

COMMITTEE OF THE WHOLE

City of Davenport, Iowa

Wednesday, July 19, 2017; 5:30 PM

City Hall, 226 West 4th Street, Council Chambers

- I. Moment of Silence
- II. Pledge of Allegiance
- III. Administration of Oaths of Office
 - A. Marion Meginnis, Third Ward Alderman
- IV. Roll Call
- V. Meeting Protocol and Decorum
- VI. City Administrator Update
- VII. 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 of \$250,000 for the 2507 Chippewa Ct sewer separation project, CIP #01788. [Ward 3]

VIII. Presentations

- IX. Petitions and Communications from Council Members and the Mayor
- X. Action items for Discussion

COMMUNITY DEVELOPMENT

Ald. Kyle Gripp, Chairman

I. COMMUNITY DEVELOPMENT

- 1. First 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 for Case No. FDP17-04: Final Development Plan for proposed 156,170 square foot Costco retail store, proposed location north of the intersection of Fairhaven Road and E. 53rd Street. [Ward 6]
3. Resolution approving Case No. F17-13 being the final plat of Crow Valley Plaza Tenth Addition, being in part a replat of Lot 1 of Midland Group Addition, Lot 1 of Crow Valley Plaza Second Addition and Lot 1 of Crow Valley Plaza Seventh Addition, located north of East 56th Street and east of Utica Ridge Road, containing four (4) commercial lots on 35.30 acres, more or less. [Ward 6]
4. Motion approving the Annual Action Plan, for Year 43 (July 1, 2017 - June 30, 2018) for the CDBG and HOME Programs, which includes updated CAC recommendations for CDBG allocations and authorizing the City Administrator or her designees to sign necessary documents and agreements. [All Wards]

II. Motion recommending discussion or consent for Community Development items

PUBLIC SAFETY

Mike Matson, Chairman; Maria Dickmann, Vice Chairman

III. PUBLIC SAFETY

1. Second 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).

The City Church, Family Bix Street Party, July 29, 2017; 11:00 a.m. to 2:00 p.m.; Closure Location: 3rd Street between Harrison and Main Streets, Ward 3

Eric Ludkte dba Gunchies, Cartee Open Street Fest, July 28, 2017; 12:00 p.m. to 1:00 a.m.; Closure Location: South Clark Street from Telegraph Road to Indian Road, Ward 1

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

Eric Ludkte dba Gunchies, Cartee Open Street Fest, July 28, 2017; 12:00 p.m. to 1:00 a.m.; Closure Location: South Clark Street from Telegraph Road to Indian Road, Ward 1

Adam Hayden on behalf of Delta Sigma Chi Professional Fraternity Lyceum, Palmer Homecoming, 1208 N Main Street; August 10-11-12, 2017 from 5:00 p.m. to 12:00 a.m., Over 50 dBa, Ward 5

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 covering an assessment for the Alley Reconstruction and Resurfacing Program in accordance with the Alley Resurfacing Program. [Ward 5]
2. Resolution on the plans, specifications, forms of contract and estimated cost of \$250,000 for the 2507 Chippewa Ct sewer separation project, CIP #01788. [Ward 3]
3. Resolution accepting the Compost Facility Reroofing Project completed by Jim Giese Commercial Roofing, Inc of Dubuque, IA. This project was satisfactorily completed with a final contract amount of \$953,765 budgeted in CIP #39002. [All Wards]
4. Resolution approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for the funding of the installation of battery backup units at nineteen (19) traffic signals and authorizing the Mayor to sign the application. [Wards 2, 6, 7 & 8]
5. Resolution approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for improvements to the intersection of Division Street at Northwest Boulevard and authorizing the Mayor to sign the application. [Ward 8]
6. Resolution approving change order #6 in the amount of \$253,389.62 to the Manhole Rehabilitation & Replacement Program (Bid 16-105). This change order adds 110 additional manholes to be rehabbed and is budgeted in CIP #30018. [All Wards]
7. Resolution approving change order #8 to Valley Construction Company in the amount of \$250,000 for the Veteran's Memorial Parkway Paving Project from Utica Ridge to the west tie-in to the new I-74 crossover bridge, CIP #10556. [Ward 6]
8. Resolution awarding a contract for the construction of streetscaping at Central Fire Station to Estes Construction of Davenport in the amount of \$114,770, and authorizing the Mayor or his designee to sign and manage any related agreements budgeted in CIP #02348. [Ward 3]
9. Resolution accepting the public improvements completed under seventeen of the construction contracts associated with the Central Fire Station Project, budgeted in CIP #02348. [Ward 3]
10. Motion approving an amendment to the contract between the City of Davenport and Needham Excavating Inc. for the Kimberly Road Sewer Replacement Project; in the amount of \$80,320 budgeted in CIP #30028. [Ward 7]

VI. Motion recommending discussion or consent for Public Works items

FINANCE

Ald. Kerri Tompkins, Chairman

VII. FINANCE

1. Third Consideration: Ordinance amending Chapter 2.62 entitled "Levee

Improvement Commission” to update the governance and processes of the Commission. [All Wards]

2. Resolution approving the outside agency support payment to the Putnam Museum in the amount of \$117,000 for general operations. [All Wards]
3. Motion directing the City Administrator to complete various parks projects with the \$250,000 allocated in the Parks Development project in the FY 2018 Capital Improvement Program. [All Wards]
4. Motion awarding a contract for the Duck Creek Bike Path resurfacing at three locations to General Asphalt Construction Company of Davenport, in the amount of \$88,941.35 CIP #64023. [Wards 5, 6, and 7]
5. Motion to award a contract for banking and related services to Quad City Bank & Trust of Davenport, IA and to explore implementing purchasing card solutions through the US Bank State of Iowa contract. [All Wards]

VIII. Motion recommending discussion or consent for Finance items

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

1. Altorfer, Inc. - Used portable generator - Amount: \$48,800
2. Precision Builders, Inc. - Topsoil for 10th & Gaines - Amount: \$43,550
3. Dahl Ford, Inc. - High roof cargo van for Facilities Maintenance - Amount: \$34,043
4. Dahl Ford, Inc. - Sedan for Engineering - Amount: \$15,381
5. Kimberly Chrysler, Inc. - F250 pickup w/plow - Amount: \$33,537
6. Stuart Dean Co. - Brass refinishing at Adler Theatre - Amount: \$32,000
7. Graybill Communications, Inc. - Install police equipment in new squad cars - Amount: \$16,299

XII. Other Ordinances, Resolutions and Motions

XIII. 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.

XIV. Reports of City Officials

XV. Adjourn

City of Davenport

Agenda Group: Committee of the Whole
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: All

Action / Date
7/19/2017

Subject:

A. Marion Meginnis, Third Ward Alderman

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/10/2017 - 4:38 PM

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
▣ Ordinance	Proposed Ordinance
▣ Backup Material	Exhibit A for Ordinance
▣ Backup Material	P&Z Letter
▣ Backup Material	Background Material
▣ Backup Material	COW Legal Notice
▣ Cover Memo	Summary of Contents

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

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 _____

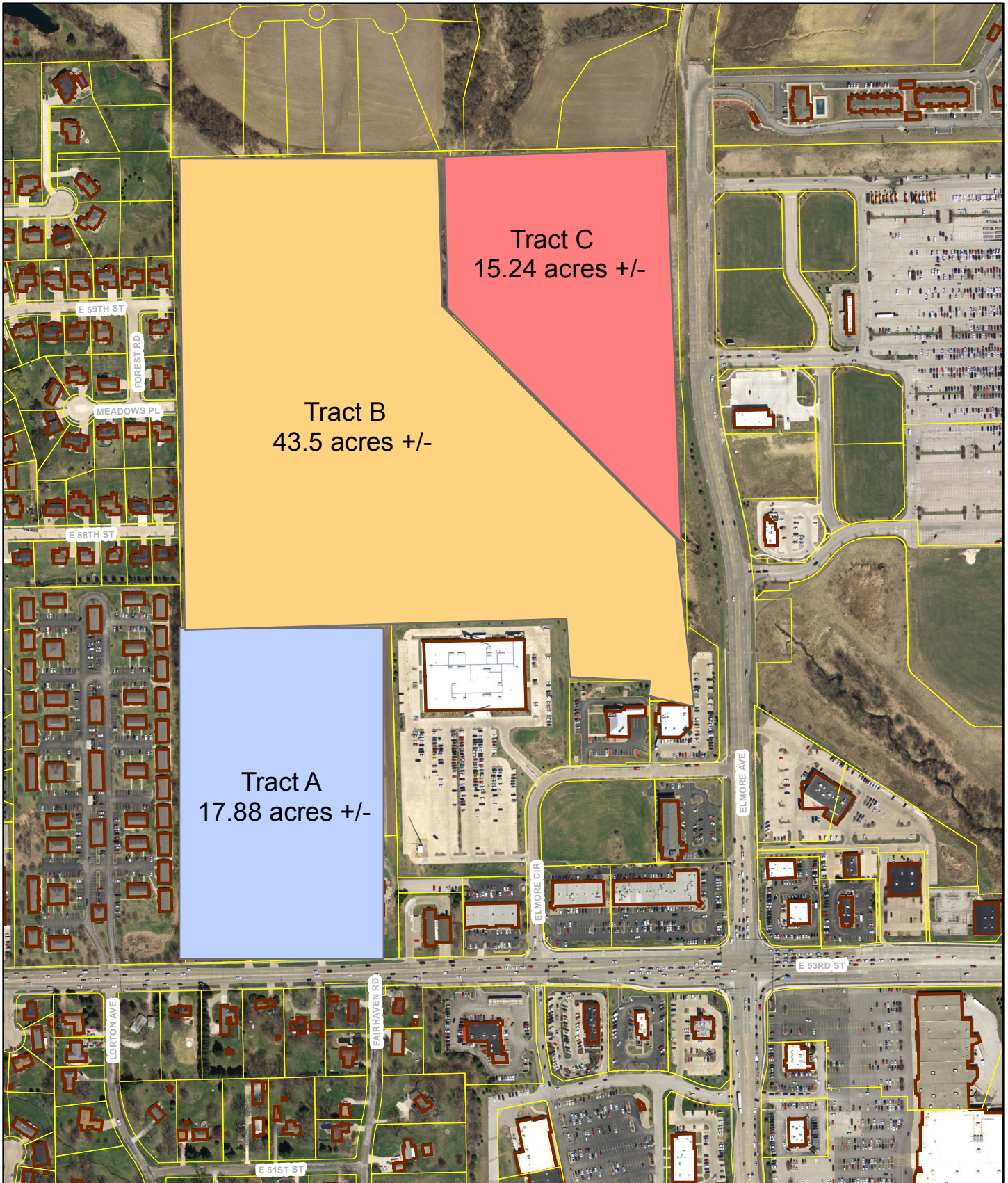
Frank J. Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

Exhibit A - Land Use Plan



0 95190 380 570 760 Feet



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.

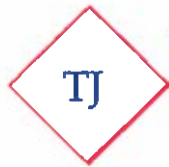
If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to 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:

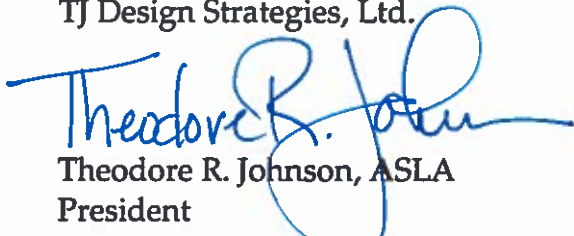
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD 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° 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)

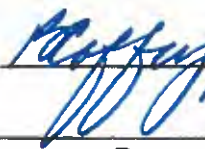
Location: Near the intersection of E. 53rd Street and Fairhaven Road

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 Pastmak
Address: Pastmak 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

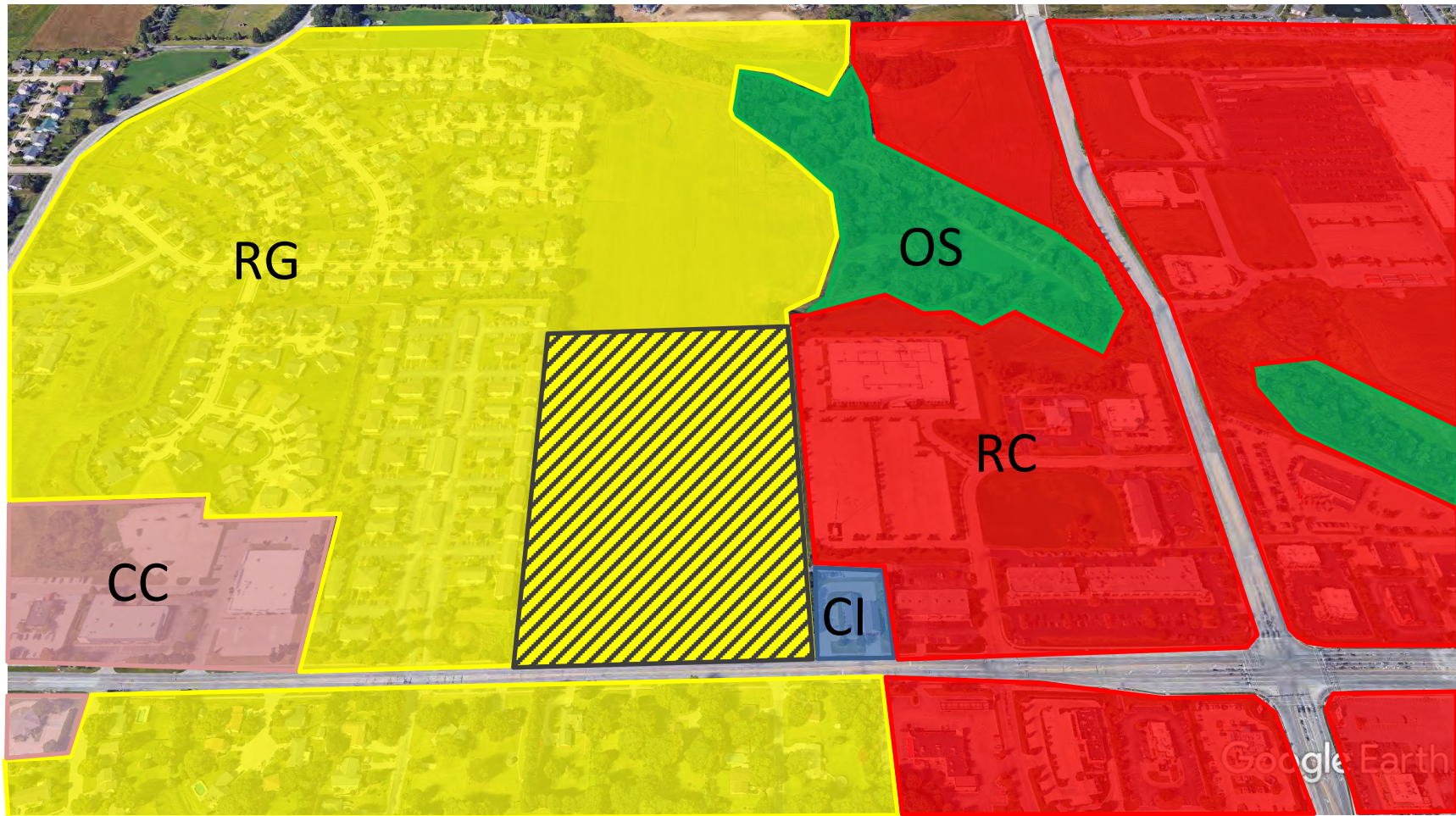
0.00

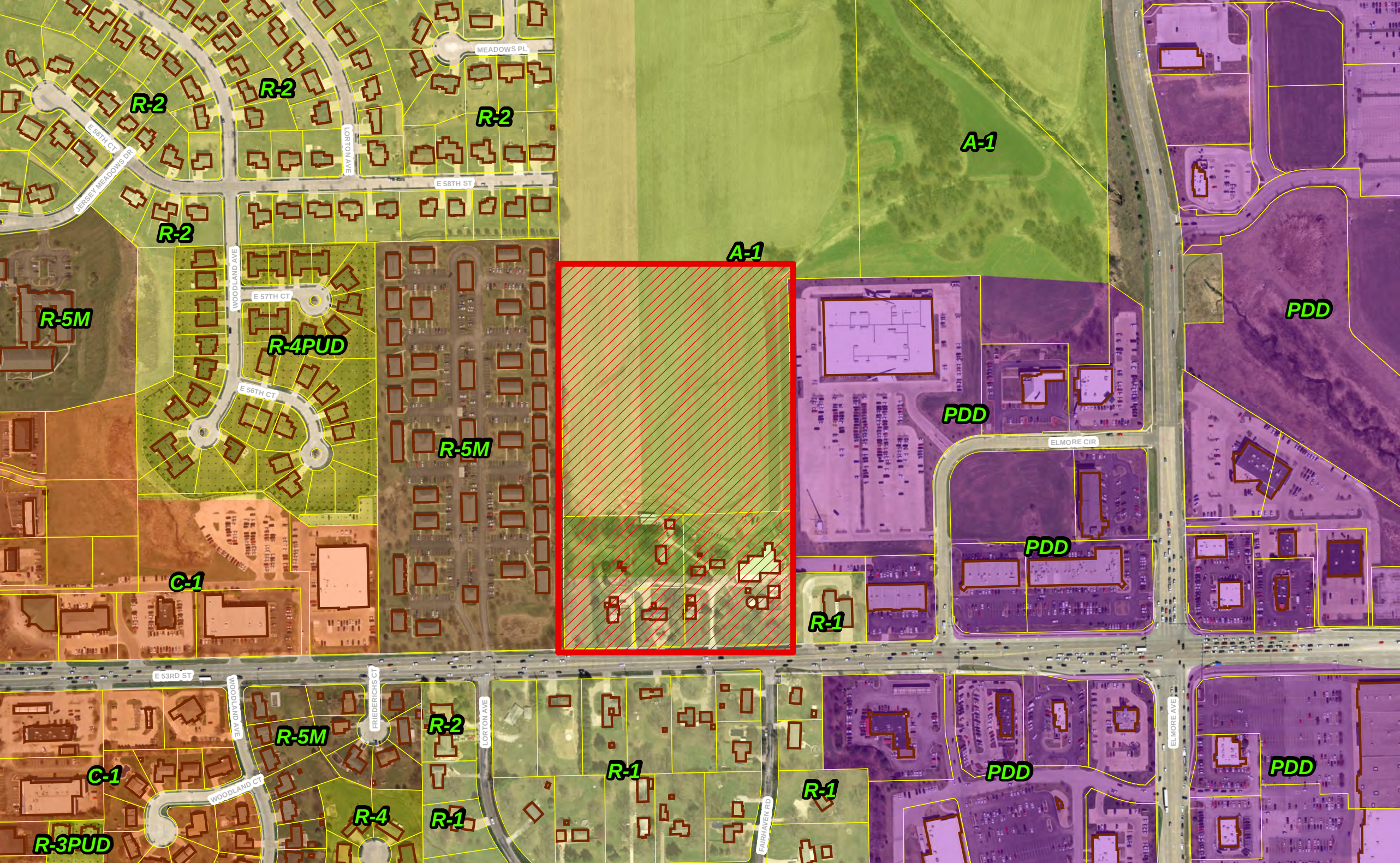
Paid by: TJ DESIGN STRATEGIES LTD

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]	

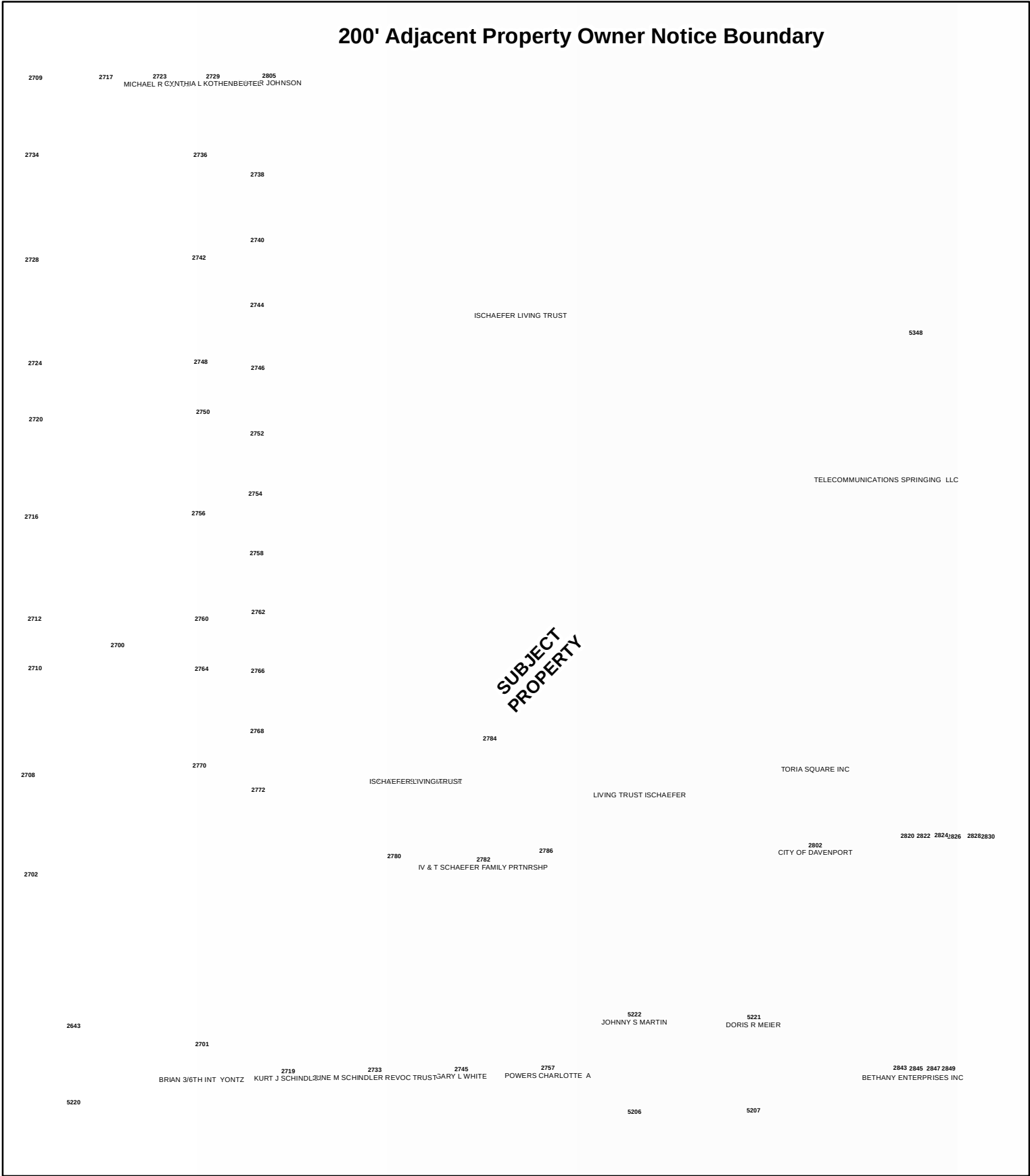
Case No. 17-04
Future Land Use Map



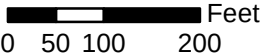


REZ17-04 - Costco Request for a Zoning Map Amendment (Rezoning)
Plan & Zoning Commission: Adjacent Property Owner Notice Area

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

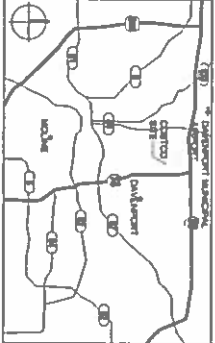
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



REGIONAL MAP



COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT SITE PLAN

MAY 10, 2017

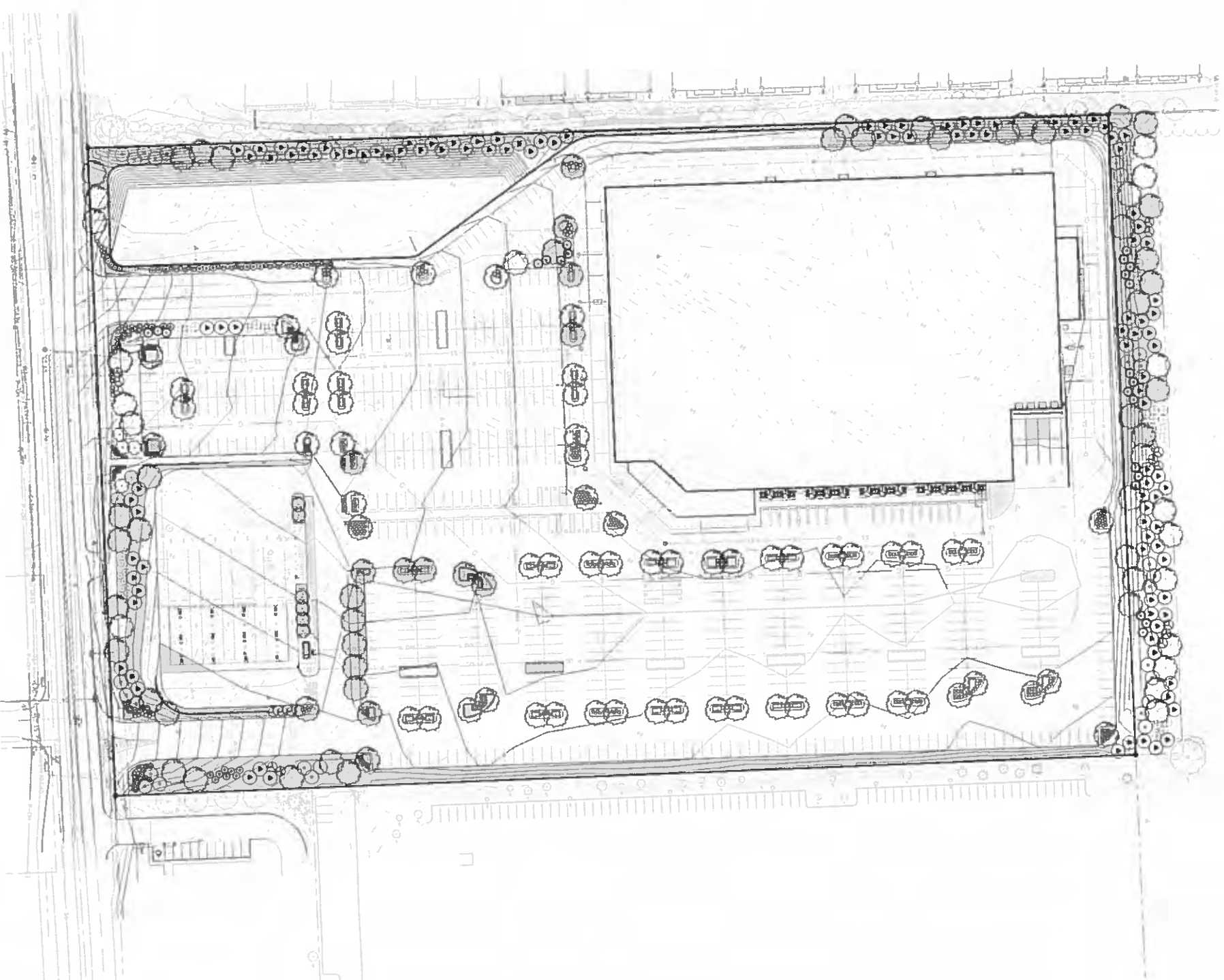
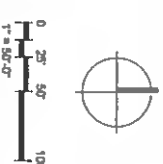
DD11-03

COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT LANDSCAPE PLAN

MAY 10, 2017

[illegible]

COSTCO
DAVENPORT, IA

SMITHGROUP JJR

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

93257 000
MAY 10, 2017
CONCEPT
LANDSCAPE
PLAN
L-1

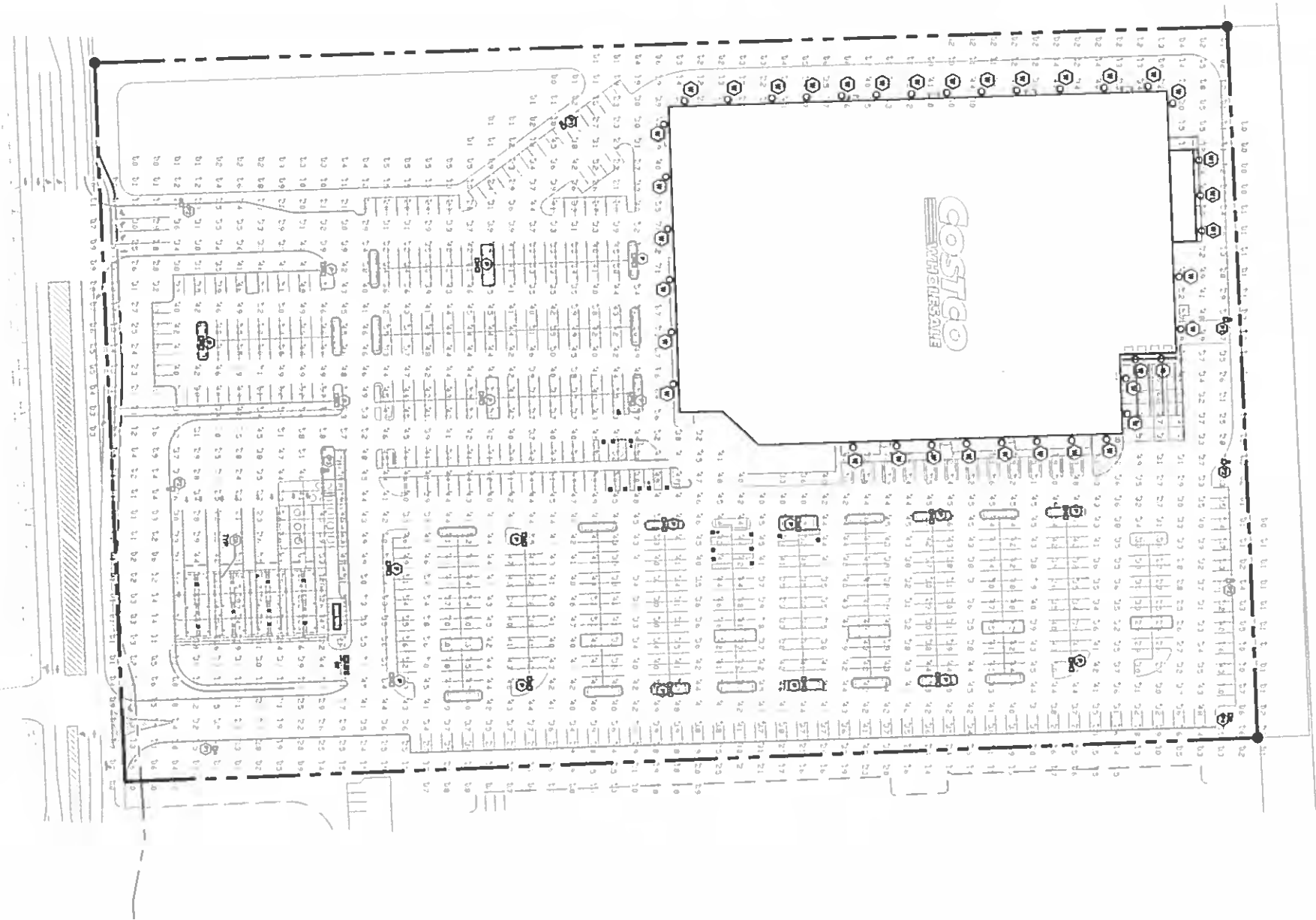
FIXTURE DESCRIPTION	
1	COOPER CULLUM 3' CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
2	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
3	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
4	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
5	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
6	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
7	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
8	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
9	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
10	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
11	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
12	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
13	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
14	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
15	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
16	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
17	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
18	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
19	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
20	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
21	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
22	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
23	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
24	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
25	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
26	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
27	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
28	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
29	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
30	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
31	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
32	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
33	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
34	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
35	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
36	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
37	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
38	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
39	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
40	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
41	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
42	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
43	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
44	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
45	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
46	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
47	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
48	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
49	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
50	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
51	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
52	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
53	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
54	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
55	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
56	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
57	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
58	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
59	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
60	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
61	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
62	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
63	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
64	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
65	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
66	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
67	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
68	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
69	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
70	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
71	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
72	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
73	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
74	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
75	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
76	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
77	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
78	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
79	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
80	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
81	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
82	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
83	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
84	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
85	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
86	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
87	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
88	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
89	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
90	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
91	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
92	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
93	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
94	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
95	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
96	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
97	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
98	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
99	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
100	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE



TYPICAL WALL PACK DETAIL (W. M.)

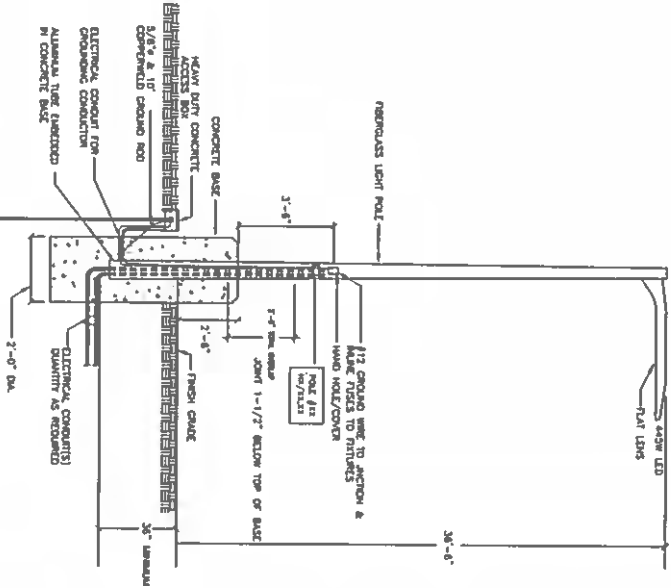


FUEL FACILITY - LED (GAL)



SITE PHOTOMETRIC PLAN

SCALE: 1" = 40'-0"



POLE DETAIL

SE-1



COSTCO
WHOLESALE

DD PACKAGE
DAVENPORT, IA



T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200
RENTON, WA 98057
PHONE: 425-870-3753
FAX: 425-870-3758

REVISION	DATE	DESCRIPTION
1	APRIL 2017	ISSUE DATE
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

DRAWN: NTL

CHECKED: ANI/JCM



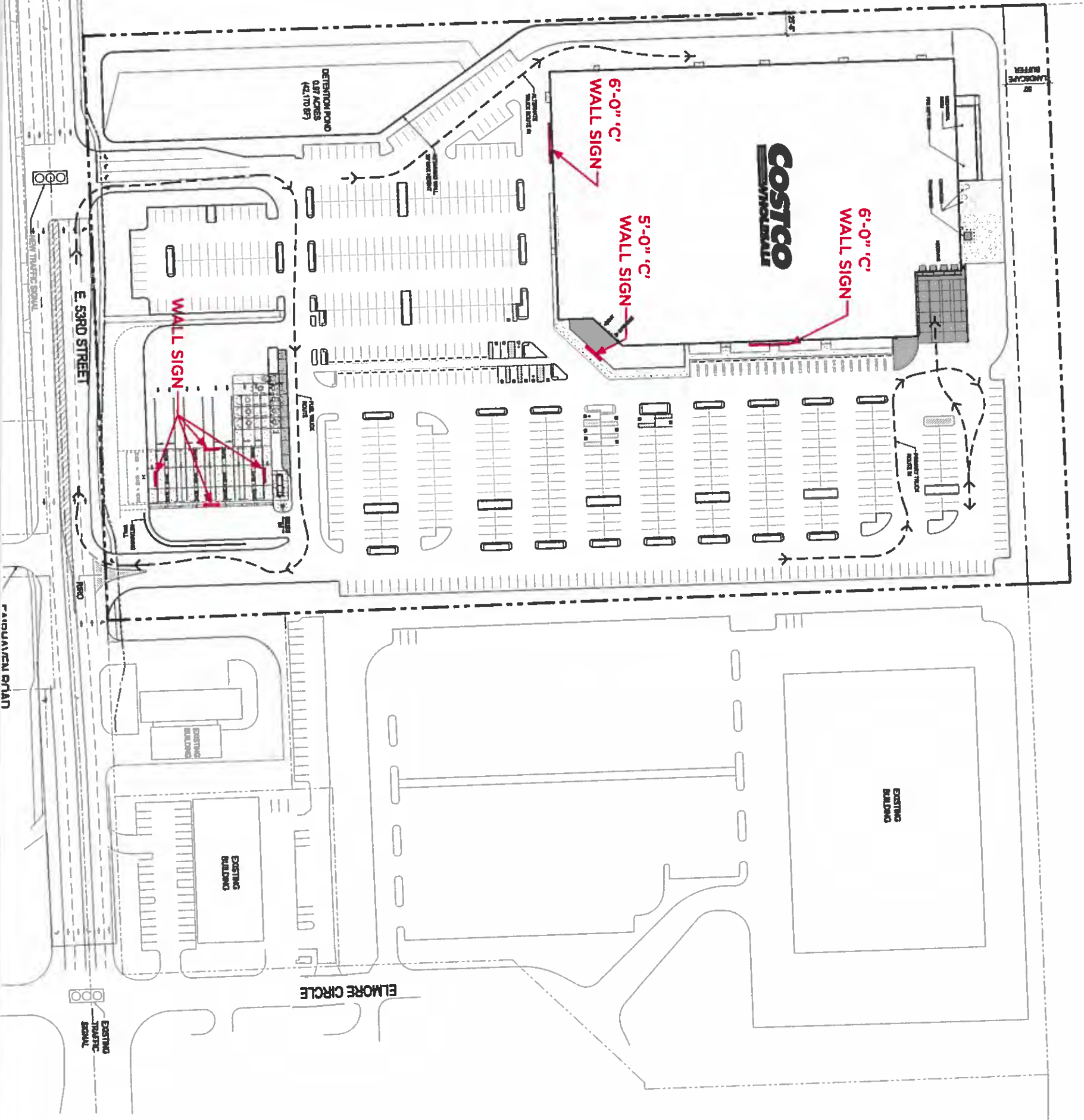
PROJECT NO: 17-203

NO PART OF THIS DOCUMENT MAY BE USED OR COPIED IN WHOLE OR IN PART WITHOUT THE PRIOR WRITTEN CONSENT OF T.E., INC.

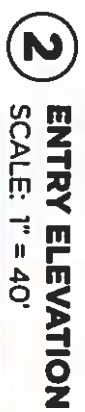
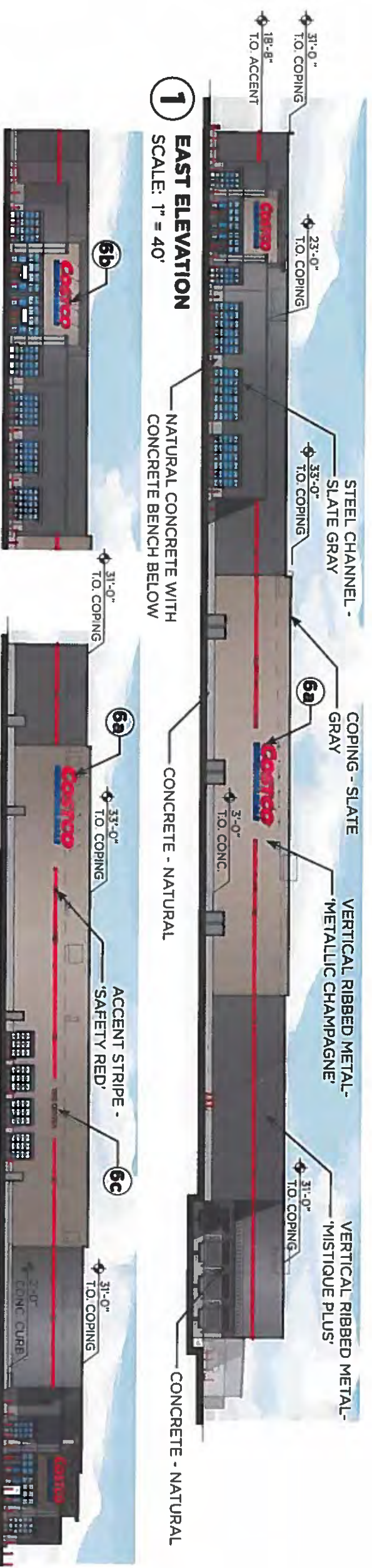
ARCHITECT REFERENCE NO: 18-5332-01

ISSUE DATE: APRIL 2017

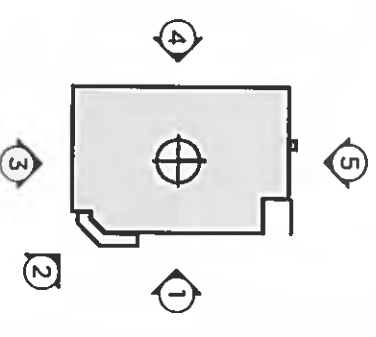
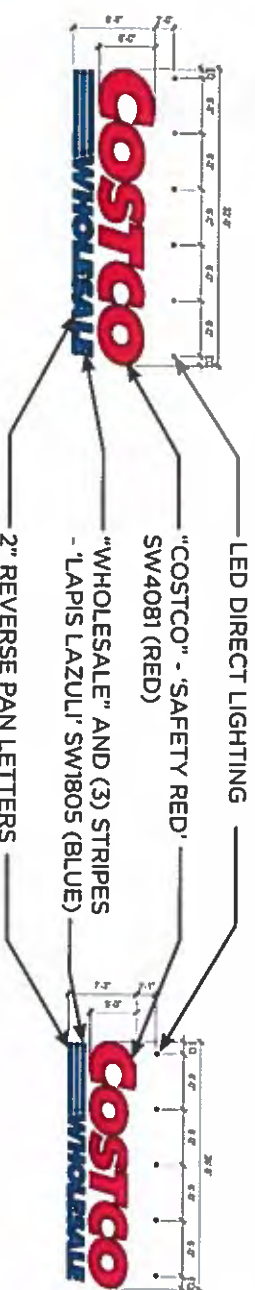
REVISION DATE:



SIGNAGE LOCATIONS



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SQ) EA	TOTAL SQ
2	CORRUG W/ALUMINUM	8'4" x 10'	83.36 SQ	166.72 SQ
1	CORRUG W/ALUMINUM	8'4" x 10'	83.36 SQ	83.36 SQ
1	TITLE CENTER	17'4" x 10'4"	181.36 SQ	181.36 SQ
TOTAL SIGNAGE AREA				331.44 SQ





MG2

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

ENTRY PERSPECTIVE

Costco
WHOLESALE

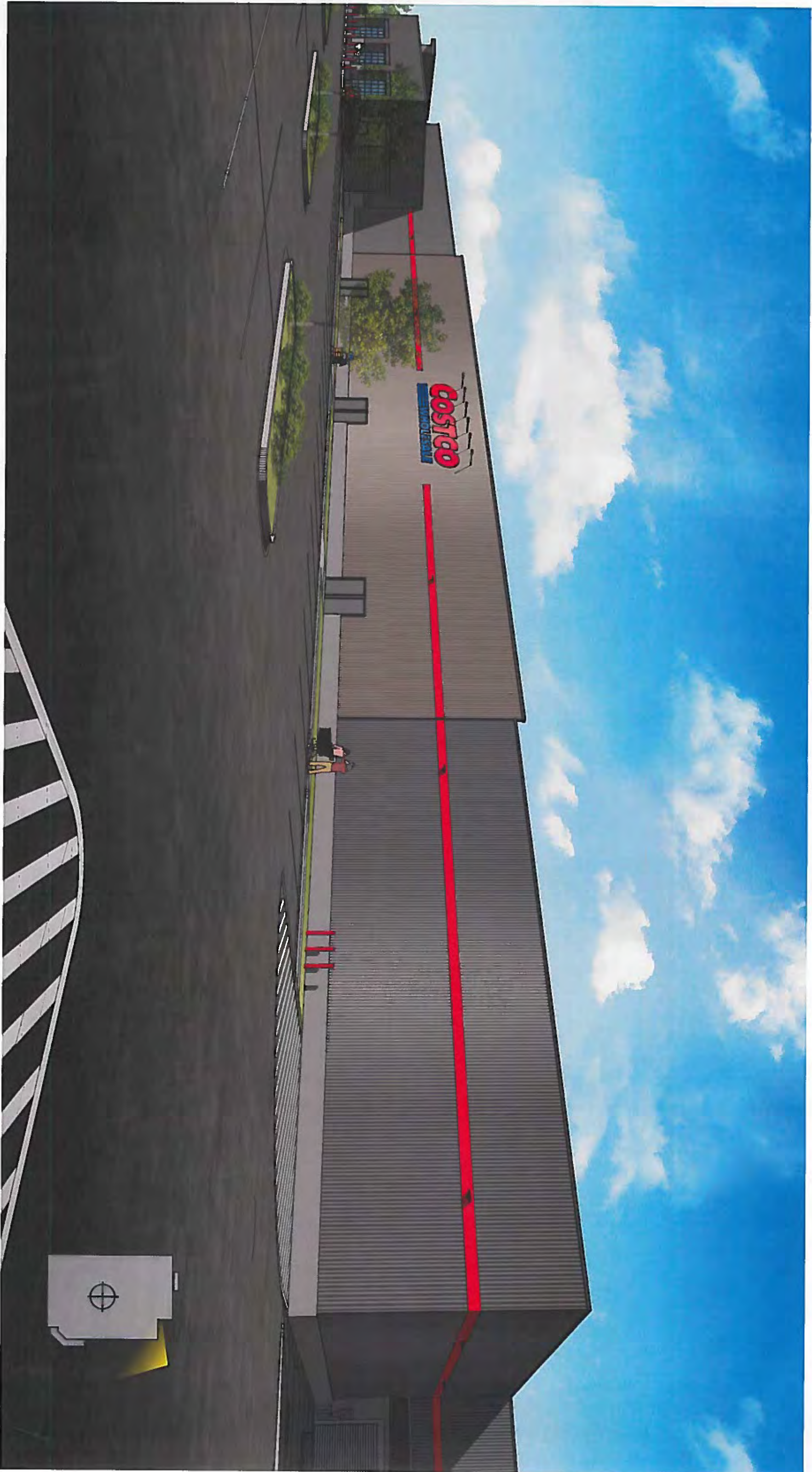


MG2

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

SOUTHWEST PERSPECTIVE

Costco
WHOLESALE

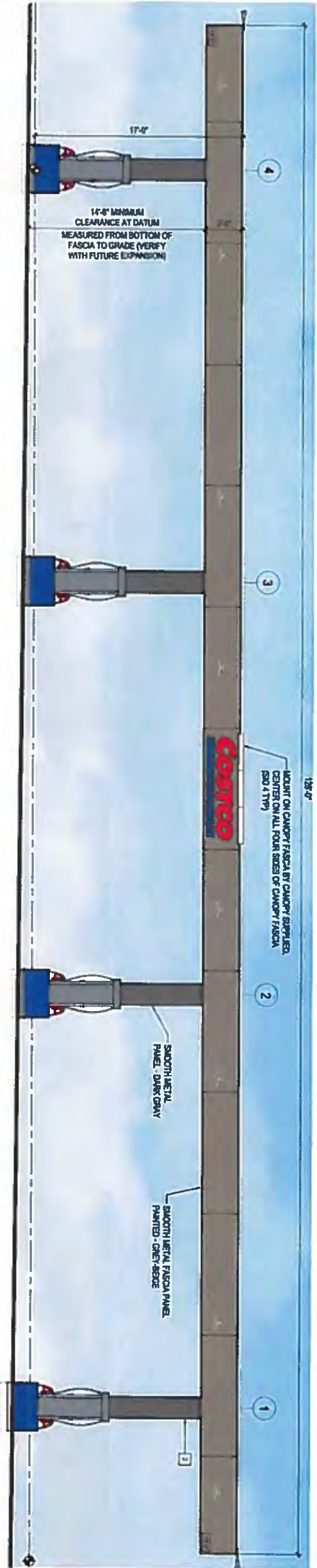


MG2

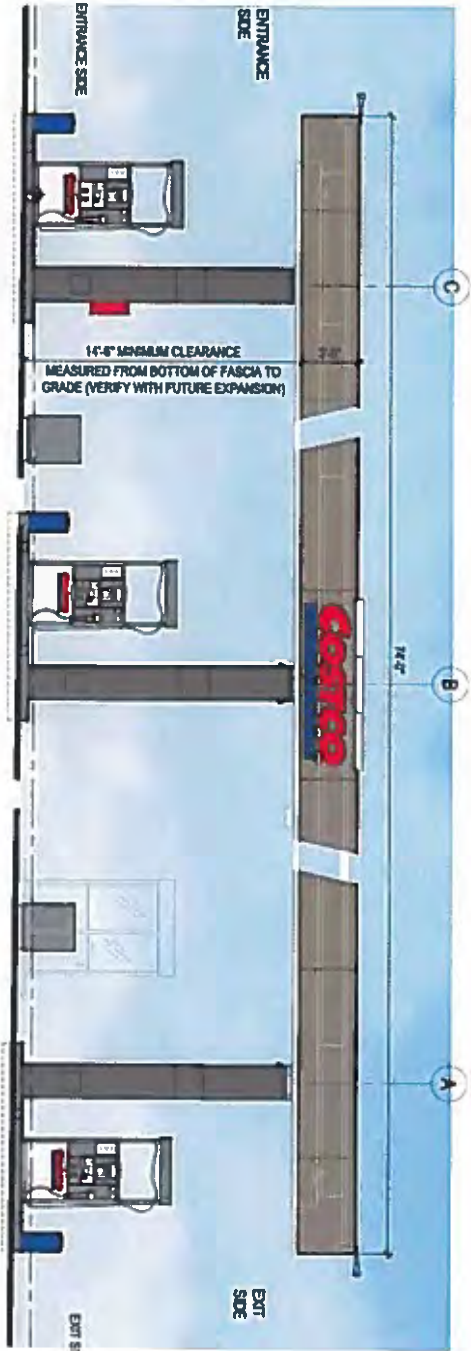
MAY 11TH, 2017
PROJECT # 16-5532-01 V #1.2
DAVENPORT, IA

NORTHEAST PERSPECTIVE

Costco
WHOLESALE



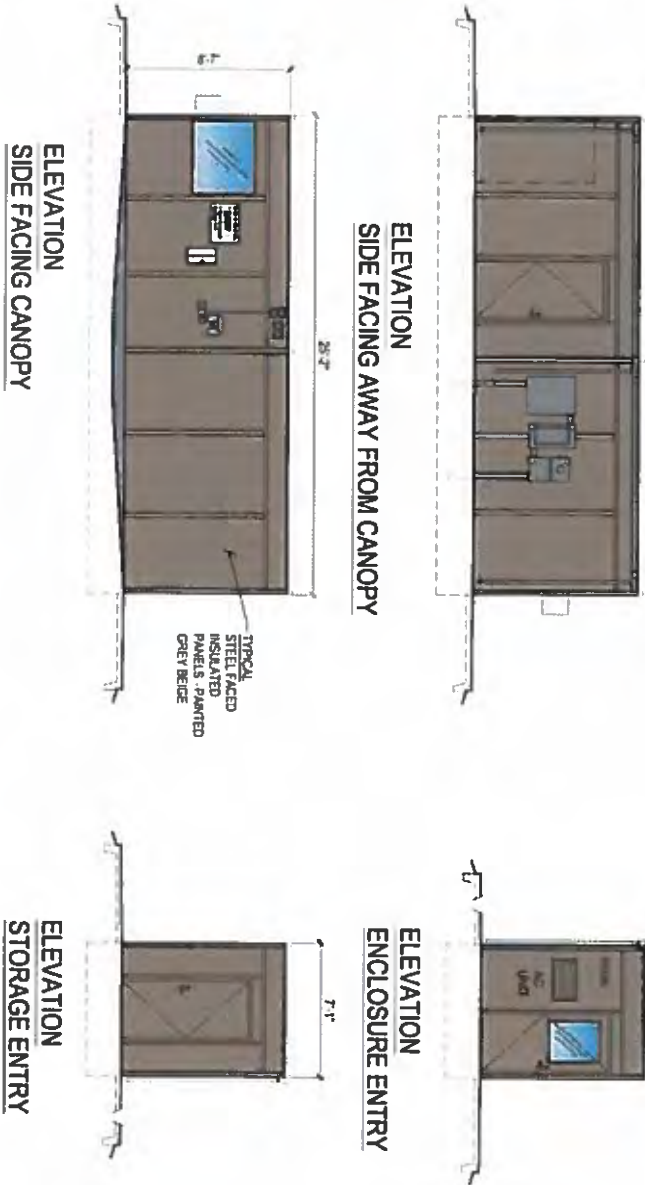
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



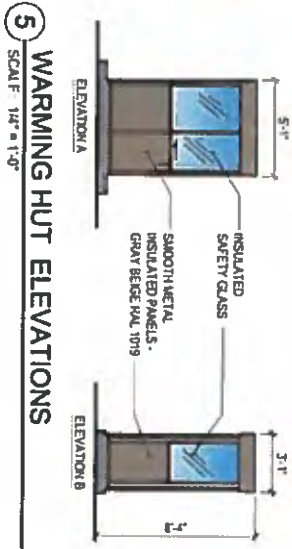
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



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



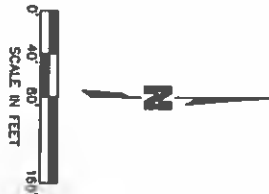
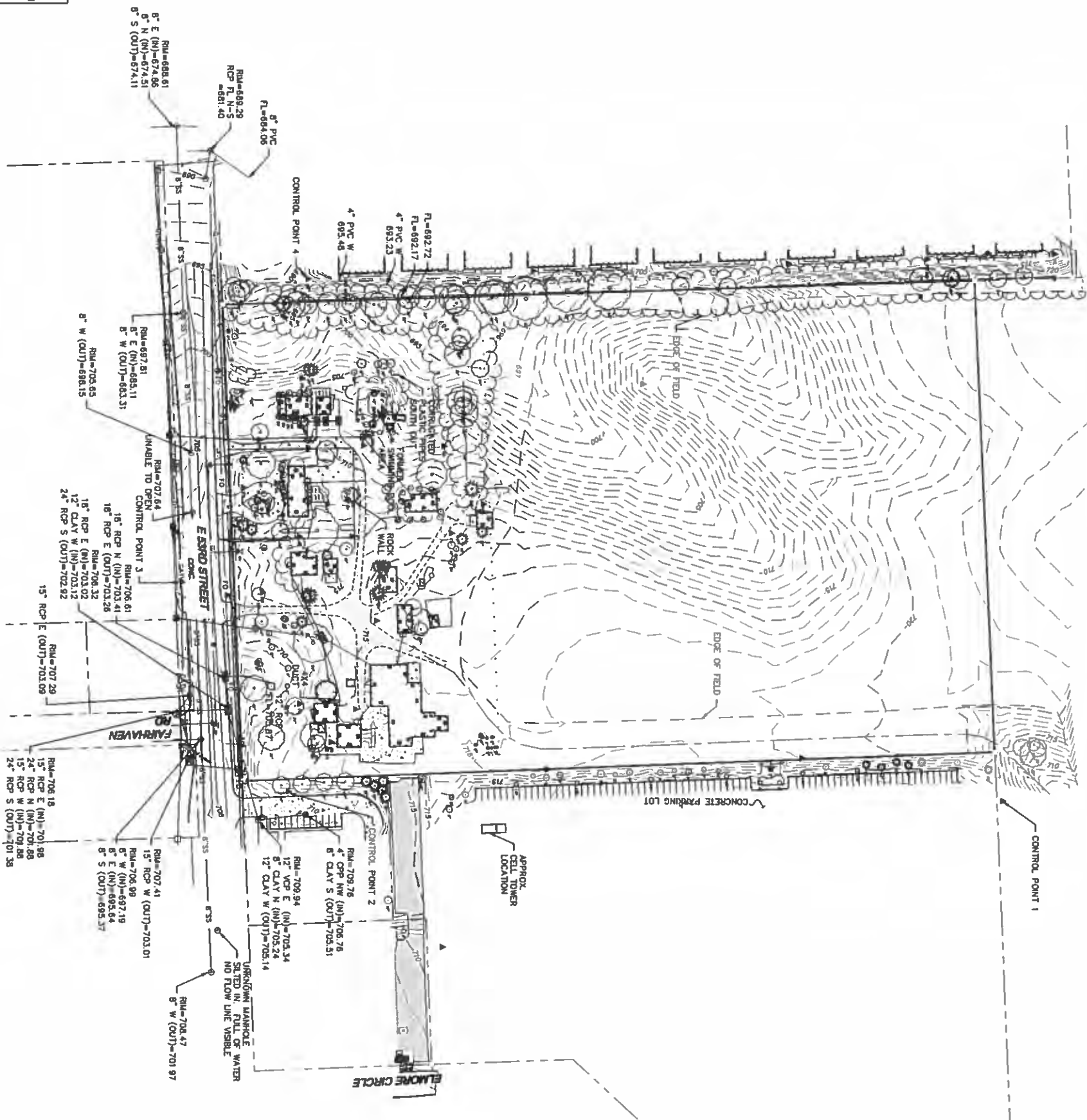
3 CONTROLLER ENCLOSURE
SCALE: 1/4" = 1'-0"



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

	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	PREVIOUSLY PLATTED LOT LINES
	ZONING DELINEATION
	BACKSIGHT LINES
	EDGE OF FIELD
	WATER LINE
	STORAGE SEWER PIPE
	SANITARY SEWER PIPE
	UNDERGROUND TELEPHONE
	UNDERGROUND POWER
	OVERHEAD POWER
	UNDERGROUND GAS
	WHORL OR LAYERED WIRE FENCE
	WHORL OR LAYERED WIRE FENCE
	WOOD FENCE
	BITE BENCHMARK
	CONTROL POINT
	GRATE INLET
	SEWER CLEANOUT
	STORM MANHOLE
	SANITARY MANHOLE
	FIRE HYDRANT
	WATER VALVE
	UNKNOWN MANHOLE
	POWER POLE WITH LIGHT
	TRAFFIC SIGNAL BASE
	POWER POLE
	GAS VALVE
	ELECTRIC METER
	GAS METER
	TELEPHONE PEDISTAL
	TELEPHONE PEDISTAL
	GAS RISER
	FIBER OPTIC MANHOLE
	GAS WARMER
	ROOF DRAIN
	GUT WIRE
	TRANSFORMER
	MAILBOX
	TREE AND DIAPHRAGM
	MEASURED DISTANCE
	RECORDED DISTANCE
	TABLE 'X' ITEM NOTE
	SCHEDULE 'Y' ITEM NOTE
	BORROW NOTE
	BUILDING NOTE
	LANDSCAPE HATCH
	CONCRETE HATCH
	GRAVEL HATCH
	ASPHALT HATCH
	WOOD DECK
	BRICK HATCH

NOTE: GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD MAKE NO GUARANTEES THAT THE LOCATIONS SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA. EITHER IN THE CASE OF UNIDENTIFIED OR IDENTIFIED UTILITIES, THE SURVEYOR OF RECORD 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 EXISTING UTILITIES WERE ORDERED TO BE LOCATED PER INTERVIEW #11 ON 06-17-2009. CONTRACT NUMBER 0800000000000000 DISTRICT, OMAHA PUBLIC POWER DISTRICT, PEXCO COMMUNICATIONS, METROPOLITAN UTILITIES NETWORK, SD 282 WICKS SOUTHPOINTE, SD 488-4 CORNERS AND UNIT PRIVATE NETWORKS, LLC.



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

[illegible]

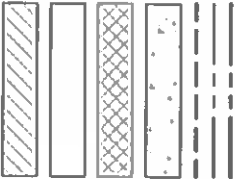
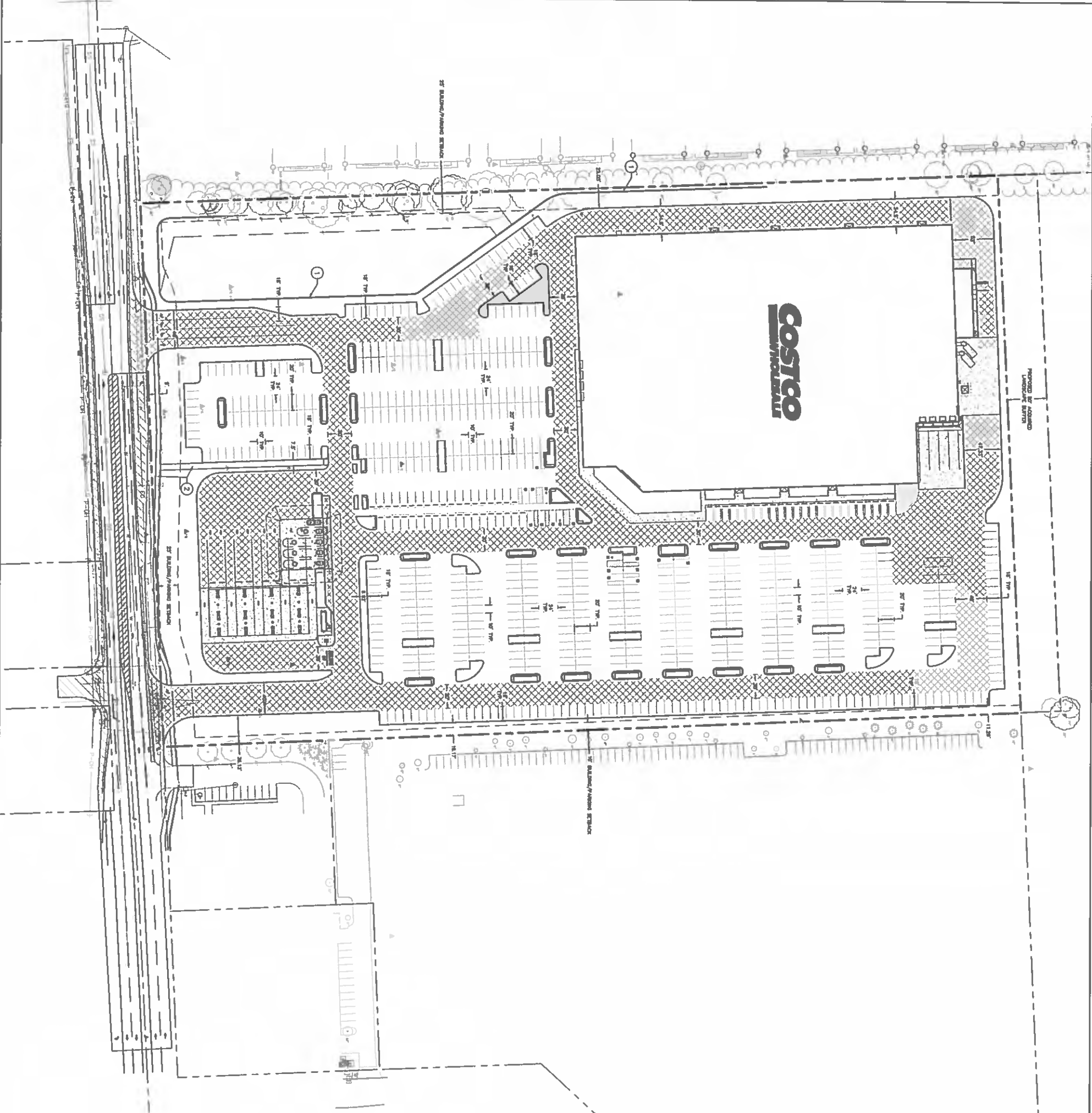
EXISTING CONDITIONS

COSTCO WHOLESALE
10 STREET & ELMORE CIRCLE

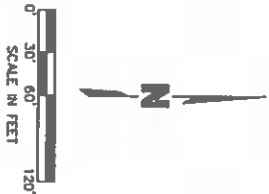
DAVENPORT, IOWA

OLSSON
ASSOCIATES

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



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

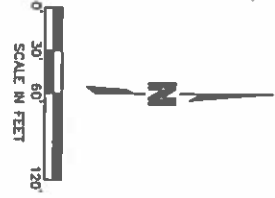
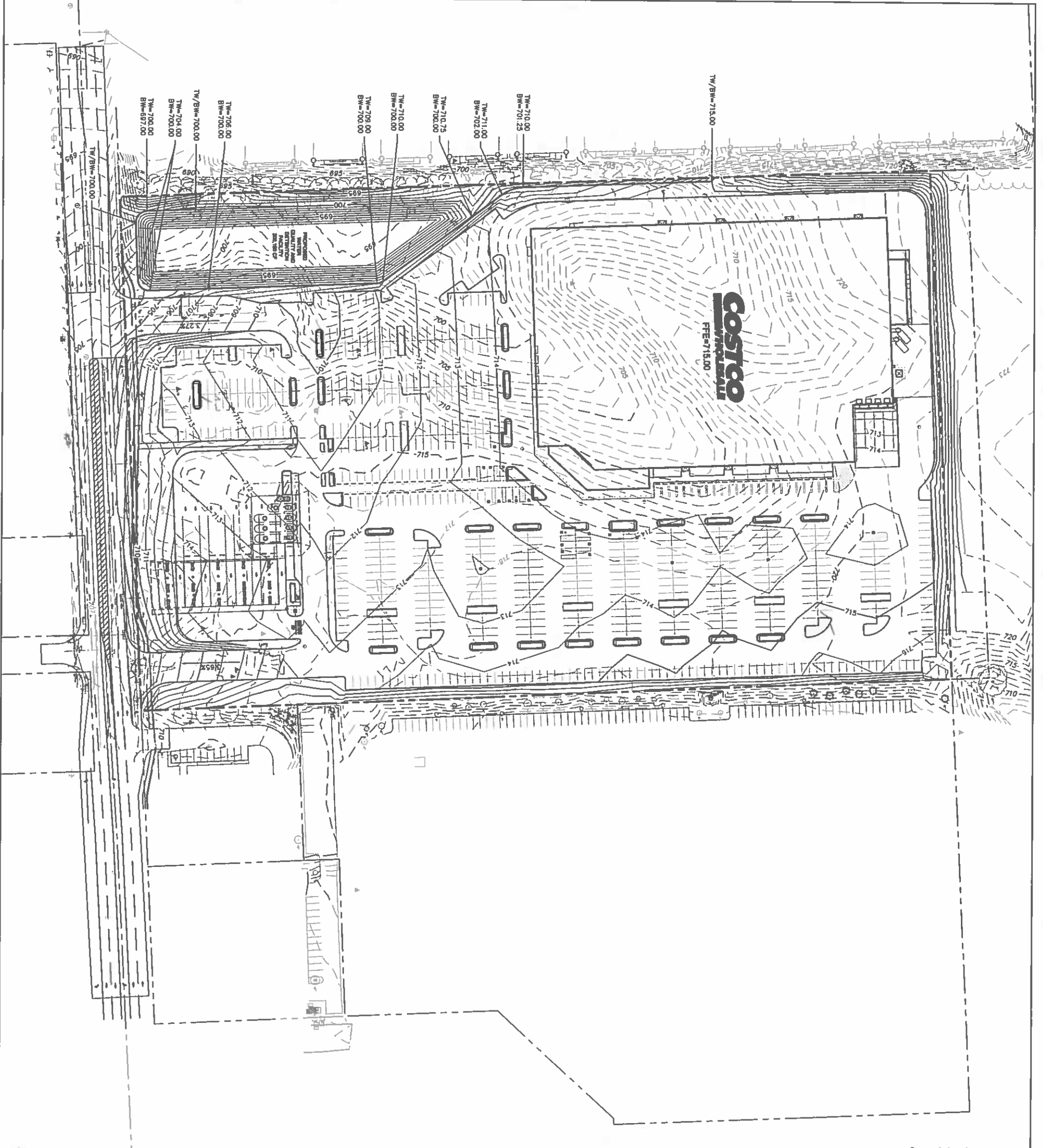


PRELIMINARY PLANS
NOT FOR CONSTRUCTION
DATE: 5/11/2017

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

7187 Volo Drive
West Des Moines, IA 50325

Tel: 515.321.0517
Fax: 515.321.0510
www.molssonassociates.com

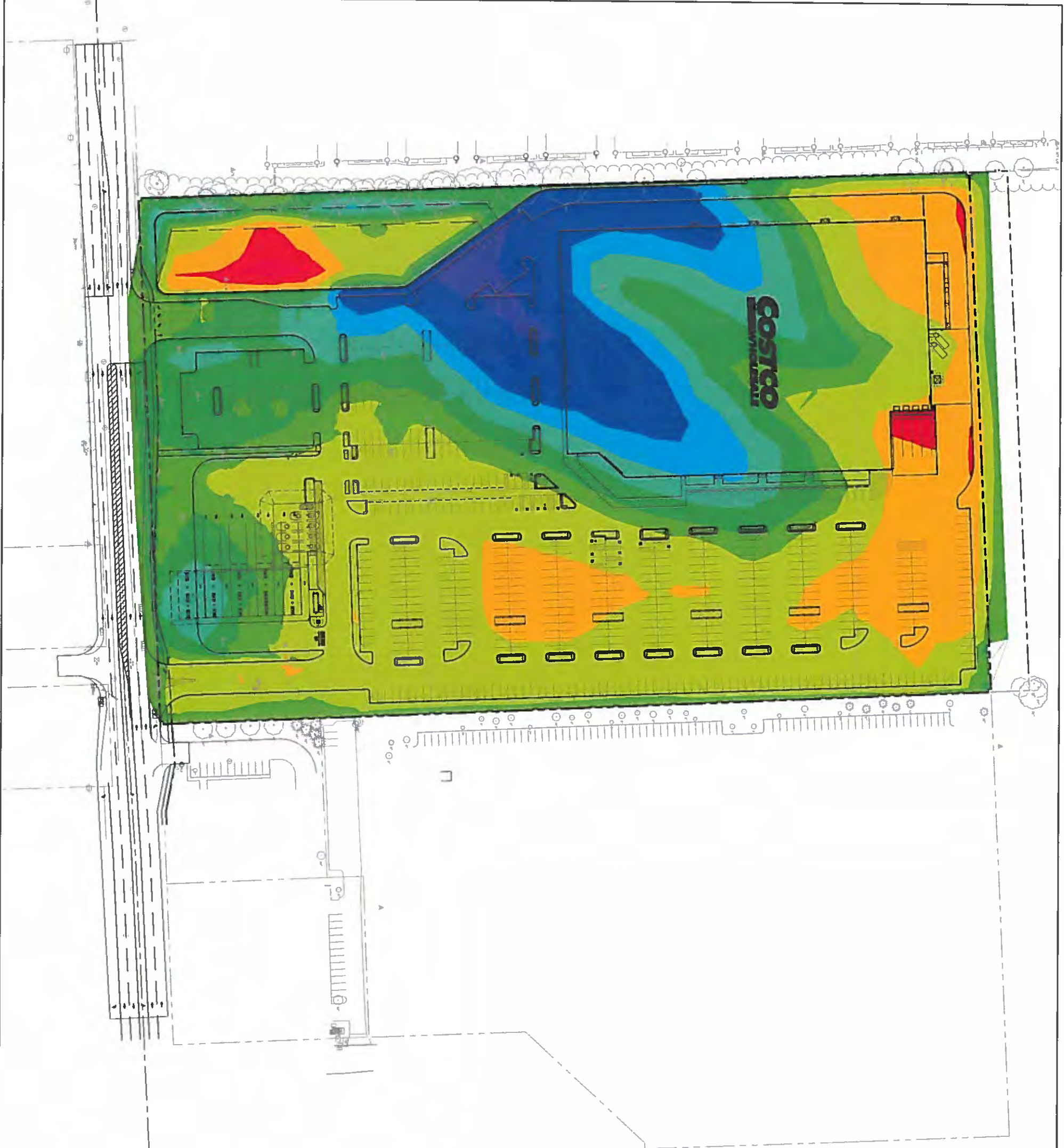


- LEGEND**
- EXISTING BOUNDARY
 - PROPOSED BOUNDARY
 - PROPOSED CONTOUR
 - EXISTING CONTOUR
 - TOP OF WALL ELEVATION
 - BOTTOM OF WALL ELEVATION
 - RETAINING WALL
- 715
715.00
715.00
715.00

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 50268
TEL 515.331.8617
FAX 515.331.8518
www.molssonassociates.com



LEGEND
PROPOSED PROPERTY
RETAINING WALL

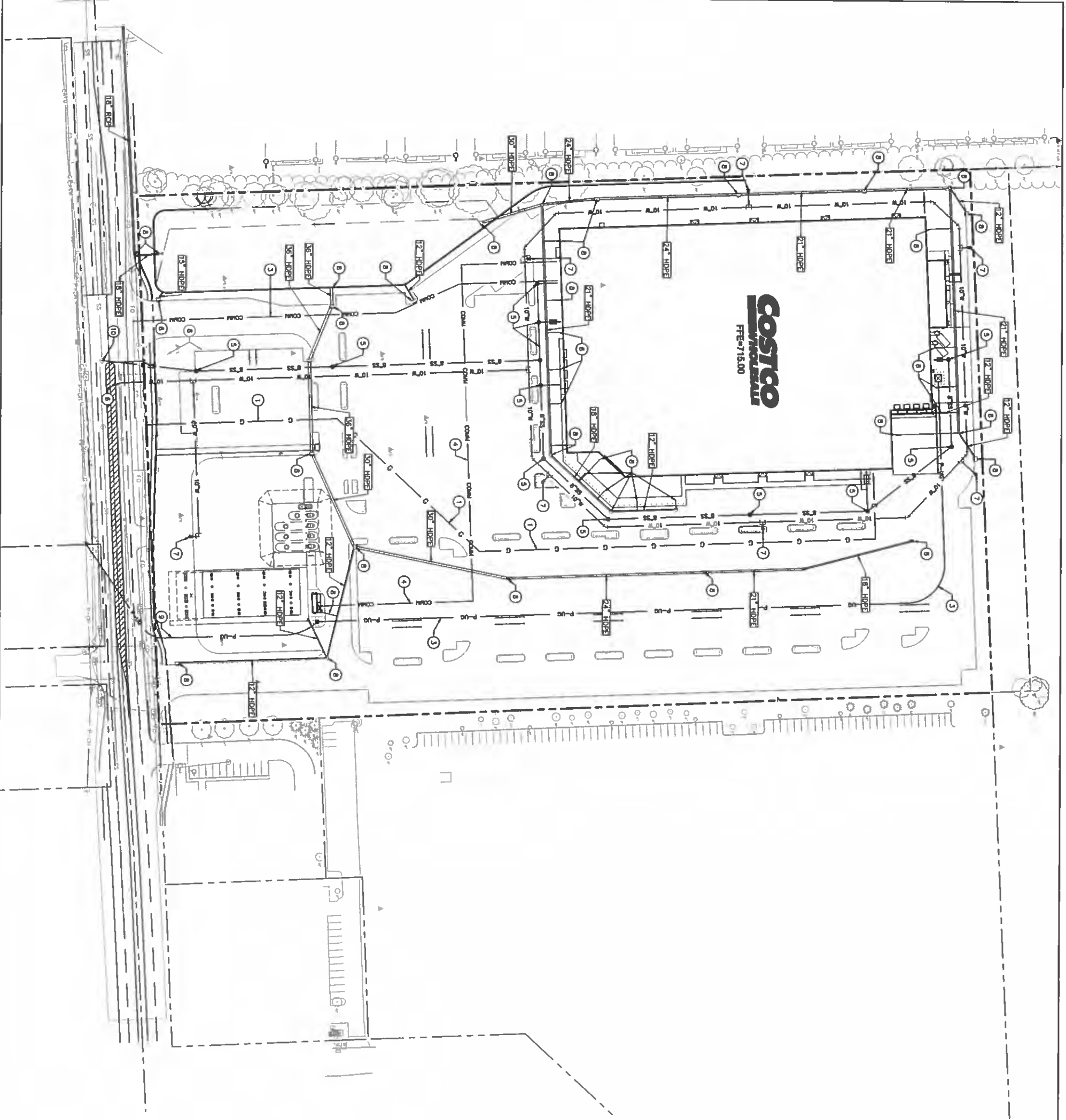
ELEVATIONS			
NUMBER	MIN. ELEV.	MAX. ELEV.	COLOR
1	-14.09	-11.00	
2	-11.00	-8.00	
3	-8.00	-5.00	
4	-5.00	-2.00	
5	-2.00	0.00	
6	0.00	3.00	
7	3.00	6.00	
8	6.00	9.00	
9	9.00	12.00	
10	12.00	15.00	
11	15.00	17.00	

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
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017



LEGEND	
---	EXISTING BOUNDARY
---	PROPOSED BOUNDARY
---	WATERLINE
---	STORM SEWER LINE
---	SANITARY SEWER LINE
---	UNDERGROUND TELEPHONE LINE
---	UNDERGROUND POWER LINE
---	EXISTING FIBER LINE
---	EXISTING SANITARY LINE
---	EXISTING WATER LINE
---	EXISTING STORM SEWER LINE
---	EXISTING UNDERGROUND TELEPHONE
---	EXISTING UNDERGROUND POWER
---	EXISTING OVERHEAD POWER
---	EXISTING GAS LINE
---	EXISTING CABLE LINE

- KEYNOTES:**
- 1. INSTALL GAS SERVICE AND CONNECT TO SOURCE ACROSS E. 53RD 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, PRESS. AND SAND/OIL SEPARATORS SHOWN ON MEP PLANS
 - 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. 53RD STREET



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/25/2017

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

MOLSSON
ASSOCIATES

7157 Vele Drive
West Des Moines, IA 50309
TEL 515.331.8517
FAX 515.331.8518
www.molssonassociates.com

Drawn by: JPS
Reviewed by: JPS
Checked by: JPS
Project no.: 017-0610
Drawing no.: 04/25/2017

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

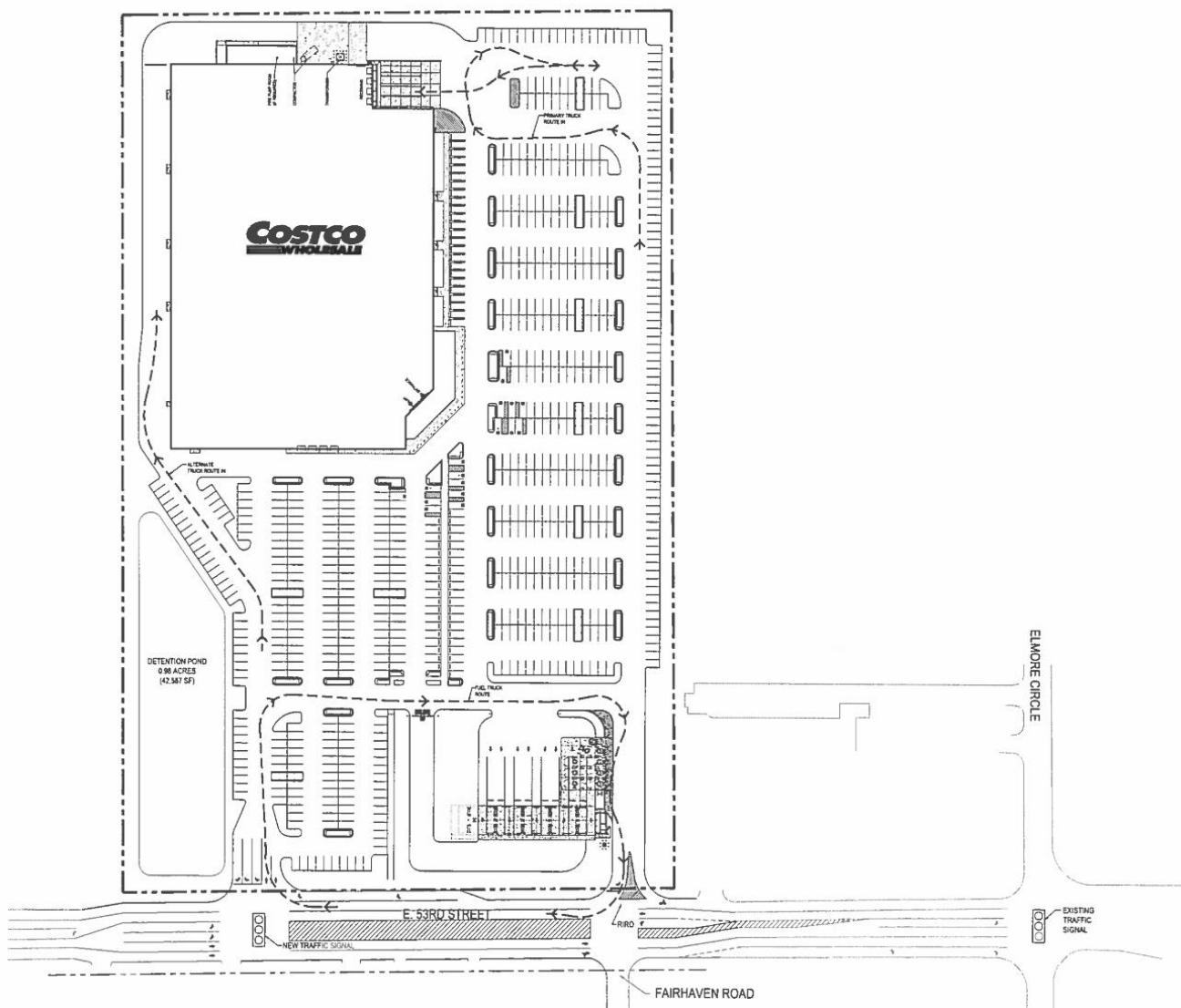


Project Description

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.

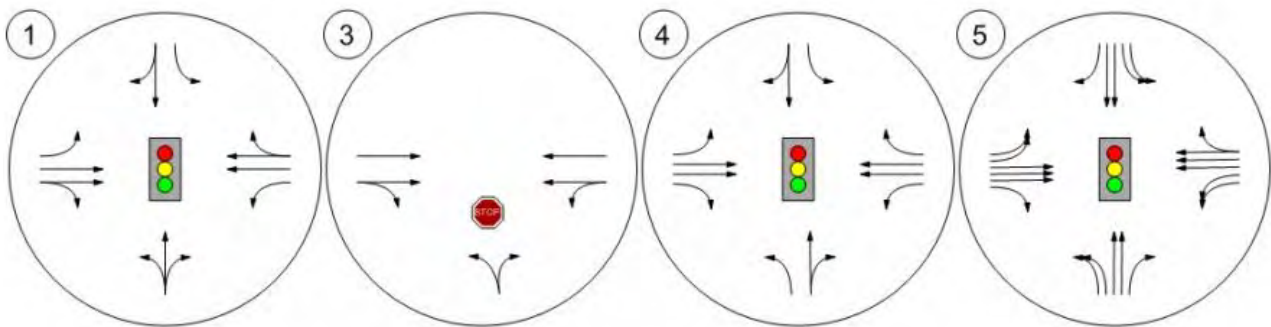
Fairhaven Road is a north/south two-lane (one lane in each direction) local roadway. Fairhaven Road has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Fairhaven Road.

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.

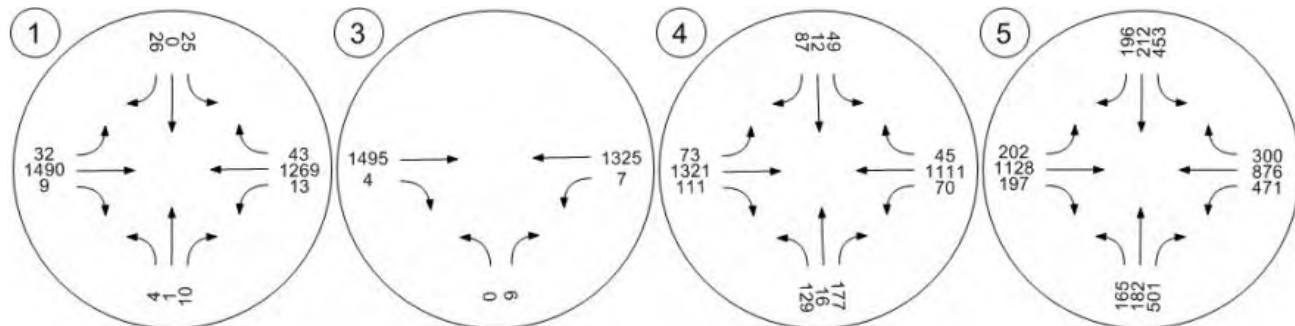
Background Traffic Growth

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:

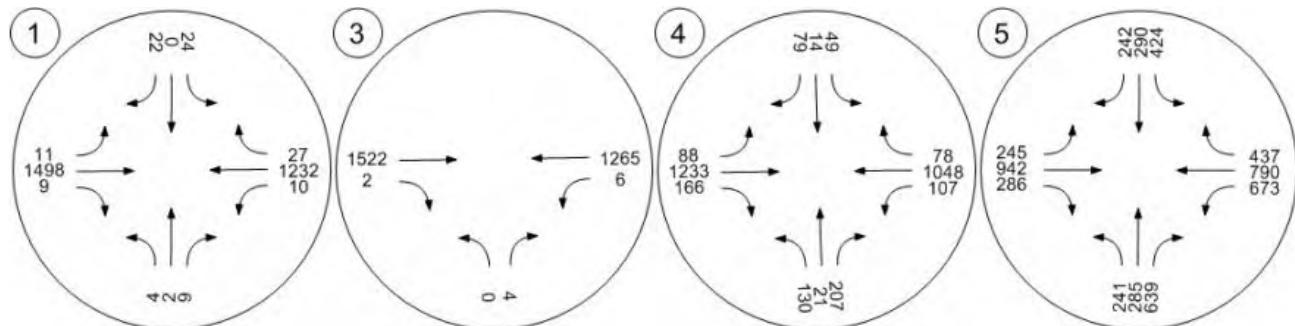
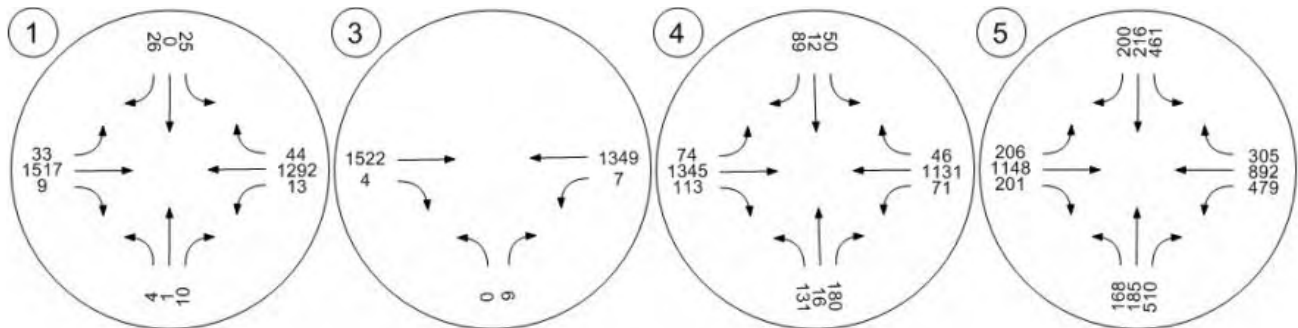


Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Middy Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Middy Peak Hour No Build Volumes:

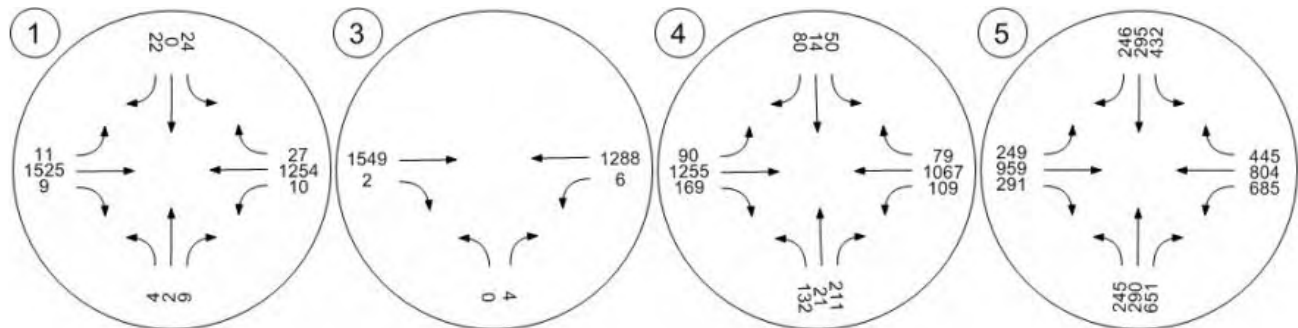
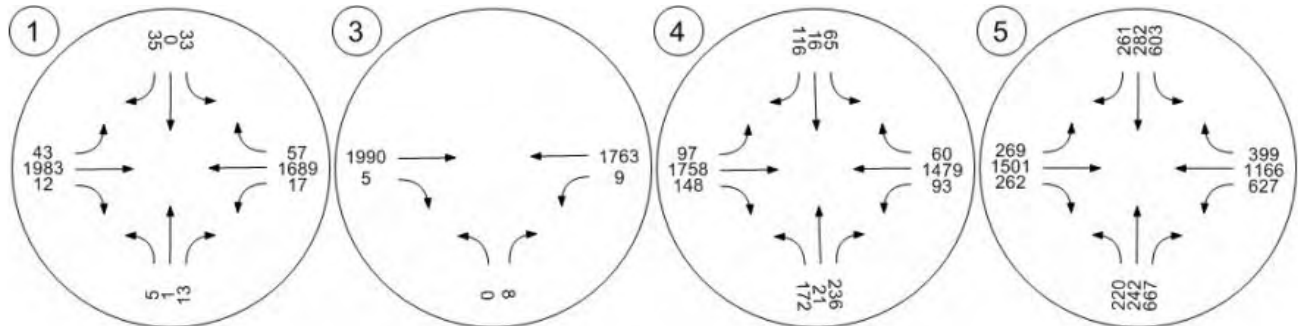


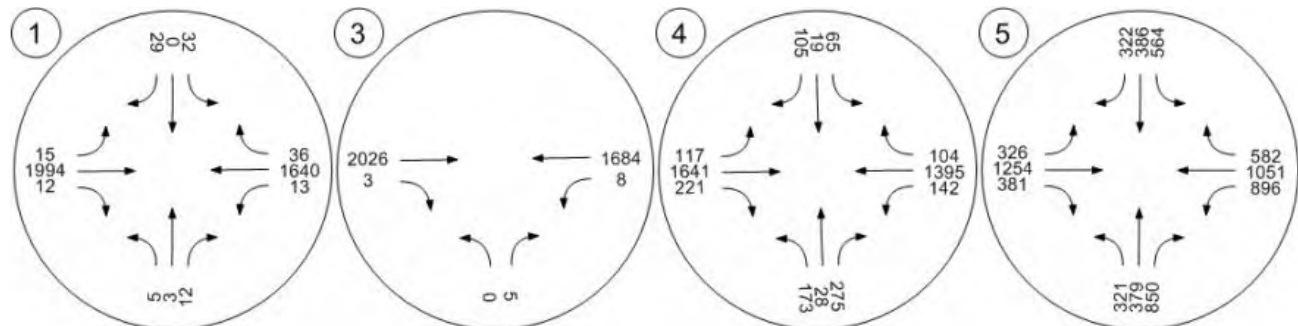
Figure 6 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes



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

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

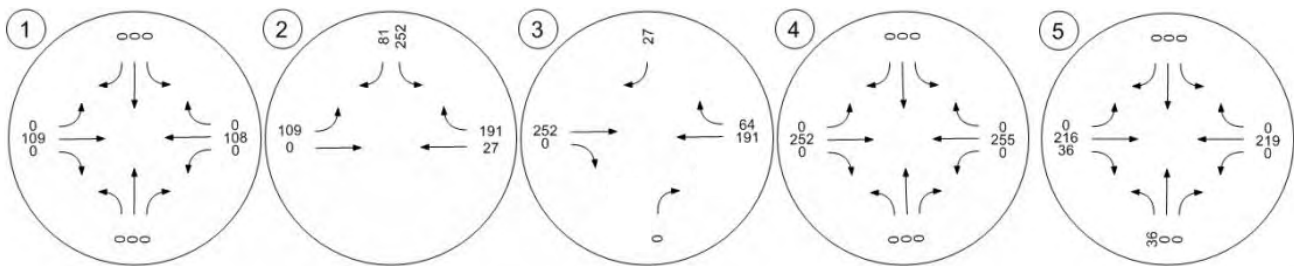
Trip Distribution

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:

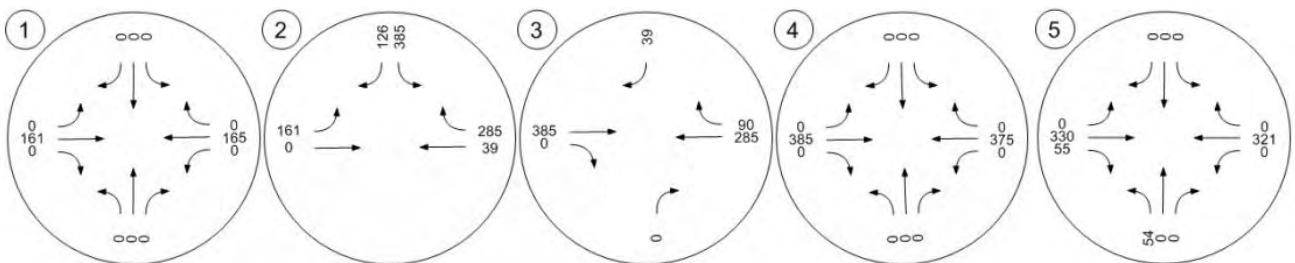
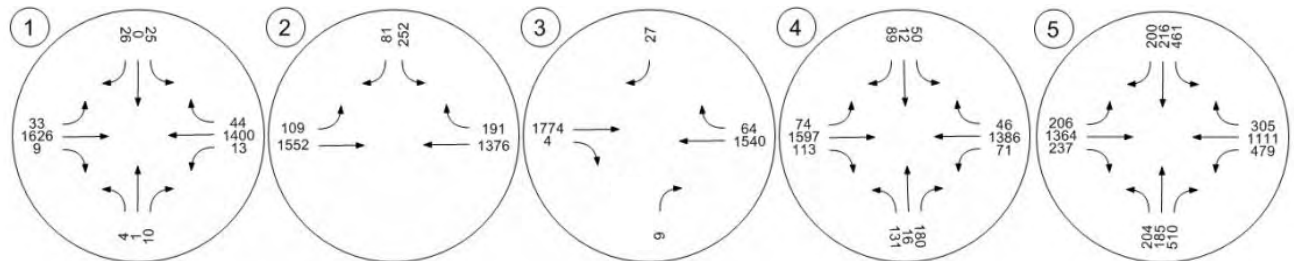


Figure 8 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2018 Weekday PM Peak Hour Buildout Volumes:



Projected 2018 Saturday Midday Peak Hour Buildout Volumes:

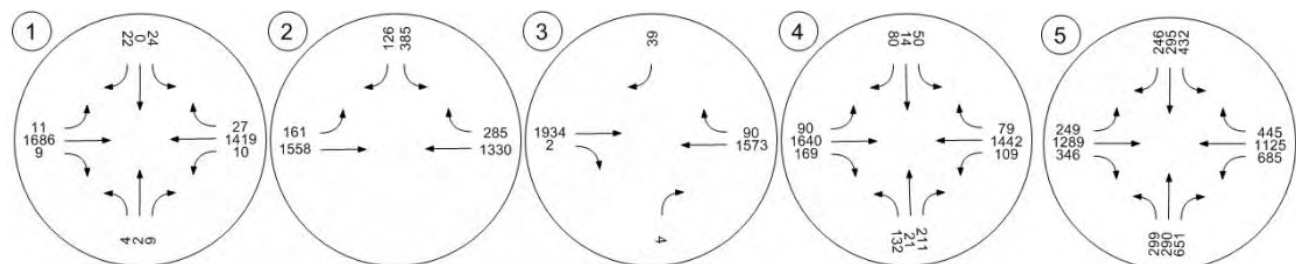
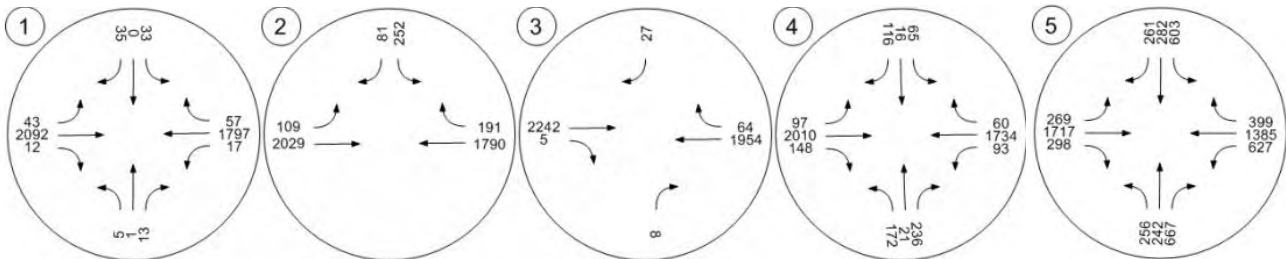


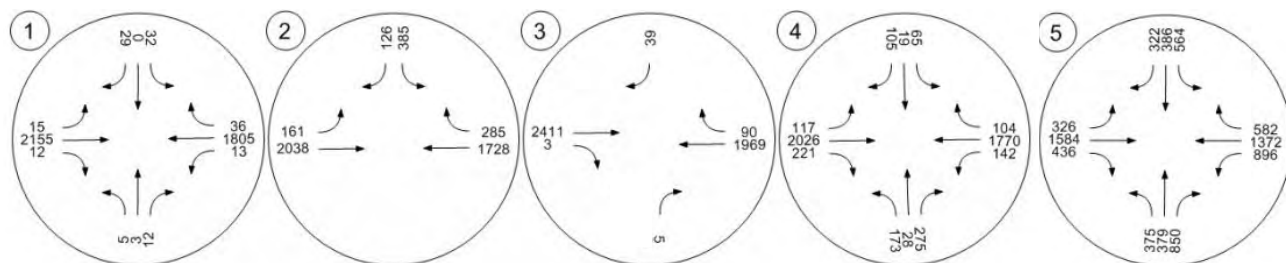
Figure 9 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2038 Weekday PM Peak Hour Buildout Volumes:



Projected 2038 Saturday Midday Peak Hour Buildout Volumes:



Traffic Modeling

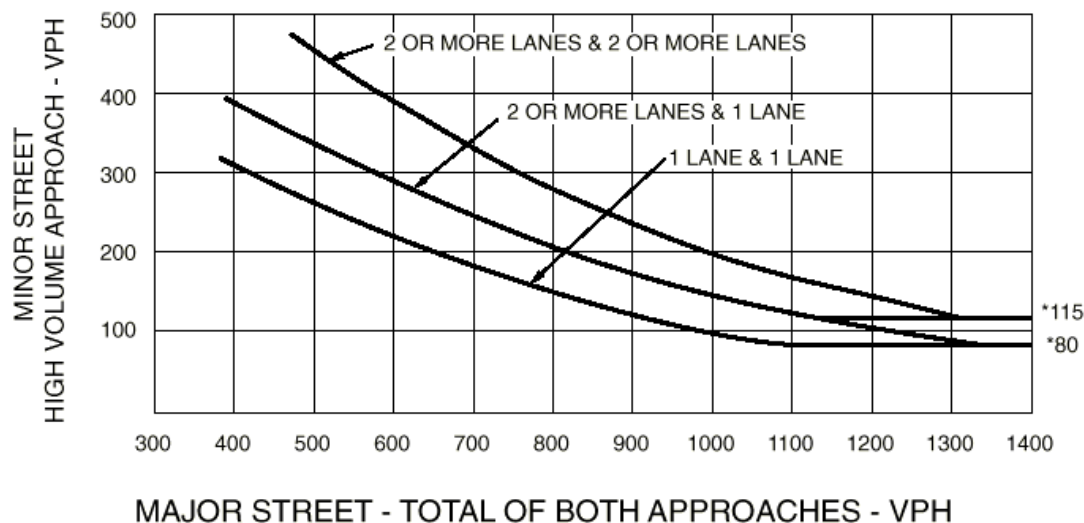
Signal Warrant Analysis

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.

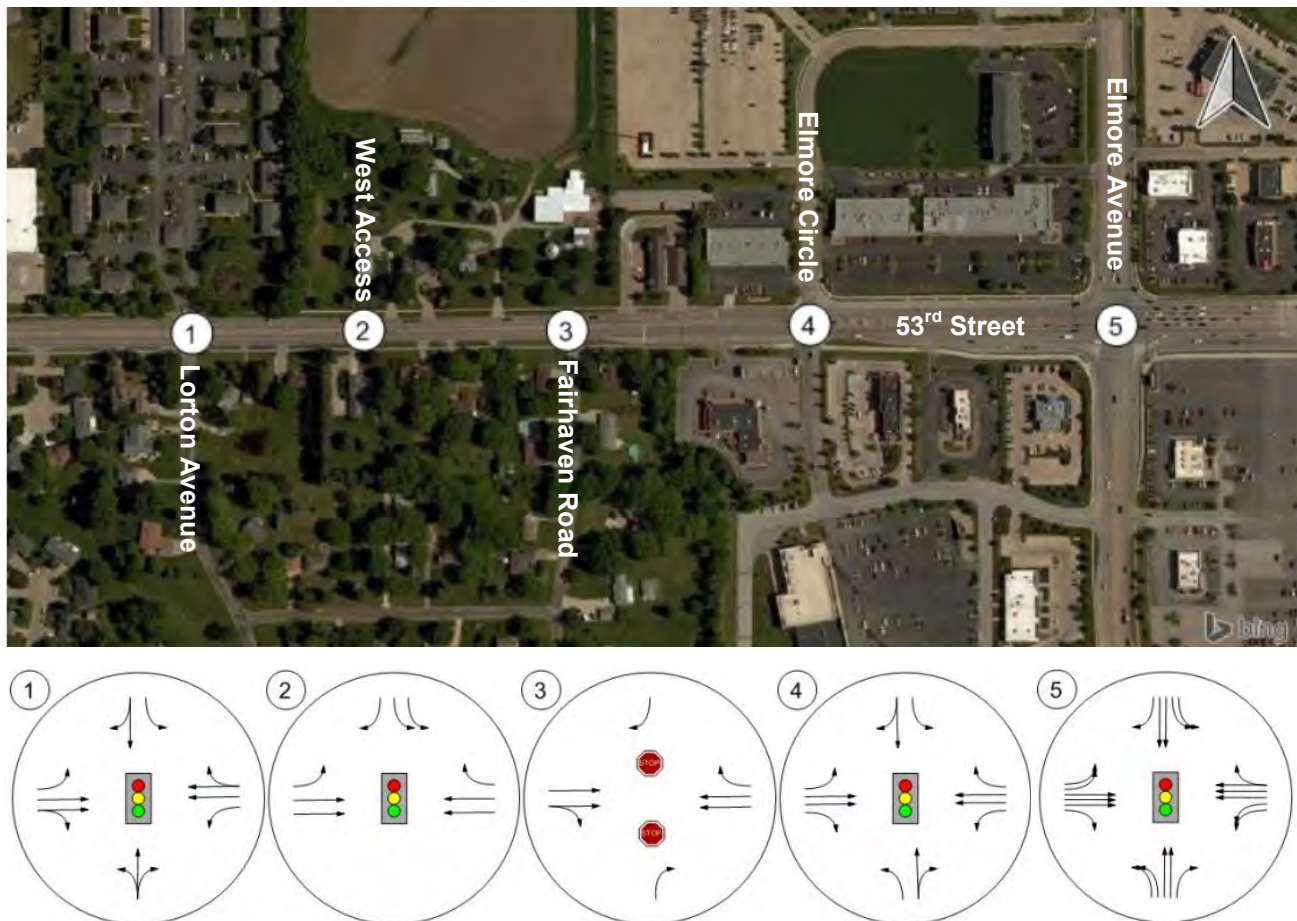
Summary of the signal warrant results is presented in Table 5. Signal warrant analysis worksheets are provided in Appendix 2.

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

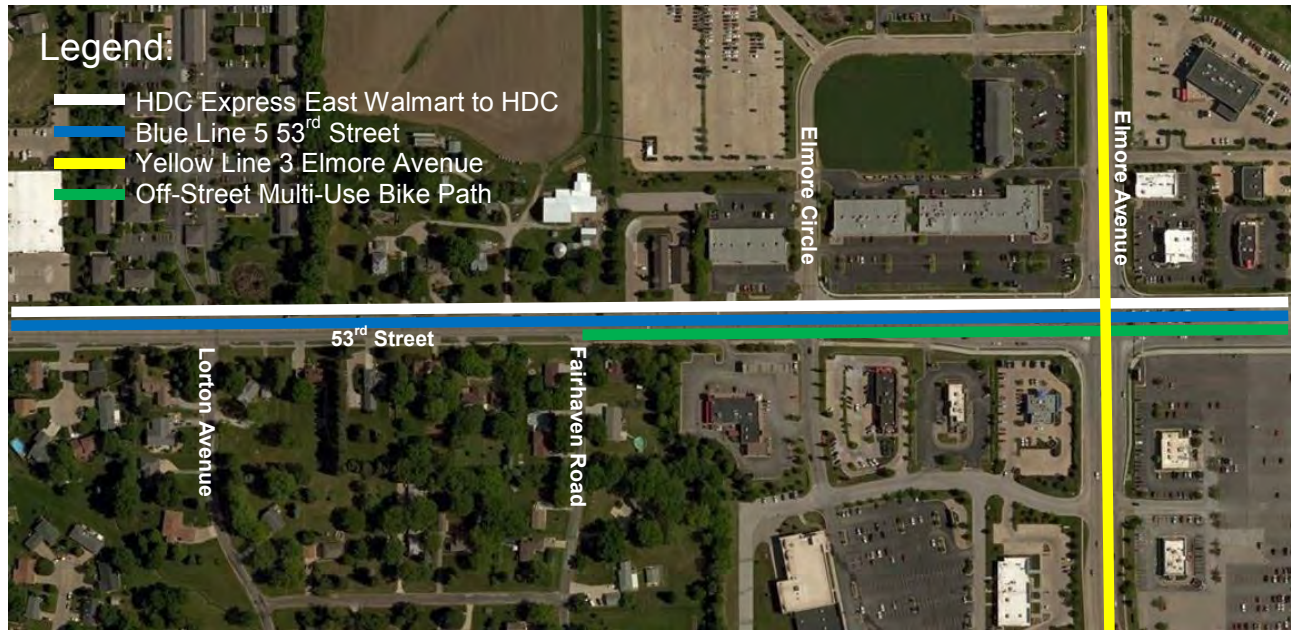
¹ Delay and LOS analysis based on HCM 2010 Two-way Stop Control Reports

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	5495.78	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	5495.78
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

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.ia.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

>>>

>>>

>>>

>>>

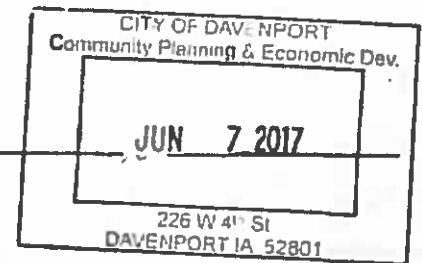
>>>>

>>>> 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.

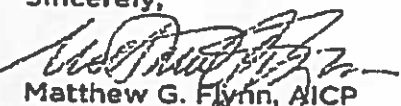
The next step in the process is for the Davenport Plan and Zoning Commission to conduct a public hearing. The public hearing will be held:

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

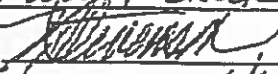
Please sign and return (if protesting)

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: 4928 WOODY CREEK CIR, DAVENPORT, IA 52702

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



City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 3

Action / Date
PW7/19/2017

Subject:
Public Hearing on the plans, specifications, forms of contract and estimated cost of \$250,000 for the 2507 Chippewa Ct sewer separation project, CIP #01788. [Ward 3]

Recommendation:
Hold the hearing.

Relationship to Goals:
Enhanced Quality of Life.

Background:
This project is intended to separate the storm water sewer from the sanitary sewer in the Chippewa Ct area. Existing storm sewer will also be upgraded and repaired near Lincoln Ct.

A new storm sewer alignment shall be constructed so to intercept storm water before it enters the sanitary sewer and divert it to an existing storm sewer line.

The project is scheduled to be bid this summer with construction to be complete by the end of this construction season. Funding for the 2507 Chippewa Ct Sewer Separation project is established within CIP #01788. The current estimate is \$250,000.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Plans, Specification, Form of Contract, and Estimated Cost Memorandum

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/11/2017 - 1:55 PM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 9:28 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 9:41 AM

MEMORANDUM

Date: July 11, 2017

To: Jackie Holecek, Deputy City Clerk

From: Nick Schmuecker, PE; Civil Engineer

Re: **2507 Chippewa Ct Sewer Separation Project**

The following enclosed documents that pertain to the referenced construction project must be filed in your office prior to their approval by the Council:

1. Plans
2. Specifications
3. Form of Contract
4. The estimated cost is \$250,000

Please file them accordingly. Thank you.

Cc: Brian Schadt, City Engineer/Deputy Public Works Director
file

City of Davenport

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

Action / Date
CD7/6/2017

Subject:

First 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	Berger, Bruce	Approved	7/13/2017 - 10:34 AM
Community Development Committee	Berger, Bruce	Approved	7/13/2017 - 10:34 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:00 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 $89^{\circ} 43' 55''$ 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.

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 _____

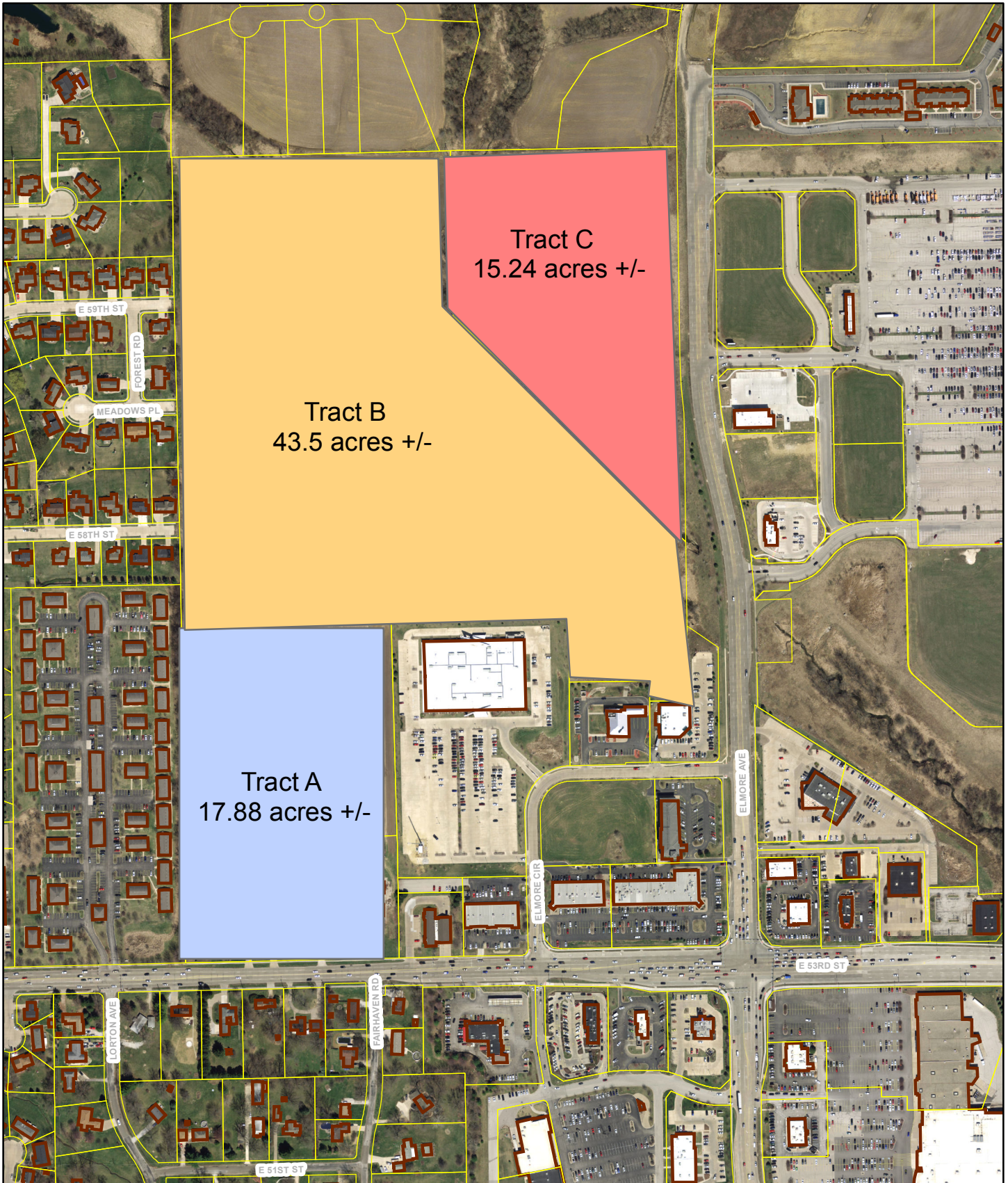
Frank J. Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

Exhibit A - Land Use Plan



0 95190 380 570 760 Feet



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.

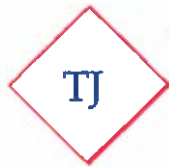
If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to 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:

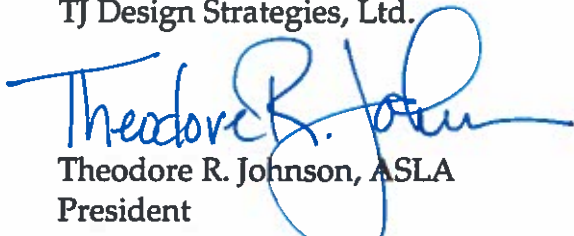
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD 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)

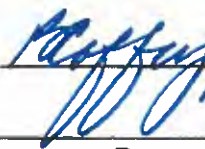
Location: Near the intersection of E. 53rd Street and Fairhaven Road

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 Pastmak
Address: Pastmak 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

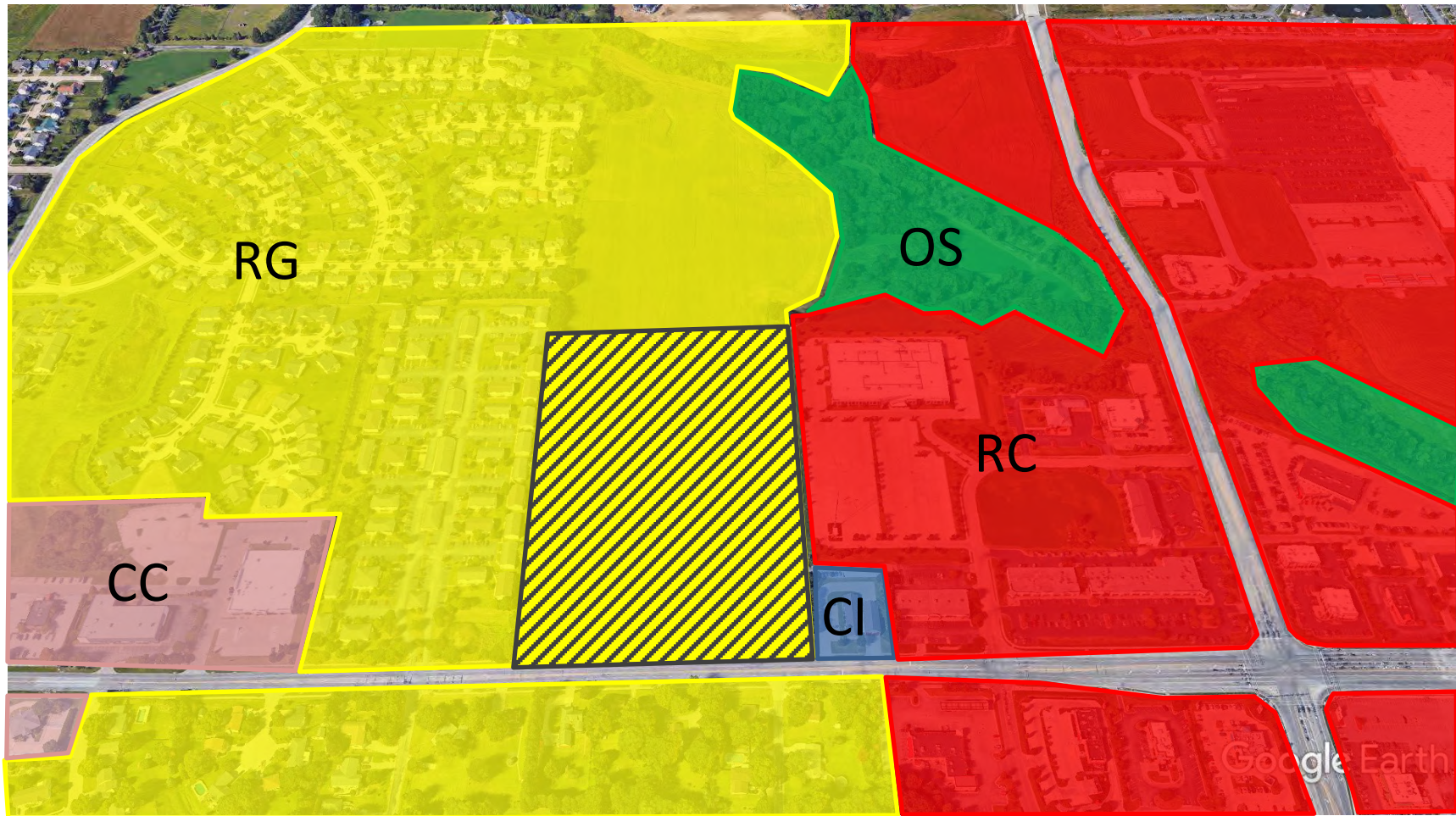
0.00

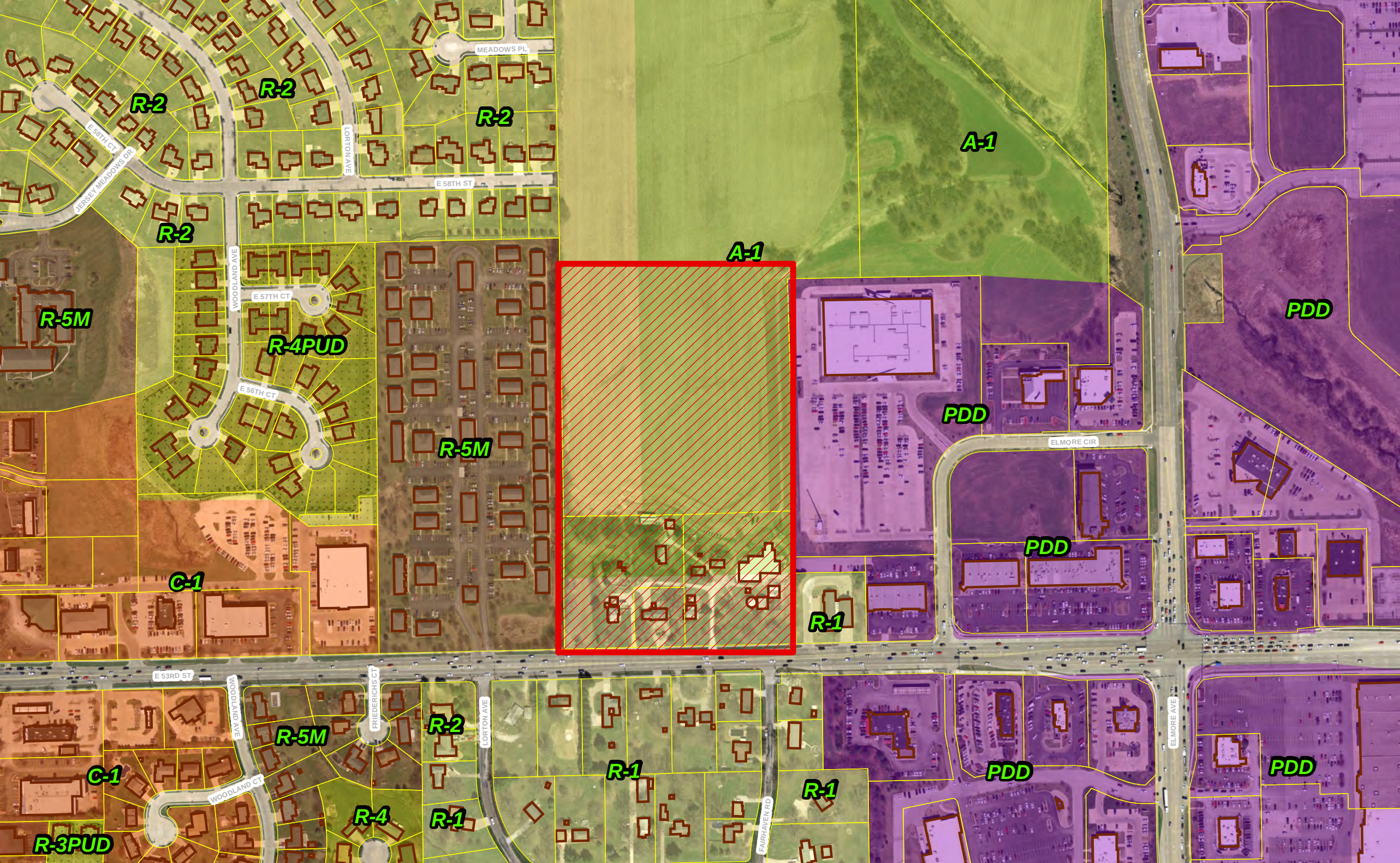
Paid by: TJ DESIGN STRATEGIES LTD

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]	

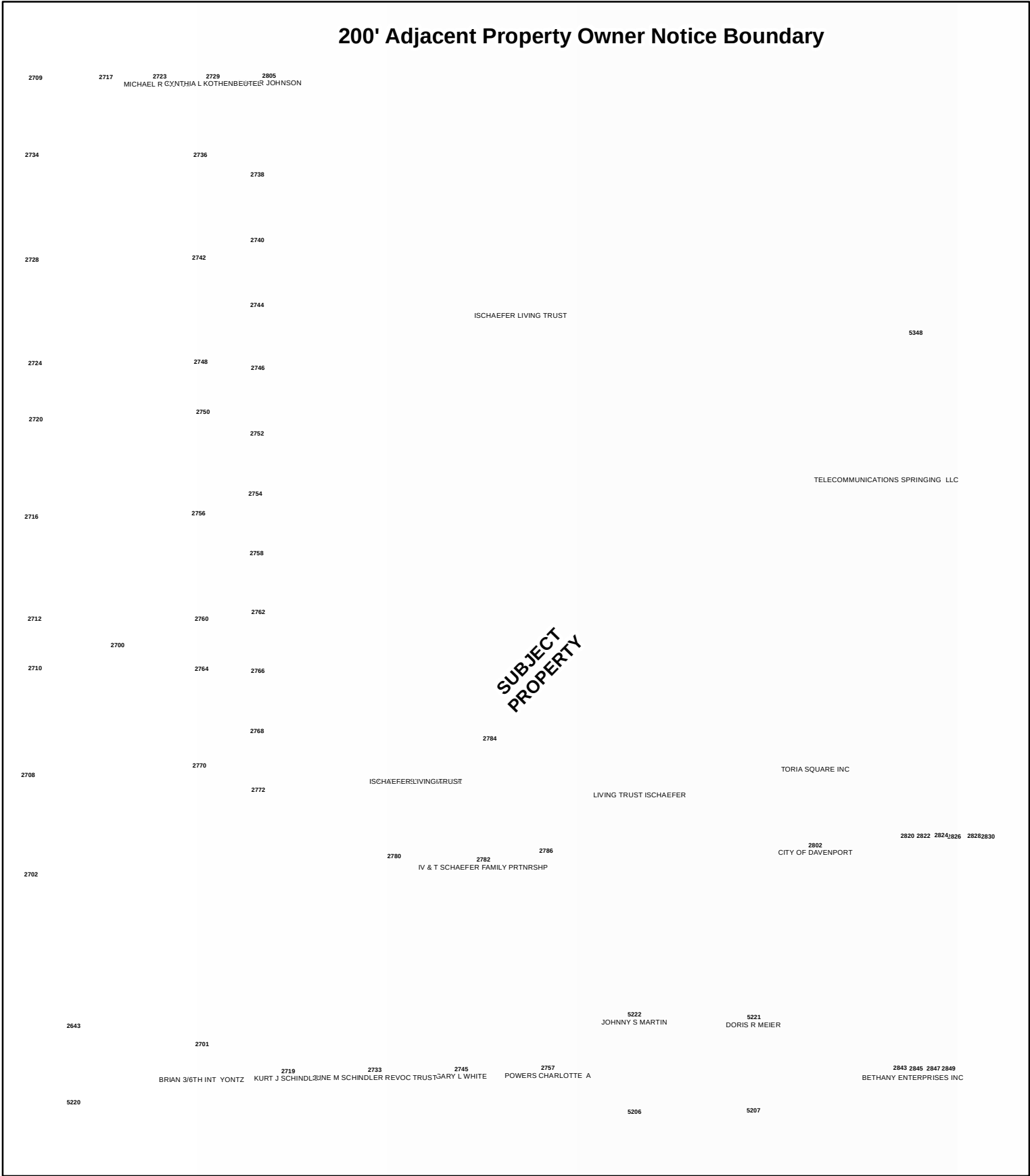
Case No. 17-04
Future Land Use Map



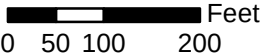


REZ17-04 - Costco Request for a Zoning Map Amendment (Rezoning)
Plan & Zoning Commission: Adjacent Property Owner Notice Area

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

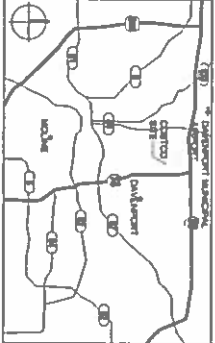
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



REGIONAL MAP



0 25' 50' 100'

1" = 50'-0"



COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT SITE PLAN

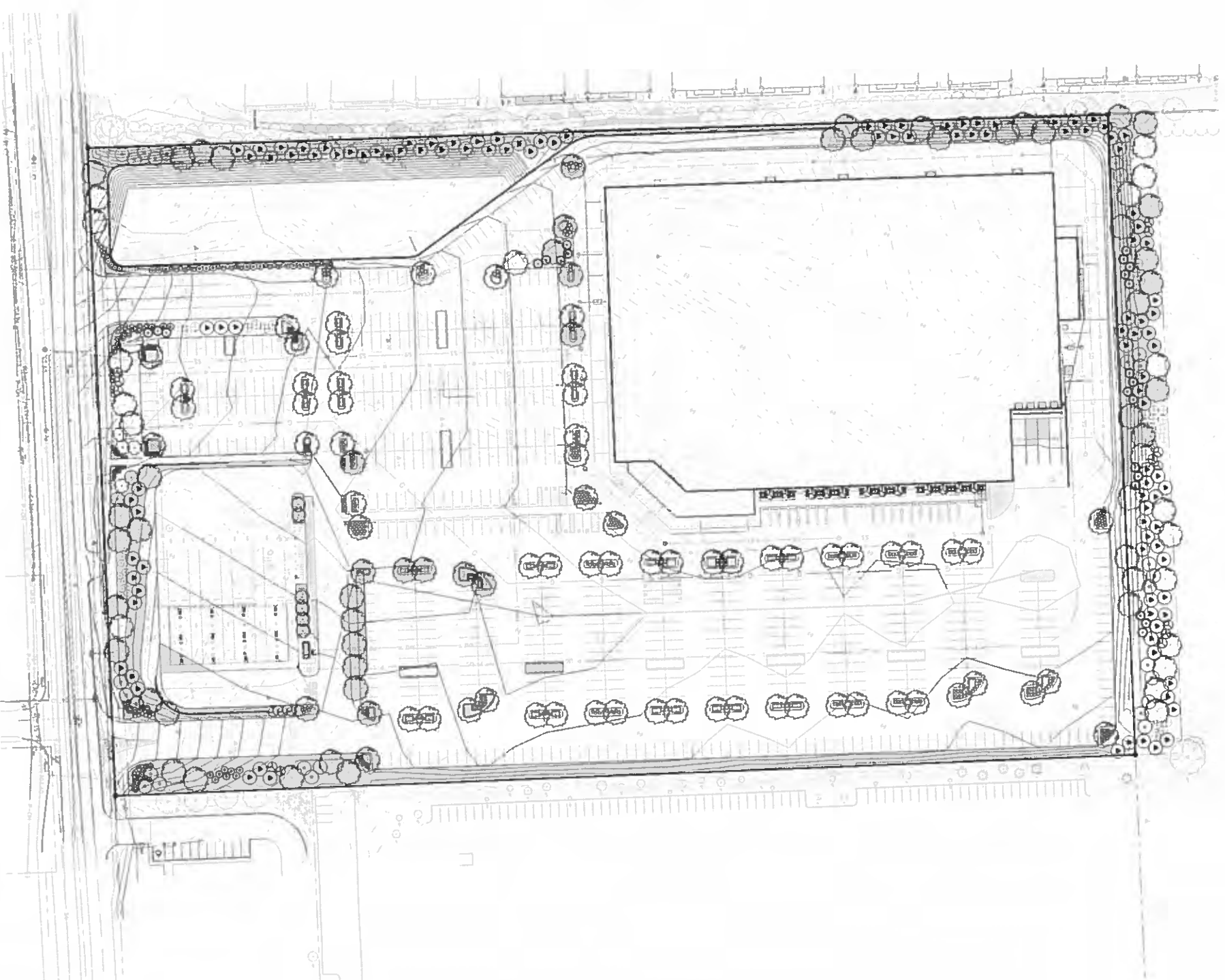
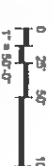
MAY 10, 2017

COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT LANDSCAPE PLAN

MAY 10, 2017

[illegible]

COSTCO
DAVENPORT, IA

SMITHGROUP JJR

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

93257.000
MAY 10, 2017
CONCEPT
LANDSCAPE
PLAN
L-1

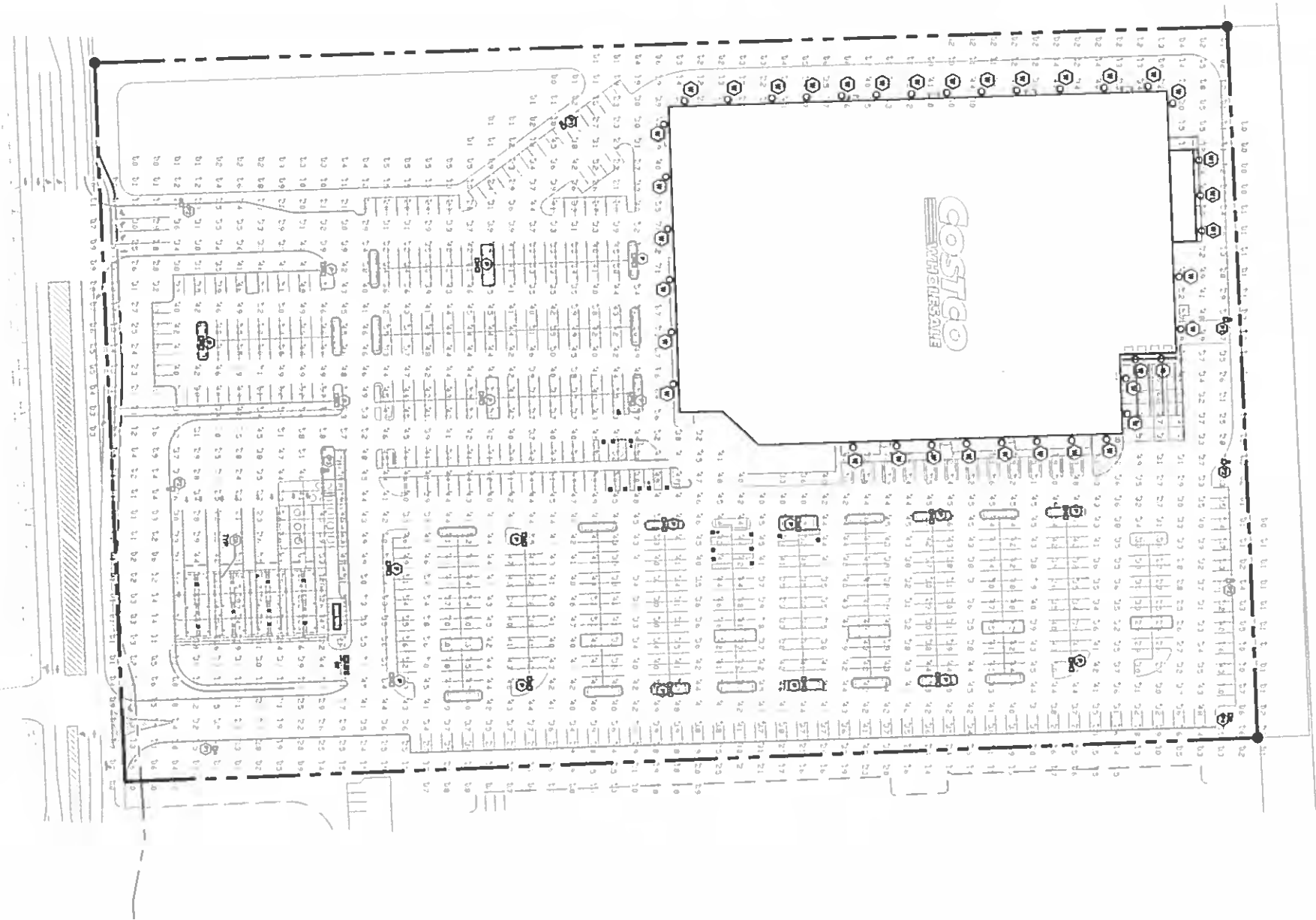
FIXTURE DESCRIPTION	
1	COOPER CULLUM 3' CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
2	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
3	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
4	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
5	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
6	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
7	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
8	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
9	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
10	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
11	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
12	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
13	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
14	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
15	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
16	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
17	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
18	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
19	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
20	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
21	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
22	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
23	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
24	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
25	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
26	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
27	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
28	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
29	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
30	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
31	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
32	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
33	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
34	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
35	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
36	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
37	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
38	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
39	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
40	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
41	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
42	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
43	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
44	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
45	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
46	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
47	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
48	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
49	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
50	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
51	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
52	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
53	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
54	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
55	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
56	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
57	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
58	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
59	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
60	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
61	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
62	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
63	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
64	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
65	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
66	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
67	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
68	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
69	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
70	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
71	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
72	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
73	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
74	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
75	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
76	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
77	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
78	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
79	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
80	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
81	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
82	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
83	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
84	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
85	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
86	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
87	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
88	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
89	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
90	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
91	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
92	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
93	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
94	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
95	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
96	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
97	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
98	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
99	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE
100	COOPER CULLUM CLO-M-48-100-41-340-82, 440W WITH 2'-8" BASE



TYPICAL WALL PACK DETAIL (W. M.)

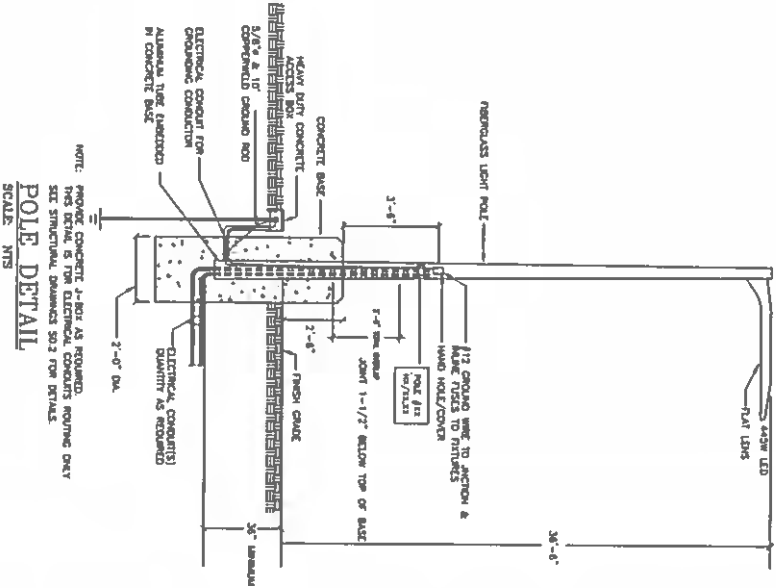


FUEL FACILITY LED LIGHT



SITE PHOTOMETRIC PLAN

SCALE: 1" = 40'-0"



POLE DETAIL

SCALE: NTS

SE-1



COSTCO
WHOLESALE

DD PACKAGE
DAVENPORT, IA



T.E., Inc.
830 N. RIVERSIDE DRIVE
SUITE #200
RENTON, WA 98057
PHONE: 425-870-3753
FAX: 425-870-3758

REVISION	DATE	DESCRIPTION
1	APRIL 2017	ISSUE DATE
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		
45		
46		
47		
48		
49		
50		
51		
52		
53		
54		
55		
56		
57		
58		
59		
60		
61		
62		
63		
64		
65		
66		
67		
68		
69		
70		
71		
72		
73		
74		
75		
76		
77		
78		
79		
80		
81		
82		
83		
84		
85		
86		
87		
88		
89		
90		
91		
92		
93		
94		
95		
96		
97		
98		
99		
100		

DRAWN: NTL

CHECKED: ANT/SGM



PROJECT NO: 17-203

NO PART OF THIS DOCUMENT MAY BE USED OR COPIED IN WHOLE OR IN PART WITHOUT THE PRIOR WRITTEN CONSENT OF T.E., INC.

ARCHITECT REFERENCE NO: 18-5332-01

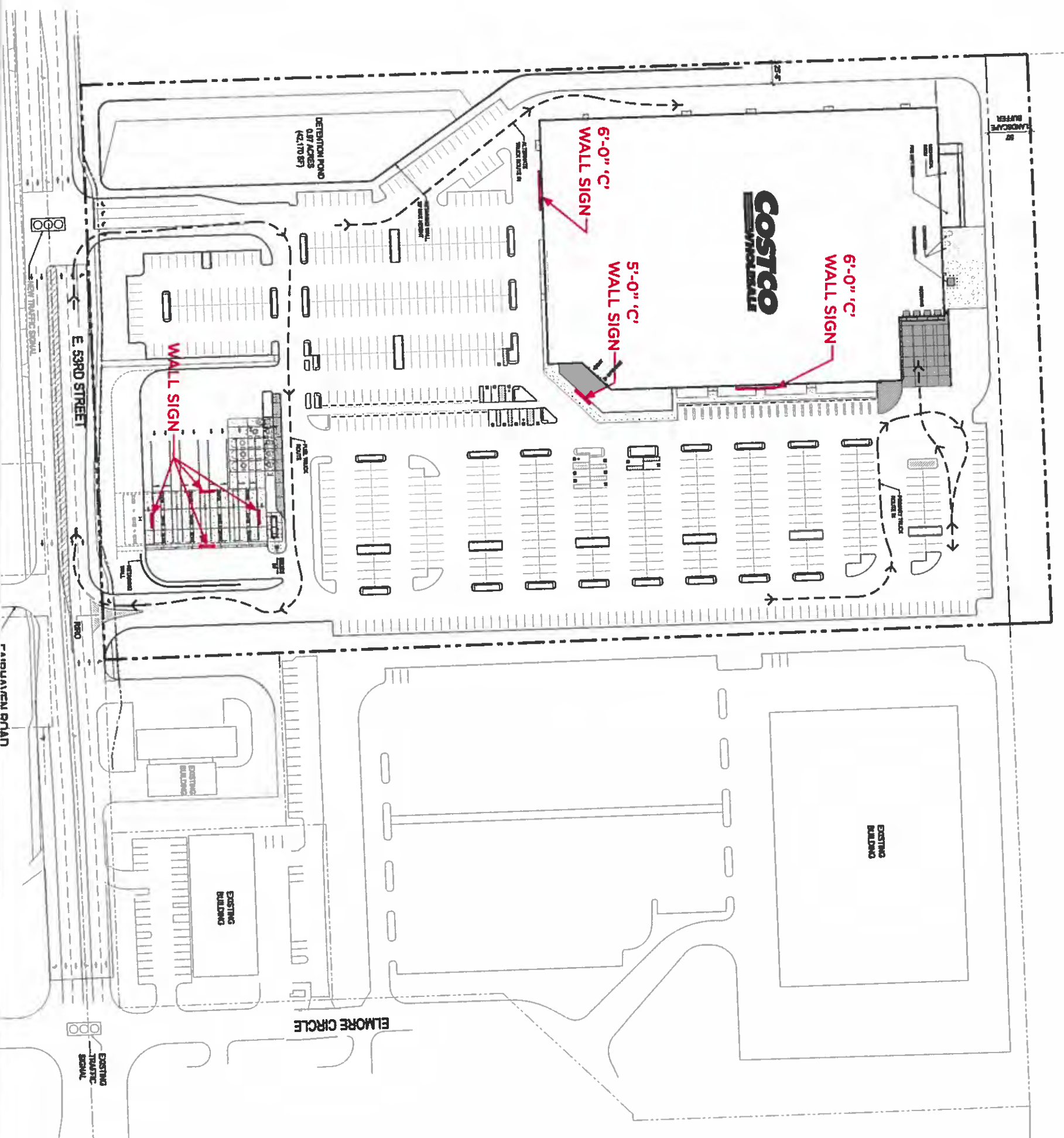
ISSUE DATE: APRIL 2017

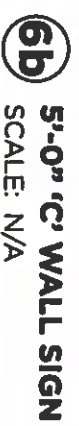
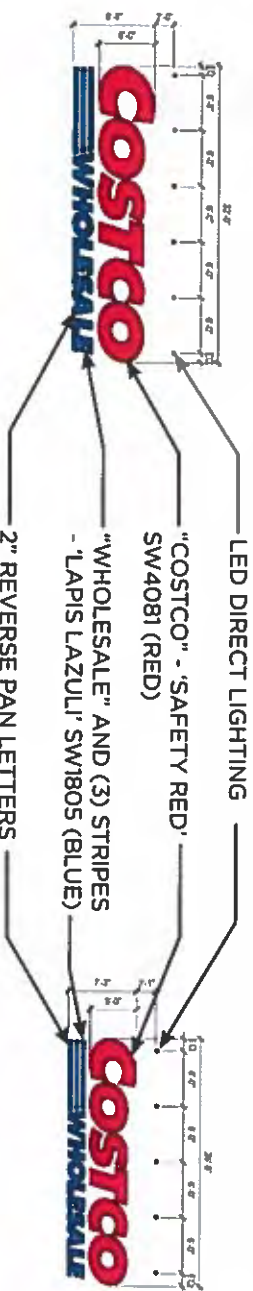
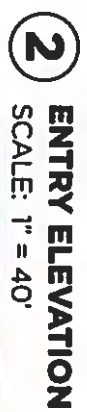
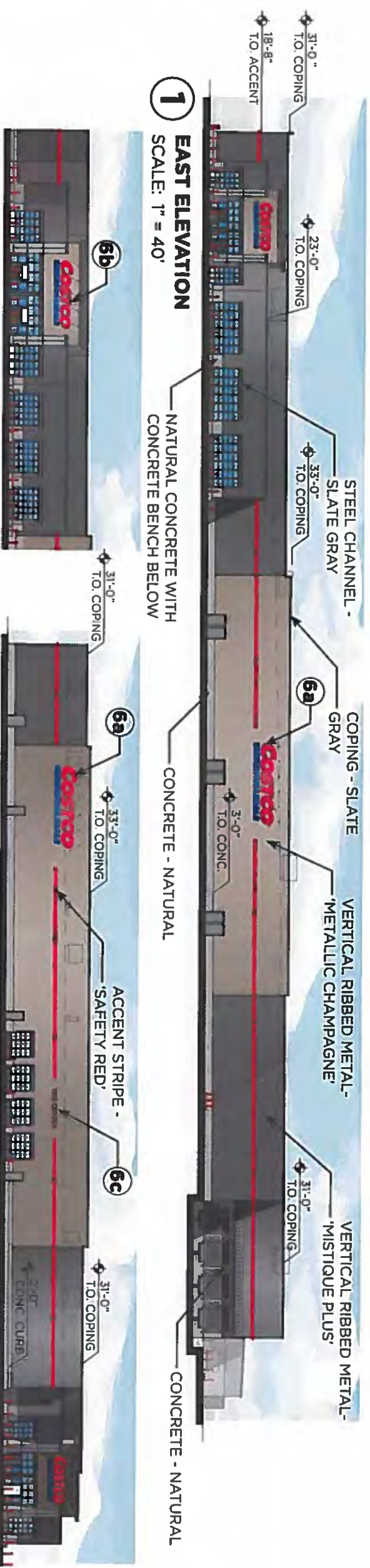
REVISION DATE:



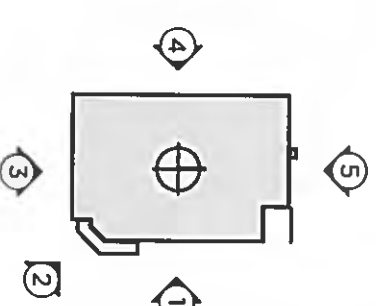
MAY 11TH, 2017
PROJECT # 16-5532-01 V. #1.2
DAVENPORT, IA

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'	11 SF	11 SF
TOTAL SIGNAGE AREA				375 SF





MG2

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

ENTRY PERSPECTIVE

Costco
WHOLESALE

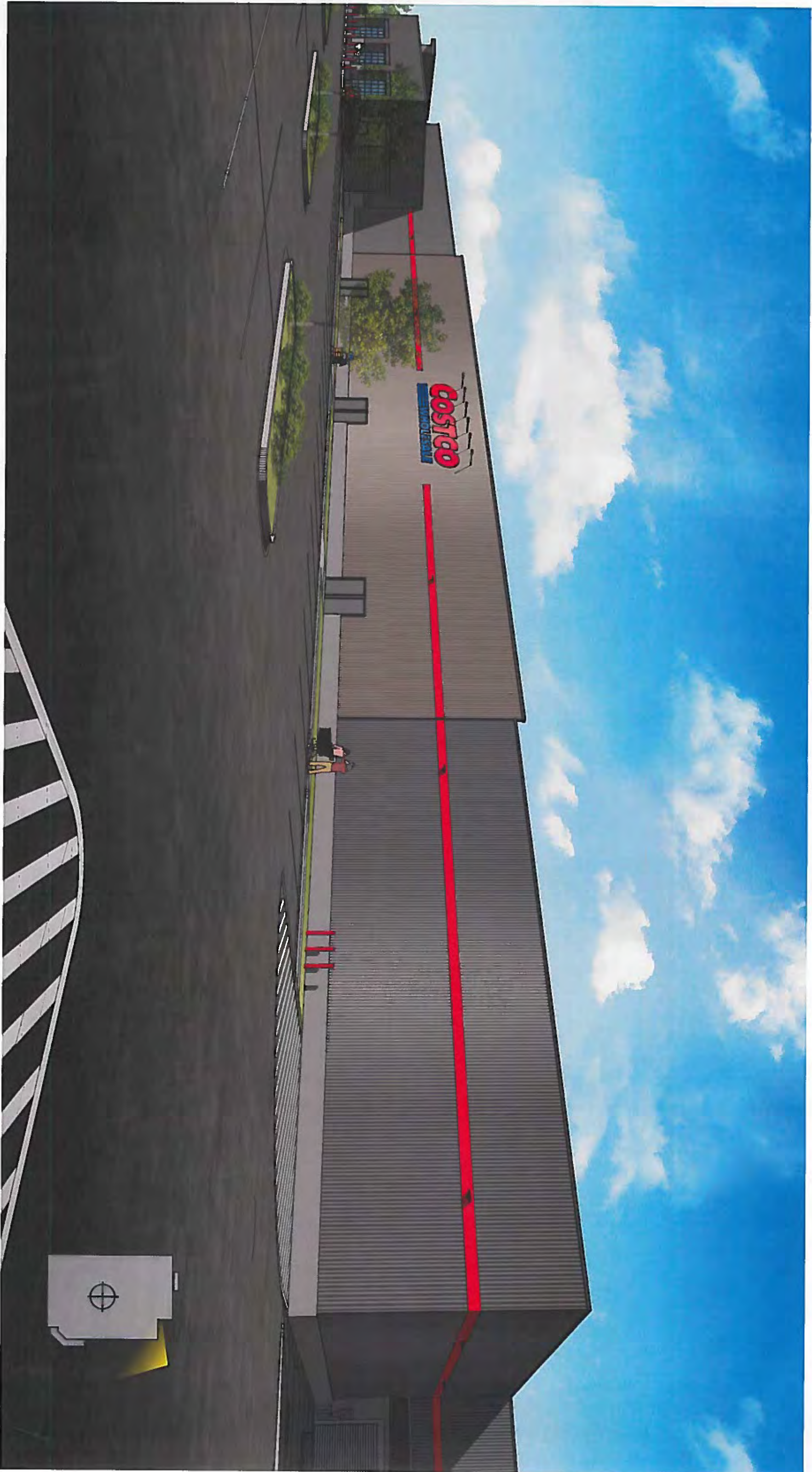


MG2

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

SOUTHWEST PERSPECTIVE

Costco
WHOLESALE

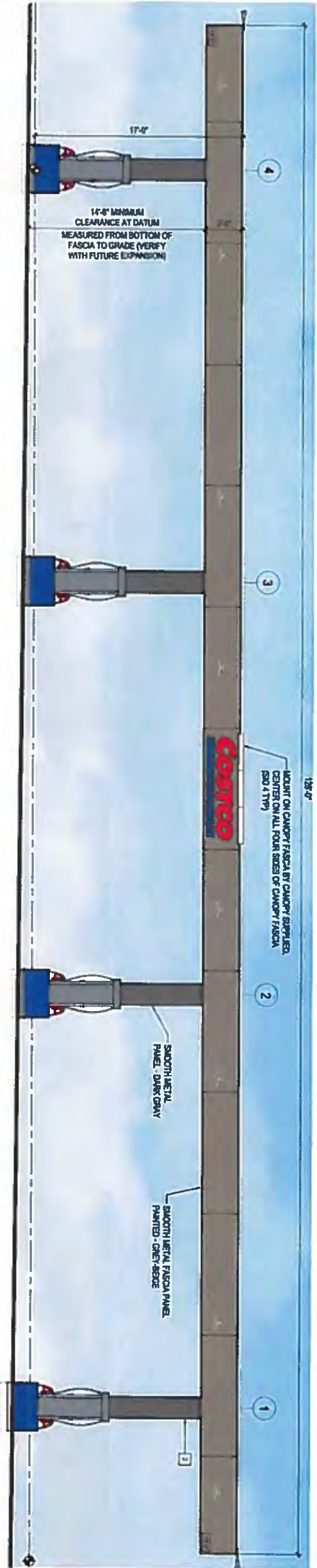


MG2

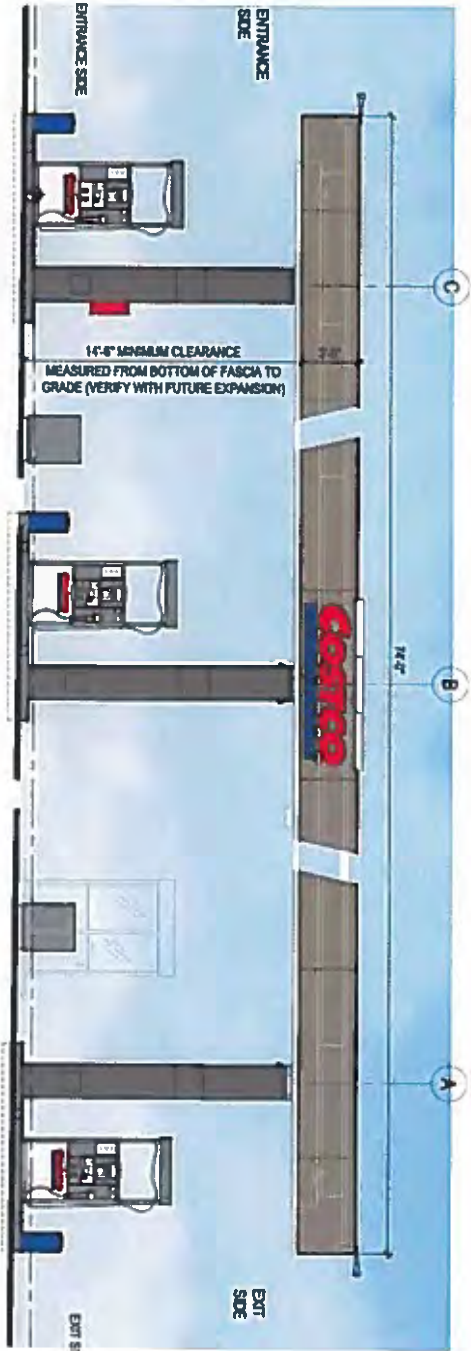
MAY 11TH, 2017
PROJECT # 16-5532-01 V #1.2
DAVENPORT, IA

NORTHEAST PERSPECTIVE

Costco
WHOLESALE



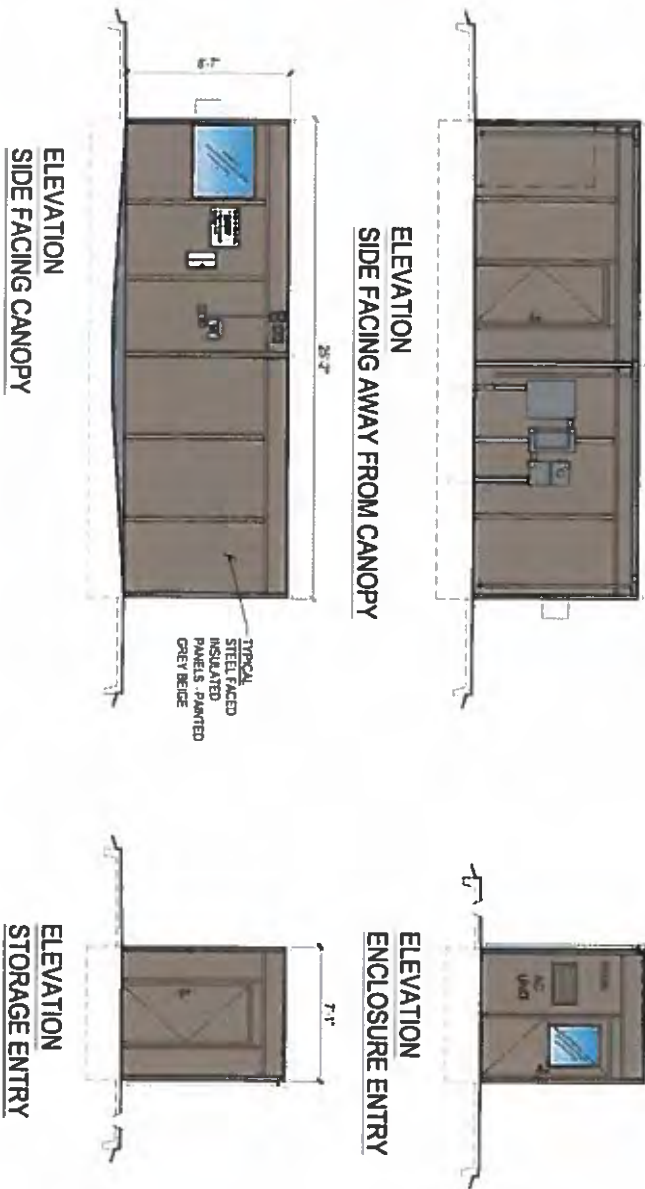
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



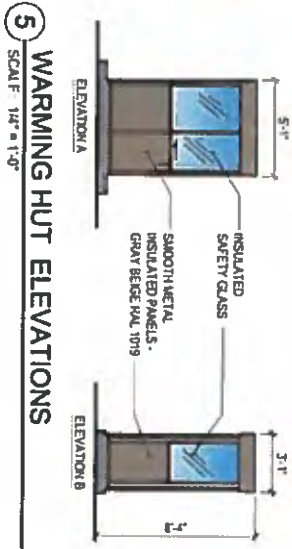
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



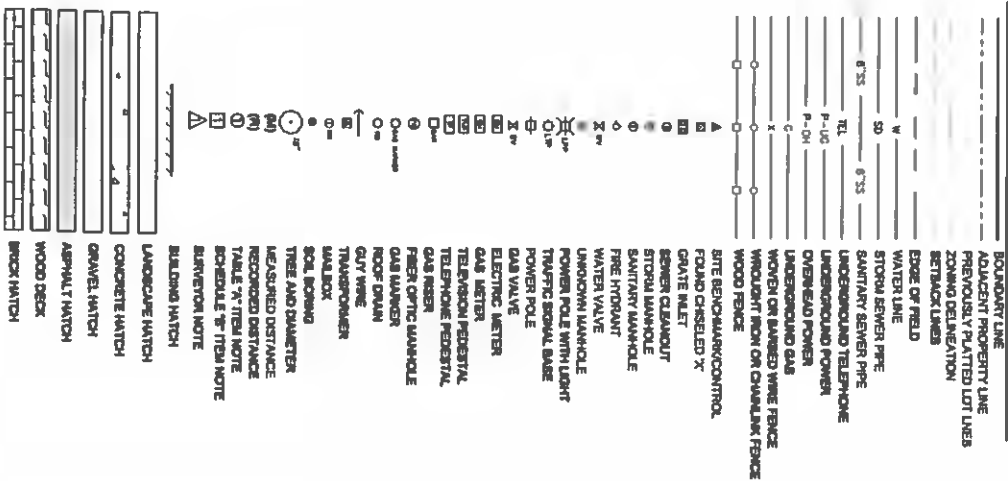
SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-5 1/4" X 8'-6 5/8"	22	88 SF
			TOTAL SIGNAGE AREA	
			88 SF	



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

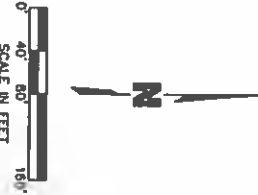
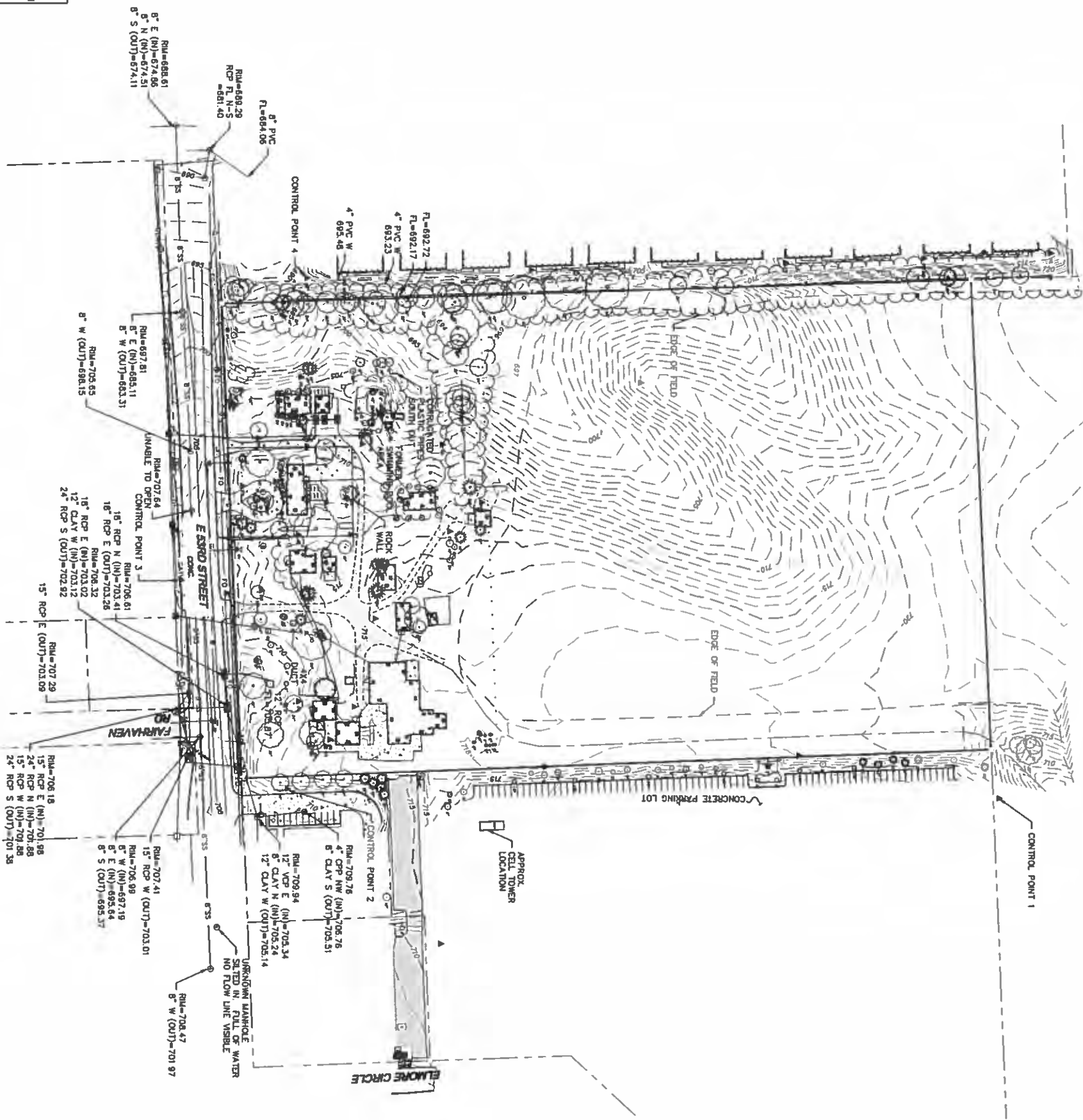


5 WARMING HUT ELEVATIONS
SCALE: 1/4" = 1'-0"



NOTE:

OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD MAKE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD HAVE NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ANY UNDERGROUND UTILITIES NOT SHOWN ARE REQUIRED TO BE LOCATED BY FIELD POT-HOLING THE UTILITIES. OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES. UTILITIES WERE ORDERED TO BE LOCATED PER NEBRASKA 811 ONE-CALL TICKET NUMBER 152021115. THE COMPANIES LISTED ON THE TICKET ARE BLACK HILLS ENERGY, COX COMMUNICATIONS, METROPOLITAN UTILITIES, SOUTHWEST POWER DISTRICT, PINPOINT COMMUNICATIONS INC., CTCL - CENTRALINK 50 285 WICKS SOUTHPOINT, SD 56504-0001 AND UNITE PRIVATE NETWORKS LLC.



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/05/2017

EXISTING CONDITIONS

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

2017

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

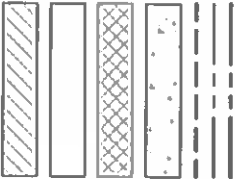
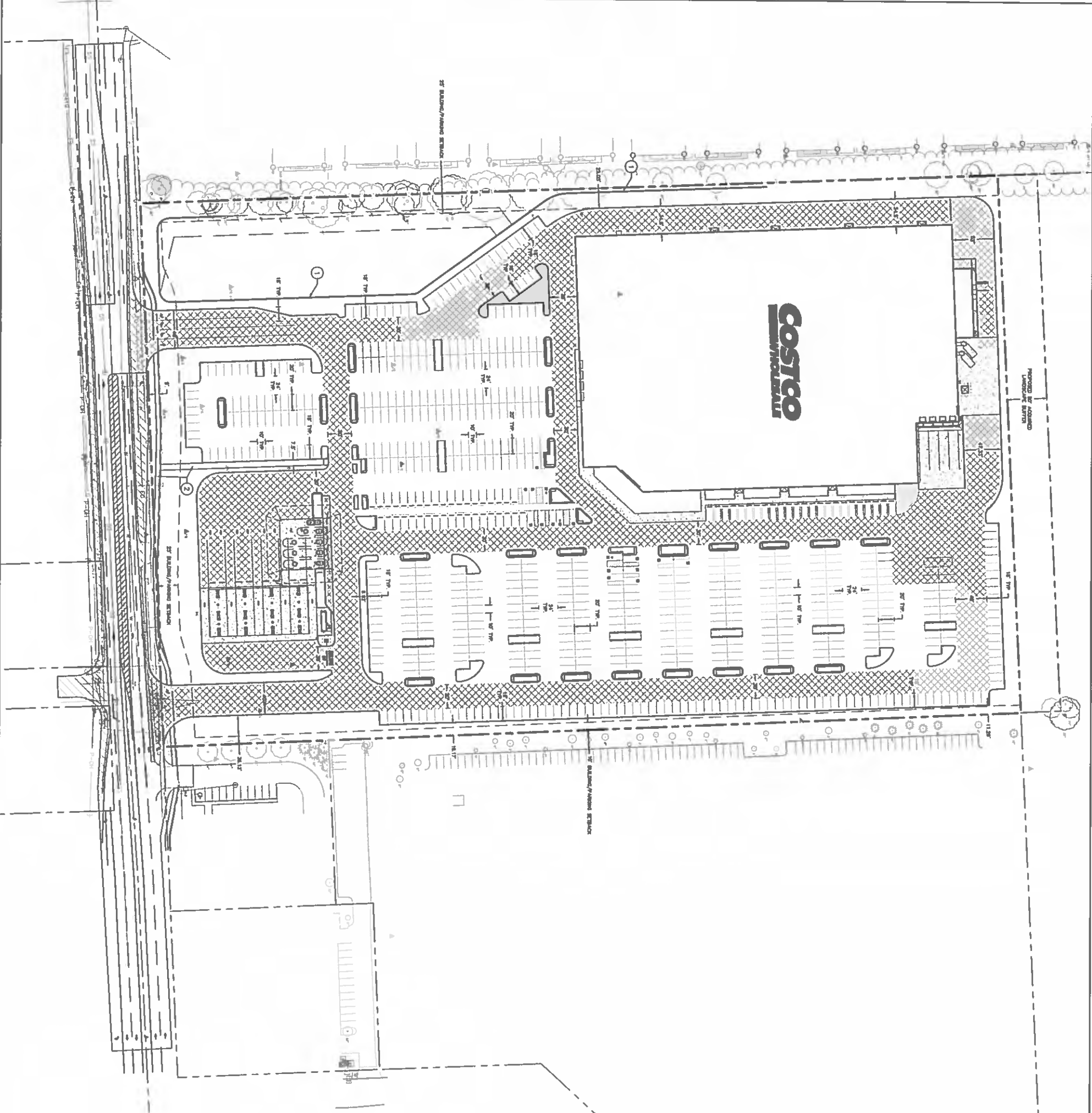
OLSSON ASSOCIATES

7187 Volo Drive
West Des Moines, IA 50325

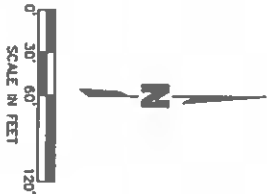
TEL 515.331.8817
FAX 515.331.8818 www.olsonassociates.com

SHEET

C1



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

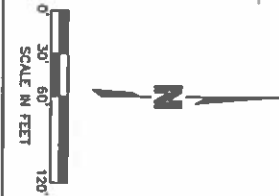
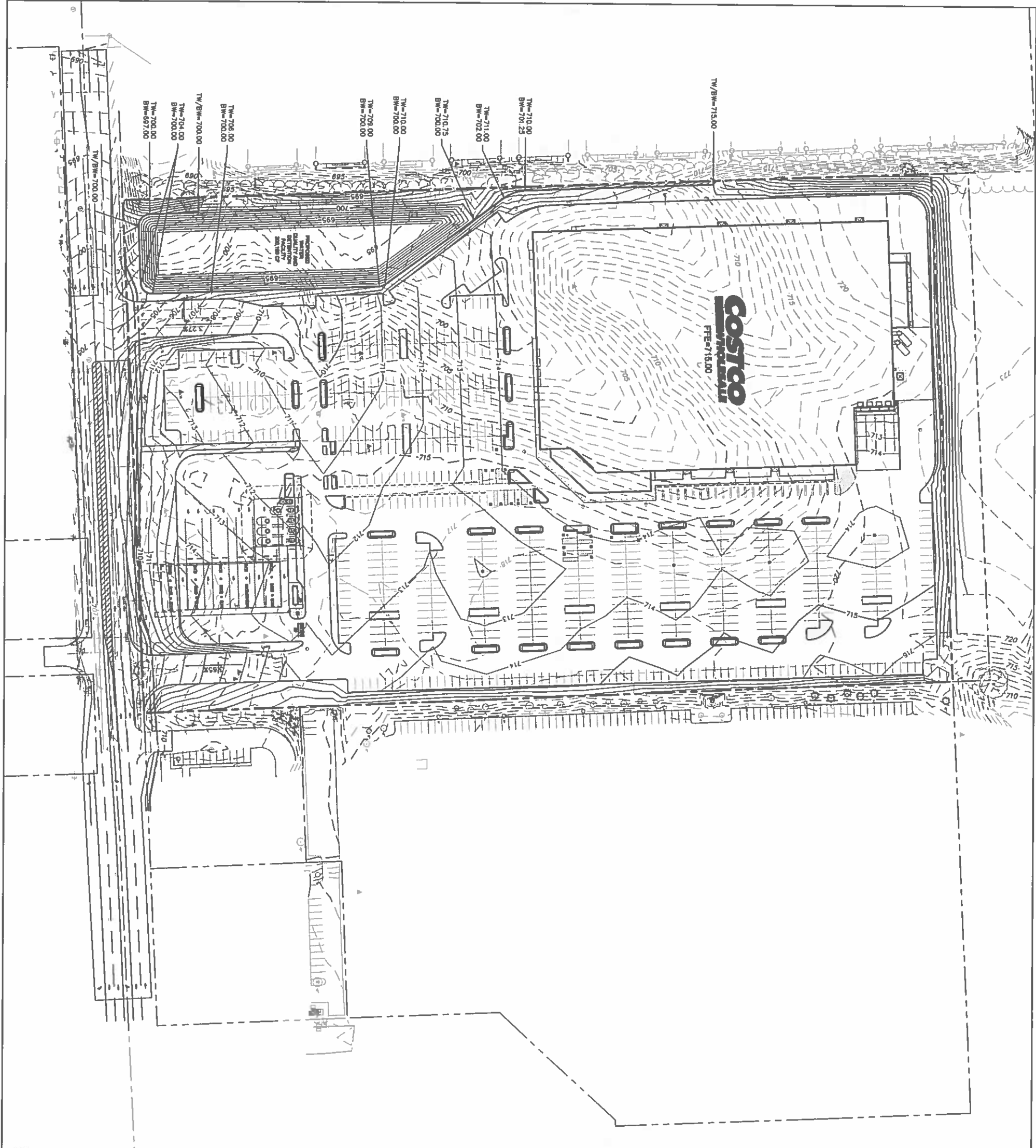


PRELIMINARY PLANS
NOT FOR CONSTRUCTION
DATE: 5/11/2017

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

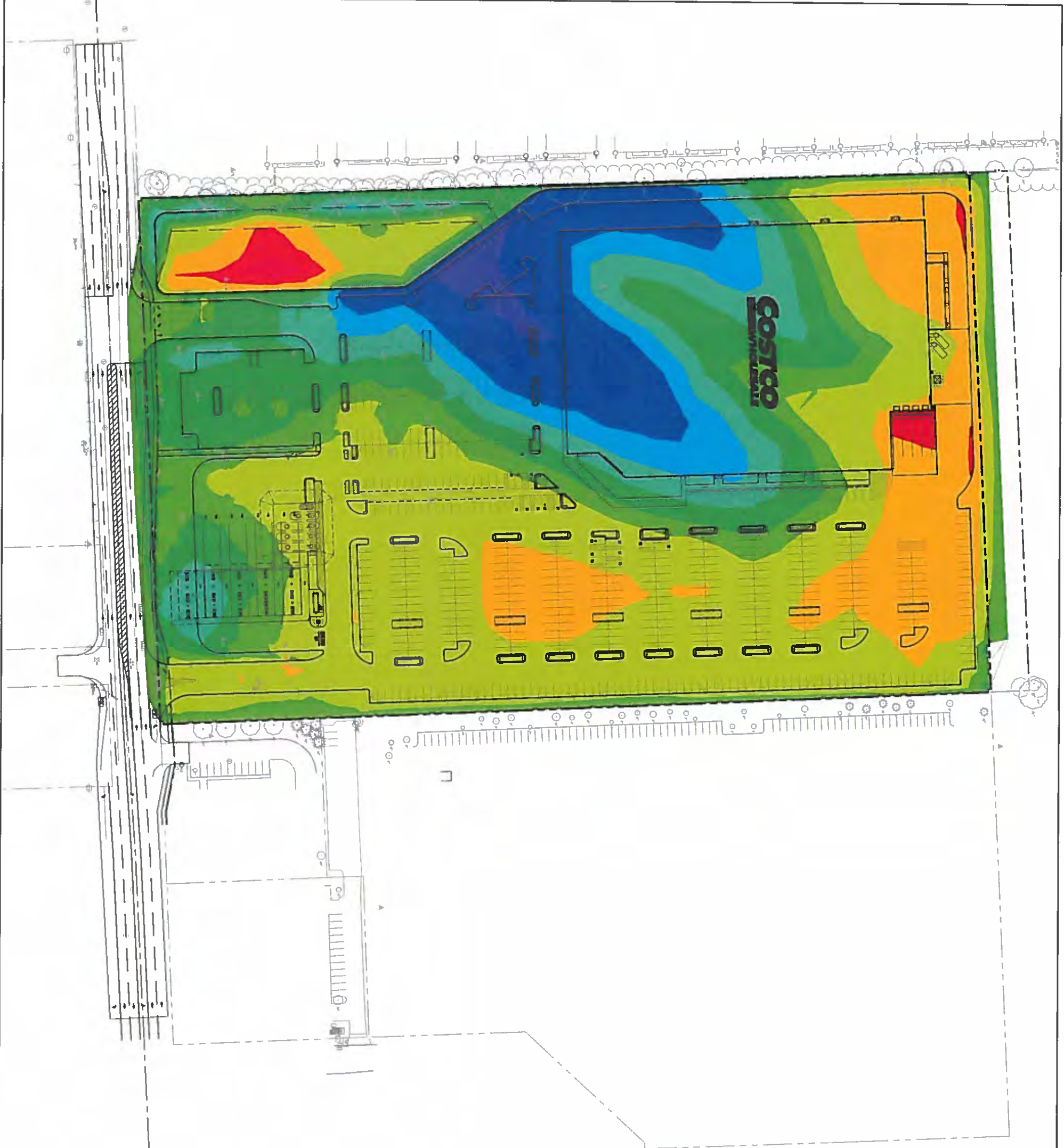
7187 Volo Drive
West Des Moines, IA 52255

Tel: 515.321.0517
Fax: 515.321.0510
www.molssonassociates.com



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/28/2017**

SHEET C3	Drawn by: _____ Checked by: _____ Date: _____ Project 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 50320 TEL: 515.331.6517 FAX: 515.331.6518 www.dbeerengineering.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 = 8,417 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
PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

EARTHWORK PLAN

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

2017

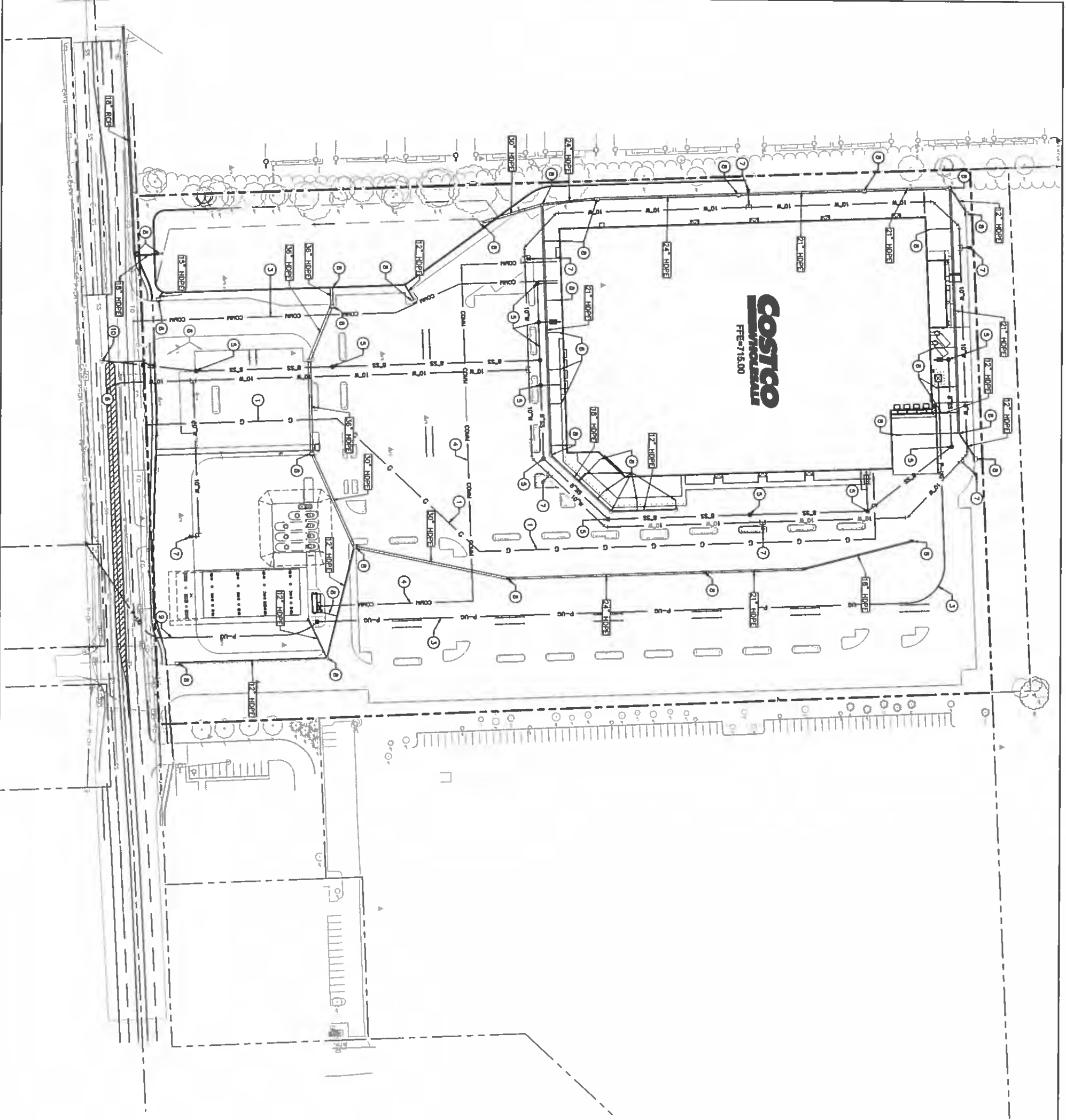
REVISIONS

7157 Vista Drive
West Des Moines, IA 50266

TEL 515.331.8517
FAX 515.331.8518 www.danorasson.com

MOLSSON[®]
ASSOCIATES

SHEET
CA



LEGEND

- EXISTING BOUNDARY
- PROPOSED BOUNDARY
- WATERLINE
- STORM SEWER LINE
- SANITARY SEWER LINE
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND POWER LINE
- EXISTING FIBER LINE
- EXISTING SANITARY LINE
- EXISTING WATER LINE
- EXISTING STORM SEWER LINE
- EXISTING UNDERGROUND TELEPHONE
- EXISTING UNDERGROUND POWER
- EXISTING OVERHEAD POWER
- EXISTING GAS LINE
- EXISTING CABLE LINE

KEYNOTES:

1. INSTALL GAS SERVICE AND CONNECT TO SOURCE
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, PRESS. AND SAND/OIL SEPARATORS SHOWN ON UEP PLANS
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 VAULT 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. 53RD STREET

0 30 60 120
SCALE IN FEET

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

UTILITY & STORM SEWER PLAN

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

2017

REVISIONS

REV NO.	DATE	REVISIONS DESCRIPTION

MOLSSON
ASSOCIATES

7157 Main Drive
West Des Moines, IA 50309

TEL 515.331.8517
FAX 515.331.8519

www.molssonassociates.com

Drawn by: JPS
Reviewed by: JPS
Checked by: JPS
Project No.: 017-0610
Drawing No.: 04020212

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

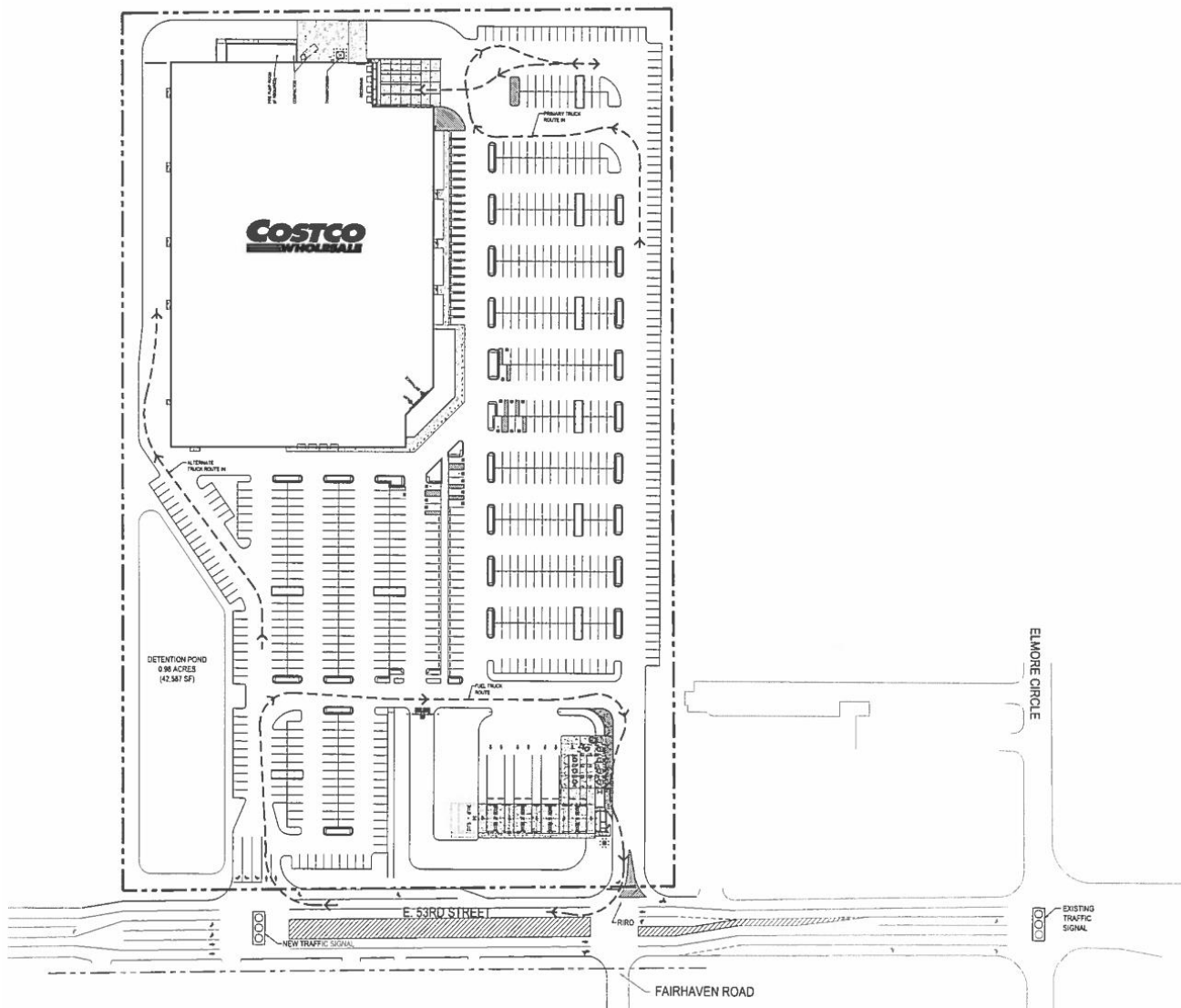


Project Description

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.

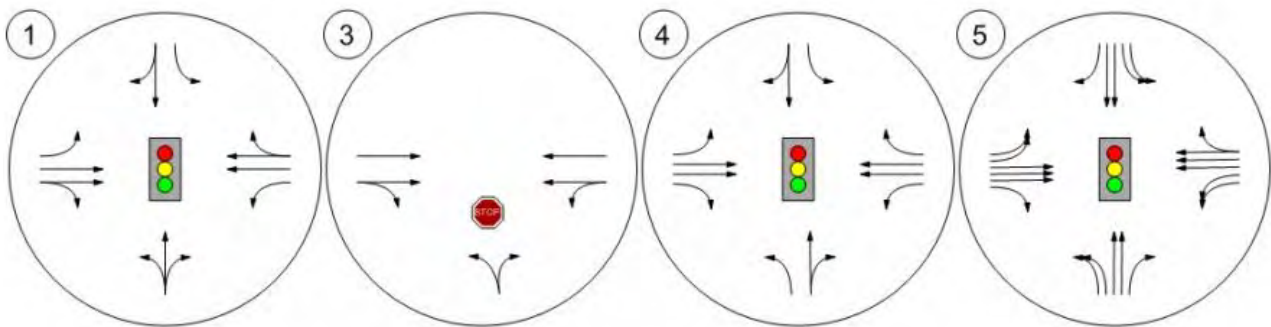
Fairhaven Road is a north/south two-lane (one lane in each direction) local roadway. Fairhaven Road has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Fairhaven Road.

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.

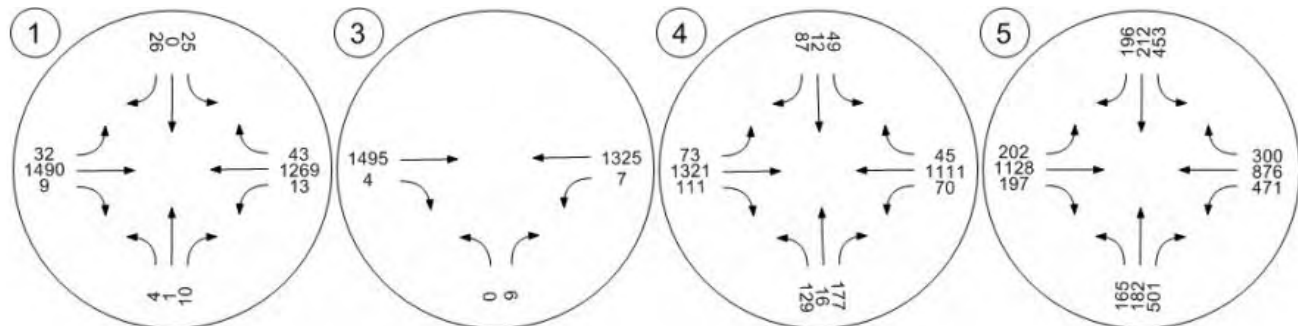
Background Traffic Growth

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:

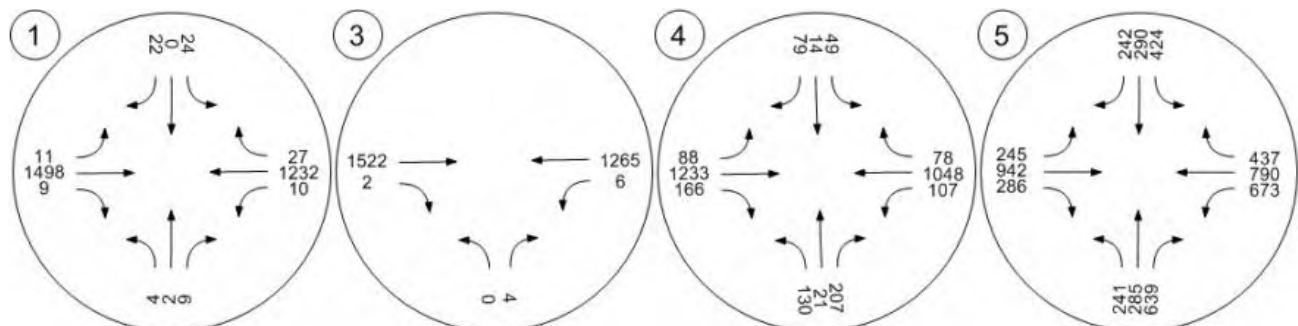
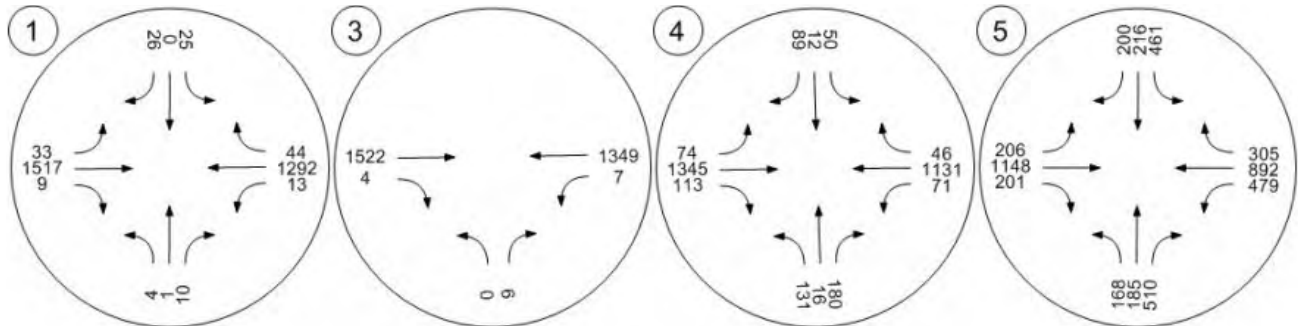


Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Midday Peak Hour No Build Volumes:

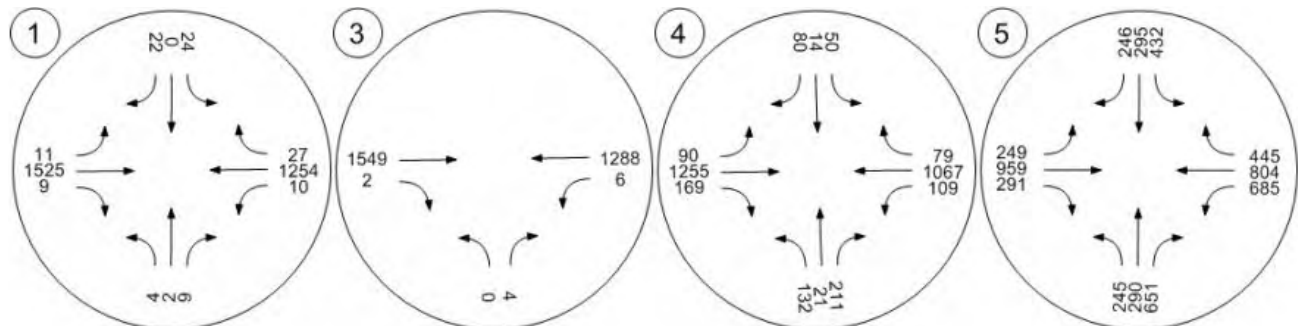
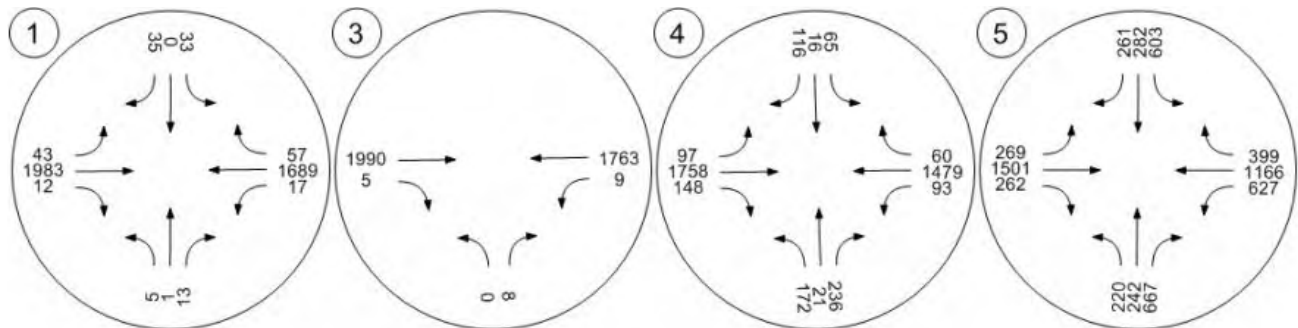


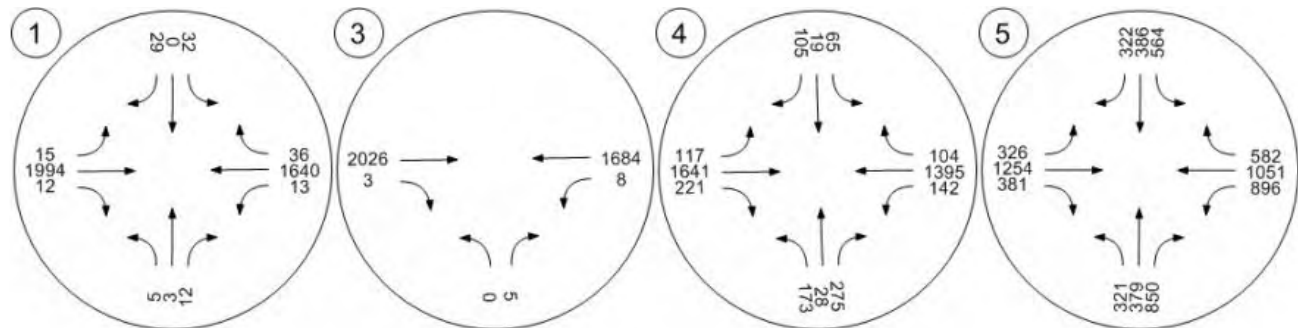
Figure 6 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes



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

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

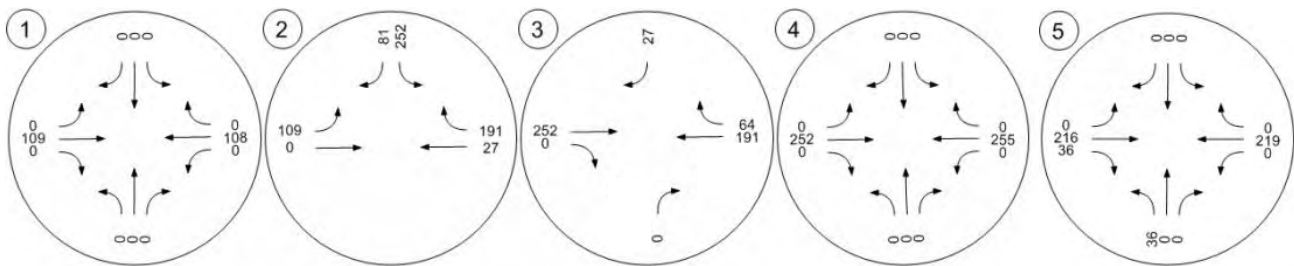
Trip Distribution

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:

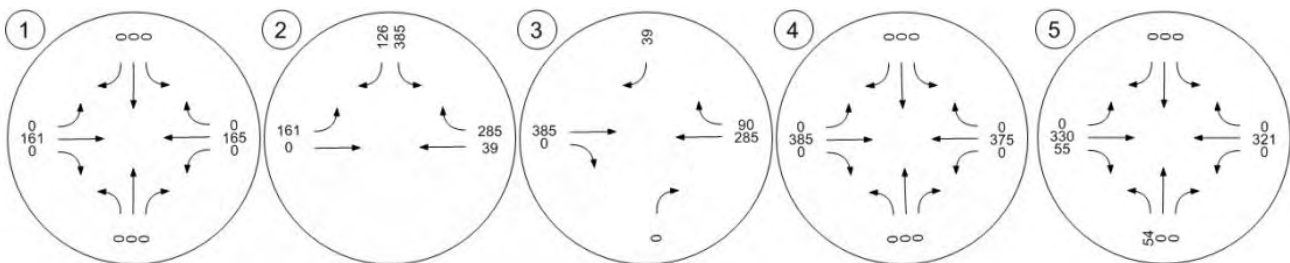
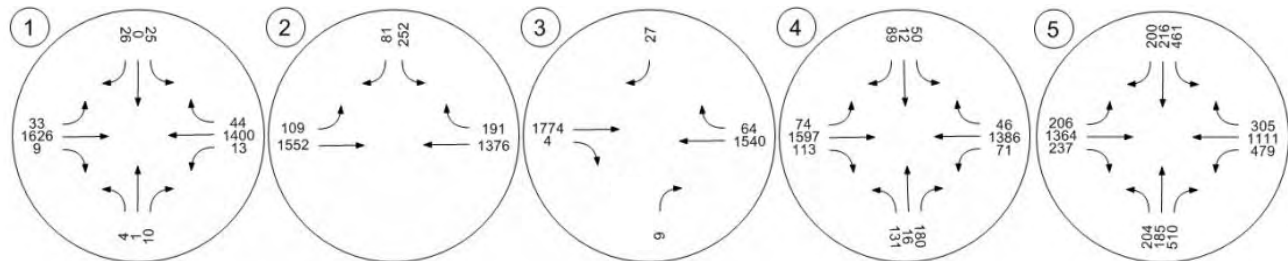


Figure 8 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2018 Weekday PM Peak Hour Buildout Volumes:



Projected 2018 Saturday Midday Peak Hour Buildout Volumes:

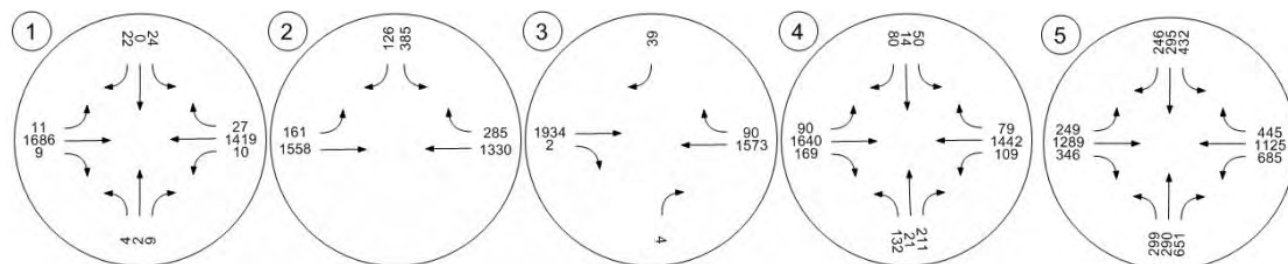
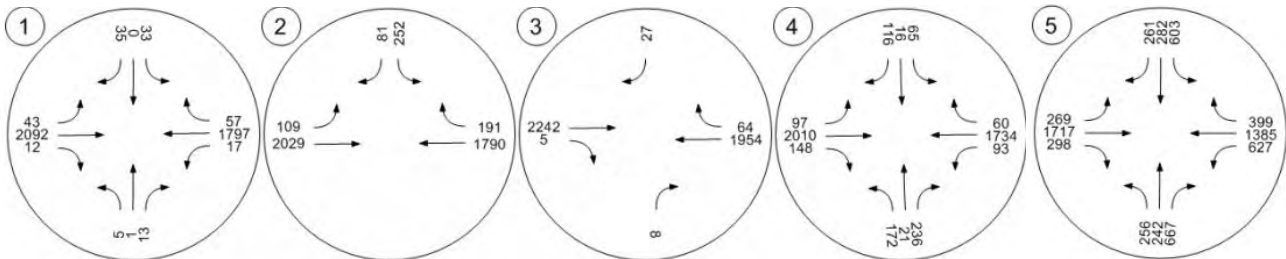


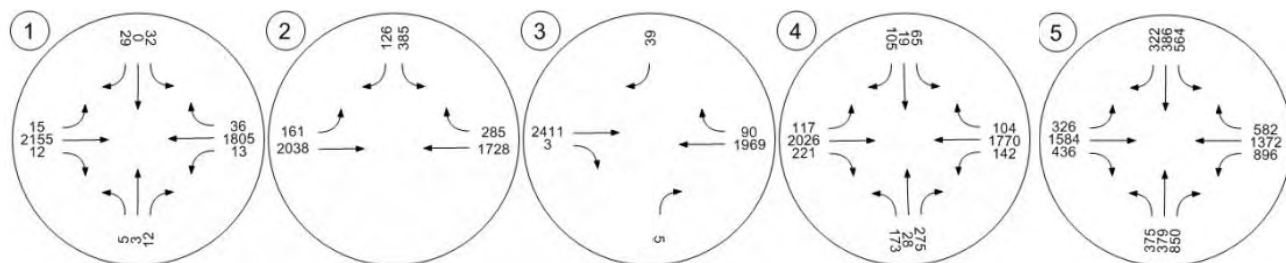
Figure 9 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2038 Weekday PM Peak Hour Buildout Volumes:



Projected 2038 Saturday Midday Peak Hour Buildout Volumes:



Traffic Modeling

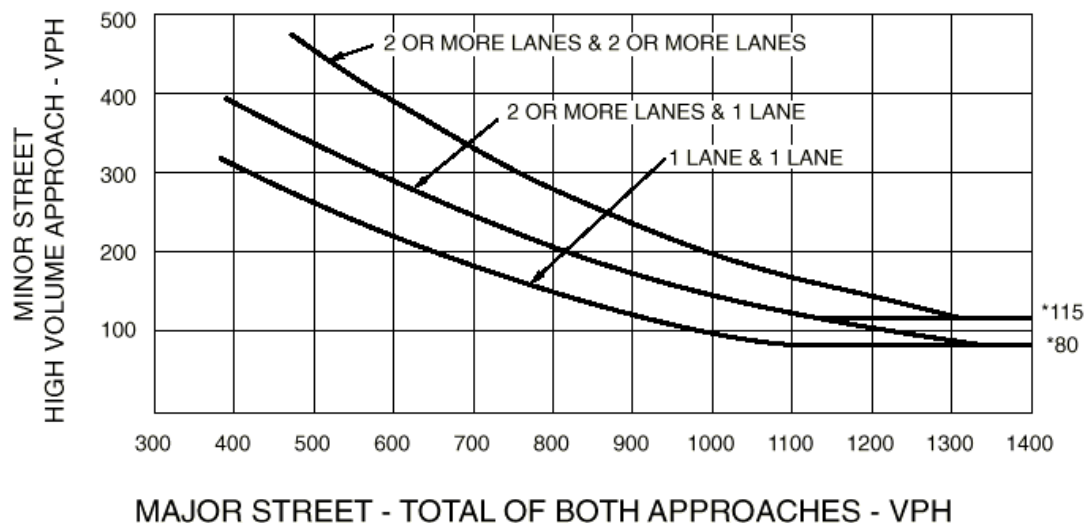
Signal Warrant Analysis

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.

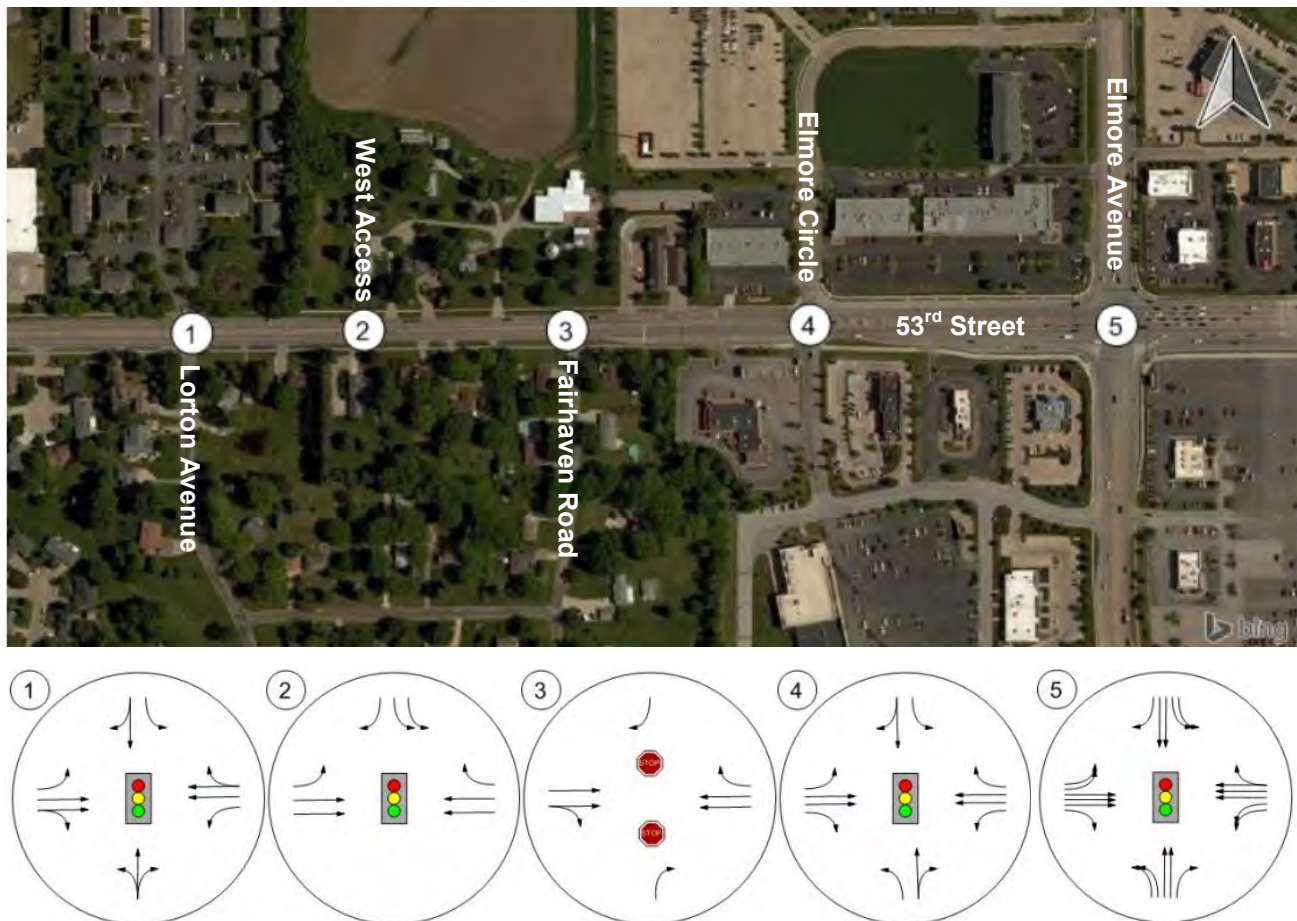
Summary of the signal warrant results is presented in Table 5. Signal warrant analysis worksheets are provided in Appendix 2.

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

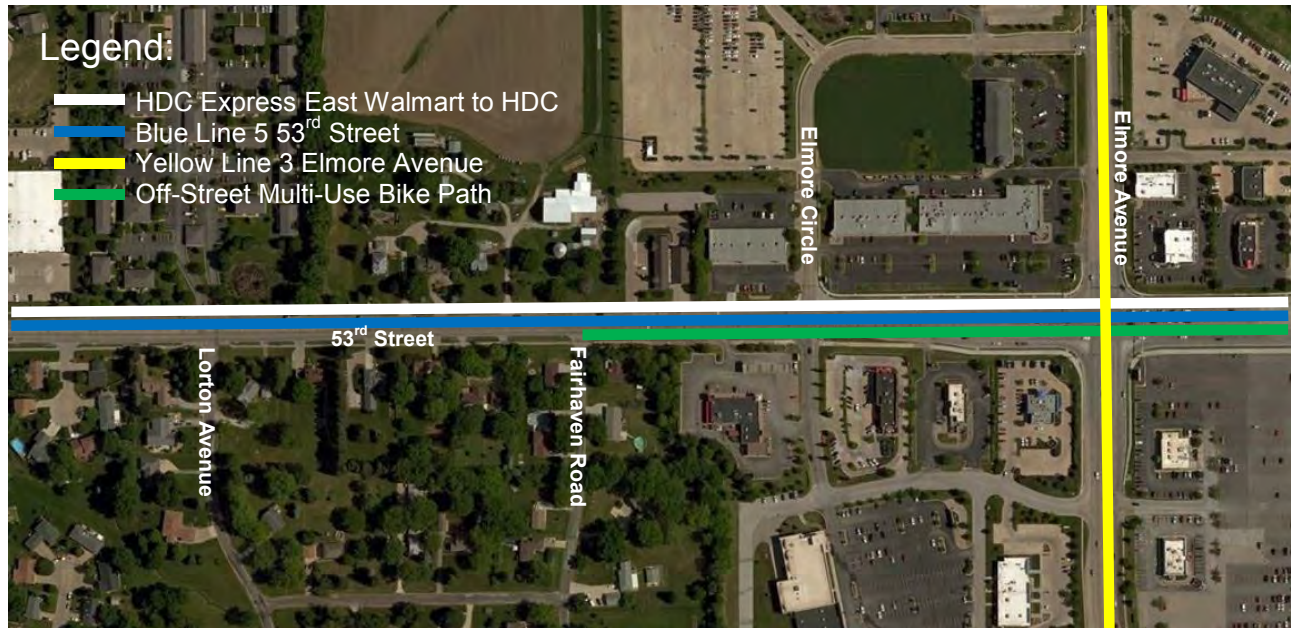
¹ Delay and LOS analysis based on HCM 2010 Two-way Stop Control Reports

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

Action / Date
CD7/19/2017

Subject:

Resolution for Case No. FDP17-04: Final Development Plan for proposed 156,170 square foot Costco retail store, proposed location north of the intersection of Fairhaven Road and E. 53rd Street. [Ward 6]

Recommendation:

The Plan and Zoning Commission forward Case No. FDP17-04 be forwarded to the City Council with a recommendation for approval, subject to the following condition:

1. Prior to approval of any future site, engineering and building plans, the following items must be satisfactorily addressed:

a) 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 for the sidewalk may be needed in any case.

b) Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are needed. Some of these details may affect the new right of way and sidewalk locations.

c) With City input Costco is to design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Avenue to near the fire station. The city will reimburse Costco for eligible costs. Non-eligible costs include but may not be limited to construction of right turn lanes into the Costco Site, 53rd Street middle turn lane between the west Costco property line and the easterly end of the east right turn lane, traffic signals at the west Costco entrance, necessary pavement marking updates for right and left turn lanes and storm sewer modifications required by Costco site improvements.

d) 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 using the signalized entrance.

e) Drainage and stormwater management documentation needs to be submitted and reviewed to verify compliance of City Stormwater Ordinance 13.34.

f) The possibility of combing the Costco detention basin with the existing detention basin immediately to the west should be considered.

g) The right of way lines for the lots on either side of Fairhaven Road should be corrected. The right of way lines for these two properties are located approximately one foot south of the sidewalk.

h) 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.

i) 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.

j) 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.

k) 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.

Relationship to Goals:
Grow Tax Base

Background:

Approval would establish development details in advance of construction of a 156,170 square foot Costco store. See attachments for details.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Backup Material	Background Report plus attachments

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/13/2017 - 10:34 AM
Community Development Committee	Berger, Bruce	Approved	7/13/2017 - 10:35 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:00 AM

Resolution No. _____

Resolution offered by Alderman

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving Case No. FDP17-04 being the petition of Costco Wholesale Corporation for a PDD Final Development Plan for a 156,170 square foot retail store and accessory fuel station located north of the intersection of Fairhaven Road and East 53rd Street.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Final Development Plan for a for a 156,170 square foot retail store and accessory fuel station located north of the intersection of Fairhaven Road and East 53rd Street is hereby approved and accepted pursuant to conditions recommended by the City Plan and Zoning Commission on June 20, 2017 and listed below:

1. Prior to approval of any future site, engineering and building plans, the following items must be satisfactorily addressed:
 - a) 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 for the sidewalk may be needed in any case.
 - b) Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are needed. Some of these details may affect the new right of way and sidewalk locations.
 - c) With City input Costco is to design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Avenue to near the fire station. The city will reimburse Costco for eligible costs. Non-eligible costs include but may not be limited to construction of right turn lanes into the Costco Site, 53rd Street middle turn lane between the west Costco property line and the easterly end of the east right turn lane, traffic signals at the west Costco entrance, necessary pavement marking updates for right and left turn lanes and storm sewer modifications required by Costco site improvements.
 - d) 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 using the signalized entrance.
 - e) Drainage and stormwater management documentation needs to be submitted and reviewed to verify compliance of City Stormwater Ordinance 13.34.
 - f) The possibility of combing the Costco detention basin with the existing detention basin immediately to the west should be considered.
 - g) The right of way lines for the lots on either side of Fairhaven Road should be corrected. The right of way lines for these two properties are located approximately one foot south of the sidewalk.

- h) 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.
- i) 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.
- j) 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.
- k) 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.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk



PLAN AND ZONING COMMISSION

Meeting Date: June 20, 2017
Request: Proposed Final Development Plan for a 156,170 square foot retail building with fuel islands on approximately 17.88 acres, located north of the intersection of Fairhaven Rd. and E 53rd Street. [6th Ward]
Case No.: FDP-04
Applicant: Costco Wholesale Corporation
Contact: Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@ci.davenport.ia.us
563-888-2286

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. FDP17-04 be forwarded to the City Council with a recommendation for approval, subject to the following condition:

1. Prior to approval of any future site, engineering and building plans, the following items must be satisfactorily addressed:
 - a) 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 for the sidewalk may be needed in any case.
 - b) Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are needed. Some of these details may affect the new right of way and sidewalk locations.
 - c) With City input Costco is to design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Avenue to near the fire station. The city will reimburse Costco for eligible costs. Non-eligible costs include but may not be limited to construction of right turn lanes into the Costco Site, 53rd Street middle turn lane between the west Costco property line and the easterly end of the east right turn lane, traffic signals at the west Costco entrance, necessary pavement marking updates for right and left turn lanes and storm sewer modifications required by Costco site improvements.
 - d) 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 using the signalized entrance.
 - e) Drainage and stormwater management documentation needs to be submitted and reviewed to verify compliance of City Stormwater Ordinance 13.34.
 - f) The possibility of combining the Costco detention basin with the existing detention basin immediately to the west should be considered.
 - g) The right of way lines for the lots on either side of Fairhaven Road should be corrected. The right of way lines for these two properties are located approximately one foot south of the sidewalk.
 - h) 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.

- i) 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.
- j) 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.
- k) 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.

Introduction:

Costco Wholesale Corporation proposes to construct a 156,170 sq. ft. retail facility and associated fuel facility on this property.

Background:

This property must be rezoned to PDD – Planned Development District to proceed.

Note as reported at the previous Plan and Zoning Commission meeting on June 6, slight alterations to the site plan have been made in order to reduce the need for costly retaining wall systems. Changes have resulted in shifting the building north approximately 20 feet, reduction in the landscape buffer on the north side from 50 to 30 feet, minor changes in detention configuration and parking. See attached for details on specific changes.

Highlights:

- Architecture: Building envelope will be sheathed in architectural metal panels.
- Landscaping: A 30 foot landscape buffer and perm is indicated on the north side of the property, and 25 feet is indicated to the west. The variety and intensity of plantings shown exceeds the minimums required by the Zoning Ordinance. Possible accommodation to a new northerly road/access drive has been discussed. If that connection comes to fruition, some alteration to the site plan would be necessary. However, staff anticipates that those changes would be minor in nature and not trigger additional Plan and Zoning Commission review.
- Parking: 740 parking spaces are shown. A raw calculation of required parking would indicate that 825 parking spaces would be required, however, reductions are allowed for the amount of space devoted to appliance and furniture sales as well as 'back of house' warehousing. Staff has deemed the amount of parking shown as adequate for the development.
- Signage: Wall signage within the maximum allowed within the district is proposed. No freestanding signage is contemplated.
- Highway Corridor Overlay District (HCOD): The HCOD requires higher quality building materials, monument style free-standing signs (none is proposed), enhanced landscaping and overall integrated design. It appears that the Final Development Plan details at this time meet the standards of the HCOD.

Technical Review:

As with all applications for Final Developments, Staff distributed the plans for Costco for technical review.

This property is located within the Urban Service Boundary and thus, all urban services are readily available. The site is located adjacent to Fire Station 8. Specific comments are as follows:

Of particular concern is the ability of 53rd street to accommodate additional traffic generated by the proposed development. Current proposal is to construct a full signalized intersection at the corner of Fairhaven Road and East 53rd Street, as well as an additional right-in-right-out access east of the signalized facility. Additional widening of 53rd street is also contemplated. The attached Public Works memo outlines future issues to address as either the site plan review, individual engineering permits or building plan review. Those comments have been integrated into a condition of approval.

Public Input:

No public comment is solicited for final development plans. Comments have been requested for the rezoning request for the property (see separate report).

Discussion:

Final Development Plans are required to provide broad, general information on how individual elements within the particular PDD District are going to look like and function. Final Development Plans are not final plans per se and do not provide design specifics that, understandably, decision-makers would like to be answered at the earliest possible time.

The main question to ask is do these plans provide enough information to meet the requirements of the code and provide enough confidence that the concerns raised can be addressed once final design is completed?

With the 11 point condition included in staff's recommendation and application of the site plan and other sections of the Zoning Ordinance, Staff supports the approval of the Final Development Plan for the Costco Facility.

Staff Recommendation:

Finding:

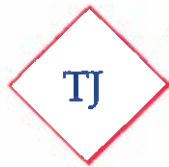
1. Application meets the intent and requirements of Chapter 17.32 of the Municipal Code.

Recommendation:

Staff recommends the Plan and Zoning Commission forward Case No. FDP17-04 be forwarded to the City Council with a recommendation for approval, subject to the following condition:

1. Prior to approval of any future site, engineering and building plans, the following items must be satisfactorily addressed:
 - a) 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 for the sidewalk may be needed in any case.

- b) Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are needed. Some of these details may affect the new right of way and sidewalk locations.
- c) With City input Costco is to design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Avenue to near the fire station. The city will reimburse Costco for eligible costs. Non-eligible costs include but may not be limited to construction of right turn lanes into the Costco Site, 53rd Street middle turn lane between the west Costco property line and the easterly end of the east right turn lane, traffic signals at the west Costco entrance, necessary pavement marking updates for right and left turn lanes and storm sewer modifications required by Costco site improvements.
- d) 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 using the signalized entrance.
- e) Drainage and stormwater management documentation needs to be submitted and reviewed to verify compliance of City Stormwater Ordinance 13.34.
- f) The possibility of combining the Costco detention basin with the existing detention basin immediately to the west should be considered.
- g) The right of way lines for the lots on either side of Fairhaven Road should be corrected. The right of way lines for these two properties are located approximately one foot south of the sidewalk.
- h) 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.
- i) 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.
- j) 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.
- k) 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.



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:

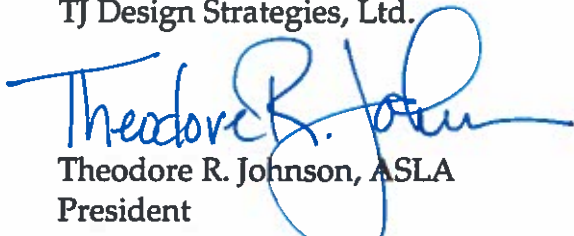
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD 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)

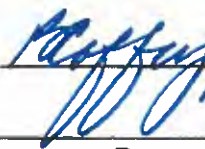
Location: Near the intersection of E. 53rd Street and Fairhaven Road

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 Pastmak
Address: Pastmak Law Firm PC, 313 W 3rd St., Davenport, IA 52801
Phone: 563-323-7737 FAX: 563-323-7739
Mobile Phone: _____ Email: _____

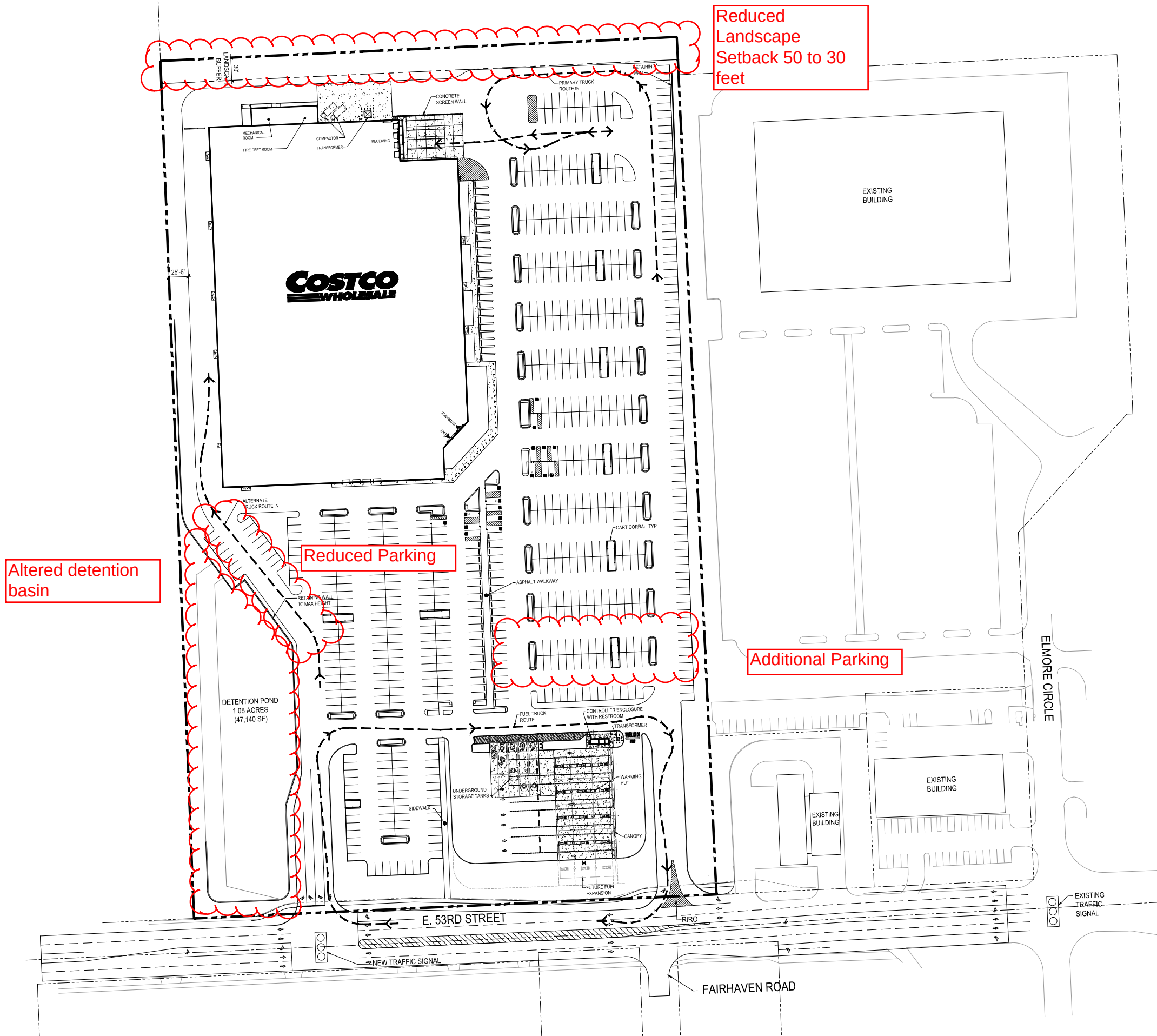
CONTACT PERSON: Name: Theodore R. Johnson, TJ Design Strategies, Ltd.
Address: 2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523
Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

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



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 1.08 ACRES (47,140 SF)

LANDSCAPE BUFFER 0.47 ACRES (20,491 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 150,129 SF

ENCLOSED CANOPY 4,002 SF

FIRE DEPT ROOM / MACHINE ROOM 2,039 SF

PARKING DATA:

TOTAL PARKING: 740 STALLS

INCLUDES:

MAIN LEVEL PARKING PROVIDED:

10' WIDE STALLS 723 STALLS

ACCESSIBLE STALLS 17 STALLS

NUMBER OF STALLS PER 1000 SF OF BUILDING AREA: 4.73 STALLS

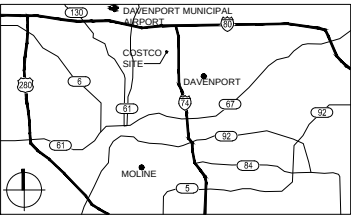
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP

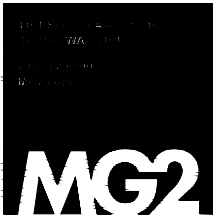


REGIONAL MAP



0 25' 50' 100'

1" = 50'-0"



16-5332-01
JUNE 8, 2017

CONCEPT
SITE PLAN

DD11-08

COSTCO WHOLESALE

DAVENPORT, IOWA

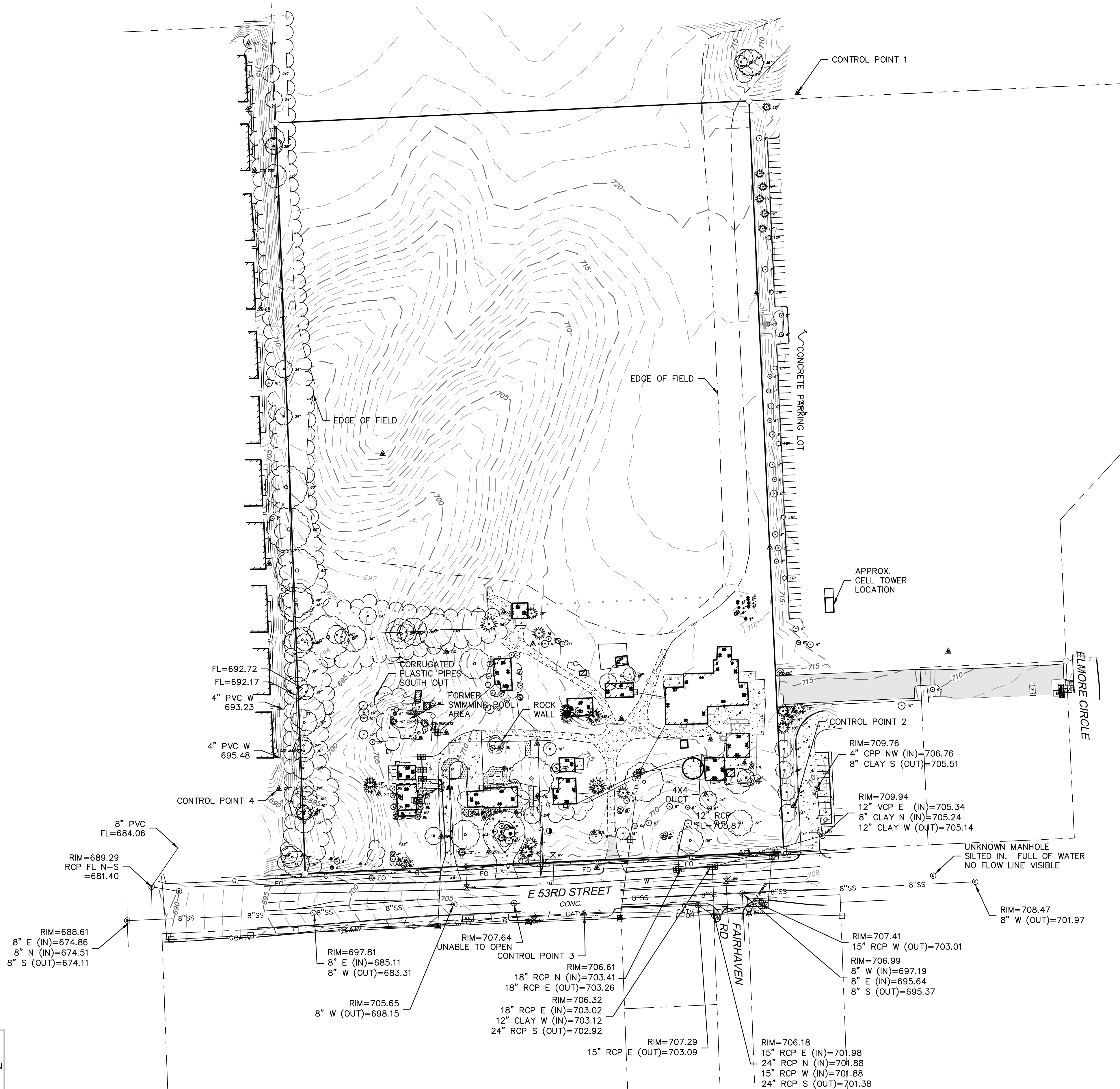
CONCEPT SITE PLAN

JUNE 8, 2017

DWG: F:\2017\0501-1000\017-0610\40-Design\AutoCAD\Preliminary Plans\Streets\GNCA\G.C.EXT_170610.dwg USER: kpterson
DATE: May 11, 2017 9:09am XREFS: COSTCO CONCEPT OVER PLAT V_A\A\17_70610 C:\BLK_170610

LEGEND

---	BOUNDARY LINE
---	ADJACENT PROPERTY LINE
---	PREVIOUSLY PLATTED LOT LINES
---	ZONING DELINEATION
---	SETBACK LINES
---	EDGE OF FIELD
---	WATER LINE
---	STORM SEWER PIPE
---	8"SS 8"SS
---	UNDERGROUND TELEPHONE
---	UNDERGROUND POWER
---	OVERHEAD POWER
---	UNDERGROUND GAS
---	WOVEN OR BARBED WIRE FENCE
---	WROUGHT IRON OR CHAINLINK FENCE
---	WOOD FENCE
---	SITE BENCHMARK/CONTROL
---	FOUND CHISELED 'X'
---	GRATE INLET
---	SEWER CLEANOUT
---	STORM MANHOLE
---	SANITARY MANHOLE
---	FIRE HYDRANT
---	WATER VALVE
---	UNKNOWN MANHOLE
---	POWER POLE WITH LIGHT
---	TRAFFIC SIGNAL BASE
---	POWER POLE
---	GAS VALVE
---	ELECTRIC METER
---	GAS METER
---	TELEVISION PEDESTAL
---	TELEPHONE PEDESTAL
---	GAS RISER
---	FIBER OPTIC MANHOLE
---	GAS MARKER
---	ROOF DRAIN
---	GUY WIRE
---	TRANSFORMER
---	MAILBOX
---	SOIL BORING
---	TREE AND DIAMETER
---	MEASURED DISTANCE
---	RECORDED DISTANCE
---	TABLE "A" ITEM NOTE
---	SCHEDULE "B" ITEM NOTE
---	SURVEYOR NOTE
---	BUILDING HATCH
---	LANDSCAPE HATCH
---	CONCRETE HATCH
---	GRAVEL HATCH
---	ASPHALT HATCH
---	WOOD DECK
---	BRICK HATCH



NOTE:

OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD MAKE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED. OLSSON 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. OLSSON ASSOCIATES AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES. UTILITIES WERE ORDERED TO BE LOCATED PER NEBRASKA 811 ONE-CALL TICKET NUMBER 152021115. THE COMPANIES LISTED ON THE TICKET ARE BLACK HILLS ENERGY, COX COMMUNICATIONS, METROPOLITAN UTILITIES DISTRICT, OMAHA PUBLIC POWER DISTRICT, PINPOINT COMMUNICATIONS INC., CTQL - CENTURYLINK, SID 282 WICKS SOUTHPONTE, SID 48 B-4 CORNERS AND UNITE PRIVATE NETWORKS LLC.

REVISIONS

REV. NO.

DATE

EXISTING CONDITIONS

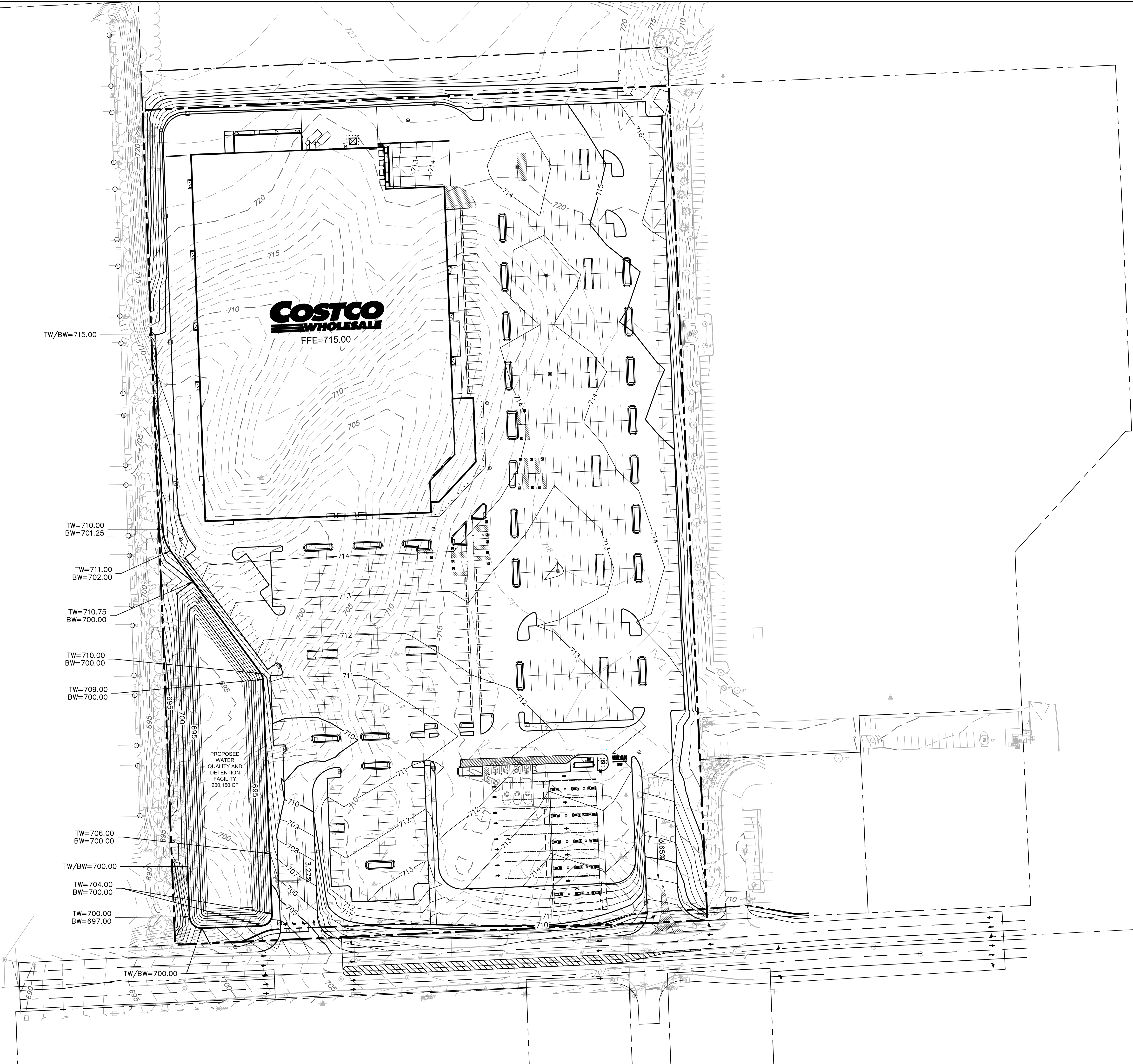
COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

drawn by: KDP
checked by: JSS
approved by: JSS
QA/QC by: JSS
project no.: 017-0610
drawing no.:
date: 04/26/2017

SHEET
C1

DWG: F:\2017\0501-1000\017-0610\40-Design\AutoCAD\Preliminary Plans\Sheets\GNCA\C_GRD_170610.dwg
DATE: May 11, 2017 1:22pm XREFS: C:\BTLK_170610 C:\XBASE_170610 C:\PBASE_170610



LEGEND

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

GRADING PLAN

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

REVISIONS DESCRIPTION

DATE _____

REV.

REVISIONS

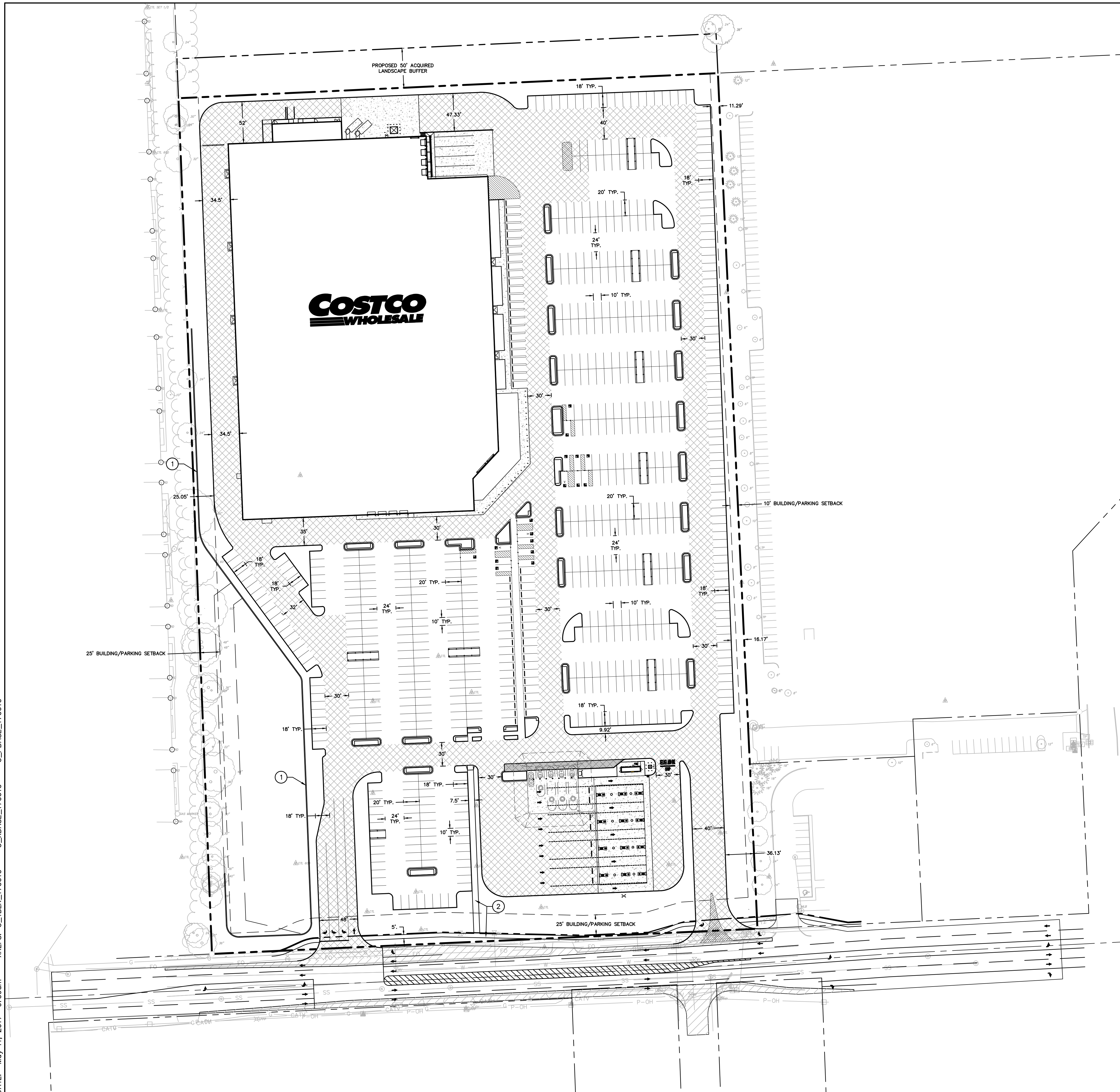
WOLSSON[®]
ASSOCIATES

7157 Vista Drive
West Des Moines, IA 50266
TEL 515.331.6517
FAX 515.331.6518 www.dlssonassociates.com

drawn by: _____ KDP
checked by: _____ JSS
approved by: _____ JSS
QA/QC by: _____ JSS
project no.: _____ 017-0610
drawing no.: _____
date: _____ 04/26/2017

SHEET
C3

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

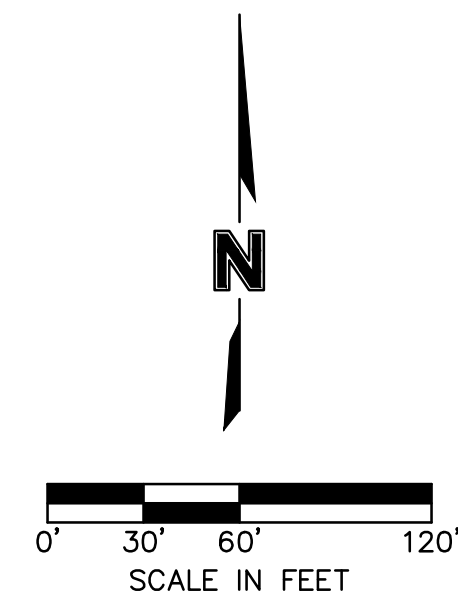


LEGEND

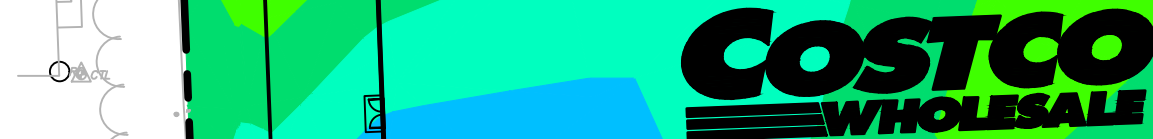
- EXISTING BOUNDARY
PROPOSED BOUNDARY
PROPERTY SETBACK
CONCRETE PAVEMENT
HEAVY DUTY ASPHALT PAVEMENT
LIGHT DUTY ASPHALT PAVEMENT
GENERALLY DEFINED PUBLIC IMPROVEMENT AREA

KEYNOTES:

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



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

} CUT

Fill

- NOTES:**
1. EARTHWORK FIGURES ARE APPROXIMATE
 2. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION
 3. CUT AND FILL FIGURES IN COLOR TABLE REPRESENT EXISTING TOPOGRAPHY AND TOP OF PAVEMENTS
 4. A SHRINKAGE FACTOR OF 1.2 IS INCLUDED
 5. SURCHARGE NOT INCLUDED FOR BUILDING PAD

EARTHWORK TOTALS:

1. TOTAL HEAVY DUTY ASPHALT = 183,550 SF = 7,931 CY (CUT)
TOTAL LIGHT DUTY ASPHALT = 225,778 SF = 7,317 CY (CUT)
TOTAL CONCRETE PAVEMENT = 23,925 SF = 997 CY (CUT)
2. TOTAL BUILDING = 173,243 SF = 6,417 CY (CUT)
3. TOTAL SPOIL = 2,455 CY (CUT)
4. TOTAL FUEL TANK PIT = 3,228 CY (CUT)
5. TOTAL SURFACE CUT = 66,788 CY
TOTAL SURFACE FILL = 70,351 CY

NET = 24,782 CY (CUT)

LEGEND

PROPOSED PROPERTY
RETAINING WALL

OLSSON[®]
ASSOCIATES

7157 Villa Drive
West Des Moines, IA 50266
TEL 515.331.0517 www.olssonassociates.com
FAX 515.331.0518

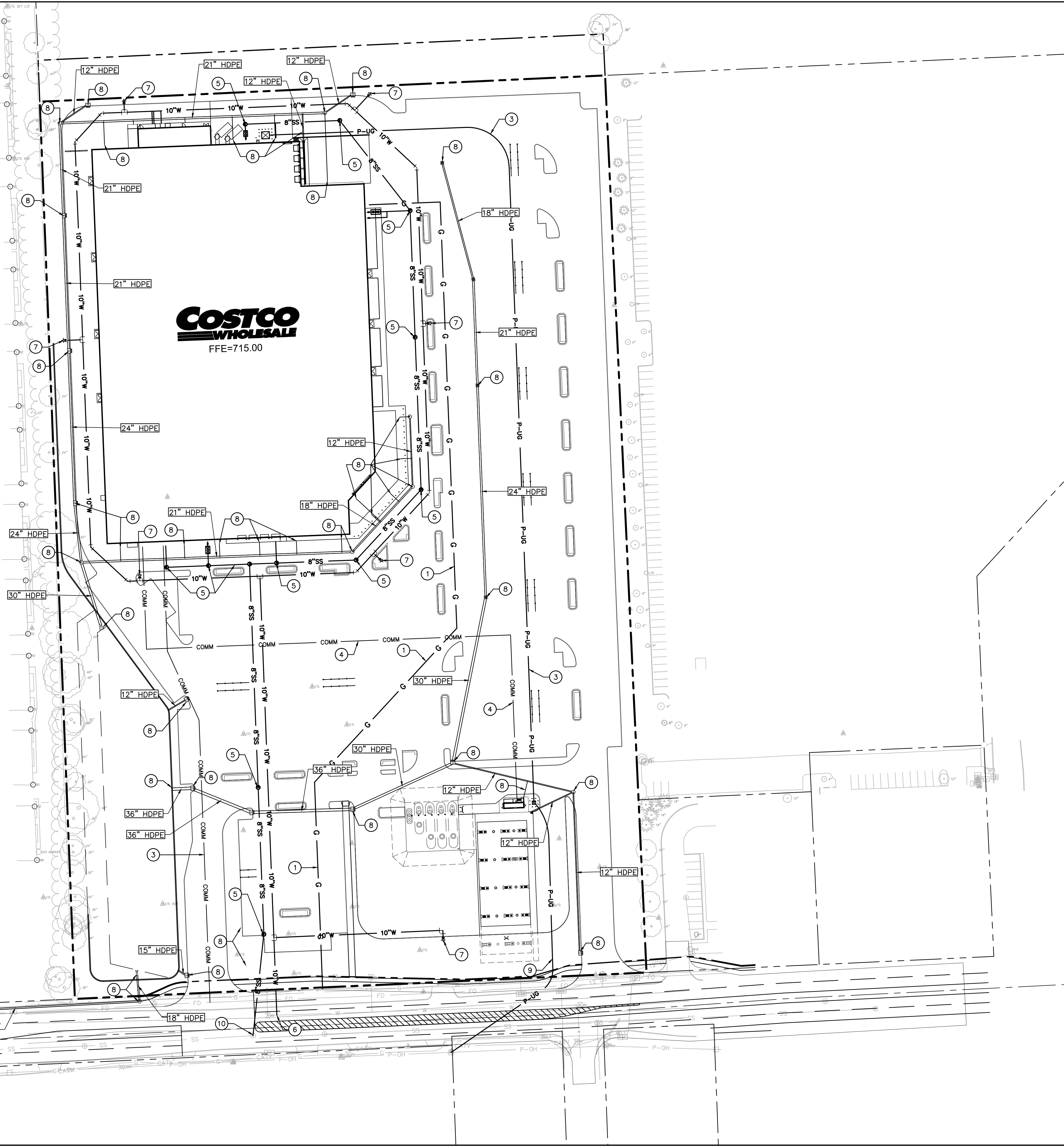
[illegible]

EARTHWORK PLAN	
COSTCO WHOLESAL 53RD STREET & ELMORE CIRCLE	
DAVENPORT, IOWA	2017

drawn by: _____ KDP
checked by: _____ JSS
approved by: _____ JSS
QA/QC by: _____ JSS
project no.: _____ 017-0610
drawing no.: _____
date: _____ 04/26/2017

SHEET
C4

DAVENPORT, IOWA



_____ W _____

_____ SD _____

_____ SS _____

_____ COMM _____

_____ UGE _____

_____ FO _____

_____ SS _____

_____ W _____

_____ SD _____

_____ TEL _____

_____ P-UG _____

_____ P-OH _____

_____ G _____

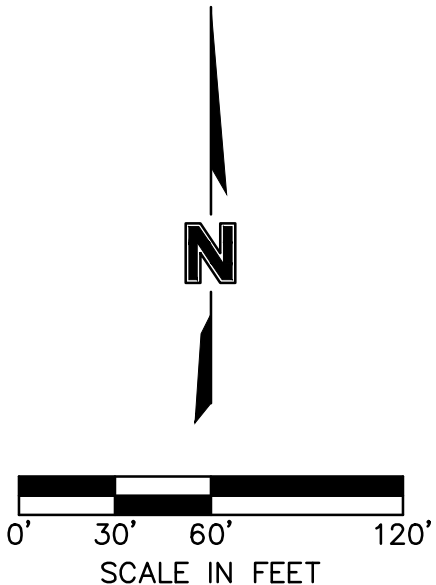
_____ CATV _____

LEGEND

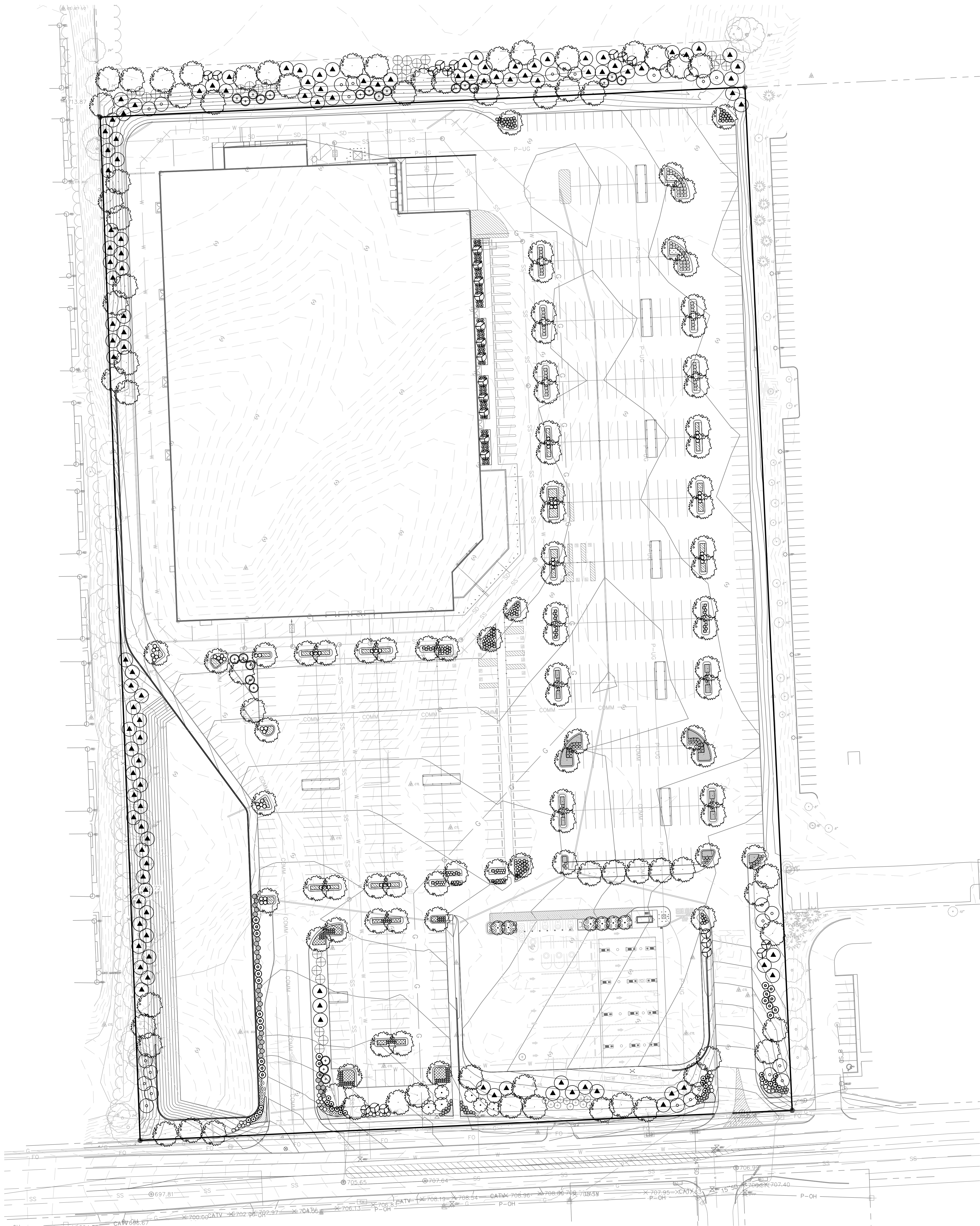
EXISTING BOUNDARY
PROPOSED BOUNDARY
WATERLINE
STORM SEWER LINE
SANITARY SEWER LINE
UNDERGROUND TELEPHONE LINE
UNDERGROUND POWER LINE
EXISTING FIBER LINE
EXISTING SANITARY LINE
EXISTING WATER LINE
EXISTING STORM SEWER LINE
EXISTING UNDERGROUND TELEPHONE
EXISTING UNDERGROUND POWER
EXISTING OVERHEAD POWER
EXISTING GAS LINE
EXISTING CABLE LINE

KEYNOTES:

- ① INSTALL GAS SERVICE AND CONNECT TO SOURCE ACROSS E. 53RD 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 SEWER AND MANHOLES. GREASE AND SAND/OIL SEPARATORS SHOWN ON MEP PLANS
- 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 VAULT 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. 53RD STREET.



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

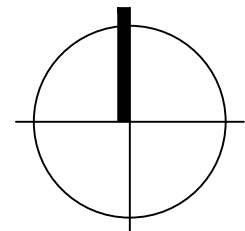


BOTANICAL/COMMON NAMES	INSTALLED SIZE	FORM	SPACING	HEIGHT/SPREAD AT MATURITY
CANOPY TREES:				
ACER x FREEMANII 'AUTUMN BLAZE'/ AUTUMN BLAZE RED MAPLE	3" CAL	B&B	AS SHOWN	50' x 40'
ACER SACCHARUM 'GREEN MOUNTAIN'/GREEN MOUNTAIN SUGAR MAPLE	3" CAL			45' x 35'
CELTIS OCCIDENTALIS/HACKBERRY	3" CAL			45' x 35'
GLEDITSIA TRIACANTHOS VAR. 'INERMIS' 'SHADEMASTER'/SHADEMASTER HONEYLOCUST	3" CAL			45' x 35'
GYMOCLADUS DIOICUS/ KENTUCKY COFFEETREE	3" CAL			50' x 35'
LIRIODENDRON TULIPIFERA/TULIP TREE	3" CAL			60-80' X 35'
QUERCUS MACROCARPA/BUR OAK	3" CAL			60' X 60'
QUERCUS RUBRA/RED OAK	3" CAL			60-70' X 50'
SYRINGA RETICULATA 'IVORY SILK'/IVORY SILK JAPANESE TREE LILAC	2.5" CAL			25' x 15-25'
TILIA AMERICANA 'REDMOND'/REDMOND LINDEN	3" CAL			60' x 35'
ULMUS X 'TRIUMPH'/TRIUMPH ELM	3" CAL			55' x 45'
ORNAMENTAL TREES:				
ACER GINNALA 'FLAME'/FLAME AMUR MAPLE	6" HT.	B&B	AS SHOWN	15-20' x 15-20'
AESCLUSUS X CARNEA 'BRIOTI'/RUBY RED CHESTNUT	6" HT.			20-25' x 25-30'
AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE'/ AUTUMN BRILLIANCE SERVICEBERRY	2" CAL			20' x 15'
CERCIS CANADENSIS/REDBUD	2" CAL			20-25' x 25-30'
CRATAEGUS PHAENOPYRUM/WASHINGTON HAWTHORN	2" CAL			20-25' x 15-20'
MALUS 'CULTIVAR'/CRABAPPLE SPP.	2" CAL			10' X 12'
CONIFEROUS TREES:				
PICEA ABIES/ NORWAY SPRUCE	8" HT.	B&B	AS SHOWN	60-70' x 30'
PICEA GLAUCA VAR. DENSATA/BLACK HILLS SPRUCE	8" HT.	B&B	AS SHOWN	35' X 20'
PICEA PUNGENS/ COLORADO SPRUCE	8" HT.	B&B	AS SHOWN	50' x 25'
PINUS NIGRA/AUSTRIAN PINE	8" HT.	B&B	AS SHOWN	50' x 20-30'
THUJA PLICATAUM 'GREEN GIANT'/GREEN GIANT WESTERN ARBORVITAE	8" HT.	B&B	AS SHOWN	25-30' x 8-10'
SHRUBS:				
HYDRANGEA PANICULATA 'PINK DIAMOND'/PINK DIAMOND HYDRANGEA	30" HT.	B&B	7' O.C.	
CORNUS SERICEA 'MIDWINTER FIRE'/MIDWINTER FIRE REDTWIG DOGWOOD	30" HT.	CONT.	5' O.C.	
JUNIPERUS CHINENSIS 'SEA GREEN'/ SEA GREEN JUNIPER	24" SPD.	CONT.	4' O.C.	
PHYSOCARPUS O. 'SUMMERWINE'/SUMMERWINE NINEBARK	30" HT.	CONT.	5' O.C.	
RHUS AROMATICA 'GRO-LOW'/ GRO-LOW FRAGRANT SUMAC	24" SPD.	CONT.	3.5' O.C.	
ROSA 'SUNNY KNOCKOUT'/ SUNNY KNOCKOUT ROSE	24" SPD.	CONT.	4' O.C.	
ROSA 'KNOCKOUT'/ KNOCKOUT ROSE	24" SPD.	CONT.	4' O.C.	
ROSA 'CORAL DRIFT'/ CORAL DRIFT ROSE	24" SPD.	CONT.	3' O.C.	
SYRINGA PATULA 'MISS KIM'/MISS KIM LILAC	30" HT.	CONT.	5' O.C.	
SPIREA JAPONICA 'NEON FLASH'/ NEON FLASH SPIREA	18" HT.	CONT.	3' O.C.	
TAXUS X MEDIA 'EVERLOW'/EVERLOW YEWE	24" SPD.	CONT.	4' O.C.	
PERENNIALS:				
ACHILLEA 'SUNNY SEDUCTION'/SUNNY SEDUCTION YARROW	1 GAL.	CONT.	18" O.C.	
CALAMAGROSTIS X A. 'KARL FOERSTER'/ KARL FOERSTER FEATHER REED GRASS			24" O.C.	
HEMEROCALLIS 'HAPPY RETURNS'/ HAPPY RETURNS DAYLILY			18" O.C.	
MISCANTHUS SINENSIS 'DIXIELAND'/DIXIELAND JAPANESE MAIDEN GRASS			3' O.C.	
NEPETA X FAASSENII 'WALKER'S LOW'/ WALKER'S LOW CATMINT			24" O.C.	
PANICUM VIRGATUM 'SHENANDOAH'/SHENANDOAH SWITCHGRASS			30" O.C.	
RUDBECKIA FULGIDA 'GOLDSTURM'/ GOLDSTURM BLACK-EYED SUSAN			18" O.C.	

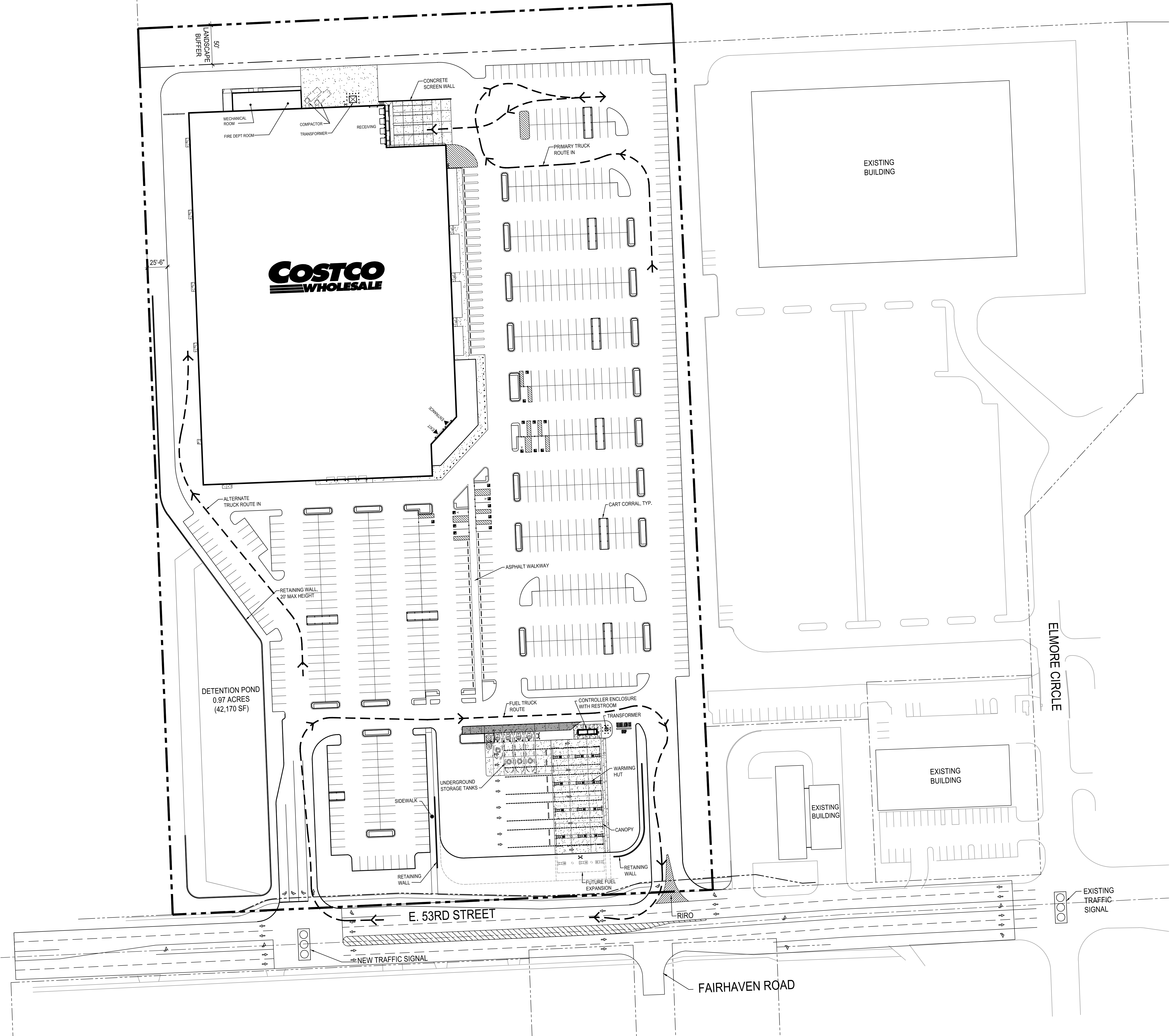
- GENERAL NOTES:**
- ALL AREAS NOT SHOWING LANDSCAPE BEDS SHALL RECEIVE SOD UNLESS OTHERWISE NOTED.
 - ALL SHRUB BEDS/GROUPINGS AND TREE SAUCERS SHALL RECEIVE 2" COMPOSTED SHREDDED HARDWOOD BARK MULCH.
 - ALL BEDS SHALL BE GRADED TO DRAIN; PARKING LOT ISLANDS SHALL BE MOUNDED.
 - ALL PLANTS SHALL CONFORM TO ANSI Z 60.1 STANDARDS.
 - ALL LANDSCAPE SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM.
 - ALL LANDSCAPE MATERIAL SHALL BE MAINTAINED IN GOOD CONDITION BY PEOPLE SPECIALIZING IN SUCH WORK.

LANDSCAPE REQUIREMENTS:

INTERIOR LANDSCAPING:
REQUIRED: 1 TREE PER 5 PARKING SPACES OR FRACTION THEREOF, IN PARKING LOT AND AROUND PERIMETER
TOTAL PARKING LOT SPACES: 724 SPACES
PARKING TREES REQUIRED: 145
PARKING TREES PROVIDED: 145 CANOPY TREES (85 WITHIN PARKING LOT), 114 UPRIGHT 8' TALL EVERGREENS



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



COSTCO WHOLESALE
DAVENPORT, IOWA

CONCEPT SITE PLAN
MAY 10, 2017

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 0.97 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 150,129 SF

ENCLOSED CANOPY 4,002 SF

FIRE DEPT ROOM / MACHINE ROOM 2,039 SF

PARKING DATA:

TOTAL PARKING: 715 STALLS

INCLUDES:

MAIN LEVEL PARKING PROVIDED:

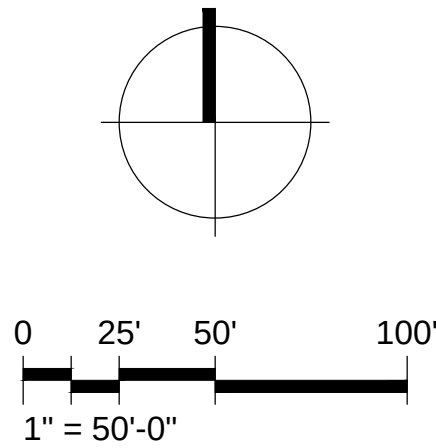
10' WIDE STALLS 698 STALLS

ACCESSIBLE STALLS 17 STALLS

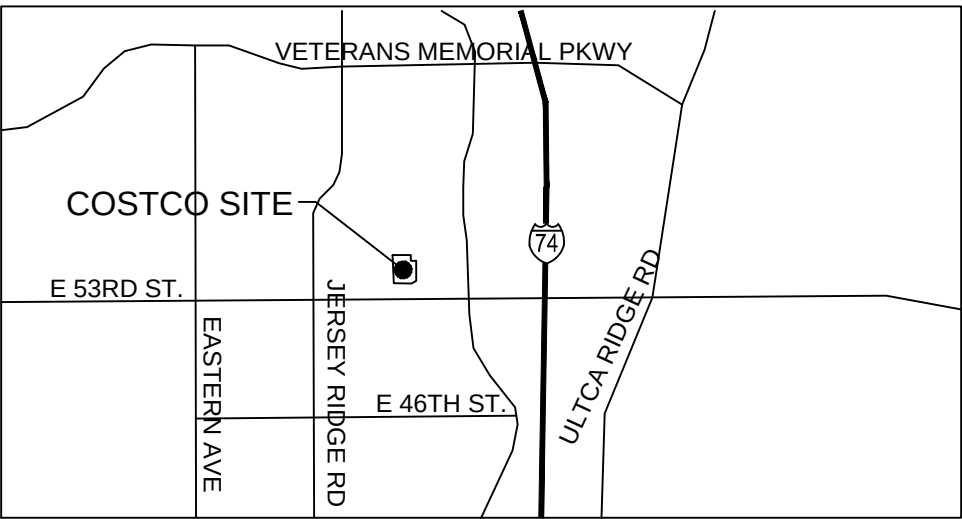
NUMBER OF STALLS PER 1000 SF OF BUILDING AREA: 4.57 STALLS

NOTES:

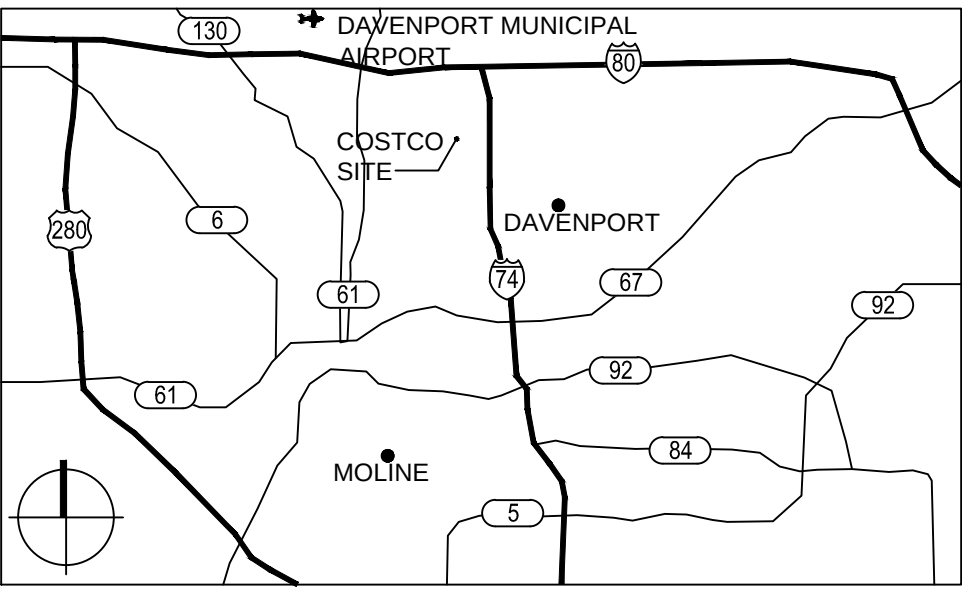
EXISTING CONDITIONS TO BE FIELD VERIFIED.



VICINITY MAP



REGIONAL MAP



1101 Second Ave, Ste 100
Seattle, WA 98101
206 962 6500
MG2.com

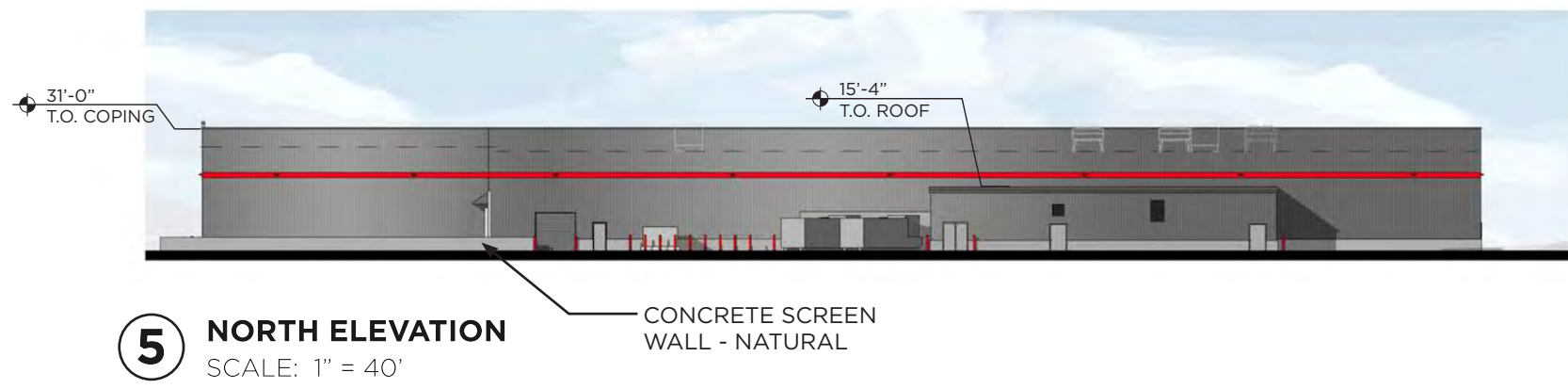
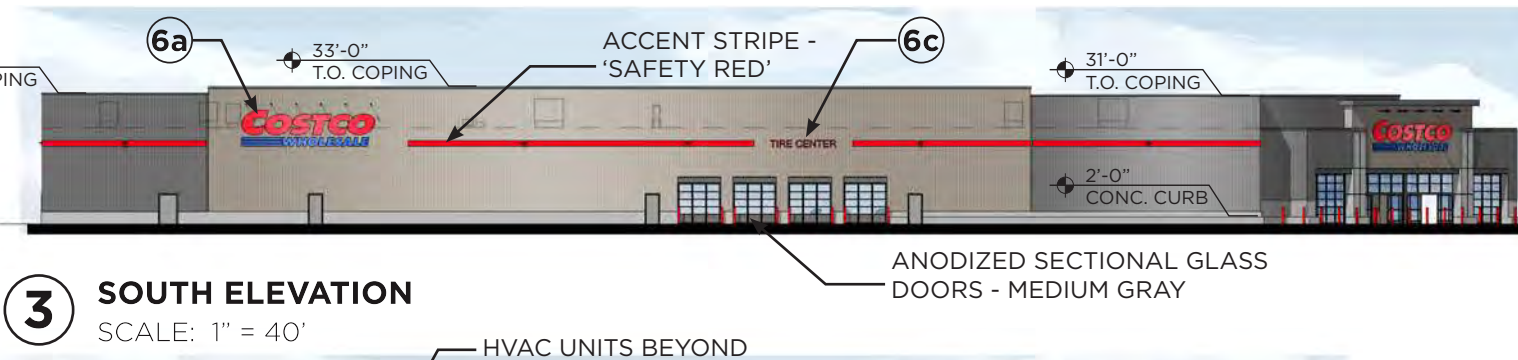
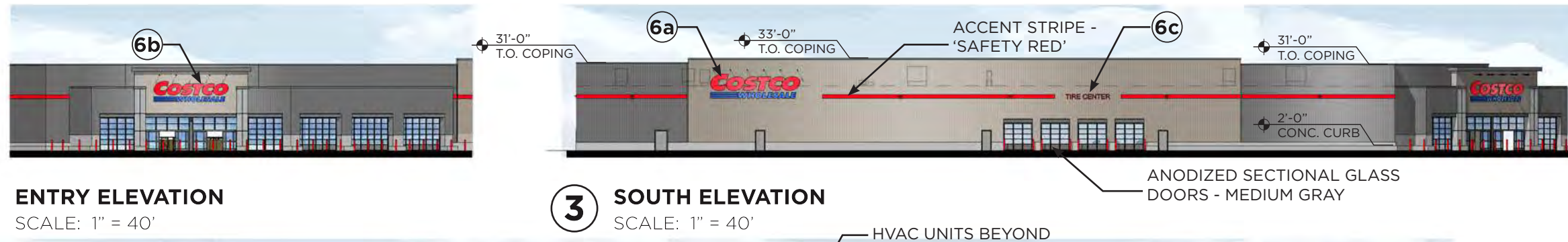
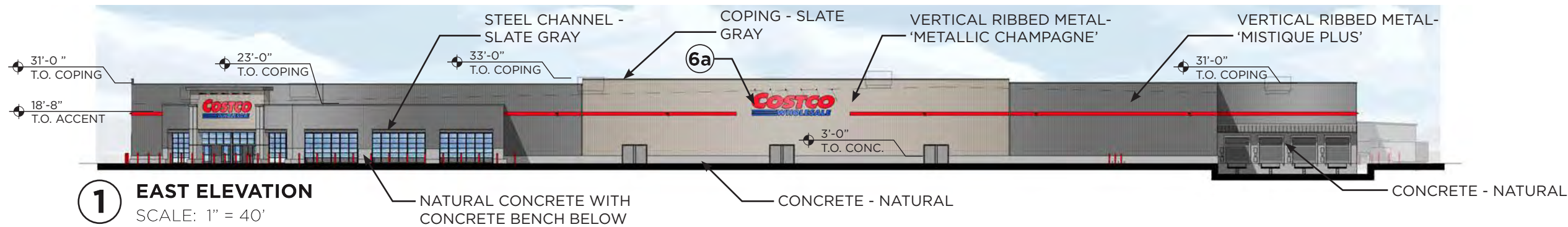


16-5332-01
MAY 10, 2017

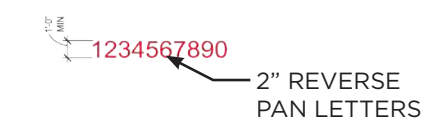
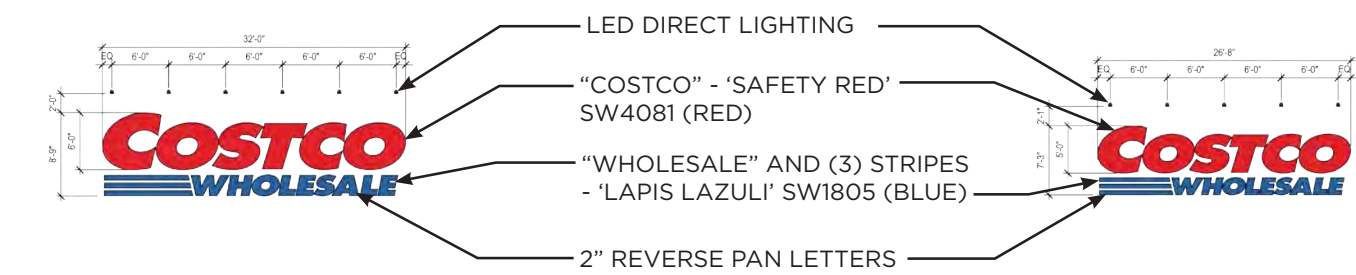
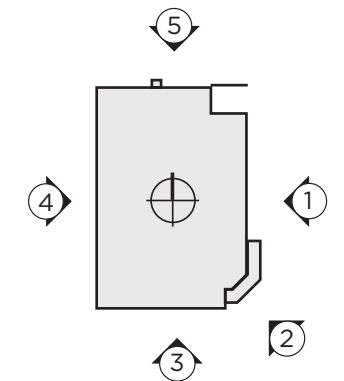
CONCEPT
SITE PLAN

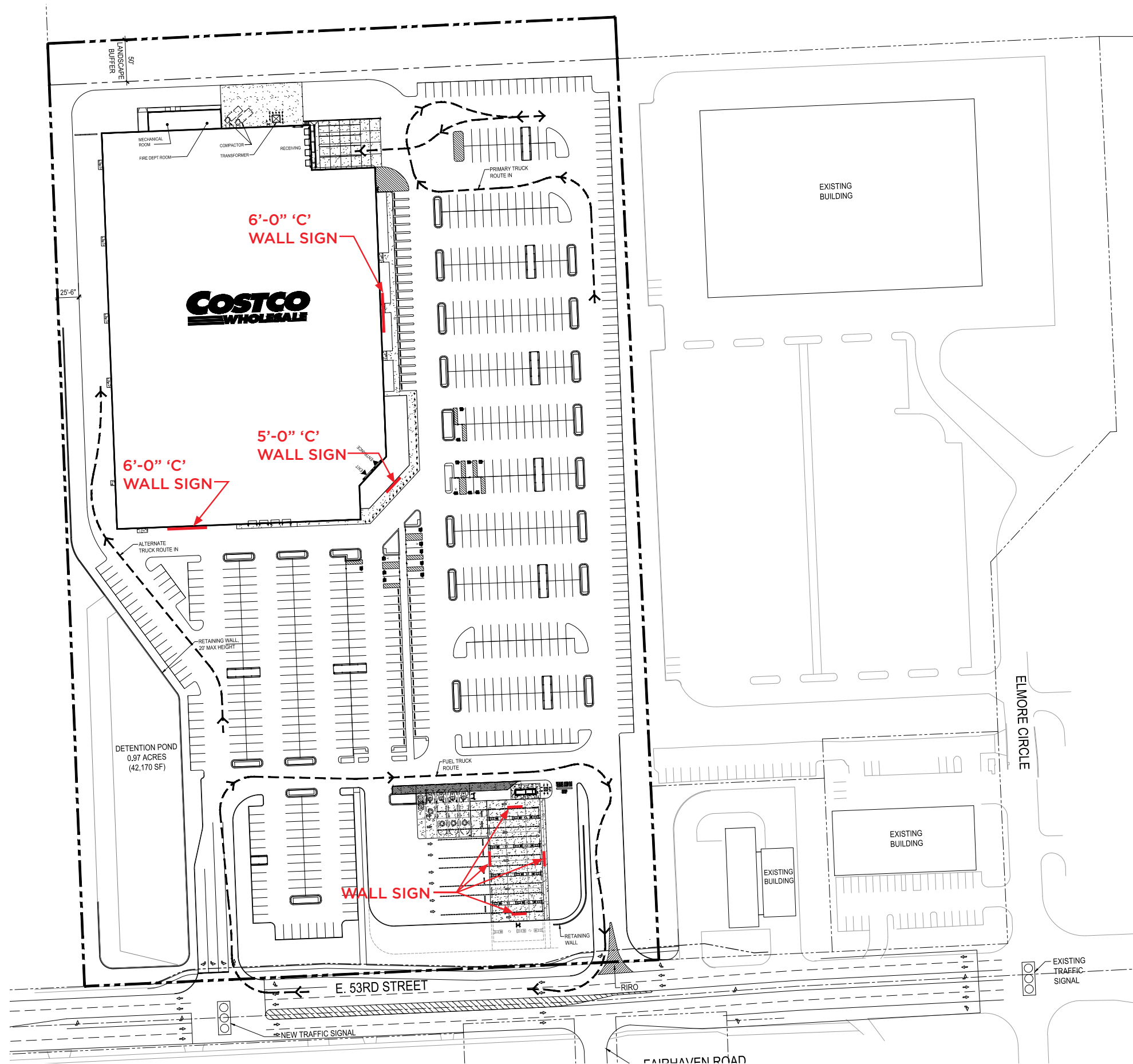
DD11-03

© MG2. All rights reserved. No part of this document may be reproduced in any form or by any means without permission in writing from MG2.



SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
2	COSTCO WHOLESALE	6'-0" "C"	280 SF	560 SF
1	COSTCO WHOLESALE	5'-0" "C"	194 SF	194 SF
1	TIRE CENTER	17'-4" X 1'-9"	31 SF	31 SF
TOTAL SIGNAGE AREA				785 SF

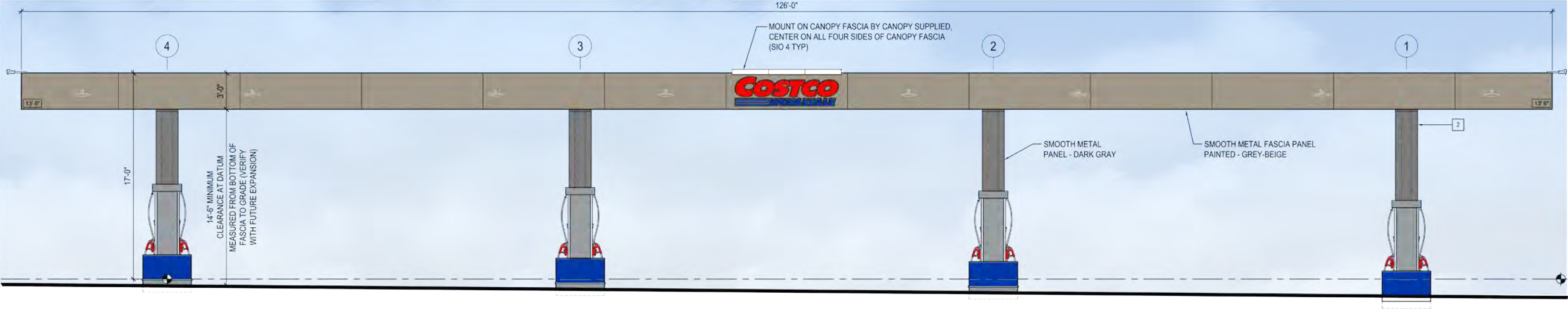












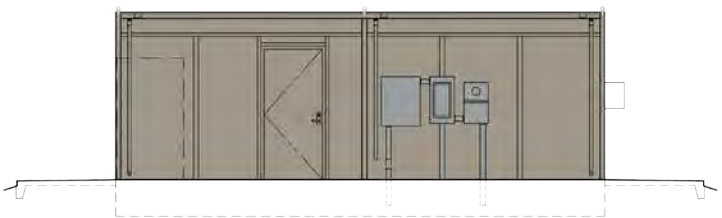
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



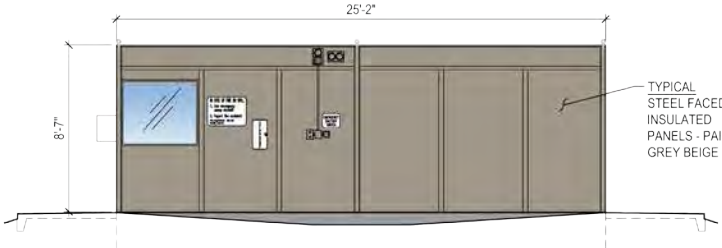
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



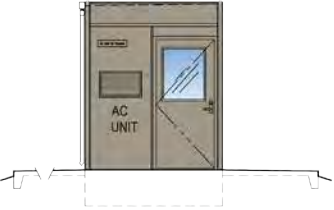
SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-5 1/4" X 8'-6 5/8"	22	88 SF
TOTAL SIGNAGE AREA				88 SF



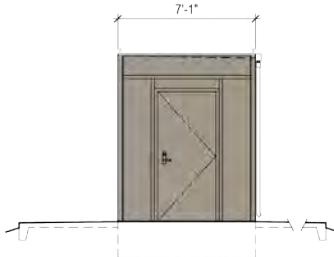
ELEVATION
SIDE FACING AWAY FROM CANOPY



ELEVATION
SIDE FACING CANOPY

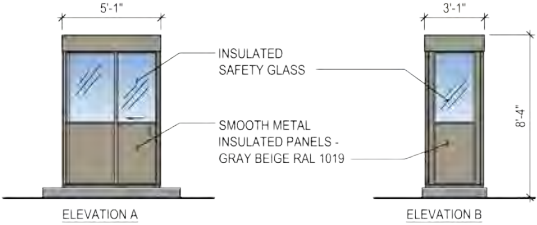


ELEVATION
ENCLOSURE ENTRY



ELEVATION
STORAGE ENTRY

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

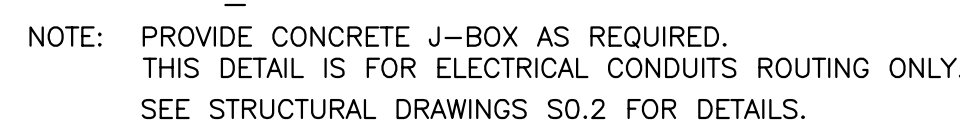
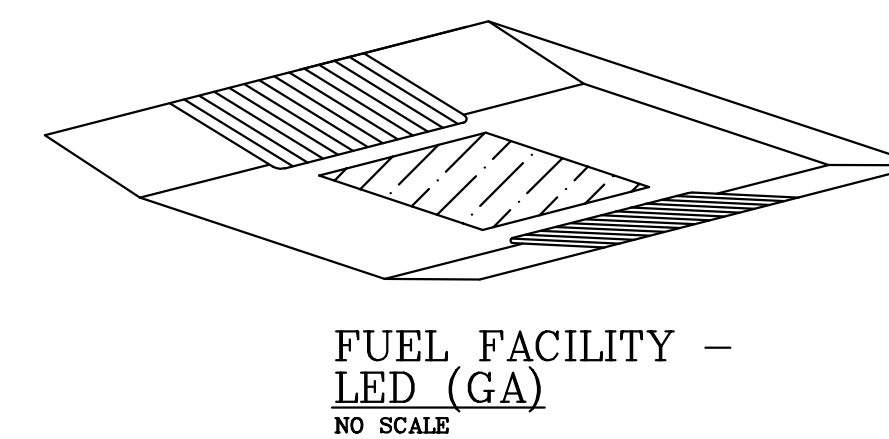


5 WARMING HUT ELEVATIONS
SCALE: 1/4" = 1'-0"



TYPICAL WALL PACK DETAIL (W. W1)

SCALE: 1/8" = 1'-0"



POLE DETAIL
SCALE: NTS

MEMORANDUM

Date: June 14, 2017

To: Matt Flynn
Community Planning and Economic Development

From: Tom Leabhart, P.E.
Development Engineer

Re: Proposed Costco Final Development Plan Review – Final Comments

On behalf of the City of Davenport Public Works Department, please accept the following comments.

We have reviewed the proposed Final Development Plan for Costco. We find the Final Development Plan acceptable and support its approval. Please include the following condition:

1. Prior to approval of any future site, engineering and building plans, the following items must be satisfactorily addressed:
 - a) 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 for the sidewalk may be needed in any case.
 - b) Construction details for the proposed 53rd Street widening, turn lane additions, driveways, storm and sanitary sewers are needed. Some of these details may affect the new right of way and sidewalk locations.
 - c) With City input Costco is to design and construct the full width reconstruction of 53rd Street from roughly the east side of the Lorton Avenue to near the fire station. The city will reimburse Costco for eligible costs. Non-eligible costs include but may not be limited to construction of right turn lanes into the Costco Site, 53rd Street middle turn lane between the west Costco property line and the easterly end of the east right turn lane, traffic signals at the west Costco entrance, necessary pavement marking updates for right and left turn lanes and storm sewer modifications required by Costco site improvements.
 - d) 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 using the signalized entrance.
 - e) Drainage and stormwater management documentation needs to be submitted and reviewed to verify compliance of City Stormwater Ordinance 13.34.
 - f) The possibility of combining the Costco detention basin with the existing detention basin immediately to the west should be considered.

- g) The right of way lines for the lots on either side of Fairhaven Road should be corrected. The right of way lines for these two properties are located approximately one foot south of the sidewalk.
- h) 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.
- i) 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.
- j) 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.
- k) 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

City of Davenport

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

Action / Date
7/19/2017

Subject:

Resolution approving Case No. F17-13 being the final plat of Crow Valley Plaza Tenth Addition, being in part a replat of Lot 1 of Midland Group Addition, Lot 1 of Crow Valley Plaza Second Addition and Lot 1 of Crow Valley Plaza Seventh Addition, located north of East 56th Street and east of Utica Ridge Road, containing four (4) commercial lots on 35.30 acres, more or less.
[Ward 6]

Recommendation:

Findings: The plat facilitates future development with the zoning allowing for both commercial and residential development.

The City Plan and Zoning Commission accepted the findings and forwards Case No. F17-13 to the City Council with a recommendation for approval subject to the following conditions:

1. That stormwater detention will be required and retention will be evaluated as each development occurs and Note 5 "stating no detention required" is removed.
2. That the plat be tied to two existing subdivision corners and that these corners are identified on the plat.
3. The surveyor signs the plat.
4. The utility companies sign the plat when their easement needs have been met.
5. There are drainage ways crossing multiple lots within the proposed platted area which are not addressed. With development drainage must be maintained. The plat should contain drainage way and or sewer easements as being dedicated.
6. A note is added to the plat stating that lots 2 and 3 shall have no direct access to Utica Ridge Road. Access shall be provided via existing abutting east-west streets.
7. There is an existing sanitary sewer and associated manhole(s) located within lots 1 and 4. The location of this sewer is to be field verified prior to Council acceptance of the plan and additional sewer easement(s) dedicated as necessary.
8. With development construction plans for streets, site grading, storm sewer and sanitary sewer are submitted to the Public Works Department for review and approval.

Relationship to Goals:

Grow tax base

Background:

The plat combines previous lots and subdivides previously unplatted ground.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	F17-13 CVP 10th Resolution only
▣ Backup Material	F17-13 CVP 10th Background

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/13/2017 - 10:24 AM
Community Development Committee	Berger, Bruce	Approved	7/13/2017 - 10:29 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:01 AM

Resolution No. _____

Resolution offered by

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving Case No. F17-11 being the final plat of Crow Valley Plaza Tenth Addition, being in part a replat of Lot 1 of Midland Group Addition, Lot 1 of Crow Valley Plaza Second Addition and Lot 1 of Crow Valley Plaza Seventh Addition, located north of East 56th Street and east of Utica Ridge Road, containing four (4) commercial lots on 35.30 acres, more or less [6th Ward]

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the final plat of Windsor Meadows Commercial Park Third 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 stormwater detention will be required and retention will be evaluated as each development occurs and Note 5 "stating no detention required" is removed.
2. That the plat be tied to two existing subdivision corners and that these corners are identified on the plat.
3. The surveyor signs the plat.
4. The utility companies sign the plat when their easement needs have been met.
5. There are drainage ways crossing multiple lots within the proposed platted area which are not addressed. With development drainage must be maintained. The plat should contain drainage way and or sewer easements as being dedicated.
6. A note is added to the plat stating that lots 2 and 3 shall have no direct access to Utica Ridge Road. Access shall be provided via existing abutting east-west streets.
7. There is an existing sanitary sewer and associated manhole(s) located within lots 1 and 4. The location of this sewer is to be field verified prior to Council acceptance of the plan and additional sewer easement(s) dedicated as necessary.
8. With development construction plans for streets, site grading, storm sewer and sanitary sewer are submitted to the Public Works Department for review and approval.

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

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

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 20, 2017, the City Plan and Zoning Commission considered the Case No. F17-13: Final plat of Crow Valley Plaza Tenth Addition, being in part a replat of Lot 1 of Midland Group Addition, Lot 1 of Crow Valley Plaza Second Addition and Lot 1 of Crow Valley Plaza Seventh Addition, located north of East 56th Street and east of Utica Ridge Road, containing four (4) commercial lots on 35.30 acres, more or less. McCarthy Improvement Co and Linwood Stone as the petitioner and the property is zoned C-2 General Commercial and C-O Office Shop Districts.

Findings:

The plat facilitates future development with the zoning allowing for both commercial and residential development.

The City Plan and Zoning Commission accepted the findings and forwards Case No. F17-13 to the City Council for approval subject to the following conditions:

1. That stormwater detention will be required and retention will be evaluated as each development occurs and Note 5 "stating no detention required" is removed.
2. That the plat be tied to two existing subdivision corners and that these corners are identified on the plat.
3. The surveyor signs the plat.
4. The utility companies sign the plat when their easement needs have been met.
5. There are drainage ways crossing multiple lots within the proposed platted area which are not addressed. With development drainage must be maintained. The plat should contain drainage way and or sewer easements as being dedicated.
6. A note is added to the plat stating that lots 2 and 3 shall have no direct access to Utica Ridge Road. Access shall be provided via existing abutting east-west streets.
7. There is an existing sanitary sewer and associated manhole(s) located within lots 1 and 4. The location of this sewer is to be field verified prior to Council acceptance of the plan and additional sewer easement(s) dedicated as necessary.
8. With development construction plans for streets, site grading, storm sewer and sanitary sewer are submitted to the Public Works Department for review and approval.

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 Crow Valley Plaza Tenth Addition
Address: North of East 56th St and East of Utica Ridge Rd
Case No.: F17-13
Applicant: McCarthy Improvement Co & Linwood Stone Products

INTRODUCTION

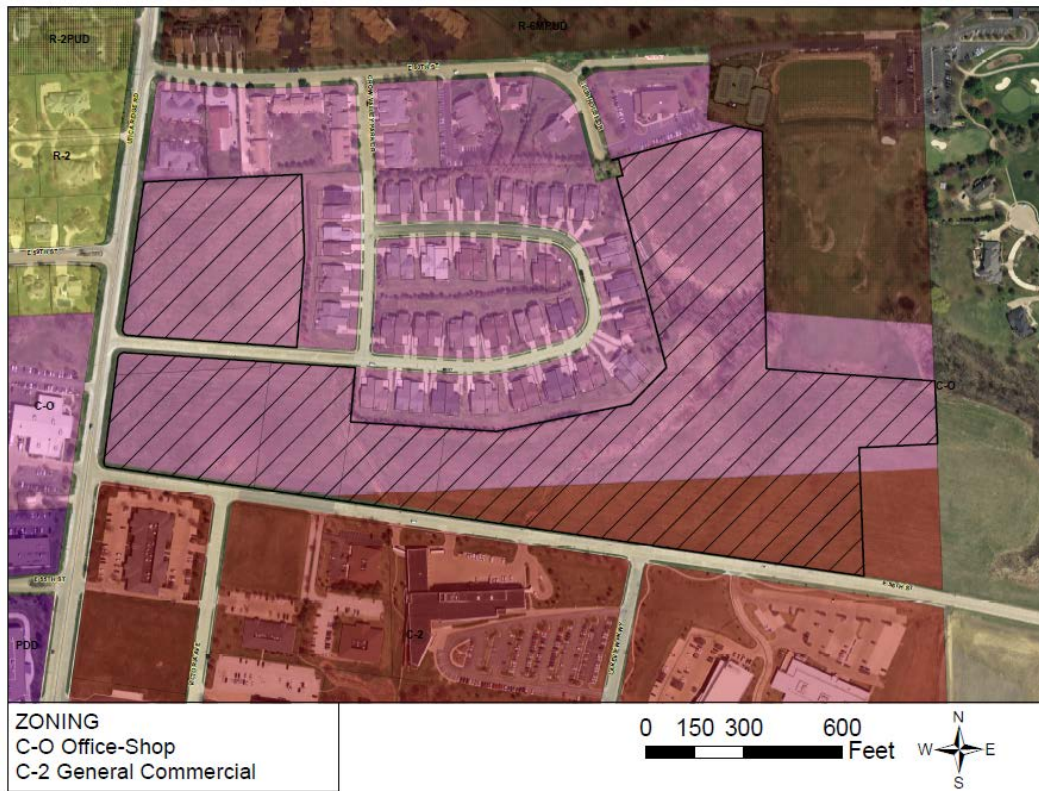
Request of McCarthy Improvement Co & Linwood Stone Products for a four (4) lot final plat on 35.09 acres, more or less, located north of East 56th Street and east of Utica Ridge Road. The proposed addition replats three lots and plats the remaining unplatted ground in this area. The property is zoned "R-4" Moderate Density Dwelling District.

Recommendation: Staff recommends the City Plan and Zoning Commission accept the findings and forward Case No. F17-13 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)



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. Access will be limited to 56th and 58th Streets. No additional access will be allowed to Utica Ridge Road.

Storm Water. There is existing stormwater infrastructure in the local street system. New development will need to meet retention and detention requirements. Retention (water quality requirements) will be reviewed as each development comes forward. Detention can be done either with each development or on an area basis. There is a note on the plat stating that detention is not required, this note needs to be removed.

There are two drainage ways located in this plat which serve the residential areas to the north as well as portions of the golf course and driving range. As development occurs these drainage ways will need to be handled maintaining their carrying capacity. Either will require drainage and/or excess stormwater easements for the 100-year storm. The natural area between Lots 1 and 4 should be maintained.

Sanitary Sewer. Sanitary sewer service is located at this site. There is an existing sanitary line within Lots 1 and 4; the location of which will need to be verified and this line placed within an easement. is will Sanitary servi

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 combines previous lots and subdivides previously unplatted ground. Several lot corners of the existing subdivisions have been found, but none are identified. At least two should be identified to meet state platting requirements.

STAFF RECOMMENDATION

Findings:

The plat facilitates future development with the zoning allowing for both commercial and residential development.

Staff recommends the City Plan and Zoning Commission accept the findings and forward Case No. F17-13 to the City Council for approval subject to the following conditions:

1. That stormwater detention will be required and retention will be evaluated as each development occurs and Note 5 "stating no detention required" is removed.
2. That the plat be tied to two existing subdivision corners and that these corners are identified on the plat.
3. The surveyor signs the plat.

4. The utility companies sign the plat when their easement needs have been met.
5. There are drainage ways crossing multiple lots within the proposed platted area which are not addressed. With development drainage must be maintained. The plat should contain drainage way and or sewer easements as being dedicated.
6. A note is added to the plat stating that lots 2 and 3 shall have no direct access to Utica Ridge Road. Access shall be provided via existing abutting east-west streets.
7. There is an existing sanitary sewer and associated manhole(s) located within lots 1 and 4. The location of this sewer is to be field verified prior to Council acceptance of the plan and additional sewer easement(s) dedicated as necessary.
8. With development construction plans for streets, site grading, storm sewer and sanitary sewer are submitted to the Public Works Department for review and approval.

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, CSM - Clean Water Manager

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 - PE

1. The surveyor signs the plat.
2. The utility companies sign the plat when their easement needs have been met.
3. There are drainage ways crossing multiple lots within the proposed platted area which are not addressed. With development drainage must be maintained. The plat should contain drainage way and or sewer easements as being dedicated.
4. A note is added to the plat stating that lots 2 and 3 shall have no direct access to Utica Ridge Road. Access shall be provided via existing abutting east-west streets.
5. Note 5 stating no detention required is removed.
6. There is an existing sanitary sewer and associated manhole(s) located within lots 1 and 4. The location of this sewer is to be field verified prior to Council acceptance of the plan and additional sewer easement(s) dedicated as necessary.
7. With development construction plans for streets, site grading, storm sewer and sanitary sewer are submitted to the Public Works Department for review and approval.

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

PRELIM / **FINAL** / PUD (circle the appropriate designation)

SUBDIVISION NAME: Crow Valley Plaza Tenth Addition

LOCATION: 56th Street East of Utica Ridge

DEVELOPER: Name: McCarthy Improvement Co. and Linwood Stone Products (Greg Bush)
Address: 5401 Victoria Avenue, Davenport, IA 52807
Phone: 563-359-0321 FAX: 563-344-3792
Mobile Phone: _____ Email: gj_bush@mcb-corp.com

ENGINEER: Name: Jason Holdorf, P.E.
Address: 1717 State Street, Suite 201, Bettendorf, IA 52722
Phone: 563-344-0260 FAX: 563-344-0263
Mobile Phone: _____ Email: jasonh@missman.com

ATTORNEY: Name: Sam Skorepa
Address: 220 N. Main Street, Suite 600, Davenport, IA 52801
Phone: 563-333-6646 FAX: 563-324-1616
Mobile Phone: _____ Email: sskorepa@L-Wlaw.com

OWNER: Name: McCarthy Improvement Co. and Linwood Stone Products (Greg Bush)
Address: 5401 Victoria Avenue, Davenport, IA 52807
Phone: 563-359-0321 FAX: 563-344-3792
Mobile Phone: _____ Email: gj_bush@mcb-corp.com

NUMBER OF LOTS: 4 ACRES: 35.3
SF 2F MF & EST. UNITS COMM IND

STREETS ADDED: 0 LINEAR FEET

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

Fee per Plat	Fee
Ten or fewer lots (< 10 lots)	\$400 plus \$25/lot
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.**

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Rita Pribyl 326-6171
Wards: All

Action / Date
CD7/19/2017

Subject:

Motion approving the Annual Action Plan, for Year 43 (July 1, 2017 - June 30, 2018) for the CDBG and HOME Programs, which includes updated CAC recommendations for CDBG allocations and authorizing the City Administrator or her designees to sign necessary documents and agreements. [All Wards]

Recommendation:

Approve the motion.

Relationship to Goals:

Strengthen Neighborhoods

Background:

Each year, the City must submit an Annual Action Plan (AAP) to the Department of Housing and Urban Development (HUD). This plan is required to receive Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) funds. This plan will cover the city fiscal year from July 1, 2017 through June 30, 2018, which is the third year of the City's current Five Year Consolidated Plan.

The AAP identifies the local objectives to be addressed, which were approved by Council at the October 26, 2016 meeting; and the allocations of the federal entitlement funds in the fiscal year July 1, 2017 through June 30, 2018 for that year.

The AAP includes the revised Citizen Participation Plan, which sets forth the steps used to encourage citizen participation in the development of the Plan, any substantial amendments to the Plan, and the performance report. Revisions of the Citizen Participation Plan are required to meet changes in federal regulations, particularly with regard to the upcoming requirement for an Assessment of Fair Housing under HUD's Affirmatively Furthering Fair Housing rule.

Year 43 CDBG allocations

- On March 6, 2017, the Citizens' Advisory Committee (CAC) reviewed applications for Year 43 CDBG funds and made funding recommendations using an estimated entitlement amount. The recommendation included setting aside funds while waiting for United Neighbors' submission of missing required application items for review.
- On March 22, 2017, City Council approved the CAC's recommendations, including the UNI set aside funds of \$78,898.
- On June 5, the CAC met to allocate the set aside funds after United Neighbors did not submit required application items by the stated deadline. The CAC voted unanimously to recommend allocating the set aside funds to the same types of programs for which they were originally intended. Following HUD funding caps, the maximum allowable amount of \$18,898 was allocated between the four youth programs, already approved for CDBG funding, in the public services cap. The remaining \$60,000 that could not be included in the

public service category was allocated to the Housing Rehabilitation and Neighborhood Revitalization Fund with the stipulation that it be used for down payment assistance for eligible buyers in Davenport.

- On June 23, 2017, the City received a letter from HUD with the actual CDBG entitlement of \$1,230,185, which is 6% higher than Year 42 allocation. An additional \$130,185 became available over the estimated Year 43 for allocation.
- On July 10, the CAC met to recommended allocating the additional funds. Following past procedure, the CAC allocated the additional funds to Year 43 applicants which were recommended for funding but not fully funded. The public services category was funded to the maximum allowed under HUD regulations. The remainder was allocated to the non-public services category.

The draft Annual Action Plan is available for public comment from July 12 - July 25, 2017; no comments have been received to date. Attached is a summary of the updated recommendation allocations which includes the updated allocation recommendations made by the CAC at their June 5th and July 10th meetings as well as a summary of activities to be funded.

Approval of this motion will approve the updated Year 43 Annual Action Plan (which includes the updated allocation recommendations made by the CAC at their June 5th and July 10th meetings), the revised Citizen Participation Plan and also authorize the City Administrator or her designee to sign necessary documents and agreements.

ATTACHMENTS:

Type	Description
▣ Backup Material	Revised Year 43 Allocation Recommendations
▣ Backup Material	Year 43 Activity Summary

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/13/2017 - 10:40 AM
Community Development Committee	Berger, Bruce	Approved	7/13/2017 - 10:40 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:00 AM

CDBG YR 43 ALLOCATION SUMMARY
July 1, 2017 to June 30, 2018

	<u>YEAR 43</u> <u>AGENCY</u> <u>REQUESTED</u>	<u>YEAR 43</u> <u>CAC</u> <u>RECOMMENDED</u> <u>07/10/17</u>
ADMINISTRATION		
City Administration/Planning	\$246,037	\$246,037
SUBTOTAL	\$246,037	\$246,037
ECONOMIC DEVELOPMENT		
City Economic Development Fund	\$200,000	\$200,000
SUBTOTAL	\$200,000	\$200,000
HOUSING		
City Housing Progs. Staff & Operations	\$273,481	\$273,481
City Housing Rehab & Neighborhood Revitalization	\$350,000	\$283,667
SUBTOTAL	\$683,481	\$557,148
PUBLIC SERVICES		
Big Brothers/Big Sisters of Q.C.	\$30,000	\$28,763
Boys & Girls Club	\$30,000	\$28,320
Family Resources DV Services	\$30,000	\$25,151
Friendly House Year-Round Youth Program	\$28,291	\$28,291
Humility of Mary Housing, Inc.	\$46,911	\$22,729
Humility of Mary Shelter	\$41,267	\$22,374
Project Renewal	\$30,513	\$30,513
Salvation Army Family Service Center	\$30,000	\$20,859
Vera French Community Mental Health	\$20,000	\$20,000
SUBTOTAL	\$321,982	\$227,000
ALL PROGRAMS TOTAL	\$1,451,500	\$1,230,185

Projected Year 43 Entitlement Amount	\$	1,230,185
Projected plng/admin cap	\$	326,037
Projected public service cap	\$	227,000

CAC recommended allocation of RLF program income :

\$43,229 in ED prog income for program delivery
\$172,750 in Hsg prog income for program delivery
\$46,837 in program income for Staff/Operations

Year 43 (July 1, 2017 – June 30, 2018) CDBG Recommendations

Public Service Programs

This category is capped by HUD regulation. The maximum available under the cap for public services has been recommended by the CAC.

AGENCY	CDBG FUNDED PURPOSE/SERVICES	PROGRAM	PROPOSED ALLOCATION AMOUNT
BIG BROTHERS/ BIG SISTERS OF THE QUAD CITIES	Provides adult mentoring for children	ONE TO ONE YOUTH MENTORING	\$28,763
BOYS & GIRLS CLUBS OF THE IOWA MISSISSIPPI VALLEY	Provides recreation, education, cultural arts and leadership programs	ACADEMIC SUCCESS PROGRAM	\$28,320
FAMILY RESOURCES	Provides legal advocacy; therapy; counseling; domestic violence advocacy program and shelter; and crisis intervention.	SAFEPATH SURVIVOR RESOURCES	\$25,151
FRIENDLY HOUSE	Provides recreational and educational activities for youth year-round	FRIENDLY HOUSE YOUTH SERVICES	\$28,291
HUMILITY OF MARY HOUSING, INC.	Provides transitional and supportive housing and services for single parent families	SUPPORTIVE HOUSING	\$22,729
HUMILITY OF MARY SHELTER, INC.	Provides emergency shelter and services for adult men and women.	EMERGENCY SHELTER	\$22,374
PROJECT RENEWAL	Provides after school program with social, recreational, educational activities.	AFTERSCHOOL PROGRAM	\$30,513
SALVATION ARMY FAMILY SERVICE CENTER	Provides emergency shelter, meal site and case management services. This is the only shelter for single male head of household with children and intact two parent families with children.	FAMILY SERVICE CENTER EMERGENCY SHELTER & TRANSITIONAL HOUSING	\$20,859
VERA FRENCH COMM MENTAL HEALTH CTR.	Provides supportive services to Vera French Housing Corp tenants	TENANT SUPPORT SERVICES	\$20,000
PUBLIC SERVICE TOTAL:			\$227,000

Year 43 (July 1, 2017 – June 30, 2018) CDBG Recommendations and HOME funds

Non-Public Service Programs

The amount recommended for Planning & Administration is below the HUD regulatory cap for that category.
No other non-public service programs are capped by HUD.

AGENCY	CDBG FUNDED PURPOSE/SERVICES	PROGRAM	PROPOSED ALLOCATION AMOUNT
PLANNING & ADMINISTRATION			
COMMUNITY PLANNING & ECONOMIC DEVELOPMENT (CPED)	Coordinates, administers, and monitors CDBG program; prepares reports and plans required by HUD; prepares needs assessments and other planning efforts including historic and environmental studies and coordination with neighborhood groups on planning activities	CDBG STAFF & OPERATIONS	\$246,037 ¹
ECONOMIC DEVELOPMENT:			
CPED ECONOMIC DEVELOPMENT FUND	Formulation, coordination, and implementation of local economic development strategies	STAFF	\$0 ²
		ECONOMIC DEVELOPMENT FUND	\$200,000
HOUSING:			
CPED HOUSING REHABILITATION/ NEIGHBORHOOD REVITALIZATION FUND	Provides loans for rehab of owner occupied housing; downpayment assistance; acquisition/ rehab/resale of Urban Homestead properties; new construction of affordable homes; infrastructure in support of affordable housing activities; elimination of blight; and accessibility improvements.	STAFF	\$273,481 ³
		CITY REHAB LOANS/	\$283,677
		GRANTS/RELOCATION	
		HOME STAFF & OPERATIONS	\$36,183
		HOME LOANS / GRANTS	\$325,704
NON PUBLIC SERVICE TOTAL:			\$1,003,185
HOME TOTAL:			\$361,892

¹\$46,837 in CDBG Program Income for grant administration

² \$43,229 in Economic Development Revolving Loan Fund Program Income for program delivery

³ \$172,750 in Housing Rehabilitation Revolving Loan Fund Program Income for program delivery

City of Davenport

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

Action / Date
PS7/5/2017

Subject:

Second 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	Admin, Default	Approved	7/10/2017 - 4:48 PM

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).

The City Church, Family Bix Street Party, July 29, 2017; 11:00 a.m. to 2:00 p.m.; Closure
Location: 3rd Street between Harrison and Main Streets, Ward 3

Eric Ludkte dba Gunchies, Cartee Open Street Fest, July 28, 2017; 12:00 p.m. to 1:00 a.m.;
Closure Location: South Clark Street from Telegraph Road to Indian Road, Ward 1

ATTACHMENTS:

Type	Description
▯ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/11/2017 - 3:24 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: The City Church

Event: Family Bix Street Party

Date: July 29, 2017

Time: 11:00 a.m. to 2:00 p.m.

Closure Location: 3rd Street between Harrison and Main Streets

Ward: 3

Approved this 26th 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
7/19/2017

Subject:

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

Eric Ludkte dba Gunchies, Cartee Open Street Fest, July 28, 2017; 12:00 p.m. to 1:00 a.m.;
Closure Location: South Clark Street from Telegraph Road to Indian Road, Ward 1

Adam Hayden on behalf of Delta Sigma Chi Professional Fraternity Lyceum, Palmer
Homecoming, 1208 N Main Street; August 10-11-12, 2017 from 5:00 p.m. to 12:00 a.m., Over 50
dBa, Ward 5

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/11/2017 - 4:17 PM

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Lesley Eastlick; 563-326-7729
Wards: 5

Action / Date
PW7/19/2017

Subject:
Resolution of acceptance covering an assessment for the Alley Reconstruction and Resurfacing Program in accordance with the Alley Resurfacing Program. [Ward 5]

Recommendation:
Pass the resolution.

Relationship to Goals:
Enhance quality of life.

Background:

A resident or business owner petitions the City to have their alley reconstructed with full depth concrete or resurfaced with hot mix asphalt (HMA) through the Alley Reconstruction and Resurfacing Program. This program is an assessment program where ½ of the total cost to reconstruct or resurface the alley is paid for by the City and the other ½ is paid for by the abutting property owners based on the size of their lot. The resident or business that requests to have their alley reconstructed or resurfaced would have to obtain the necessary signatures on a petition prepared by the City of over 50% of the owner occupied property abutting the alley.

Work on this project has been satisfactorily completed by the City of Davenport Streets Division and an Engineer's Certificate of Completion will be filed with the deputy clerk as required by the Code of Iowa. The final cost of the work was \$7,223.92.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/11/2017 - 2:01 PM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 11:04 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 2:30 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance covering an assessment for the Alley Reconstruction and Resurfacing Program in accordance with the Alley Resurfacing program.

WHEREAS, the engineers have duly filed a certificate in accordance with Section 384.58 of the Code of Iowa, 2009, as amended, showing that they have inspected the completed work for the FY 2017 Alley Resurfacing Program and that the same has been performed in compliance with the terms of the project plans and specifications and showing the total cost thereof;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that

Section 1. That it is hereby found and determined that the work of constructing the above-named project has been duly and fully completed by the Streets Division in accordance with the terms of the project plans and specifications, and the same is hereby accepted and approved.

Section 2. That it is hereby found and determined that the total construction cost of said project is in the total amount of \$7,223.92 of which the sum of \$3611.96 shall be assessed against private property within the assessable district.

Section 3. That the amount due the Streets Division is hereby ordered paid by the issuance to the Streets Division of anticipatory warrant or warrants, in accordance with Section 384.57 of the Code of Iowa, 2009, as amended, or from such other fund or funds as may be available for that purpose, such warrant or warrants and amounts paid from any such fund or funds to be paid and replaced to the extent possible from the proceeds of special assessments and the sale of special assessment bonds.

Section 4. That the engineers are hereby instructed to prepare the final schedule of assessments, as provided in Section 384.59 of the Code of Iowa, 2009, as amended.

Section 5. That all resolutions or parts of resolutions in conflict herewith be and the same are hereby repealed, to the extent of such conflict.

Passed and approved this 26th day of July, 2017.

Approved:

Attest:



Frank Klipsch, Mayor

Jackie E. Holecek, City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 3

Action / Date
PW7/19/2017

Subject:

Resolution on the plans, specifications, forms of contract and estimated cost of \$250,000 for the 2507 Chippewa Ct sewer separation project, CIP #01788. [Ward 3]

Recommendation:

Pass the resolution.

Relationship to Goals:

Enhanced Quality of Life.

Background:

This project is intended to separate the storm water sewer from the sanitary sewer in the Chippewa Ct area. Existing storm sewer will also be upgraded and repaired near Lincoln Ct.

A new storm sewer alignment shall be constructed so to intercept storm water before it enters the sanitary sewer and divert it to an existing storm sewer line.

The project is scheduled to be bid yet this summer with construction to be complete by the end of this construction season. Funding for the 2507 Chippewa Ct Sewer Separation Project is established within CIP #01788. The current estimate is \$250,000.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/11/2017 - 2:00 PM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 9:33 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 9:42 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution on the plans, specifications, forms of contract and estimated cost of \$250,000 for the 2507 Chippewa Ct Sewer Separation project, CIP #01788.

WHEREAS, on the 11th day of July, 2017, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the 2507 Chippewa Ct Sewer Separation Project, CIP #01788.

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 said 2507 Chippewa Ct Sewer Separation project.

Passed and approved this 26th day of July, 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: Eric Gravert 563-327-5125
Wards: All

Action / Date
PW

Subject:

Resolution accepting the Compost Facility Reroofing Project completed by Jim Giese Commercial Roofing, Inc of Dubuque, IA. This project was satisfactorily completed with a final contract amount of \$953,765 budgeted in CIP #39002. [All Wards]

Recommendation:

Approve the resolution.

Relationship to Goals:

Financially Responsible City Government.

Background:

The Compost Facility had a deteriorating steel roof that was allowing moisture into the building along with creating an unsafe walking surface for maintenance workers to access the roof-mounted exhaust fans.

This project was satisfactorily completed with a final contract amount of \$953,765 budgeted in CIP #39002.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 11:48 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 11:49 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 2:30 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution accepting the Compost Facility Reroofing Project completed by Jim Giese Commercial Roofing, Inc of Dubuque, IA. This project was satisfactorily completed with a final contract amount of \$953,765 budgeted in CIP #39002.

Whereas, the City of Davenport entered into a contract with Jim Giese Commercial Roofing of Dubuque, Iowa for construction work; and

Whereas, work on the project has been satisfactorily completed

Now, therefore, be it resolved, by the City Council of the City of Davenport, Iowa: that the Compost Facility had a deteriorating steel roof that was allowing moisture into the building along with creating an unsafe walking surface for maintenance workers to access the roof-mounted exhaust fans is hereby accepted.

Passed and approved this 26th day of July, 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: Gary Statz; (563) 326-7754
Wards: 2, 6, 7, 8

Action / Date
PW7/19/2017

Subject:

Resolution approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for the funding of the installation of battery backup units at nineteen (19) traffic signals and authorizing the Mayor to sign the application. [Wards 2, 6, 7 & 8]

Recommendation:

Approve the resolution.

Relationship to Goals:

Upgraded City Infrastructure & Public Facilities

Background:

Each year the Iowa Department of Transportation takes applications for their Traffic Safety Improvement Program (TSIP). The City of Davenport can receive reimbursement of up to 100% of the costs of the project for improvements under this program, with a maximum of \$500,000 per project. Applications are due August 15 and awarded funds would be available in July of 2018. The grant application will be for \$98,800, which will cover the entire cost of the battery backup units.

This project involves the purchase and installation of battery backup units that will be installed at many major intersections along the 53rd Street and Kimberly Road corridors. When this project is completed, every intersection from Ripley Street to the east along 53rd Street will have battery backup and so will every intersection along Kimberly Road. This project is important to public safety during power outages because many drivers do not treat dark traffic signals as an all-way stop, as required by law. Dark signals also cause major backups during the peak hours and these intersections are among the busiest in the city.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES_Battery Backup TSIP application pg 2
▣ Backup Material	PW_RES_Battery Backup TSIP application pg 3

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 9:44 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 9:50 AM

City Clerk

Admin, Default

Approved

7/13/2017 - 11:02 AM

RESOLUTION NO. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

Resolution approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for the funding of the installation of battery backup units at nineteen (19) traffic signals and authorizing the Mayor to sign the application.

WHEREAS, the Traffic Safety Improvement Program is established by the Iowa Department of Transportation; and

WHEREAS, said program allows for funding to be provided to states, counties or cities for eligible projects or programs that will contribute to improving traffic safety and operations; and

WHEREAS the City of Davenport has determined that improvements at nineteen (19) intersections along the 53rd Street and Kimberly Road corridors will likely improve traffic safety and operations. The proposed improvements include the purchase and installation of battery backup systems for the proposed intersections; and

WHEREAS if the State of Iowa agrees to provide funding for the project, the City shall commit the additional funds necessary to complete this project and maintain the improvements;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that the City Council supports and approves the application for the Traffic Safety Improvement Program funding for the project as prepared and that the Mayor shall be authorized to sign the application.

Passed and approved on July 26, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

These are the intersections where we are proposing the addition of the battery backup units:

53rd Street at Elmore Circle
53rd Street at Lorton Avenue
53rd Street at Jersey Ridge Road
53rd Street at Eastern Avenue
53rd Street at Tremont Avenue
53rd Street at Ripley Street
Kimberly Road at Jersey Ridge Road
Kimberly Road at Spring Street
Kimberly Road at Bridge Avenue
Kimberly Road at Davenport Avenue
Kimberly Road at Fair Avenue (east entrance to mall)
Kimberly Road at Main Street
Kimberly Road at Northwest Boulevard/Harrison Street
Kimberly Road at Gaines Street
Kimberly Road at Lillie Avenue (CASI/DAV entrances)
Kimberly Road at Pine Street
Kimberly Road at Hillandale Road
Kimberly Road at Elsie Avenue
Kimberly Road at Fairmount Street

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Gary Statz (563) 326-7754
Wards: 8

Action / Date
PW7/19/2017

Subject:

Resolution approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for improvements to the intersection of Division Street at Northwest Boulevard and authorizing the Mayor to sign the application. [Ward 8]

Recommendation:

Approve the resolution.

Relationship to Goals:

Upgraded City Infrastructure & Public Facilities

Background:

Each year, the Iowa Department of Transportation takes applications for their Traffic Safety Improvement Program (TSIP). The City of Davenport can receive reimbursement of up to 100% of the costs of the project for improvements under this program, with a maximum of \$500,000. Applications are due on August 15 and awarded funds would be available in July of 2018. The grant request will be for \$425,000, which will cover the cost of the project.

The primary purpose of the project is to construct left turn lanes on Northwest Boulevard at the intersection. There is currently only one lane in each direction on that street. This change will provide better visibility for left turns and signals with left turn arrows. There have been numerous rear-end crashes related to backups and left turns off of Northwest Boulevard.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	PW_RES_Div at NW Blvd TSIP application_pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 9:43 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 10:11 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:02 AM

RESOLUTION NO. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the City's grant application to the Iowa Department of Transportation's "Traffic Safety Improvement Program" for improvements to the intersection of Division Street at Northwest Boulevard and authorizing the Mayor to sign the application.

WHEREAS, the Traffic Safety Improvement Program is established by the Iowa Department of Transportation; and

WHEREAS, said program allows for funding to be provided to states, counties or cities for eligible projects or programs that will contribute to improving traffic safety and operations; and

WHEREAS the City of Davenport has determined that improvements at the intersection of Division Street and Northwest Boulevard will likely improve traffic safety and operations. The proposed improvements include the reconfiguration of the east and west legs of the intersection to provide left turn lanes in each direction along with traffic signal modifications and pedestrian ramp improvements; and

WHEREAS if the State of Iowa agrees to provide funding for the project, the City shall commit the additional funds necessary to complete this project and maintain the improvements;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that the City Council supports and approves the application for the Traffic Safety Improvement Program funding for the project as prepared and that the Mayor shall be authorized to sign the application.

Passed and approved on July 26, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Sandy Doran; (563) 326-7756
Wards: All

Action / Date
PW7/19/2017

Subject:

Resolution approving change order #6 in the amount of \$253,389.62 to the Manhole Rehabilitation & Replacement Program (Bid 16-105). This change order adds 110 additional manholes to be rehabbed and is budgeted in CIP #30018. [All Wards]

Recommendation:

Approve the resolution.

Relationship to Goals:

Davenport – *The Choice Community for Living*
Upgraded City Infrastructure & Public Facilities

Background:

Many of the manholes of the sanitary collection system are structurally deficient and allow for inflow and infiltration. Rehabilitation is needed to address these issues to further comply with the IDNR Administrative Consent Order. This program includes various strategies such as cured-in-place manhole lining, spray-applied materials, casting and adjusting ring replacement, chimney seals and total manhole replacement.

Quantity adjustments are needed to address field conditions and changes that provide better solutions for removal of I & I, as well as manholes from our assessment list that were added once contractor was awarded bid. Manholes were added due to favorable bid prices and available funding.

Original Contract:	\$ 934,806.00
Previous Change Orders:	\$ 17,930.00
This Change Order:	\$ 253,389.62

Amended Contract Amount: \$1,206,125.62

Funding is available in the project account for CIP #30018.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2
▣ Backup Material	CO#6 Manhole Rehab & Replacement Program KIM Construction

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 11:10 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 11:10 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 2:30 PM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving change order #6 in the amount of \$253,389.62 to the Manhole Rehabilitation & Replacement Program (Bid 16-105). This change order adds 110 additional manholes to be rehabbed and is budgeted in CIP #30018.

WHEREAS, The City of Davenport entered into a contract with KIM Construction Company, Inc. for the Manhole Rehab Program.

WHEREAS, Changes to the plans have become necessary due to field conditions and added manholes:

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that CO#6 is hereby approved.

Passed and approved this 26th day of July, 2017.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk



City of Davenport
Public Works Department

1200 East 46th Street • Davenport, Iowa 52807
Telephone: 563-326-7923 Fax: 563-327-5182

CERTIFICATIONS

CITY ENGINEER _____
(Work is Required)

CIP MANAGEMENT ANALYST _____
(Funds are Available)

CONSTRUCTION MGR _____
(Work is Constructible)

PUBLIC WORKS DIRECTOR _____
(Approval)

CONTRACTOR: Kim Construction Company, Inc.
CONTRACTING COMPANY: Kim Construction Company, Inc.
ADDRESS: 3142 Holeman Ave, Steger, Illinois 60475

PROJECT TITLE: FY2017 Manhole Rehabilitation and Replacement Program (Bid #16-104)
CHANGE ORDER #6
CIP #30018; ORG #71542697; OBJECT #530350

Description to Contractor:

Considering the contract between the City of Davenport and your Company, which covers the above-referenced project, the following shall be Change Order # 6. *Additions and deductions are to be made at bid price.*

Item	Description	Revised Price	
1	Change the quantity for Bid Item No. 1 from 54 EA to 55 EA.	ADD	\$1,095.00
2	Change the quantity for Bid Item No. 2 from 108 GAL to 89.5 GAL.	(DEDUCT)	(\$2,405.00)
3	Change the quantity for Bid Item No. 3 from 1 EA to 0 EA.	(DEDUCT)	(\$8,300.00)
4	Change the quantity for Bid Item No. 5 from 1 EA to 0 EA.	(DEDUCT)	(\$7,550.00)
5	Change the quantity for Bid Item No. 6 from 26 EA to 35 EA.	ADD	\$16,155.00
6	Change the quantity for Bid Item No. 7 from 43 EA to 41 EA.	(DEDUCT)	(\$3,600.00)
7	Change the quantity for Bid Item No. 8 from 40 EA to 41 EA.	ADD	\$495.00
8	Change the quantity for Bid Item No. 11 from 200 SF to 0 SF.	(DEDUCT)	(\$6,000.00)
9	Change the quantity for Bid Item No. 12 from 30 LF to 60.53 LF.	ADD	\$1,984.45
10	Change the quantity for Bid Item No. 13 from 250 SF to 327.68 SF.	ADD	\$776.80
11	Change the quantity for Bid Item No. 14 from 62 EA to 64 EA.	ADD	\$720.00
12	Change the quantity for Bid Item No. 15 from 8 EA to 13 EA.	ADD	\$2,250.00
13	Change the quantity for Bid Item No. 16 from 175 EA to 269 EA.	ADD	\$25,380.00
14	Change the quantity for Bid Item No. 17 from 925 VLF to 1582.94 VLF.	ADD	\$132,245.94
15	Change the quantity for Bid Item No. 18 from 123 VLF to 98.09 VLF.	(DEDUCT)	(\$5,654.57)
16	Change the quantity for Bid Item No. 19 from 30 VLF to 50 VLF.	ADD	\$5,400.00
17	Change the quantity for Bid Item No. 20 from 5 VLF to 16.4 VLF.	ADD	\$3,420.00
18	Change the quantity for Bid Item No. 21 from 75 EA to 94 EA.	ADD	\$41,705.00
19	Change the quantity for Bid Item No. 22 from 182 EA to 266 EA.	ADD	\$48,720.00
20	Change the quantity for Bid Item No. 23 from 91 VLF to 130.5 VLF.	ADD	\$11,652.50
21	Change the quantity for Bid Item No. 24 from 100 SF to 0 SF.	(DEDUCT)	(\$2,500.00)
22	Change the quantity for Bid Item No. 25 from 50 TON to 97.98 TON.	ADD	\$1,199.50
23	Remove Large Diameter Reliner for Manhole KA-7 per CO #5.	(DEDUCT)	(\$3,800.00)
Total		ADD	\$253,389.62



City of Davenport
Public Works Department

1200 East 46th Street • Davenport, Iowa 52807
Telephone: 563-326-7923 Fax: 563-327-5182

Summary of Contract Amount:

Previously Amended Contract Amount:	\$952,736.00
Change Order #6:	\$253,389.62
Amended Contract Amount:	\$1,206,125.62

CHANGE ORDER DESCRIPTION:

Recommend/Approved: _____
(Up to \$5,000) Project Manager

Date: _____

Recommend/Approved: _____
Contractor

Date: 7-11-17

Recommend/Approved: _____
(Up to \$15,000) Nicole Gleason, Public Works Director-Assistant City Administrator

Date: _____

Recommend/Approved: _____
(Up to \$25,000) Corrin Spiegel, City Administrator

Date: _____

Recommend/Approved: _____
(Up to \$100,000) Chair, Public Works Committee
Required: Green Sheet Motion to Approve

Date: _____

Council Meeting Date: _____

Recommend/Approved: _____
(Over \$100,000) City Clerk, City of Davenport
Required: Green Sheet Resolution to Approve

Date: _____

Council Meeting Date: _____

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Eric Gravert; (563) 327-5125
Wards: 6

Action / Date
PW7/19/2017

Subject:

Resolution approving change order #8 to Valley Construction Company in the amount of \$250,000 for the Veteran's Memorial Parkway Paving Project from Utica Ridge to the west tie-in to the new I-74 crossover bridge, CIP #10556. [Ward 6]

Recommendation:

Pass the resolution.

Relationship to Goals:

Upgraded City Infrastructure & Public Facilities.

Background:

Change order #8 approves the amount to be added to the contract for unstable soil removed at the hillside and a suitable sub-base on top of geotextile fabric and drainage tile from Station 94+00 to 99+00. This work will be performed by "force account" where all labor, equipment, subcontract and other associated costs for performing said work will be verified and confirmed with daily documentation.

This project is being managed by the City of Davenport and is partially funded by a Federal Surface Transportation Program grant. The project is funded through CIP #10556.

This change order approves the additional contract amount to be used for construction installation services requested and performed by Valley Construction Company.

SUMMARY OF CONTRACT AMOUNT:

Original Contract	\$6,028,173.36
Previous Change Orders	\$ 720,322.84
<u>Change Order #8</u>	<u>\$ 250,000.00</u>

Amended Contract Amount: \$6,998,496.20

ATTACHMENTS:

Type	Description
□ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 9:52 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 10:12 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:02 AM

Resolution No. _____

RESOLUTION offered by Alderman Ambrose

RESOLUTION approving Change Order number 8 to Valley Construction Company in the amount of \$250,000.00 for the Veteran's Memorial Parkway Paving Project from Utica Ridge to the west tie-in to the new I-74 crossover, bridge, CIP #10556.

WHEREAS, City of Davenport, Iowa entered into a contract with Valley Construction Company for the Veterans Memorial Parkway; and

WHEREAS, changes to the project plans have become necessary; and

WHEREAS, the contractor will incur additional costs beyond his original bid due to these changes; and

WHEREAS, pricing has been reviewed and approved by the Public Works Department;

NOW, THEREFORE, IT IS RESOLVED by the City Council of the City of Davenport, Iowa, that Change Order #8 in the amount of \$250,000.00 for the Veterans Memorial Parkway from Utica Ridge to I-74 is hereby approved.

Passed and approved this 26th day of July, 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: Nicole Gleason; 563-327-5150
Wards: 3

Action / Date
PW7/19/2017

Subject:

Resolution awarding a contract for the construction of streetscaping at Central Fire Station to Estes Construction of Davenport in the amount of \$114,770, and authorizing the Mayor or his designee to sign and manage any related agreements budgeted in CIP #02348. [Ward 3]

Recommendation:

Approve the Resolution.

Relationship to Goals:

Financially Responsible City Government.

Background:

An Invitation to Bid was issued on May 31, 2017 and was sent to contractors. On June 26, 2017, the Purchasing Division received and opened one bid.

The single bid was within the engineers estimated budget. Estes Construction has performed satisfactory work for the city in the past. It is being recommended that Estes Construction be awarded this contract.

The goal of this project is to install streetscape elements such as decorative bricks, conduit, lighting and tree pits near the Central Fire Station located on W 4th Street from Scott St. to Ripley St.

Funding for this project is from CIP #02348, Central Station Renovations and are from the sale of General Obligation Bonds.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW_RES Streetscaping at Central Fire Station
▣ Cover Memo	Bid Tab - Streetscaping at Central Fire Station

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/13/2017 - 9:49 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 10:31 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:01 AM

Resolution No. _____

Resolution offered by Alderman Gordon:

RESOLVED by the City Council of the City of Davenport.

RESOLUTION awarding a contract for the construction of streetscaping at Central Fire Station located on W 4th Street from Scott St. to Ripley St., for the price of \$114,770, and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract the construction of the streetscaping at Central Fire Station; and

WHEREAS, the applicable purchasing process was followed resulting in a recommendation to award to Estes Construction of Davenport;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, Iowa, that:

1. the contract for the construction of streetscaping at Central Fire Station; 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: STREETSCAPING @ CENTRAL FIRE STATION

RFP NUMBER: 17-122

OPENING DATE: JUNE 26, 2017

GL ACCOUNT NUMBER: 78730697 530350 02348

RECOMMENDATION: AWARD THE CONTRACT TO ESTES CONSTRUCTION
OF DAVENPORT

<u>VENDOR NAME</u>	<u>LOCATION</u>
Estes Construction of Davenport	\$114,770

Approved By Kristi Keller
Purchasing

Approved By Nicole Gleason
Department Director

Approved By Brandi Coz
Budget/CIP

Approved By Linda Folland
Finance Director

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Clay Merritt (563)888-3055
Wards: 3

Action / Date
COW7/26/2017

Subject:
Resolution accepting the public improvements completed under seventeen of the construction contracts associated with the Central Fire Station Project, budgeted in CIP #02348. [Ward 3]

Recommendation:
Approve the resolution

Relationship to Goals:
Sustainable Infrastructure

Background:
Listed below are the following contract works, and their final contract amounts, that were completed for the Central Fire Station project.

B&B Masonry - \$311,362.17
Builders Sales & Service - \$231,197.00
Continental Fire Sprinkler Company - \$146,409.00
Crawford Company - \$743,393.57
Jim Giese Commercial Roofing - \$275,456.00
J.W. Koehler Electric - \$1,203,903.83
Long Carpet & Interiors - \$109,880.00
McAdam, Inc. - \$213,567.00
Miller Trucking & Excavating - \$394,506.74
Northwest Mechanical - \$663,482.84
Paragon - \$122,107.56
River Valley Construction - \$825,402.83
Rock Island Glass - \$361,504.16
Seedorff Masonry, Inc. - \$587,292.74
Sterling Commercial Roofing - \$1,458,054.91
Subsurface Constructors, Inc. - \$82,785.00
Treiber Construction - \$772,697.34

ATTACHMENTS:

Type	Description
□ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/13/2017 - 9:38 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 9:38 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 9:42 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION accepting the public improvements completed under seventeen of the construction contracts associated with the Central Fire Station project, budgeted in CIP #02348.

WHEREAS, the City of Davenport entered into a contract with B&B Masonry, Builders Sales & Service, Continental Fire Sprinkler Company, Crawford Company, Jim Giese Commercial Roofing, J.W. Koehler Electric, Long Carpet & Interiors, McAdam, Inc., Miller Trucking & Excavating, Northwest Mechanical, Paragon, River Valley Construction, Rock Island Glass, Seedorff Masonry, Inc., Sterling Commercial Roofing, Subsurface Constructors, Inc., and Treiber Construction

WHEREAS, work on the contracts has been satisfactorily completed

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that public improvements completed under seventeen of the construction contracts associated with the Central Fire Station project are hereby accepted.

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: 7

Action / Date
PW7/19/2017

Subject:

Motion approving an amendment to the contract between the City of Davenport and Needham Excavating Inc. for the Kimberly Road Sewer Replacement Project; in the amount of \$80,320 budgeted in CIP #30028. [Ward 7]

Recommendation:

Approve the Motion

Relationship to Goals:

Sustainable Infrastructure

Background:

This project consists of the removal and replacement of a structurally deficient sanitary sewer main located near W. Kimberly Rd. and Harrison St.

During construction much of the existing fill has been deemed unsuitable due to the amount of old construction debris that was buried at the site. To correct this issue and properly construct the project a larger quantity of Structural Trench Backfill will be required. the estimated, additional quantity will add \$80,320 to the current contract; budgeted in CIP #30028.

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/13/2017 - 9:27 AM
Public Works Committee	Lechvar, Gina	Approved	7/13/2017 - 9:27 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 9:41 AM

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Tom Warner 326-7735
Wards: All

Action / Date
6/21/2017

Subject:
Third Consideration: Ordinance amending Chapter 2.62 entitled "Levee Improvement Commission" to update the governance and processes of the Commission. [All Wards]

Recommendation:
Consider the ordinance

Background:
After several meetings and many good discussions, the commission agreed to the text of the proposed ordinance.

The main changes are: 1) a name change to Riverfront Improvement Commission; 2) An expansion from 7 members to 11 members; 3) Mayor will no longer serve as chair; 4) Joint quarterly meeting with the Parks Advisory Board; and 5) designation of a member to serve as a liaison to the Parks Advisory Board and attend its meetings.

ATTACHMENTS:

Type	Description
▯ Cover Memo	Ordinance as amended by CC

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Admin, Default	Approved	7/10/2017 - 4:48 PM

ORDINANCE NO. ____

Ordinance amending Chapter 2.62 entitled “Levee Improvement Commission” to update the governance and processes of the Commission.

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

Section 1: That Chapter 2.62 is amended to reads as follows:

Chapter 2.62 RIVERFRONT IMPROVEMENT COMMISSION

Sections:

- 2.62.010 Created.**
- 2.62.020 Membership - Term.**
- 2.62.030 Purpose.**
- 2.62.040 Chair, Vice Chair, Secretary, and ex officio officers.**
- 2.62.050 Meetings.**
- 2.62.060 Adoption of rules or bylaws.**
- 2.62.070 Riverfront defined - Jurisdiction.**
- 2.62.080 Area improvements and maintenance - Encumbrances - Approval.**
- 2.62.090 Police powers.**
- 2.62.100 Control of funds.**

2.62.010 Created.

In pursuance of the laws of the state in reference thereto, there is created and established a riverfront improvement commission in the city, consisting of eleven members, all of whom shall be residents and qualified electors of the city.

2.62.020 Membership -Term.

Each Alderman and the Mayor shall have an assigned commission position for which they are the appointing authority. Appointments shall be confirmed by the City Council. The term of office is six years. The Mayor and Aldermen shall give due consideration to appointing members focused foremost on the stewardship of the Riverfront, overall gender balance of the

commission, and professional representation reflective of such areas as education, finance, real estate, law, construction, engineering or other design professions. Members shall have no other official position in, or connection with, the city. Each member so appointed shall, upon taking office, take the oath prescribed for officers elected in the city. If any vacancy occurs, the person appointed to fill the same shall hold office until the expiration of the term for which the person was appointed.

Transition rule: Current commissioners as of July 1, 2017 shall be allowed to serve out their terms so long as death, disability or conduct does not result in removal from office. In order to assign a seat to the Mayor and each Council Member the following transition plan shall be in place:

1st Ward – Open for immediate appointment; term ends 4/30/2023
2nd Ward – Open for immediate appointment; term ends 4/30/2023
3rd Ward – Patrick Walton (3rd Ward Resident); term ends 4/30/2022
4th Ward – Open for immediate appointment; term ends 4/30/2021
5th Ward – Karl Rhomberg (5th Ward Resident); term ends 4/30/2020
6th Ward – Bill Ashton (6th Ward Resident); term ends 4/30/2020
7th Ward – Open for immediate appointment; term ends 4/30/2021
8th Ward – Open for immediate appointment; term ends 4/30/2019
At Large – Mike Veal (6th Ward Resident); term ends 4/30/2018
At Large – Shelley Chambers (6th Ward Resident); term ends 4/30/2018
Mayor – Frank Clark (6th Ward Resident); term ends 4/30/2022

From April 2018 onward, if only one of the Aldermen at Large has not appointed a then serving commissioner, that Alderman at Large shall have the privilege of appointment; otherwise, the Alderman at Large who is the top vote recipient of the two at the last city election shall have the appointment privilege.

2.62.030 Purpose.

The Mississippi Riverfront is one of Davenport's most important resources. The Riverfront Improvement Commission improves the riverfront through stewardship, collaboration, innovative planning, thoughtful development, and sound management.

2.62.040 Chair, Vice Chair, Secretary and ex officio officers.

In July of every year, the members shall choose a chair, vice chair and secretary from among their membership. The chair shall preside at all meetings, and the vice chair shall preside in the absence of the chair. If neither is present, but a quorum is present, the members

present shall nominate and choose a member to preside at the meeting immediately after the announcement of a quorum. The secretary shall ensure that a complete and accurate record of all its acts and proceedings are kept. The finance director or the director's designee shall be ex officio treasurer. The director of the community and economic development department or the director's designee shall have charge of the accounts, books and other clerical work in connection with said commission.

2.62.050 Meetings.

The commission shall meet at least monthly at a time and place conducive to public meetings. Special meetings may be called pursuant to the bylaws. A majority of the members present and voting shall be necessary for the passage of any motion.

The commission shall meet jointly at least quarterly with the parks and recreation commission to discuss future opportunities and amenities in an effort to create a coordinated vision and effort. The chairs of these bodies shall preside at any joint meetings.

The commission shall choose a member to act as a liaison to and attend the meetings of the parks and recreation commission.

The commission shall choose four members to attend, participate and report back on Council work sessions called for the purpose of discussing future opportunities and amenities including the Riverfront. At least once a year Council shall hold such a work session.

2.62.060 Adoption of rules or bylaws.

The commission shall have power to adopt the rules or bylaws concerning its meetings and all other matters pertaining to the business of such commission as are not inconsistent with provisions of this chapter.

2.62.070 Riverfront defined - Jurisdiction.

As provided in this chapter, the riverfront improvement commission shall have responsibility, supervision and control of territory included within the limits of the city and described as follows, to-wit:

Beginning at a point at the intersection of the east city limits and the centerline of the Mississippi River (Iowa-Illinois boundary); thence northerly along the east city limits (extension of Fernwood Avenue) to the intersection with the centerline of East River Drive, then in a generally westerly direction along the centerline of East River Drive and West River Drive to the intersection of West River Drive to the intersection of West River Drive with the centerline of the Soo Line Railroad (immediately west of Blackhawk Creek), thence in a southwesterly direction along the centerline of the Soo Line Railroad to the intersection with the west city limits (Utah Avenue); thence in a southerly direction to the intersection of the extension of the

west city limits with the centerline of the Mississippi River, thence upstream along the centerline of the Mississippi River (Iowa-Illinois boundary) to the point of beginning.

2.62.080 Area improvements and maintenance - Encumbrances - Approval.

A. The riverfront improvement commission shall have exclusive charge, supervision and control of all work done, or to be done, and of all improvements made, or to be made using the riverfront improvement funds within the commission's control as set forth in Section 2.62.100, upon, over, along or within the area described in Section 2.62.070, including the filling, grading, paving, macadamizing, riprapping and construction of retaining walls upon, over, along or within the area: provided, that the city reserves to itself exclusive charge, supervision and control of such improvements therein or thereon as the city itself has constructed or may hereafter construct using its own funds derived from any lawful source, as well as reasonable rights of access thereto for all purposes, including the alteration, repair, reconstruction and maintenance thereof.

B. Notwithstanding any provision in this chapter to the contrary, no encumbrances, by lease, easement, license, agreement or otherwise upon property within the commission's jurisdiction for a term greater than three years shall be final and binding until such encumbrance has been voted upon by the city council.

C. Any encumbrance requiring a city council vote shall be referred to the city council and placed on the council's agenda. If the commission denied the encumbrance, then an affirmative vote of three-fourths of the members of the city council is required to approve the encumbrance. If the commission approved the encumbrance, the matter will be determined by the normal simple majority of the members of the council rule.

D. The commission may not consent to or otherwise authorize or approve any lien, by mortgage or otherwise, upon the Riverfront.

2.62.090 Police powers.

Nothing contained in this chapter shall be construed as limiting or abrogating the police power of the city in the Riverfront area described in Section 2.62.070.

2.62.100 Control of funds.

For all projects whose proposed budget is less than five hundred thousand dollars, the riverfront improvement commission shall have exclusive charge and control of the riverfront improvement fund, and of all monies dedicated to such fund derived from the sale of bonds on behalf of the commission, issued by the city council for the purpose of carrying on the work of

making any of the improvements authorized to be made by the commission. The finance director or his designee shall keep a specific general ledger account for the riverfront improvement fund and monies belonging to the fund derived from the sale of bonds as provided above or from other sources. Commission funds, as described above, shall only be spent as authorized by the commission.

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 _____,

Third Consideration _____,

Frank Klipsch
Mayor

Attest: _____

Jackie E. Holecek, CMC
Deputy City Clerk

Published in the Quad-City Times on _____.

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Brandon Wright 326-7750
Wards: All

Action / Date
FIN7/19/2017

Subject:

Resolution approving the outside agency support payment to the Putnam Museum in the amount of \$117,000 for general operations. [All Wards]

Recommendation:

Consider the resolution.

Relationship to Goals:

Financially Responsible City Government

Background:

As part of the FY2018 budget process, the Putnam Museum requested funding to support general operating expenses. At that time, funds were allocated in the operating budget to be able to provide such funding. If approved, payment will be processed upon adoption of the resolution. Source of funding is the Hotel/Motel Tax Fund.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Wright, Brandon	Approved	7/12/2017 - 11:08 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/13/2017 - 1:53 PM
City Clerk	Admin, Default	Approved	7/13/2017 - 2:29 PM

Resolution No. _____

Resolution offered by Alderman Gordon:

RESOLVED by the City Council of the City of Davenport.

Resolution approving the outside agency support payment to the Putnam Museum in the amount of \$117,000 for general operations.

WHEREAS, the Putnam Museum requested funding during the FY 2018 budget process to provide general operating support; and

WHEREAS, funds are available in the Hotel/Motel Tax Fund to provide such funding, if desired.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the outside agency support payment to the Putnam Museum in the amount of \$117,000 for general operations from the Hotel/Motel Tax Fund is hereby approved.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, City Clerk

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Brandon Wright 326-7750
Wards: All

Action / Date
FIN7/19/2017

Subject:

Motion directing the City Administrator to complete various parks projects with the \$250,000 allocated in the Parks Development project in the FY 2018 Capital Improvement Program. [All Wards]

Recommendation:

Approve the motion.

Relationship to Goals:

Fiscal vitality & sustainable infrastructure

Background:

The City Council approved \$250,000 in the FY 2018 Capital Improvement Program for park development. Similar as in previous years, the City Council held a work session on April 4, 2017 to discuss potential parks projects that would most benefit the community and the parks system.

Below are the projects that were discussed at the Council work session. This motion directs the City Administrator to complete these projects with the \$250,000 allocation during FY 2018.

FY 2018 Park Development CIP

Proj. #	Project Name	Budget
64053	LeClaire Restroom Renovation	\$100,000
64050	Fejervary Learning Center Clean-up	\$20,000
64055	Garfield Park Playground Equipment	\$65,000
64054	River's Edge LED Lighting - Ice Rink	\$16,000
64056	Lafayette Park Playground Equipment	\$25,000
64052	Vander Veer Park Lighting	\$20,000
64051	Fejervary Learning Center Grant Match	\$4,000
Total		\$250,000

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Wright, Brandon	Approved	7/12/2017 - 11:01 PM
Finance Committee	Admin, Default	Approved	7/13/2017 - 11:01 AM
City Clerk	Admin, Default	Approved	7/13/2017 - 11:01 AM

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Nicole Gleason 327-5150
Wards: 5,6, and 7

Action / Date
FIN7/19/2017

Subject:

Motion awarding a contract for the Duck Creek Bike Path resurfacing at three locations to General Asphalt Construction Company of Davenport, in the amount of \$88,941.35 CIP #64023. [Wards 5, 6, and 7]

Recommendation:

Approve the Motion.

Relationship to Goals:

Financially Responsible City Government.

Background:

A Invitation to Bid was issued on June 14, 2017. On July 5, the Purchasing Division opened one bid. General Asphalt Construction Company of Davenport is being recommended for the contract.

The contractor will be resurfacing the bike trails at three locations: (1) near East George Washington Blvd. and Forest Road; (2) just west of East 33rd Street. and Eastern Avenue; and (3) Garfield Park to Bridge Avenue.

General Asphalt Construction Company has successfully performed this type of work for the city in the past. See bid tab attached.

Funding for this project is from CIP program # 64023 Bike Path Reconstruction, with a current balance of \$97,693.86. Source of funding is from the sale of General Obligation bonds.

ATTACHMENTS:

Type	Description
□ Cover Memo	Bid Tab for Greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/13/2017 - 1:56 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/13/2017 - 1:56 PM
City Clerk	Admin, Default	Approved	7/13/2017 - 2:29 PM

CITY OF DAVENPORT, IOWA
INVITATION TO BID RESPONDENTS

DESCRIPTION: DUCK CREEK BIKE PATH RESURFACING
BID NUMBER: 17-130
OPENING DATE: JULY 5, 2017
GL ACCOUNT: 74037697 530350 64023 CIP BIKE PATH RECONST. PROGRAM
RECOMMENDATION: AWARD THE CONTRACT TO GENERAL ASPHALT
CONSTRUCTION COMPANY OF DAVENPORT

<u>VENDOR NAME</u>	<u>AMOUNT</u>
General Asphalt Construction Company of Davenport	\$88,941.35

Prepared By Kristi Keller
Purchasing

Approved By Nicole Gleason
Department Director

Approved By Brandi Coyle
Budget/CIP

Approved By [Signature]
Finance Director

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Brandon Wright 326-7750
Wards: All

Action / Date
FIN7/19/2017

Subject:

Motion to award a contract for banking and related services to Quad City Bank & Trust of Davenport, IA and to explore implementing purchasing card solutions through the US Bank State of Iowa contract. [All Wards]

Recommendation:

Approve the motion.

Relationship to Goals:

Fiscal vitality

Background:

A Request for Proposal was issued on April 28, 2017 and was sent to 54 financial service providers. On June 2, 2017 the Purchasing Division received and opened four proposals. Three of the proposals were considered responsive and responsible.

The purpose of the RFP was to identify a banking institution that can offer the comprehensive services that meet the City's needs while minimizing banking costs, improving operational efficiency, and maximizing investment capabilities. The banks had to meet minimum mandatory requirements in order to be considered.

The proposals were evaluated on the following criteria: The financial institution's overall strength, stability, and total asset holdings - 35%; Cost and availability of banking and related services - 20%; Support capability to the city, including but not limited to, technical support, training, and account management - 20%; Time deposit interest rates - 15%; Quality of project approach and implementation plan, which includes the time and resources to transition the city's banking and related services to the new financial institution - 10%.

A team of 18 individuals evaluated the proposals. Interviews were conducted with the top two scoring firms. Quad City Bank & Trust is recommended for the City of Davenport's banking services while the State of Iowa purchasing card solution offered by US Bank is also recommended for that particular service. Further detail regarding this recommendation is provided in the attached memorandum.

ATTACHMENTS:

Type

Description

- ▣ Backup Material
- ▣ Backup Material

BID TABULATION

RFP Analysis and Recommendation Memo

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Thorndike, Tiffany	Approved	7/14/2017 - 5:17 PM

CITY OF DAVENPORT, IOWA
PROPOSAL TABULATION

DESCRIPTION: BANKING AND RELATED SERVICES

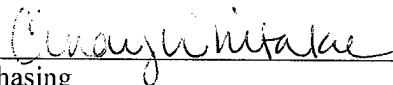
RFP NUMBER: 17-109

OPENING DATE: JUNE 2, 2017

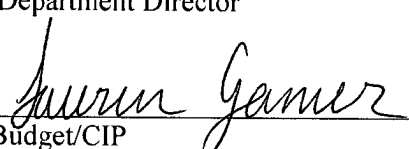
RECOMMENDATION: AWARD THE CONTRACT TO QUAD CITY BANK & TRUST OF
DAVENPORT, IA

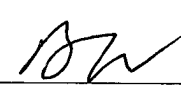
<u>VENDOR NAME</u>	<u>LOCATION</u>
QUAD CITY BANK & TRUST	DAVENPORT, IA
SOUTHEAST NATIONAL BANK	MOLINE, IL
U.S. BANK NATIONAL ASSOCIATION	DAVENPORT, IA
WELLS FARGO BANK*	DAVENPORT, IA

*CONSIDERED NON-RESPONSIVE AND NON-RESPONSIBLE

Prepared By 
Purchasing

Approved By 
Department Director

Approved By 
Budget/CIP

Approved By 
Finance Director



City of Davenport
Finance/Administration
Phone: (563) 326-7750
Fax: (563) 888-2079

MEMORANDUM

DATE: July 14, 2017
TO: Mayor & City Council
FROM: Brandon Wright, CFO/Assistant City Administrator *BN*
RE: Banking Services RFP Analysis & Recommendation

The City has completed its internal review process for the proposals received related to the Banking Services RFP. Four local banks provide responses to the procurement request: Quad City Bank & Trust (QCB&T), Southeast Bank, US Bank, and Wells Fargo. Wells Fargo did not meet the City's Community Reinvestment Act (CRA) rating requirement and was excluded from review as a non-responsible bidder. An 18-member panel of City staff, the Finance Chair, and the Finance Vice-Chair reviewed and scored the proposals submitted by the three remaining banks. Based on the scores, a seven-member panel of Finance Department staff, the Finance Chair, and the Finance Vice-Chair interviewed the two highest scoring banks, QCB&T and US Bank.

RECOMMENDATION

Based on the procurement process described above, my recommendation is that the City Council approve a contract for banking services to QCB&T and authorize staff to further explore the purchasing card solution provided by US Bank through a State of Iowa contract. Below is a list of the major areas analyzed to ultimately arrive at this recommendation. As you will see, both banks that were interviewed can provide solid banking services to the City of Davenport.

ANALYSIS OF FINALIST BANKS

1. Overall Institution Strength Advantage: US Bank

As of 2016, US Bancorp had \$446 billion in assets with \$48 billion in owner's equity and net income of \$5.9 billion. It also had a strong 11% tier 1, risk-weighted assets score (well capitalized being above 8%). By comparison, as of 2016 QCB&T has \$1.4 billion in assets with \$132 million in owner's equity and net income of \$15.4 million. QCB&T's tier 1, risk-weighted assets are well capitalized at 9.18%. US Bank has the advantage of being a larger financial institution with significantly more assets than QCB&T.

2. Interest Rate Return to City Advantage: QCB&T

QCB&T is offering the City the 3-month Treasury Bill average return rate (currently 1.02%) with a floor of 0.80%. US Bank has offered the Federal Reserve interest rate, minus 30 basis points (currently 0.95%). Both rates are significantly higher than the current Wells Fargo interest rate of 0.35%.

3. Website *Advantage: QCB&T for Intuitive Use / US Bank for Overall Robustness*

QCB&T is transitioning to a new third-party website platform that appears very easy to use and is intuitively designed. The new website is anticipated to be live by October 2017, which will occur prior to the City's full transition for banking services. US Bank offers an in-house website that is very robust in providing users with access to a large amount of financial data and the ability to perform these services themselves. Although it is more robust than the QCB&T website, it is not as intuitively easy to use.

4. Community Partner Bank *Advantage: Tied*

QCB&T received its most recent CRA rating from the Federal Reserve Bank of Chicago. That rating was Satisfactory. US Bank received its most recent CRA ratings from the Office of the Controller of the Currency (OCC). Those ratings were Satisfactory for the institutional score and Outstanding for the local MSA rating. Both of these organizations meet the City's CRA requirement to provide financial services.

5. Ability for Customized Enhancements *Advantage: QCB&T*

QCB&T, as a smaller community bank, appears better able to provide customized enhancements for City of Davenport operations that will help to alleviate routine tasks. While US Bank would also be able to provide some customization, it appears from interviews that the potential for more customization is greater with QCB&T.

6. Purchasing Card Solution *Advantage: US Bank*

US Bank offers industry-leading purchasing card solutions for corporate clients, including government entities. These solutions would help facilitate vendor relationships and transactions as well as reduce back-office work resulting in improved worker efficiencies. US Bank has a State of Iowa contract that would allow the City to take advantage of a larger group spend to increase rebate amounts. QCB&T does not offer corporate purchasing cards themselves, but can provide basic purchasing card solutions through a third-party vendor. Despite the recommendation to utilize QCB&T for banking services, my recommendation is for the City of Davenport to further explore and potentially implement the US Bank/State of Iowa contract purchasing card system. The purchasing card system can, and many times does, exist outside of the typically depository relationship.

7. Transition Team *Advantage: Tied*

Both QCB&T and US Bank offer expert-level, local transition teams to facilitate the City's transition. Both banks offered to provide on-site training as possible and to be very active and involved during the implementation phase.

SUMMARY

As you can see from the analysis above, both QCB&T and US Bank provide quality banking services and are capable of handling the City's book of business. My recommendation allows Davenport to take advantage of the stronger points of both proposals. The strongest points for QCB&T are the potential for customization and a higher interest-rate return with a guaranteed floor of 0.80%. The strongest points for US Bank are the overall size and strength of the organization and industry-leading purchasing card solutions. This action item will be on the July 19 Committee of the Whole and July 26 City Council meetings for City Council consideration. Please feel free to contact me with any questions.

City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Kristi Keller 888-2077
Wards: All

Action / Date
FIN7/19/2017

Subject:

1. Altorfer, Inc. - Used portable generator - Amount: \$48,800
2. Precision Builders, Inc. - Topsoil for 10th & Gaines - Amount: \$43,550
3. Dahl Ford, Inc. - High roof cargo van for Facilities Maintenance - Amount: \$34,043
4. Dahl Ford, Inc. - Sedan for Engineering - Amount: \$15,381
5. Kimberly Chrysler, Inc. - F250 pickup w/plow - Amount: \$33,537
6. Stuart Dean Co. - Brass refinishing at Adler Theatre - Amount: \$32,000
7. Graybill Communications, Inc. - Install police equipment in new squad cars - Amount: \$16,299

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/13/2017 - 1:56 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/13/2017 - 3:03 PM
City Clerk	Admin, Default	Approved	7/13/2017 - 3:05 PM