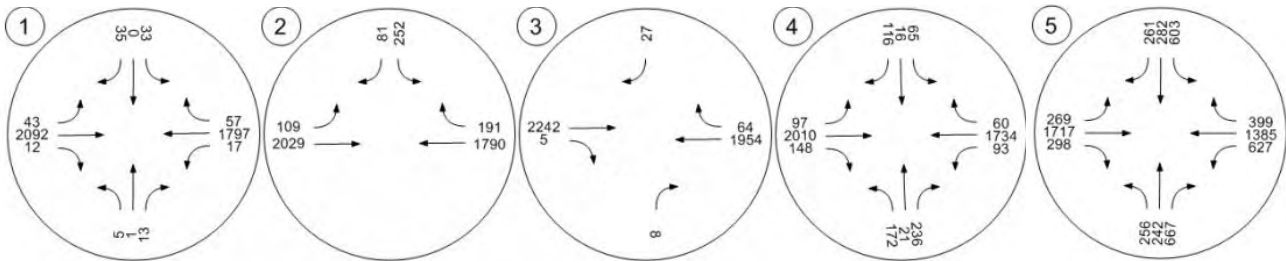


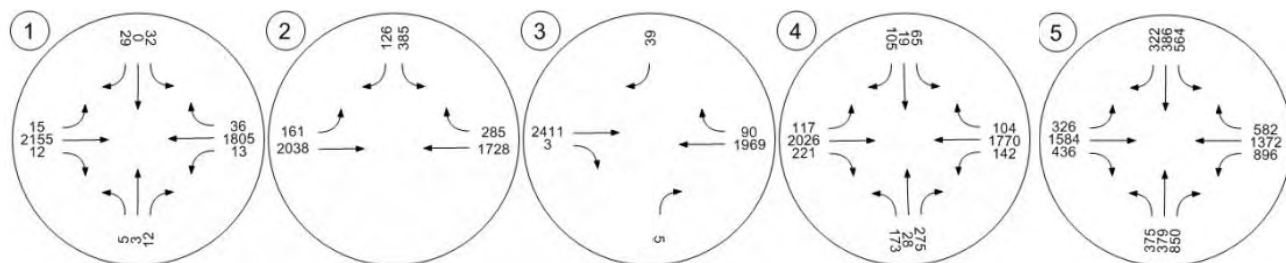
Figure 9 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2038 Weekday PM Peak Hour Buildout Volumes:



Projected 2038 Saturday Midday Peak Hour Buildout Volumes:



Traffic Modeling

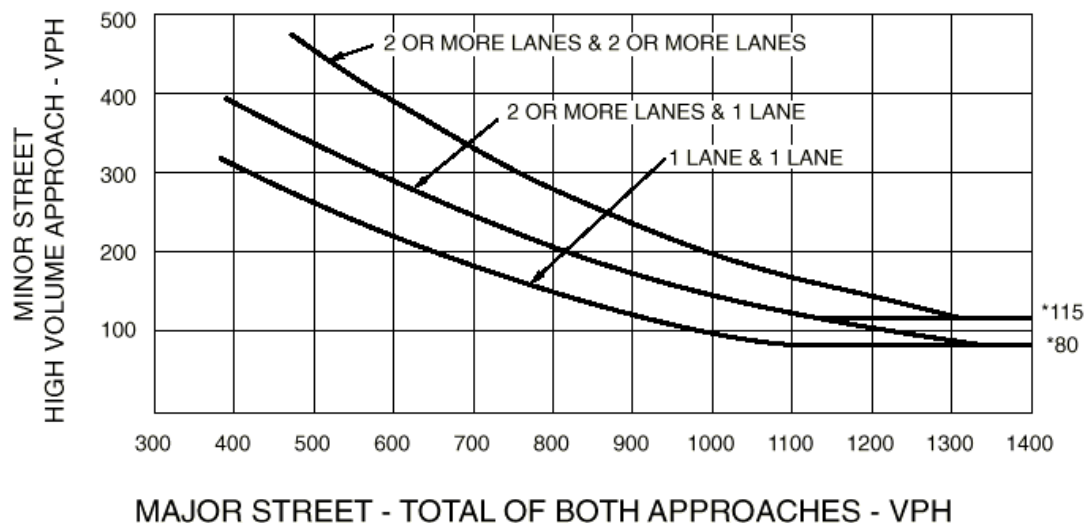
Signal Warrant Analysis

The signal warrant analysis presented herein was conducted for the proposed west access point identified above as intersection #2 or the intersection of 53rd Street and West Access under projected 2018 (buildout) and 2028 (10 years after opening) buildout conditions. Traffic volume counts for the analysis were collected in February 2017. The analysis was performed under the guidelines and procedures as outlined in the 2009 Manual of Uniform Traffic Control Devices (MUTCD). The satisfaction of a traffic control warrant or warrants does not in itself require a modification to the existing traffic control. In general, a modification to an existing traffic control should not be made unless analysis indicates it will improve the overall safety and or operations of the intersection. The ultimate decision resides on engineering judgement.

Warrant 2 – Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant condition is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant is satisfied when the plotted points representing vehicles per hour on the major street (total of both approaches) and corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 10 for the existing combination of approach lanes for all four selected hours of an average day. For the purposes of this analysis, the four hours with the expected highest trip generation, as identified in the ITE trip generation, 9th Edition, 2012, were selected. On the minor street, the higher volume is not required to be on the same approach during each of the four hours.

Figure 10 Four Hour Vehicular Volume Warrant



*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.
Source: Manual of Uniform Traffic Control Devices, December 2009, page 440.

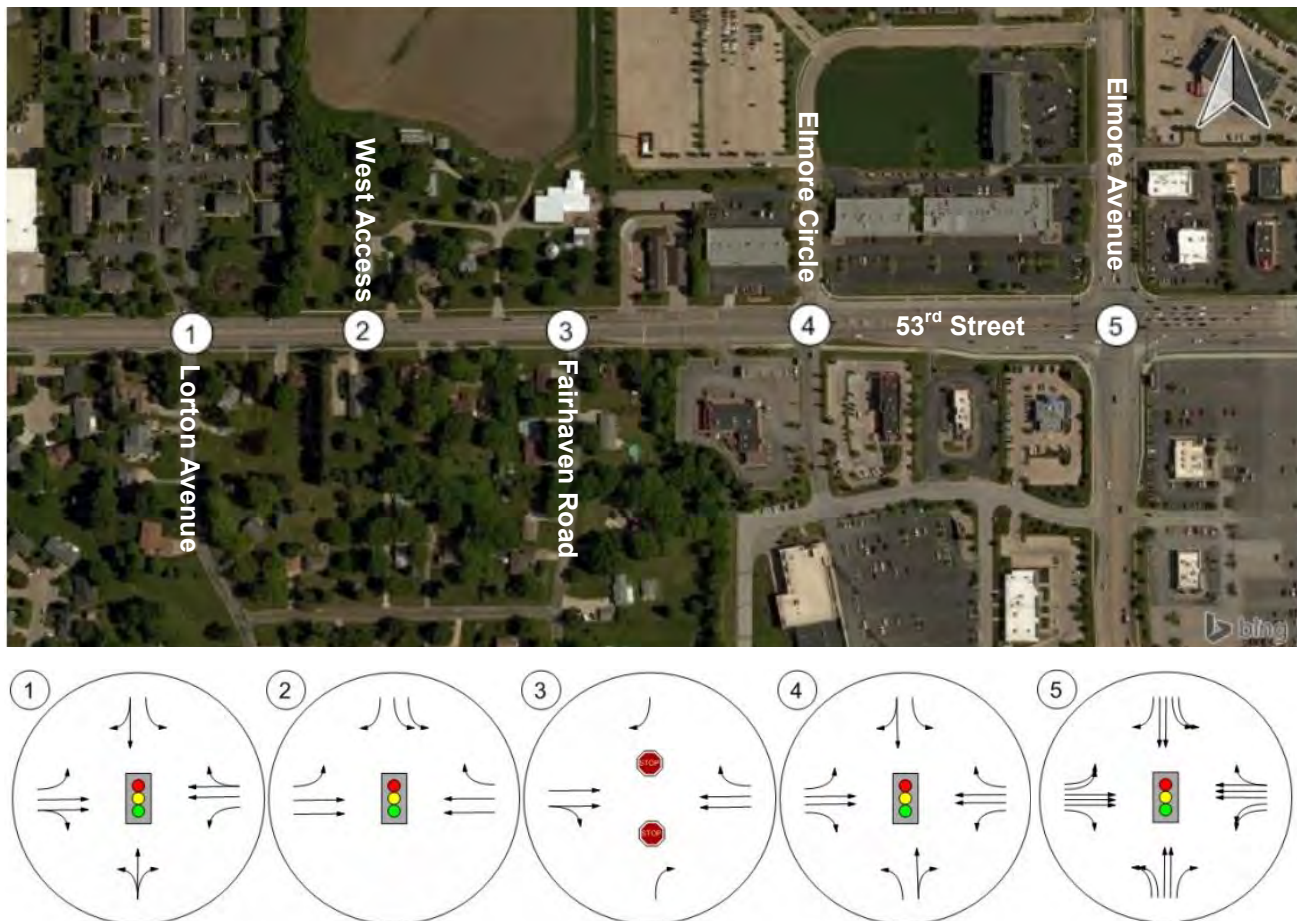
Summary of the signal warrant results is presented in Table 5. Signal warrant analysis worksheets are provided in Appendix 2.

Table 5 Warrant 2 Signal Warrant Analysis Summary

Intersection	2018 Buildout Conditions	2028 Buildout Conditions
	4 Hours Required	4 Hours Required
53 rd Street & West Access	4 Hour Met	4 Hours Met
Warranted?	Yes	Yes

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout 2018 and 2028 conditions.

The study intersection proposed lane configuration and control upon buildout of the Costco Wholesale warehouse development is presented in Figure 11.

Figure 11 Study Intersection – 2018 Proposed Lane Configuration and Control with Buildout

Operational Analysis

Vehicular operational analysis for this study was performed using the methodology of the 2010 Highway Capacity Manual through Synchro 8 traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions.

Procedures outlined in Chapter 18 of the HCM 2010 were used to analyze intersection performance at signalized intersections. The primary measure used to quantify LOS at signalized intersections is control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches.

Procedures outlined in Chapter 19 of the HCM 2010 were used to analyze intersection performance at unsignalized intersections. While LOS for signalized intersections is primarily based on the volume weighted average delay per vehicle traveling through the intersection (intersection control delay), LOS for unsignalized intersections is based primarily on the approach with the longest delay.

Table 6 presents the range of traffic delays associated for signalized and unsignalized intersections.

Table 6 LOS Criteria for Signalized and Unsignalized Intersections

LOS	Signalized Intersection Average Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: HCM 2010, Exhibit 18-4 LOS Criteria for Signalized Intersections and HCM 2010, Exhibit 19-1 LOS Criteria for Unsignalized Intersections.
sec/veh = seconds per vehicle

LOS D or better is generally identified as acceptable in urban conditions. For signalized intersections LOS lower than D may be acceptable for a single movement or approach, as long as the intersection as whole operates at LOS D or better. In heavily congested areas, LOS E for the overall intersection and LOS F for a single movement or approach may be determined to be acceptable.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. This analysis assumes lane configuration and control as presented in Figure 3 for the no build condition and Figure 11 for the buildout condition.

Table 7 presents existing and projected signalized operations at the study intersections during weekday PM peak hour conditions. Table 8 presents existing and projected signalized operations at the study intersections during Saturday midday peak hour conditions. Table 9 presents existing and projected operations at the unsignalized intersection of 53rd Street and Fairhaven Road during both weekday PM and Saturday midday peak hour conditions.

Table 7 Existing and Projected Signalized Operations at Study Intersections – Weekday PM Peak Hour

Intersection	Scenario	2017 Existing Conditions				2018 No Build				2018 Buildout				2038 No Build				2038 Buildout			
	Approach	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
53 rd Street & Lorton Avenue #1	Delay (sec) ¹	13.7	1.2	48.2	51.2	14.8	2.6	45.7	48.6	19.1	11.6	40.6	43.0	18.9	2.3	55.0	58.7	19.4	1.5	59.9	64.0
	HCM LOS ¹	B	A	D	D	B	A	D	D	B	B	D	D	B	A	D	E	B	A	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L
		168	85	41	66	79	114	37	53	101	77	44	58	159	140	51	76	348	90	45	66
	Int. Delay ¹	8.8				10.0				16.1				12.2				12.2			
	HCM LOS ¹	A				B				B				B				B			
53 rd Street & West Access #2	Delay (sec)	-	-	-	-	-	-	-	-	1.4	1.6	-	32.1	-	-	-	-	1.3	1.7	-	57.1
	HCM LOS ¹	-	-	-	-	-	-	-	-	A	A	-	C	-	-	-	-	A	A	-	E
	95 th %tile Queue ² (Longest Movement) in Feet	-	-	-	-	-	-	-	-	T	T	-	L	-	-	-	-	T	T	-	L
		-	-	-	-	-	-	-	-	153	163	-	166	-	-	-	-	183	219	-	215
	Int. Delay ¹	-				-				4.3				-				5.7			
	HCM LOS ¹	-				-				A				-				A			
53 rd Street & Elmore Circle #4	Delay (sec) ¹	1.6	1.1	43.8	38.7	1.8	1.2	42.2	37.0	14.9	12.5	42.9	36.0	4.5	15.5	61.1	50.6	7.3	27.6	83.8	68.7
	HCM LOS ¹	A	A	D	D	A	A	D	D	B	B	D	D	A	B	E	D	A	C	F	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	T	TR	TR	T	T	TR	L	T	T	TR	TR	T	T	TR	TR	T	T	TR	TR
		236	255	149	66	204	259	173	72	208	153	151	70	354	334	294	103	429	293	335	139
	Int. Delay ¹	7.4				7.2				17.2				16.5				24.8			
	HCM LOS ¹	A				A				B				B				C			
53 rd Street & Elmore Avenue #5	Delay (sec) ¹	24.0	26.1	32.0	42.6	21.8	27.3	37.0	41.5	38.5	40.6	41.8	41.8	61.2	38.2	89.9	64.4	60.6	43.0	126.2	81.3
	HCM LOS ¹	C	C	C	D	C	C	D	D	D	D	D	D	E	D	F	E	E	D	F	F
	95 th %tile Queue ² (Longest Movement) in Feet	T	L	R	L	T	L	R	L	T	L	T	L	T	T	T	T	T	T	L	T
		197	236	233	270	183	256	252	264	256	317	370	242	373	336	(137)	838	564	431	(155)	675
	Int. Delay ¹	29.4				29.8				40.3				59.0				68.8			
	HCM LOS ¹	C				C				D				E				E			

¹ Delay and LOS analysis based on HCM 2010 Signalized Intersection Summary reports# = 95th percentile volume exceed capacity, queue may be longer, (123) = Queues are taken from the lanes volumes timings report; all other queues are taken from SimTraffic reports.

Table 8 Existing and Projected Signalized Operations at Study Intersections – Saturday Midday Peak Hour

Intersection	Scenario	2017 Existing Conditions				2018 No Build				2018 Buildout				2038 No Build				2038 Buildout			
	Approach	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
53 rd Street & Lorton Avenue #1	Delay (sec) ¹	17.6	1.2	38.1	39.7	18.1	1.2	38.1	39.7	18.1	1.0	43.2	45.0	21.2	1.9	50.5	53.0	23.3	1.3	55.5	58.3
	HCM LOS ¹	B	A	D	D	B	A	D	D	B	A	D	D	C	A	D	D	C	A	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	TR	TR	LTR	L	T	TR	LTR	L
		82	80	38	49	93	83	40	54	91	84	41	50	129	135	51	68	(692)	89	52	69
	Int. Delay ¹	10.7				11.0				10.9				13.2				14.0			
	HCM LOS ¹	B				B				B				B				B			
53 rd Street & West Access #2	Delay (sec)	-	-	-	-	-	-	-	-	1.5	1.5	-	38.4	-	-	-	-	1.8	2.2	-	53.8
	HCM LOS ¹	-	-	-	-	-	-	-	-	A	A	-	D	-	-	-	-	A	A	-	D
	95 th %tile Queue ² (Longest Movement) in Feet	-	-	-	-	-	-	-	-	T	T	-	L	-	-	-	-	T	T	-	L
		-	-	-	-	-	-	-	-	152	177	-	222	-	-	-	-	400	208	-	249
	Int. Delay ¹	-				-				6.4				-				7.6			
	HCM LOS ¹	-				-				A				-				A			
53 rd Street & Elmore Circle #4	Delay (sec) ¹	1.8	21.3	36.0	31.1	1.7	20.9	39.0	32.7	13.2	18.3	50.1	40.2	3.3	29.6	56.8	47.8	23.0	27.3	72.8	64.2
	HCM LOS ¹	A	C	D	C	A	C	D	C	B	B	D	D	A	C	E	D	C	C	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	T	TR	L	T	T	TR	TR	T	T	TR	L	T	T	TR	TR	T	T	TR	TR
		186	160	149	62	199	150	154	64	218	165	223	72	319	244	330	100	570	311	426	138
	Int. Delay ¹	14.3				14.6				19.5				21.3				31.0			
	HCM LOS ¹	B				B				B				C				C			
53 rd Street & Elmore Avenue #5	Delay (sec) ¹	39.1	29.1	29.6	35.0	39.7	30.4	31.9	35.8	43.8	39.4	52.1	38.3	53.3	42.8	98.1	69.1	67.4	45.3	118.8	82.4
	HCM LOS ¹	D	C	C	D	D	C	C	D	D	D	D	D	D	D	F	E	E	D	F	F
	95 th %tile Queue ² (Longest Movement) in Feet	T	L	T	L	T	L	T	L	T	L	T	L	T	T	T	T	T	T	T	T
		201	305	333	247	216	322	464	279	298	474	670	218	419	592	(182)	784	656	513	#(210)	(202)
	Int. Delay ¹	32.9				34.2				43.0				61.9				72.1			
	HCM LOS ¹	C				C				D				E				E			

¹ Delay and LOS analysis based on HCM 2010 Signalized Intersection Summary reports# = 95th percentile volume exceed capacity, queue may be longer, (123) = Queues are taken from the lanes volumes timings report; all other queues are taken from SimTraffic reports.

Table 9 Existing and Projected Operations at 53rd Street and Fairhaven Road.

Intersection		Scenario	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Worst Approach Delay (sec) ¹	HCM LOS ¹		Worst Approach Delay (sec) ¹	HCM LOS ¹	
3	53 rd Street & Fairhaven Road	2017 Existing Conditions	NB	16.2	C	NB	16.0	C
		2018 No Build	NB	16.4	C	NB	16.3	C
		2018 Buildout	NB	19.2	C	NB	20.4	C
		2038 No Build	NB	22.1	C	NB	21.7	C
		2038 Buildout	NB	26.2	D	NB	28.0	D

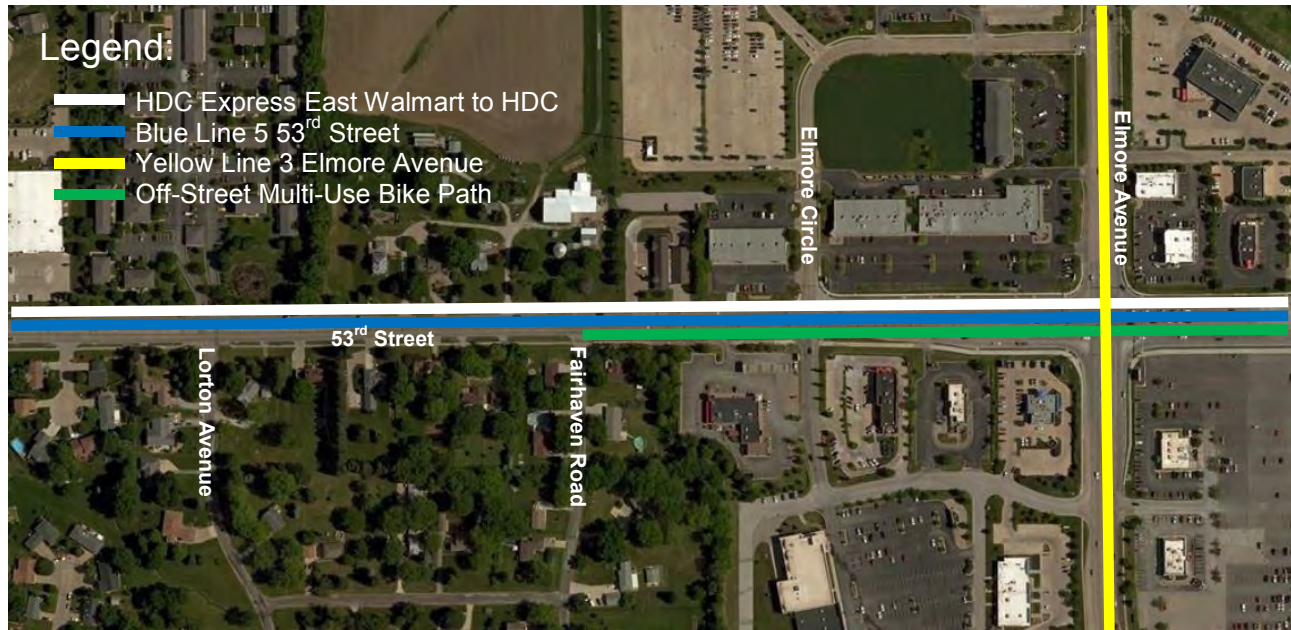
¹ Delay and LOS analysis based on HCM 2010 Two-way Stop Control Reports

Multimodal Review

The HDC Express, Blue Line 5, and Yellow Line 3 transit routes pass through the study area. An off-street multi-use bike path extends from just east of Fairhaven Road to Utica Ridge Road along the south side of 53rd Street.

Figure 12 presents transit routes and bicycle/pedestrian facilities near the proposed development.

Figure 12 Transit and Bicycle/Pedestrian Facilities



Conclusion and Recommendations

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 located between Lorton Avenue and Fairhaven Road. This 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.

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by the Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016. The intersections of 53rd Street and Elmore Circle and 53rd Street and Elmore Avenue had a crash rate that was slightly higher than the statewide average for intersections with a similar daily volume of entering vehicles. The crash rates at the intersections of 53rd Street and Lorton Avenue and 53rd Street and Fairhaven Road were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout 2018 and 2028 conditions.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. Considering the Costco Wholesale warehouse development is not projected to degrade the LOS at the study intersections more than would otherwise occur without the development; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 11 are considered necessary.

REZ17-04 Protest Area Calculation

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-02A	13918.16	1.6%		0.0%	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-27	5107.82	0.6%		0.0%	2701 E 53RD ST	BRIAN YONTZ	1230 E JUNIPER ST	CANTON IL 61520
N0712-33B	16260.22	1.9%		0.0%	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-34	14657.09	1.7%		0.0%	2757 E 53RD ST	CHARLOTTE A POWERS	2757 E 53RD ST	DAVENPORT IA 52807
N0712-35	14654.87	1.7%		0.0%	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPORT IA 52807
N0712-36	14652.65	1.7%		0.0%	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPORT IA 52807
N0712-37	14079.39	1.6%		0.0%	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPORT IA 52807
N0833-01D	5495.76	0.6%		0.0%	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL 61264
Y0707-01B	178104.33	20.8%		0.0%		SCHAEFER LIVING TRUST	2782 E 53RD ST	DAVENPORT IA 52807
Y0707-03	110.24	0.0%		0.0%	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPORT IA 52807
Y0707-04	5453.62	0.6%	Yes	0.6%	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPORT IA 52807
Y0707-05	10234.6	1.2%		0.0%	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPORT IA 52807
Y0723-11E	41652.56	4.9%		0.0%	2802 E 53RD ST	FIRE STATION #8	2802 E 53RD ST	DAVENPORT IA 52807
Y0723-OLA	9408.79	1.1%	Yes	1.1%		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
Y0817-02E	164295.39	19.2%		0.0%	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1 ATT WAY	BEDMINSTER NJ 07821
Y0723-01	244483.46	28.6%		0.0%	2700 E 53RD ST	MFR PARTNERS XII LLC	856 LAKE ST E	WAYZATA MN 55391

PARCELS
ROW

Alderman: Justin

TOTAL
NOTICE AREA 855,259.8 100% 1.7% PROTEST RATE

Protests: 2

Properties: 16

FID	Parcel	Address	Deed1_Name	Deed1_Addr	Deed1_CS	Area
0	N0712-02A	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPO	13918.16
1	N0712-27	2701 E 53RD ST	BRIAN 36TH INT YONTZ	1230 E JUNIPER ST	CANTON I	5107.92
2	N0712-33B	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPO	16260.22
3	N0712-34	2757 E 53RD ST	POWERS CHARLOTTE A	2757 E 53RD ST	DAVENPO	14657.09
4	N0712-35	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPO	14654.87
5	N0712-36	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPO	14652.65
6	N0712-37	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPO	14079.39
7	N0833-01D	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL	5495.76
8	Y0707-01B		ISCHAEFER LIVING TRUST	C/O VERNON & THELMA SC	DAVENPO	178104.3
9	Y0707-03	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPO	110.24
10	Y0707-04	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPO	5453.62
11	Y0707-05	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPO	10234.6
12	Y0723-01E		IV & T SCHAEFER FAMILY PRTRNSHP		DAVENPO	15.74
13	Y0723-03D		LIVING TRUST ISCHAEFER	C/O VERNON & THELMA SC	DAVENPO	759.69
14	Y0723-11E	2802 E 53RD ST	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPO	41652.56
15	Y0723-OLA		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDI	9408.79
16	Y0817-02E	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1% INLAND REAL ESTATE E	OAK BROK	164295.4
17						244483.5
18	Y0723-02D		ISCHAEFER LIVING TRUST	C/O VERNON & THELMA SC	DAVENPO	39
19	Y0723-02D		LIVING TRUST ISCHAEFER	C/O VERNON & THELMA SC	DAVENPO	39

Traffic Generation Alternatives

Costco Site

Land Use	Daily Trips		PM Weekday			Saturday		
	Weekday	Saturday	Peak Hour Trips			Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Costco Site (17.9 acres)	7340	9530	365	360	725	535	550	1085
Single Family Homes (54)	517	545	27	16	43	27	24	51
Apartment Complex (358 Units)	2359	2563	142	80	222	112	96	208
General Office Building (150,000 sq ft)	1651	356	38	186	224	33	28	61

Prepared by Gary Statz, Davenport City Traffic Engineer

Flynn, Matt

From: Gary Aitchison <aitchisongary@gmail.com>
Sent: Thursday, June 22, 2017 2:36 PM
To: dpatel@qctimes.com
Cc: Warner, Tom; Flynn, Matt
Subject: Costco Articles

Mr. Patel, I've been closely following your articles in the Times regarding the proposed Costco store. I'd like to point out a few "deficiencies" in your reporting.

Last Saturday (June 17), the front-page headline read "City staff recommends Costco plan". I believe this is misleading and shows a possible bias in favor of the project. The word "staff" implies multiple people, but nowhere in the article do you reference who these people are. You do reference several reports, but those reports could have been written by just one person. You do quote Matt Flynn, and thus I'm inferring he wrote the reports. Later in the article you mentioned that "around 150 people attended a neighborhood meeting on April 20..." but "only six people spoke at the commission's public hearing on June 6". Why are you mixing apples and oranges? I'd like to know how many people attended the June 6 meeting so I can compare that with the April 20 meeting, or know how many people spoke at the April 20 meeting. You make it sound like only six people attended the June 6 meeting, again possibly showing your bias. You mention in the next paragraph the "city received seven written comments and three phone calls. Out of all the submitted comments, 75 percent were negative with the rest viewed as neutral". This means there were a total of 10 comments, seven of which were negative. That means 70% were negative, not 75%. You then try to inform us about the "protest rate". How many "owners" are there within 200 feet of the perimeter?

I can't count very many, since the fire station is on the east, and the apartments are on the west (which I assume are all owned by one person or company). There aren't many homes south of 53rd St that lie within 200 feet. Thus, your 1.7 percent figure is very misleading. It's obvious you're including all the people who rent apartments nearby. They are NOT owners, and should NOT be included in your "protest rate" calculation. Thus, I believe the protest rate is greater than 20 percent and the City Council will need a super-majority to approve the commission's recommendation.

Yesterday's (June 21st) headline read "Costco project heads to vote" and again appears on the front page. A casual reader of the paper would interpret this as big news and that Costco along 53rd St is almost a done deal. Later in the article you write the following ""The concept could work, but the devil is in the details," Johnson said". Who is Johnson? Nowhere in the article do you specifically identify this person. At the end of the article, you again reference the 1.7 percent protest rate and this time state there are two objections. If my math is correct, this means there are 117.65 "owners" with 200 feet of the perimeter of the proposed site. This is definitely NOT TRUE!

Please strive to be more accurate and less biased in your reporting on this project in the future.

Flynn, Matt

From: Trudy WILSON <wilsont39@msn.com>
Sent: Thursday, June 01, 2017 7:37 AM
To: Flynn, Matt
Subject: Costco Development Plans

Categories: Green Category

Dear Matt,

I am unable to attend the Public Hearing on the plans for the construction of the Costco Wholesale Corporation north of the intersection of Fairhaven Road and E 53rd Street. I strongly oppose this plan! The traffic flow on 53rd will be a nightmare. I am sure there is plenty of acreage in adjacent areas.

Sincerely,

Trudy Wilson
Resident of Jersey Meadows

Flynn, Matt

From: Warner, Tom
Sent: Wednesday, June 14, 2017 9:40 AM
To: Flynn, Matt
Subject: Fwd: Rezoning for Costco

Sent from my iPhone

Begin forwarded message:

From: Gary Aitchison <aitchisongary@gmail.com>
Date: June 13, 2017 at 11:24:43 AM CDT
To: mflynn@ci.davenport.ia.us
Subject: Rezoning for Costco

Mr. Flynn, I talked with you briefly after the neighborhood meeting last month at the library. (I mentioned that I was a good friend of Mike Farris.) Anyway, I was out of town last week and could not attend the Plan and Zoning Commission meeting. But I wanted to make sure you and others understood my opinion about the possible addition of Costco along 53rd St. As you know, many of us have concerns about the additional traffic along this corridor. In addition, some neighbors are concerned about water runoff. I live north of the proposed site, at the end of 59th St. Thus, I'm also concerned about how this might impact any future rezoning requests for the rest of the property north to Pheasant Creek.

I think there are better options for Costco, such as along Elmore across from Mills Chevrolet. Granted, this property may be more expensive, but I think it would be better for all concerned in the long run.

Please consider these concerns as you and your colleagues discuss this issue.



City of Davenport

226 West Fourth Street • Davenport, Iowa 52801
Telephone: 563-326-7711 TDD: 563-326-6145
www.cityofdavenportiowa.com

PUBLIC HEARING NOTICE
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
WEDNESDAY, JULY 19, 2017 5:30 P.M.
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4TH STREET – DAVENPORT, IOWA

Case No. REZ17-04: Request of the Costco Wholesale Corporation to rezone 17.88 acres, more or less, of property located north of the intersection of East 53rd Street and Fairhaven Drive from A-1, Agriculture District and R-1, Low Density Residential District to PDD, Planned Development District. [6th Ward] (See attached map)

The City of Davenport Committee of the Whole will conduct a public hearing concerning this matter at **5:30 p.m., Wednesday, July 19, 2017 in the Council Chambers of Davenport City Hall at 226 West 4th Street**, Davenport, Iowa.

It is your privilege to submit written comments on this petition or to attend the public hearing to express your views, or both. All protests within the 200-foot notice area or the area being considered must be made in writing to be valid. Any written comments to be reported at the Committee of the Whole's public hearing should be received in the office of Community Planning, City Hall, not later than 12:00 noon, on the day of the public hearing, though protests may be received up through the City Council's public hearing.

Office of Community Planning
Department of Community Planning & Economic Development
Phone: (563) 326-7765 Email: Planning@ci.davenport.iowa.us

(detach here)

The undersigned - opposes / **does not oppose** (circle one) the request of Costco Wholesale Corporation to rezone 17.88 acres, more or less, of property located north of the intersection of East 53rd Street and Fairhaven Drive from A-1, Agriculture District and R-1, Low Density Residential District to PDD, Planned Development District.

Comments: as long as the only entrance and exit is on 53rd.
If it can be moved onto Elmore, I am not opposed.

Mail to: Plan and Zoning Commission
City Hall, 226 W 4th Street
Davenport, Iowa 52801

NAME Cynthia L. Kothenbeutel
ADDRESS 2704 E 58th St, DAV
DATE JULY 11, 2017
(please print legibly)

ADDRESS OF PROPERTY IN NOTICE AREA IF OTHER THAN MAILING ADDRESS

Working Together To Serve You



We oppose the request of Costco Wholesale Corporation to rezone the property located north of the Intersection of East 53rd Street and Fairhaven Drive (Road).

Our opposition is:

1. Increased traffic along 53rd Street. The current traffic patterns are not conducive to increased traffic from the addition of a large retail store. The traffic study was conducted on one weekday and one weekend day during February. February is the slowest month of the year for retail businesses. Therefore, the study does not reflect normal traffic. Also, there was a total of two inches of snow during February – occurring on three separate days. It is not noted in the traffic study which days the counts were conducted.
2. An additional traffic light will cause more congestion in this area. It is already congested. This additional light will back up traffic making it difficult for the fire trucks to respond to emergencies.
3. Lorton Avenue is already used as an alternate route to avoid heavy traffic on 53rd Street. This will increase greatly with the proposed construction. This is a residential street with children, no sidewalks, and drivers routinely exceed the speed limit putting residents and children at risk.
4. The proposed median at the intersection of East 53rd Street and Fairhaven Road means the emergency vehicles will not be able to turn left onto Fairhaven Road. They will have to turn onto Lorton, turn onto 51st Street, and finally turn onto Fairhaven Road. These streets are narrow – parking near any of the intersections will make it difficult for a fire truck to negotiate the turns.
5. Although the proposed design includes a retention pond, I am concerned that it is not large enough to prevent run-off during storms. Our streets and culverts cannot handle large amounts of rain. With the increased amount of concrete at the higher elevation, storm water run-off is of great concern to all households in the neighborhood. We do not have storm sewers – all rain water runs down the streets and culverts.
6. Costco Wholesale Corporation has informed us that they have semi-truck deliveries daily beginning at 6:00AM. This will cause noise pollution at a time when a residential neighborhood should be able to expect quiet.
7. This neighborhood was developed in the mid 1950's when the area was all agricultural. Our house has been in our family since it was built in the 1950's. This type of large retail establishment changes the neighborhood more than if the development were a small retail establishment.
8. We are also concerned with trash thrown from vehicles into our yard. This will also increase.
9. This will have a negative impact on our property value.

(detach here)

I, the undersigned opposes ~~opposes~~ does not oppose (circle one) the request of Costco Wholesale Corporation to rezone 17.88 acres, more or less, of property located north of the intersection of East 53rd Street and Fairhaven Drive from A-1, Agriculture District and R-1, Low Density Residential District to PDD, Planned Development District.

Comments: See attached.

Mail to: Plan and Zoning Commission
City Hall, 226 W 4th Street
Davenport, Iowa 52801

NAME JERRY + MARCIA LUBDEN
ADDRESS 5221 FAIRHAVEN ROAD
DATE 7/11/17
(please print legibly)

Flynn, Matt

From: Rita Macken <ritamacken4@gmail.com>
Sent: Tuesday, June 06, 2017 8:54 PM
To: Flynn, Matt
Subject: Costco Store

I attended the meeting this evening. I want to register my objections to the Costco proposal as it stands. I think having the entrance and exit onto 53rd is wrong. It adds too much traffic to 53rd St. Placing that right next to the Fire Station creates a safety hazard to the firemen in the truck, to the traffic they are trying to enter and to the person or family waiting for the Fire Truck.

Thank you for your time and consideration in reading this email.

Rita Macken
2637 E 57th
Davenport, Iowa 52807

Flynn, Matt

From: workcentre@ci.davenport.ia.us
Sent: Tuesday, June 06, 2017 4:08 PM
To: Flynn, Matt
Subject: Scanned from a Xerox Multifunction Printer
Attachments: Scanned from a Xerox Multifunction Printer.pdf

Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.

Attachment File Type: pdf, Multi-Page

Multifunction Printer Location: City Hall - CPED Device Name: PTR.117

Flynn, Matt

From: MERSAC@aol.com
Sent: Saturday, May 27, 2017 3:44 PM
To: Flynn, Matt
Subject: COSTCO PUBLIC HEARING

Mr. Flynn,

We did attend the prior meeting with Costco on their future application to enter the Davenport market. I think as long as the possible traffic congestion on 53rd is addressed, I have no objection to your approval of their application.

Merton and Carol Sachs
5516 Woodland Ave
Davenport

Flynn, Matt

From: Donald L Schold <dschold@2ndwindexercise.com>
Sent: Wednesday, June 07, 2017 12:56 PM
To: Flynn, Matt
Subject: Costco

Dear Mr Flynn

Please note my concerns on the problem of the increased traffic flow in this area due to Costco's plans. I believe this will result in loss of business due to overall congestion and inconvenience to shoppers in this area.

The number of accidents and congestion that occurs currently already is challenging enough.

Thank you for hear my concerns.

Don Schold

Store Manager

2nd Wind Exercise

--

Coming soon. Check it out!

https://www.youtube.com/watch?v=wRg67hu_bBc

Check out the newest thing in ellipticals.

<http://www.youtube.com/watch?v=SzQHOCBrSso>

Check out the New Hoist Mi6 Personal Puller Home Gym

<https://www.youtube.com/watch?v=lu3EL7dIpyc>

[View our Used Inventory](#)

Don's Fitness Rules:

#1) NEVER LOSE MUSCLE

#2) SEE RULE #1

Don Schold

Sales Manager

2nd Wind Exercise Equipment

2826 E 53rd St

Davenport IA 52807

dschold@2ndwindexercise.com

563-355-4700

Flynn, Matt

From: VICKI STEVENSON <vqstevenson@msn.com>
Sent: Thursday, June 08, 2017 8:06 AM
To: Flynn, Matt
Subject: Fwd: COSTCO PROTEST

>>>> Matt,

>>>>

>>>> As property owner for Victoria Square, corner of E. 53rd & Elmore Circle, I am protesting the proposed Costco location on E. 53rd. As most people agree, we welcome Costco to Davenport! I just do not agree with the site they have chosen & hope the City of Davenport agrees. 53rd St is undeniably the highest traffic street in the Quad Cities. Commercial realtors have coined the 53rd St corridor by Elmore as the "#1 retail area to be in the Quad Cities."

>>>

>>> Current traffic conditions on 53rd have encouraged many folks to simply avoid that area. I have acquaintances, young & old, who tell me they refuse to go out that way.

>>>

>>> Enter Costco, trying to squeeze 10 pounds into a 5 pound bag. How will the fire station handle an emergency call when the fire truck drives down their driveway to see two lanes of traffic heading west bumper to bumper, how will they get out? The cars can't back up or move forward until the light at Costco changes. Likewise, if the cars are lined up to enter the gas station on the east side of Costco, where can they move if a fire truck needs to get out into 53rd?

>>>

>>> Victoria Square strip mall has one entrance, off Elmore Circle, for customers to enter. When AT&T has a shift change, approx 100+ cars exit onto Elmore Circle. They go to the light at 53rd to go east or west. They block our front entrance. When we have Costco traffic on 53rd heading west, turning right on 53rd will be difficult, & impossible if the Costco light is red, it will again be bumper to bumper. Our front entrance will be blocked. When a customer is coming from the east to VS, when they turn right onto Elmore Circle, the entrance is blocked & they will sit there blocking the north lane on 53rd until someone lets them cut in. I read where Costco is trying to get a "shared access point" to Elmore Circle. Under no circumstances should more traffic be dumped onto Elmore Circle. That decision could close our strip mall down.

>>>

>>> My tenants are already complaining about customer access, how will all Costco's traffic effect the existing traffic problems?

>

> I propose Costco build the road from the north side of their building to Elmore Ave to relieve congestion or relocate to Elmore Ave which can accommodate more traffic.

>

> Matt please feel free to contact me if you have any questions or would like to meet to discuss further.

>

> Thank you,

>

> Vicki Stevenson

> Victoria Square

> 563-529-9979

>>>

>>>

>>>

>>>

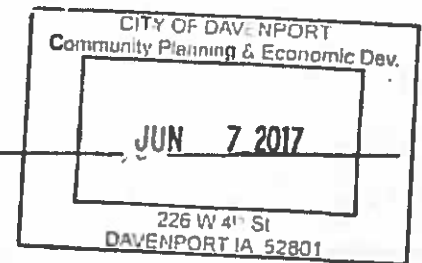
>>>>

>>>> Sent from my iPhone



City of Davenport

226 West Fourth Street • Davenport, Iowa 52801
 Telephone: 563-326-7711 TDD: 563-326-6145
www.cityofdavenportiowa.com



PUBLIC HEARING NOTICE

May 26, 2017

Dear Property Owner:

You may be aware of plans by Costco Wholesale Corporation to construct a new store north of the intersection of Fairhaven Road and E. 53rd Street (see attached map).

In order for this project to proceed, the property must be rezoned from A-1 Agricultural District and R-1, Low Density Residential District to PDD, Planned Institutional District.

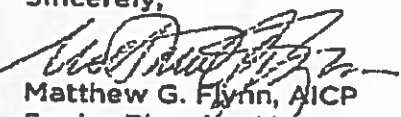
The next step in the process is for the Davenport Plan and Zoning Commission to conduct a public hearing. The public hearing will be held:

Tuesday, June 6, 2017, 5:00 p.m.
 City Council Chambers, City Hall
 226 West 4th Street

You are welcome to attend and provide comments. As a property owner within 200 feet, you are welcome to submit a written protest to this proposed action. If 20% or more of the owners of the area within 200 feet of the proposed rezoning protest the action, 75% approval of the Council will be necessary for passage.

If you cannot attend this meeting and have questions or concerns, feel free to contact me directly using the contact information below.

Sincerely,


 Matthew G. Flynn, AICP
 Senior Planning Manager
 City of Davenport
matt.flynn@ci.davenport.ia.us
 563-888-2286

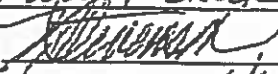
Please sign and return (if protesting)

I, VICKI STEVENSON DBA VICTORIA SQUARE STRIP MALL, 2830-2835 E. 53RD ST.
 protest the request of Costco Wholesale Corporation to rezone 17.88 acres
 from A-1 Agricultural District and R-1, Low Density Residential District to PDD, Planned Institutional District as depicted in
 Case No. REZ17-04.

Comments: WE ARE PROTESTING SITE SELECTION DUE TO TRAFFIC ISSUES. WE CURRENTLY HAVE PROBLEMS
WITH TRAFFIC BLOCKING OUR FRONT & REAR ENTRIES ON ELMORE CIR
WITH AT&T TRAFFIC. ADDING 400+ CARS/DAY WILL
EXACERBATE EXISTING TRAFFIC ISSUES.

Name: VICKI STEVENSON

Address: 4938 WOODY CREEK CIR, DAVENPORT, IA 52702

Signature and Date:  6/6/17 *Working Together To Serve You*



ORDINANCE NO.

Ordinance for Case No. REZ17-03 being the petition of the City of Davenport for the rezoning of 64.6 acres, more or less, of property located west of Division Street and south of Interstate 80 from A-1 Agricultural District to M-1 Light Industrial District [8th Ward].

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 from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District.

The Legal Description is as follows:

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

Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7: thence South 89° -43' -55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of East 55 Acres of the Northeast Quarter of said Section 7; thence South 00° -06' -45" West 1472.80 feet along the west line of the East 55 Acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described:

Thence North 89° -41' -45" East 682.74 feet

Thence South 00° -18' -15" East 1133.75 feet along the west line, and west line extended northerly and southerly, of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa, to a point on the northerly right of way line East 53rd Street as now established in the City of Davenport, Iowa;

Thence South 89° -41' -45" West 690.99 feet along the northerly right of way line of said 53rd Street to the southeast corner of Lot 1 of said Jersey Meadows Second Addition;

Thence North 00° -06' -45" East 1133.78 feet along the west line of the East 55 Acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Containing 17.88 acres, more or less, subject to easements of record.

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

Findings:

- 1) Amending the Future Land Use Map included in Davenport+2035 results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in Davenport +2035 be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner cknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to share the construction cost of this street or private drive with the developer up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.

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 J. Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

Wednesday, July 19, 2017

Dear Legal Ad Department

Please publish the following Committee of the Whole legal ad on Monday, July 24, 2017.

The PO number for this notice is

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 563-888-2286. *Thank you!*

NOTICE
PUBLIC HEARING
WEDNESDAY, August 2, 2017, 5:30 pm
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

Case No. REZ17-04: Proposed rezoning of approximately 17.88 acres, located north of the intersection of Fairhaven Rd. and E 53rd Street, from A-1 Agriculture District R-1 and R-2 Low Density Residential District to PDD, Planned Development District (Costco Wholesale Corporation, petitioner)

The Legal Description is as follows:

PO No. 1721342

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

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Tom Leabhart; (563) 327-5155
Wards: All

Action / Date
PW8/2/2017

Subject:

Public Hearing on the plans, specifications, forms of contract and estimated cost for the Sterilite Sanitary Sewer Extension Project, CIP #30039. [Ward 8]

Recommendation:

Hold the hearing.

Relationship to Goals:

A growing local economy.

Background:

This project will extend sanitary sewer from the east end of Research Parkway north to the Sterilite facility located in the southwest corner of Slopertown Road and Division Street (155th Street). The location may be seen on the attached map. As part of the Sterilite development agreement, the City is responsible for the extension of the sanitary sewer to the new facility. TIF is funding the construction thru CIP #30039.

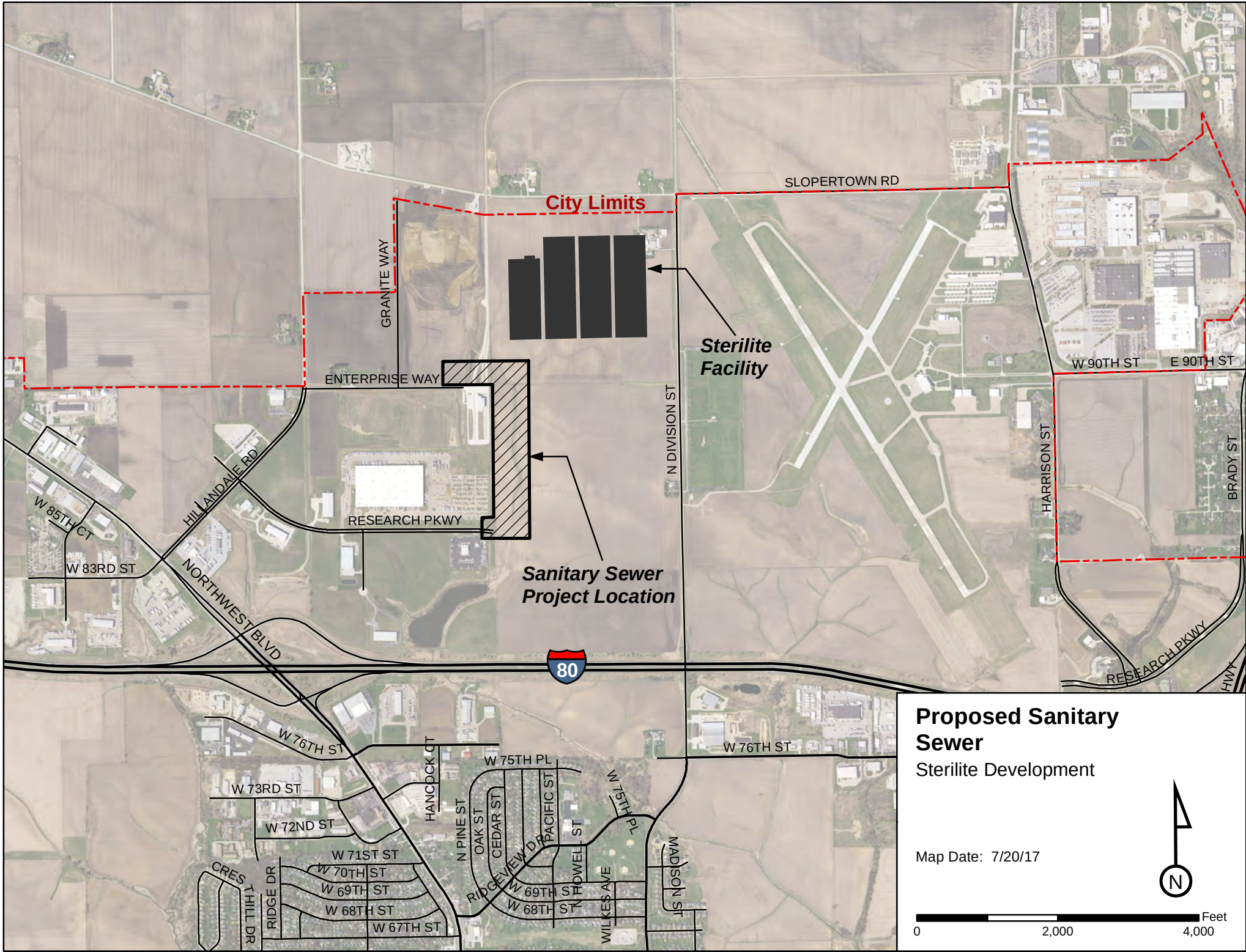
The project is scheduled to be bid in August with construction to be completed by December 2017. The current estimate is \$800,000.

ATTACHMENTS:

Type	Description
▣ Exhibit	Project Location

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/27/2017 - 10:18 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 10:18 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 11:13 AM



City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Tom Leabhart; (563) 327-5155
Wards: 8

Action / Date
PW8/2/2017

Subject:
Public Hearing on the plans, specifications, forms of contract and estimated cost for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP #35029. [Ward 8]

Recommendation:
Hold the hearing.

Relationship to Goals:
A growing local economy.

Background:
This project will construct turn lanes for Sterilite at their truck entrance on Division Street, their employee entrance on Slopertown Road and at the intersection of Slopertown Road and Division Street. As part of the Sterilite development agreement, the city is responsible for these improvements to service the new facility. TIF and RISE Grants are funding the construction thru CIP #35029.

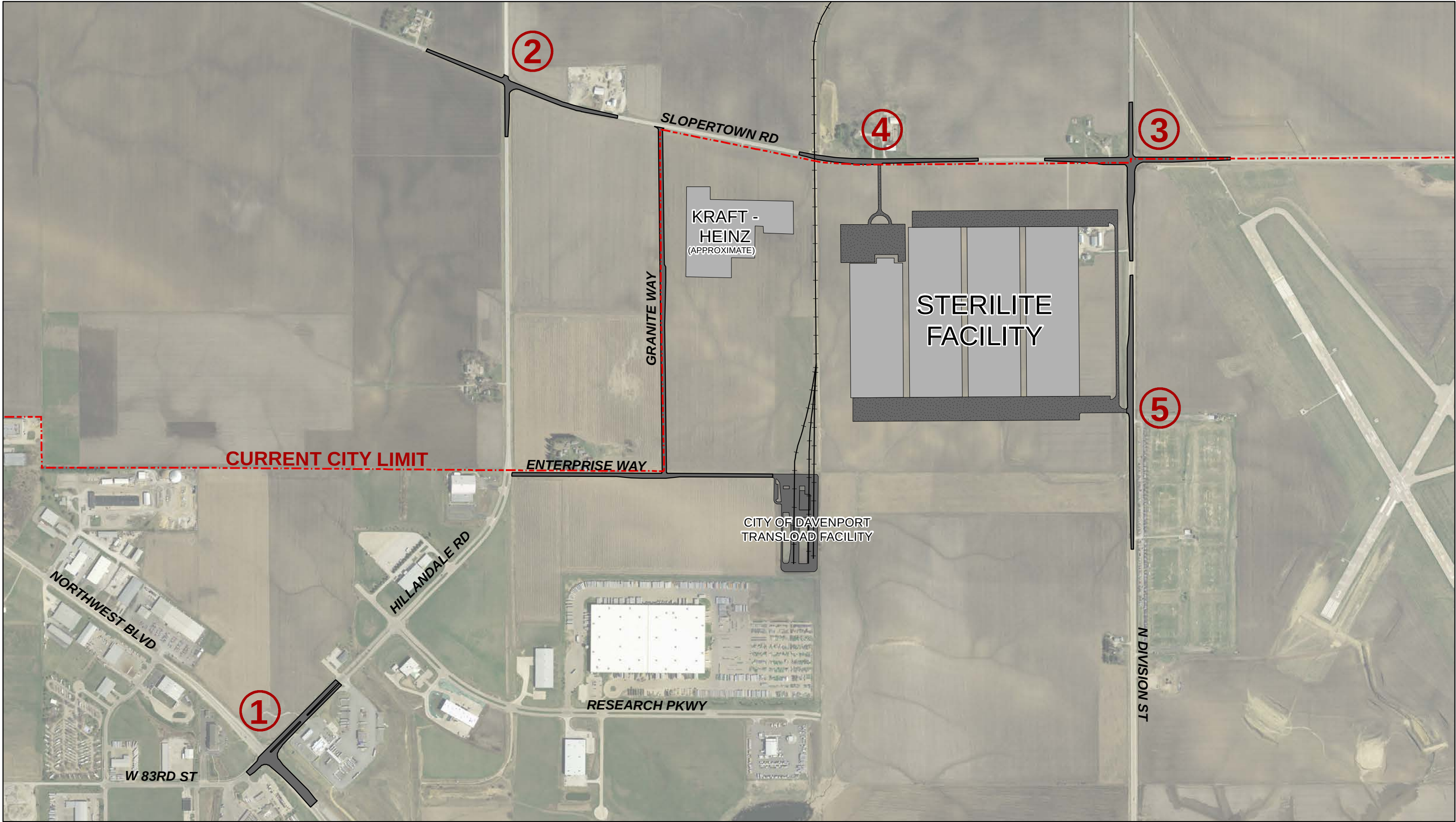
The project is scheduled to be bid in August with construction starting this construction season and being completed in the spring of 2018. The current estimate is \$3,700,000.

ATTACHMENTS:

Type	Description
▣ Exhibit	Location Map

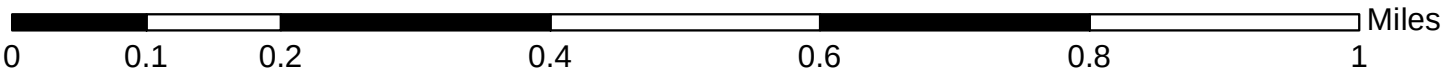
REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/27/2017 - 10:16 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 10:17 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 11:13 AM



**STERILITE AREA DEVELOPMENT
STREET IMPROVEMENT LOCATIONS**

July 18, 2017



City of Davenport

Agenda Group:

Department: Community Planning & Economic Development

Contact Info: Matt Flynn, 888-2286

Wards: 6th

Action / Date

7/6/2017

Subject:

Second Consideration: An Ordinance for Case No. REZ17-04: Request of Costco Wholesale Corporation for the proposed rezoning of 17.88 acres, more or less, of property located north of the intersection of Fairhaven Road and E 53rd Street from A-1 Agricultural District and R-1 Low Density Residential District to PDD, Planned Development District. [Ward 6]

Recommendation:

At its regular meeting of June 20, the City Plan and Zoning Commission considered Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.88 acres, more or less, of property located north of the Fairhaven Road/E 53rd Street intersection from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District.

Findings:

1. Amending the Future Land Use Map included in *Davenport+2035* results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
2. The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
3. Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
4. A possible north entrance to the site has been established through condition (2) below.

Conditions:

1) Comprehensive Plan Amendment

That the Future Land Use Map included in *Davenport +2035* be amended to designate this property as "RC-Regional Commercial".

2) Future Development

Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.

a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.

b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to share the construction cost of this street or private drive with the developer up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.

The Protest Rate for this case is 1.7%.

Relationship to Goals:
Grow Tax Base

Background:

Approval of this request would allow for additional land to accommodate retail development within the Elmore/53rd Street corridor. Current proposal is for development of a 156,170 sq. ft. Costco store.

See background information for details.

ATTACHMENTS:

Type	Description
☐ Ordinance	Ordinance
☐ Backup Material	Exhibit A for Ordinance
☐ Backup Material	P&Z Letter
☐ Backup Material	Background Material
☐ Backup Material	COW Legal Notice

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Admin, Default	Approved	7/24/2017 - 11:01 AM

ORDINANCE NO.

Ordinance for Case No. REZ17-03 being the petition of the City of Davenport for the rezoning of 64.6 acres, more or less, of property located west of Division Street and south of Interstate 80 from A-1 Agricultural District to M-1 Light Industrial District [8th Ward].

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 from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District.

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows:

Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South 89° 43' 55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South 00° 06' 45" West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described; thence North 89° 41' 45" East 683.11 feet to the northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South 00° 18' 15" East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South 89° 41' 45" West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North 00° 06' 45" East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

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

Findings:

- 1) Amending the Future Land Use Map included in Davenport+2035 results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in Davenport +2035 be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner cknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to share the construction cost of this street or private drive with the developer up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.

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 _____

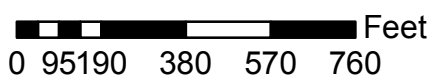
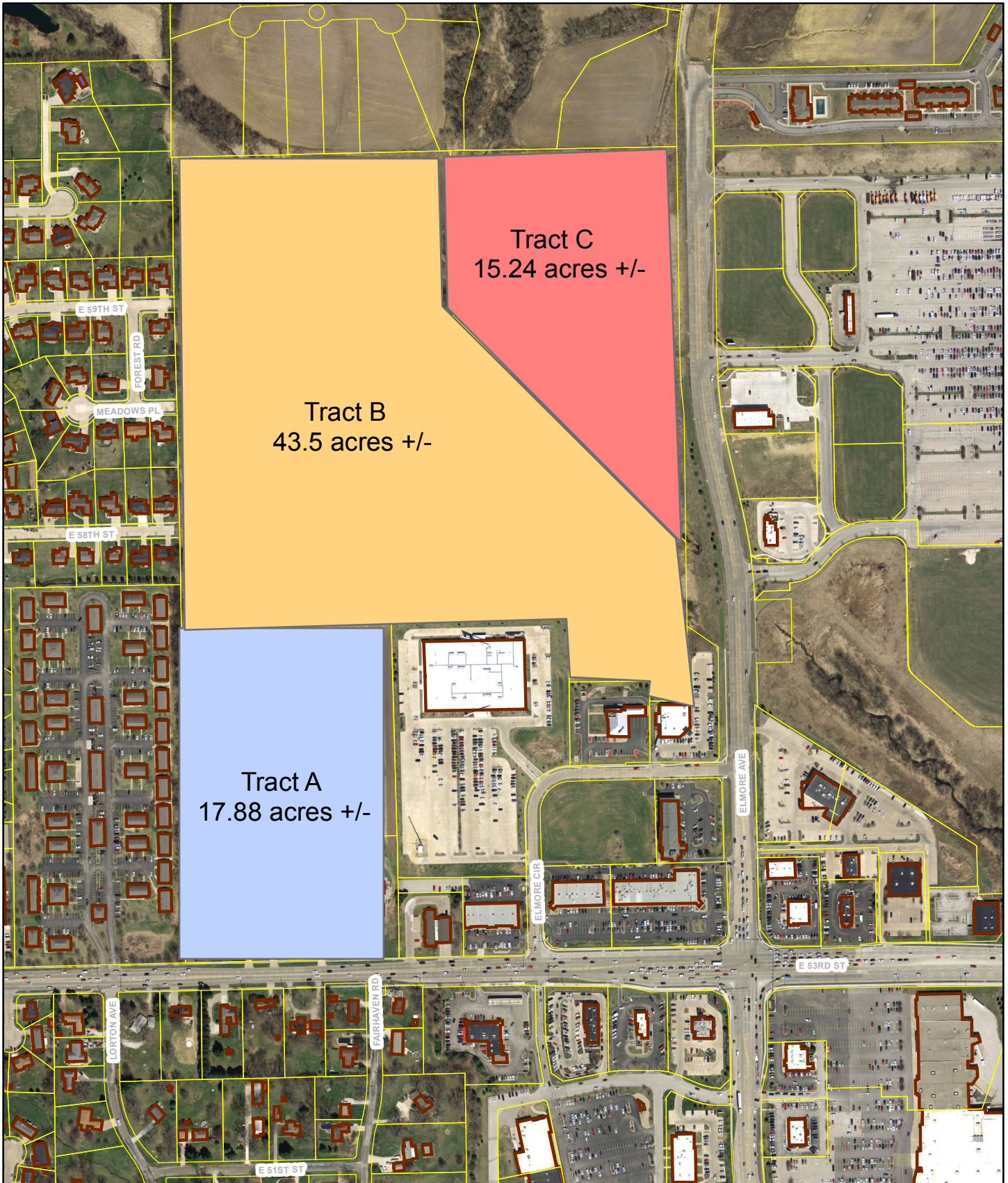
Frank J. Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

Exhibit A - Land Use Plan



June 21, 2017

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 20, the City Plan and Zoning Commission considered Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.88 acres, more or less, of property located north of the Fairhaven Road/E 53rd Street intersection from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District.

Findings:

- 1) Amending the Future Land Use Map included in *Davenport+2035* results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in *Davenport +2035* be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the

west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to share the construction cost of this street or private drive with the developer up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.

The Plan and Zoning Commission accepts the findings and forwards Case No. REZ17-04 to the City Council for approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a stylized flourish at the end.

Robert Inghram, Chairperson
City Plan and Zoning Commission



PLAN AND ZONING COMMISSION

Meeting Date: June 20, 2017
Request: Proposed rezoning of approximately 17.88 acres, located north of the intersection of Fairhaven Rd. and E 53rd Street, from A-1 Agriculture District R-1 and R-2 Low Density Residential District to PDD, Planned Development District [6th Ward]
Case No.: REZ17-04
Applicant: Costco Wholesale Corporation
Contact: Matthew G. Flynn, AICP
Senior Planning Manager
mflynn@ci.davenport.ia.us
563-326-7743

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. REZ17-04 to the City Council for approval.

Findings:

- 1) Amending the Future Land Use Map included in *Davenport+2035* results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in *Davenport +2035* be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and well-managed connection for vehicles and pedestrians to Elmore Avenue.

If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.
- 3) Public Works/Engineering Conditions
A Final Development Plan shall be approved prior to any construction permits issued for the property.

Introduction:

Costco Wholesale Corporation proposes to construct a 156,170 sq. ft. retail facility and associated fuel facility on this property. A final development plan for the project will be considered separately (see preview item included in this agenda packet).

Background:

Surrounding conditions: See attachments.

Comprehensive Plan: The Property is within the current Urban Service Boundary (USB).

This property is designated Residential General (RG) on the Future Land Use Map in *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.”

In order to contribute to the justification of rezoning this property, a change in designation to Regional Commercial (RC) may be warranted.

Regional Commercial (RC) is defined as follows – “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 2025 provides guidance for when an amendment to the future land use map may be considered:

Proposed Land Use Map

The Proposed Land Use Map is the document most people think of when they hear the words “comprehensive plan.” While it is true the map is a strong graphic representation of how and where a community proposes to develop, it is but one part of the larger comprehensive plan document. Concerning the map, communities are faced with several issues:

- How is the map currently used?
- How should the map be used?
- When should the community consider change to the map?

The map provides a picture of what the community’s desired land use patterns will be at the completion of a planning horizon. To arrive at the future pattern, planners begin with an accounting of existing conditions, and then refine the map to include changes such as new roads, new parks, anticipated development, and potential physical expansion (e.g., annexation). Ideally, policies, programs, and projects found within the comprehensive plan strongly influence how the map is drawn. The map can be used to guide planning decisions toward what the community ultimately expects to happen on parcels of land. The map can also assist developers in gauging potential community acceptance and/or support of projects.

There are several things to remember about the Proposed Land Use Map.

First, the map cannot be construed as infallible. The map is (at best) a snapshot forecast of the future based on certain projections, and if the projections (e.g., population or economic forecasts) do not hold true, the map is likely to be inaccurate.

Second, the validity of the map depends heavily on completion of proposed improvements. For example, if the development of new residential areas depends on a new road being built, and the road does not get built, the residential areas will be hard-pressed to take off.

Third, the map is based on a planning horizon (in *Davenport 2025*’s case, twenty years), and the more distant the horizon, the greater the likelihood the map will eventually prove incorrect due to unforeseen circumstances.

Finally, the map should not be changed without due consideration. The map is designed to provide a picture of how the community wants to develop. If the map is regularly modified to accommodate non-conforming development (e.g., commercial areas where residential areas were called for, etc.), the map is undermined because the relationship is lessened between the map and the principles that guided its development.

With these disclaimers in mind, one can consider *Davenport*’s Proposed Land Use Map, how it is currently used, how it may be used in the future, and when it may be beneficial to consider changing the map.

If the proposed rezoning is ultimately approved, an amendment to the Future Land Use Plan reflecting the change should be made a condition of the request.

Land Use Plan. The Code requires a Land Use Plan be submitted for property prior to submittal for a final development plan approval. Often, this step is skipped as developers are ready to move forward with a specific development proposal.

The proposed site is part of the larger Schaefer farms property. Staff has had discussions with the family with respect to future development. A generalized Land Use Plan is included as Exhibit “A”.

Also discussed is the possibility, if needed, to construct a third way into the Costco site as well as providing access to Elmore for any future residential development. These discussions have resulted in a proposed condition on the rezoning. In a nutshell:

- This project is presented as an option and not a guarantee.
- Construction of the Road would be triggered by the City depending on need or practicality
- Owner would dedicate land for this purpose.
- City would pay for improvements

Technical Review:

Urban services to this property exist or are proposed to be extended in the near future.

Fire Station 8 is located adjacent to the site.

The property is directly served by Citibus via the HDC Express Line, Blue Line and is within ¼ mile of the Yellow Line.

The Public Works Department has completed its review with respect to traffic, stormwater detention, etc. Conditions addressing the concerns have been reviewed and are included within the recommendation.

Any development of the site will add traffic to 53rd Street, as well as general increasing traffic generation in the vicinity. For comparison purposes, a Table showing relative traffic generation of the proposed use versus single family, multifamily, and office, prepared by the City Traffic Engineer, is included in the background report. Traffic generation for the other uses is considerably less than if the property was developed commercially.

See attached memorandum for additional information.

Public Input:

A public Informational meeting was held on April 20, 2017. Approximately 150 attended.

Two signs have been posted on the property.

Notice of this public hearing was published in the May 26th edition of the Quad City Times.

Two separate notices were mailed out; one to those within the 200 foot legal protest area (16 addresses) and one to those nearby, but outside of the 200 foot boundary (295 addresses).

Six people spoke at the public hearing on June 6. Six were opposed and one was neutral. To date, two protests have been registered representing 1.7% of the adjoining property within 200 feet. A total of seven written comments and three phone calls have been received. Approximately 75% of the comments have been negative and the remainder neutral. n

Discussion:

There are two main questions for the Commission to consider: 1) is the proposed zoning appropriate for the site?; and 2) is infrastructure serving the site adequate and if not, can improvements be made to address deficiencies?

Addressing point no. 1, it is staff's opinion that the proposed zoning is appropriate.

Davenport +2035 designated this property as residential. However, from a staff perspective, there was little, if any, discussion at the time if the residential designation established in 2005 was still appropriate. Since it adjacent to regional commercial, changing the designation seems reasonable, especially given that multi-family is to the west and commercial to the east. Also, this site does not back up to any existing single family areas.

The question here is simply where do you draw the line? Davenport has never used the Future Land Use Map in the Comprehensive Plan as a tool to affect supply and demand of land. A more important factor is providing adequate choice. In this case a developer has come to the City requesting commercial and staff cannot provide specific reasons why the request is not reasonable.

Point no. 2 is regarding infrastructure. It is staff's opinion that infrastructure concerns can be met. Keep in mind that development is a process, and all answers to specifics cannot be answered short of full building and engineering plans being completed and reviewed.

At this point we believe there are sufficient safeguards in the City's development regulations as well as the recommended conditions to move the project forward.

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. REZ17-04 to the City Council for approval.

Findings:

- 1) Amending the Future Land Use Map included in Davenport+2035 results in more choices for major retail establishments to locate in this active corridor with minimal disruption to surrounding properties.
- 2) The proposed rezoning will not appreciably increase impacts to surrounding properties, including additional congestion on 53rd Street, compared to other development scenarios or even a no-build situation.
- 3) Conditions on the proposed rezoning and the associated Final Development Plan (FDP17-04) and planned improvements to East 53rd Street will mitigate traffic impacts.
- 4) A possible north entrance to the site has been established through condition (2) below.

Conditions:

- 1) Comprehensive Plan Amendment
That the Future Land Use Map included in Davenport +2035 be amended to designate this property as "RC-Regional Commercial".
- 2) Future Development
Referring to the Land Use Plan ("Exhibit A"), it is acknowledged that the properties "A", "B" and "C" depicted on Exhibit A must be subdivided prior to development.
 - a) Tract A is proposed for a 'big box' retail store, associated fuel island facility, stormwater detention facility, parking and landscaping.
 - b) Tract B is anticipated to be developed as low to medium density residential, complimentary to the residential development to the west. City and owner acknowledge that connectivity for Tract B between the residential development to the west and Elmore Avenue may be desirable in the future and agree to work on designing a street or private drive that would provide a direct route to Elmore Avenue to the end user of Tract A as well as the future residential development on Tract B.

The goal of developing this street or private drive shall be to provide a tertiary access point to Tract A, and provide safe and managed connection for vehicles and pedestrians to Elmore Avenue.

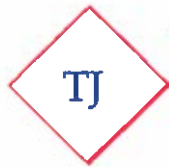
If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to the property line of Tract A and up a point in Tract B where individual lots for development take their access.

Owner of Tract A, at its own cost, shall connect a driveway and make necessary site alterations on its own property to accommodate the possible future access point to the north if requested to do so by the City. Owner of Tract A agrees that this proposed access point shall not be designated as the principal entrance for truck and or delivery traffic.

- c) Tract C is anticipated to be developed commercially, either as 'big box retail', as an in-line commercial center or as a mixed use development.

3) Public Works/Engineering Conditions

A Final Development Plan shall be approved prior to any construction permits issued for the property.



Design Strategies, LTD.

planning . site development . consulting

May 11, 2017

Mr. Matt Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa
226 West 4th Street
Davenport, IA 52801

RE: Costco Wholesale
Rezoning Request &
Final Development Plan Application

Dear Matt:

On behalf of our client, Costco Wholesale Corporation, please find enclosed the following documents in support of their request for rezoning and final development plan applications for approximately 17.88 acres located at the NEC of E 53rd Street and Elmore Circle in Davenport:

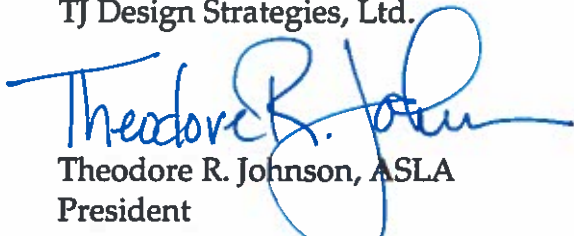
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD containing PDF files and one set 11x17 of the following drawings:
 - Concept Site Plan DD11-03
 - Concept Landscape Plan L-1
 - Photometric Plan SE-1
 - Signage Locations
 - Concept Warehouse Elevations
 - 3 Perspectives: Entry, Southwest Elevation, Northeast Elevation
 - Concept Fuel Elevations
 - Existing Conditions C1
 - Civil Site Plan C2
 - Grading Plan C3
 - Earthwork Plan C4
 - Utility & Storm Sewer Plan C5

- Neighborhood Meeting Attendance List from 5/04/17 with reduced print of the boards that were displayed at the meeting: Site/Landscape Plan, Aerial, Entry Perspective

We look forward to working with the City as it applies to these requests. If upon your review you require any additional documents and/or have any questions, please do not hesitate to contact our office.

Sincerely,

TJ Design Strategies, Ltd.



Theodore R. Johnson, ASLA

President

Costco Wholesale Authorized Representative

Enc.

REZONING REQUEST NO. _____
OFFICE OF PLANNING AND LAND USE
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT
CITY OF DAVENPORT

City Hall * Second floor
Phone: (563) 326-7765
Fax: (563) 328-6714
planning@ci.davenport.ia.us

Legal Description: See Attached

ADDRESS OF PROPERTY: Near Intersection E 53rd Street & Fairhaven Rd

EXISTING ZONING: R-1, R-2 & A-1

REQUESTED ZONING: PDD

TOTAL AREA: +/- 17.1 acres

PETITIONER: Name: Costco Wholesale Corporation
Address: 999 Lake Drive, Issaquah, WA 98027
Phone: 425-313-6549 FAX: 425-313-8114
Mobile Phone: _____ Email: bcoffey@costco.com
Interest in land: _____ title holder contract purchaser other **
** if petitioner is other than title holder, documentation will be required to show control of property – accepted offer to purchase, offer, option, etc.

TITLE HOLDER: Name: VTS Farm Parcel C, L.L.C. c/o Tom Pastrnak
Address: Pastrnak Law Firm PC, 313 W 3rd St., Davenport, IA 52801
Phone: 563-323-7737 FAX: 563-323-7739
Mobile Phone: _____ Email: _____

CONTACT PERSON: Name: Theodore R. Johnson, TJ Design Strategies, Ltd.
Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523
Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

EXPLANATION OF REZONING (for Public Hearing Notice) Rezone +/- 17.1 acres currently zoned R-1, R-2 & A-1 to a Planned Development District in order to develop a member's only retail warehouse with accessory uses including a free standing fueling facility, attached tire center and detention area.

Does the property contain a drainageway or floodplain area: Yes X No

Signature of Petitioner: *Boyd Guy* Date: 4/19/17
Rezoning Fee Schedule: JVP/Corp. Counsel

Land Area	Fee
Less than 1 acre (< 1 acre)	\$400
One acre to less than ten acres ($\geq$ acre < 10 acres)	\$750 plus \$25/acre *
Ten acres or more (≥ 10 acres)	\$1,000 plus \$25/acre*

* plus \$10.00 per sign; 1 or more signs required depending upon the size of the subject property

LEGAL DESCRIPTION

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows:

Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South $89^{\circ} 43' 55''$ West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South $00^{\circ} 06' 45''$ West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described; thence North $89^{\circ} 41' 45''$ East 683.11 feet to the northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South $00^{\circ} 18' 15''$ East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South $89^{\circ} 41' 45''$ West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North $00^{\circ} 06' 45''$ East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Honorable Mayor and City Council
City Hall
Davenport, Iowa 52801-1308

Honorable Mayor and City Council:

The undersigned, hereby petitions your honorable body to amend the Zoning Ordinance of 1981 of the City of Davenport, Iowa by changing the zoning classification

from R-1, R-2 & A-1

to Planned Development District

for the following legally described real property:

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows: Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South 89° 43' 55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South 00° 06' 45" West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa, to the POINT OF BEGINNING of the tract of land hereinafter described; thence North 89° 41' 45" East 683.11 feet to the northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South 00° 18' 15" East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South 89° 41' 45" West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North 00° 06' 45" East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Respectfully submitted,
Costco Wholesale Corporation


Bruce Coffey
AVP/Corporate Counsel

April 24, 2017

**CITY OF DAVENPORT
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT
FINAL DEVELOPMENT PLAN APPLICATION / REFERENCE FILE**

PDD / PUD / TND / M-3 (circle appropriate designation)

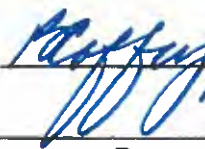
Location: Near the intersection of E. 53rd Street and Fairhaven Road

PETITIONER: Name: Costco Wholesale Corporation
Address: 999 Lake Drive, Issaquah, WA 98027
Phone: 425-313-6549 FAX: 425-313-8114
Mobile Phone: _____ Email: bcoffey@costco.com
Interest in land: _____ title holder contract purchaser other **
** if petitioner is other than title holder, documentation will be required to show control of property – accepted offer to purchase, offer, option, etc.

TITLE HOLDER: Name: VTS Farm Parcel C, L.L.C. c/o Tom Pastnak
Address: Pastnak Law Firm PC, 313 W 3rd St., Davenport, IA 52801
Phone: 563-323-7737 FAX: 563-323-7739
Mobile Phone: _____ Email: _____

CONTACT PERSON: Name: Theodore R. Johnson, TJ Design Strategies, Ltd.
Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523
Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

EXPLANATION OF FINAL DEVELOPMENT PLAN PROPOSAL Develop a +/- 156,000 sf members only retail warehouse with accessory uses to include a free standing fueling facility, an attached tire center, 741 parking stalls, as well as a 0.98 acre detention pond on the overall 17.10 acres. There will also be a 0.78 acre landscape buffer on the north end of the parcel.

Signature of Petitioner: 

Date: 4/19/17

Processing Fee	Fee
Less than one acre (< 1 acre)	\$500
One acre or more (≥ 1 acre)	\$1,000



City of Davenport

City of Davenport
FINANCE - REVENUE
226 W 4th St
Davenport, IA 52801
563-326-7707

www.cityofdavenportiowa.com

010732-0036 Brian K. 05/15/2017 03:28PM

MISCELLANEOUS

Description: REZONING
(ZR)

REZONING

1 @ 2,470.00

REZONING

2,470.00

Payment Id: 253802

2,470.00

Subtotal

2,470.00

Total

2,470.00

CHECK

2,470.00

Check Number 004308

Change due

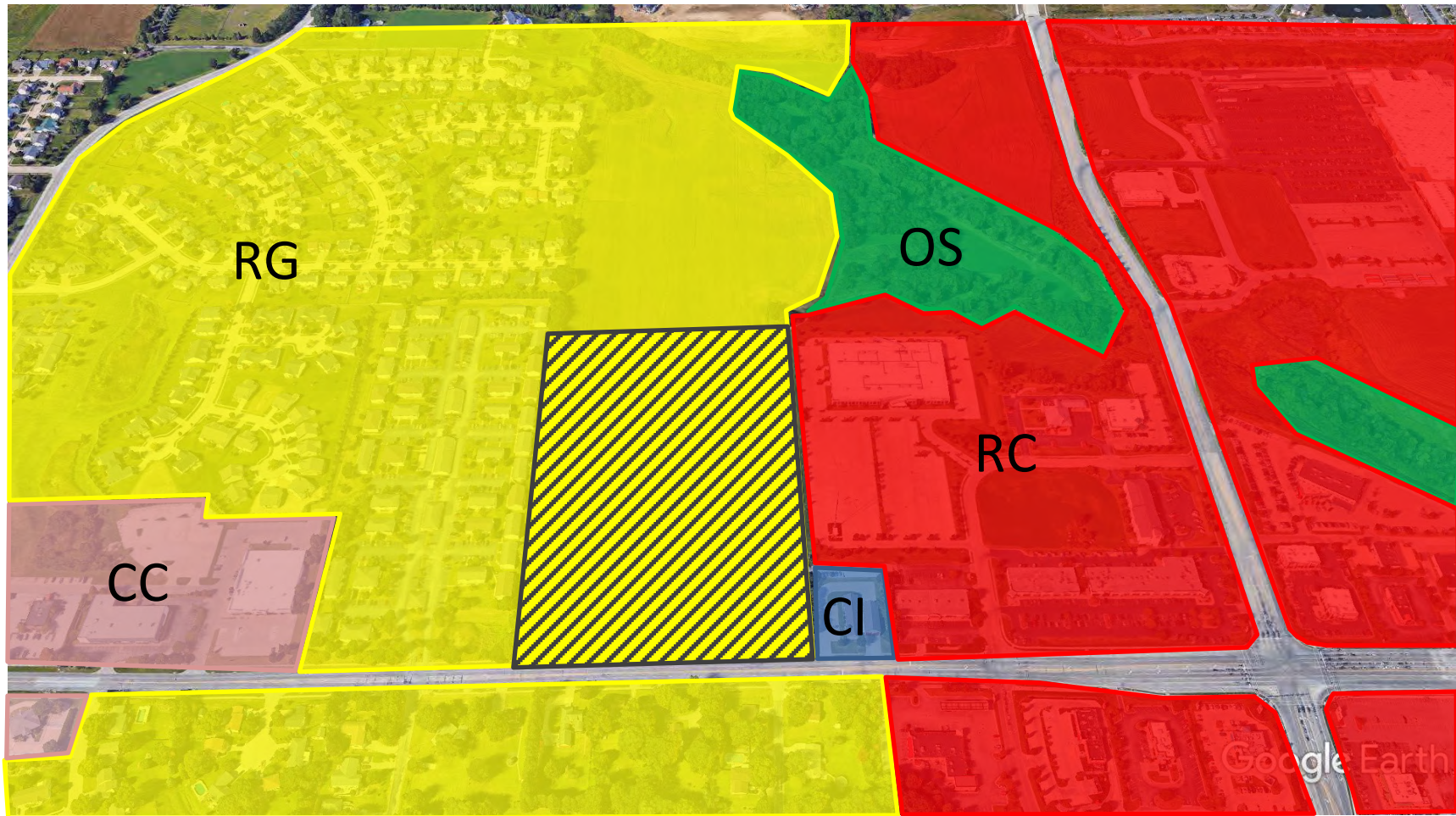
0.00

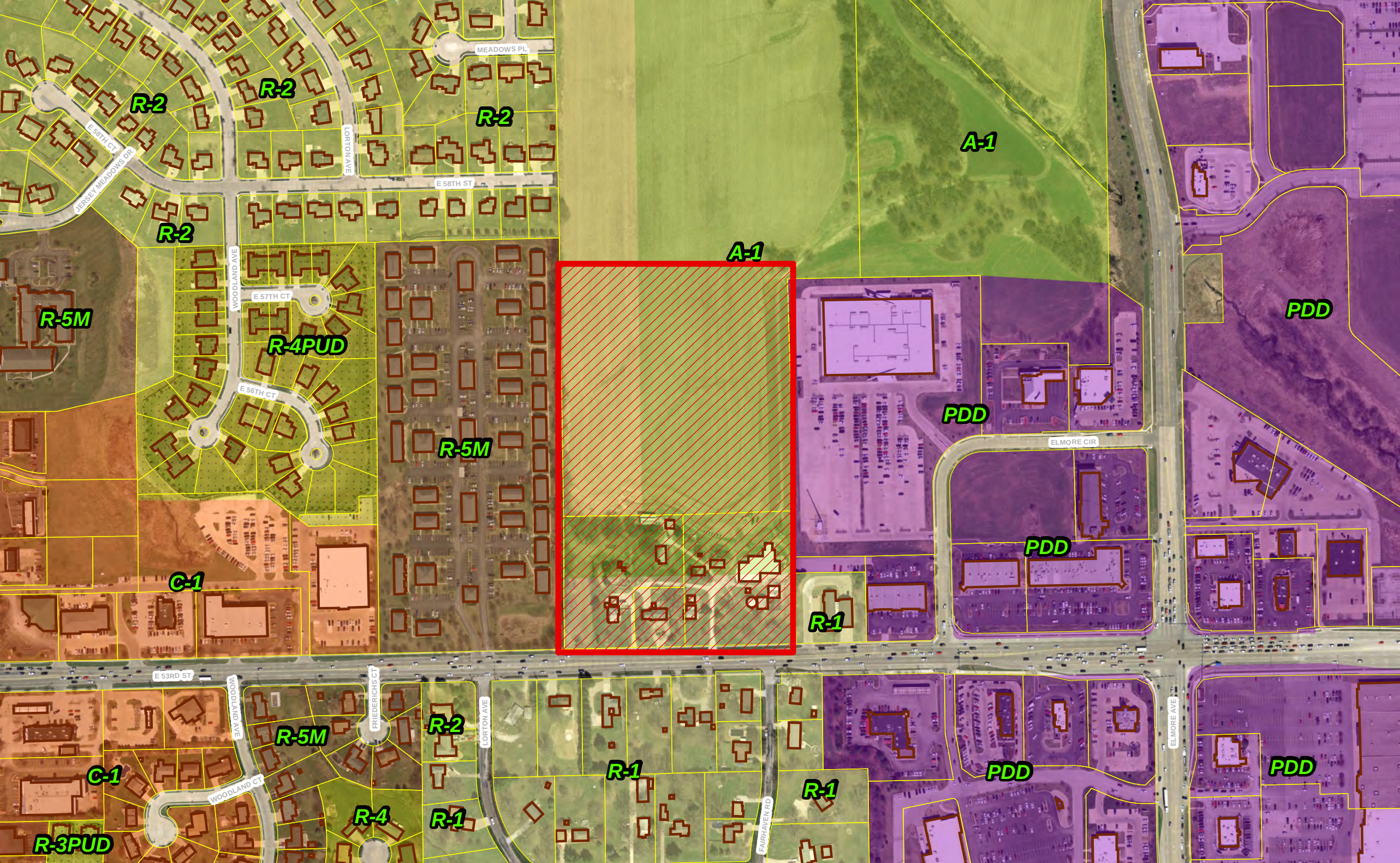
Paid by: TJ DESIGN STRATEGIES LTD

Comments: FINAL DEVELOPMENT PLAN >1 ACRE
REZOING APPLICATION > 18 ACRES PLUS TWO
NOTICE SIGN

TJ DESIGN STRATEGIES LTD 211 WEST 10th ST Davenport, IA 52801		4308	
PAID TO: City of Davenport		5 500 017	
Two Thousand Four Hundred Seventy and 00/100		5 500 017 00	
City of Davenport		DOLLAR NO. 3	
4/1/17		The [Signature]	

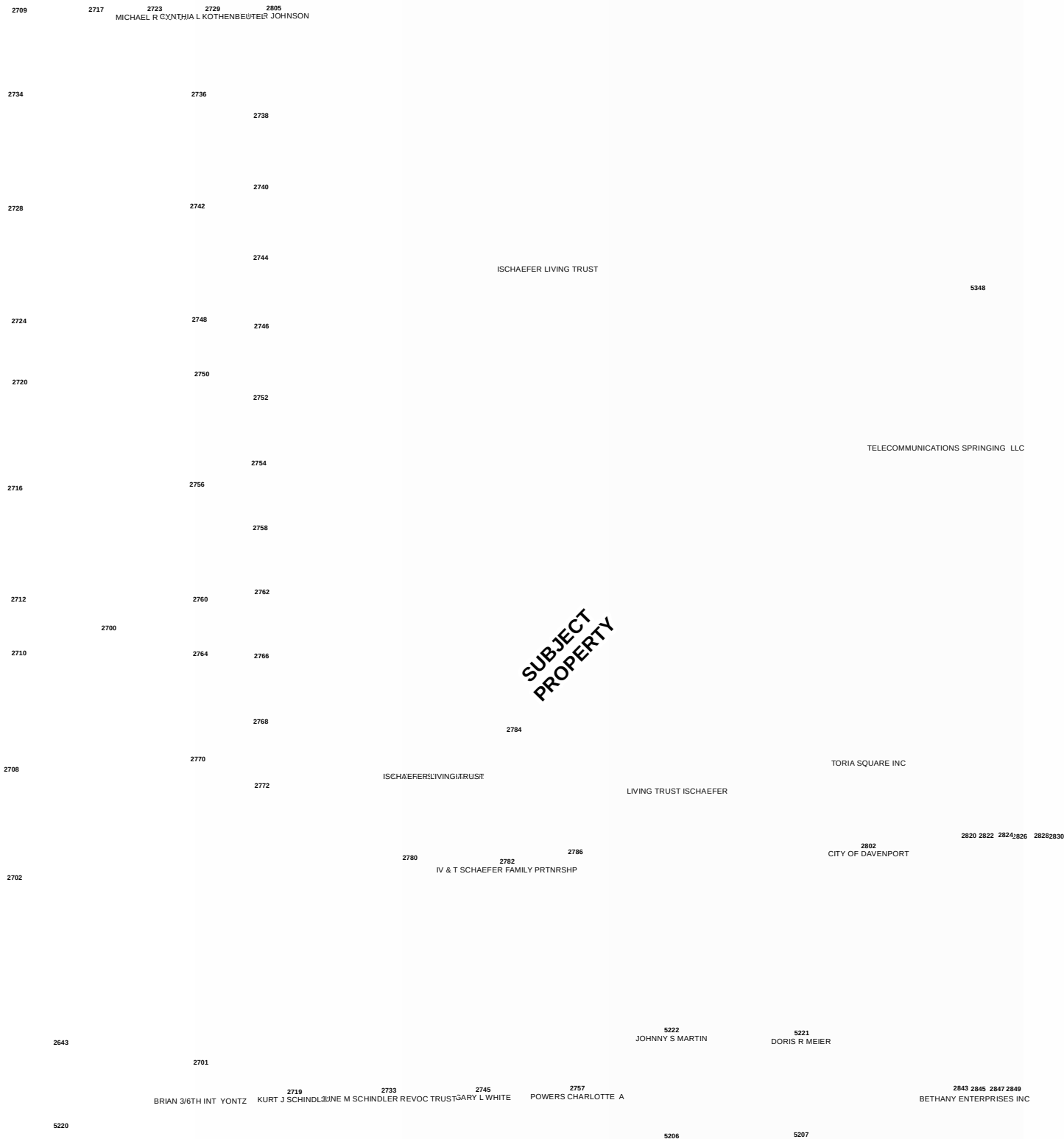
Case No. 17-04
Future Land Use Map





REZ17-04 - Costco Request for a Zoning Map Amendment (Rezoning)
Plan & Zoning Commission: Adjacent Property Owner Notice Area

200' Adjacent Property Owner Notice Boundary



REZ17-04 - Adjacent Owner Notice Mailing List

Parcel	Property Address	Owner Name	Owner Street	Owner CityStateZip
Ward/Ald:	6th Ward	Alderman Justin		16 Notices Sent
N0712-02A	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-27	2701 E 53RD ST	BRIAN YONTZ	1230 E JUNIPER ST	CANTON IL 61520
N0712-33B	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-34	2757 E 53RD ST	CHARLOTTE A POWERS	2757 E 53RD ST	DAVENPORT IA 52807
N0712-35	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPORT IA 52807
N0712-36	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPORT IA 52807
N0712-37	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPORT IA 52807
N0833-01D	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL 61264
Y0707-01B		SCHAEFER LIVING TRUST	2782 E 53RD ST	DAVENPORT IA 52807
Y0707-03	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPORT IA 52807
Y0707-04	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPORT IA 52807
Y0707-05	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPORT IA 52807
Y0723-11E	2802 E 53RD ST	FIRE STATION #8	2802 E 53RD ST	DAVENPORT IA 52807
Y0723-OLA		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
Y0817-02E	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1 ATT WAY	BEDMINSER NJ 07921
Y0723-01	2700 E 53RD ST	MFR PARTNERS XII LLC	856 LAKE ST E	WAYZATA MN 55391



226 West Fourth Street • Davenport, Iowa 52801
Telephone: 563-326-7711 TDD: 563-326-6145
www.cityofdavenportiowa.com

PUBLIC HEARING NOTICE

May 26, 2017

Dear Property Owner:

You may be aware of plans by Costco Wholesale Corporation to construct a new store north of the intersection of Fairhaven Road and E. 53rd Street (see attached map).

In order for this project to proceed, the property must be rezoned from A-1 Agricultural District and R-1, Low Density Residential District to PDD, Planned Institutional District.

The next step in the process is for the Davenport Plan and Zoning Commission to conduct a public hearing. The public hearing will be held:

Tuesday, June 6, 2017, 5:00 p.m.
City Council Chambers, City Hall
226 West 4th Street

You are welcome to attend and provide comments. If you cannot attend this meeting and have questions or concerns, feel free to contact me directly using the contact information below.

Sincerely,

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport
Matt.flynn@ci.davenport.ia.us
563-888-2286



Case No. REZ 17-04

Costco Rezoning

Location Map



Wednesday, May 31, 2017

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Plan and Zoning Commission public hearing notice on Friday, May 27th.

The PO number for this notice is 1718754

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
TUESDAY, June 6, 2017 - 5:00 P.M.
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There is on file in the office of Community Planning, on behalf of the City Plan and Zoning Commission, the following petition:

Case No. REZ17-04: Request of Costco Wholesale Corporation to rezone approximately 17.88 acres located north of the intersection of Fairhaven Road and East 53rd Street from A-1 Agriculture District and R-1 Low Density Residential District to PDD, Planned Development District. This property is located in the 6th Ward.

Public hearings are scheduled for 5:00 p.m. or as soon thereafter as possible on Tuesday, June 6, 2017 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. 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. 1718754

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

MEMORANDUM

Date: May 30, 2017

To: Matt Flynn
Community Planning and Economic Development

From: Tom Leabhart, P.E.
Development Engineer

Re: Proposed Costco Site Plan Review

Prior to the approval of the above referenced plat the following conditions need to be addressed:

1. The new right of way line and sidewalk should both be shown as straight lines between the two driveways rather than offsetting to the south. Although this may interfere with the future fuel expansion, it appears that a setback variance may be needed in any case.
2. Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are still needed. Some of these details may affect the new right of way and sidewalk locations.
3. It is our understanding that with City input Costco will design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Ave intersection to the match point east near the fire station. The city will reimburse Costco for eligible costs.
4. Along with the delivery truck entrance path the exit path should also be shown on the plan. Trucks should be able to exit to the east.
5. Drainage patterns need to be reviewed, especially on entrances. Water runoff cannot increase on residential property to the south
6. Is there a possibility of joining the detention with the apartments? Along with the review of better water quality ideas.
7. Slope and depth of storm sewer from east entrance inlet heading north then over to detention will be deep. Can the pond fill without backing into the inlet?
8. Need Details of easterly turn lane and its impact on the fire department.
9. Property lines/Right of Way lines on the south side of 53rd are incorrect. There was dedication of Right of Way.
10. A left turn lane shall be constructed for the west entrance. The turn lane length shall be approximately 150 feet long. This will necessitate the reduction of the westbound left turn lane at Lorton Avenue to a length of approximately 50 feet.
11. The west entrance shall be signalized and the signalization shall be paid for entirely by the developer and constructed to City of Davenport standards. All equipment used for signalization must be approved by the Traffic Engineer. The signal will be interconnected with the adjacent signals in both directions on 53rd Street. The City will

likely already have conduit and fiber optic cable along this corridor when the signals are installed. City staff will create the timing plan for the signals.

12. Right turn lanes shall be constructed for both entrances. The right turn lane for the west entrance will be the length of road between the entrances and the one for the east entrance will be as long as practical. The slope of the fire station entrances, especially the one leading to the building, will determine how long that right turn lane can be.
13. The east entrance shall be a right-in, right-out entrance. The only way to ensure no left turns in or out of that entrance is to construct a raised median in 53rd Street. The median shall start just past the west entrance and continue just past Fairhaven and the east entrance. A short left turn lane shall be constructed at the end of the median to accommodate left turns into the fire station's west driveway.

cc: Gary Statz, Amy Kay, Eric Longlett, Brian Schadt

PROJECT DATA

CLIENT: COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA 98027

PROJECT ADDRESS: NEC OF E 53RD ST & ELMORE CIR
DAVENPORT, IA

SITE DATA:

TOTAL COSTCO SITE AREA: 17.88 ACRES (778,852 SF)

INCLUDES:

- DETENTION POND 0.87 ACRES (42,170 SF)
- LANDSCAPE BUFFER 0.78 ACRES (34,155 SF)

JURISDICTION:

CITY OF DAVENPORT

ZONING:

C-4

SETBACKS:

NORTH 50'

WEST 25'

BUILDING DATA:

TOTAL BUILDING FOOTPRINT AREA:

156,170 SF

INCLUDES:

WAREHOUSE MAIN LEVEL
ENCLOSED CANOPY
FIRE DEPT ROOM / MACHINE ROOM

150,129 SF
4,002 SF
2,039 SF

PARKING DATA:

TOTAL PARKING:

715 STALLS

INCLUDES:

MAIN LEVEL PARKING PROVIDED:

- 10' WIDE STALLS
- ACCESSIBLE STALLS

688 STALLS
17 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA:

4.57 STALLS

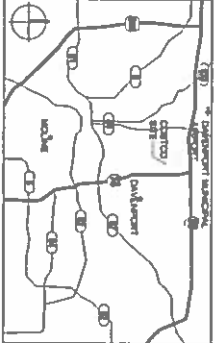
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



REGIONAL MAP



0 25' 50' 100'
1" = 50'-0"



COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT SITE PLAN

MAY 10, 2017

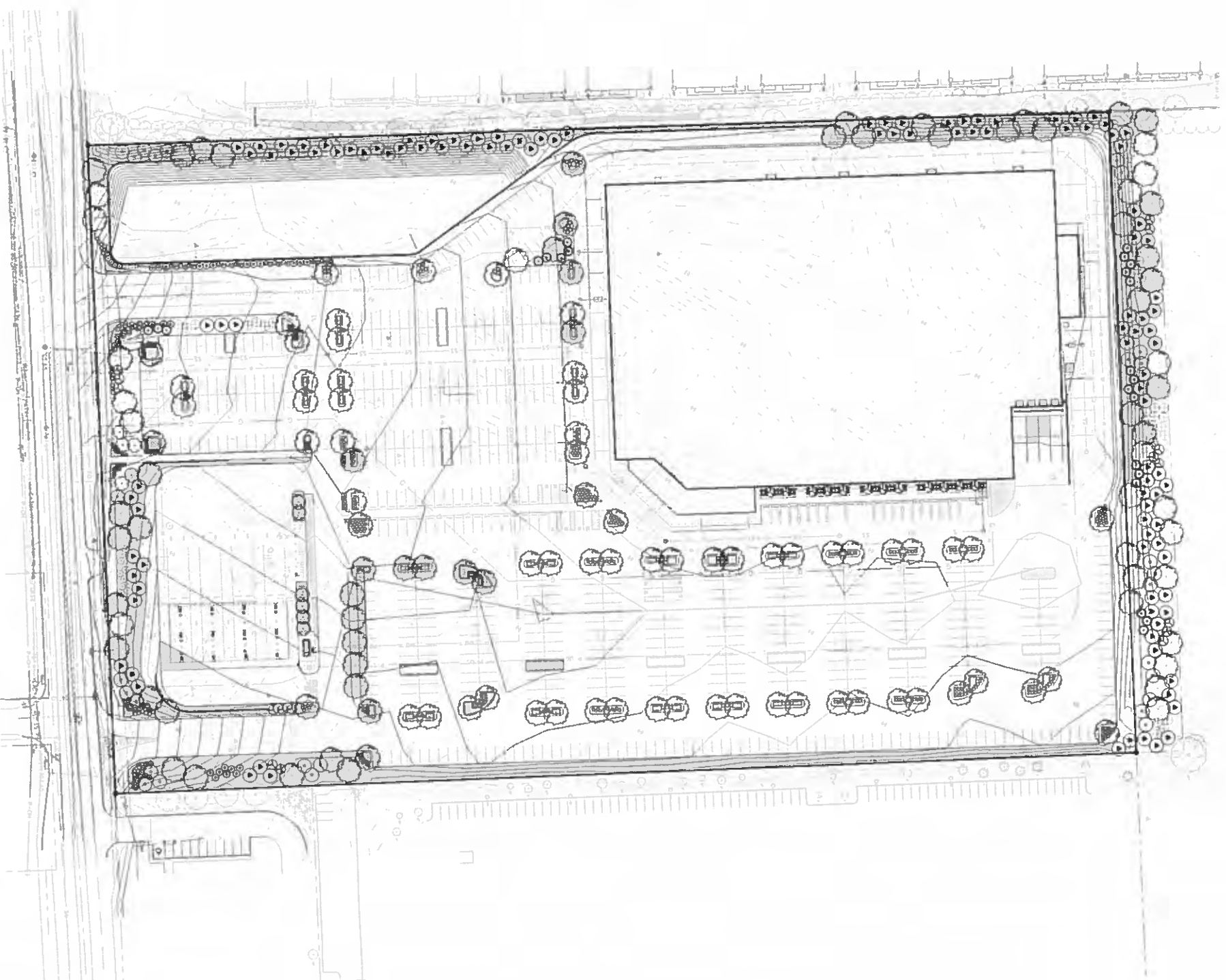
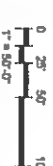
DD11-03

COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT LANDSCAPE PLAN

MAY 10, 2017

[illegible]

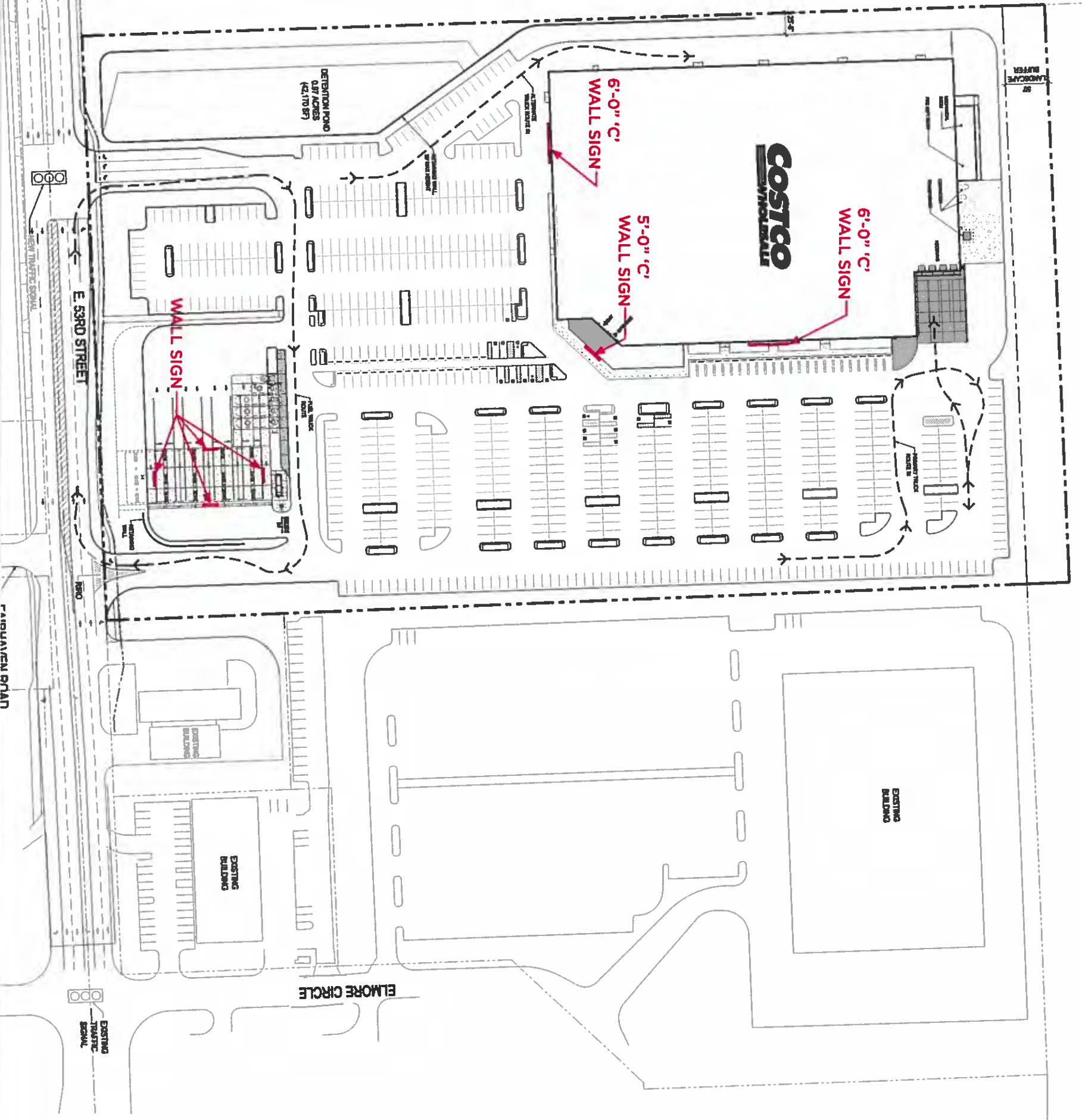
COSTCO WHOLESALE
DAVENPORT, IA

SMITHGROUP JJR

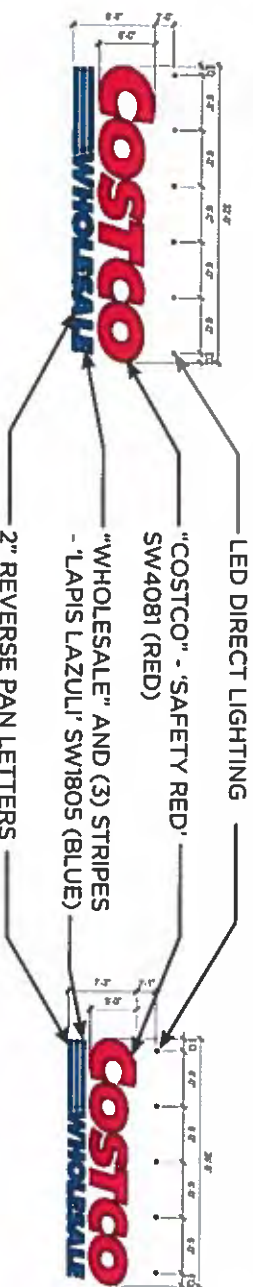
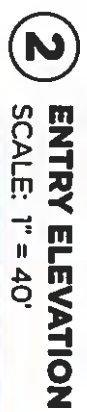
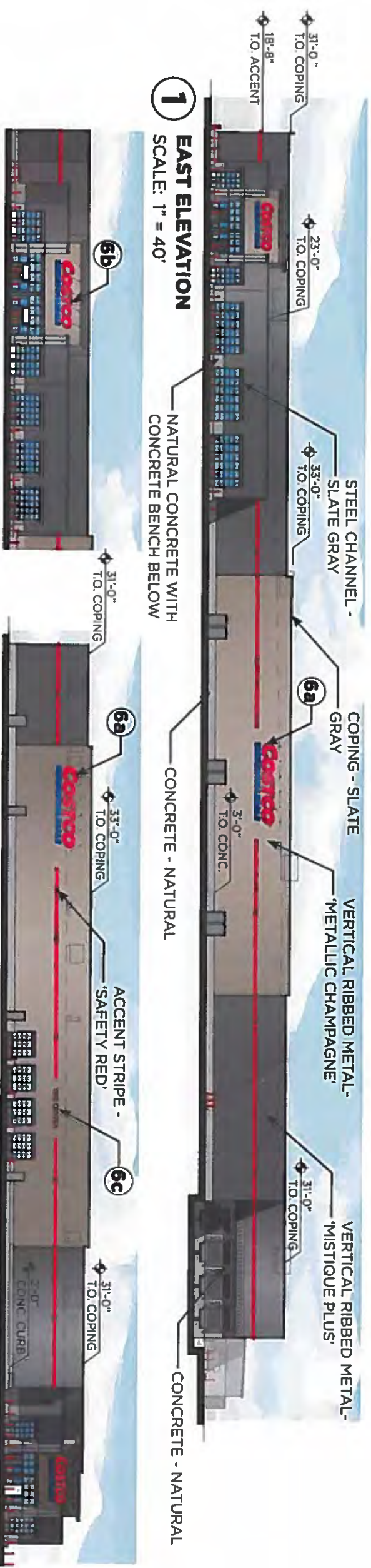
201 DEPOT STREET
ANN ARBOR, MI 48106
734 662 4457
www.stefygroup.com

93257.000
MAY 10, 2017
CONCEPT
LANDSCAPE
PLAN
L-1

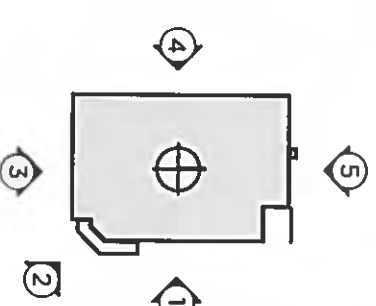
5



SIGNAGE LOCATIONS



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
2	CORNER WHOLESALE	8'4" x	200 SF	200 SF
1	CORNER WHOLESALE	8'4" x	164 SF	164 SF
1	TRUCK CENTER	17'4" x 14'	21 SF	21 SF
TOTAL SIGNAGE AREA				385 SF





MG2

MAY 11TH, 2017
PROJECT # 16-5532-01 V.#1.2
DAVENPORT, IA

ENTRY PERSPECTIVE

Costco
WHOLESALE

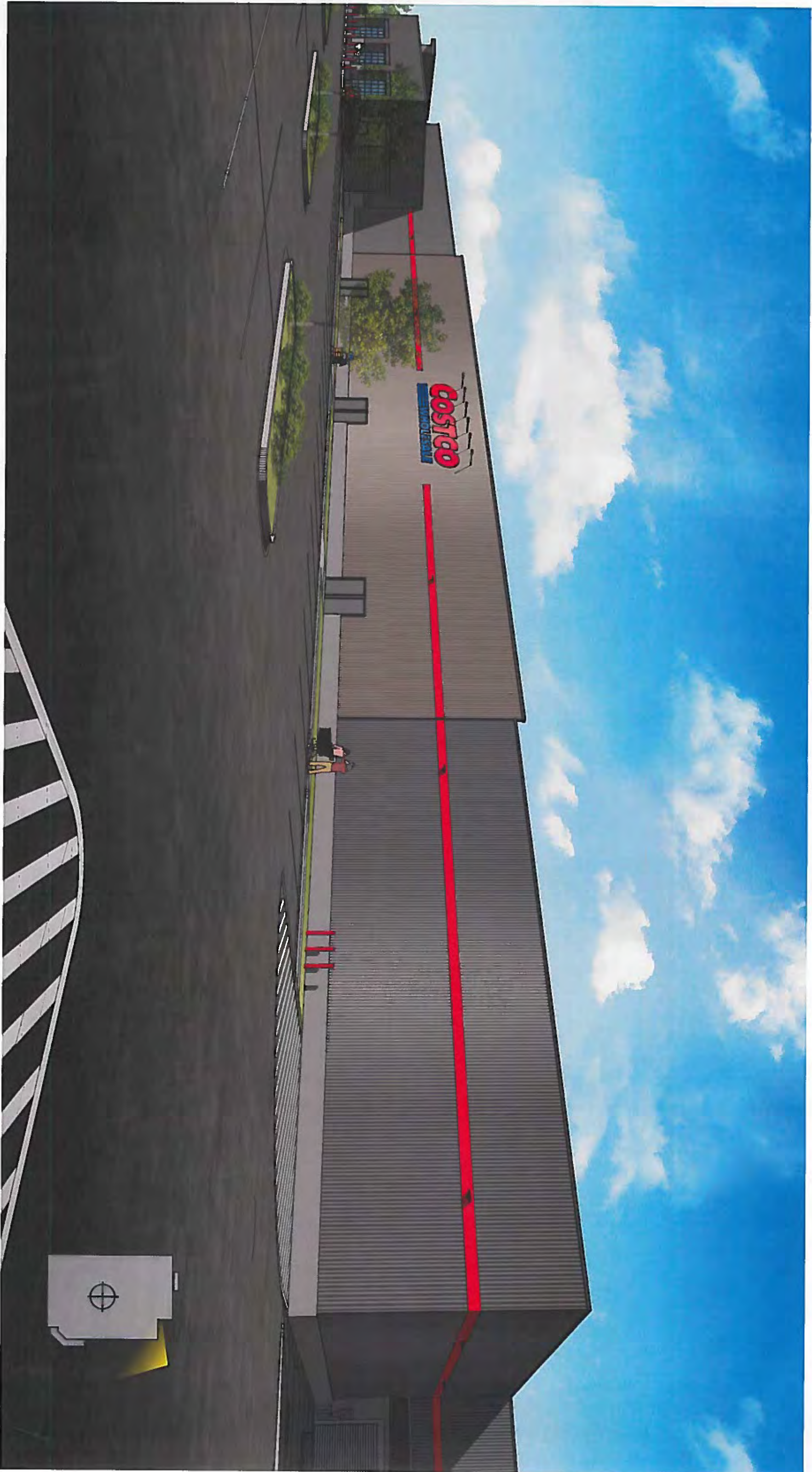


MG2

MAY 11TH, 2017
PROJECT # 16-5532-01 V. #12
DAVENPORT, IA

SOUTHWEST PERSPECTIVE



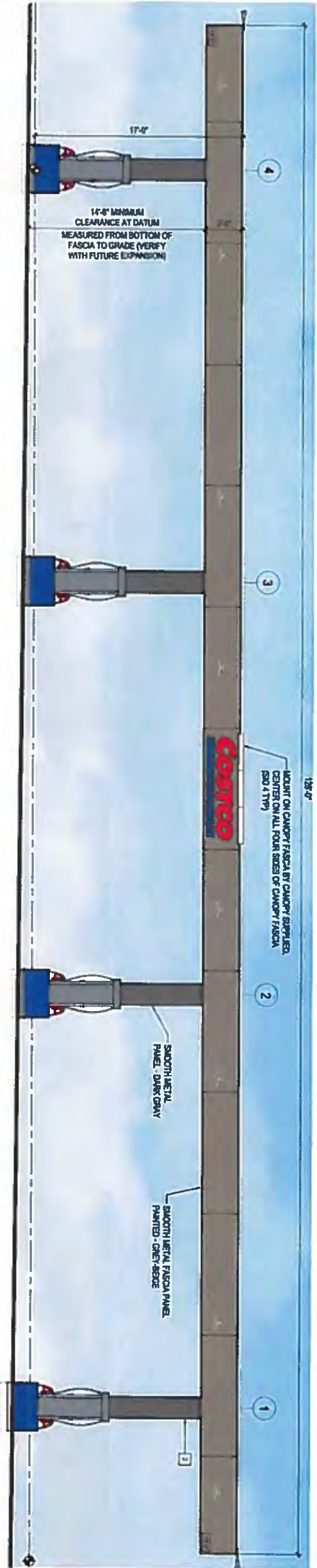


MG2

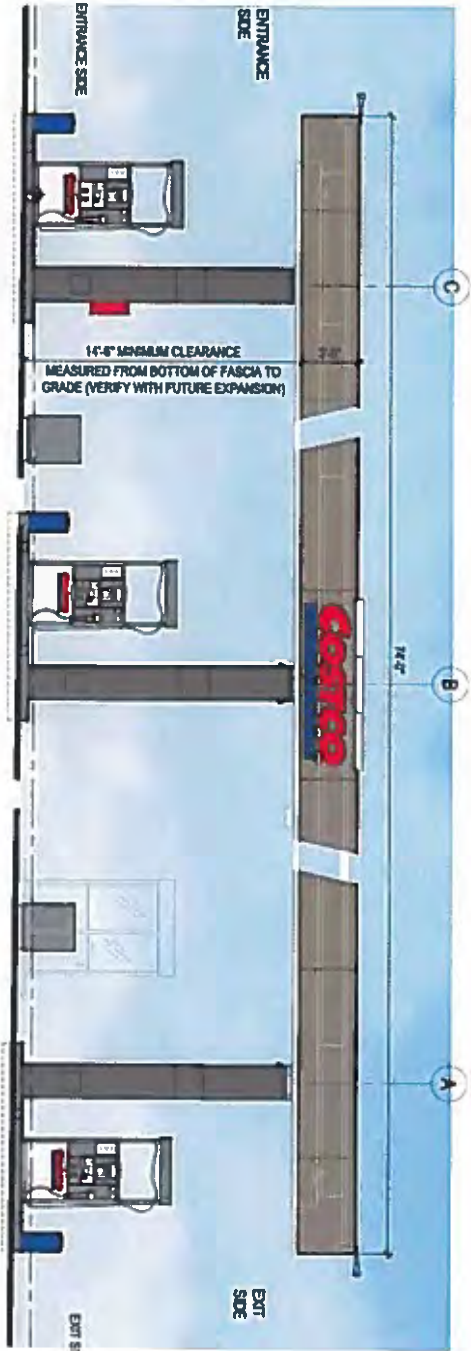
MAY 11TH, 2017
PROJECT # 16-5532-01 V #1.2
DAVENPORT, IA

NORTHEAST PERSPECTIVE

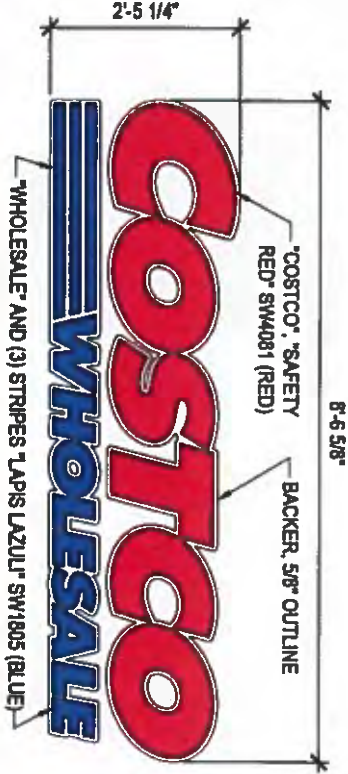
Costco
WHOLESALE



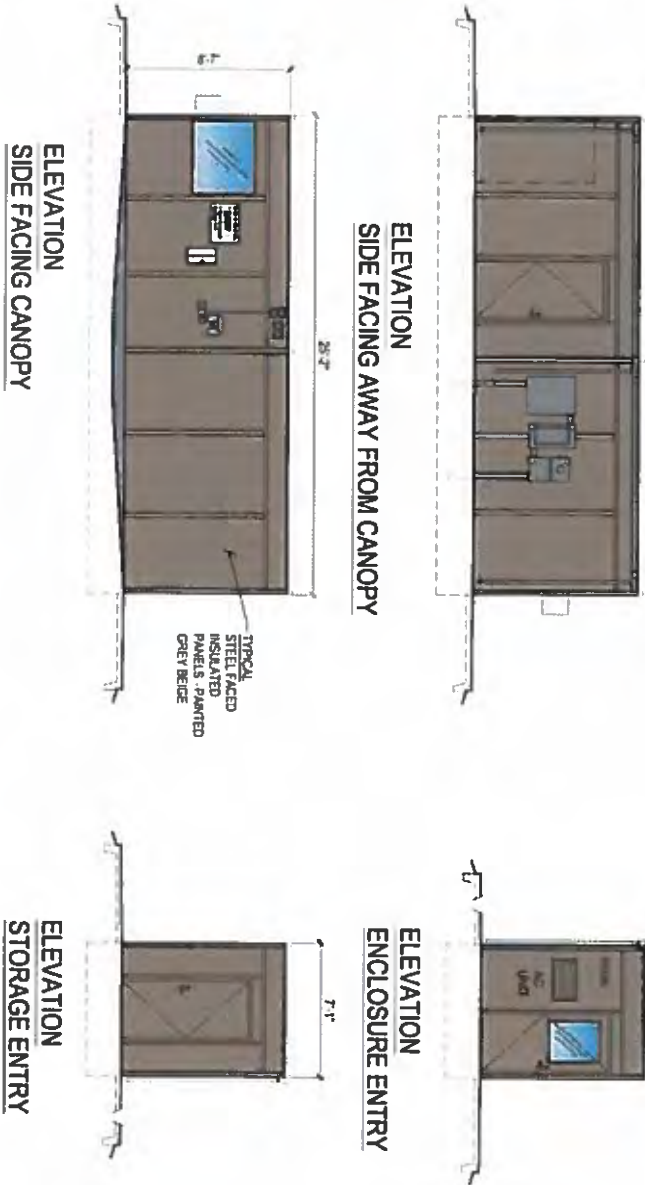
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



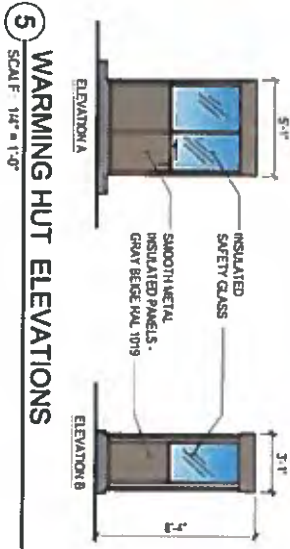
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-5 1/4" X 8'-6 5/8"	22	88 SF
			TOTAL SIGNAGE AREA	
			88 SF	



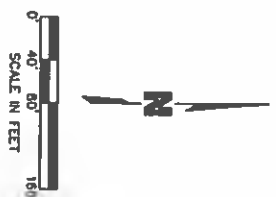
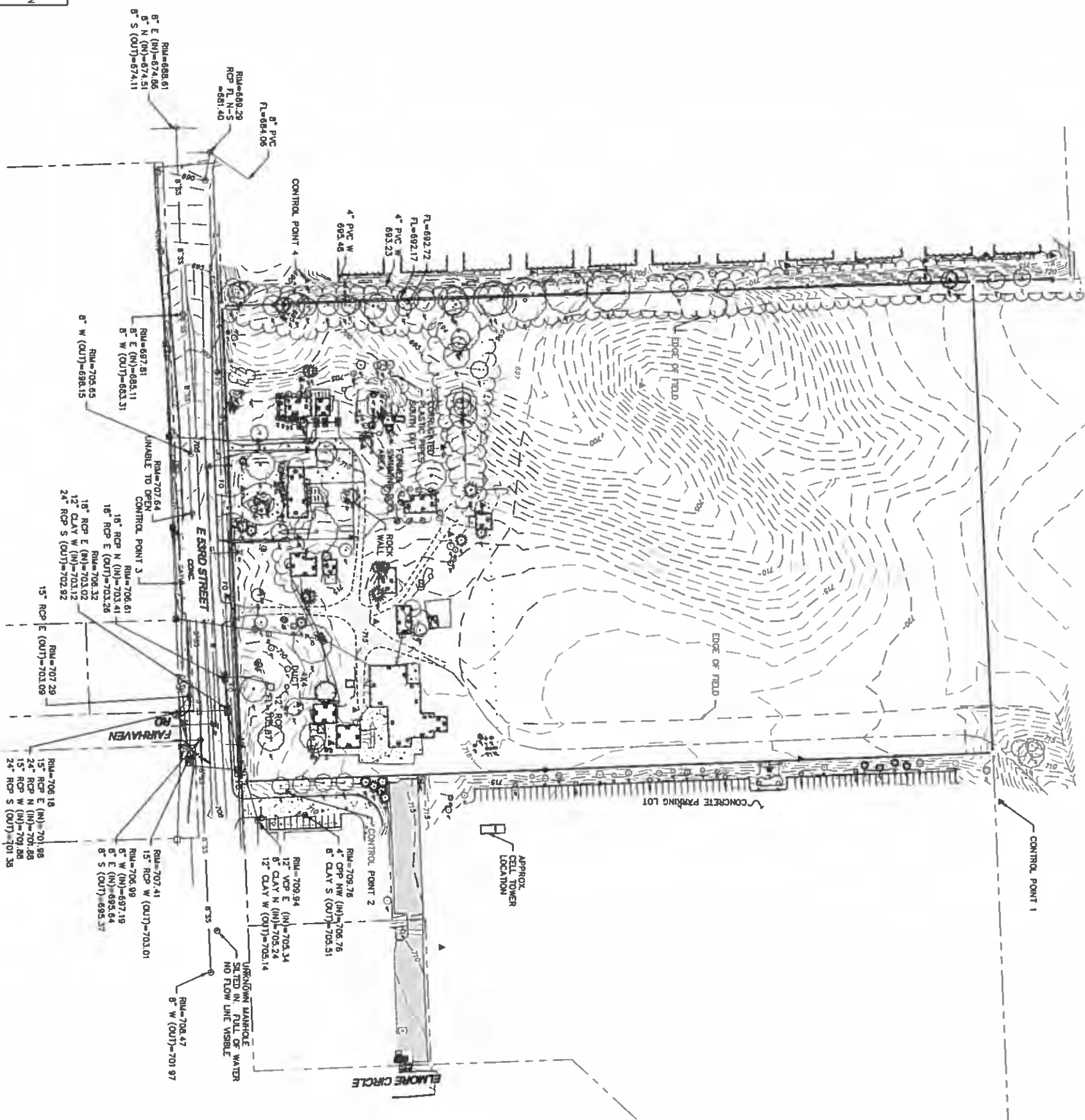
3 CONTROLLER ENCLOSURE
SCALE: 1/4" = 1'-0"



5 WARMING HUT ELEVATIONS
SCALE: 1/4" = 1'-0"

-----	BOUNDARY LINE
-----	ADJACENT PROPERTY LINE
-----	PREVIOUSLY PLATTED LOT LINES
-----	ZONING DELINEATION
-----	RETAINING LIMBS
-----	EDGE OF FIELD
-----	WATER LINE
-----	STORM SEWER PIPE
-----	SEWAGE SEWER PIPE
-----	UNDERGROUND TELEPHONE
-----	UNDERGROUND POWER
-----	OVERHEAD POWER
-----	UNDERGROUND GAS
-----	WORKED OR MAINTAINED WIRE FENCE
-----	WROUGHT IRON OR CHAINLINK FENCE
-----	WOOD FENCE
▲	RITE BENCH MARK/CONTROL
△	FOUND CRIBBED "X"
▽	GRAVE WELT
○	SEWER CLEANOUT
○	STORM MANHOLE
○	SEWAGE MANHOLE
○	FIRE HYDRANT
○	WATER VALVE
○	UNKNOWN MANHOLE
○	POWER POLE WITH LIGHT
○	TRAFFIC SIGNAL BASE
○	POWER POLE
○	GAS VALVE
○	ELECTRIC METER
○	GAS METER
○	TELEVISION PEDIMENT
○	TELEPHONE PEDIMENT
○	GAS RISER
○	FIBER OPTIC MANHOLE
○	GAS MANHOLE
○	ROOF DRAIN
○	GUY WIRE
○	TRANSFORMER
○	MAIL BOX
○	SOIL BORING
○	TYPE AND DIAMETER
○	MEASURED DISTANCE
○	RECORDED DISTANCE
○	TABLE "X" ITEM NOTE
○	SCHEDULE "Y" ITEM NOTE
△	BENCHMARK NOTE
-----	BUILDING MATCH
-----	LANDSCAPE MATCH
-----	CONCRETE MATCH
-----	GRAVEL MATCH
-----	ASPHALT MATCH
-----	WOOD DECK
-----	BRICK MATCH

NOTE: GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD HAVE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA. EITHER PARTY HEREBY DISCLAIMS ANY LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY THAT MAY NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ON THE SURVEYOR OF RECORD FURTHER DOES NOT COMPRISE ALL SUCH UTILITIES IN THE AREA. THE SURVEYOR OF RECORD FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ON THE SURVEYOR OF RECORD HAVE NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. IF ANY UNDERGROUND UTILITY LOCATIONS ARE RELOCATED THEY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING THE UTILITIES. GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR FOR THE DEPTH OF ANY LOCATIONS OF NON-RECOVERABLE UTILITIES. UTILITIES WERE ORDERED TO BE LOCATED PERMANENTLY BY THE LOCATION OF NON-RECOVERABLE UTILITIES LISTED ON THE SURVEYOR OF RECORD. THE LOCATION OF NON-RECOVERABLE UTILITIES LISTED ON THE SURVEYOR OF RECORD ARE: BLACK HILLS ELECTRIC, COX COMMUNICATIONS, WETPLOW UTILITIES DISTRICT, OMAHA PUBLIC POWER DISTRICT, PERNOT COMMUNICATIONS INC., CTCL - CENTURUM, SD 282 WICKS SOUTHPOINTE, SD 488-4 CORNERS AND UNIT PRIVATE NETWORKS, LLC.



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

[illegible]

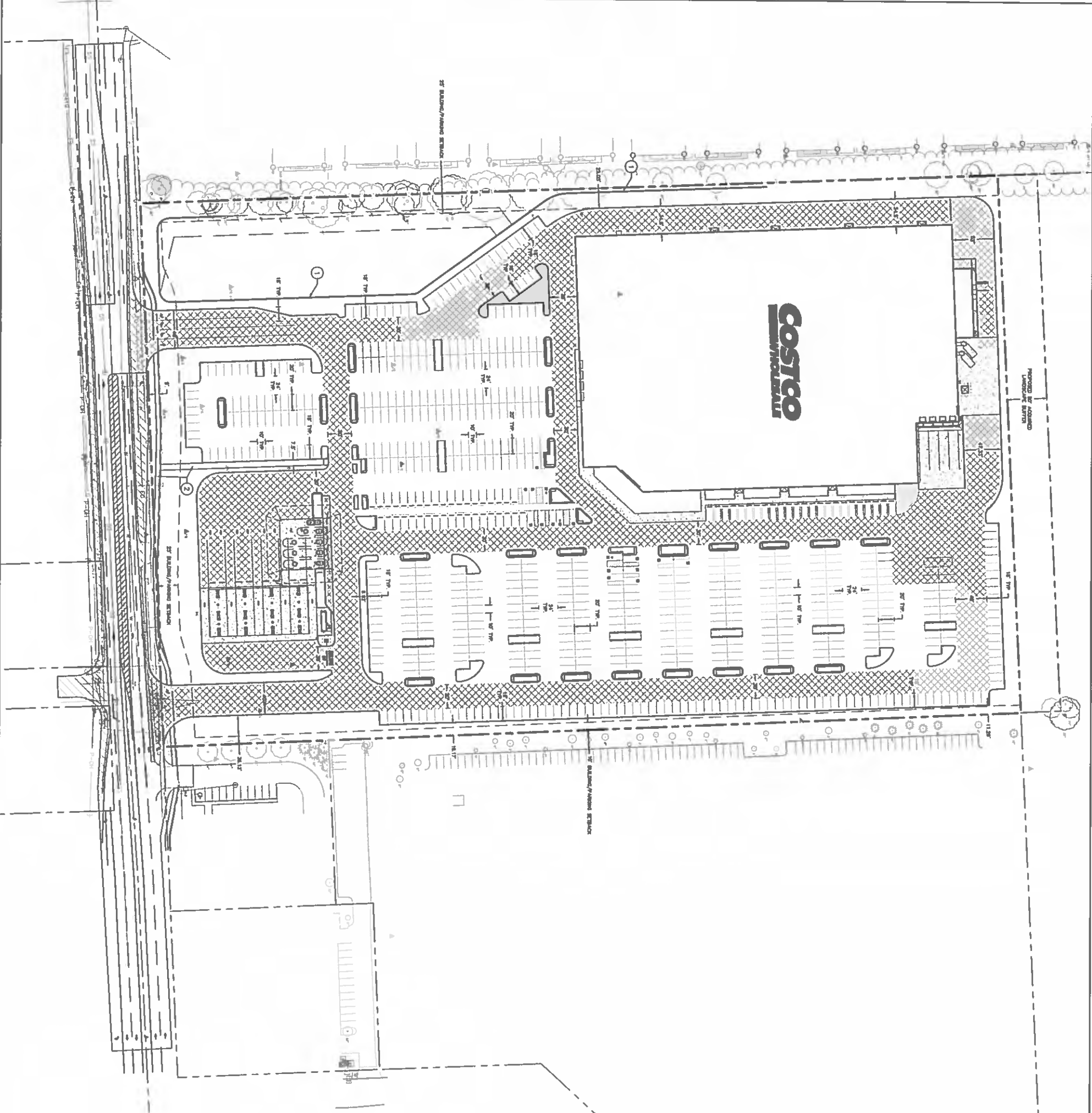
EXISTING CONDITIONS

COSTCO WHOLESALE
0 STREET & ELMORE CIRCLE

DAVENPORT, IOWA

OLSSON
ASSOCIATES

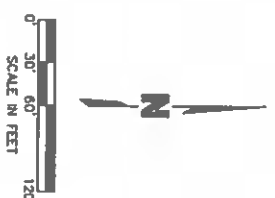
7157 Vista Drive TEL 915.331.8617
West Des Moines, IA 50395 FAX 915.331.8618 www.stamann.com



LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY
- PROPERTY SETBACK
- CONCRETE PAVEMENT
- HEAVY DUTY ASPHALT PAVEMENT
- LIGHT DUTY ASPHALT PAVEMENT
- GENERALLY DEFINED PUBLIC IMPROVEMENT AREA

- KEYNOTES:**
- ① INSTALL RETAINING WALL (SEE ALSO GRADING PLAN)
 - ② INSTALL CONCRETE SIDEWALK, WIDTH PER PLAN



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
DATE: 5/11/2017

SITE PLAN		REVISIONS	
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE		REV. NO.	DATE
DAVENPORT, IOWA			
2017			

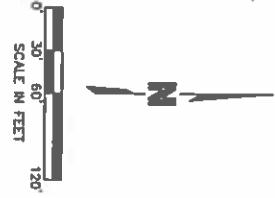
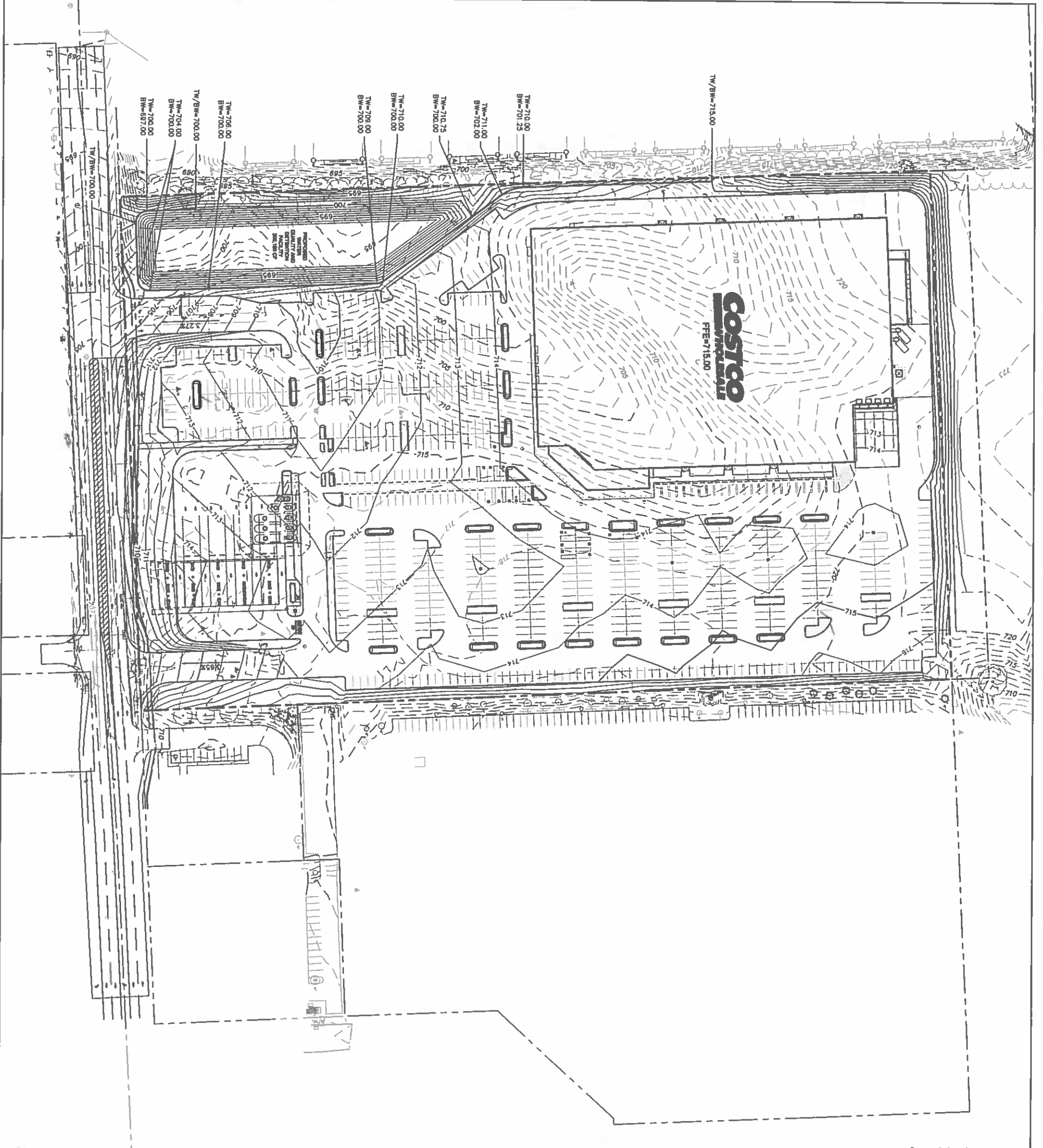
MOLSSON ASSOCIATES

7187 Volo Drive
West Des Moines, IA 52255

Tel: 515.321.0517
Fax: 515.321.0510
www.molssonassociates.com

Drawn By: [Name]
Checked By: [Name]
Project No.: 170610
Drawing No.: 0501-1000-017-0610-01

SHEET C2



LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY
- EXISTING CONTOUR
- PROPOSED CONTOUR
- TOP OF WALL ELEVATION
- BOTTOM OF WALL ELEVATION
- RETAINING WALL

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/28/2017

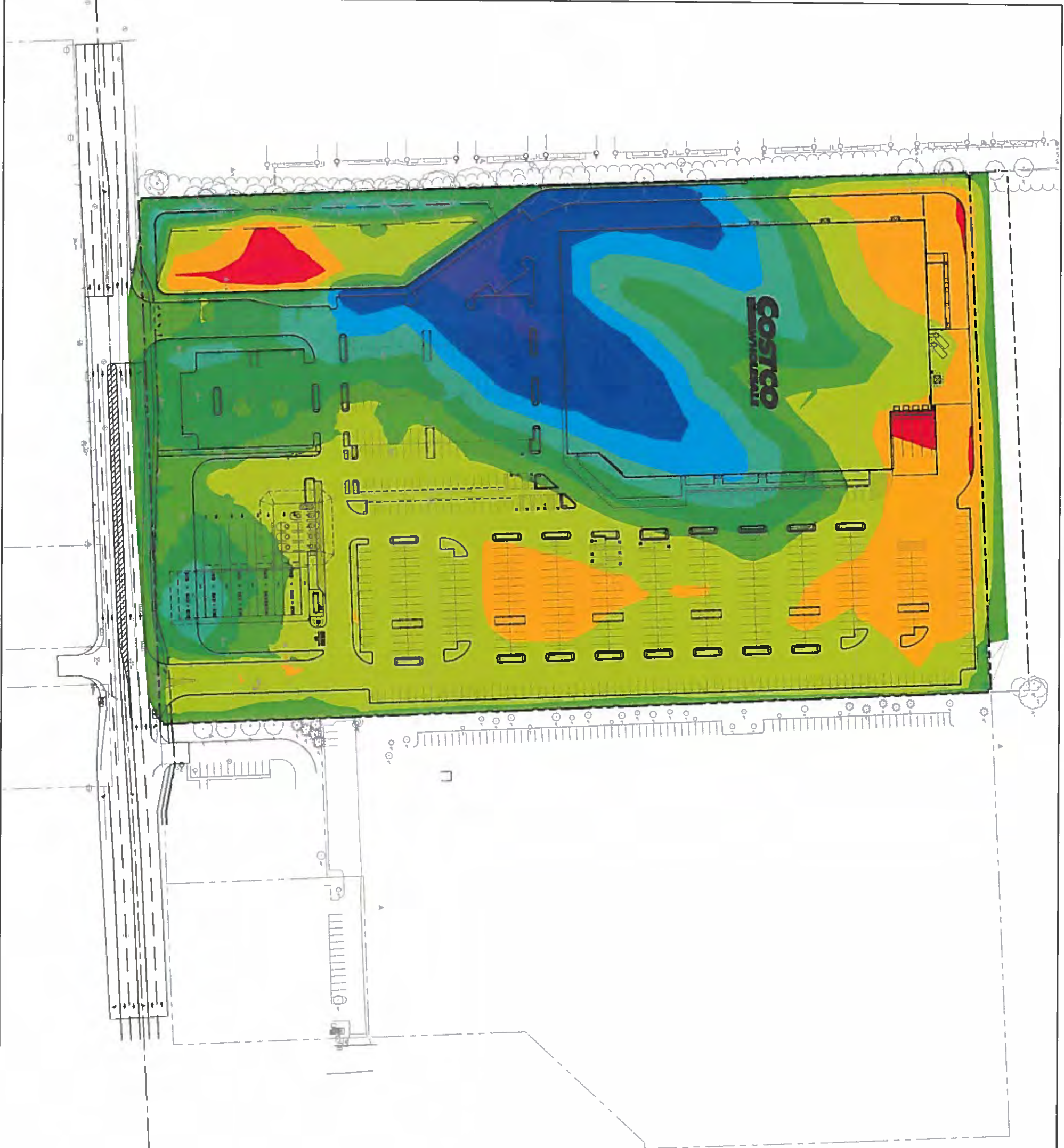
GRADING PLAN		REV. NO.	DATE	REVISIONS DESCRIPTION
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE				
DAVENPORT, IOWA		2017		REVISIONS

7187 Vista Drive
West Des Moines, IA 50320

TEL 515.331.8617
FAX 515.331.8518 www.molssonassociates.com

Drawn by: [blank]
Checked by: [blank]
Designed by: [blank]
Project no.: 0170610
Date: 04/28/2017

SHEET
C3



LEGEND
PROPOSED PROPERTY
RETAINING WALL

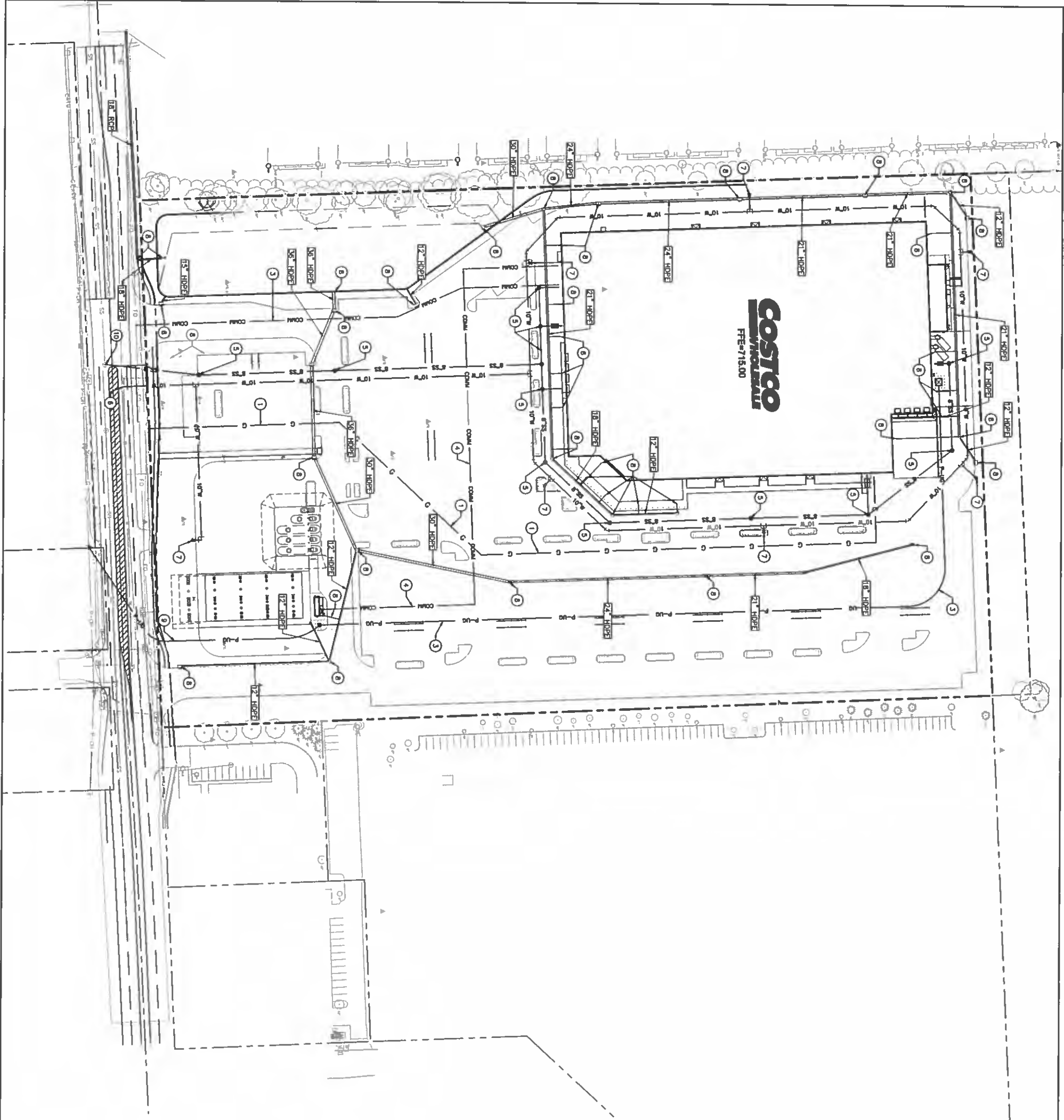
ELEVATIONS			
NUMBER	MIN. ELEV.	MAX. ELEV.	COLOR
1	-14.09	-11.00	
2	-11.00	-8.00	
3	-8.00	-5.00	
4	-5.00	-2.00	
5	-2.00	0.00	
6	0.00	3.00	
7	3.00	6.00	
8	6.00	9.00	
9	9.00	12.00	
10	12.00	15.00	
11	15.00	17.00	

FILL CUT

- NOTES:
1. EARTHWORK FIGURES ARE APPROXIMATE
 2. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION
 3. CUT AND FILL FIGURES IN COLOR TABLE REPRESENT
 4. A SHRINKAGE FACTOR OF 2.15 WAS USED
 5. SURCHARGE NOT INCLUDED FOR BUILDING PAD

- EARTHWORK TOTALS:
1. TOTAL HEAVY DUTY ASPHALT = 183,550 SF = 7,931 CY (CUT)
 2. TOTAL LIGHT DUTY ASPHALT = 225,778 SF = 7,317 CY (CUT)
 3. TOTAL CONCRETE PAVEMENT = 23,825 SF = 897 CY (CUT)
 4. TOTAL BUILDING = 173,243 SF = 6,417 CY (CUT)
 5. TOTAL SPOIL = 2,455 CY (CUT)
 6. TOTAL FUEL TANK PIT = 3,228 CY (CUT)
 7. TOTAL SURFACE CUT = 66,788 CY
 8. TOTAL SURFACE FILL = 70,351 CY
 9. NET = 24,782 CY (CUT)

0' 30' 60' 120'
SCALE IN FEET
N
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017



- 1 INSTALL GAS SERVICE AND CONNECT TO SOURCE ACROSS E. 3RD STREET
- 2 INSTALL PRIMARY ELECTRICAL SERVICE TO WAREHOUSE TRANSFORMER
- 3 INSTALL CONDUIT FOR TELEPHONE SERVICE TO WAREHOUSE
- 4 INSTALL CONDUIT FOR TELEPHONE SERVICE FROM WAREHOUSE TO GAS STATION
- 5 SERVICE SANITARY SEWER SINKS AND MATHHOLES PLANS AND SAND/OIL SEPARATORS SHOWN ON MEP PLANS
- 6 TAP EXISTING WATER MAIN AND INSTALL FIRE LINE AND DOMESTIC SERVICE TO WAREHOUSE WITH FIFER INSIDE BUILDING
- 7 INSTALL PRIVATE FIRE LINE TO BACKFLOW PREVENTION VALVE AND FIRE HYDRANT
- 8 INSTALL CONCRETE STORM STRUCTURES, ROOF DRAIN PIPING AND STORM DRAIN PIPING
- 9 INSTALL PRIMARY ELECTRICAL SERVICE TO GAS STATION TRANSFORMER
- 10 CONNECT SANITARY SERVICE TO EXISTING MAIN IN E. 3RD STREET

[illegible]

LEGEND

0 30' 60' 120'

SCALE IN FEET

N

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/22/2017

UTILITY & STORM SEWER PLAN		REV NO.	DATE	REVISIONS DESCRIPTION	
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE					
DAVENPORT, IOWA	2017	REVISIONS			

OLSSON[®]
ASSOCIATES

7157 Vista Drive
West Des Moines, IA 50266

TEL. 515.331.8517
FAX 515.331.6518 www.olssonassociates.com

Traffic Impact Study: Costco Wholesale Warehouse Development

Davenport, Iowa

March 2017

Prepared for: Costco Wholesale Corporation

Prepared by:

SHIVEHATTERY
ARCHITECTURE+ENGINEERING

316 Second Street SE, Suite 500
Cedar Rapids, IA 52406
(515) 364-0027

CONTENTS

Executive Summary	4
Existing Conditions	6
Project Description.....	7
Adjacent Streets.....	8
Existing Intersection Conditions.....	8
Traffic Volume Data	9
Background Traffic Growth	10
Crash Analysis	14
Proposed Site Improvements	16
Trip Generation	16
Trip Distribution	16
Traffic Modeling.....	20
Signal Warrant Analysis.....	20
Operational Analysis	22
Multimodal Review	26
Conclusion and Recommendations	27

Figures

Figure 1	Study Area Map	6
Figure 2	Preliminary Site Plan.....	7
Figure 3	Study Intersection - Existing (2017) Lane Configuration and Control.....	9
Figure 4	Study Intersections – Existing 2017 Weekday PM and Saturday Midday Peak Hour No Build Volumes.....	11
Figure 5	Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes ..	12
Figure 6	Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes ..	13
Figure 7	Trip Distribution plus Weekday PM and Saturday Midday Peak Hour Project Trips	17
Figure 8	Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes...	18
Figure 9	Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes...	19
Figure 10	Four Hour Vehicular Volume Warrant.....	20
Figure 11	Study Intersection – 2038 Proposed Lane Configuration and Control with Buildout	21
Figure 12	Transit and Bicycle/Pedestrian Facilities.....	26

Tables

Table 1	Crash Type by Intersection (1/1/12 – 12/31/16)	14
Table 2	Intersection Crash Rate Summary	15
Table 3	Crash Injuries at each Intersection by Crash Severity (1/1/11 – 12/31/15).....	15
Table 4	Trip Generation	16
Table 5	Warrant 2 Signal Warrant Analysis Summary	21
Table 6	LOS Criteria for Signalized and Unsignalized Intersections	22
Table 7	Existing and Projected Signalized Operations at Study Intersections – Weekday PM Peak Hour	23
Table 8	Existing and Projected Signalized Operations at Study Intersections – Saturday Midday Peak Hour.....	24
Table 9	Existing and Projected Operations at 53 rd Street and Fairhaven Road.	25

Appendix

<u>Appendix 1</u>	Turning Movement Data
<u>Appendix 2</u>	Signal Warrant Analysis Worksheets
<u>Appendix 3</u>	Operational Analysis Worksheets

Executive Summary

Costco Wholesale Corporation initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Costco Wholesale warehouse development in the City of Davenport, Iowa.

The following study intersections within the study area were identified for analysis:

1. East 53rd Street & Lorton Avenue/Jersey Meadows Apartments (53rd Street & Lorton Avenue hereafter)
2. East 53rd Street & Proposed West Access (53rd Street & West Access hereafter)
3. East 53rd Street & Fairhaven Road/Proposed East Access (53rd Street & Fairhaven Road hereafter)
4. East 53rd Street & Elmore Circle (53rd Street & Elmore Circle hereafter)
5. East 53rd Street & Elmore Avenue (53rd Street & Elmore Avenue hereafter)

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = 53rd Street & Lorton Avenue).

The area immediately surrounding the proposed development generally incorporates retail, lodging, service, office, residential, and undeveloped land uses.

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 located between Lorton Avenue and Fairhaven Road. This 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.

Turning movement counts were collected in mid-February between 9:00 AM and 9:00 PM on a weekday and on a Saturday between 9:00 AM and 5:00 PM. Afternoon (PM) and Saturday peak hour intersection turning movement counts were analyzed between the hours of 4:00 PM and 6:00 PM on a weekday and between 11:00 AM and 2:00 PM on a Saturday, respectively. The weekday PM and Saturday midday peak hours were analyzed because they will typically represent the hours of the day with the highest generated traffic volume for this type of development, which is of greatest interest for design and operational considerations. The weekday PM and Saturday midday peak hours at the study intersections were determined based on the four highest consecutive 15-minute turning movement count periods between 4:00 PM and 6:00 PM and 11:00 AM and 2:00 PM, respectively, at the 53rd Street and Elmore Avenue intersection. The weekday PM and Saturday midday peak hours at the 53rd Street and Elmore Avenue intersection governed the weekday PM and Saturday midday peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The raw and refined peak hour turning movement data at the study intersections are provided in Appendix 1 of this report.

This report analyzes projected 2018 (buildout year) and 2038 (design year) traffic volume conditions with and without the proposed Costco Wholesale warehouse development. Hence trends in traffic volume growth near the vicinity of the proposed development need to be identified. Traffic analysis will typically apply an annual growth rate to study intersections' existing volumes prior to adding project development trips to account for

traffic volume growth passing through study intersections, which is unrelated to the specific development (i.e. the Costco Wholesale warehouse) being analyzed. This traffic volume growth is often referred to as background traffic growth. A review of 2006 and 2014 annual average daily traffic volumes obtained from the Iowa Department of Transportation (DOT), along 53rd Street near the vicinity of the proposed project indicated an approximate 1.8 percent annual growth rate. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. As such, a 1.8 percent annual growth rate was applied to existing volumes between 2017 and 2028 and then a 0.9 (half of 1.8) percent annual growth rate was applied between 2029 and 2038 to reflect projected future background traffic volume growth, which can be expected through a sustained constant area growth without the Costco Wholesale warehouse. The use of a straight line growth rate for the prediction of future events is generally a conservative methodology and should be considered as such when reviewing the output of this analysis.

Project trip generation is based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The Davenport Costco Wholesale warehouse development, which is expected to be completely built by the end of 2018, is most closely represented by ITE's Discount Club (ITE Code 857) and Gas Station (ITE 944) & Gas Station with Convenience Market and Car Wash (ITE Code 946). Trips were generated for these land uses and correspond to the PM weekday and Saturday midday peak hours of the adjacent roadway network.

Trip distribution percentages for the Costco Wholesale warehouse development are based upon expected travel patterns in the surrounding roadway network. 30% of all project trips are expected to depart the development and travel westbound and arrive to the development by traveling eastbound via 53rd Street. Similarly, 60% of all project trips are expected to depart the development and travel eastbound and arrive to the development by traveling westbound via 53rd Street. The remaining 10% of all projected trips are expected to depart the development and travel eastbound on 53rd Street, then southbound on Elmore Avenue and arrive to the development by traveling northbound on Elmore Avenue and westbound on 53rd Street.

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout in 2018.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. Considering the Costco Wholesale warehouse development is not projected to degrade the LOS at the study intersections more than would otherwise occur without the development; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 11 are considered necessary.

Existing Conditions

Costco Wholesale Corporation initiated this traffic study to identify potential traffic impacts on the adjacent roadway network and provide traffic mitigation measures, if necessary, due to their proposed Costco Wholesale warehouse development.

The following study intersections within the study area were identified for analysis:

1. East 53rd Street & Lorton Avenue/Jersey Meadows Apartments (53rd Street & Lorton Avenue hereafter)
2. East 53rd Street & Proposed West Access (53rd Street & West Access hereafter)
3. East 53rd Street & Fairhaven Road/Proposed East Access (53rd Street & Fairhaven Road hereafter)
4. East 53rd Street & Elmore Circle (53rd Street & Elmore Circle hereafter)
5. East 53rd Street & Elmore Avenue (53rd Street & Elmore Avenue hereafter)

The above list assigns each study intersection with a number that is used throughout the report. (e.g. #1 = 53rd Street & Lorton Avenue).

The area immediately surrounding the proposed development generally incorporates retail, lodging, service, office, residential, and undeveloped land uses. A study area map showing the location of the study intersections is depicted in Figure 1.

Figure 1 Study Area Map

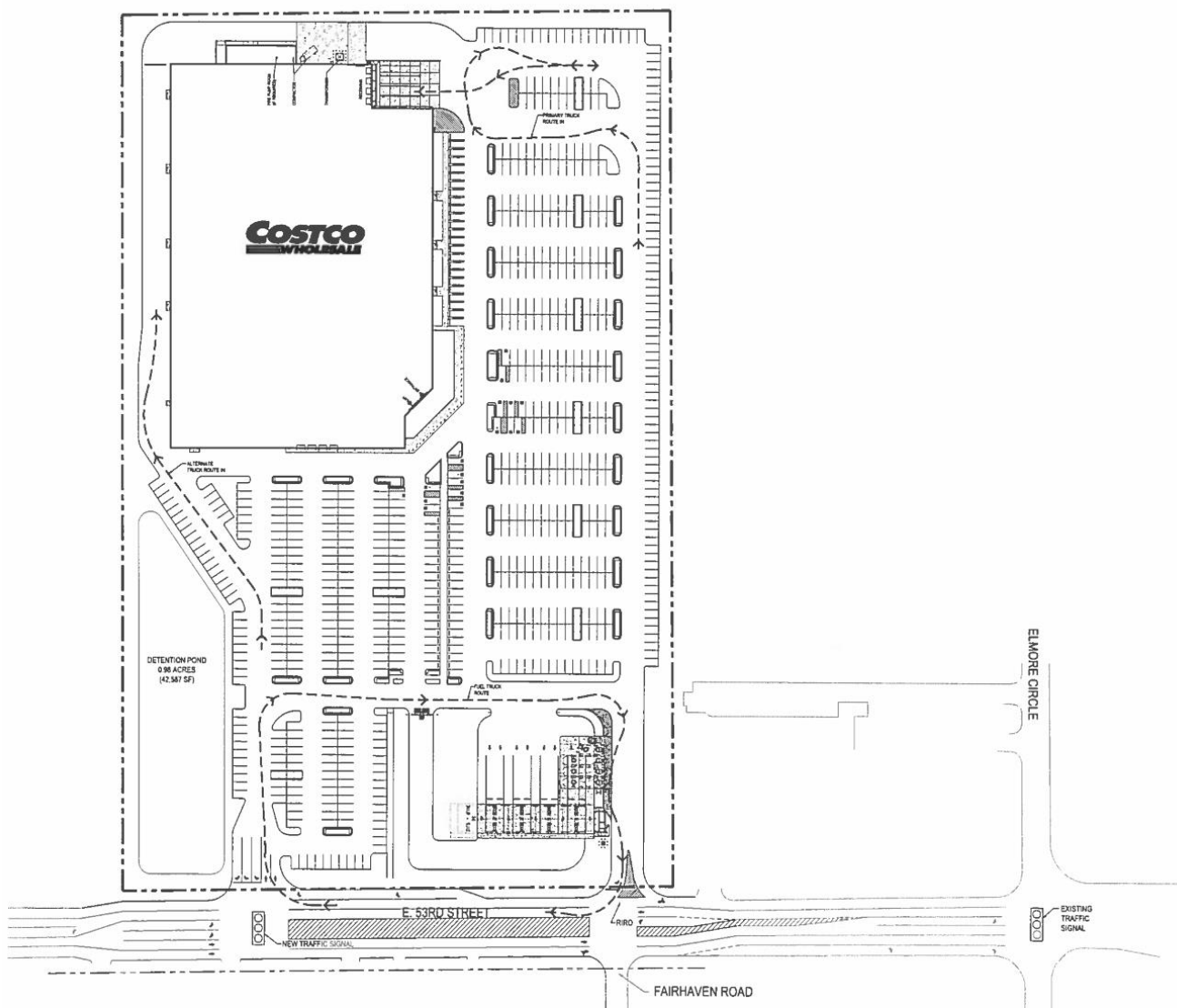


Project Description

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



Adjacent Streets

The following roadway characteristics were identified from a review of Google Street View and Google Earth near the vicinity of the proposed development.

53rd Street is an east/west four-lane (two lanes in each direction) minor arterial roadway with additional turn bays at its intersection with Lorton Avenue, Elmore Circle, and Elmore Avenue. The posted speed limit along 53rd Street near the proposed project is 45 mph. On street parking is prohibited along 53rd Street.

Elmore Avenue is a north/south five-lane (two lanes in each direction with a center two-way left-turn lane) with additional turn bays at its intersection with 53rd Street. Elmore Avenue is a local road north of 53rd Street and a minor arterial south of 53rd Street. The posted speed limit along Elmore Avenue near the proposed project is 45 mph. On street parking is prohibited along Elmore Avenue.

Elmore Circle is primarily a north/south two-lane (one lane in each direction) local roadway, with additional turn bays at its intersection with 53rd Street. Elmore Circle has a posted speed limit of 25 mph. On street parking is prohibited along Elmore Circle.

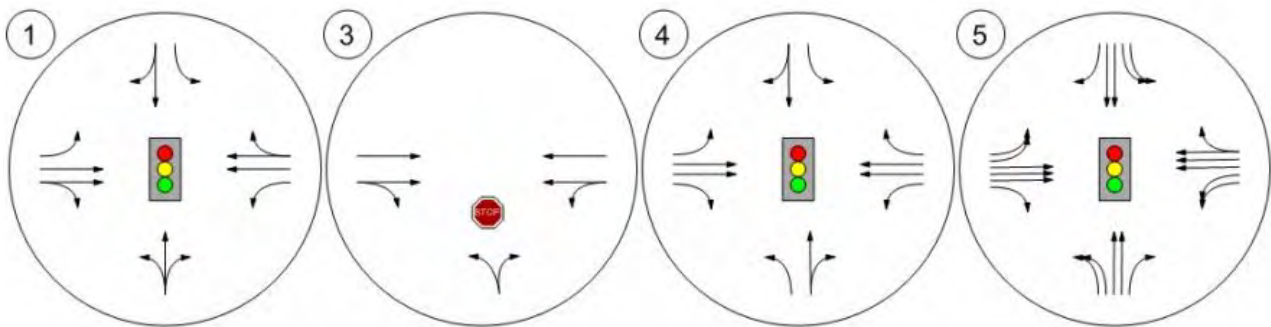
Fairhaven Road is a north/south two-lane (one lane in each direction) local roadway. Fairhaven Road has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Fairhaven Road.

Lorton Avenue is a north/south two lane (one lane in each direction) local roadway. Lorton Avenue has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Lorton Avenue.

Existing Intersection Conditions

The existing lane configuration and control for the study intersections are presented in Figure 3.

Figure 3 Study Intersection - Existing (2017) Lane Configuration and Control



Traffic Volume Data

Turning movement counts were collected in mid-February between 9:00 AM and 9:00 PM on a weekday and on a Saturday between 9:00 AM and 5:00 PM. Afternoon (PM) and Saturday peak hour intersection turning movement counts were analyzed between the hours of 4:00 PM and 6:00 PM on a weekday and between 11:00 AM and 2:00 PM on a Saturday, respectively. The weekday PM and Saturday midday peak hours were analyzed because they will typically represent the hours of the day with the highest generated traffic volume for this type of development, which is of greatest interest for design and operational considerations. The weekday PM and Saturday midday peak hours at the study intersections were determined based on the four highest consecutive 15-minute turning movement count periods between 4:00 PM and 6:00 PM and 11:00 AM and 2:00 PM, respectively, at the 53rd Street and Elmore Avenue intersection. The weekday PM and Saturday midday peak hours at the 53rd Street and Elmore Avenue intersection governed the weekday PM and Saturday midday peak hours at the study intersections because it is the study intersection with the highest volume of entering vehicles. The raw and refined peak hour turning movement data at the study intersections are provided in Appendix 1 of this report.

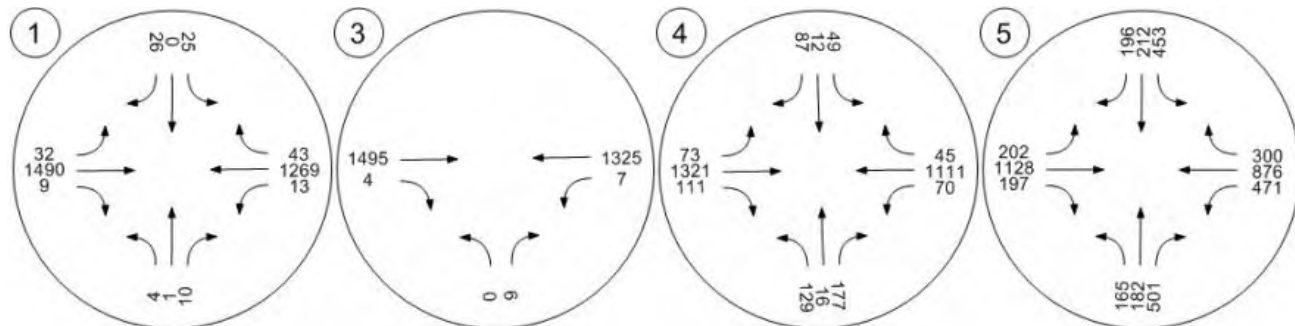
Background Traffic Growth

This report analyzes projected 2018 (buildout year) and 2038 (design year) traffic volume conditions with and without the proposed Costco Wholesale warehouse development. Hence trends in traffic volume growth near the vicinity of the proposed development need to be identified. Traffic analysis will typically apply an annual growth rate to study intersections' existing volumes prior to adding project development trips to account for traffic volume growth passing through study intersections, which is unrelated to the specific development (i.e. the Costco Wholesale warehouse) being analyzed. This traffic volume growth is often referred to as background traffic growth. A review of 2006 and 2014 annual average daily traffic volumes obtained from the Iowa Department of Transportation (DOT), along 53rd Street near the vicinity of the proposed project indicated an approximate 1.8 percent annual growth rate. It should be noted, over time growth rates generally do not exhibit a straight line growth, but rather tend to level off as the surrounding area continues to develop. As such, a 1.8 percent annual growth rate was applied to existing volumes between 2017 and 2028 and then a 0.9 (half of 1.8) percent annual growth rate was applied between 2029 and 2038 to reflect projected future background traffic volume growth, which can be expected through a sustained constant area growth without the Costco Wholesale warehouse. The use of a straight line growth rate for the prediction of future events is generally a conservative methodology and should be considered as such when reviewing the output of this analysis. Existing 2017 weekday PM and Saturday midday peak hour turning movement volumes are presented in Figure 4. Projected 2018 and 2038 weekday PM and Saturday midday peak hour turning movement volumes without the proposed project (no build) are presented in Figure 5 and Figure 6, respectively.

Figure 4 Study Intersections – Existing 2017 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Existing 2017 Weekday PM Peak Hour Volumes:



Existing 2017 Saturday Midday Peak Hour Volumes:

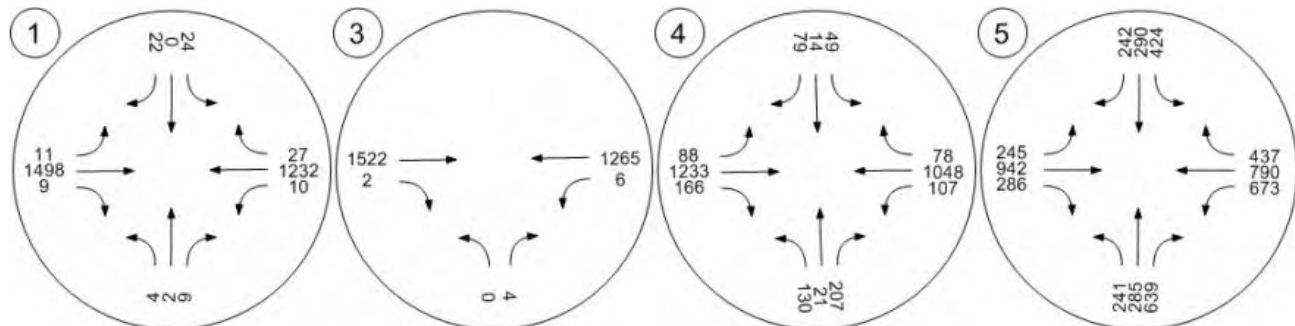
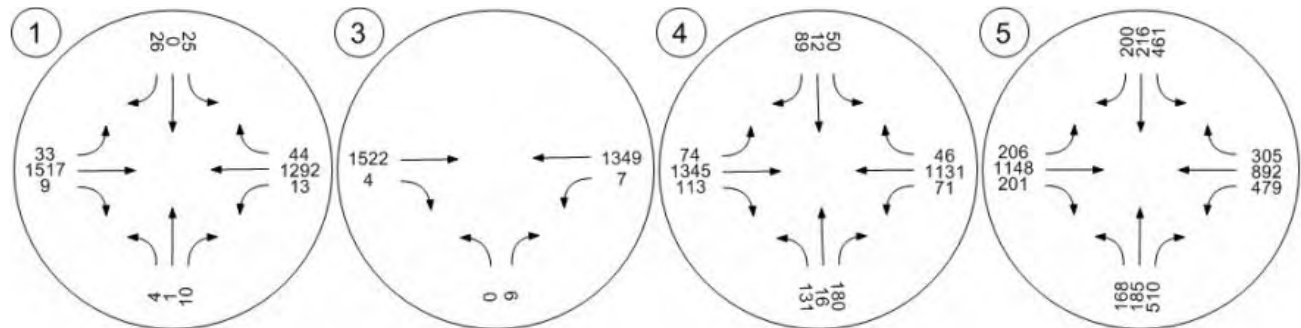


Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Midday Peak Hour No Build Volumes:

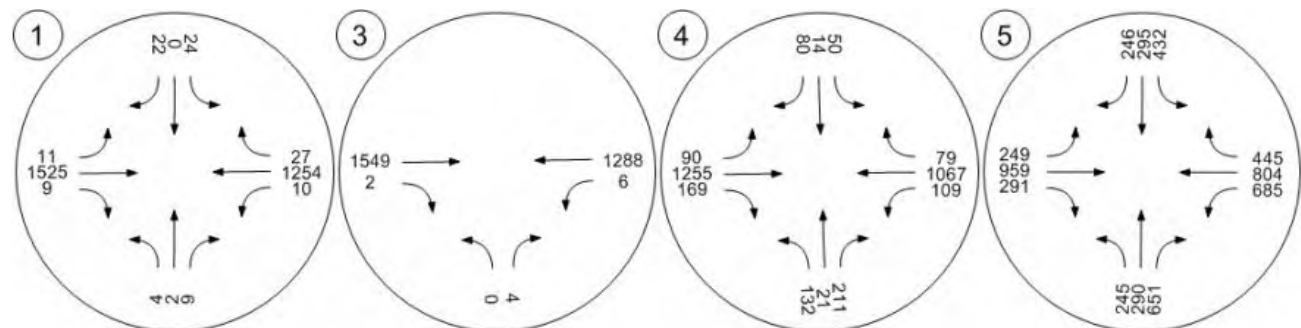
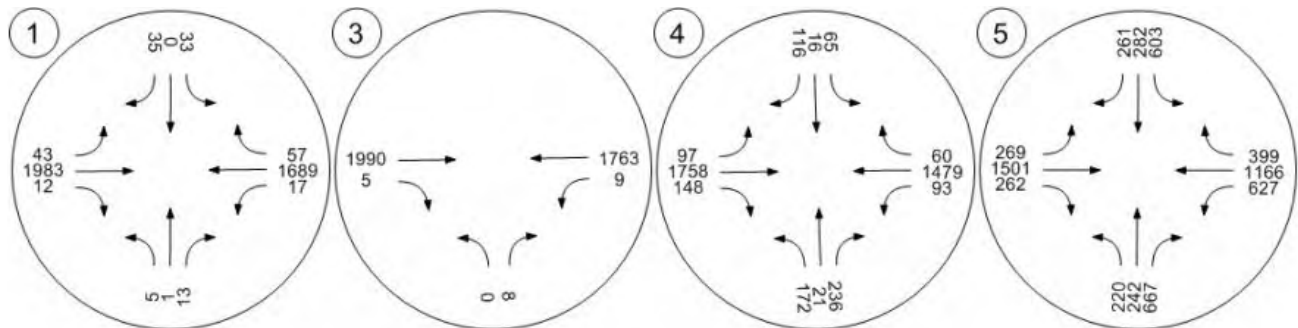


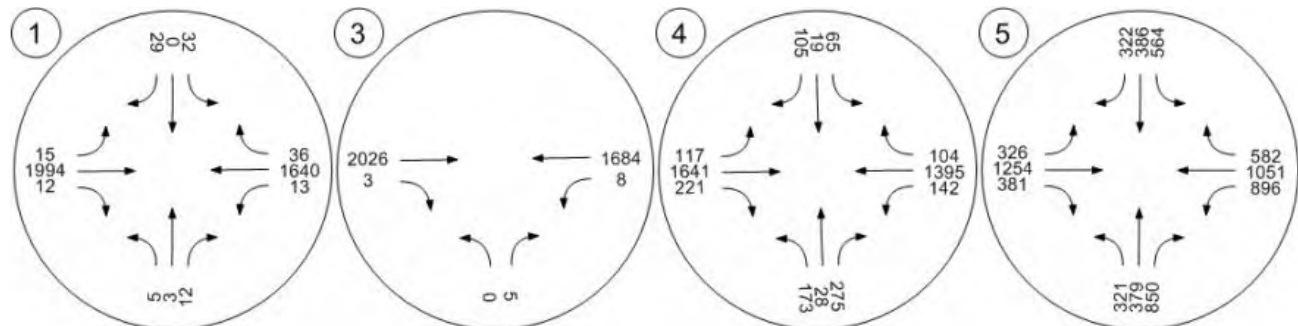
Figure 6 Study Intersections – Projected 2038 Weekday PM and Saturday Middy Peak Hour No Build Volumes



Projected 2038 Weekday PM Peak Hour No Build Volumes:



Projected 2038 Saturday Middy Peak Hour No Build Volumes



Crash Analysis

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016.

Table 1 presents crash statistics at each intersection organized by crash type.

Table 1 Crash Type by Intersection (1/1/12 – 12/31/16)

Study Intersection		Crash Type							
		Rear End	Head On	Sideswipe Same Direction	Sideswipe Opposite Direction	Broadside	Oncoming Left Turn	Single Vehicle	Other
1	53 rd St & Lorton Ave	8	0	2	0	7	3	1	1
2	53 rd St & Fairhaven Rd	4	0	0	0	0	0	0	1
3	53 rd St & Elmore Cr	23	2	11	1	16	6	3	1
4	53 rd St & Elmore Ave	84	0	15	2	23	5	2	2
Total		119	2	28	3	46	14	6	5

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

Rear-end vehicle crashes were the highest crash type at the study intersections. Rear-end crashes commonly occur due to inattentive drivers.

Intersection crash rates are expressed in crashes per million entering vehicles (crashes/MEV) and can be calculated with the following equation:

$$\text{Crash Rate} = \frac{1,000,000 \times \text{Total Crashes}}{\text{AADT}_{\text{Entering vpd}} \times 365 \times \# \text{ of Years in Study Period}}$$

Table 2 summarizes crash rates at the study intersections and compares it to average statewide crash rates for intersections with a similar number of entering vehicles. For the purposes of this analysis, the weekday PM peak hour entering traffic volume at the study intersections was assumed to be 10% of the daily weekday entering volume, which is standard for urban intersections and is consistent with methodology used by the Federal Highway Administration. The statewide average crash rate for intersections with a similar number of entering vehicles was prepared by the Iowa Department of Transportation, Bureau of Transportation Safety.

Table 2 Intersection Crash Rate Summary

Study Intersection		Total Crashes	Daily Entering Volume	Crash Rate (crashes/MEV)	Statewide Average Crash Rate (crashes/MEV)	Comparison to Statewide Average Crash Rate
1	53 rd St & Lorton Ave	22	29,220	0.41	1.0	Lower
2	53 rd St & Fairhaven Rd	5	28,370	0.10	1.0	Lower
3	53 rd St & Elmore Cr	63	32,010	1.08	1.0	Higher
4	53 rd St & Elmore Ave	133	48,830	1.49	1.0	Higher

Source: Iowa Department of Transportation, Bureau of Transportation Safety.

The intersections of 53rd Street and Elmore Circle and 53rd Street and Elmore Avenue had crash rates that were slightly higher than the statewide average for intersections with a similar daily volume of entering vehicles. This is likely due to relatively higher volume of entering vehicles as compared to the other study intersections. The crash rates at the intersections of 53rd Street and Lorton Avenue and 53rd Street and Fairhaven Road were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

Table 3 presents crash injury statistics at the study intersections organized by severity.

Table 3 Crash Injuries at each Intersection by Crash Severity (1/1/11 – 12/31/15)

Study Intersection		Number of Crashes	Severity					
			Suspected Injury		Possible Injury	Uninjured	Unknown	Injuries per Crash
			Serious	Minor				
1	53 rd St & Lorton Ave	22	0	1	1	40	0	0.09
2	53 rd St & Fairhaven Rd	5	0	0	0	9	0	0.00
3	53 rd St & Elmore Cr	63	1	7	25	101	1	0.52
4	53 rd St & Elmore Ave	133	0	7	34	233	2	0.31

53rd Street and Elmore Circle and 53rd Street and Elmore Avenue experienced a higher number of crash injuries as compared to the other study intersections, which is not unexpected due to the higher number of entering vehicles. Generally, higher volume intersections will experience more crash injuries than lower volume intersections due to a higher frequency of conflicting vehicular turning movements.

Proposed Site Improvements

Trip Generation

Project trip generation is based on nationally accepted trip generation rates and fitted curve equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012. The Davenport Costco Wholesale warehouse development, which is expected to be completely built by the end of 2018, is most closely represented by ITE's Discount Club (ITE Code 857) and Gas Station (ITE 944) & Gas Station with Convenience Market and Car Wash (ITE Code 946). Trips were generated for these land uses and correspond to the PM weekday and Saturday midday peak hours of the adjacent roadway network. Table 4 presents trip generation estimates for the Costco Wholesale warehouse development.

Table 4 Trip Generation

Land Use	ITE Code ¹	Quantity	Daily Trips		PM Weekday Peak Hour Trips			Midday Saturday Peak Hour Trips		
			Weekday	Saturday	In	Out	Total	Trips	% In	% Out
Discount Club	857	156,170 KSF ²	6,530	8,395	330	325	655	490	505	995
Gas Station	944/ 946	16 VFP ³	2,695	3,785	110	110	220	155	155	310
Total Trips			9,225	12,180	440	435	875	645	660	1,305
Minus Linked Trips (70% for Gas Station)			-1,885	-2,650	-75	-75	-150	-110	-110	-220
New Trips			7,340	9,530	365	360	725	535	550	1,085

¹ Institute of Transportation Engineers Trip Generation Handbook, 9th Edition, 2012

² KSF = Thousand Square Feet

³ VFP = Vehicle Fueling Position

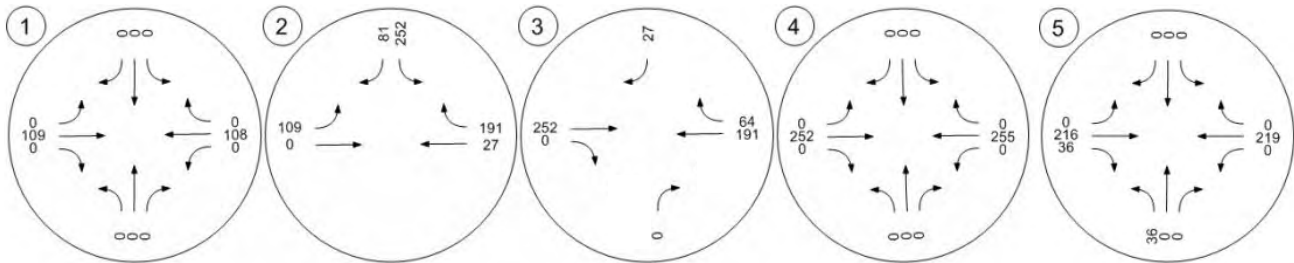
Trip Distribution

Trip distribution percentages for the Costco Wholesale warehouse development are based upon expected travel patterns in the surrounding roadway network. 30% of all project trips are expected to depart the development and travel westbound and arrive to the development by traveling eastbound via 53rd Street. Similarly, 60% of all project trips are expected to depart the development and travel eastbound and arrive to the development by traveling westbound via 53rd Street. The remaining 10% of all projected trips are expected to depart the development and travel eastbound on 53rd Street, then southbound on Elmore Avenue and arrive to the development by traveling northbound on Elmore Avenue and westbound on 53rd Street. Trip distribution percentages and resulting project development trips are presented in Figure 7. Projected 2018 and 2038 weekday PM and Saturday midday peak hour turning movement volumes upon buildout of the Costco Wholesale warehouse development are presented in Figure 8 and Figure 9, respectively.

Figure 7 Trip Distribution plus Weekday PM and Saturday Midday Peak Hour Project Trips



Weekday PM Peak Hour Project Trips:



Saturday Midday Peak Hour Project Trips:

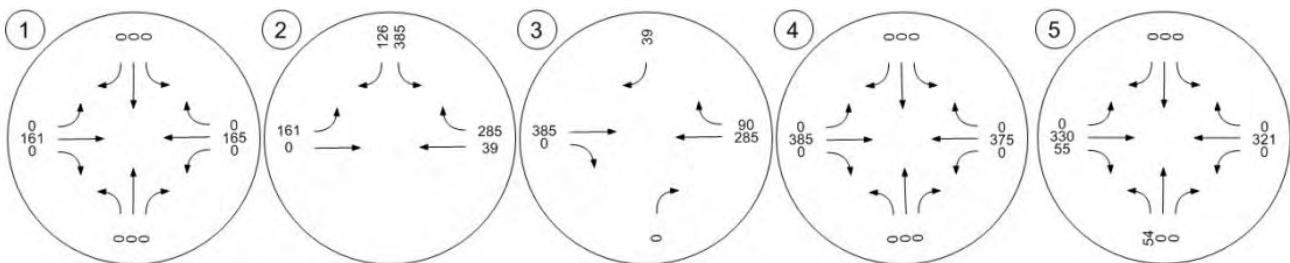
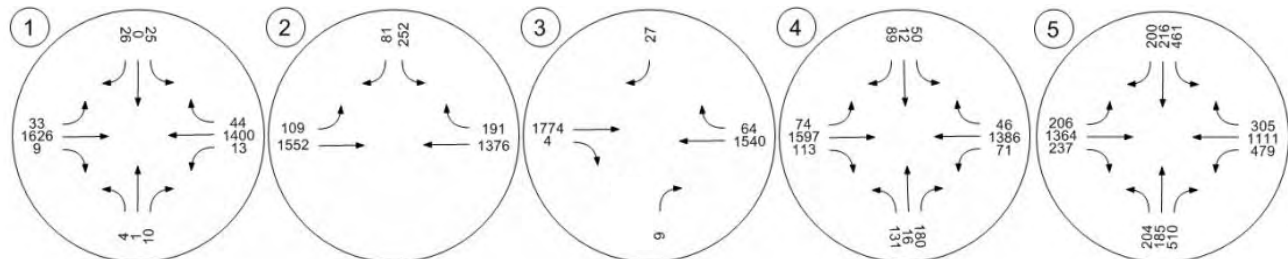


Figure 8 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2018 Weekday PM Peak Hour Buildout Volumes:



Projected 2018 Saturday Midday Peak Hour Buildout Volumes:

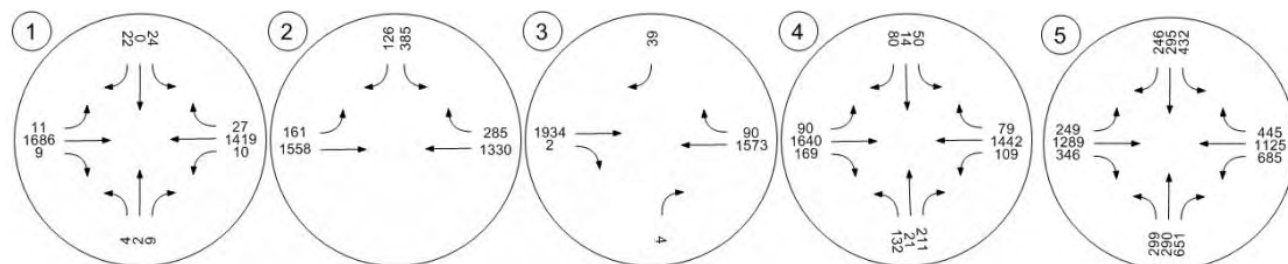
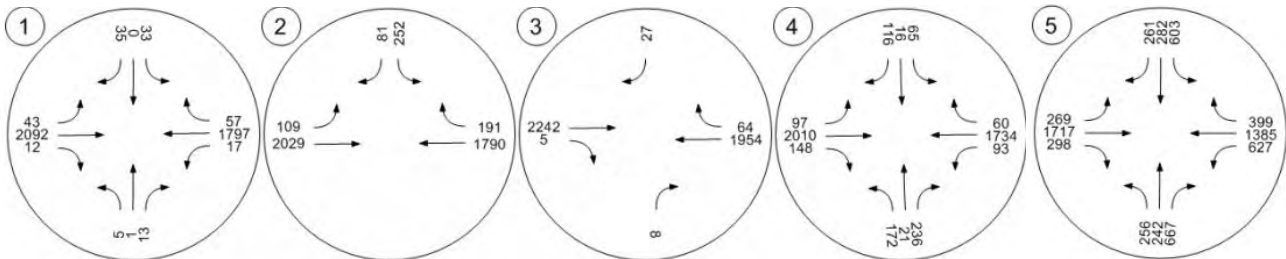


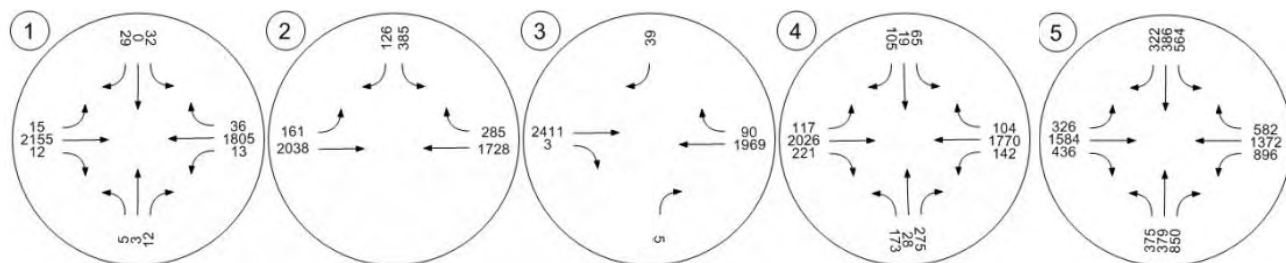
Figure 9 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2038 Weekday PM Peak Hour Buildout Volumes:



Projected 2038 Saturday Midday Peak Hour Buildout Volumes:



Traffic Modeling

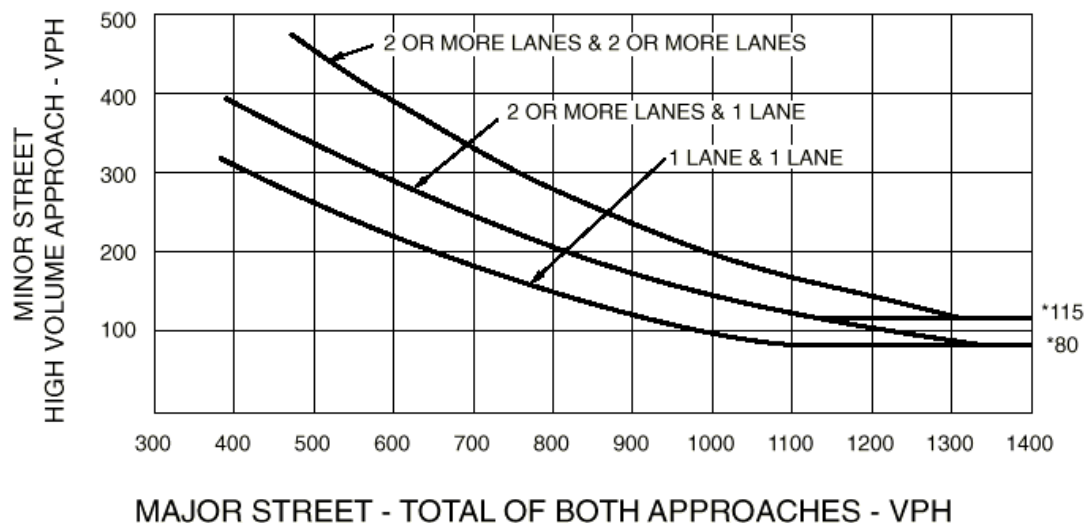
Signal Warrant Analysis

The signal warrant analysis presented herein was conducted for the proposed west access point identified above as intersection #2 or the intersection of 53rd Street and West Access under projected 2018 (buildout) and 2028 (10 years after opening) buildout conditions. Traffic volume counts for the analysis were collected in February 2017. The analysis was performed under the guidelines and procedures as outlined in the 2009 Manual of Uniform Traffic Control Devices (MUTCD). The satisfaction of a traffic control warrant or warrants does not in itself require a modification to the existing traffic control. In general, a modification to an existing traffic control should not be made unless analysis indicates it will improve the overall safety and or operations of the intersection. The ultimate decision resides on engineering judgement.

Warrant 2 – Four-Hour Vehicular Volume

The Four-Hour Vehicular Volume signal warrant condition is intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant is satisfied when the plotted points representing vehicles per hour on the major street (total of both approaches) and corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 10 for the existing combination of approach lanes for all four selected hours of an average day. For the purposes of this analysis, the four hours with the expected highest trip generation, as identified in the ITE trip generation, 9th Edition, 2012, were selected. On the minor street, the higher volume is not required to be on the same approach during each of the four hours.

Figure 10 Four Hour Vehicular Volume Warrant



*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.
Source: Manual of Uniform Traffic Control Devices, December 2009, page 440.

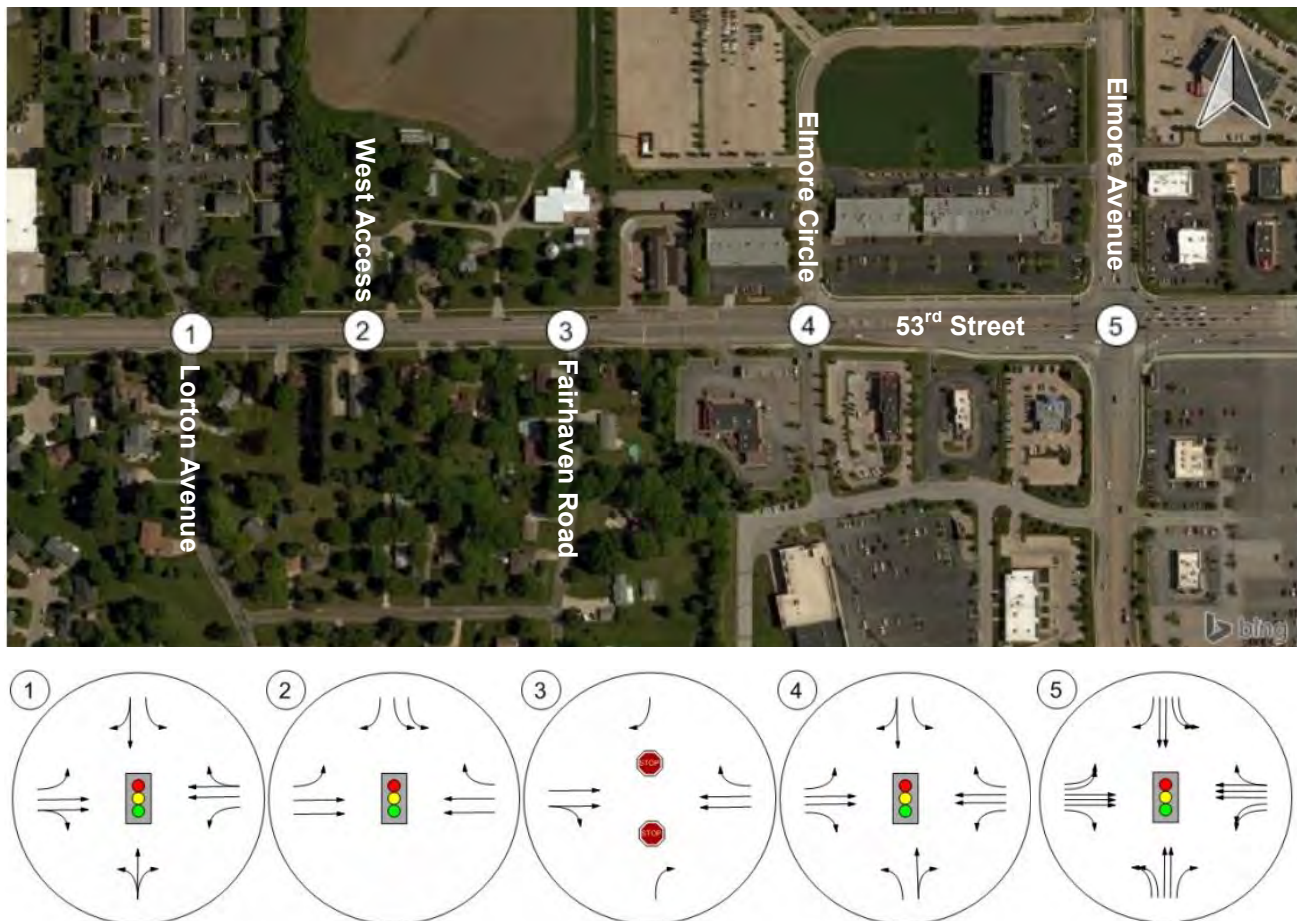
Summary of the signal warrant results is presented in Table 5. Signal warrant analysis worksheets are provided in Appendix 2.

Table 5 Warrant 2 Signal Warrant Analysis Summary

Intersection	2018 Buildout Conditions	2028 Buildout Conditions
	4 Hours Required	4 Hours Required
53 rd Street & West Access	4 Hour Met	4 Hours Met
Warranted?	Yes	Yes

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout 2018 and 2028 conditions.

The study intersection proposed lane configuration and control upon buildout of the Costco Wholesale warehouse development is presented in Figure 11.

Figure 11 Study Intersection – 2018 Proposed Lane Configuration and Control with Buildout

Operational Analysis

Vehicular operational analysis for this study was performed using the methodology of the 2010 Highway Capacity Manual through Synchro 8 traffic analysis software. Operational analysis is generally categorized in terms of Level of Service (LOS). LOS describes the quality of traffic operations and is graded from A to F; with LOS A representing free-flow conditions and LOS F representing congested conditions.

Procedures outlined in Chapter 18 of the HCM 2010 were used to analyze intersection performance at signalized intersections. The primary measure used to quantify LOS at signalized intersections is control delay. Control delay is the delay experienced by vehicles slowing down as they are approaching the intersection, the wait time at the intersection and the time for vehicles to speed up through the intersection and enter into the traffic stream. The average intersection control delay is a volume weighted average of delay experienced by all motorists entering the intersection on all intersection approaches.

Procedures outlined in Chapter 19 of the HCM 2010 were used to analyze intersection performance at unsignalized intersections. While LOS for signalized intersections is primarily based on the volume weighted average delay per vehicle traveling through the intersection (intersection control delay), LOS for unsignalized intersections is based primarily on the approach with the longest delay.

Table 6 presents the range of traffic delays associated for signalized and unsignalized intersections.

Table 6 LOS Criteria for Signalized and Unsignalized Intersections

LOS	Signalized Intersection Average Delay (sec/veh)	Unsignalized Intersection Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: HCM 2010, Exhibit 18-4 LOS Criteria for Signalized Intersections and HCM 2010, Exhibit 19-1 LOS Criteria for Unsignalized Intersections.
sec/veh = seconds per vehicle

LOS D or better is generally identified as acceptable in urban conditions. For signalized intersections LOS lower than D may be acceptable for a single movement or approach, as long as the intersection as whole operates at LOS D or better. In heavily congested areas, LOS E for the overall intersection and LOS F for a single movement or approach may be determined to be acceptable.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. This analysis assumes lane configuration and control as presented in Figure 3 for the no build condition and Figure 11 for the buildout condition.

Table 7 presents existing and projected signalized operations at the study intersections during weekday PM peak hour conditions. Table 8 presents existing and projected signalized operations at the study intersections during Saturday midday peak hour conditions. Table 9 presents existing and projected operations at the unsignalized intersection of 53rd Street and Fairhaven Road during both weekday PM and Saturday midday peak hour conditions.

Table 7 Existing and Projected Signalized Operations at Study Intersections – Weekday PM Peak Hour

Intersection	Scenario	2017 Existing Conditions				2018 No Build				2018 Buildout				2038 No Build				2038 Buildout			
	Approach	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
53 rd Street & Lorton Avenue #1	Delay (sec) ¹	13.7	1.2	48.2	51.2	14.8	2.6	45.7	48.6	19.1	11.6	40.6	43.0	18.9	2.3	55.0	58.7	19.4	1.5	59.9	64.0
	HCM LOS ¹	B	A	D	D	B	A	D	D	B	B	D	D	B	A	D	E	B	A	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L
		168	85	41	66	79	114	37	53	101	77	44	58	159	140	51	76	348	90	45	66
	Int. Delay ¹	8.8				10.0				16.1				12.2				12.2			
	HCM LOS ¹	A				B				B				B				B			
53 rd Street & West Access #2	Delay (sec)	-	-	-	-	-	-	-	-	1.4	1.6	-	32.1	-	-	-	-	1.3	1.7	-	57.1
	HCM LOS ¹	-	-	-	-	-	-	-	-	A	A	-	C	-	-	-	-	A	A	-	E
	95 th %tile Queue ² (Longest Movement) in Feet	-	-	-	-	-	-	-	-	T	T	-	L	-	-	-	-	T	T	-	L
		-	-	-	-	-	-	-	-	153	163	-	166	-	-	-	-	183	219	-	215
	Int. Delay ¹	-				-				4.3				-				5.7			
	HCM LOS ¹	-				-				A				-				A			
53 rd Street & Elmore Circle #4	Delay (sec)	1.6	1.1	43.8	38.7	1.8	1.2	42.2	37.0	14.9	12.5	42.9	36.0	4.5	15.5	61.1	50.6	7.3	27.6	83.8	68.7
	HCM LOS ¹	A	A	D	D	A	A	D	D	B	B	D	D	A	B	E	D	A	C	F	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	T	TR	TR	T	T	TR	L	T	T	TR	TR	T	T	TR	TR	T	T	TR	TR
		236	255	149	66	204	259	173	72	208	153	151	70	354	334	294	103	429	293	335	139
	Int. Delay ¹	7.4				7.2				17.2				16.5				24.8			
	HCM LOS ¹	A				A				B				B				C			
53 rd Street & Elmore Avenue #5	Delay (sec)	24.0	26.1	32.0	42.6	21.8	27.3	37.0	41.5	38.5	40.6	41.8	41.8	61.2	38.2	89.9	64.4	60.6	43.0	126.2	81.3
	HCM LOS ¹	C	C	C	D	C	C	D	D	D	D	D	D	E	D	F	E	E	D	F	F
	95 th %tile Queue ² (Longest Movement) in Feet	T	L	R	L	T	L	R	L	T	L	T	L	T	T	T	T	T	T	L	T
		197	236	233	270	183	256	252	264	256	317	370	242	373	336	(137)	838	564	431	(155)	675
	Int. Delay ¹	29.4				29.8				40.3				59.0				68.8			
	HCM LOS ¹	C				C				D				E				E			

¹ Delay and LOS analysis based on HCM 2010 Signalized Intersection Summary reports# = 95th percentile volume exceed capacity, queue may be longer, (123) = Queues are taken from the lanes volumes timings report; all other queues are taken from SimTraffic reports.

Table 8 Existing and Projected Signalized Operations at Study Intersections – Saturday Midday Peak Hour

Intersection	Scenario	2017 Existing Conditions				2018 No Build				2018 Buildout				2038 No Build				2038 Buildout			
	Approach	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
53 rd Street & Lorton Avenue #1	Delay (sec) ¹	17.6	1.2	38.1	39.7	18.1	1.2	38.1	39.7	18.1	1.0	43.2	45.0	21.2	1.9	50.5	53.0	23.3	1.3	55.5	58.3
	HCM LOS ¹	B	A	D	D	B	A	D	D	B	A	D	D	C	A	D	D	C	A	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	TR	LTR	L	T	TR	LTR	L	T	TR	LTR	L	TR	TR	LTR	L	T	TR	LTR	L
		82	80	38	49	93	83	40	54	91	84	41	50	129	135	51	68	(692)	89	52	69
	Int. Delay ¹	10.7				11.0				10.9				13.2				14.0			
	HCM LOS ¹	B				B				B				B				B			
53 rd Street & West Access #2	Delay (sec)	-	-	-	-	-	-	-	-	1.5	1.5	-	38.4	-	-	-	-	1.8	2.2	-	53.8
	HCM LOS ¹	-	-	-	-	-	-	-	-	A	A	-	D	-	-	-	-	A	A	-	D
	95 th %tile Queue ² (Longest Movement) in Feet	-	-	-	-	-	-	-	-	T	T	-	L	-	-	-	-	T	T	-	L
		-	-	-	-	-	-	-	-	152	177	-	222	-	-	-	-	400	208	-	249
	Int. Delay ¹	-				-				6.4				-				7.6			
	HCM LOS ¹	-				-				A				-				A			
53 rd Street & Elmore Circle #4	Delay (sec) ¹	1.8	21.3	36.0	31.1	1.7	20.9	39.0	32.7	13.2	18.3	50.1	40.2	3.3	29.6	56.8	47.8	23.0	27.3	72.8	64.2
	HCM LOS ¹	A	C	D	C	A	C	D	C	B	B	D	D	A	C	E	D	C	C	E	E
	95 th %tile Queue ² (Longest Movement) in Feet	T	T	TR	L	T	T	TR	TR	T	T	TR	L	T	T	TR	TR	T	T	TR	TR
		186	160	149	62	199	150	154	64	218	165	223	72	319	244	330	100	570	311	426	138
	Int. Delay ¹	14.3				14.6				19.5				21.3				31.0			
	HCM LOS ¹	B				B				B				C				C			
53 rd Street & Elmore Avenue #5	Delay (sec) ¹	39.1	29.1	29.6	35.0	39.7	30.4	31.9	35.8	43.8	39.4	52.1	38.3	53.3	42.8	98.1	69.1	67.4	45.3	118.8	82.4
	HCM LOS ¹	D	C	C	D	D	C	C	D	D	D	D	D	D	D	F	E	E	D	F	F
	95 th %tile Queue ² (Longest Movement) in Feet	T	L	T	L	T	L	T	L	T	L	T	L	T	T	T	T	T	T	T	T
		201	305	333	247	216	322	464	279	298	474	670	218	419	592	(182)	784	656	513	#(210)	(202)
	Int. Delay ¹	32.9				34.2				43.0				61.9				72.1			
	HCM LOS ¹	C				C				D				E				E			

¹ Delay and LOS analysis based on HCM 2010 Signalized Intersection Summary reports# = 95th percentile volume exceed capacity, queue may be longer, (123) = Queues are taken from the lanes volumes timings report; all other queues are taken from SimTraffic reports.

Table 9 Existing and Projected Operations at 53rd Street and Fairhaven Road.

Intersection		Scenario	Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Worst Approach Delay (sec) ¹	HCM LOS ¹		Worst Approach Delay (sec) ¹	HCM LOS ¹	
3	53 rd Street & Fairhaven Road	2017 Existing Conditions	NB	16.2	C	NB	16.0	C
		2018 No Build	NB	16.4	C	NB	16.3	C
		2018 Buildout	NB	19.2	C	NB	20.4	C
		2038 No Build	NB	22.1	C	NB	21.7	C
		2038 Buildout	NB	26.2	D	NB	28.0	D

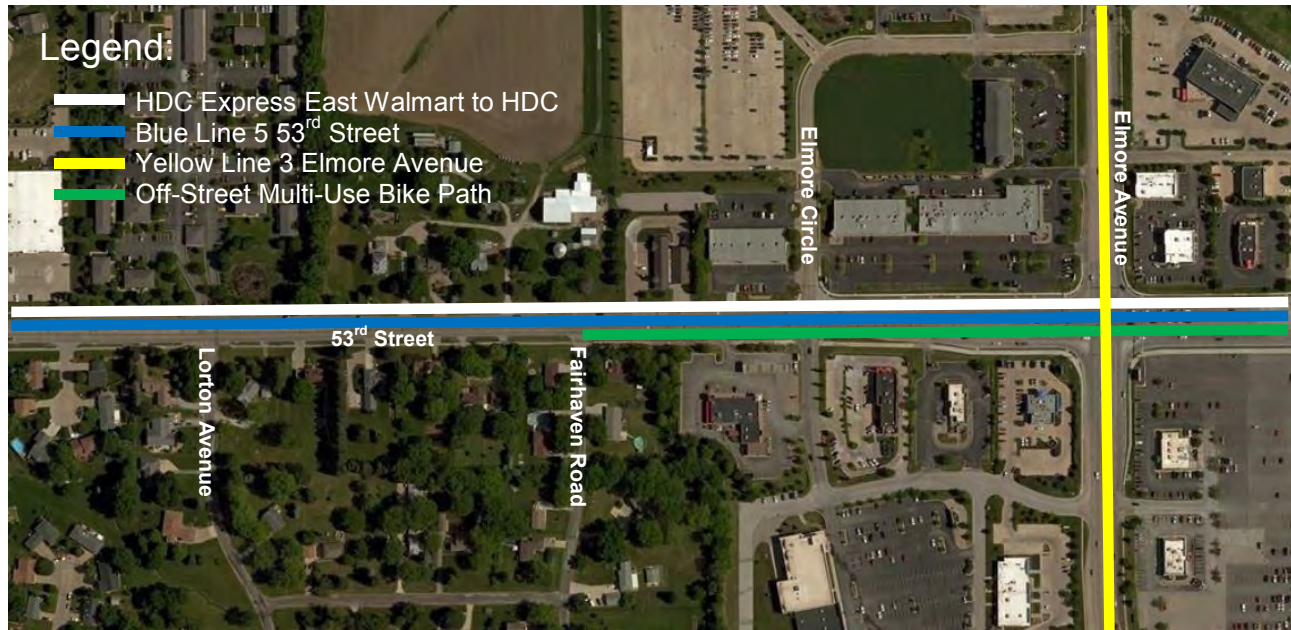
¹ Delay and LOS analysis based on HCM 2010 Two-way Stop Control Reports

Multimodal Review

The HDC Express, Blue Line 5, and Yellow Line 3 transit routes pass through the study area. An off-street multi-use bike path extends from just east of Fairhaven Road to Utica Ridge Road along the south side of 53rd Street.

Figure 12 presents transit routes and bicycle/pedestrian facilities near the proposed development.

Figure 12 Transit and Bicycle/Pedestrian Facilities



Conclusion and Recommendations

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 located between Lorton Avenue and Fairhaven Road. This 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.

The Safety Analysis, Visualization, and Exploration Resource (SAVER) website administered by the Iowa DOT was used to collect available crash data near the project site for the five-year period between January 1, 2012 and December 31, 2016. The intersections of 53rd Street and Elmore Circle and 53rd Street and Elmore Avenue had a crash rate that was slightly higher than the statewide average for intersections with a similar daily volume of entering vehicles. The crash rates at the intersections of 53rd Street and Lorton Avenue and 53rd Street and Fairhaven Road were lower than the statewide average for intersections with a similar daily volume of entering vehicles.

The future proposed intersection of 53rd Street and West Access is projected to meet MUTCD Warrant 2 criteria to justify a traffic control signal upon full buildout 2018 and 2028 conditions.

The analysis presented herein indicates the study intersection of 53rd Street and Elmore Avenue is projected to operate at LOS E during the weekday PM and Saturday midday peak hours under 2038 no build and buildout conditions. All other study intersections are projected to operate at an acceptable LOS through 2038 under no build and buildout weekday PM and Saturday midday peak hour conditions. Considering the Costco Wholesale warehouse development is not projected to degrade the LOS at the study intersections more than would otherwise occur without the development; no other changes/improvements to the study intersections lane configuration and control from what is depicted in Figure 11 are considered necessary.

REZ17-04 Protest Area Calculation

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-02A	13918.16	1.6%		0.0%	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-27	5107.62	0.6%		0.0%	2701 E 53RD ST	BRIAN YONTZ	1230 E JUNIPER ST	CANTON IL 61520
N0712-33B	16260.22	1.9%		0.0%	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-34	14657.09	1.7%		0.0%	2757 E 53RD ST	CHARLOTTE A POWERS	2757 E 53RD ST	DAVENPORT IA 52807
N0712-35	14654.87	1.7%		0.0%	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPORT IA 52807
N0712-36	14652.65	1.7%		0.0%	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPORT IA 52807
N0712-37	14079.39	1.6%		0.0%	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPORT IA 52807
N0833-01D	5495.76	0.6%		0.0%	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL 61264
Y0707-01B	178104.33	20.8%		0.0%		SCHAEFER LIVING TRUST	2782 E 53RD ST	DAVENPORT IA 52807
Y0707-03	110.24	0.0%		0.0%	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPORT IA 52807
Y0707-04	5453.62	0.6%	Yes	0.6%	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPORT IA 52807
Y0707-05	10234.6	1.2%		0.0%	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPORT IA 52807
Y0723-11E	41652.56	4.9%		0.0%	2802 E 53RD ST	FIRE STATION #8	2802 E 53RD ST	DAVENPORT IA 52807
Y0723-OLA	9408.79	1.1%	Yes	1.1%		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
Y0817-02E	164295.39	19.2%		0.0%	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1 ATT WAY	BEDMINSTER NJ 07921
Y0723-01	244483.46	28.6%		0.0%	2700 E 53RD ST	MFR PARTNERS XII LLC	856 LAKE ST E	WAYZATA MN 55391

PARCELS
ROW

Alderman: Justin

TOTAL
NOTICE AREA 855,259.8 100% 1.7% PROTEST RATE

Protests: 2

Properties: 16

FID	Parcel	Address	Deed1_Name	Deed1_Addr	Deed1_CS	Area
0	N0712-02A	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPO	13918.16
1	N0712-27	2701 E 53RD ST	BRIAN 36TH INT YONTZ	1230 E JUNIPER ST	CANTON I	5107.92
2	N0712-33B	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPO	16260.22
3	N0712-34	2757 E 53RD ST	POWERS CHARLOTTE A	2757 E 53RD ST	DAVENPO	14657.09
4	N0712-35	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPO	14654.87
5	N0712-36	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPO	14652.65
6	N0712-37	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPO	14079.39
7	N0833-01D	2843 E 53RD ST	BETHANY ENTERPRISES INC	101 WOODLAND RD	MILAN IL	5495.76
8	Y0707-01B		ISCHAEFER LIVING TRUST	C/O VERNON & THELMA SC	DAVENPO	178104.3
9	Y0707-03	2723 E 58TH ST	MICHAEL R KOTULA	2723 E 58TH ST	DAVENPO	110.24
10	Y0707-04	2729 E 58TH ST	CYNTHIA L KOTHENBEUTEL	2729 E 58TH ST	DAVENPO	5453.62
11	Y0707-05	2805 E 58TH ST	CHAD R JOHNSON	2805 E 58TH ST	DAVENPO	10234.6
12	Y0723-01E		IV & T SCHAEFER FAMILY PRTRNSHP		DAVENPO	15.74
13	Y0723-03D		LIVING TRUST ISCHAEFER	C/O VERNON & THELMA SC	DAVENPO	759.69
14	Y0723-11E	2802 E 53RD ST	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPO	41652.56
15	Y0723-OLA		TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDI	9408.79
16	Y0817-02E	5348 ELMORE CR	TELECOMMUNICATIONS SPRINGING LLC	1% INLAND REAL ESTATE E	OAK BROK	164295.4
17						244483.5
18	Y0723-02D		ISCHAEFER LIVING TRUST	C/O VERNON & THELMA SC	DAVENPO	39
19	Y0723-02D		LIVING TRUST ISCHAEFER	C/O VERNON & THELMA SC	DAVENPO	39

Traffic Generation Alternatives

Costco Site

Land Use	Daily Trips		PM Weekday			Saturday		
	Weekday	Saturday	Peak Hour Trips			Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Costco Site (17.9 acres)	7340	9530	365	360	725	535	550	1085
Single Family Homes (54)	517	545	27	16	43	27	24	51
Apartment Complex (358 Units)	2359	2563	142	80	222	112	96	208
General Office Building (150,000 sq ft)	1651	356	38	186	224	33	28	61

Prepared by Gary Statz, Davenport City Traffic Engineer

Friday, June 30, 2017

Dear Legal Ad Department

Please publish the following Committee of the Whole legal ad on Monday, July 10, 2017.

The PO number for this notice is 1721342

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 563-888-2286. *Thank you!*

NOTICE
PUBLIC HEARING
WEDNESDAY, July 19, 5:30 pm
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

Case No. REZ17-04: Proposed rezoning of approximately 17.88 acres, located north of the intersection of Fairhaven Rd. and E 53rd Street, from A-1 Agriculture District R-1 and R-2 Low Density Residential District to PDD, Planned Development District (Costco Wholesale Corporation, petitioner)

The Legal Description is as follows:

Tract C described in the Plat of Survey recorded December 30, 2016 as Document No. 2016-00036749, and also the Plat of Survey recorded January 27, 2017 as Document No. 2017-00002337, in the records of the County Recorder, Scott County, Iowa.

Being a part of the Northeast Quarter of Section 7, Township 78 North, Range 4 East of the 5th Principal Meridian, Davenport, Scott County, Iowa, being more particularly described as follows: Commencing, as a point of reference, at the northeast corner of the Northeast Quarter of said Section 7; thence South 89° 43' 55" West 903.67 feet along the north line of the Northeast Quarter of said Section 7 to a point on the west line of the East 55 acres of the Northeast Quarter of said Section 7; thence South 00° 06' 45" West 1522.80 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of Jersey Meadows Ninth Addition, Jersey Meadows Seventh Addition, Jersey Meadows Tenth Addition and Jersey Meadows Second Addition to the City of Davenport, Iowa to the POINT OF BEGINNING of the tract of land hereinafter described; thence North 89° 41' 45" East 683.11 feet to the Northwest corner of Lot 2 of Lakehurst Commercial Park Fifth Addition to the City of Davenport, Iowa; thence South 00° 18' 15" East 1083.75 feet along the west line, and west line extended southerly, of said Lot 2 to a point on the northerly right of way line of East 53rd Street as now established in the City of Davenport, Iowa; thence South 89° 41' 45" West 690.99 feet along the northerly right of way line of said East 53rd Street to the southeast corner of Lot 1 of Jersey Meadows Second Addition; thence North 00° 06' 45" East 1083.78 feet along the west line of the East 55 acres of the Northeast Quarter of said Section 7, also being the east line of said Jersey Meadows Second Addition, to the point of beginning.

Public hearings are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2017 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. 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. PO No. 1721342

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

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn, 888-2286
Wards: 3rd

Action / Date
8/2/2017

Subject:

Resolution approving Case No. F17-12 being the final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less. [3rd Ward]

Recommendation:

Findings:

- The plat conforms to the Comprehensive Plan Davenport 2035
- The plat promotes infill development

Recommendation: The City Plan and Zoning Commission accepted the findings and forwards Case No. F17-12 the final plat of Riverview Collective on Sixth to the City Council for approval subject to the following conditions:

1. That the surveyor sign the plat.
2. That utility companies sign the plat when their easement need have been met.

The Commission vote for approval was 10-yes, 0-no and 0-abstentions.

Relationship to Goals:

Welcome Investment

Background:

The plat reconfigures several smaller lots into six single family building sites. The proposed development has been reviewed by the Design Review Board as part of the Residential Infill Development Overlay District.

Please refer to the Commission's letter and background materials for further information.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	F17-12 Resolution
▣ Backup Material	F17-12 Council Background

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/27/2017 - 11:57 AM
Community Development Committee	Berger, Bruce	Approved	7/27/2017 - 11:59 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 12:01 PM

Resolution No. _____

Resolution offered by

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving Case No. F17-12 being the final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less. [3rd Ward]

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the final plat of Riverview Collective on Sixth an addition to the City of Davenport, Iowa, be the same and is hereby approved and accepted subject to all the conditions as stated in the Commission's letter dated June 23, 2017 and as follows:

1. That the surveyor sign the plat
2. That utility companies sign the plat when their easement need have been met.

and the Mayor and City Clerk be, and they are hereby authorized and instructed to certify to the adoption of this resolution upon said plat as required by law.

BE IT FURTHER RESOLVED that the City Clerk is hereby directed to record the attached waiver of assessment.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk



June 23, 2017

Honorable Mayor and City Council
City Hall
Davenport IA 52806

Honorable Mayor and City Council:

At its regular meeting of June 20, 2017, the City Plan and Zoning Commission considered Case No. F17-12 being the final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less. Build by Architects is the petitioner and the property is zoned "R-4" Moderate Density Dwelling District.

Findings:

- The plat conforms to the Comprehensive Plan Davenport 2035
- The plat promotes infill development

Recommendation:

The City Plan and Zoning Commission accepted the findings and forwards Case No. F17-12 the final plat of Riverview Collective on Sixth to the City Council for approval subject to the following conditions:

1. That the surveyor sign the plat
2. That utility companies sign the plat when their easement need have been met.

Respectfully submitted,

Robert Inghram, Chairperson
City Plan and Zoning Commission



		APPROVED	APPROVED	APPROVED	APPROVED	APPROVED	APPROVED		
Name:	Roll Call	REZ17-04 Amend Condition 2b	REZ17-04 Costco as amended	FDP17-04 Costco	F17-12 Riverview Collective on 6th	F17-13 Crow Valley Plaza 10th	F17-14 Falcon Pointe 1st		
Connell	P	N	Y	Y	Y	Y	Y		
Hepner	P	Y	N	N	Y	Y	Y		
Inghram	P								
Kelling	P	Y	Y	Y	Y	Y	Y		
Lammers	P	Y	Y	Y	Y	Y	Y		
Maness	P	Y	Y	Y	Y	Y	Y		
Martinez	P	Y	Y	Y	Y	Y	Y		
Medd	P	N	Y	Y	Y	Y	Y		
Quinn	P	N	N	Y	Y	ABST	Y		
Reinartz	P	Y	N	N	Y	Y	Y		
Tallman	P	ABST	ABST	ABST	Y	Y	ABST		
		6-YES 3-NO 1-ABSTAIN	6-YES 3-NO 1-ABSTAIN	7-YES 2-NO 1-ABSTAIN	10-YES 0-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN	9-YES 0-NO 1-ABSTAIN		



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

PLAN AND ZONING COMMISSION

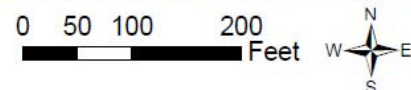
Preview Date: June 20, 2017
Request: Final Plat - Riverview Collective on Sixth
Address: E 6th Street btw Sylvan and Grand Avenues
Case No.: F17-12
Applicant: Build by Architects LLC

INTRODUCTION

Request of Build by Architects for a final plat of 1.46 acres, more or less, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots. The property is zoned "R-4" Moderate Density Dwelling District.

Recommendation: Staff recommends the City Plan and Zoning Commission faccept the findings and forward Case No. F17-12 to the City Council for approval subject to the listed conditions.

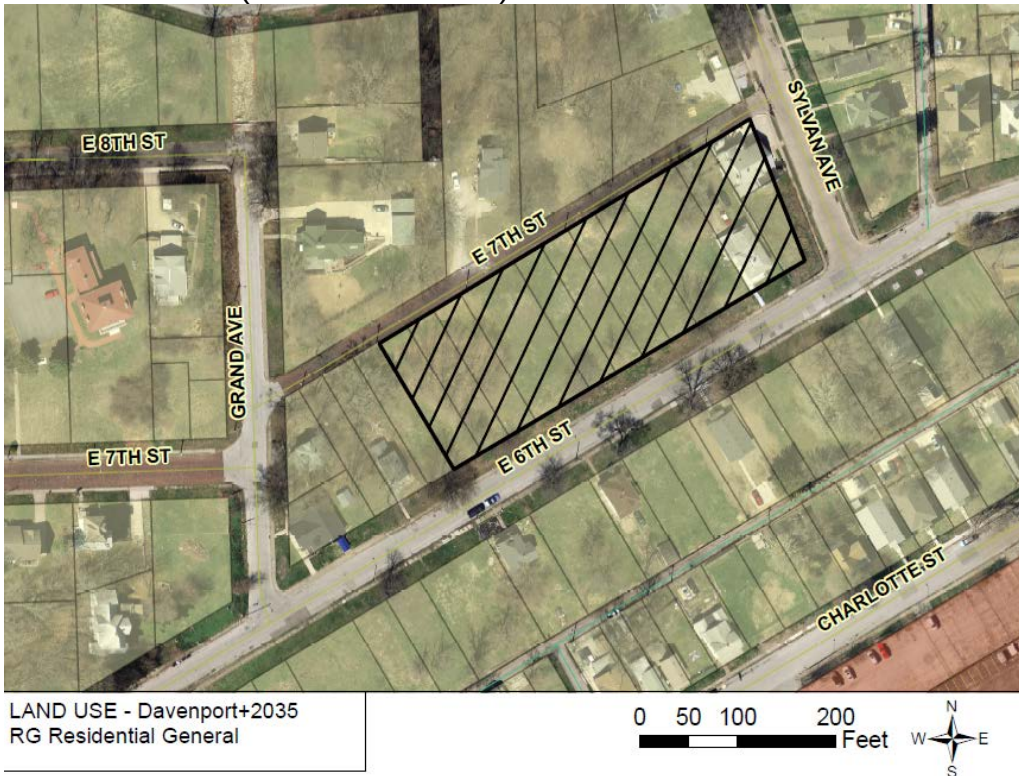
Aerial Photo:



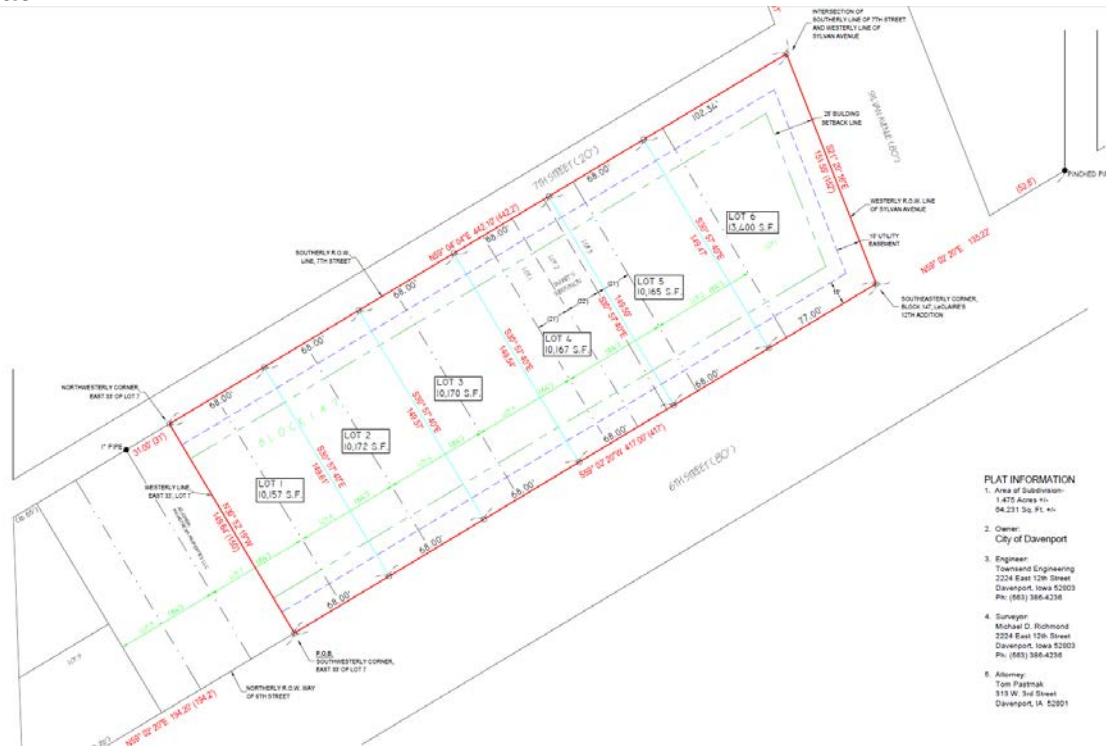
Zoning (R-4 Moderate Density Dwelling District)



Land Use 2035 (Residential General)



Plat



BACKGROUND

Comprehensive Plan:

Within Urban Service Area: Yes
Within Existing Service Area: Yes
Proposed 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 *Davenport 2025* Goals and Objectives:

1. *Strengthen the existing built environment.*
 - b. *Reduce the number of underoccupied, abandoned, or vacant buildings / properties through adaptive reuse and infill.*

Iowa Smart Planning Principles:

Revitalization

Planning, zoning, development, and resource management should facilitate the revitalization of established town centers and neighborhoods by promoting development that conserves land, protects historic resources, promotes

pedestrian accessibility, and integrates different uses of property. Remediation and reuse of existing sites, structures, and infrastructure is preferred over new construction in undeveloped areas.

Technical Review:

Streets. No new streets are proposed with this request.

Storm Water. There is existing stormwater infrastructure in the local street system. Detention is not required for this subdivision being residential and less than five acres in size.

Sanitary Sewer. Sanitary sewer service is located at this site.

Other Utilities. This is an urban area and normal utility services are available.

Parks/Open Space. The proposed plat does not impact any existing or planned parks or public open spaces.

PUBLIC INPUT This is a subdivision plat. No notification is required.

DISCUSSION

The plat reconfigures several smaller lots into six single family building sites. The proposed development has been reviewed by the Design Review Board as part of the Residential Infill Development Overlay District.

STAFF RECOMMENDATION

Findings:

- The plat conforms to the Comprehensive Plan Davenport 2035
- The plat promotes infill development

Recommendation:

Staff recommends the City Plan and Zoning Commission accept the findings and forward Case No. F17-12 the final plat of Riverview Collective on Sixth to the City Council for approval subject to the following conditions:

1. That the surveyor sign the plat
2. That utility companies sign the plat when their easement need have been met.

Prepared by:

Wayne Wille, CFM – Planner II
Community Planning Division

City – NR - Billy Fisher, CPMSM - Urban Conservationist

Natural Resources will need to see a full construction set to give complete comments but until then, the developers should keep in mind that both of these plats will require detention. The Crow Valley Plaza will require infiltration and the 6th Street development may depending on what they plan on doing.

City – NR – Amy Kay, The ordinance states that detention is only applicable for residential subdivisions of five acres or more.

Yes, Crow Valley needs detention and quality and 6th Street may, depending on the total impervious area projections.

IA AM Water - Julie S. Allender - Senior Engineering Tech

Riverview Collective has a 6" water main favoring the south side of the street

Crow Valley Plaza 10th has water available for all lots off of Utica or E 56th (there is no water main in that section of E 58th)

City – PW - Tom Leabhart, P.E.

Just two standard comments on this one, the plat needs signed by the surveyor and utilities.

CITY OF DAVENPORT
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT (CPED)
SUBDIVISION REFERENCE FILE

PRELIM / FINAL / PUD (circle the appropriate designation)

SUBDIVISION NAME: Riverview Collective on Sixth

LOCATION: SW 1/4, Sec. 25, T78N, R3E

DEVELOPER:

Name: [build] by architects, LLC

Address: 318 E. 3rd St Davenport, Ia 52801

Phone: (563) 345-3724

FAX: _____

Mobile Phone: _____

Email: andrew@buildbyarchitects.com

ENGINEER:

Name: Townsend Engineering

Address: 2224 E. 12th St. Davenport, Ia 52803

Phone: (563) 386-4236

FAX: (563) 386-4231

Mobile Phone: _____

Email: Kevin@Townsendengineering.net

ATTORNEY:

Name: Tom Pasternak

Address: 313 W. 3rd St. Davenport, Ia 52801

Phone: (563) 323-7737

FAX: _____

Mobile Phone: _____

Email: _____

OWNER:

Name: City of Davenport

Address: _____

Phone: _____

FAX: _____

Mobile Phone: _____

Email: _____

NUMBER OF LOTS: 6

SF

2F

MF & EST. UNITS

COMM

IND

ACRES: _____

STREETS ADDED: N/A

LINEAR FEET

Does the plat contain a drainage way or floodplain area: ____ Yes X No

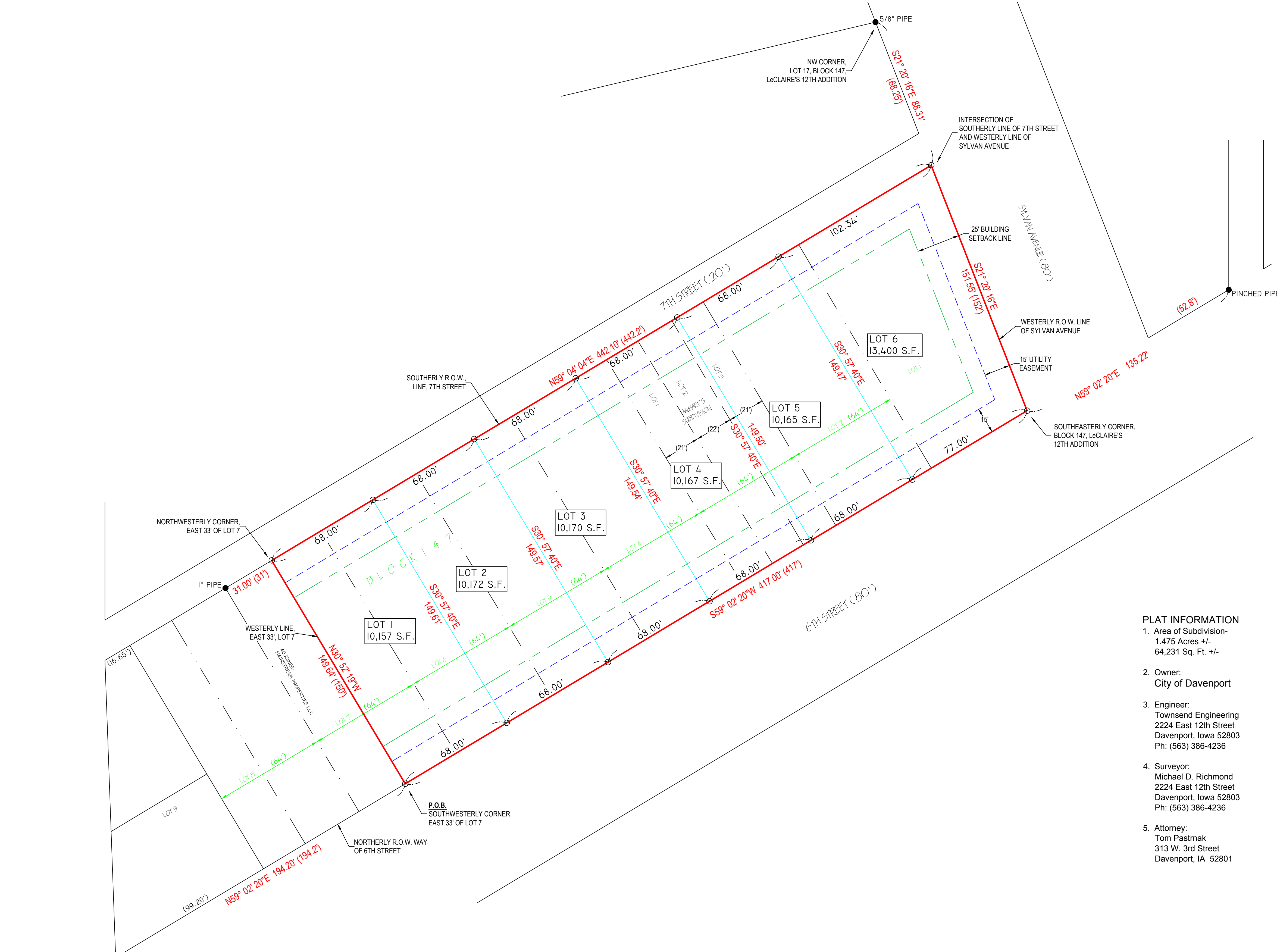
Fee per Plat		Fee
Ten or fewer lots (< 10 lots)		\$400 plus \$25/lot <u>\$550.00</u>
Eleven to twenty-five lots (≥ 11 lots ≤ 25 lots)		\$700 plus \$25/lot
More than twenty-five lots (> 25 lots)		\$1,000 plus \$25/lot
Reforestation fee (submit to Land Use Office Prior to City Council review)		\$150 per 50 feet of lineal lot frontage

NOTE: THE PLAT WILL NOT BE PROCESSED UNTIL THE FEE AND COMPLETED REFERENCE FILE ARE RECEIVED BY THE PLANNING AND LAND DEVELOPMENT OFFICE.

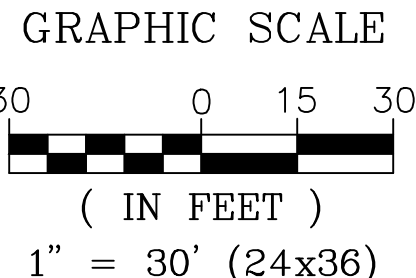
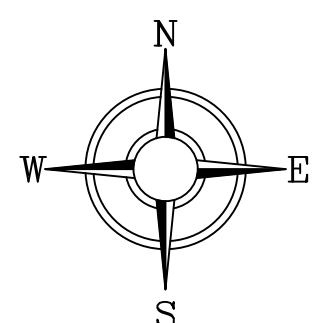
FINAL PLAT

RIVERVIEW COLLECTIVE ON SIXTH

AN ADDITION TO THE CITY OF DAVENPORT, IOWA,
BEING A REPLAT OF PART OF BLOCK 147 IN
LeCLAIRE'S 12TH ADDITION, LOCATED IN THE
SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP
78 NORTH, RANGE 3 EAST OF THE 5TH P.M., SCOTT
COUNTY, IOWA.



LEGEND:
FIELD DIMENSION = 0.00'
DEED DIMENSION = (0.00')
MONUMENTS FOUND AS NOTED =
MONUMENTS SET: #5 REBAR W/ RED CAP
#23503 =
BOUNDARY LINE =
ROAD CENTER LINE =
EASEMENT LINE =
SETBACK LINE =
SECTION LINE =



NOTES:
ALL PUBLIC UTILITIES SHALL BE LOCATED WITHIN EASEMENTS OR PUBLIC RIGHT-OF-WAY.
ALL IMPROVEMENTS TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF DAVENPORT STANDARD SPECIFICATIONS.
SIDEWALKS SHALL BE CONSTRUCTED ALONG ALL STREET FRONTAGES WHEN SO ORDERED BY THE CITY OF DAVENPORT.
SUBDIVISION LOCATED OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN PER FEMA F.I.R.M. #19163C0365F, EFFECTIVE DATE 2/18/11.

- PLAT INFORMATION**
- Area of Subdivision- 1.475 Acres +/- 64,231 Sq. Ft. +/-
 - Owner: City of Davenport
 - Engineer: Townsend Engineering 2224 East 12th Street Davenport, Iowa 52803 Ph: (563) 386-4236
 - Surveyor: Michael D. Richmond 2224 East 12th Street Davenport, Iowa 52803 Ph: (563) 386-4236
 - Attorney: Tom Pastnak 313 W. 3rd Street Davenport, IA 52801

_____ DATE: _____
MEDIACOM

_____ DATE: _____
IOWA - AMERICAN WATER COMPANY

_____ DATE: _____
CENTURY LINK

_____ DATE: _____
MIDAMERICAN ENERGY
APPROVED SUBJECT TO ENCUMBRANCES OF RECORD BY MIDAMERICAN

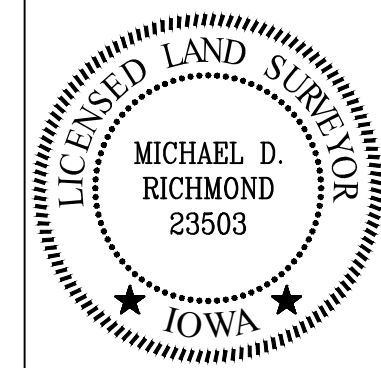
APPROVED BY:
CITY OF DAVENPORT, IOWA

BY: _____

DATE: _____ ATTEST: _____

CITY PLAN & ZONE COMMISSION

BY: _____ DATE: _____



I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly licensed Land Surveyor under the laws of the State of Iowa.

MICHAEL D. RICHMOND
Iowa License Number: 23503
My license renewal date is December 31, 2017
Pages or sheets covered by this seal: ONE

	DATE: 5-23-2017 TE PROJECT NO: 00000.00 563 386.4236 office 386.4231 fax 2224 East 12th Street, Davenport, IA 52803	DRAWN BY: KLC CHECKED BY: MDR DRAWING LOCATION S:\DASSO-ANDREW\6TH STREET DEVELOPMENT\FINAL PLAT.DWG	REVISIONS:		PROJECT 6TH STREET DEVELOPMENT DAVENPORT, IOWA	DEVELOPER ANDREW DASSO 318 E. 3rd Street DAVENPORT, IOWA	SHEET NO. 1 OF 1
			NO.	DESCRIPTION			

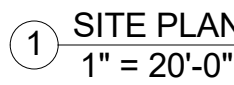




[design] by architects, P.L.C.

Andrew Dasso, AIA
318 E. Third Street
Davenport, IA 52801
309-737-8587
andrew@buildbyarchitects.com

Zach Enderle, AIA
309 S. Main Street, Suite 2
Rockford IL 61101
(815)-904-6666
zach@buildbyarchitects.com



SIXTH STREET DEVELOPMENT

SITE PLAN (6) RESIDENCES

Project number	Project Number
Date	02-12-17
Drawn by	AJD
Checked by	AJD

A101

Scale 1" = 20'-0"

City of Davenport

Agenda Group: Public Safety
Department: Public Safety
Contact Info: Brian
Wards: All

Action / Date
PS7/5/2017

Subject:

Third Consideration: An Ordinance amending Title X entitled "VEHICLES AND TRAFFIC" by amending or adding various sections thereto.

Recommendation:

Consider adoption of the ordinance.

Background:

Sections 1 and 2 of the proposed ordinance clean up issues between the city's current ordinance language and state code provisions. Section 3, which regulates the use of cellphones while driving, incorporates the newly adopted state code provisions in the city code. Section 4 restricts the use of engine brakes on semi-tractors in the city.

ATTACHMENTS:

Type	Description
▣ Cover Memo	AN ORDINANCE AMENDING TITLE TEN BY AMENDING OR ADDING VARIOUS SECTIONS THERETO

REVIEWERS:

Department	Reviewer	Action	Date
Public Safety Committee	Admin, Default	Approved	7/19/2017 - 10:29 AM

ORDINANCE NO.

AN ORDINANCE AMENDING TITLE TEN ENTITLED "VEHICLES AND TRAFFIC" BY AMENDING AND ADDING VARIOUS SECTIONS THERETO OF THE MUNICIPAL CODE OF DAVENPORT, IOWA.

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

Section 1. That Section 10.40.030 of the Municipal Code of Davenport, Iowa, be and the same is hereby amended to read as follows:

10.40.30 Control of vehicle.

A. A person operating a motor vehicle shall have the vehicle under control at all times.

B. A person operating a motor vehicle shall reduce speed to a reasonable and proper rate:

1. when approaching and passing a person walking in the traveled portion of the public highway.

2. when approaching and passing an animal which is being led, ridden or driven upon a public highway.

3. when approaching or traversing a crossing or intersection of public highways, or a sharp turn, curve, or steep descent in a public highway.

4. when approaching and passing an emergency warning device displayed in accordance with rules adopted under Iowa law, or an emergency vehicle displaying a revolving or flashing light or directional light arrow.

5. when approaching or passing a slow moving vehicle displaying a reflective device or flashing light.

6. when approaching or passing through a road work zone.

Section 2. That Section 10.36.050 of the Municipal Code of Davenport, Iowa, be and the same is hereby amended to read as follows:

10.36.050 Striking fixtures.

A person operating a motor vehicle shall not allow said vehicle to strike, hit or collide with any fixture or property legally upon or adjacent to a public street or highway. The driver of any vehicle that does strike, hit or collide with any fixture or property legally upon or adjacent to a public street or highway resulting in damage to such fixture or property shall take reasonable steps to locate and notify the owner or person in possession or charge of the fixture or property or a police officer of such damage and of his or her name and address and the registration number of the vehicle

that caused the damage and shall, upon request, exhibit his or her operator's or chauffeur's license to the owner or person in possession or charge of the fixture or property.

Section 3. That Chapter 10.68 of the Municipal Code of Davenport, Iowa, be and the same is hereby amended by adding a new section 10.68.290 entitled "Use of electronic communication device for texting while driving prohibited" to be read as follows:

10.68.290 Use of electronic communication device for texting while driving prohibited.

No person shall use a hand-held electronic communication device to write, send or view an electronic message while driving a motor vehicle unless the motor vehicle is at a complete stop off the traveled portion of the roadway. This prohibition does not apply to a member of a public safety agency as defined in Iowa Code section 34.1 while performing official duties, a health care professional in the course of an emergency situation or a person receiving safety-related information including emergency traffic or weather alerts. A person violating this section shall be guilty of committing a simple misdemeanor offense subject to a scheduled fine as set by Iowa law.

For purposes of this section a "hand-held electronic communication device" means a mobile telephone or other portable electronic communication device capable of being used to write, send or view an electronic message; but does not include a voice-operated or hands-free device which allows the user to write, send or listen to an electronic message without the use of either hand except to activate or deactivate a feature or function. Hand-held electronic communication device does not include a wireless communication device used to transmit or receive data as part of a digital dispatch system. Hand-held electronic communication device includes a device that is temporarily mounted inside a motor vehicle unless the device is a voice-operated or hands-free device.

For purposes of this section an "electronic message" means images visible on the screen of a hand-held electronic communication device including, but not limited to, a text-based message, an instant message, a portion of electronic mail, an internet site, a social media application, a game or similar content viewable on a hand-held electronic communication device.

For purpose of this section the terms "write", "send", or "view" with respect to an electronic message means the manual entry, transmission or retrieval of an electronic message including the playing, browsing or accessing of an electronic message.

Nothing in this section shall be construed to authorize a peace officer to confiscate a hand-held electronic communication device from the driver or occupant of a motor vehicle as evidence.

Section 4. That Chapter 10.74 of the Municipal Code of Davenport, Iowa, be and the same is hereby amended by adding a new Section 10.74.150 to read as follows:

10.74.150 Engine Brakes Prohibited.

It shall be unlawful for any person to engine brake anywhere within the city limits. Engine braking means any method of slowing diesel trucks in a manner that produces a loud noise, often by venting the cylinder of the diesel engine midway through its cycle causing the engine to absorb power, instead of producing power, thereby slowing the truck's movement down dramatically. Engine braking also means the production of excessive noise produced by diesel engine due to a truck operating with an improperly maintained, defective or modified muffler exhaust system or the use of straight exhaust pipes with no mufflers or baffles. A violation of this section shall be a simple misdemeanor punishable by a fine of \$100.00 plus court costs.

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

Published in the Quad City Times on _____

City of Davenport

Agenda Group: Public Safety
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: 3

Action / Date
7/19/2017

Subject:

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

United Neighbors Inc., Sunshine Festival, August 19, 2017; 4:00 AM - 11:00 PM, Closure
Location: East 8th Street between Harrison and Ripley Streets and the alley north to 9th Street,
Ward 3

Beaux Arts Fund Committee, Beaux Arts Fall Fair, September 8-10, 2017, Closure Location: 2nd
Street between Harrison and Main Streets, Ward 3

J&M Displays, Fireworks for Palmer College Homecoming, August 12th, 7:00 PM until 10:30 PM:
Closure Location: Perry Street from 10th to 12th Streets, Ward 3

J&M Displays, Fireworks for Riverfront Pops Concert ,August 19th, 11:30 AM until 10:00 PM:
Closure Location: Bike Path and sidewalk in shoot area of LeClaire Park, Ward 3

ATTACHMENTS:

Type	Description
▣ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/26/2017 - 12:32 PM

RESOLUTION NO. 2017-

Resolution offered by Alderman Matson

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: United Neighbors Inc.

Event: Sunshine Festival

Date: August 19, 2017

Time: 4:00 AM – 11:00 PM

Closure Location: East 8th Street between Harrison and Ripley Streets and the alley north to 9th Street

Ward: 3

Entity: Beaux Arts Fund Committee Inc.

Event: Beaux Arts Fall Fair

Date: September 8-10, 2017

Time: 12:00 PM September 8th through 7:00 PM September 10th

Closure Location: 2nd Street between Harrison and Main Streets

Ward: 3

Entity: J&M Displays

Event: Fireworks Palmer College and Riverfront Pops Concert

Date: August 12, 2017 and August 19, 2017

Time: 7:00 PM until 10:30 PM (Palmer) and 11:30 AM – 10:00 PM (Pops Concert)

Closure Location: Palmer College- Perry Street from 10th to 12th Street; Pops Concert - Bike path and sidewalk in shoot area

Ward: 3

Approved this 12th day of July, 2017.

Approved:

Attest:



Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

City of Davenport

Agenda Group: Public Safety
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: 1

Action / Date
8/2/2017

Subject:

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

J&M Displays, Palmer Homecoming, August 12, 2017; 7:00 PM until 10:30 PM, Over 50 dBa, Ward 3

J&M Displays, Riverfront Pops Concert, August 19, 2017; 1130 AM until 10:00 PM, Over 50 dBa, Ward 3

United Neighbors Inc., Sunshine Festival, August 19, 2017; 7:00 AM - 7:30 PM, Over 50 dBa

Front Street Brewery, Alternating Currents Event, August 25-26, 2017; 3:00 PM to 11:00 PM, Over 50 dBa

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/26/2017 - 12:32 PM

City of Davenport

Agenda Group: Committee of the Whole

Department: City Clerk

Contact Info: Jackie E Holecek

Wards: 3

Action / Date

8/2/2017

Subject:

Motion approving the Special Occurrence Permit for the City of Davenport, Iowa League of Cities event, September 27, 2017, 3:00 PM to 9:00 PM, Kaiserslautern Square to allow a food trucks to operate for this event.

Background:

Notices were sent to the five businesses with the 200' radius of this location and none of those were return and there was no opposition to holding this event.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Notification Letter and address sent

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/12/2017 - 3:35 PM



NOTICE OF APPLICATION FOR SPECIAL OCCURRENCE LICENSE



**TO ALL PROPERTY OWNERS WITHIN 200 FEET OF THE SUBJECT PROPERTY KNOWN AS:
Kaiserslautern Square located on East Third Street across from the River Center at 136 East Third St**

The City Council at its Committee of the Whole meeting on August 2, 2017 at 5:30 P.M. in Council Chambers at City Hall, 226 West 4th Street Davenport, Iowa will consider the Request of City of Davenport to host a food truck event for the Iowa League of Cities Convention. As a neighboring property owner, you have the opportunity to submit written comments, and/or to appear at the meeting, to express your views on the request described below. If you intend to send in written comments, it is appreciated if those comments could be received by the City Clerk no later than 12:00 PM, 7/26/2017.

The Request is described as follows:

Request of CITY OF DAVENPORT, to host a food truck event for the Iowa League of Cities Convention on September 27, 2017 from 3:00 PM to 9:00 PM

Please feel free to comment on this request. Comments to the City Clerk must be presented in writing/email.

To submit written comments send email to **specialevents@ci.davenport.ia.us** or mail a letter to:
City Clerk/City Hall, 226 West Fourth Street, Davenport, IA 52801

Contact the City Clerk:

Email: specialevents@ci.davenport.ia.us • Phone: 326-6163

Address	Deed1_Name	Deed1_Addr	Deed1_CS2 Deed2_Name
119 E 3RD ST	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPORT IA 52801
115 E 3RD ST	MOSKOWITZ & LLEWELLYN RESTAURA	115 E 3RD ST	DAVENPORT IA 52801
229 BRADY ST	FINANCIAL DISTRICT PROPERTIES UA LLC	201 HARRISON ST STE 402	DAVENPORT IA 52801
{64399290-3206-480B-BAE6-D6F12E09DD3C}			
221 BRADY ST	HILLIER LESTER M	124 W 28TH AV	COAL VALEY IL 61240-9510
217 BRADY ST	PARKWILD PROPERTIES	2550 MIDDLE RD SUITE 300	BETTENDORF IA 52722
{E0D5E755-3902-4E8F-9B62-50698E561CF3}			
201 E 3RD ST	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPORT IA 52801
116 E 3RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
136 E 3RD ST	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPORT IA 52801
{6804A19B-55F5-4A7C-89}	CITY OF DAVENPORT	ATTN: FINANCE DIRECTOR	DAVENPORT IA 52801
200 E 3RD ST	HOTEL BLACKHAWK LLC	C/O ALEX BRAUN	ST LOUIS MO 63110-3875

City of Davenport

Agenda Group: Public Safety
Department: Public Works - Engineering
Contact Info: Gary Statz; (563) 326-7754
Wards: 1

Action / Date
PS8/2/2017

Subject:

Motion approving the petition for an alley light behind 806 S. Gayman Avenue. [Ward 1]

Recommendation:

Approve the motion.

Relationship to Goals:

Upgraded City Infrastructure & Public Facilities

Background:

A petition was received and reviewed for the location on this motion. There is a dark area where the petitioner is requesting a light.

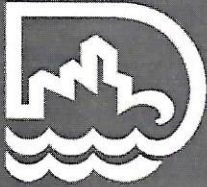
To alleviate this issue a petition has been received and reviewed by Traffic Engineering for an alley light to be installed on an existing wood pole behind 806 S. Gayman Avenue. The pole is at the intersection of S. Gayman Avenue and the alley between Rockingham Rd and Boies Ave. The 100 W equivalent LED light will hang over the alley.

ATTACHMENTS:

Type	Description
Exhibit	PS_MOT_806 S Gayman Ave alley light petition

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 10:45 AM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 10:46 AM
City Clerk	Admin, Default	Approved	7/26/2017 - 12:28 PM



City of Davenport

PETITION FOR PUBLIC LIGHTING

Date 7/16/2017

We, the undersigned residents of the City of Davenport, Iowa,
Request the installation of PUBLIC LIGHTING in/at:

STREET LOCATION _____

or _____

ALLEY LOCATION OFF OF GAYMAN BETWEEN BOIES AND ROCKINGHAM

REASON FOR LIGHT DARK INTERSECTION

RESIDENT(S) SIGNATURE

ADDRESS

PHONE NUMBER

<u>Alon Cassatt</u>	<u>3718 Rockingham Rd</u>	<u>563-362-8491</u>
<u>Anna M. Hitchcock</u>	<u>3717 Boies Avenue</u>	<u>563-326-8840</u>
<u>Barbara Ford</u>	<u>3702 Rockingham Rd</u>	<u>563-570-3402</u>
<u>Repett Hasty</u>	<u>3810 Rockingham Rd</u>	<u>563-650-2287</u>
<u>Varian</u>	<u>806 South gayman Ave</u>	<u>563 505 0720</u>
<u>Misty Edwards</u>	<u>806 1/2 South gayman Ave</u>	<u>563 209 4413</u>
<u>Sylvia Nettles</u>	<u>3713 Boies Ave</u>	<u>309-269-0336</u>
<u>Maule Ray</u>	<u>3651 BOIES AVE</u>	<u>563-320-6159</u>

Please include all residents near the proposed light location.

PETITIONER/CONTACT PERSON

SIGNATURE OF PETITIONER Beau Hines

PRINT NAME BEAU HINES

ADDRESS 3806 ROCKINGHAM RD.

ZIP CODE 52802

PHONE NUMBER 563-726-1204

Return completed form to: City of Davenport Public Works Department
Lighting Petition
1200 East 46th Street, Davenport, IA 52807

For Questions, call:
563-326-7754

City of Davenport

Agenda Group: Public Safety
Department: Finance
Contact Info: Sherry Eastman 326-7795
Wards: Various

Action / Date
PS8/2/2017

Subject:
Motion approving beer and liquor license applications.

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

Ward 2

SNS Mart (Sleesha Mini Mart LLC) - 1715 W Kimberly Rd. - 'Ownership Update' - License Type: C Beer

Ward 3

Barrel House 211 (Barrelhouse LLC) - 207-211 E 2nd St. - Outdoor Area August 25 - 27, 2017
'Alternating Currents Concert Event' - License Type: C Liquor

Front Street Brewery (Front Street Brewery Inc.) - 208 E River Dr. - Outdoor Area August 25 - 26, 2017
'Alternating Currents Concert Event' - License Type: C Liquor

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

Ward 8

Kelly's Irish Pub and Eatery (Kelly's QCA Inc.) - 2222 E 53rd St., Unit 9, 10 & 11 - Outdoor Area August 18 - 19, 2017 - 'Rotary For Kids Fundraiser' - License Type: C Liquor

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

Ward 3

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

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

Radisson Quad City Plaza Hotel (Atrium TRS III, LP) - 111 E 2nd St. - License Type: B Liquor

Ward 4

Dragon Palace (Duong's Enterprise LLC) - 2720 W Locust St., Unit B14 - License Type: B Beer

Ward 6

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

Super Target T-533 (Target Corporation) - 5225 Elmore Ave. - License Type: E Liquor / C Beer / B Wine

Ward 7

The Filling Station (Bar Management LLC) - 305 E 35th St. - Outdoor Area - License Type: C Liquor

Ward 7

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

The Liquor Stop LLC (The Liquor Stop LLC) - 211 W 53rd St. - License Type: E Liquor / C Beer / B Wine

Recommendation:
Consider the license applications.

Relationship to Goals:
Support local businesses.

Background:
The following applications have been reviewed by the Police, Fire and Zoning Departments.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/26/2017 - 4:39 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/26/2017 - 4:39 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 5:27 PM

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy; (563) 327-5105
Wards: 8

Action / Date
PW8/2/2017

Subject:

Resolution of acceptance for the portion of the Eastern Avenue Trail from the Eastern Avenue Library to Veteran's Memorial Parkway; completed by Valley Construction Company with a final cost of \$158,156.92 budgeted in CIP #28002. [Ward 8]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

Work was completed to construct a new, 10' wide, recreational trail along Eastern Avenue. This project has been completed with a total cost of \$158,156.92 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▢ Cover Memo	RES_Eastern Ave. Trail Acceptance

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 11:20 AM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 11:28 AM
City Clerk	Admin, Default	Approved	7/26/2017 - 12:29 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the Eastern Avenue Trail Project; completed by Valley Construction Company. CIP #28002 [Ward 8]

WHEREAS, the City of Davenport entered into a contract with Valley Construction Company of Rock Island, IL

WHEREAS, work on the project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Eastern Avenue Trail Project, with a total cost of \$158,156.92, is hereby accepted.

Passed and Approved this 9th day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Tom Leabhart; (563) 327-5155
Wards: All

Action / Date
PW8/2/2017

Subject:
Resolution approving the plans, specifications, forms of contract and estimated cost for the Sterilite Sanitary Sewer Extension Project, CIP #30039. [Ward 8]

Recommendation:
Approve the resolution.

Relationship to Goals:
A growing local economy.

Background:
This project will extend sanitary sewer from the east end of Research Parkway north to the Sterilite facility located in the southwest corner of Slopertown Road and Division Street (155th Street). As part of the Sterilite development agreement, the city is responsible for the extension of the sanitary sewer to the new facility. TIF is funding the construction thru CIP #30039.

The project is scheduled to be bid in August with construction to be completed by December 2017. The current estimate is \$800,000.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/27/2017 - 10:36 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 10:36 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 11:13 AM

Resolution No. _____

Resolution offered by Alderman Ambrose:

Resolved by the City Council of the City of Davenport.

Resolution approving the plans, specifications, forms of contract and estimated cost for the Sterilite Sanitary Sewer Extension Project, CIP #30039.

Whereas, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the Sterilite Sanitary Sewer Extension Project;

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 for the Sterilite Sanitary Sewer Extension Project.

Passed and approved this 2nd day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Tom Leabhart; (563) 327-5155
Wards: 8

Action / Date
PW8/2/2017

Subject:

Resolution approving the plans, plans, specifications, forms of contract and estimated cost for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP #35029. [Ward 8]

Recommendation:

Approve the resolution.

Relationship to Goals:

A growing local economy.

Background:

This project will construct turn lanes for Sterilite at their truck entrance on Division Street, their employee entrance on Slopertown Road and at the intersection of Slopertown Road and Division Street. As part of the Sterilite development agreement, the City is responsible for these improvements to service the new facility. TIF and RISE Grants are funding the construction thru CIP #35029.

The project is scheduled to be bid in August with construction starting this construction season and completed in the spring of 2018. The current estimate is \$3,700,000.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	RES Pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/27/2017 - 9:57 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 9:57 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 11:13 AM

Resolution No. _____

RESOLUTION offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

Resolution approving the proposed plans, specifications, form of contract and estimate of cost for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP Project #35029.

WHEREAS, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the Sterilite Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP Project #35029.

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 Roadway Improvement Project, Slopertown Road and Division Street (155th Ave.), CIP Project #35029.

Passed and approved this 2nd day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy (563) 327-5105
Wards: 6

Action / Date
PW8/2/2017

Subject:

Resolution of acceptance for the Duck Creek Golf Course Renovation Project; completed by Big Dog Construction Company with a final cost of \$77,691.58 budgeted in CIP #64024. [Ward 6]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

This project was a major renovation to the aging Duck Creek Golf Course Clubhouse. The completed project created a larger, updated, single room space which will allow for improved seating and golf outing space. Renovations also created interior access to the restrooms, which were previously only accessible from the outside of the building.

The renovation project has been completed with a total contract cost of \$77,691.58 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 11:06 AM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 11:14 AM
City Clerk	Admin, Default	Approved	7/26/2017 - 12:28 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the Duck Creek Golf Course Renovation Project; completed by Big Dog Construction Company with a final cost of \$77,691.58 budgeted in CIP #64024.

WHEREAS, the City of Davenport entered into a contract with Big Dog Construction Company of Davenport, IA

WHEREAS, work on the project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Duck Creek Golf Course Renovation Project, with a total contract cost of \$77,691.58, is hereby accepted.

Passed and approved this 9th day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy; (563) 327-5105
Wards: 3

Action / Date
PW8/2/2017

Subject:

Resolution of acceptance for the West River Drive Relief Sewer Project; located along the 2000 block of W. River Drive and completed by Langman Construction LLC with a final cost of \$77,578.02 budgeted in CIP #30016. [Ward 3]

Recommendation:

Pass the resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

This project removed a known source of Infiltration & Inflow (I&I) into the City's sanitary sewer system by disconnecting and abandoning a section of existing 27" sewer main and constructing a new sewer main and laterals for businesses along West River Drive.

This project has been completed with a total contract cost of \$77,578.02 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2
▣ Backup Material	Map

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 12:27 PM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 12:35 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 5:28 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the West River Drive Relief Sewer Project; located along the 2000 block of W. River Drive and completed by Langman Construction LLC with a final cost of \$77,578.02 budgeted in CIP #30016. [Ward 3]

WHEREAS, the City of Davenport entered into a contract with Langman Construction LLC of Rock Island, IL

WHEREAS, work on the project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the West River Drive Relief Sewer Project, with a total contract cost of \$77,578.02, is hereby accepted.

Passed and Approved this 9th day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport Sewer Map



July 28, 2017

 Pump Stations

 INLET

 TRIPLE CATCH BASIN

 Storm Pipe

Storm Inlets

 SINGLE CATCH BASIN

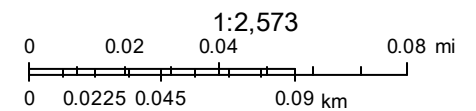
 FES INLET

 Storm Outfalls

 BEE HIVE

 DOUBLE CATCH BASIN

 Storm Manholes



Copyright:© 2014 Esri
Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS
Copyright:© 2014 Esri | Scott County Iowa, Bi-State Regional Commission |

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Lesley Eastlick 563-326-7729
Wards: 3

Action / Date
PW8/2/2017

Subject:

Resolution approving the plans, specifications and cost of the 3rd St. and Ripley St. Sewer Project, with an estimated cost of \$90,000 budgeted in CIP #30037. [Ward 3]

Recommendation:

Pass the resolution.

Relationship to Goals:

Enhance quality of life.

Background:

A blind connection exists between two sanitary sewer lines at the intersection of 3rd Street and Ripley Street. To be able to access the pipe that runs east of the Ripley Street line, a manhole must be constructed. The cost for the project is approximately \$90,000.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2
▣ Exhibit	Exhibit

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 12:24 PM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 12:24 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 12:28 PM

Resolution No. _____

Resolution offered by Alderman Ambrose:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the plans, specifications and cost of the 3rd St. and Ripley St. Sewer Project, with an estimated cost of \$90,000 budgeted in CIP #30037.

WHEREAS, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the 3rd Street and Ripley Street Sewer project,

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 for the 3rd Street and Ripley Street Sewer project.

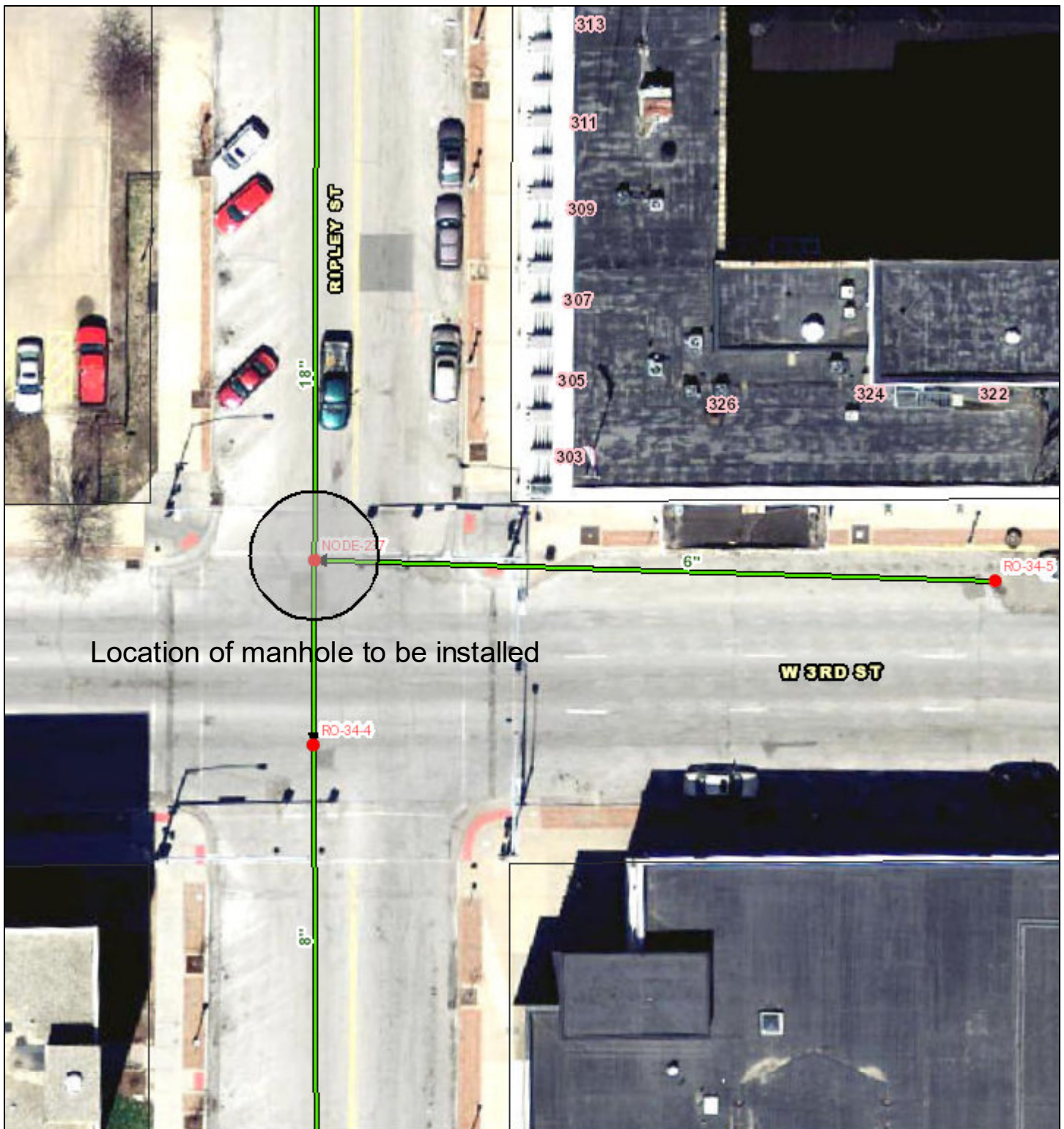
Approved:

Attest:

Frank Klipsch, Mayor

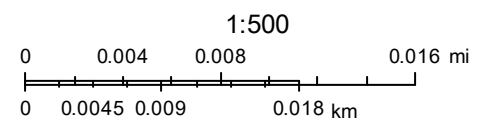
Jackie E. Holecek, MMC, City Clerk

3rd Street and Ripley Street Sewer Project



July 26, 2017

- | | |
|--------------------------|---------------------------------|
| Pump Stations | City Limit |
| Sanitary Manholes | Creeks |
| PUBLIC MANHOLE | Named Creeks |
| PRIVATE MANHOLE | Unnamed Tributaries |
| Sanitary Sewers | Piped Creeks |
| PUBLIC MAIN | Street Centerline (Labels only) |
| PRIVATE MAIN | |



Copyright:© 2014 Esri
Scott County Iowa, Bi-State Regional Commission

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Lesley Eastlick 563-326-7729
Wards: 5

Action / Date
PW8/2/2017

Subject:

Resolution to approve the plans, specifications, form of contract and estimated cost for the 50/50 Alley Resurfacing Project - between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue. The anticipated cost is \$75,000 and will be funded through CIP #35017, with 50% to be paid by St. Paul Catholic Church. [Ward 5]

Recommendation:

Pass the resolution.

Relationship to Goals:

Enhance quality of life.

Background:

The alley between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue has deteriorated and is in need of reconstruction. Through the 50/50 program, St. Paul Catholic Church has requested to reconstruct the alley. Instead of going through the assessment process, the church has agreed to pay the entire 50% not paid by the City.

The estimated cost is \$70,000 which is within the existing budget. St. Paul will pay 50% of the total cost.

ATTACHMENTS:

Type	Description
▣ Exhibit	Rusholme Alley Exhibit
▣ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 12:41 PM
Public Works Committee	Lechvar, Gina	Approved	7/26/2017 - 12:49 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 5:28 PM

Rusholme Alley Resurfacing

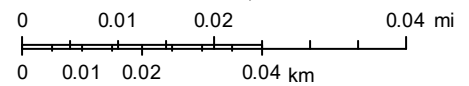


July 26, 2017

1:1,269

Address Points

Piped Creeks



City Limit

Street Centerline (Labels only)

Creeks



Parcels



Parks

Named Creeks

Unnamed Tributaries

Copyright:© 2014 Esri
Scott County Iowa, Bi-State Regional Commission

Resolution No. _____

Resolution offered by Alderman Ambrose:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION to approve the plans, specifications, form of contract and estimated cost for the 50/50 Alley Resurfacing project - between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue. The anticipated cost is \$75,000 and will be funded through CIP #35017, with 50% to be paid by St. Paul Catholic Church.

WHEREAS, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the 50/50 Alley Resurfacing project - between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue,

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 for the 50/50 Alley Resurfacing project - between E. Rusholme Street and E. Denison Avenue from Carey Avenue to Tremont Avenue.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Amy Kay 536-327-5160
Wards: 3

Action / Date
PW8/2/2017

Subject:

Motion ratifying and approving a contract amendment to Precision Builders, LeClaire, IA for additional grading and clearing of tree debris to complete the Topsoil and Alternate Seed Project at Goose Hollow (Bid #17044). Total project cost is \$53,000. [Ward 3]

Recommendation:

Approve the motion.

Relationship to Goals:

Enhance Quality of Life

Background:

This project is to complete grading, seeding and community beautification on a city owned parcel that was used as a fill site in a residential area. Completing the tree debris, grading, topsoil and seeding work will enhance this neighborhood, provide a visual extension of Harrington Park and allow for Parks to provide a sledding hill for the neighborhood in the winter.

Clean Water staff will provide quality assurance inspections. Some of the grading and topsoil delivery was completed by City Staff. The project will be completed by Precision Builders.

The anticipated total cost for this project will total \$53,000.00 for the with funds to be drawn from the Clean Water Fund; account 51251980-520228.

SUMMARY OF CONTRACT AMOUNT:

Original Contract:	\$43,550.00
Previous change orders:	\$.00
<u>Change orders 1&2:</u>	<u>\$ 9,450.00</u>
Amended Contract Amount	\$53,000.00

ATTACHMENTS:

Type	Description
Backup Material	CO #1

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/26/2017 - 12:21 PM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 11:40 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 12:01 PM



City of Davenport

Public Works Department

1200 East 46th Street • Davenport, Iowa 52807

Telephone: 563-326-7923 Fax: 563-327-5182

APPROVALS

ENGINEERING ADMIN MNG
(Work is Needed)

CAPITAL MANAGER
(Funds are Available)

CHIEF OF DESIGN/CONSTR
(Work is Necessary)

DEPUTY PW DIRECTOR/CITY ENGINEER
(Approval)

CONTRACTOR: Precision Builders

ADDRESS: 1503 Holland Street, LeClaire, Iowa 52753

PROJECT TITLE: Topsoil and Alternate Seed (Goose Hollow) Bid # 17044

Description to Contractor

CHANGE ORDER DESCRIPTION:

1. Additional cost to remove tree debris (\$4,650.00) and perform additional grubbing and grading (\$4,800.00) for a total of \$9,450.00.

Cost: \$9,450.00

Working Days Adjustment: None

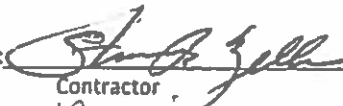
SUMMARY OF CONTRACT AMOUNT:

Original Contract:	\$ 43,550.00
Previous Additions to Contract	\$ 0.0
<u>This Change Order</u>	<u>\$ 9,450.00</u>

Amended Contract Amount: \$ 53,000.00

Recommend/Approved: _____
(Up to \$5,000) Project Manager

Date: _____

Recommend/Approved: 
Contractor

Date: 7/25/17

Recommend/Approved: 
(Up to \$15,000) Nicole Gleason, Public Works Director

Date: 7/26/17

Recommend/Approved: _____
(Up to \$50,000) Corri Spiegel, City Administrator

Date: _____

Recommend/Approved: _____
(Over \$50,000) City Clerk, City of Davenport

Date: _____

Required: Green Sheet Resolution to Approve

Council Meeting Date: _____

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Nicole Gleason; (563) 327-5150
Wards: 7

Action / Date
PW8/2/2017

Subject:

Resolution awarding a contract for the Junge Park ADA Accessibility Project to Kelly Construction Company of Davenport, IA in the amount of \$154,921.50 budgeted in CIP #10118. [Ward 7]

Recommendation:

Approve the resolution.

Relationship to Goals:

Financially Responsible City Government.

Background:

An Invitation to Bid was issued on June 22, 2017 and sent to 196 vendors. On July 13, 2017, the Purchasing Division opened and read three bids. Because the bids were so close, and the lowest bid was from a company outside of Davenport, the 1% Local Preference rule goes into effect. The 1% Local Preference Rule states that if the second lowest bid is from a business that is located within the property tax paying boundaries of Davenport, and their bid is within 1% of the low bid, the bid will be awarded to the Davenport company. (See attached bid tab.)

The recommended award is to Kelly Construction Company of Davenport for \$154,921.50.

This project is to pour concrete at the ball field(s) at Junge Park to make it ADA accessible.

Funding for this project is from the CIP #10118 Ball Field ADA Accessibility account . These funds are from the sale of general obligation bonds.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW_RES Junge Park ADA Accessibility
▣ Cover Memo	Bid Tab - Junge Park ADA Accessibility

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Rejected	7/26/2017 - 12:34 PM
Public Works - Admin	Keller, Kristi	Approved	7/27/2017 - 9:17 AM
Public Works - Admin	Lechvar, Gina	Approved	7/27/2017 - 9:39 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 9:40 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 9:45 AM

Resolution No. _____

Resolution offered by Alderman Ambrose:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION awarding a contract and conditionally approving the contract and bond for the Junge Park ADA Accessibility project to Kelly Construction of Davenport, Inc. of Davenport IA in the amount of \$154,921.50.

WHEREAS, the Junge Park ADA Accessibility project was duly advertised and published according to state laws: and

WHEREAS, three bids were received at the appointed time and place for the bid opening,

WHEREAS, the applicable purchasing process was followed resulting in a recommendation to award to Kelly Construction of Davenport, Inc. of Davenport IA,

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that the contract for the above said work be awarded to Kelly Construction of Davenport Inc., using the 1% local preference rule.

BE IT FURTHER RESOLVED: that expenditures of the full budgeted amount of \$154,921.50 is hereby authorized; and

BE IT FURTHER RESOLVED: that the mayor is hereby authorized and directed to sign said contract for and on behalf of the City of Davenport, Iowa; and

BE IT FURTHER RESOLVED: that, upon approval by City staff, the executed contract and bond are hereby approved.

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

CITY OF DAVENPORT, IOWA
INVITATION TO BID RESPONDENTS

DESCRIPTION: JUNGE PARK ADA ACCESSIBILITY
BID NUMBER: 17-131
OPENING DATE: JULY 13, 2017
GL ACCOUNT: 74002695 530350 10118 CIP BALL FIELD ADA ACCESSIBILITY
RECOMMENDATION: AWARD THE CONTRACT TO KELLY CONSTRUCTION OF DAVENPORT

<u>VENDOR NAME</u>	<u>AMOUNT</u>
Kelly Construction Company of Davenport	\$154,921.50*
Emery Construction Group Inc of Moline, IL	\$154,855.39
Estes Construction of Davenport	\$155,868.00

* 1% Local Preference Rule states that if the second lowest bid is from a business that is located within the property tax paying boundaries of Davenport, and their bid is within 1% of the low bid; the bid will be awarded to the Davenport company.

Prepared By Krista Keller
Purchasing

Approved By Nicole Gleason
Department Director

Approved By Branche Coe
Budget/CIP

Approved By [Signature]
Finance Director

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Sandy Doran 326-7756
Wards: 2,5,6&7

Action / Date
PW8/2/2017

Subject:

Resolution approving the contract for the Duck Creek South Interceptor Rehabilitation Project from SAK Construction, LLC at the price of \$3,639,827.00 and authorizing Mayor Frank Klipsch to sign and manage any related agreements, CIP #00200. [Wards 2,5,6&7]

Recommendation:

Approve the Resolution.

Relationship to Goals:

Financially responsible city government.

Background:

A Request for Bid was issued on May 31, 2017 and was sent to 365 contractors. On July 20, 2017 the Purchasing Division received and opened five responsive and responsible bids. SAK Construction, LLC of O'Fallon, MO was the lowest bidder and is recommended for the award.

The project is for repairs needed to reduce Inflow and Infiltration in the Old Duck Creek Interceptor. Through televising and field inspections, pipe structural deficiencies, open joints, and manhole repairs were found that are allowing inflow and infiltration into the interceptor sewer and collection system. The technical specifications/engineering drawings include various strategies such as cured-in-place pipe lining (CIPP), pipe repairs, spray-applied materials, casting and adjusting ring replacement, chimney seals and total manhole replacement.

A public hearing was held on May 3, 2017 and was passed at a subsequent meeting. Strand Associates, Inc. prepared the plans and specifications for the project with the City's Engineering Division. The project is estimated to take approximately two years to complete.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution pg 2
▣ Backup Material	Bid Tabulation

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/28/2017 - 12:00 PM
Public Works Committee	Lechvar, Gina	Approved	7/28/2017 - 12:00 PM
City Clerk	Admin, Default	Approved	7/28/2017 - 12:06 PM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the Duck Creek South Interceptor Rehabilitation Project from SAK Construction, LLC at the price of \$3,639,827.00 and authorizing Mayor Frank Klipsch to sign and manage any related agreements.

WHEREAS, the City needs to rehabilitate the Duck Creek South Interceptor and

WHEREAS, the applicable purchasing process was followed resulting in a recommendation to award to SAK Construction, LLC;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the contract for the Duck Creek South Interceptor Project from SAK Construction, LLC is hereby approved; and
2. Mayor Frank Klipsch 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
REQUEST FOR BIDS RESPONDENTS

DESCRIPTION: DUCK CREEK SOUTH INTERCEPTOR REHAB PROGRAM
BID NUMBER: 17-111
OPENING DATE: JULY 20, 2017
RECOMMENDATION: AWARD THE CONTRACT TO SAK CONSTRUCTION, LLC OF
O'FALLON, MO

<u>VENDOR NAME</u>	<u>LOCATION</u>	<u>AMOUNT</u>
SAK CONSTRUCTION, LLC	O'FALLON, MO	\$3,639,827.00
LAMETTI & SONS, INC	HUGO, MN	\$4,009,970.00
VISU-SEWER, INC	PEWAUKEE, WI	\$4,780,925.35
INSITUFORM TECHNOLOGIES USA, LLC	CHESTERFIELD, MO	\$4,998,741.70
MUNICIPAL PIPE TOOL CO LLC	HUDSON, IA	\$8,157,768.36

Prepared By Cindy Whitaker
Purchasing

Approved By Nicole Gleason
Department Director

Approved By Beardi Coy
Budget/CIP

Approved By BN
Finance Director

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy (563) 327-5105
Wards: 4

Action / Date
PW8/2/2017

Subject:

Resolution of acceptance for the Itsy Bitsy Spider playground improvement project at the Fejervary Park Learning Center, with a final cost of \$81,470.04 budgeted in CIP #64038. [Ward 4]

Recommendation:

Pass the Resolution

Relationship to Goals:

Welcoming Neighborhoods

Background:

This project installed new play and climbing equipment which includes interactive areas and water features; while continuing the nursery rhyme theme at the Learning Center. This project has been completed with a cost of \$81,470.04 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/28/2017 - 12:05 PM
Public Works Committee	Lechvar, Gina	Approved	7/28/2017 - 12:05 PM
City Clerk	Admin, Default	Approved	7/28/2017 - 12:06 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the Itsy Bitsy Spider playground improvement project at the Fejervary Park Learning Center, with a final cost of \$81,470.04 budgeted in CIP #64038.

WHEREAS, the City of Davenport entered into an agreement with Kelly Construction of Davenport, Iowa

WHEREAS, work on this project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Itsy Bitsy Spider playground improvement project at Fejervary Park, with a cost of \$81,470.04, is hereby accepted.

Passed and Approved this 9th day of August, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Clay Merritt (563)888-3055
Wards: All

Action / Date
PW8/9/2017

Subject:

Resolution approving the second year option for the sidewalk program to Kelly Construction Inc. of Davenport, Iowa in the amount of \$350,000 funded in CIP #28017. [All Wards]

Recommendation:

Approve the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

On July 13, 2016, the City Council approved the FY2017 Sidewalk Program contract to Kelly Construction Inc. In the specifications of the bid it was clearly stated that this was a one-year contract, with a possible one-year renewal, if all parties agreed. Kelly Construction Inc. has performed successfully under this contract and Public Works staff recommends approving the one-year renewal in the amount of \$350,000.

The sidewalk program is used to construct new and repair existing sidewalk. Locations are based on residents that have elected to utilize the 50/50 cost share program, Cartegraph requests, areas where city tree roots have caused problems, and where sidewalk connections are needed.

Funding for this change of scope to the contract will be taken from 2018. These funds are from the sale of general obligation bonds.

SUMMARY OF CONTRACT AMOUNT:

Original Contract	\$ 372,873.50
Previous Change Orders	\$ 70,000.00
<u>This Change Order</u>	<u>\$ 350,000.00</u>

Amended Contract	\$ 792,873.50
------------------	---------------

ATTACHMENTS:

Type	Description
□ Resolution Letter	Page 2 Resolution
□ Backup Material	Change Order Form

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/27/2017 - 10:16 AM
Public Works Committee	Lechvar, Gina	Approved	7/27/2017 - 10:16 AM
City Clerk	Admin, Default	Approved	7/27/2017 - 11:13 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the second year option for the sidewalk program to Kelly Construction Inc. of Davenport, Iowa in the amount of \$350,000 funded in CIP #28017.

WHEREAS, the City of Davenport entered into a contract Kelly Construction Inc. for the Sidewalk Program in FY 2017,

WHEREAS, the City of Davenport will exercise the second year option therefore extending the contract in the amount of \$350,000,

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the second year option for the contract is hereby approved.

Passed and approved this 9th day of August, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, City Clerk



City of Davenport

Public Works Department

1200 East 46th Street • Davenport, Iowa 52807
Telephone: 563-326-7923 Fax: 563-327-5182

APPROVALS

ENGINEERING ADMIN MNG _____
(Work is Needed)

CAPITAL MANAGER _____
(Funds are Available)

CHIEF OF DESIGN/CONSTR _____
(Work is Necessary)

DEPUTY PW DIRECTOR/CITY ENGINEER _____
(Approval)

CONTRACTOR: Kelly Construction Inc
ADDRESS: 5122 W Kimberly Rd, Davenport, IA 52806

PROJECT TITLE: FY 2017/2018 Sidewalk Repair Program

Description to Contractor

CHANGE ORDER DESCRIPTION:

1. On July 13, 2016, the City Council approved the FY 2017 Sidewalk Repair Program contract to Kelly Construction Inc. In the specifications of the bid it was clearly stated that this was a one-year contract, with a possible one-year renewal, if all parties agreed. Kelly Construction Inc. has performed successfully under this contract and Public Works staff recommends approving the one-year renewal in the amount of \$350,000.

Cost: 350,000
Working Days Adjustment: 0

SUMMARY OF CONTRACT AMOUNT:

Original Contract:	\$ 372,873.50
Previous Additions to Contract	\$ 70,000.00
<u>This Change Order</u>	<u>\$ 350,000.00</u>

Amended Contract Amount: \$ 792,873.50

Recommend/Approved: _____
(Up to \$5,000) Project Manager

Date: _____

Recommend/Approved: _____
Contractor

Date: _____

Recommend/Approved: _____
(Up to \$15,000) Nicole Gleason, Public Works Director

Date: _____

Recommend/Approved: _____
(Up to \$50,000) Corrin Spiegel, City Administrator

Date: _____

Recommend/Approved: _____
(Over \$100,000) City Clerk, City of Davenport

Date: _____

Required: Green Sheet Resolution to Approve Council Meeting Date: _____

City of Davenport

Agenda Group: Finance
Department: Administration
Contact Info: Scott Hock x7817
Wards: All

Action / Date
8/2/2017

Subject:

Resolution allowing the Parks and Recreation Department to proceed with a State of Iowa REAP (Resource Enhancement and Protection) grant application in the amount of \$300,000 for Veterans Memorial Park River Overlook.

Recommendation:

Adopt the resolution.

Relationship to Goals:

Revitalized Neighborhoods & Corridors.

Background:

Located on 43 acres off Marquette Street west of downtown Davenport, Veterans Memorial Park honors the 46,000 Quad Citizens who served in the military, while improving access to and the aesthetics of the riverfront as part of the regional vision to create a “cool, creative, connected” community.

In 2012, Davenport invested nearly \$500,000 to install signage, flag poles, landscaping, and lighting in the park. The memorial currently consumes about 2 acres; our overall vision expands the memorial to encompass the entire 43 acres in the park. Davenport Parks, working with the Levee Improvement Commission and the Friends of Veterans Memorial Park Committee, now are seeking REAP funding for the River Overlook phase of park development. Specifically, we seek funds from the Iowa Department of Natural Resources Resource Enhancement and Protection (REAP) grant to begin this phase of the project that will:

- (1) Create a special connection between the current park and the Mississippi River;
- (2) Provide an overlook area for park and trail users to enjoy the Mississippi River; and
- (3) Add hardscape, signs, trees and ground cover, to improve the aesthetic appeal and safety of the area.

These improvements will enhance the overall experience of park and bike path users, provide places where visitors can sit to reflect upon the memorial or the river, converse, or just relax in the midst of nature. All totaled, these improvements move us one step closer to our goal of creating a place to honor the service of our veterans while converting this former city landfill into an amenity of pride along the majestic Mississippi River. The ultimate plan places the memorial as part of a river overlook with views from the river and downtown Davenport and Rock Island.

The total amount requested from REAP is \$300,000.

ATTACHMENTS:

Type	Description
□ Resolution Letter	RES REAP Grant VMP 2017

REVIEWERS:

Department	Reviewer	Action	Date
Administration	Admin, Default	Approved	7/27/2017 - 2:41 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/27/2017 - 3:06 PM
City Clerk	Admin, Default	Approved	7/27/2017 - 3:59 PM

Resolution No. _____

Resolution offered by Alderman Tompkins

RESOLVED by the City Council of the City of Davenport.

RESOLUTION allowing the Parks and Recreation Department to proceed with a State of Iowa REAP (Resource Enhancement and Protection) grant application toward supplemental monies to further develop Veterans Memorial Park.

WHEREAS, because of strong public support, further *RiverVision*-related riverfront development continues, and together with River Heritage Park to the east, Veterans Memorial Park provides a bookend to the west.

AND WHEREAS, located on 43 acres off Marquette Street west of downtown Davenport, Veterans Memorial Park honors the 46,000 Quad Citizens who served in the military, while improving access to and the aesthetics of the riverfront as part of the regional vision to create a “cool, creative, connected” community;

AND WHEREAS, in 2012, Davenport invested nearly \$500,000 to install signage, flag poles, landscaping, and lighting in the park. The memorial currently consumes about 2 acres; our overall vision expands the memorial to encompass the entire 43 acres in the park. Davenport Parks, working with the Levee Improvement Commission and the Friends of Veterans Memorial Park Committee, now are seeking REAP funding for the next phase of park development. Specifically, we seek funds from the Iowa Department of Natural Resources Resource Enhancement and Protection (REAP) grant to begin the River Overlook phase of the project that will: (1) Create a special connection between the current park and the Mississippi River; (2) Provide an overlook area for park and trail users to enjoy the Mississippi River; and (3) Add hardscape, signs, trees and ground cover, to improve the aesthetic appeal and safety of the area;

AND WHEREAS, these improvements will enhance the overall experience of park and bike path users, provide places where visitors can sit to reflect upon the memorial or the river, converse, or just relax in the midst of nature. All totaled, these improvements move us one step closer to our goal of creating a place to honor the service of our veterans while converting this former city landfill into an amenity of pride along the majestic Mississippi River. The ultimate plan places the memorial as part of a river overlook with views from the river and downtown Davenport and Rock Island.

AND WHEREAS: we now are seeking \$300,000 in State of Iowa REAP funding for the next phase of park development.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Parks and Recreation Department proceed with a State of Iowa REAP (Resource Enhancement and Protection) grant application toward supplemental monies to further develop Veterans Memorial Park.

Attest:

Approve:

Jackie E. Holecek, MMC
Deputy City Clerk

Frank Klipsch
Mayor

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Amy Groskopf
Wards: 3

Action / Date
FIN8/2/2017

Subject:

Resolution awarding a contract for the Main Library air handler replacement to Johnson Controls of Moline IL, in the amount of \$578,580.CIP 66008 [Ward 3]

Recommendation:

Approve the Resolution.

Relationship to Goals:

Financially Responsible City Government.

Background:

An Invitation to Bid was issued on June 12, 2017 and sent to 475 vendors. On July 5, 2017, the Purchasing Division opened and read two bids. (See attached bid tab.)

The air handlers have reached their life expectancy and are in need of replacement. This project was budgeted as part of the Main Library Facility Upgrade.

This award recommendation was approved by the Library Board of trustees as the lowest responsive and responsible vendor for the air handler project.

Funding for this project is from CIP account #66008 Main Library Facility Upgrades. These funds are from the sale of general obligation bonds.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	FIN_RES Main Library Facility Air Handler Replacements
▣ Backup Material	Bid Tab - Main Library Facility Air Handler

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/27/2017 - 1:57 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/27/2017 - 1:57 PM
City Clerk	Admin, Default	Approved	7/27/2017 - 2:40 PM

Resolution No. _____

Resolution offered by Alderman Tompkins:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION awarding a contract for the Main Library Facility Air Handler Replacement to Johnson Controls of Moline IL, for the price of \$578,580, and authorizing Mayor Frank Klipsch or designee to sign any related agreements.

WHEREAS, the City needs to contract the replacement of the air handlers at the Main Library Facility; and

WHEREAS, the applicable purchasing process was followed resulting in a recommendation to award to Johnson Controls of Moline IL;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the contract for the air handler replacement at the Main Library 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, IOWA
BID TABULATION

DESCRIPTION: MAIN LIBRARY AIR HANDLER UNIT
BID NUMBER: 17-126
OPENING DATE: JULY 5, 2017
GL ACCOUNT: 78005698 530350 66008 WITH A BALANCE OF \$575,000
AND 77013695 530350 10112 WITH A BALANCE OF \$9,468
RECOMMENDATION: AWARD THE PURCHASE TO JOHNSON CONTROLS
OF MOLINE IL

<u>VENDOR NAME</u>	<u>AMOUNT</u>
Johnson Controls of Moline IL	\$578,580
Northwest Mechanical Inc of Davenport IA	\$698,749

Prepared By Kristi Keller
Purchasing

Approved By [Signature]
Department Director

Approved By Brandi Coz
Budget/CIP

Approved By [Signature]
Finance Director

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Andy Dibbern 326-7967
Wards: 3

Action / Date
FIN8/2/2017

Subject:

Motion awarding the purchase of 40 packaged terminal air conditioner (PTAC) units to GA Larson Co. of Des Moines, IA in the amount of \$50,600. CIP 23015 [Ward 3]

Recommendation:

Approve the motion.

Relationship to Goals:

Financially Responsible City Government.

Background:

A Request for Written Quotes was awarded to GA Larson Co. on December 8, 2016. The original purchase was for 20 units for a total cost of \$25,300. GA Larson Co. has agreed to sell the city an additional 40 units at the original quoted amount of \$1,265.00 each unit for a total of \$50,600.00

The PTAC Units will be used for the resident apartments at the Heritage Highrise.

Funding for the purchase is from CIP 23015 with an available amount of \$60,000.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/26/2017 - 5:10 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/26/2017 - 5:10 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 5:27 PM

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Nicole Gleason 327-5150
Wards: All

Action / Date
FIN8/2/2017

Subject:

Motion awarding the purchase of 24 radar speed signs with data collection to RadarSign LLC of Alpharetta GA, in the amount of \$65,808. [All Wards]

Recommendation:

Approve the Motion.

Relationship to Goals:

Financially Responsible City Government.

Background:

A Request for Proposals was issued on June 9, 2017, and sent to 201 vendors. On July 5, 2017, the Purchasing Division opened and read 8 bids. (See attached bid tab.)

These portable radar speed signs which display vehicle speed to drivers, will be used in different areas of the city. Resident and visitor safety is a top priority. Excessive motor vehicle speed increases the probability of motorists and pedestrian death and serious injuries in crashes. Speed measuring signs monitor and inform drivers of vehicle speed with a goal to gain voluntary compliance with the posted speed limit. Additional features of these signs include speed data collection to help efficiently determine the scope of the speeding problems, including times and days of the week when problems occur.

A committee consisting of Traffic Engineering and Police Department staff evaluated the eight proposals submitted on the following criteria: (1) Total cost of portable speed signs - 40%; (2) Delivery date after purchase order is received - 15%; (3) Quality of the fixtures/warranty - 30%; and (4) Experience on similar projects/references - 15%.

Funding for this purchase is account 54702031 530303 Streets Operating Equipment fund, funded with Road Use Tax funds, with a current balance of \$16,379.53 and account 50102580 520201 Forfeiture and Seizure funds with a current balance of \$286,576.18.

ATTACHMENTS:

Type	Description
▣ Backup Material	Bid Tab - Radar Speed Signs w/ Data Collection

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/27/2017 - 2:00 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/27/2017 - 2:00 PM
City Clerk	Admin, Default	Approved	7/27/2017 - 2:40 PM

CITY OF DAVENPORT, IOWA
PROPOSAL SUBMITTAL TABULATION

DESCRIPTION: 24 RADAR SPEED SIGNS

BID NUMBER: 17-127

OPENING DATE: JULY 5, 2017

GL ACCOUNT: 50102580 520201 AND 54702031 530303

RECOMMENDATION: AWARD THE PURCHASE TO RADARSIGN LLC OF
ALPHARETTA GA

<u>VENDOR NAME</u>	<u>AMOUNT</u>
Radarsign LLC of Alpharetta GA	\$65,808
All Traffic Solutions Inc. of Herndon VA	\$70,692
Decatur Electronics Inc of Santee CA	\$88,530
Mobotrex Inc of Mesa AZ	\$165,048
Racom Inc of Davenport	\$117,552
Stalker Radar of Richardson TX	\$92,376
Traffic Control Corporation of Ankeny IA	\$92,376
Traffic Parts Inc of Spring TX	\$66,000/without data collection

Prepared By Kristi Keller
Purchasing

Approved By Nicole Gleason
Department Director

Approved By Jaime Garner
Budget/CIP

Approved By BW
Finance Director

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Kristi Keller 888-2077
Wards: All

Action / Date
FIN8/2/2017

Subject:

1. Communications Engineering, Inc. - PW Annual Radio System Maintenance - Amount: \$39,374
2. Integrated Data Products, Inc. - OnBase Annual Maintenance - Amount: \$38,620
3. Charles Noyd - Collins House Roof Replacement - Amount: \$23,500
4. Ion Wave Technologies, Inc. - eBidding System Annual Subscription - Amount: \$17,000
5. Zoll Data Systems, Inc. - RMS for Fire Dept. Annual Subscription - Amount: \$13,411
6. West Interactive Services Corp. - CivicLive Annual Support & Maintenance - Amount: \$12,000

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/26/2017 - 4:47 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/26/2017 - 4:47 PM
City Clerk	Admin, Default	Approved	7/26/2017 - 5:27 PM