

PLAN AND ZONING COMMISSION MEETING

CITY OF DAVENPORT, IOWA

TUESDAY, JUNE 20, 2017; 5:00 PM

CITY HALL 226 W 4TH ST DAVENPORT IOWA

I. New Business

- A. REZ17-05: Request of Steven and Merideth Hirsch for the rezoning of 0.65 acre (28,340 sqft.), more or less, of real property located at the 5135 Marquette Street (south of West 53rd Street and east of Marquette Street) from R-1 Low Density Dwelling District to R-3 PUD Planned Unit Development to facilitate development of multiple residences; two 2-unit buildings.

II. Next Public Hearing

- A. Monday, July 3, 2017 at 5:00 P.M. in the Council Chamber of Davenport City Hall - 226 West 4th Street.

REGULAR MEETING AGENDA

I. Roll Call

II. Report of the City Council Authority

A. June 14, 2017 Meeting –

- Resolution approving Case No. F17-01 being the final plat of Westport Addition, located along the south side of West Locust Street between Wisconsin and Utah Avenues, containing fifty-four (54) residential lots on 17.58 acres. [Ward 1]
- Resolution approving Case No. F17-06: the final plat of Quinn's Outlots Second Addition being a replat of part of Lot 5 of the Replat of Quinn's Outlots, located east of Pine Street and south of West 49th Street (4821 N Pine St), containing two (2) single family lots. [Ward 8]
- Resolution approving Case No. FDP17-03: Request of Build to Suit Inc on behalf of Family Care Solutions for a PDD final development plan for offices on 1.2 acres, more or less, being Lot 9 of Utica Corners 6th Subdivision located east of Utica Ridge Road and north of Crow Creek Road (4893 Utica Ridge Rd). [Ward 6]
- Motion approving Case No. P17-02 being the preliminary plat of Inverness Estates located east of Division Street and south of West 76th Street, containing 246 residential lots and 51 outlots on 123 acres, more or less. SB Real Estate, petitioner. [Ward 8]

III. Secretary's Report

- A. June 6, 2017 meeting minutes.

IV. Report of the Comprehensive Plan Committee

V. Zoning Activity

A. Old Business

B. New Business

- i. Case No. REZ17-04: Propoposed Rezoning of approximately 17.88 acres located north of the intersection of East 53rd Street and Fairhaven Road from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District [6th Ward]
- ii. Case No. FDP17-04: Proposed Final Development Plan to allow construction of a 156, 170 sq. ft. retail facility on 17.88 acres, located north of the intersection of East 53rd Street and Fairhaven Road [6th Ward]

VI. Subdivision Activity

A. Old Business

B. New Business

- i. Case No. F17-12: Final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less.
- ii. 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.
- iii. Final Plat F17-14 Falcon Pointe First Addition, being a replat of Lot 3 of Eagle's Crest First Addition, located south of West Locust Street and west of Emerald Drive, containing 39 residential lots and one (1) outlot on 22.16 acres, more or less. Detention is on a separate outlot south of the plat on 3.39 acres, more or less.

VII. Future Business

- A. Case No. ROW17-04: Request of St. Ambrose University for the rights-of-way vacation (abandonment) of portions of three streets:
 1. Rogalski Drive from the former Ripley Street to the west line of Harrison Street,
 2. West Pleasant Street from the former Ripley Street to the west line of Harrison Street, and
 3. Ripley Street from the north line of Locust Street to the north line of the east-west alley north of Locust Street;and three alleys:
 1. The east west alley north of Locust Street between Ripley and Harrison Streets,
 2. The north-south alley west of Harrison Street between the north line of the east-west alley north of Locust Street and the south line of Pleasant Street, and
 3. The north-south alley west of Harrison Street between the north line of Pleasant

Street and the south line of Rogalski Drive.

The total area being vacated (abandoned) contains 1.29 acre, more or less.

VIII. Communications

IX. Other Business

X. Adjourn

City of Davenport
Plan and Zoning Commission

Department: Community Planning & Economic Development
Contact Info: Matt Flynn 326-2286

Date
6/20/2017

Subject:

REZ17-05: Request of Steven and Merideth Hirsch for the rezoning of 0.65 acre (28,340 sqft.), more or less, of real property located at the 5135 Marquette Street (south of West 53rd Street and east of Marquette Street) from R-1 Low Density Dwelling District to R-3 PUD Planned Unit Development to facilitate development of multiple residences; two 2-unit buildings.

Recommendation:

There is no recommendation at this time.

Relationship to Goals:

Urban Revitalization
Grow Tax base

Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Boundary +2035: Yes

Future Land Use Designation: Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along

Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered. Relevant Goals to be considered in this Case: Identify and reserve land for current and future development – encourage a full range of development.

Zoning: The property is currently zoned “R-1” Low Density Dwelling District.

Technical Review: Streets. The property is located on Marquette Street south of its intersection with West 53rd Street, 5135 Marquette Street. Access is to Marquette Street Storm Water. Stormwater infrastructure appears to be by overland flow of surface run-off. Sanitary Sewer. Sanitary sewer service is located in Marquette Street adjacent to the property (8-inch line). Other Utilities. This is an urban area and normal utility services are available. Emergency Services. The property is located approximately 1-1/2 miles from both Fire Stations No. 3 at 3506 Harrison Street and No. 7 at 2302 West 67th Street. Parks/Open Space. The proposed rezoning does not impact any existing or planned parks or public open spaces.

ATTACHMENTS:

Type	Description
▣ Backup Material	REZ17-05 Public Hearing Report
▣ Backup Material	REZ17-05 Application
▣ Backup Material	REZ17-05 Notice Letter
▣ Backup Material	REZ17-05 Map
▣ Backup Material	REZ17-05 Mailing List

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 12:21 PM



City of Davenport
Community Planning & Economic Development Department
PUBLIC HEARING REPORT

Meeting Date: June 20, 2016
Request: Rezone 0.65 acre from R-1 to R-3 PUD
Address: 5135 Marquette Street
Case No.: REZ17-05
Applicant: Steven & Merideth Hirsch

Recommendation:

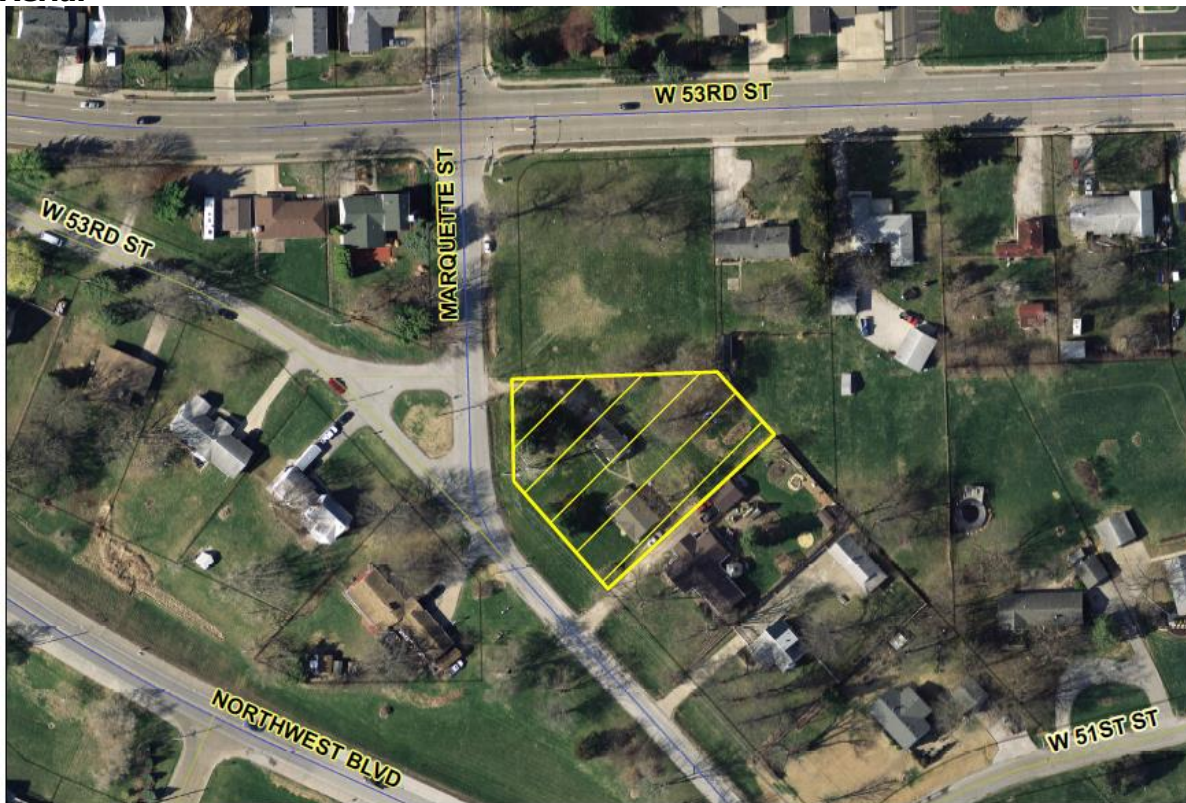
There is no recommendation at this time.

Introduction:

Request of Steven and Merideth Hirsch for the rezoning of 0.65 acre (28,340 sqft.), more or less, of real property located at the 5135 Marquette Street (south of West 53rd Street and east of Marquette Street) from R-1 Low Density Dwelling District to R-3 PUD Planned Unit Development to facilitate development of multiple residences; two 2-unit buildings.

AREA CHARACTERISTICS:

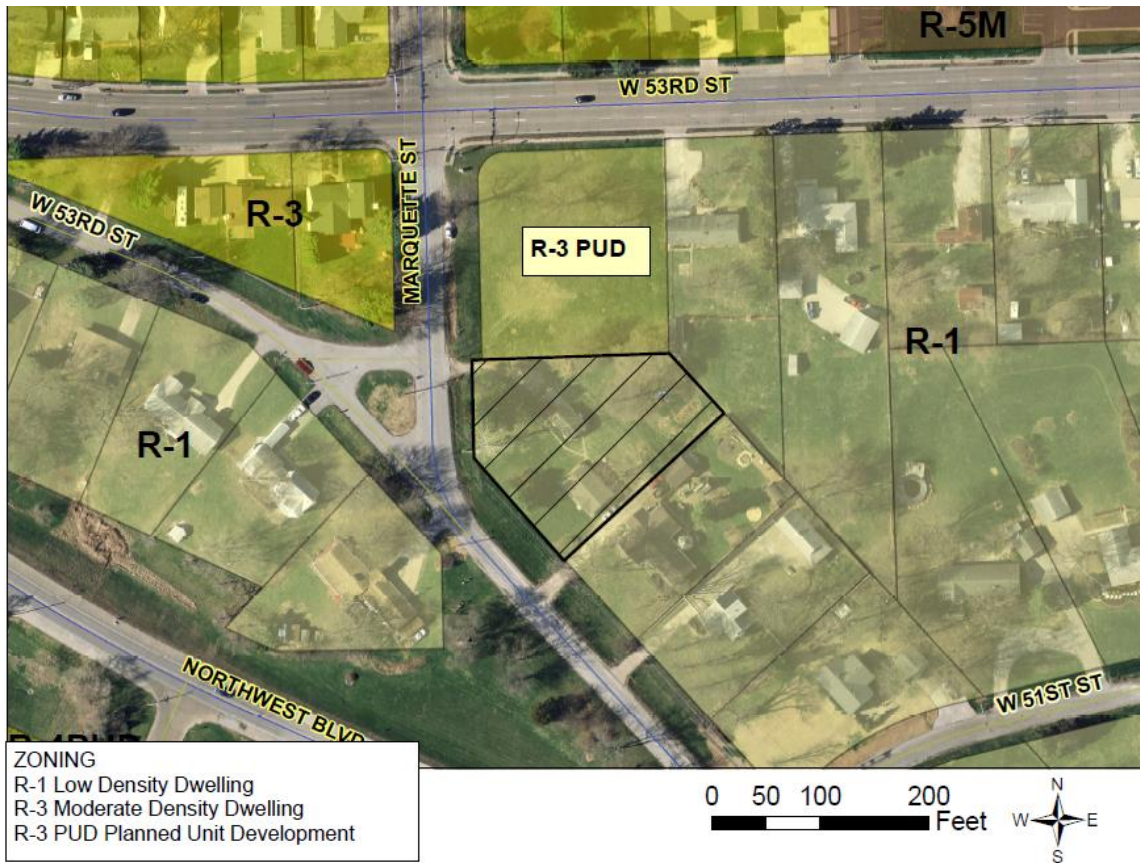
Aerial



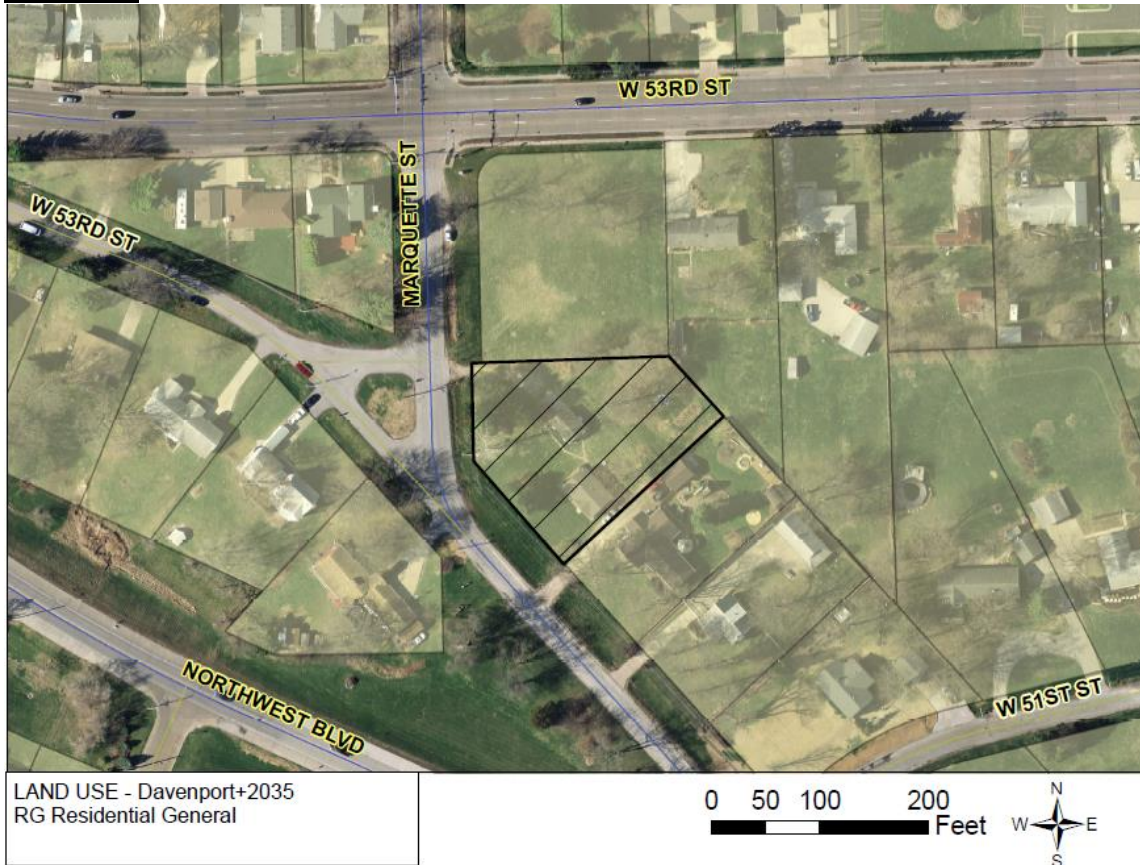
Aerial Photo 2014



Zoning Map



Land Use



Background:**Comprehensive Plan:**

Within Existing Urban Service Area: Yes

Within Urban Service Boundary +2035: Yes

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

Relevant Goals to be considered in this Case:

Identify and reserve land for current and future development – *encourage a full range of development.*

Zoning:

The property is currently zoned "R-1" Low Density Dwelling District.

Technical Review:

Streets. The property is located on Marquette Street south of its intersection with West 53rd Street, 5135 Marquette Street. Access is to Marquette Street

Storm Water. Stormwater infrastructure appears to be by overland flow of surface run-off.

Sanitary Sewer. Sanitary sewer service is located in Marquette Street adjacent to the property (8-inch line).

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

Emergency Services. The property is located approximately 1-1/2 miles from both Fire Stations No. 3 at 3506 Harrison Street and No. 7 at 2302 West 67th Street.

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

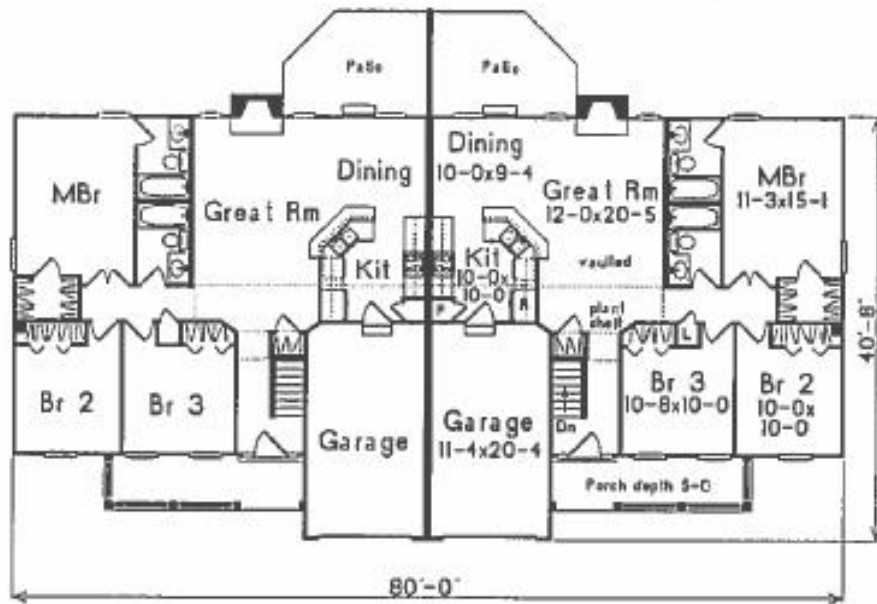
Public Input:

A public hearing before the Plan and Zoning Commission is scheduled for June 20th. Staff is not yet aware of when the neighborhood meeting would be scheduled.

Discussion:

The property to the north was zoned to the same designation as requested here, R-3 PUD in December of 2016. Four single-family units are proposed in two buildings. Below is the proposal for the building type.

MULTI-FAMILY



Staff Recommendation:

There is no recommendation at this time.

Prepared by:
 Scott Koops, AICP
 Planner II
 Community Planning

Scott Koops

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:

ADDRESS OF PROPERTY: 5135 Marquette St.

EXISTING ZONING: R-1

REQUESTED ZONING: R-3 PUD

TOTAL AREA: 22,180

PETITIONER:

Name: Steven Hirsch & Merideth Hirsch

Address: 2408 Willow Brook Dr, Dubuque IA 52002

Phone: 563-556-6654 FAX: 563-556-6654

Mobile Phone: 563-542-6448 Email: IAMBHirsch@Gmail.com

Interest in land: _____ title holder _____ 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: Steven Hirsch & Merideth Hirsch

Address: 2408 Willow Brook Dr, Dubuque IA 52002

Phone: 563-556-6654 FAX: 563-556-6654

Mobile Phone: 563-542-6448 Email: IAMBHirsch@Gmail.com

CONTACT PERSON:

Name: Steven Hirsch & Merideth Hirsch

Address: 2408 Willow Brook Dr - Dubuque, IA 52002

Phone: 563-556-6654 FAX: 563-556-6654

Mobile Phone: 563-542-6448 Email: IAMBHirsch@Gmail.com

EXPLANATION OF REZONING (for Public Hearing Notice) To request a zoning change for multiple residences.

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

Signature of Petitioner: Steven Hirsch

Date: 5-29-17

Rezoning Fee Schedule:

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 ($\geq$ 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

PUBLIC HEARING NOTICE
DAVENPORT PLAN & ZONING COMMISSION
TUESDAY – JUNE 20, 2017 5:00 P.M.
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4TH STREET – DAVENPORT, IOWA

Case No. REZ17-05: Request of Steven and Merideth Hirsch for the rezoning of 0.65 acre (28,340 sqft), more or less, of real property located at the 5135 Marquette Street (south of West 53rd Street and east of Marquette Street) from R-1 Low Density Dwelling District to R-3 PUD Planned Unit Development to facilitate development of multiple residences; two 2-unit buildings.

The City Plan and Zoning Commission will conduct a public hearing concerning this matter at **5:00 p.m., Tuesday June 20, 2017** in the **Council Chambers of Davenport City Hall at 226 West 4th Street**, Davenport, Iowa.

This public hearing is the first step in the review/approval process. The City Plan and Zoning Commission will consider (vote on a recommendation) the petition at its regular meeting on Tuesday July 03, 2017. The Commission's report and recommendation will then be forwarded to the City Council. The City Council will then hold its own public hearing, as required by state law. You should also receive a notice of the City Council's public hearing. For the ordinance to be approved, it must be read/considered at three (3) separate City Council meetings. For the specific dates and times of subsequent meetings, please call the phone number below.

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 Commission'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)** Petition of Steven & Merideth Hirsch (REZ17-05)

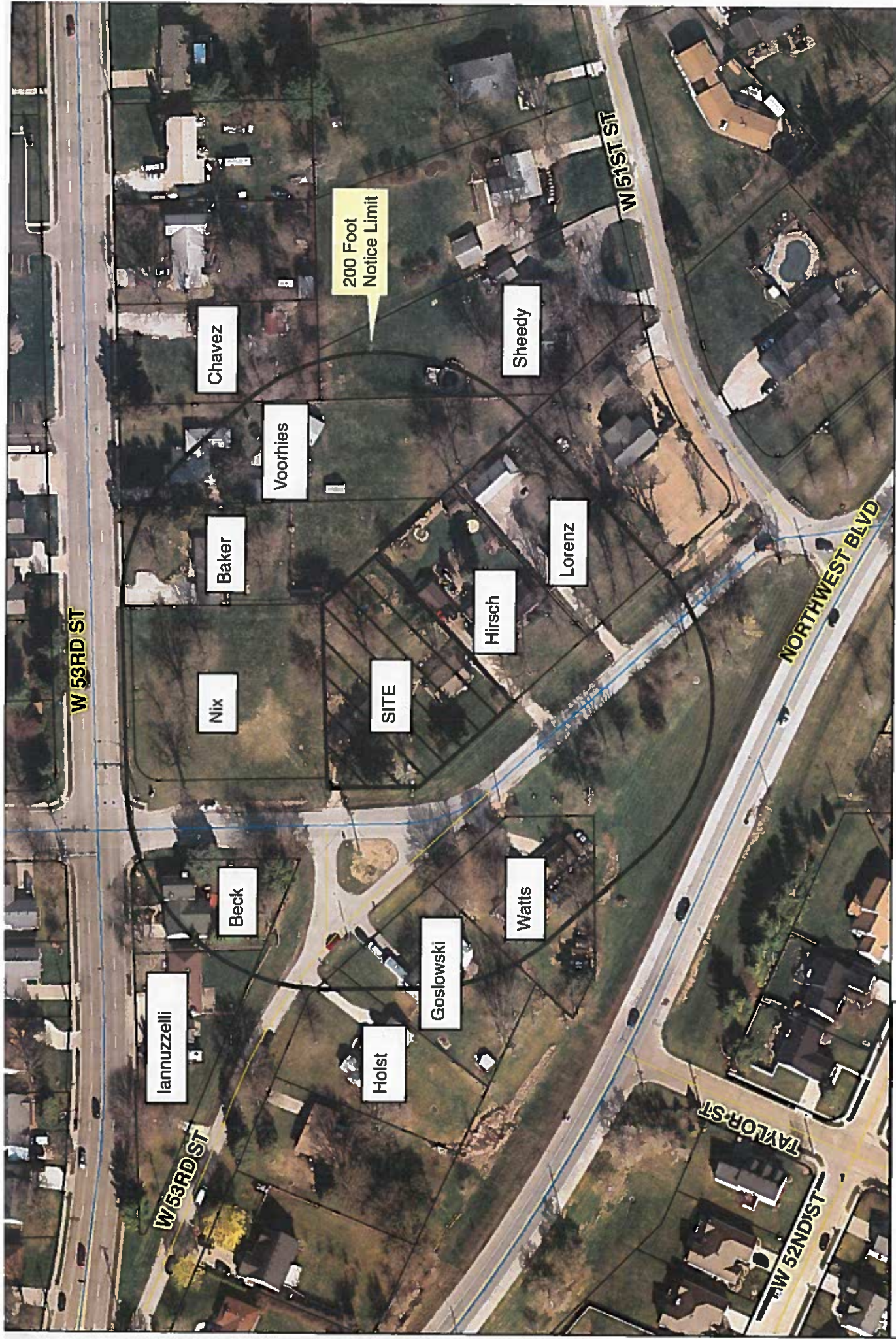
Comments: _____

Mail to: Plan and Zoning Commission
City Hall
Davenport, Iowa 52801

NAME _____
ADDRESS _____
DATE _____

(please print legibly)

ADDRESS OF PROPERTY IN NOTICE AREA IF OTHER THAN MAILING ADDRESS

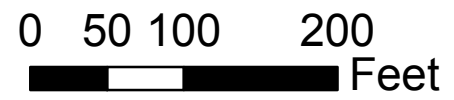


Property Owners
200 Foot Notice Area





Property Owners
200 Foot Notice Area



Owner		Mailing Address	C-S-Z-
CATHERINE M IANNUZZELLI		1315 W 53RD ST	DAVENPORT IA 52806
DEBBIE L BECK		1305 W 53RD ST	DAVENPORT IA 52806
GREGORY D HOLST	BRIYNEY A HOLST	1321 W 53RD ST	DAVENPORT IA 52806
JOHN W GOSLOWSKY II	LETICIA M GOSLOWSKY	1311 W 53RD ST	DAVENPORT IA 52806
TODD L WATTS	SUSAN K WATTS	5202 MARQUETTE ST	DAVENPORT IA 52806
KENNTN W LORENZ	& WIFE	5115 MARQUETTE ST	DAVENPORT IA 52806
STEVEN T HIRSCH	MERIDETH K HIRSCH	2408 WILLOWBROOK DR	DUBUQUE IA 52002
DERRICK T NIX	LISA A NIX	126 CODY RD	LECLAIRE IA 52753
LESTER R BAKER	GLENNYS E BAKER	1207 W 53RD ST	DAVENPORT IA 52806
RONALD W VOORHIES		1135 W 53RD ST	DAVENPORT IA 52806
FELIPE G CHAVEZ		302 W NORTH AVE APT #5	WAUKESHA WI 53188
LAWRENCE E SHEEDY		1122 W 51ST ST	DAVENPORT IA 52806-37
ALD MATSON		226 W 4TH ST	DAVENPORT IA 52801
ROBERT INGRAM		3740 W 60TH ST	DAVENPORT IA 52806

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Department
Contact Info: Matt Flynn 563.888-2286
matt.flynn@ci.davenport.ia.us

Date
6/20/2017

Subject:
June 6, 2017 meeting minutes.

Recommendation:
Approve the minutes.

ATTACHMENTS:

Type	Description
▢ Backup Material	June 6, 2017 meeting minutes

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 12:26 PM

**CITY PLAN AND ZONING COMMISSION
CITY OF DAVENPORT, IOWA**

**TUESDAY JUNE 06, 2017 • 5:00 PM
COUNCIL CHAMBERS – DAVENPORT CITY HALL
226 W 4TH STREET DAVENPORT, IA**

MINUTES

By this reference all reports, documents, presentations and the meeting video record are made a part of the minutes.

PUBLIC HEARING AGENDA

The public hearing was opened at 5:00 P.M. and the following public hearing was held:

OLD BUSINESS –

NEW BUSINESS –

Case No. REZ17-04: Request of Costco Wholesale Corporation for the rezoning of 17.1 acres, more or less, of real property located north of East 53rd Street and west of Elmore Circle (2780 – 2786 E 53rd St) from “A-1” Agricultural District, and “R-1” and “R-2” both Low Density Dwelling Districts to “PDD” Planned Development District. The rezoning would allow commercial development.

Next Public Hearing:

Tuesday, June 20, 2017 at 5:00 P.M. in the Council Chambers of Davenport City Hall – 226 West 4th Street.

REGULAR MEETING AGENDA

The regular meeting was called to order at 6:10 P.M., following the public hearing.

I. Roll Call of the Membership

Present: Connell, Hepner, Inghram, Kelling, Lammers, Maness, Martinez, Medd, Quinn, and Reinartz

Excused: Tallman

Absent: None

Staff: Flynn, Leabhart, Statz and Wille.

II. Report of the City Council Activity – as presented

III. Secretary's Report May 16, 2017 meeting minutes were approved as corrected

IV. Report of the Comprehensive Plan Committee

V. Zoning Activity

A. Old Business – None

B. New Business -

VI. Subdivision Activity

A. Old Business – None

B. New Business –

- 1. Case No. F17-11:** Final plat of Windsor Meadows Commercial Park Third Addition, being a replat of Lot 1 Windsor Meadows Commercial Park Second Addition, located on the west side of Elmore Avenue north of Kimberly Road, containing one (1) commercial lot on 0.46 acre, more or less.

Findings:

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

Recommendation:

Staff recommends the City Plan and Zoning Commission accept the findings and forward Case No. F17-11 to the City Council with a recommendation for approval subject to the following conditions:

1. No new access is allowed to Elmore Avenue;
2. If easements are needed for sanitary sewer connection these easements are shown on the plat.

A motion by Reinartz, seconded by Connell, to accept the findings and forward Case No. F17-11 to the City Council with a recommendation for approval subject to the above stated conditions was unanimously approved; 9-yes, 0-no and 0-abstentions.

VII. Other Business –

VIII. Future Business – Preview of items for the June 20th public hearing and/or regular meeting (*note-not all items to be heard may be listed*):

- **Case No. REZ17-05:** Request of Steven and Merideth Hirsch for the rezoning of 0.65 acre (28,340 sqft), more or less, of real property located at the 5135 Marquette Street (south of West 53rd Street and east of Marquette Street) from R-1 Low Density Dwelling District to R-3 PUD Planned Unit Development to facilitate development of multiple residences; two 2-unit buildings.
- **Case No. FDP17-04:** Request of Costco Wholesale Corporation for a PDD final development plan on 17.1 acres, more or less, of real property located north of East 53rd Street and west of Elmore Circle (2780 – 2786 E 53rd St) to facilitate commercial development (a member's only retail warehouse, free standing fueling station and attached tire center).
- **Case No. F17-12:** Final plat of Riverview Collective on Sixth, being a replat of Lots 1-6 and the East 33 feet of Lot 7 of Block 147 of LeClaire's 12th Addition, located on the north side of East 6th Street between Sylvan and Grand Avenues, containing six (6) residential lots on 1.47 acres, more or less.
- **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.
- **Case No. F17-14:** Final plat of Falcon Pointe First Addition, being a replat of Lot 3 of Eagle's Crest First Addition, located south of West Locust Street and west of Emerald Drive, containing 39 residential lots and one (1) outlot on 22.16 acres,

more or less. Detention is on a separate outlot south of the plat on 3.39 acres, more or less.

VIII. Communications (Time open for citizens wishing to address the Commission on matters not on the established agenda)

IX. Adjourn The meeting was adjourned at 6:17 P.M.

- *Note: Pursuant to §17.60.030 and §2.64.120 of the Davenport City Code the Commission is required to act on this item within 30 days unless the petitioner waives this requirement. Pursuant to the city code if the Commission does not act and report on this item within 30 days' time this agenda item is to be construed as approved by the Commission.*
- *Note: The Plan and Zoning Commission meeting is not a public hearing. It is time for the commission to discuss the issue(s) with City staff and if questions rise, with the developer.*
- *A rezoning or ordinance text amendment has a second public hearing before the City Council at its Committee of the Whole meeting. Notification of that meeting will be sent to surrounding owners following the Plan and Zoning Commission meeting.*

Next Public Hearing/Regular Plan & Zoning Meeting:
Tuesday, June 20, 2017 at 5:00 P.M. in the Council Chambers of Davenport City Hall
226 West 4th Street.

Report of City Council Activity

May 24, 2017 Meeting – No zoning items for approval

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Department
Contact Info: Matt Flynn, 888-2286

Date
6/20/2017

Subject:

Case No. REZ17-04: Propoposed Rezoning of approximately 17.88 acres located north of the intersection of East 53rd Street and Fairhaven Road from A-1 Agriculture and R-1 and R-2, Low Density Residential Districts to PDD, Planned Development District [6th Ward]

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 are missued for the property.

Relationship to Goals:
North Elmore Corridor

Background:

The proposed rezoning, if approved, would facilitate construction of a Costco retail store. Please see the attached Staff Report and background materials for a thorough review.

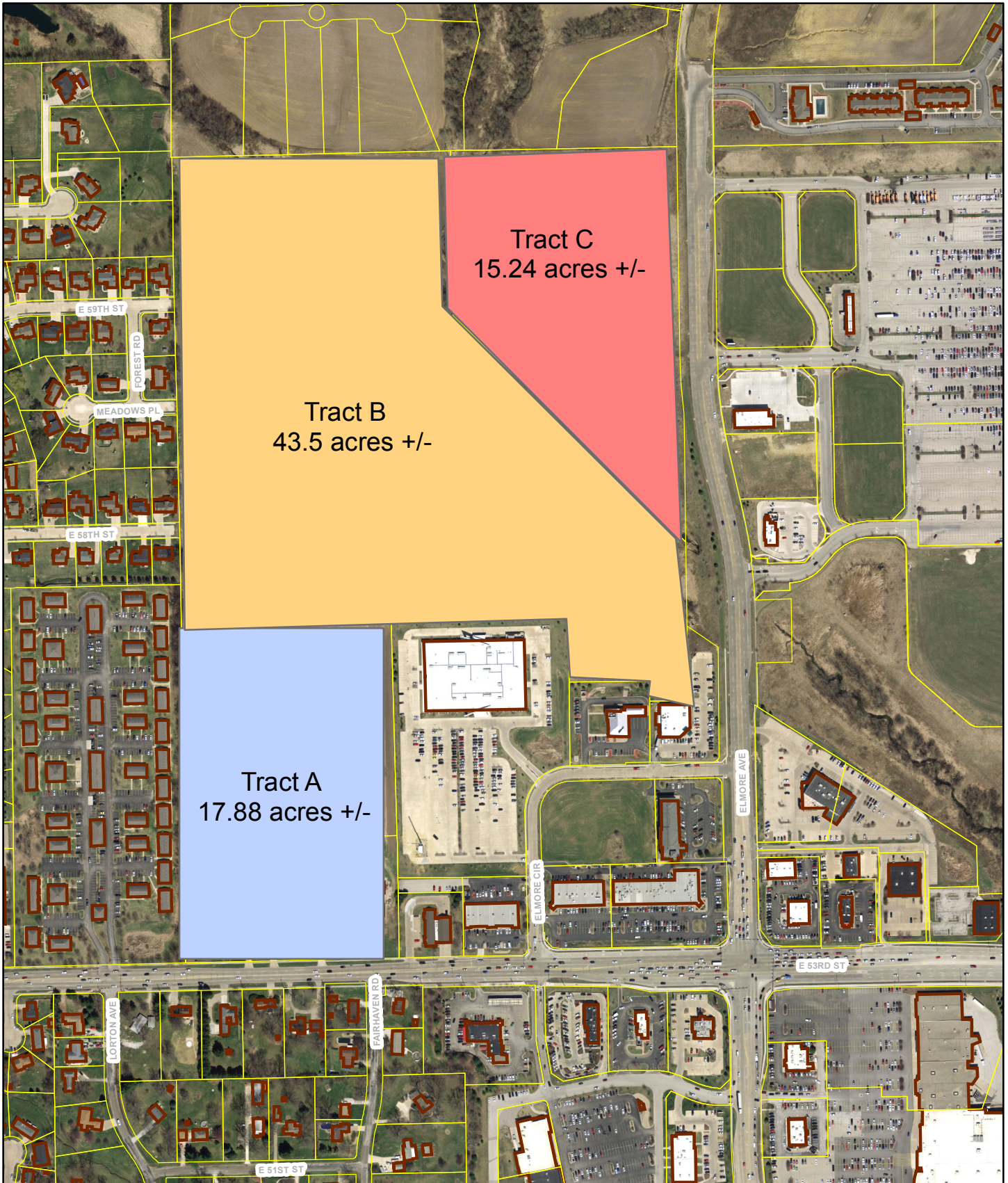
ATTACHMENTS:

Type	Description
▣ Cover Memo	Exhibit A for Conditions
▣ Backup Material	Complete Staff Report and Background Information

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 4:17 PM

Exhibit A - Land Use Plan



0 95190 380 570 760 Feet





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.

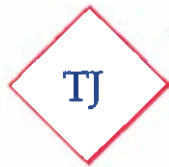
If requested to do so by the City, the owner shall dedicate at no cost to the City either sufficient right-of-way or grant an easement to allow the construction of a street or private drive connection, including a sidewalk, to Elmore Avenue. City agrees to construct said street or private drive up to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

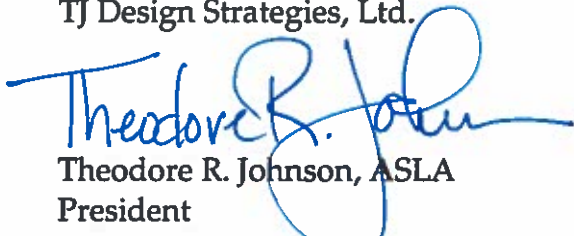
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD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

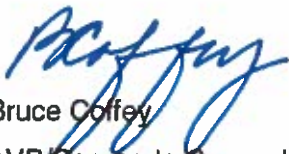
to Planned Development District

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)

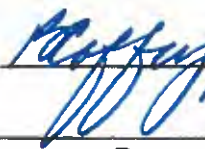
Location: Near the intersection of E. 53rd Street and Fairhaven Road

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

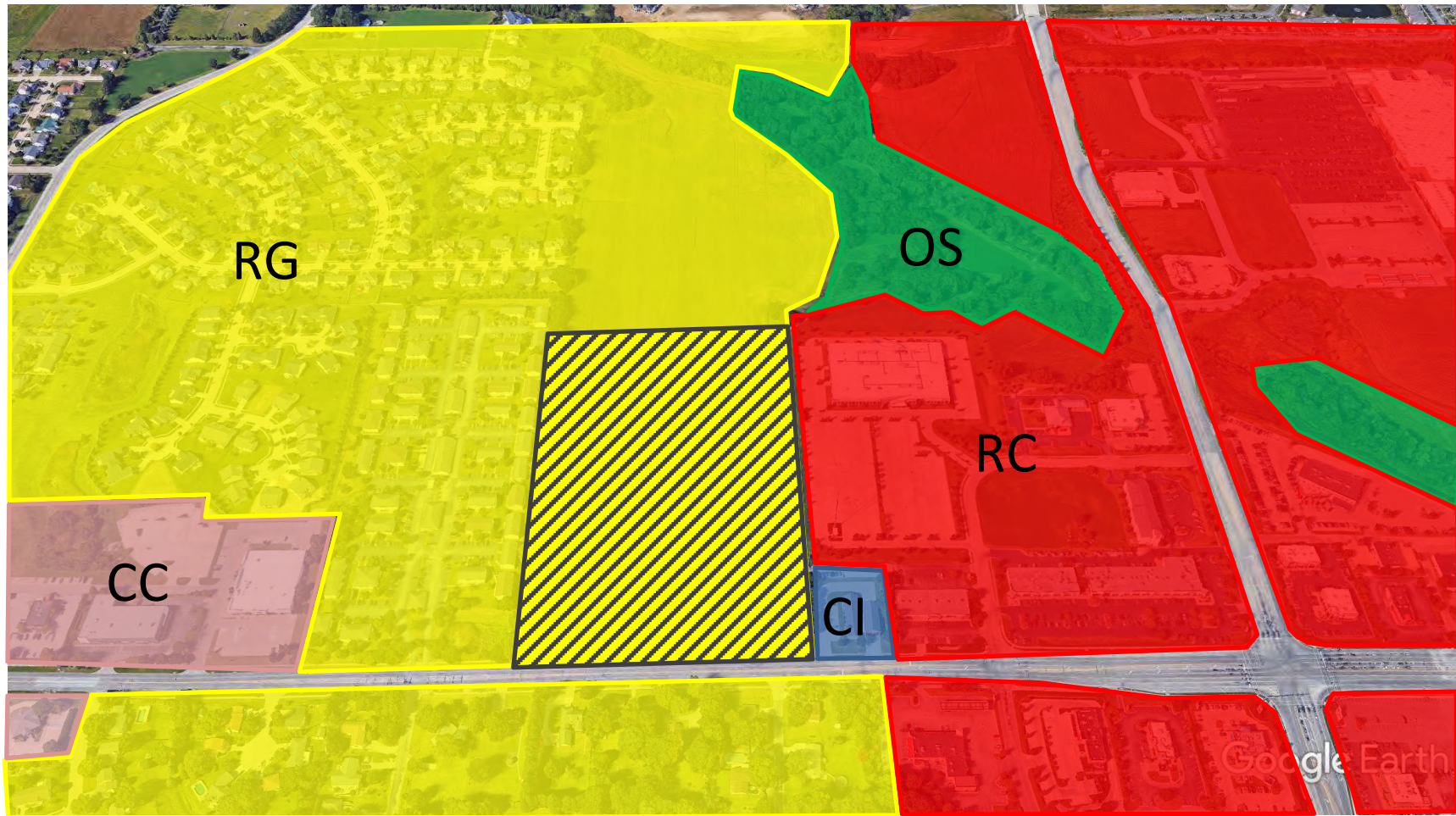
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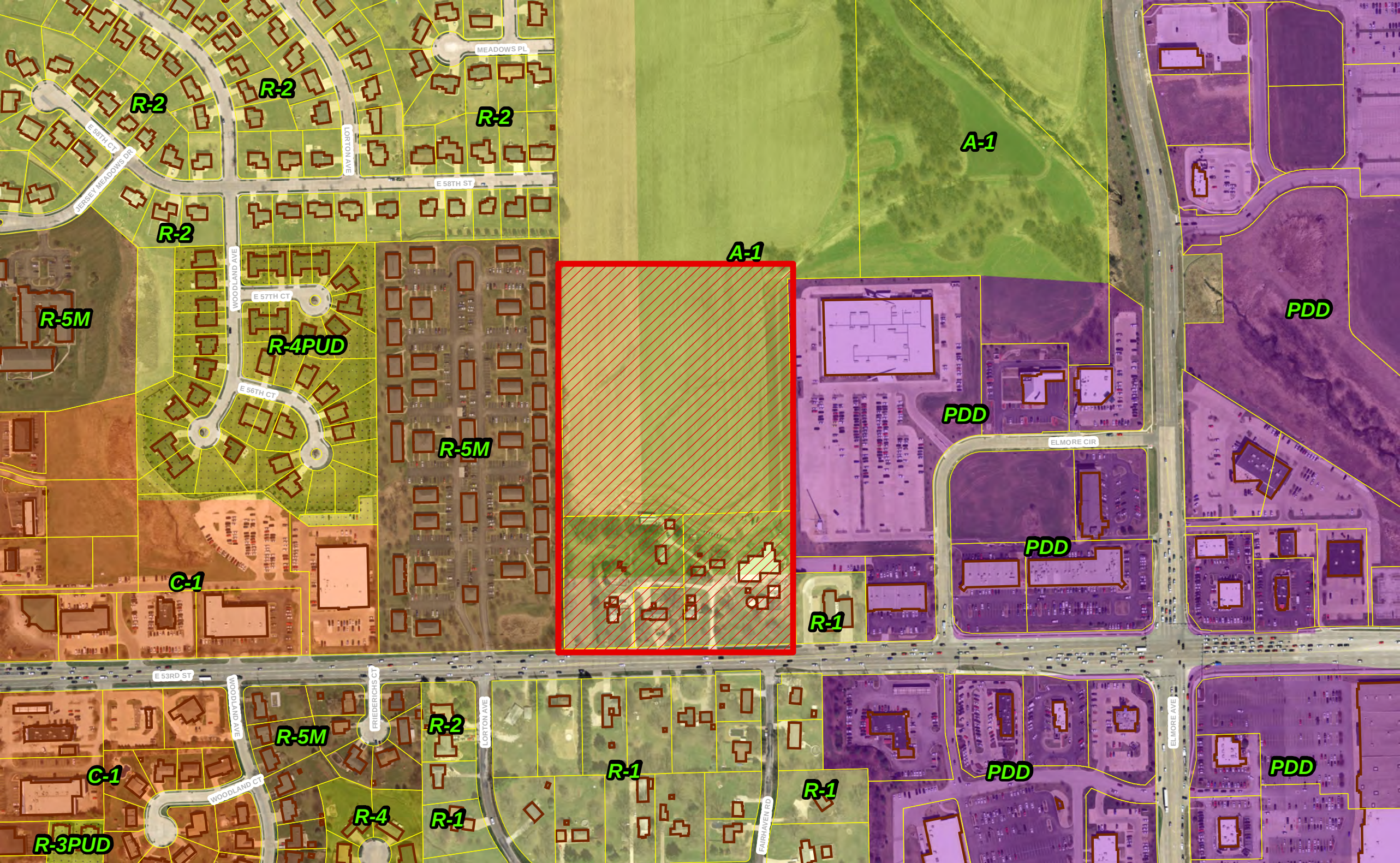
Paid by: TJ DESIGN STRATEGIES LTD

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.	
4/1/17		THANKS TO ALL	

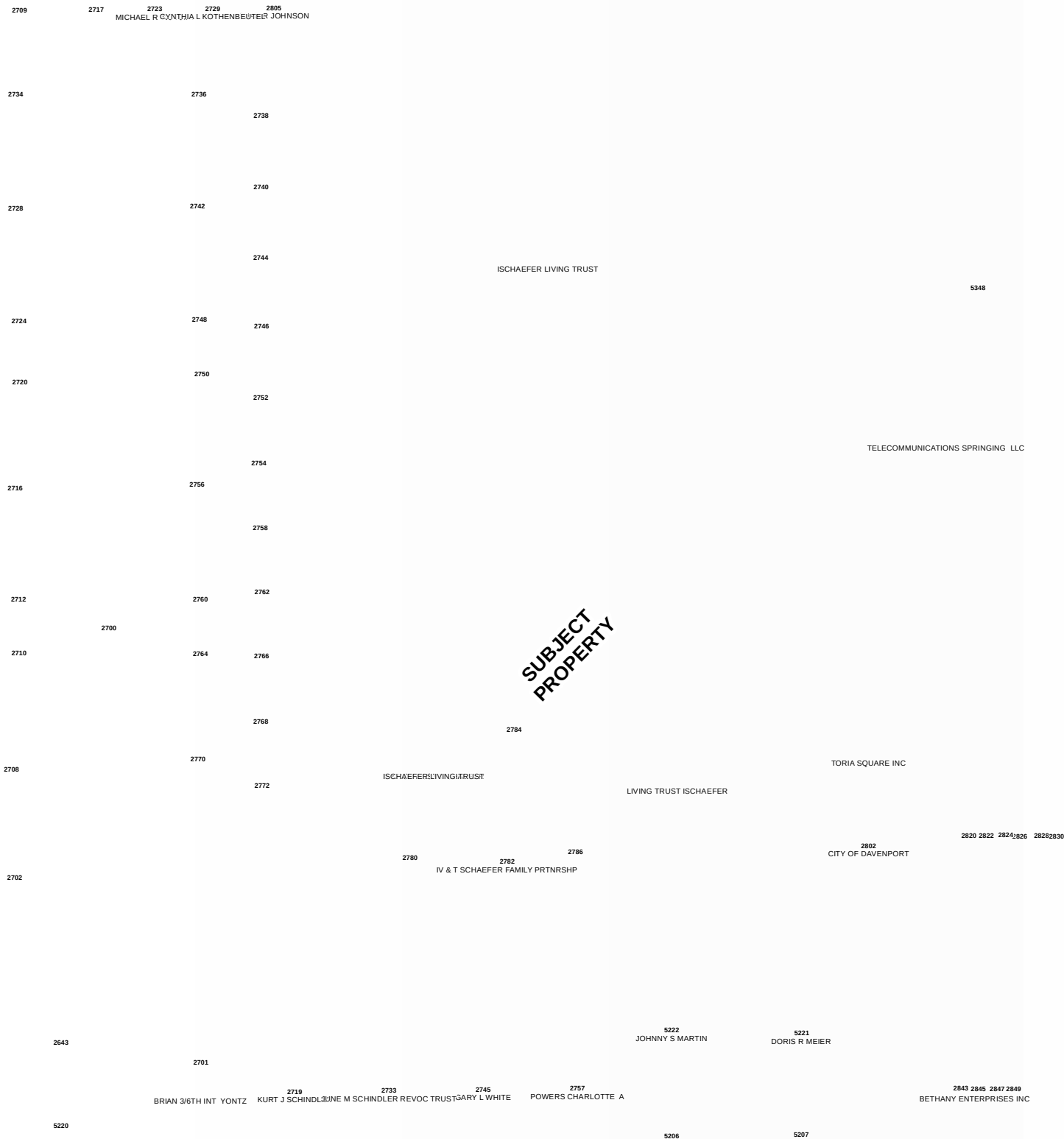
Case No. 17-04
Future Land Use Map



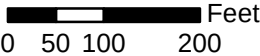


REZ17-04 - Costco Request for a Zoning Map Amendment (Rezoning)
Plan & Zoning Commission: Adjacent Property Owner Notice Area

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

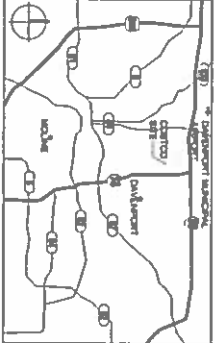
NOTES:

EXISTING CONDITIONS TO BE FIELD VERIFIED.

VICINITY MAP



REGIONAL MAP



0 25' 50' 100'
1" = 50.47'



COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT SITE PLAN

MAY 10, 2017

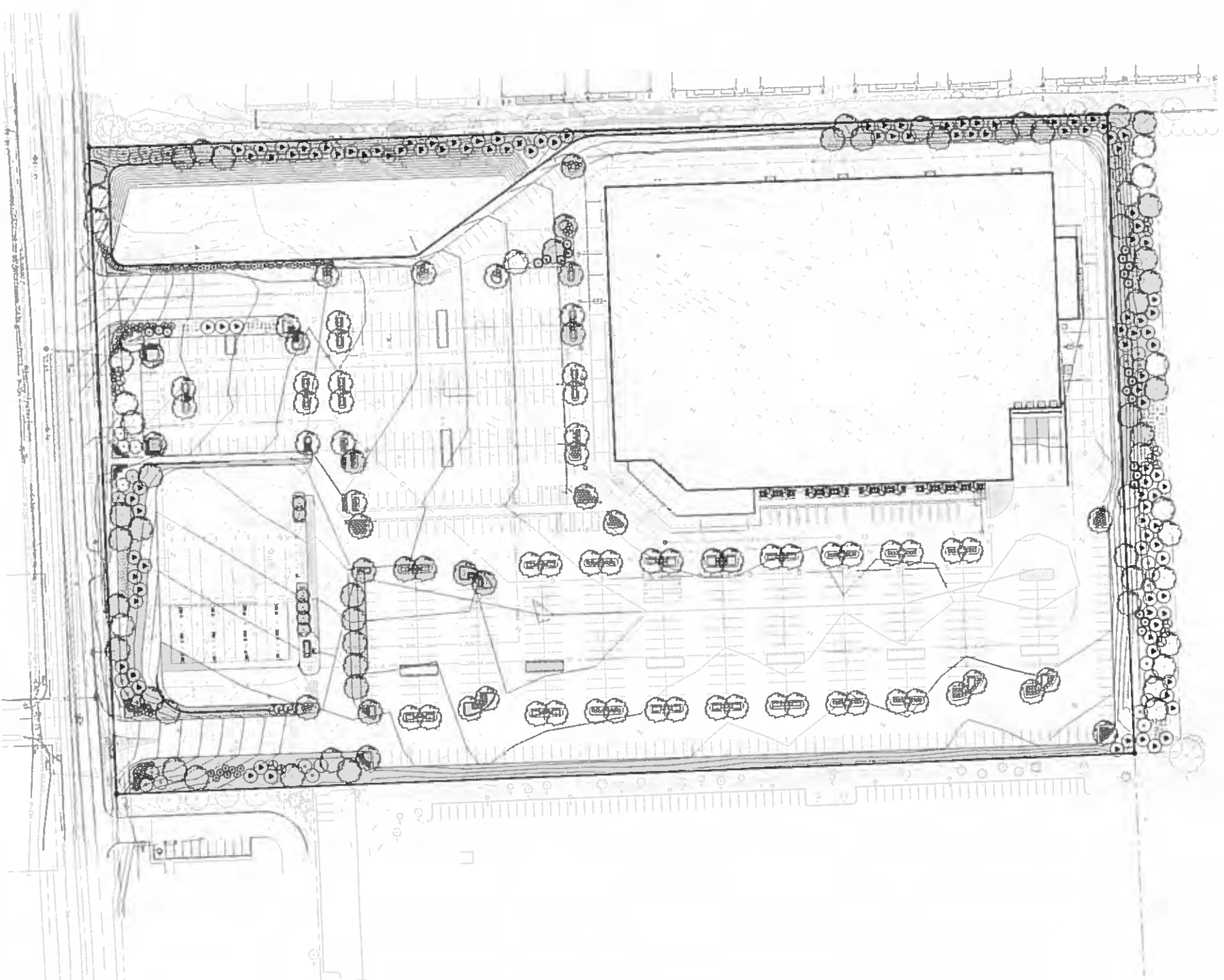
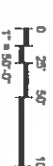
DD11-03

COSTCO WHOLESALE

DAVENPORT, IOWA

CONCEPT LANDSCAPE PLAN

MAY 10, 2017

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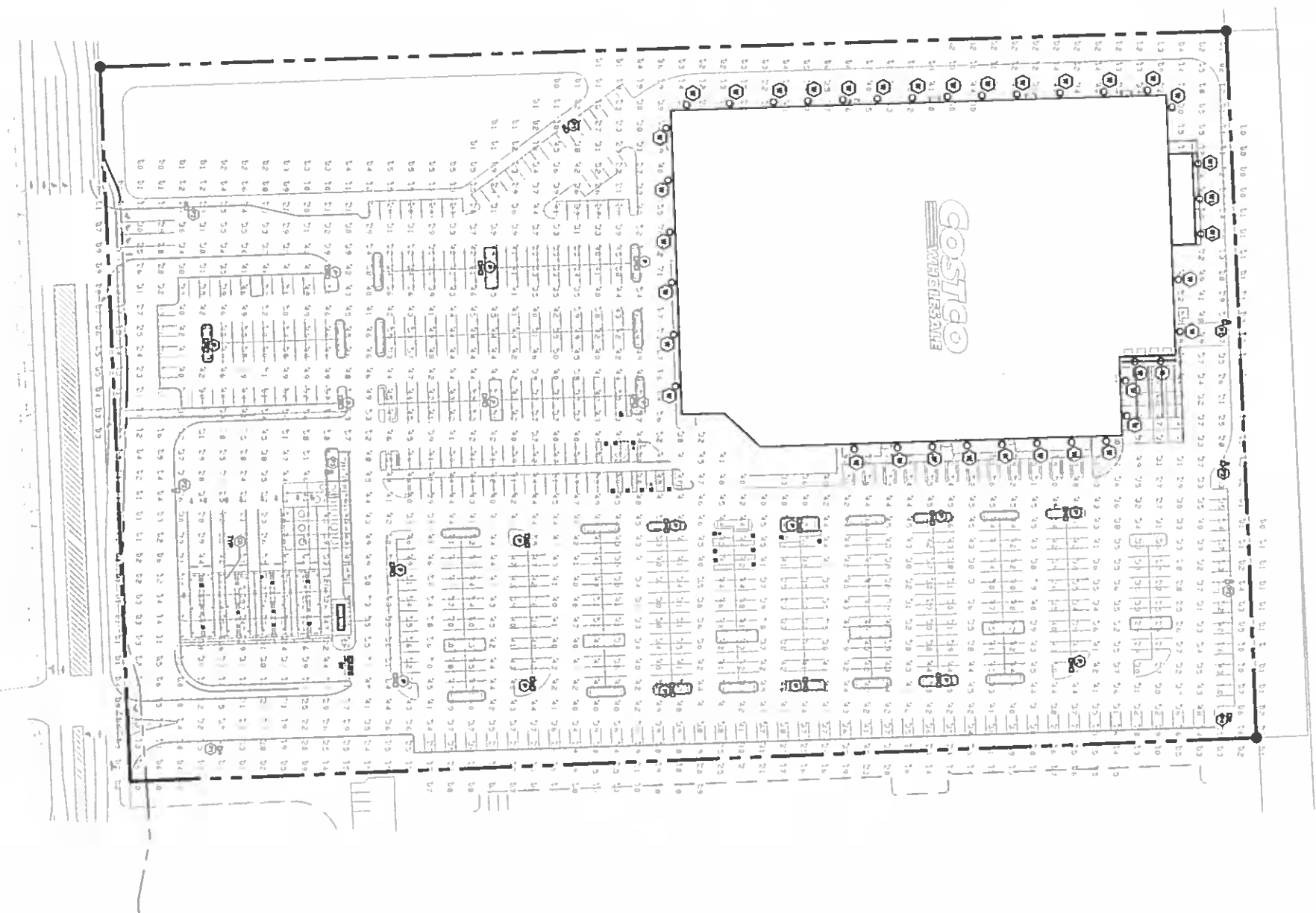
COSTCO
WHOLESALE
DAVENPORT, IA

SMITHGROUP JJR

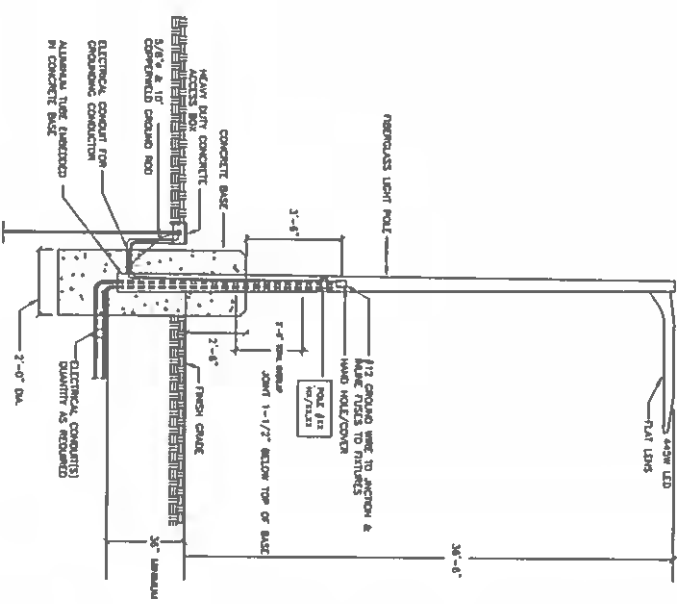
201 DEPOT STREET
ANN ARBOR, MI 48106
734 662 4457
www.stefy.org

93257.000
MAY 10, 2017
CONCEPT
LANDSCAPE
PLAN
L-1

5



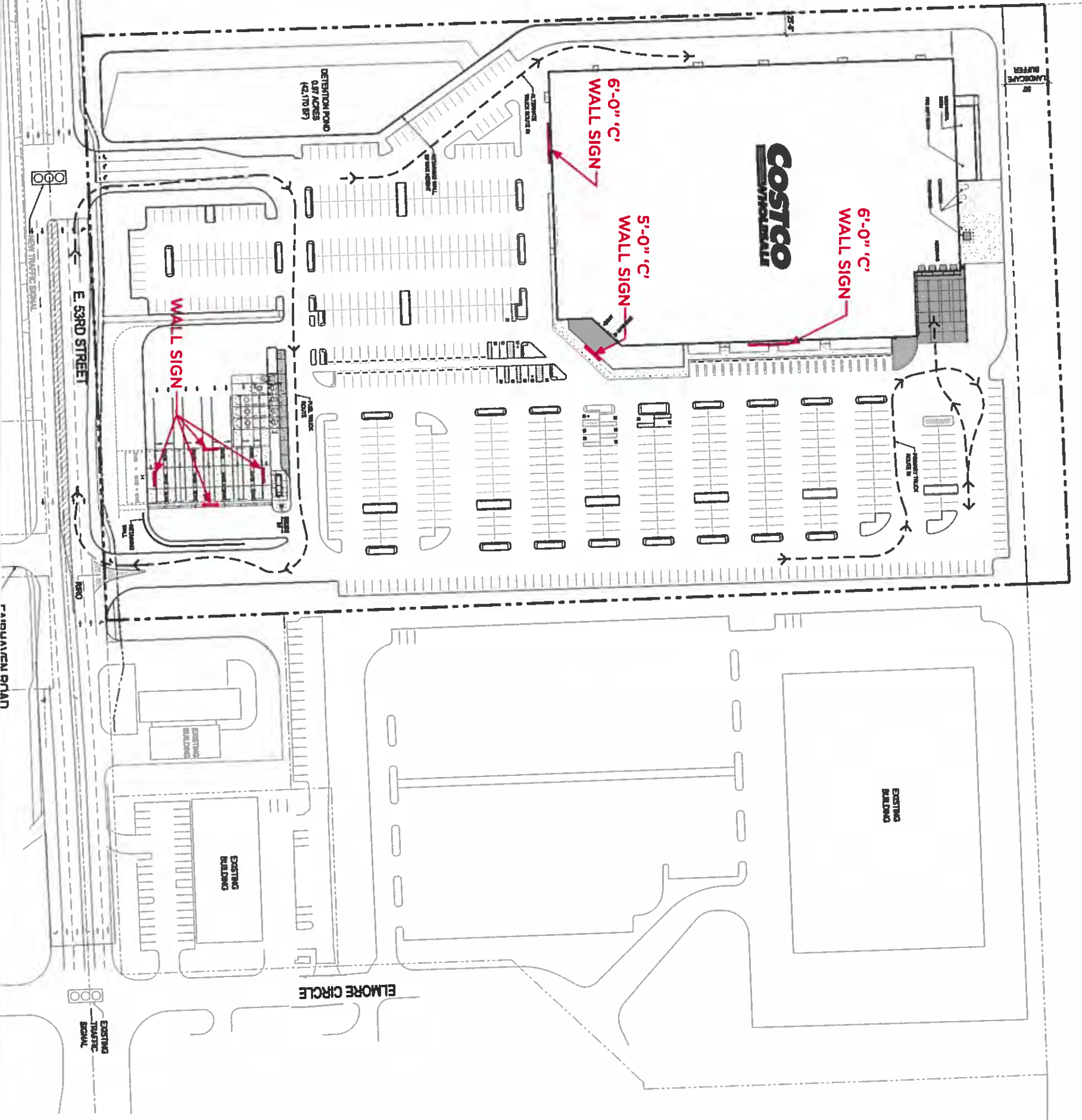
SITE PHOTOMETRIC PLAN
SCALE: 1" = 40'-0"

[illegible]

NOTE: PROVIDE CONCRETE 4-BOX AS REQUIRED.
THIS DETAIL IS FOR ELECTRICAL CONDUITS ROUTING OVER
SEE STRUCTURAL DRAWINGS 50.2 FOR DETAILS.

POLE DETAIL

SCALE: NTS





MG2

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

ENTRY PERSPECTIVE

Costco
WHOLESALE

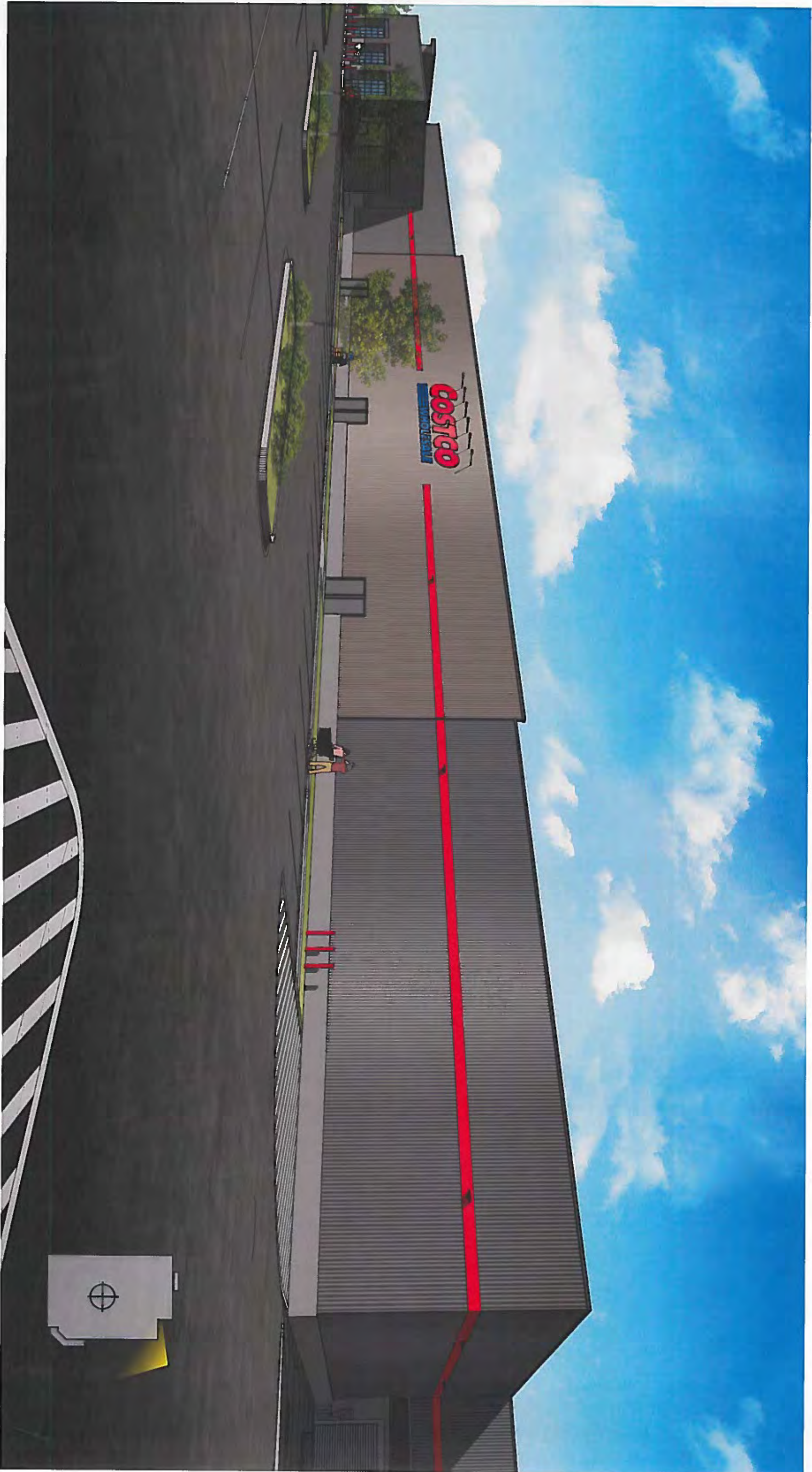


MG2

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

SOUTHWEST PERSPECTIVE



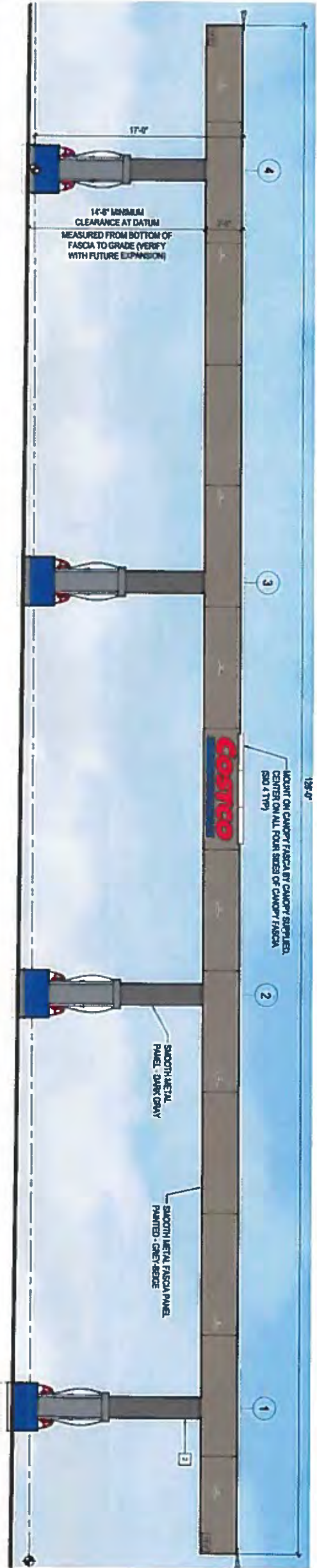


MG2

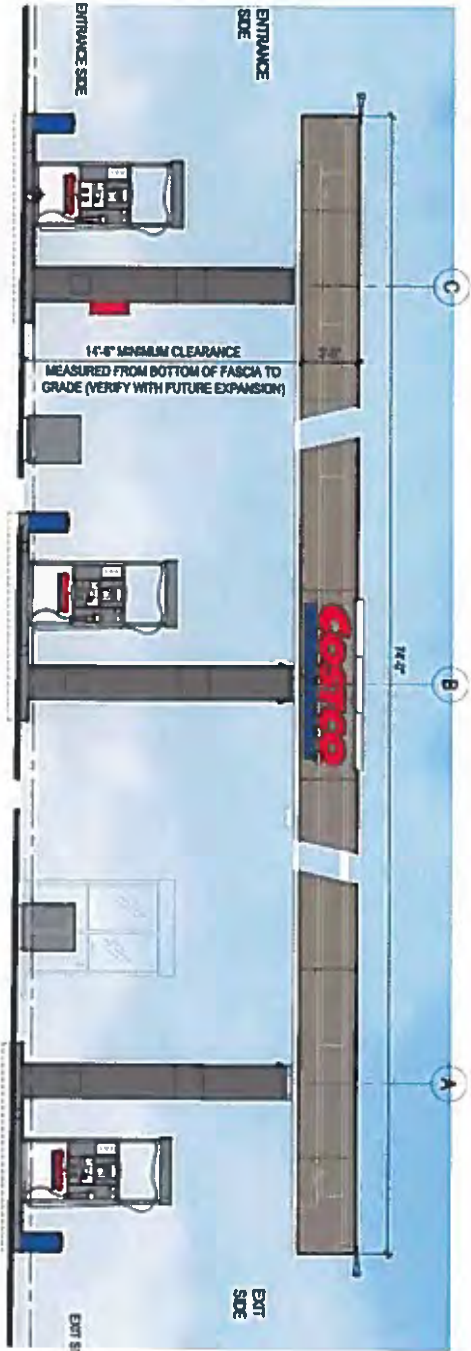
MAY 11TH, 2017
PROJECT # 16-5532-01 V #1.2
DAVENPORT, IA

NORTHEAST PERSPECTIVE

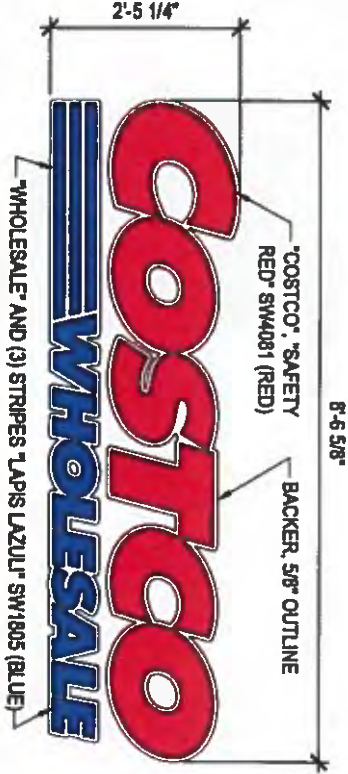
Costco
WHOLESALE



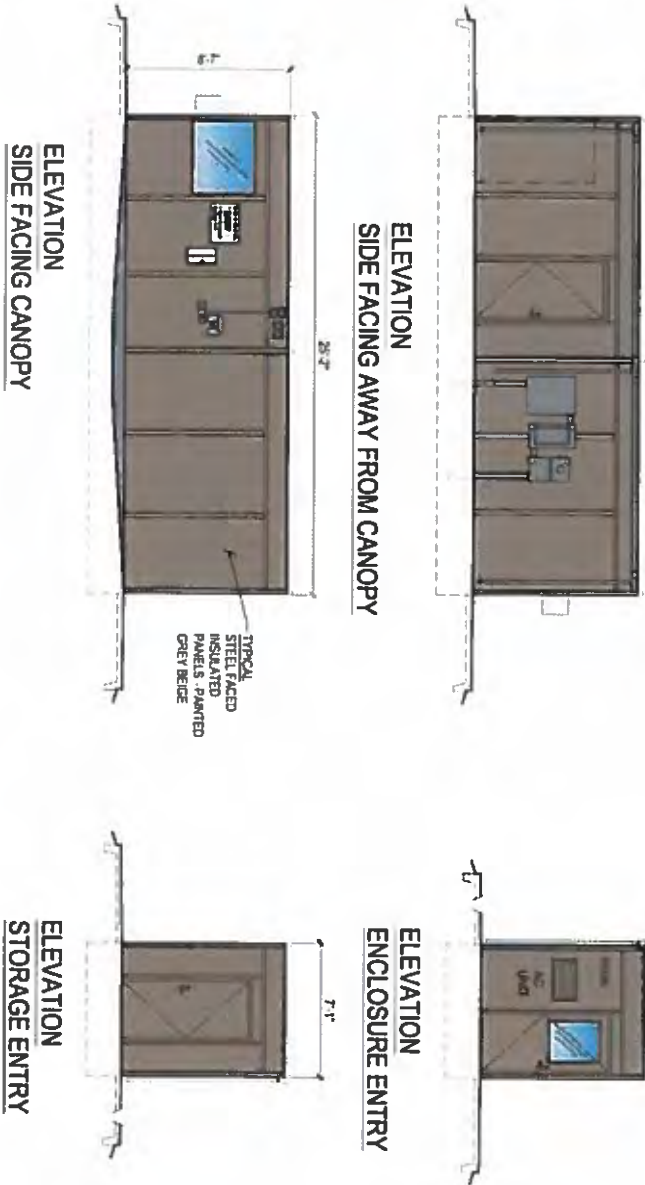
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



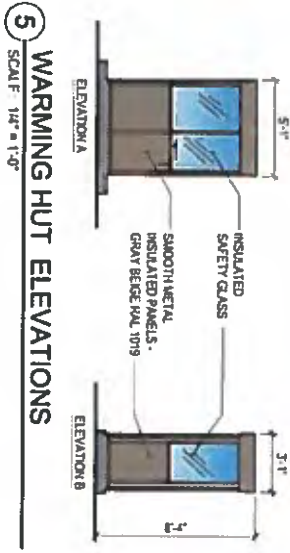
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



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



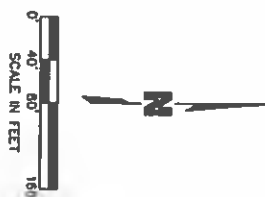
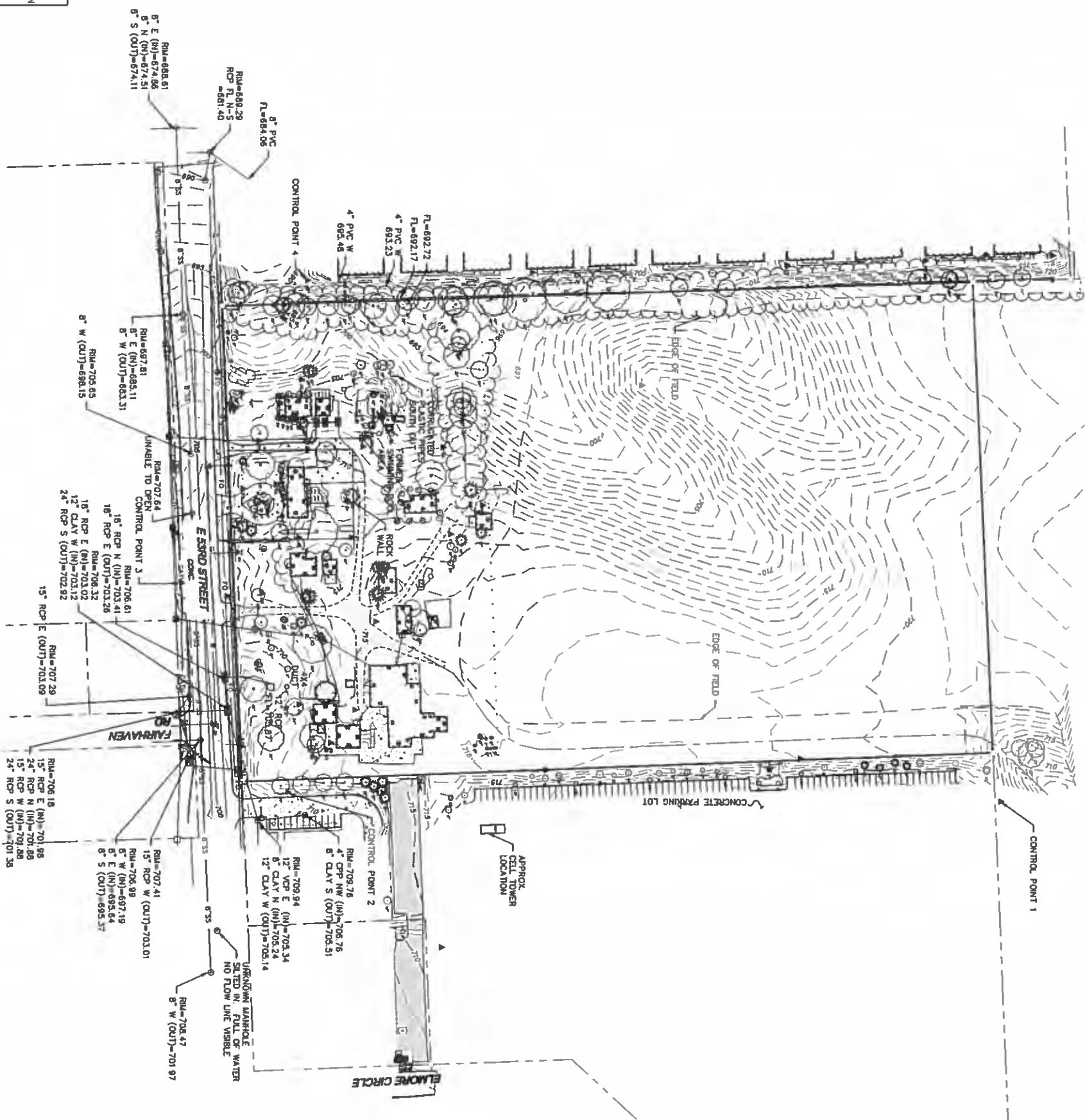
3 CONTROLLER ENCLOSURE
SCALE: 1/4" = 1'-0"



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

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

NOTE: GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD HAVE NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN HEREON COMPRISE ALL SUCH UTILITIES IN THE AREA. EITHER PARTY DISCLAIMS ANY LIABILITY FOR INACCURACIES IN THE SURVEYOR OF RECORD FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ON THIS RECORD ARE ACCURATE. IT IS INDICATED, GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD HAVE NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. IF ANY UNDERGROUND UTILITY LOCATIONS ARE RELOCATED THEY WILL HAVE TO BE VERIFIED BY FIELD POTHOLING THE UTILITIES. GLOSSON ASSOCIATES AND THE SURVEYOR OF RECORD SHALL NOT BE LIABLE FOR THE LOCATION OF OR THE DEPTH OF ANY UNLOCATED OR NON-VERIFIABLE UTILITIES. UTILITIES WERE ORDERED TO BE LOCATED PERMISSIBLE BY THE LOCATION OF RECORDABLE UTILITIES LISTED ON THE RECORD. THE FOLLOWING UTILITIES ARE LOCATED PERMISSIBLE BY THE LOCATION OF RECORDABLE UTILITIES LISTED ON THE RECORD: OMAHA PUBLIC POWER DISTRICT, COX COMMUNICATIONS, WETPLOW UTILITIES DISTRICT, QUAKA PUBLIC POWER DISTRICT, PERNOT COMMUNICATIONS INC., CTCL - CENTURUM, SD 282 WICKS SOUTHPOINTE, SD 488-4 CORNERS AND UNIT PRIVATE NETWORKS, LLC.



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

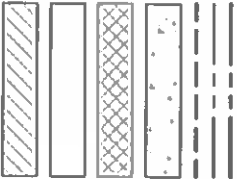
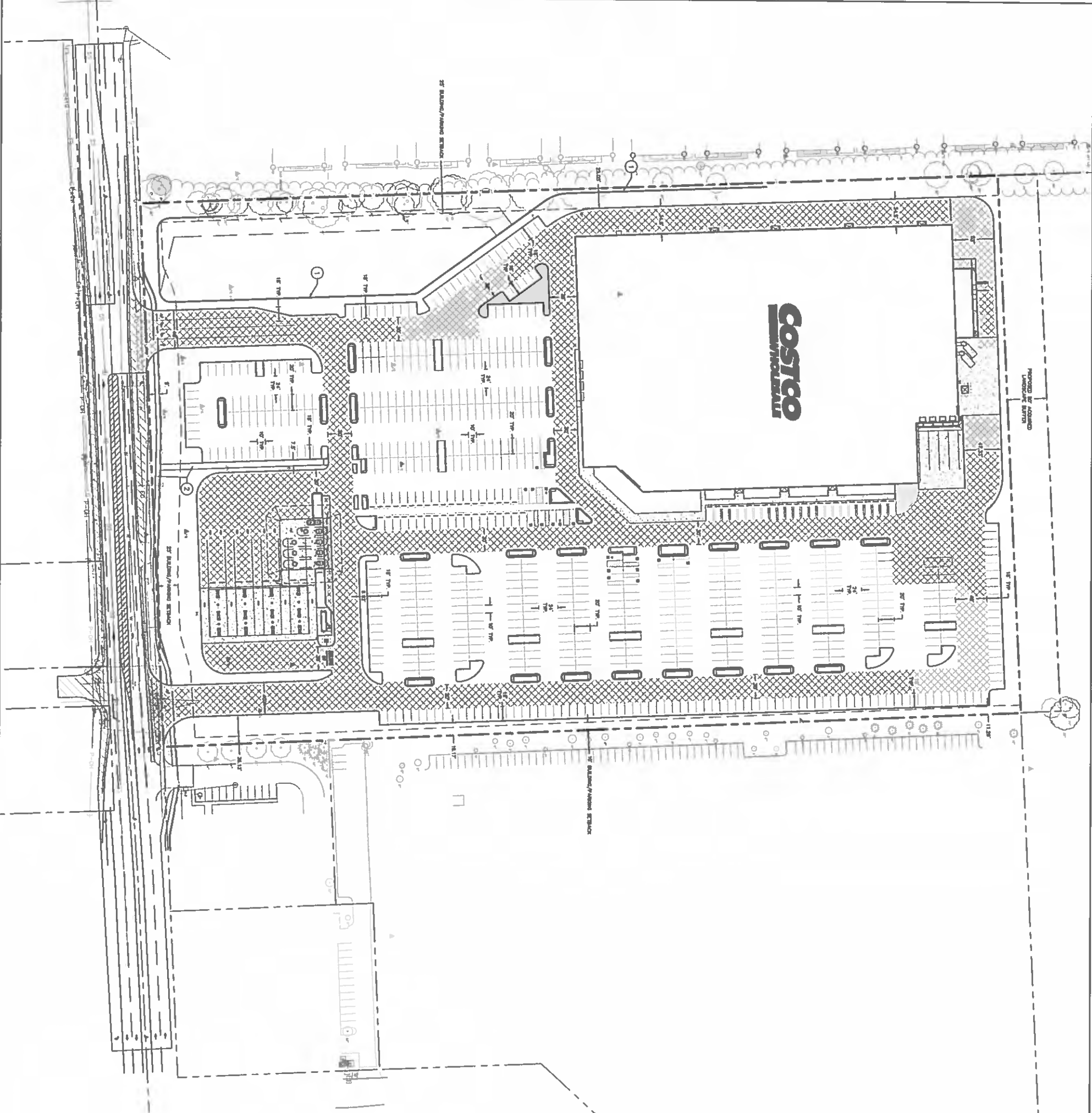
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EXISTING CONDITIONS	
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE	
DAVENPORT, IOWA	2017

OLSSON
ASSOCIATES

7157 Vista Drive
West Des Moines, IA 50309

TEL. 515.331.8817
FAX 515.331.8819



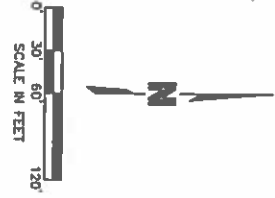
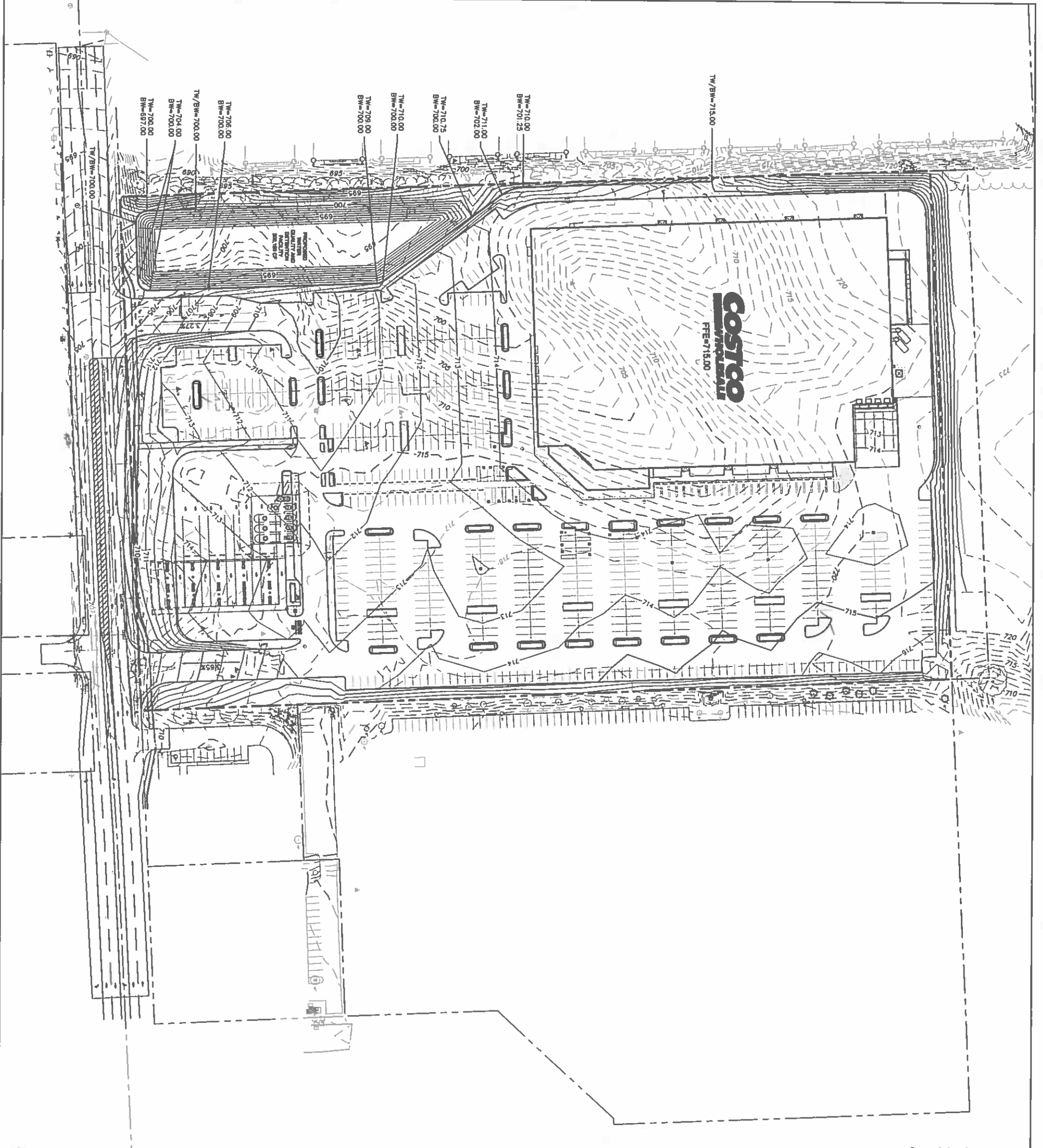
- LEGEND**
- EXISTING BOUNDARY
 - PROPOSED BOUNDARY
 - PROPERTY SETBACK
 - CONCRETE PAVEMENT
 - HEAVY DUTY ASPHALT PAVEMENT
 - LIGHT DUTY ASPHALT PAVEMENT
 - GENERALLY DEFINED PUBLIC IMPROVEMENT AREA
- KEYNOTES:**
- ① INSTALL RETAINING WALL (SEE ALSO GRADING PLAN)
 - ② INSTALL CONCRETE SIDEWALK, WIDTH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



PRELIMINARY PLANS
NOT FOR CONSTRUCTION

SITE PLAN		REV. NO.		DATE	REVISIONS DESCRIPTION
COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE DAVENPORT, IOWA		2017			
SHEET C2		REVISIONS			

7187 Volo Drive
West Des Moines, IA 52255
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

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

Drawn by: J. K. Peterson

Checked by: J. K. Peterson

QA/QC by: J. K. Peterson

Project no.: 0170610

Sheet no.: 04/28/2017

7187 Vista Drive

West Des Moines, IA 50268

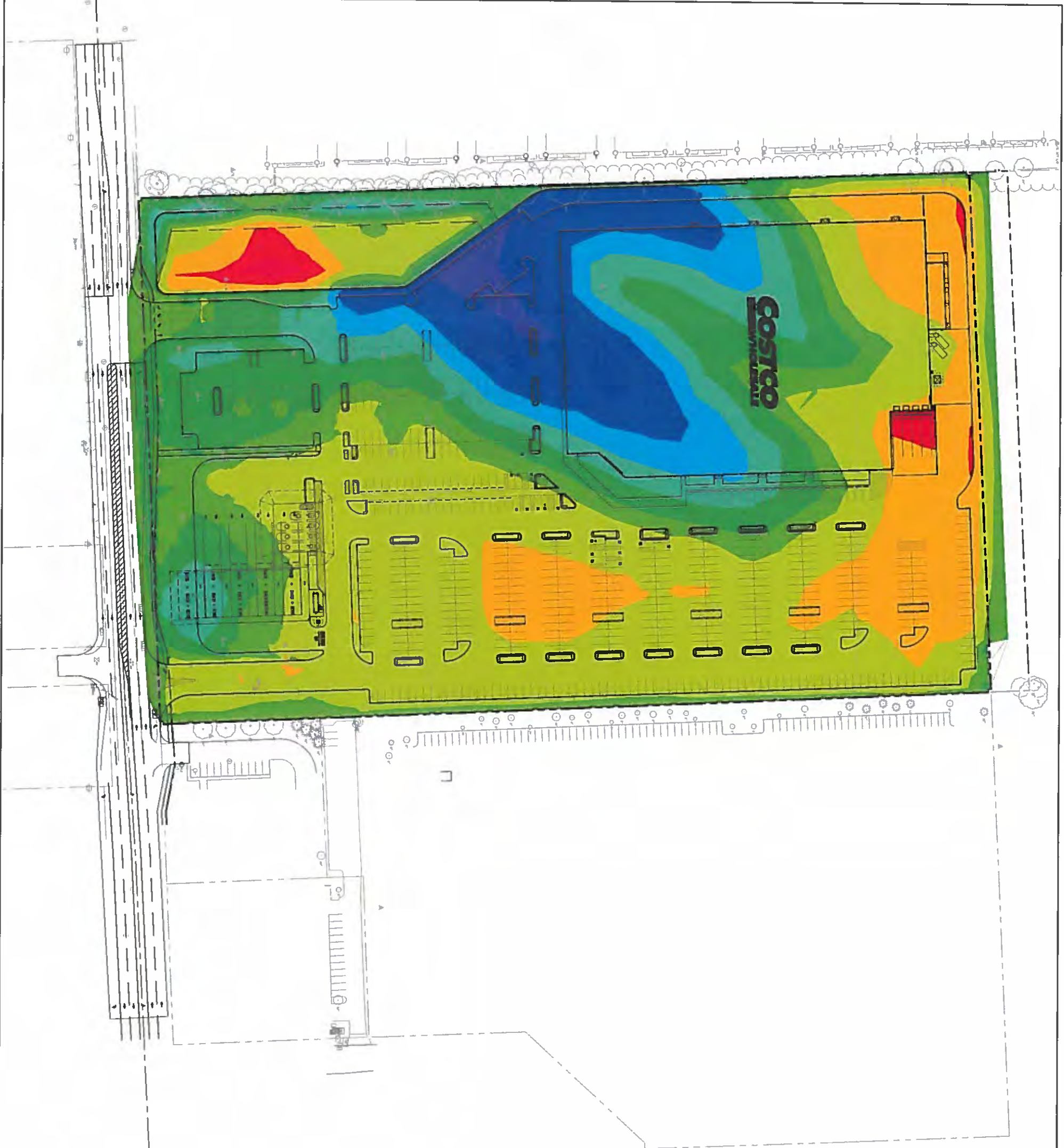
TEL 515.331.8617

FAX 515.331.8518

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ASSOCIATES



LEGEND
PROPOSED PROPERTY
RETAINING WALL

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

FILL CUT

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

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

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

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

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

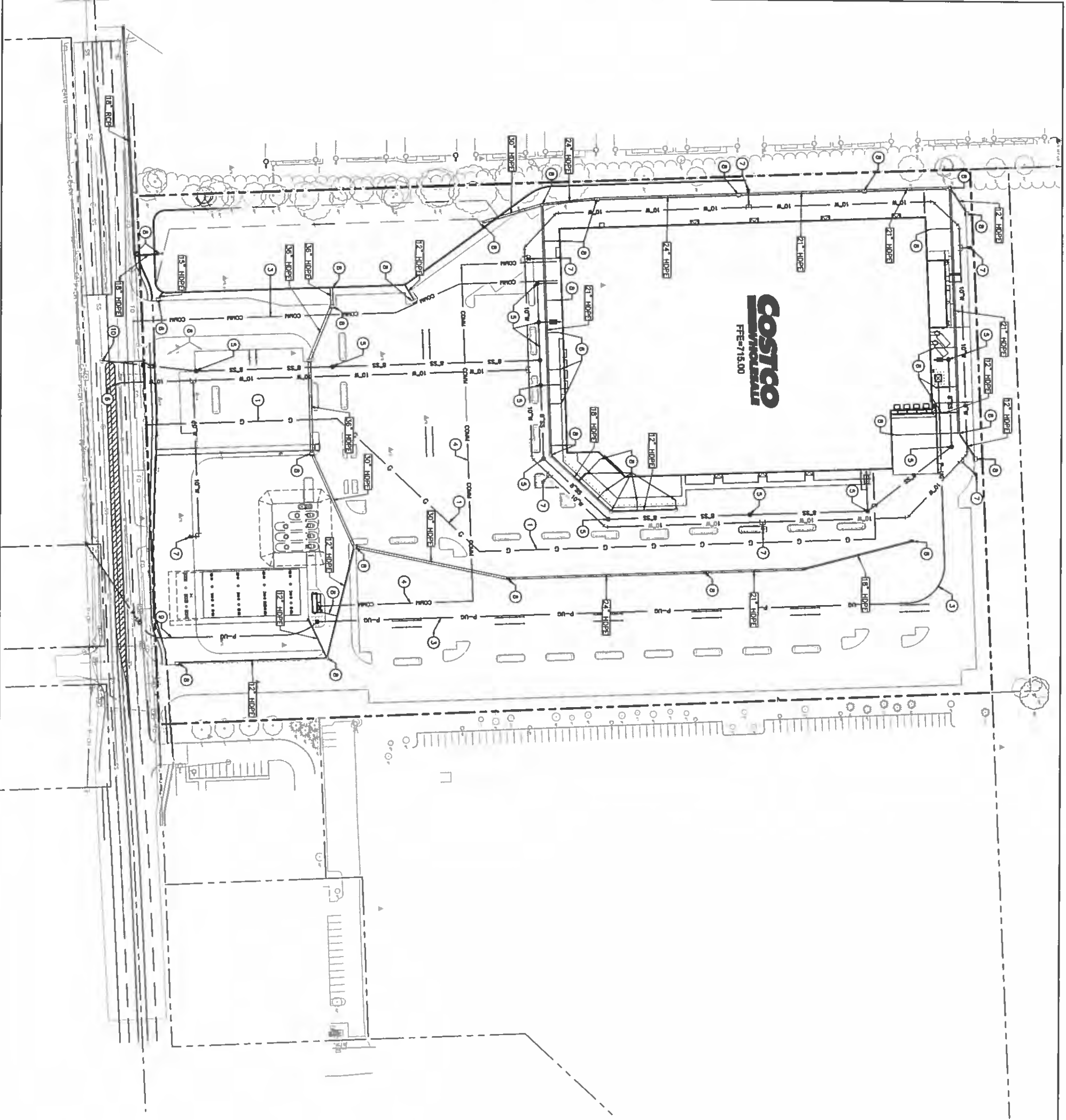
MOLSSON ASSOCIATES

7157 Vista Drive
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FAX: 515.331.8518
www.molssonassociates.com

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

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 SEWER AND MANHOLES, PRESSURE 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

N

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

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Appendix

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

Executive Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

Existing Conditions

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

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

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

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

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

Figure 1 Study Area Map

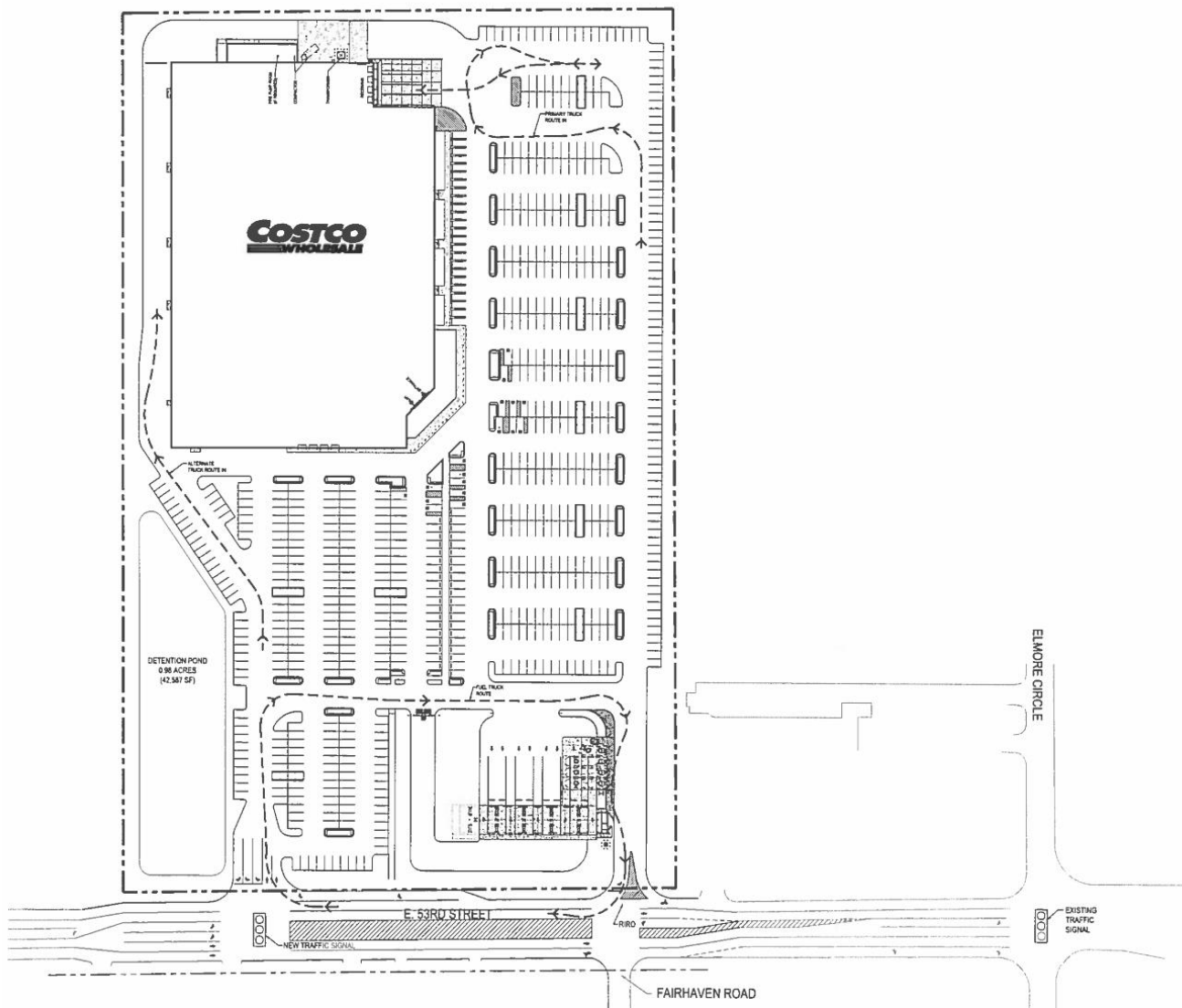


Project Description

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

A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



Adjacent Streets

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

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

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

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

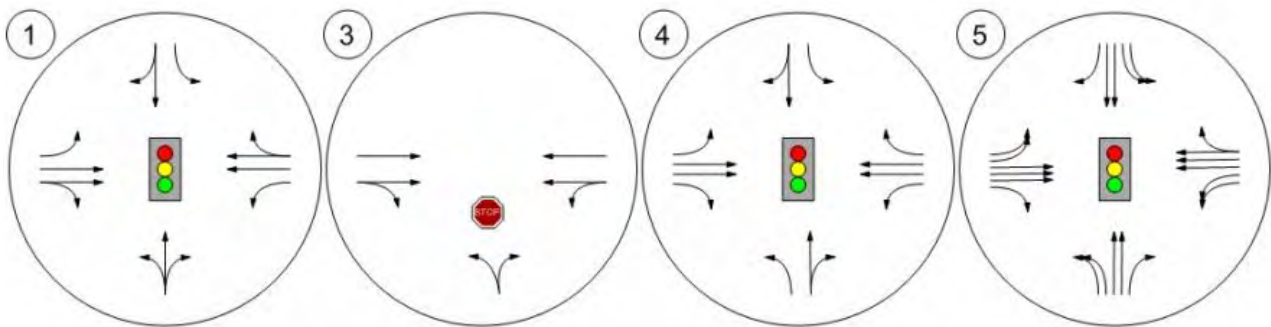
Fairhaven Road is a north/south two-lane (one lane in each direction) local roadway. Fairhaven Road has a posted speed limit of 25 mph. On street parking is generally allowed on both sides of Fairhaven Road.

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

Existing Intersection Conditions

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

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



Traffic Volume Data

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

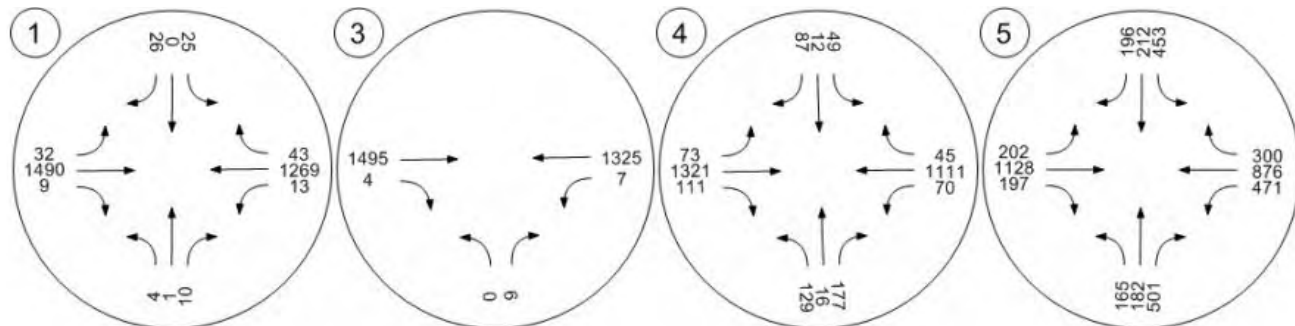
Background Traffic Growth

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

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



Existing 2017 Weekday PM Peak Hour Volumes:



Existing 2017 Saturday Midday Peak Hour Volumes:

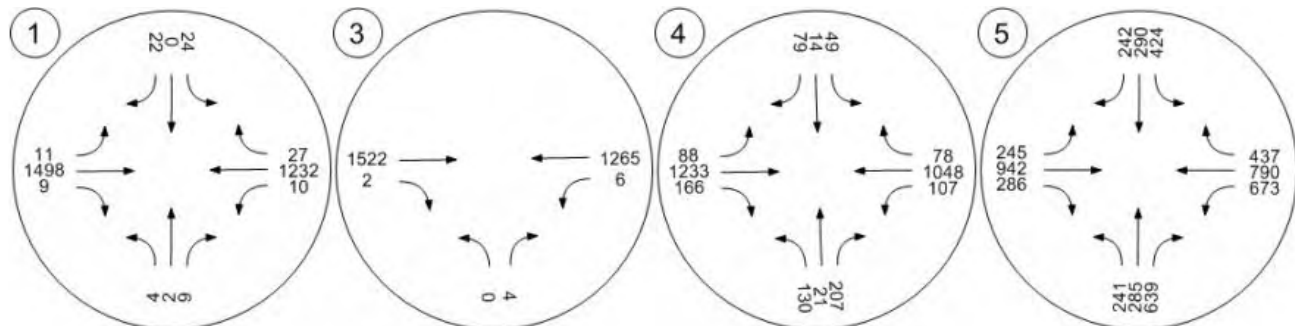
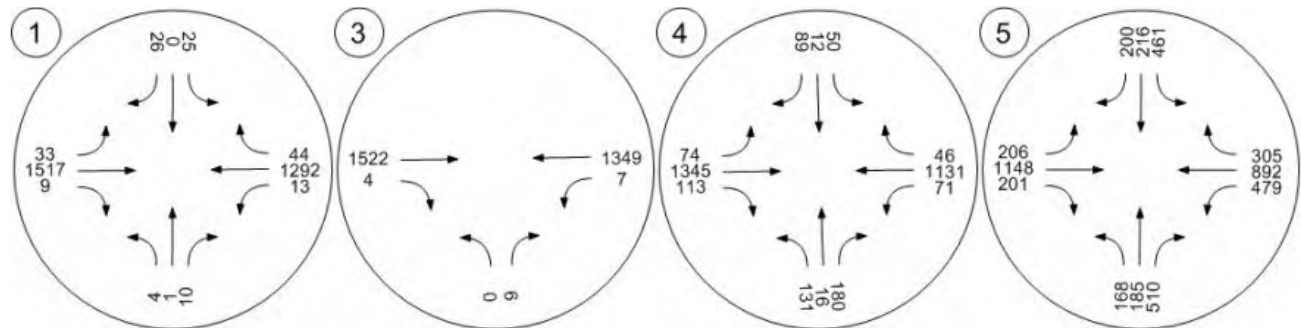


Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Midday Peak Hour No Build Volumes:

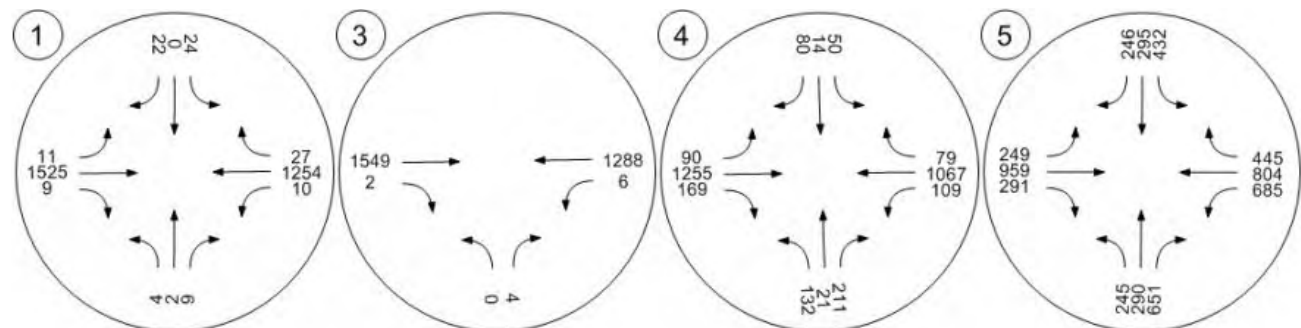
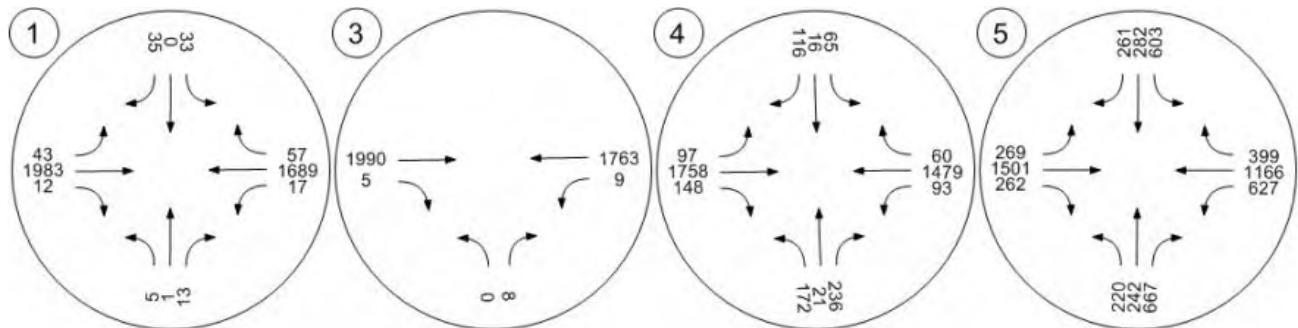


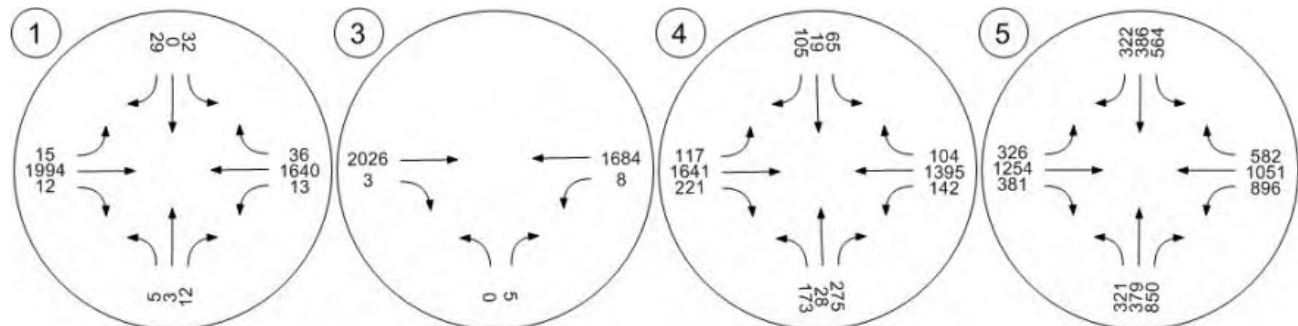
Figure 6 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2038 Weekday PM Peak Hour No Build Volumes:



Projected 2038 Saturday Midday Peak Hour No Build Volumes



Crash Analysis

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

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

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

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

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

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

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

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

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

Table 2 Intersection Crash Rate Summary

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

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

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

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

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

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

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

Proposed Site Improvements

Trip Generation

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

Table 4 Trip Generation

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

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

² KSF = Thousand Square Feet

³ VFP = Vehicle Fueling Position

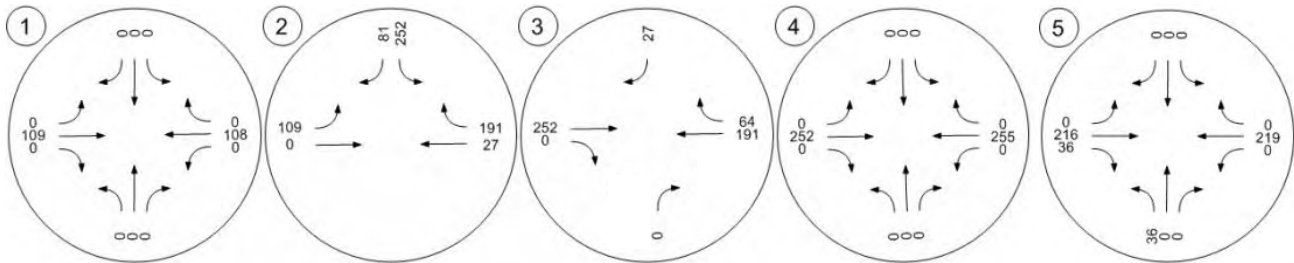
Trip Distribution

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

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



Weekday PM Peak Hour Project Trips:



Saturday Midday Peak Hour Project Trips:

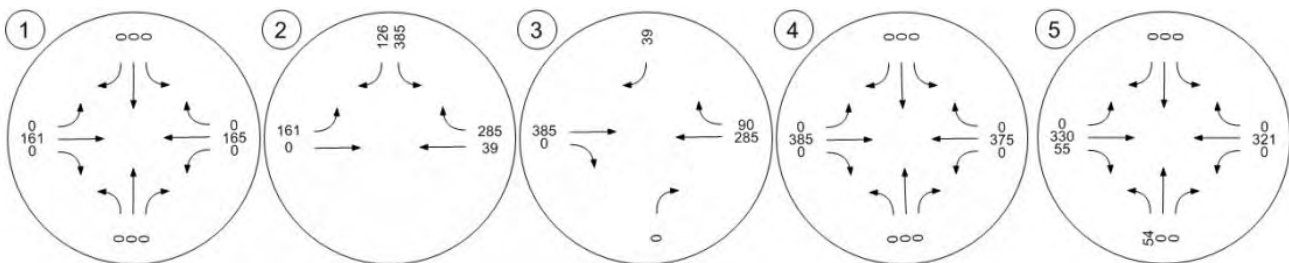
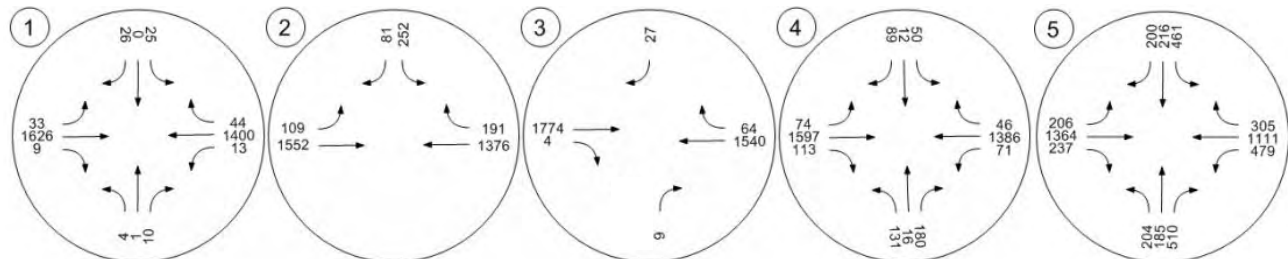


Figure 8 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2018 Weekday PM Peak Hour Buildout Volumes:



Projected 2018 Saturday Midday Peak Hour Buildout Volumes:

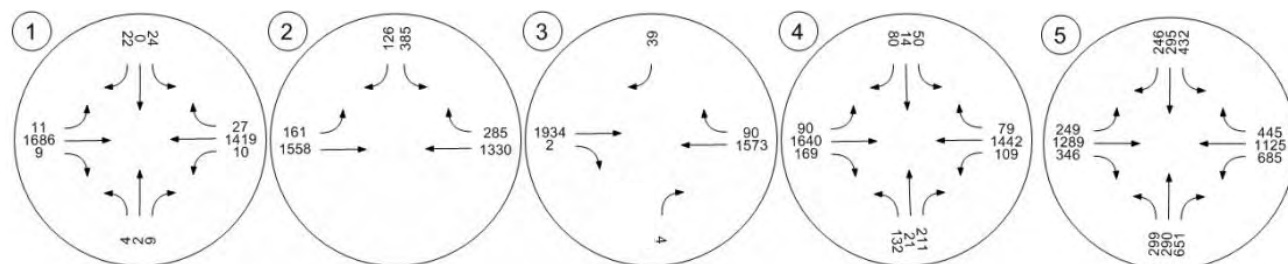
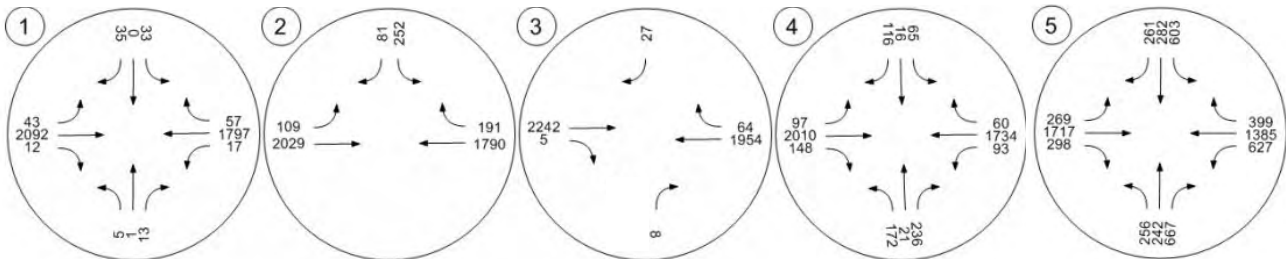


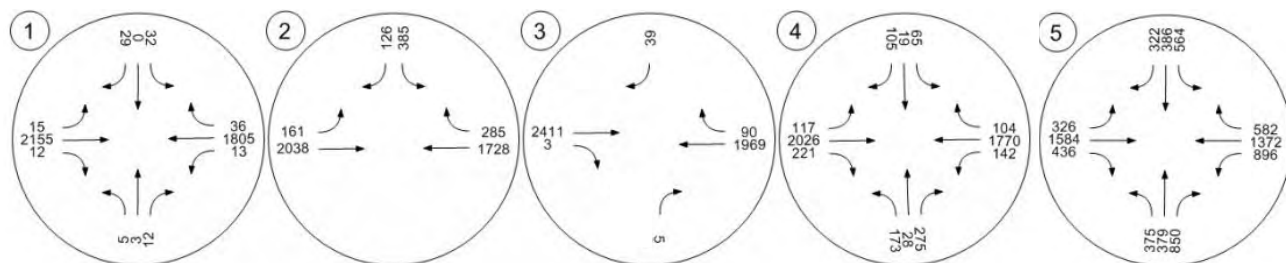
Figure 9 Study Intersections – Projected 2038 Weekday PM and Saturday Midday Peak Hour Buildout Volumes



Projected 2038 Weekday PM Peak Hour Buildout Volumes:



Projected 2038 Saturday Midday Peak Hour Buildout Volumes:



Traffic Modeling

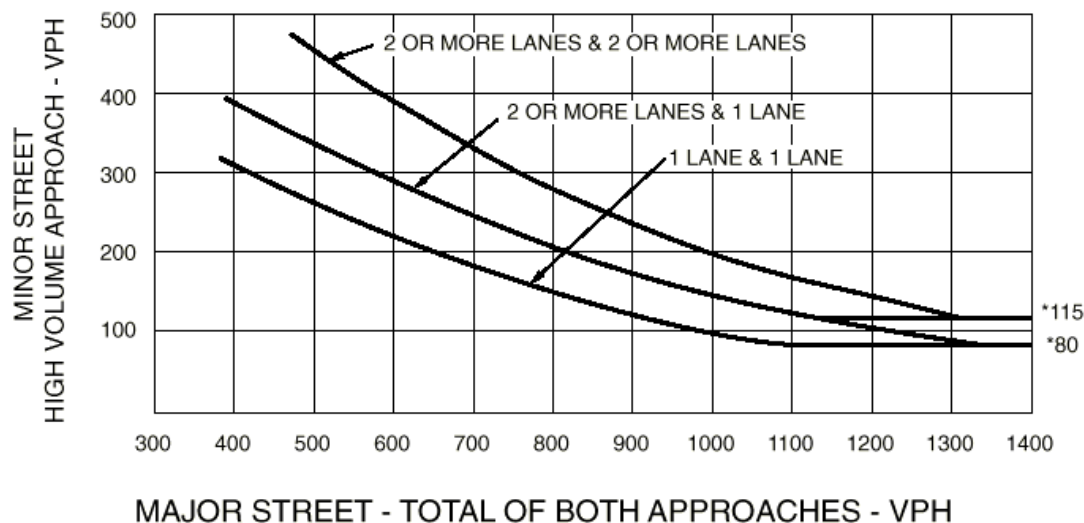
Signal Warrant Analysis

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

Warrant 2 – Four-Hour Vehicular Volume

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

Figure 10 Four Hour Vehicular Volume Warrant



*Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor street approach with one lane.
Source: Manual of Uniform Traffic Control Devices, December 2009, page 440.

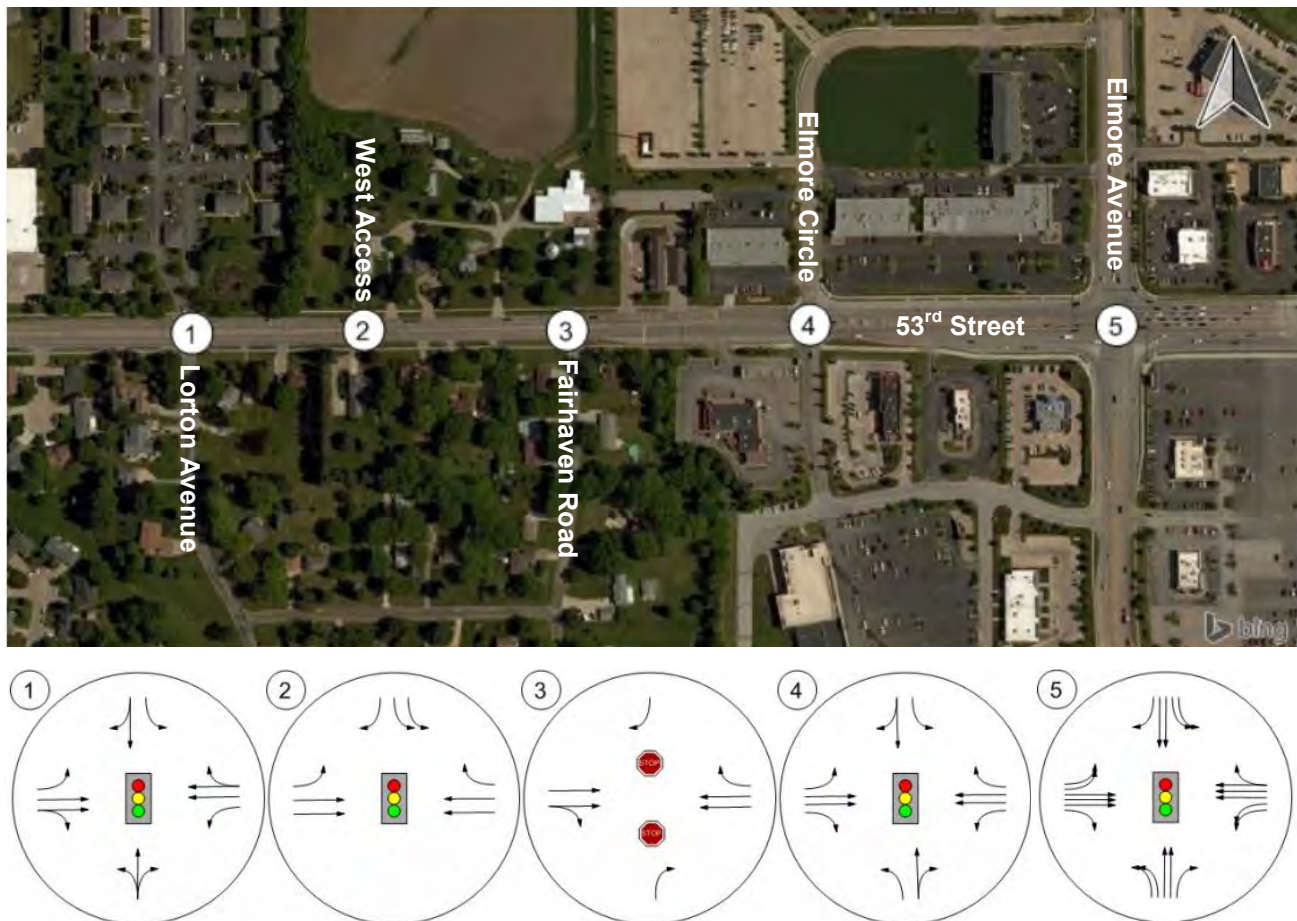
Summary of the signal warrant results is presented in Table 5. Signal warrant analysis worksheets are provided in Appendix 2.

Table 5 Warrant 2 Signal Warrant Analysis Summary

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

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

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

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

Operational Analysis

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

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

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

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

Table 6 LOS Criteria for Signalized and Unsignalized Intersections

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

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

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

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

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

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

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

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

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

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

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

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

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

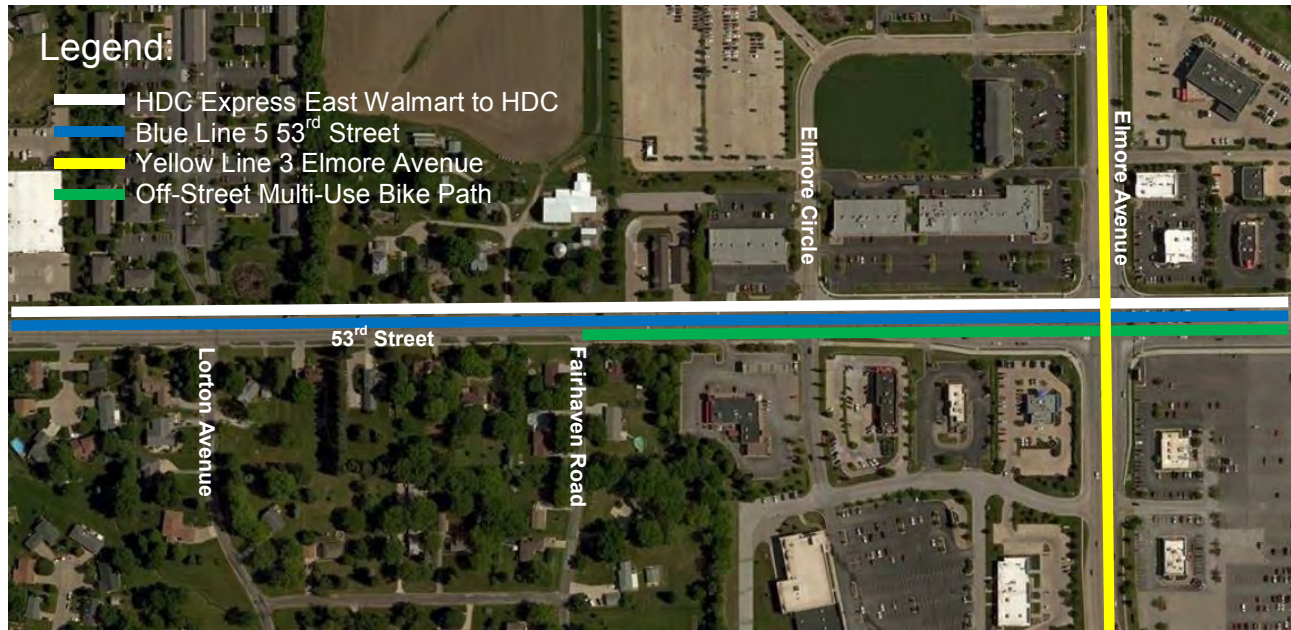
¹ Delay and LOS analysis based on HCM 2010 Two-way Stop Control Reports

Multimodal Review

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

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

Figure 12 Transit and Bicycle/Pedestrian Facilities



Conclusion and Recommendations

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

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

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

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

REZ17-04 Protest Area Calculation

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-02A	13918.16	1.6%		0.0%	5221 FAIRHAVEN RD	DORIS R MEIER	5221 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-27	5107.82	0.6%		0.0%	2701 E 53RD ST	BRIAN YONTZ	1230 E JUNIPER ST	CANTON IL 61520
N0712-33B	16260.22	1.9%		0.0%	5222 FAIRHAVEN RD	JOHNNY S MARTIN	5222 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-34	14657.09	1.7%		0.0%	2757 E 53RD ST	CHARLOTTE A POWERS	2757 E 53RD ST	DAVENPORT IA 52807
N0712-35	14654.87	1.7%		0.0%	2745 E 53RD ST	GARY L WHITE	2745 E 53RD ST	DAVENPORT IA 52807
N0712-36	14652.65	1.7%		0.0%	2733 E 53RD ST	JUNE M SCHINDLER REVOC TRUST	2733 E 53RD ST	DAVENPORT IA 52807
N0712-37	14079.39	1.6%		0.0%	2719 E 53RD ST	KURT J SCHINDLER	2719 E 53RD ST	DAVENPORT IA 52807
N0833-01D	5495.78	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 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	5495.78
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

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Contact Info: Matt Flynn, 888-2286

Date
6/20/2017

Subject:

Case No. FDP17-04: Proposed Final Development Plan to allow construction of a 156, 170 sq. ft. retail facility on 17.88 acres, located north of the intersection of East 53rd Street and Fairhaven Road [6th Ward]

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.

Relationship to Goals:
North Elmore Corridor

Background:

This final development plan is associated with Case No. REZ17-04, the rezoning of the site to Planned Development District. See background information for complete report.

ATTACHMENTS:

Type	Description
▢ Backup Material	Complete Staff Report and Background Material

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 4:17 PM



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:

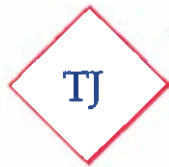
1. Application meets the intent and requirements of Chapter 17.32 of the Municipal Code.

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.
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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:

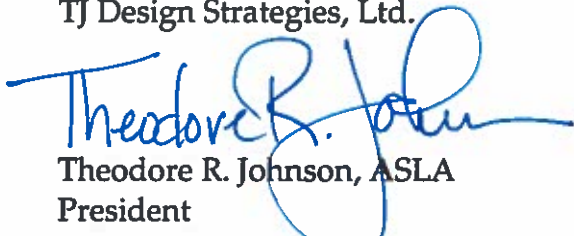
- Executed Applications for Rezoning, Final Development Plan and Letter request to Mayor and City Council for the Zoning Ordinance Amendment.
- Legal Description
- Copy of Purchase Agreement
- Check #4308 in the amount of \$2,470.00 for above application fees and two signs for notice on property.
- CD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

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.

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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)

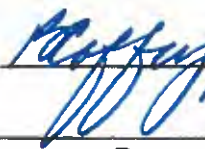
Location: Near the intersection of E. 53rd Street and Fairhaven Road

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 **
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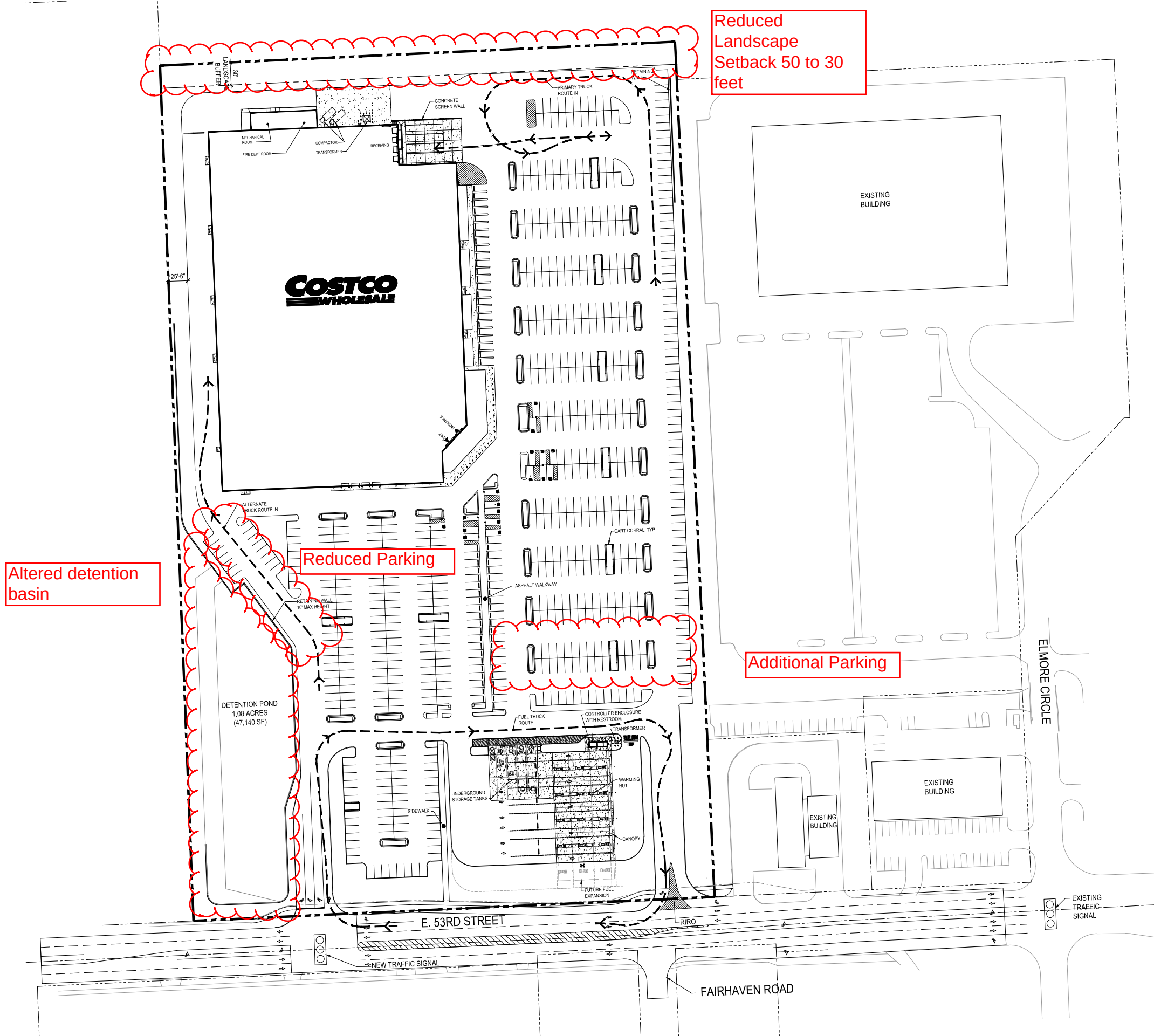
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Phone: 630-368-0840 FAX: 630-368-0845
Mobile Phone: 847-682-7733 Email: tjohnson@tjdesignltd.com

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.

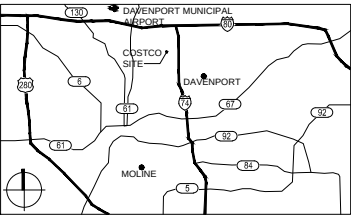


0 25' 50' 100'
1" = 50'-0"

VICINITY MAP



REGIONAL MAP



16-5332-01
JUNE 8, 2017

CONCEPT
SITE PLAN

DD11-08

COSTCO WHOLESALE

DAVENPORT, IOWA

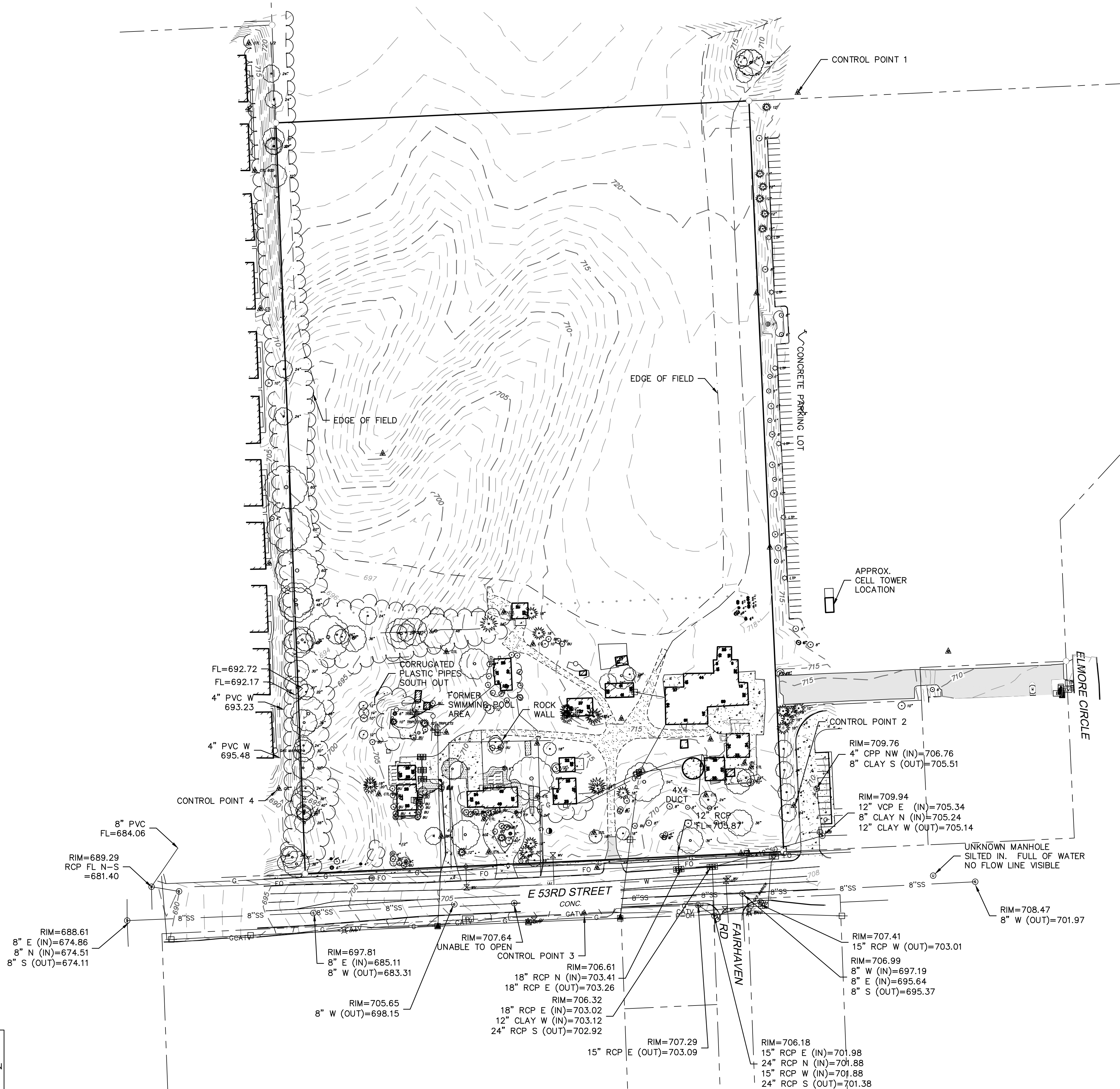
CONCEPT SITE PLAN

JUNE 8, 2017

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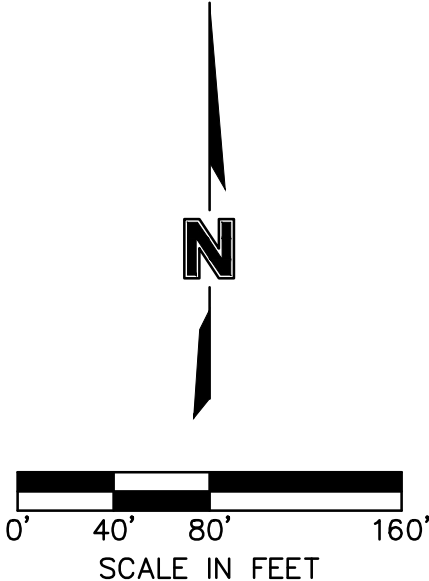
LEGEND

	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	PREVIOUSLY PLATTED LOT LINES
	ZONING DELINEATION
	SETBACK LINES
	EDGE OF FIELD
	WATER LINE
	STORM SEWER PIPE
	SANITARY SEWER PIPE
	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.



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

EXISTING CONDITIONS

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

REVISIONS DESCRIPTION

DATE

REV. NO.

REVISIONS

2017

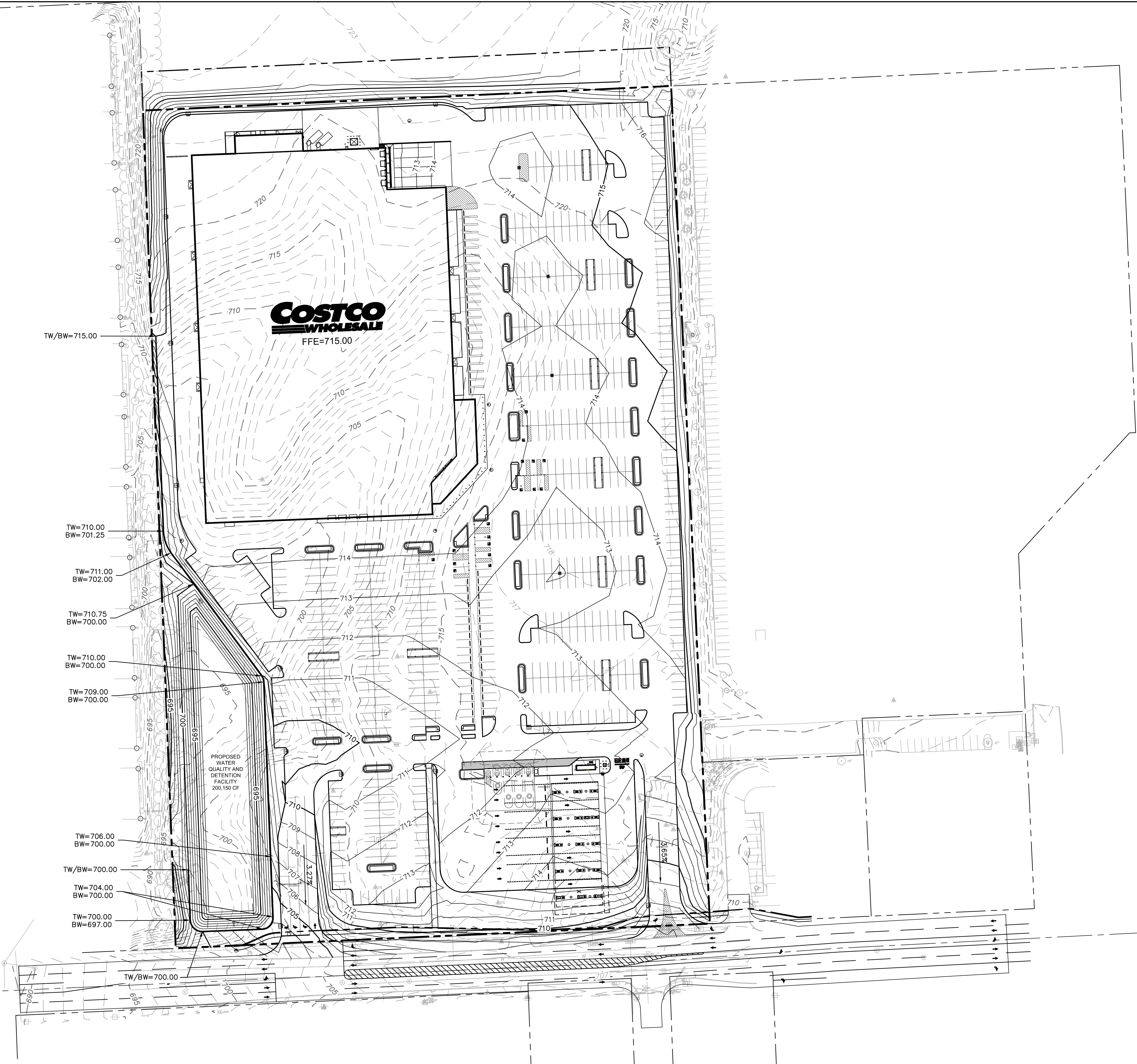
SHEET
C1

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

OLSSON ASSOCIATES

7167 Vista Drive
West Des Moines, IA 50266
TEL 515.331.6517
FAX 515.331.6518
www.olssonassociates.com

F:\2017\0501-1000\017-0610\40-Design\AutoCAD\Preliminary Plans\Sheets\GNCV\C_GRD_170610.dwg
May 11, 2017 1:22pm XREFS: C_TBLK_170610 C_XBASE_170610 C_PBASE_170610



0' 30' 60' 120

SCALE IN FEET

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

2017

REVISIONS

OLSSON[®]
ASSOCIATES

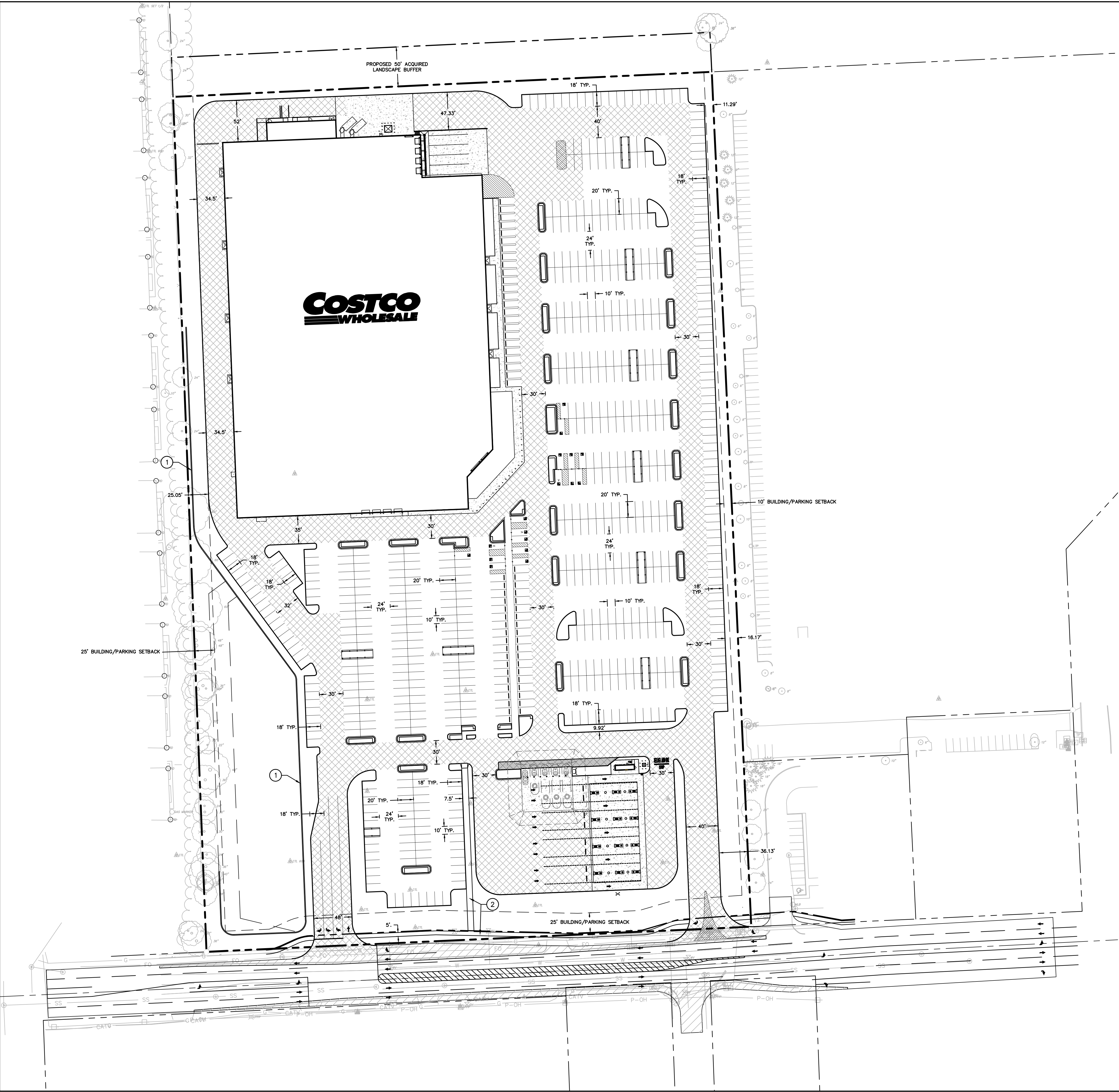
7157 Vista Drive
West Des Moines IA 50266
TEL 515.331.6517
FAX 515.331.6518
www.dlssonassociates.com

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

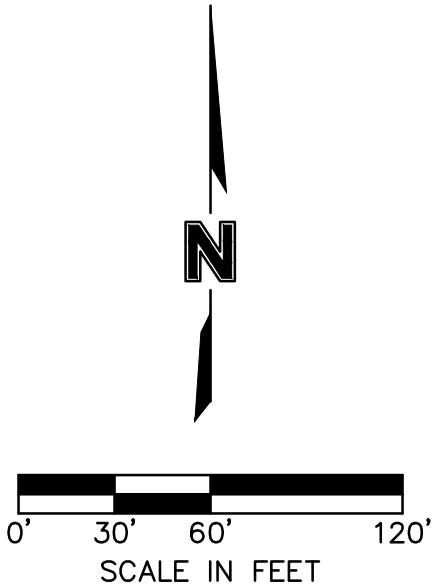
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LEGEND

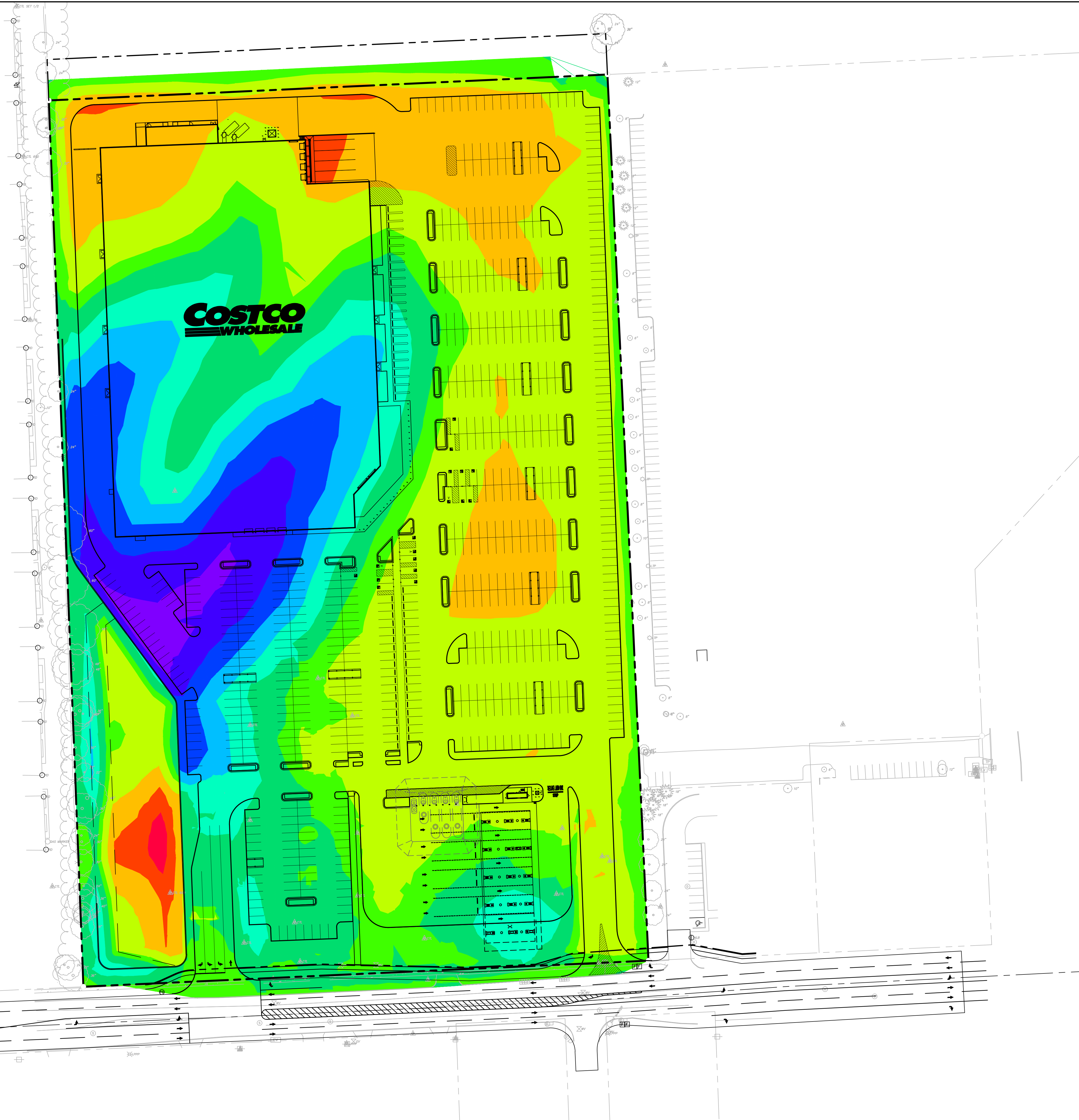
	EXISTING BOUNDARY
	PROPOSED BOUNDARY
	PROPERTY SETBACK
	CONCRETE PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	LIGHT DUTY ASPHALT PAVEMENT
	GENERALLY DEFINED PUBLIC IMPROVEMENT AREA

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



PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017

		REVISIONS	
		REV. NO.	DATE
SITE PLAN	COSTCO WHOLESALE 53RD STREET & ELMORE CIRCLE	REVISIONS DESCRIPTION	
		2017	
DAVENPORT, IOWA		drawn by: KDP checked by: JSS approved by: JSS QA/QC by: JSS project no.: 017-0610 drawing no.: 04/26/2017	
SHEET C2			



ELEVATIONS				
NUMBER	MIN. ELEV.	MAX. ELEV.	COLOR	
1	-14.09	-11.00		} CUT
2	-11.00	-8.00		
3	-8.00	-5.00		
4	-5.00	-2.00		
5	-2.00	0.00		} FILL
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		

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)**

NET = 24,782 CY (CUT)

PROPOSED PROPERTY
RETAINING WALL

[illegible]

EARTHWORK PLAN

COSTCO WHOLESALE
53RD STREET & ELMORE CIRCLE

DAVENPORT, IOWA

2017

REVISIONS

OLSSON[®]
ASSOCIATES

7157 Vista Drive
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SHEET
C4

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
04/26/2017



SD SD
SS SS
COMM
UGE
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P-UG
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CATV

LEGEND

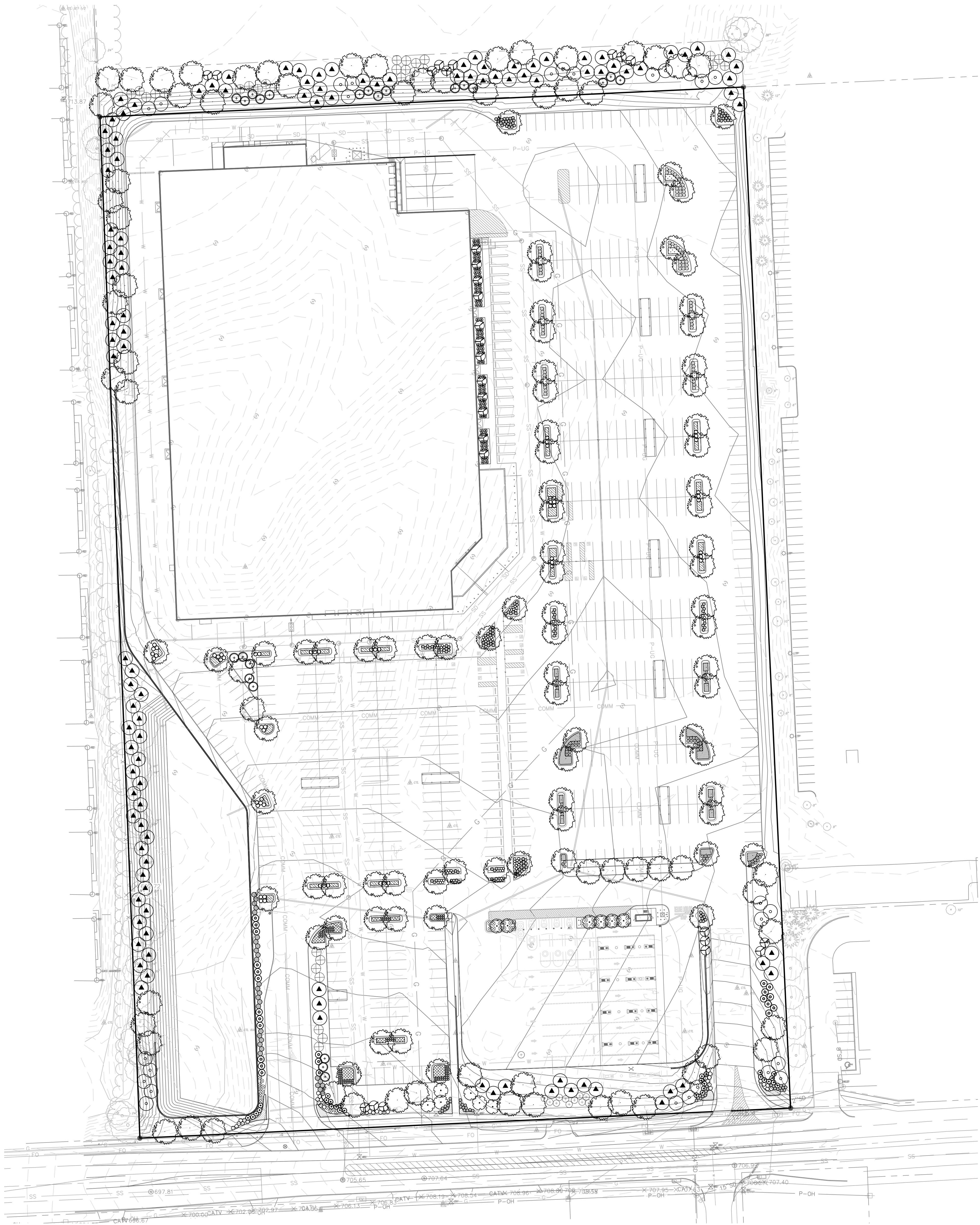
EXISTING BOUNDARY
PROPOSED BOUNDARY
WATERLINE
STORM SEWER LINE
SANITARY SEWER LINE
UNDERGROUND TELEPHONE LINE
UNDERGROUND POWER LINE
EXISTING FIBER LINE
EXISTING SANITARY LINE
EXISTING WATER LINE
EXISTING STORM SEWER LINE
EXISTING UNDERGROUND TELEPHONE
EXISTING UNDERGROUND POWER
EXISTING OVERHEAD POWER
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
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04/26/2017

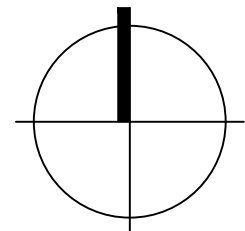


BOTANICAL/COMMON NAMES	INSTALLED SIZE	FORM	SPACING	HEIGHT/SPREAD AT MATURITY
CANOPY TREES:				
ACER x FREEMANII 'AUTUMN BLAZE'/ AUTUMN BLAZE RED MAPLE	3" CAL	B&B	AS SHOWN	50' x 40'
ACER SACCHARUM 'GREEN MOUNTAIN'/GREEN MOUNTAIN SUGAR MAPLE	3" CAL			45' x 35'
CELTIS OCCIDENTALIS/HACKBERRY	3" CAL			45' 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'
AESCLUS 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.	

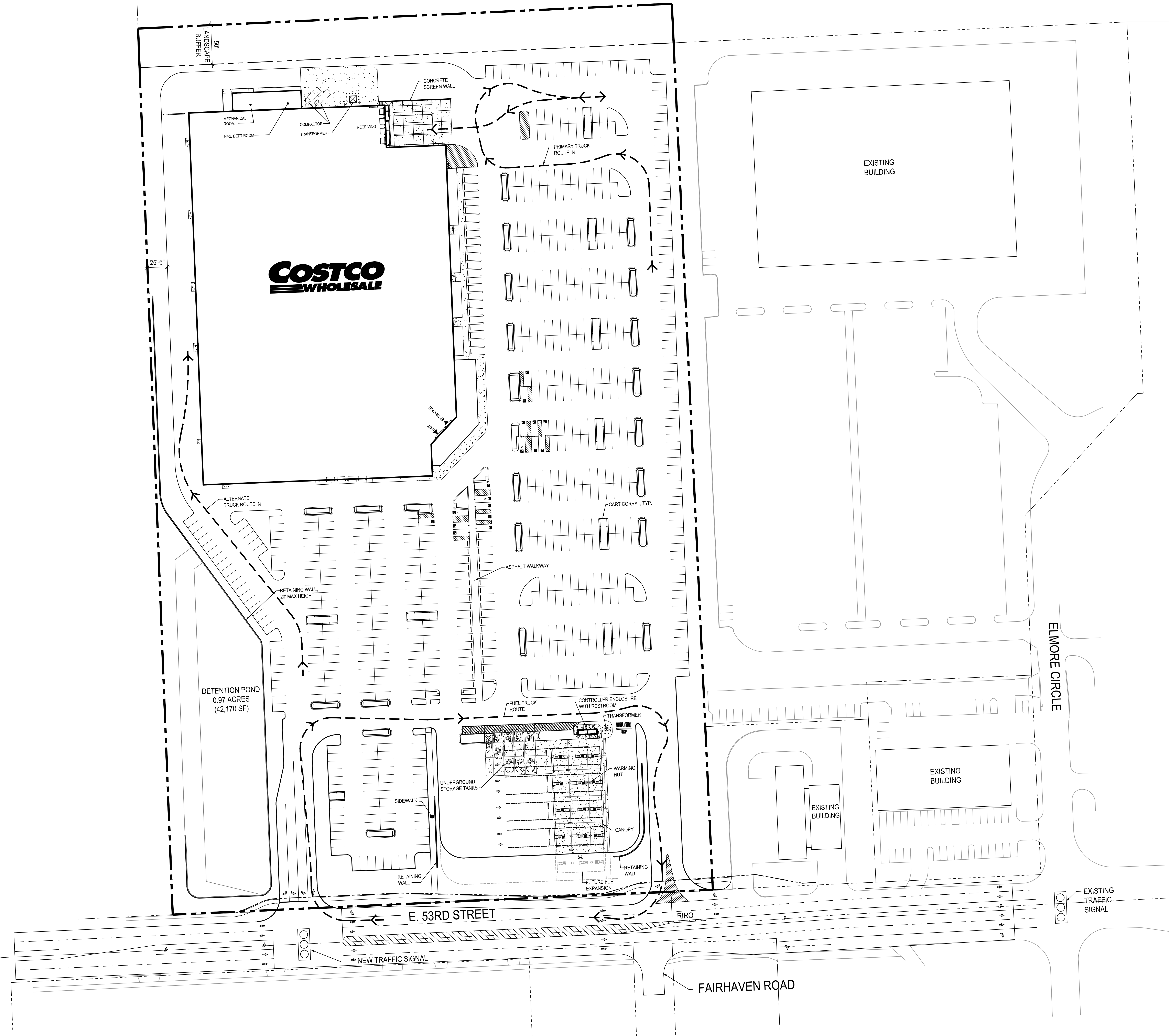
- GENERAL NOTES:**
- ALL AREAS NOT SHOWING LANDSCAPE BEDS SHALL RECEIVE SOD UNLESS OTHERWISE NOTED.
 - ALL SHRUB BEDS/GROUPINGS AND TREE SAUCERS SHALL RECEIVE 2" COMPOSTED SHREDDED HARDWOOD BARK MULCH.
 - ALL BEDS SHALL BE GRADED TO DRAIN; PARKING LOT ISLANDS SHALL BE MOUNDED.
 - ALL PLANTS SHALL CONFORM 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:

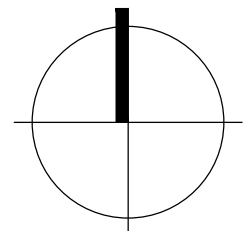
10' WIDE STALLS 698 STALLS

ACCESSIBLE STALLS 17 STALLS

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

NOTES:

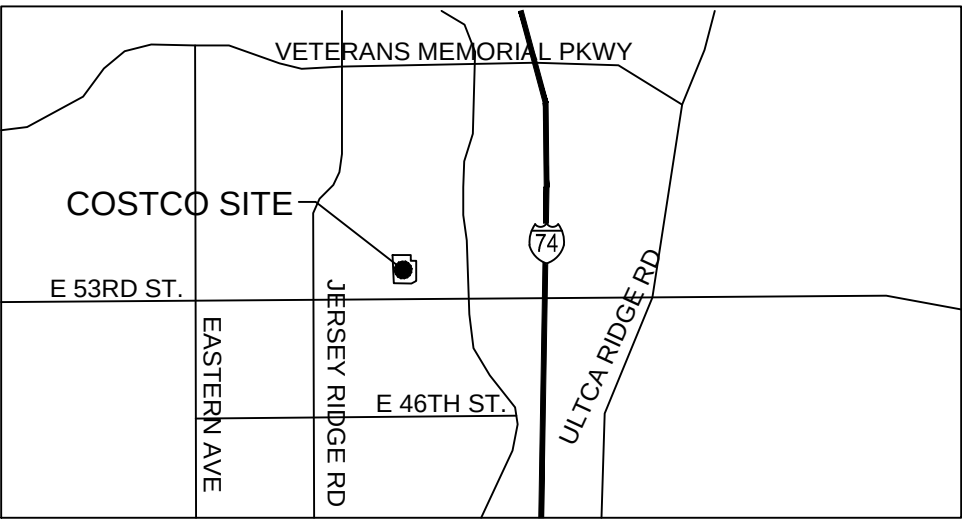
EXISTING CONDITIONS TO BE FIELD VERIFIED.



0 25' 50' 100'

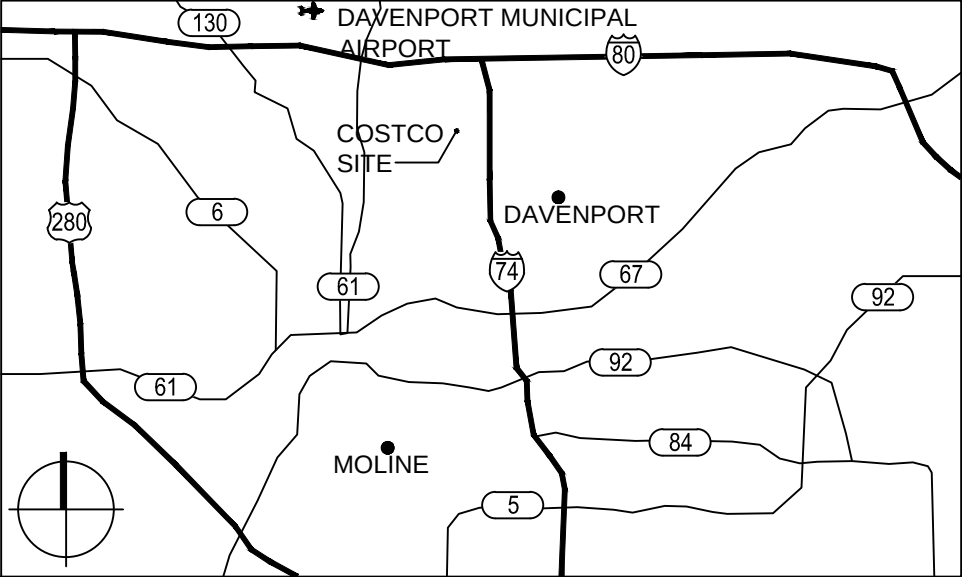
1" = 50'-0"

VICINITY MAP



COSTCO
WHOLESALE
DAVENPORT, IA

REGIONAL MAP



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

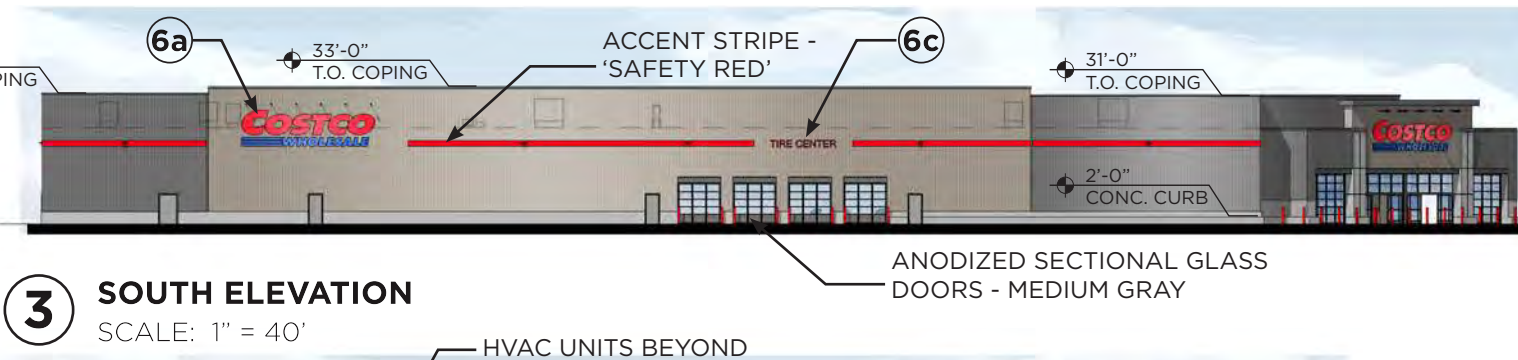
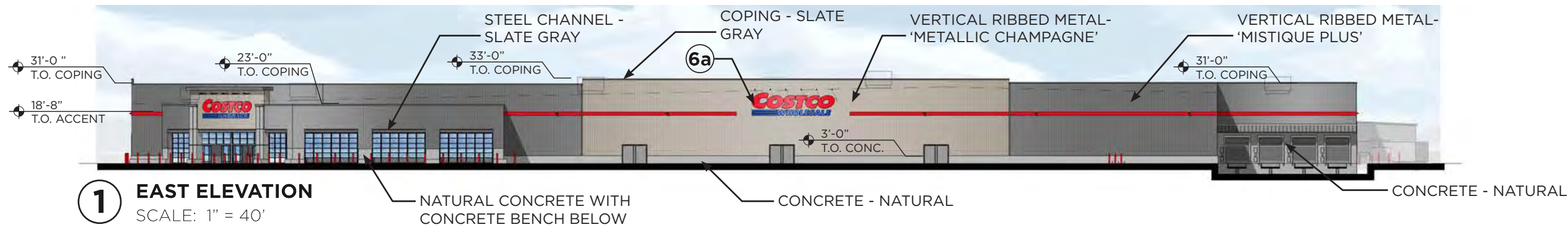
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16-5332-01
MAY 10, 2017

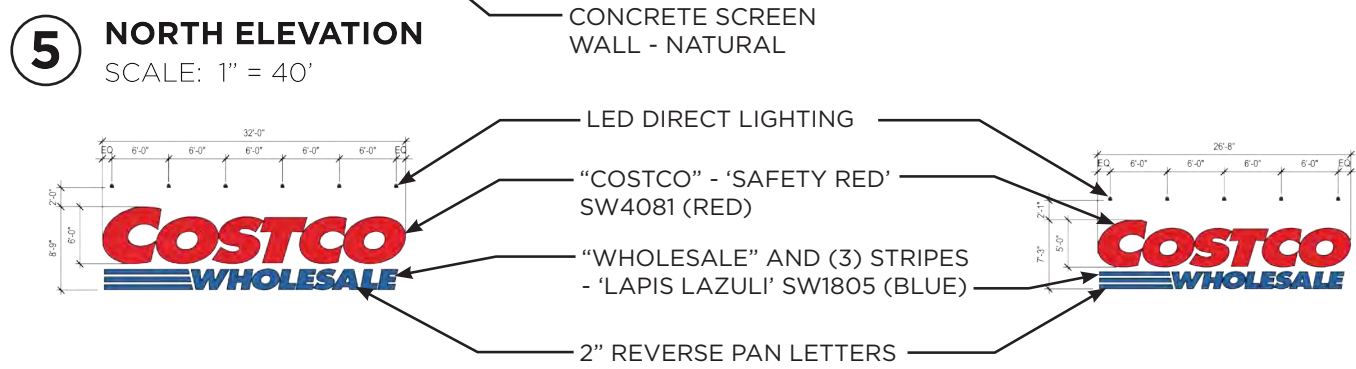
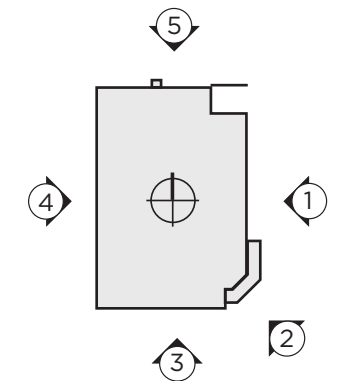
CONCEPT
SITE PLAN

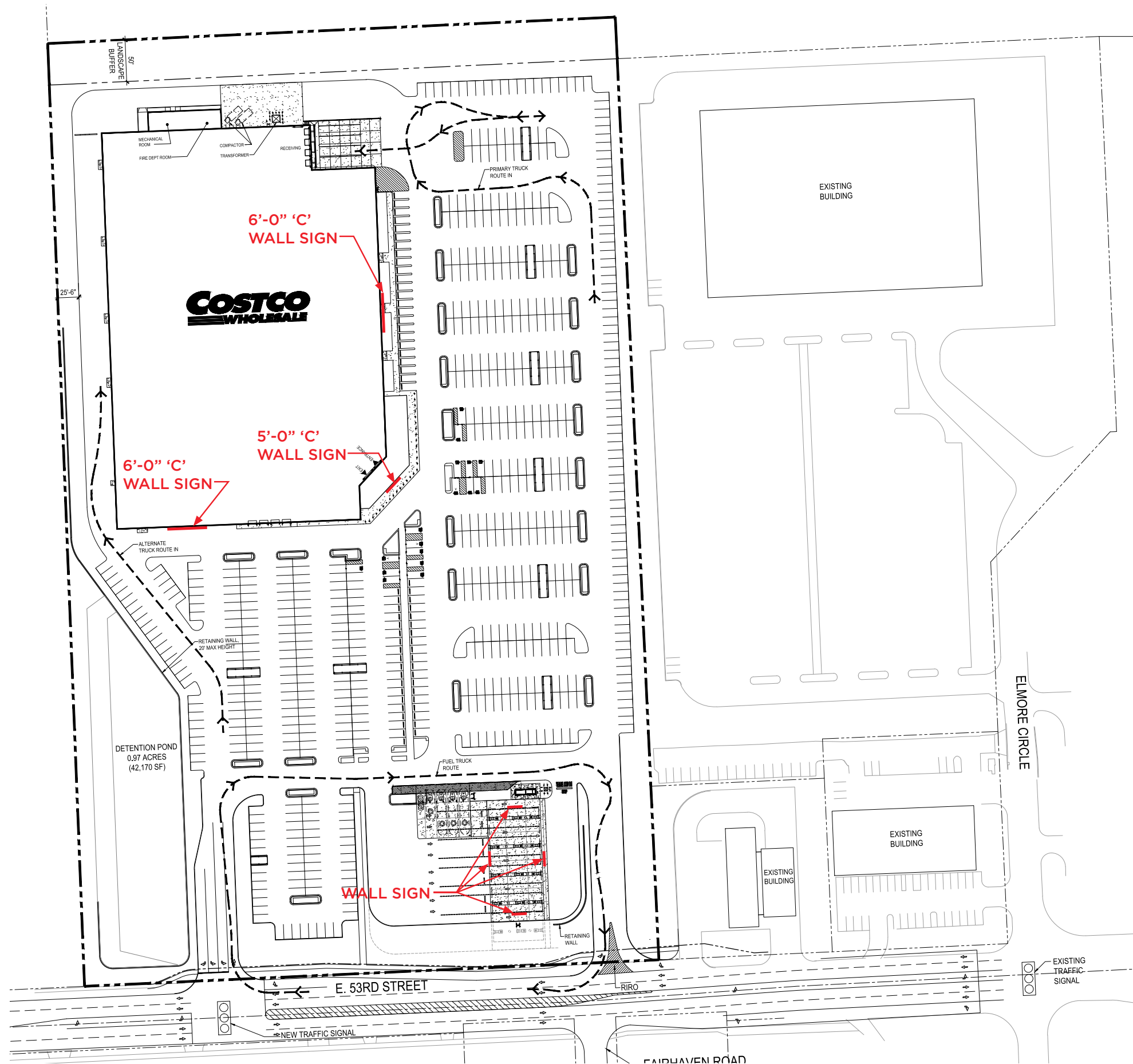
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SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
2	COSTCO WHOLESALE	6'-0" "C"	280 SF	560 SF
1	COSTCO WHOLESALE	5'-0" "C"	194 SF	194 SF
1	TIRE CENTER	17'-4" X 1'-9"	31 SF	31 SF
TOTAL SIGNAGE AREA				785 SF

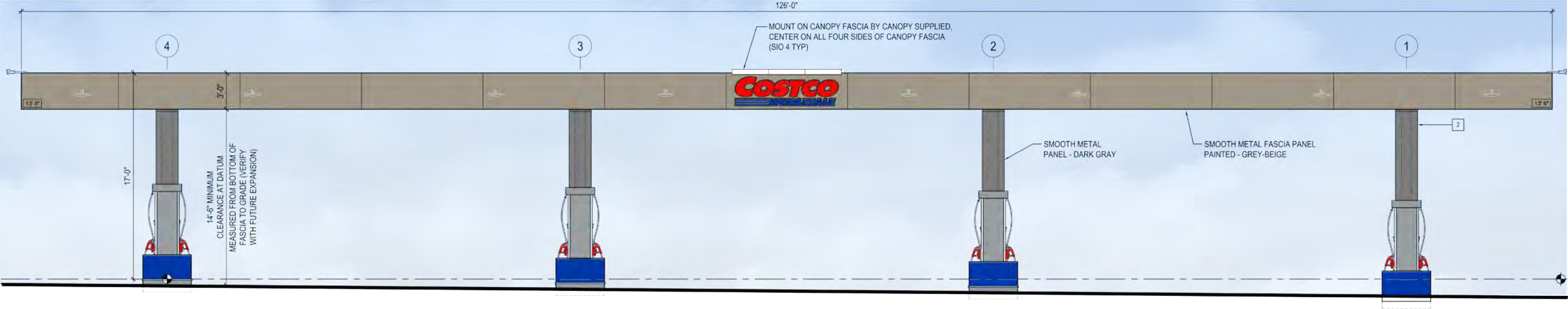












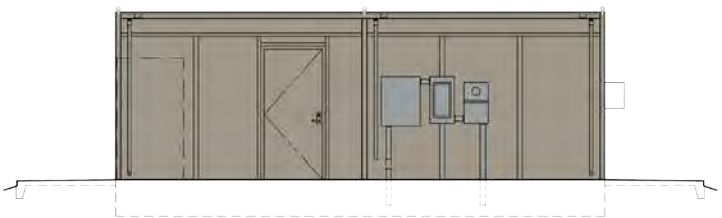
1 EAST & WEST ELEVATIONS
SCALE: 1/4" = 1'-0"



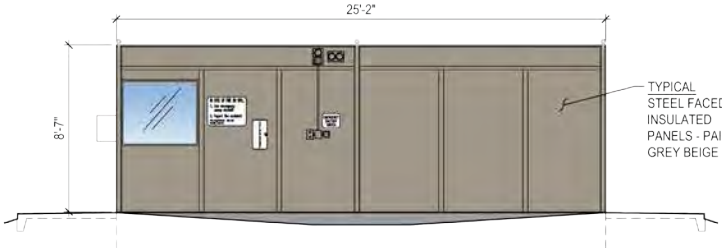
2 NORTH & SOUTH ELEVATIONS
SCALE: 1/4" = 1'-0"



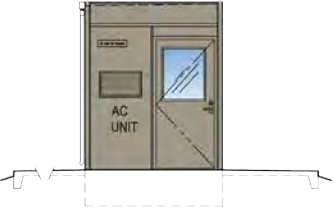
SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO WHOLESALE	2'-5 1/4" X 8'-6 5/8"	22	88 SF
TOTAL SIGNAGE AREA				88 SF



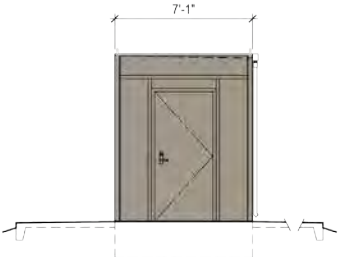
ELEVATION
SIDE FACING AWAY FROM CANOPY



ELEVATION
SIDE FACING CANOPY

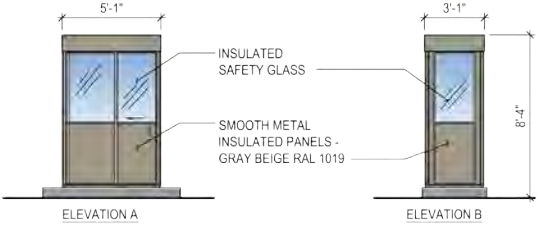


ELEVATION
ENCLOSURE ENTRY



ELEVATION
STORAGE ENTRY

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



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

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
Plan and Zoning Commission

Department: Community Planning & Economic Development
Contact Info: Matt Flynn, 888-2286

Date
6/20/2017

Subject:

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

ATTACHMENTS:

Type	Description
▣ Backup Material	F17-12 SR Packet

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 4:16 PM



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

PLAN AND ZONING COMMISSION

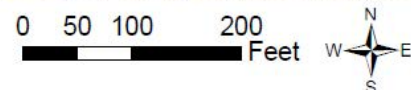
Preview Date: June 20, 2017
Request: Final Plat - Riverview Collective on Sixth
Address: E 6th Street btw Sylvan and Grand Avenues
Case No.: F17-12
Applicant: Build by Architects LLC

INTRODUCTION

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

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

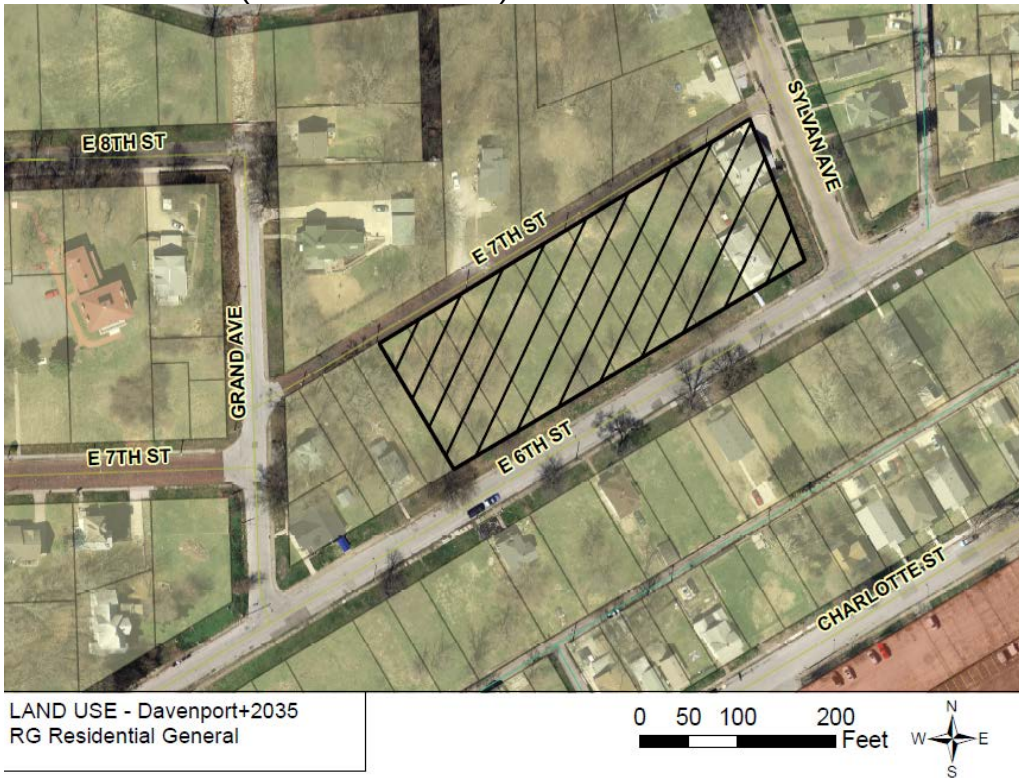
Aerial Photo:



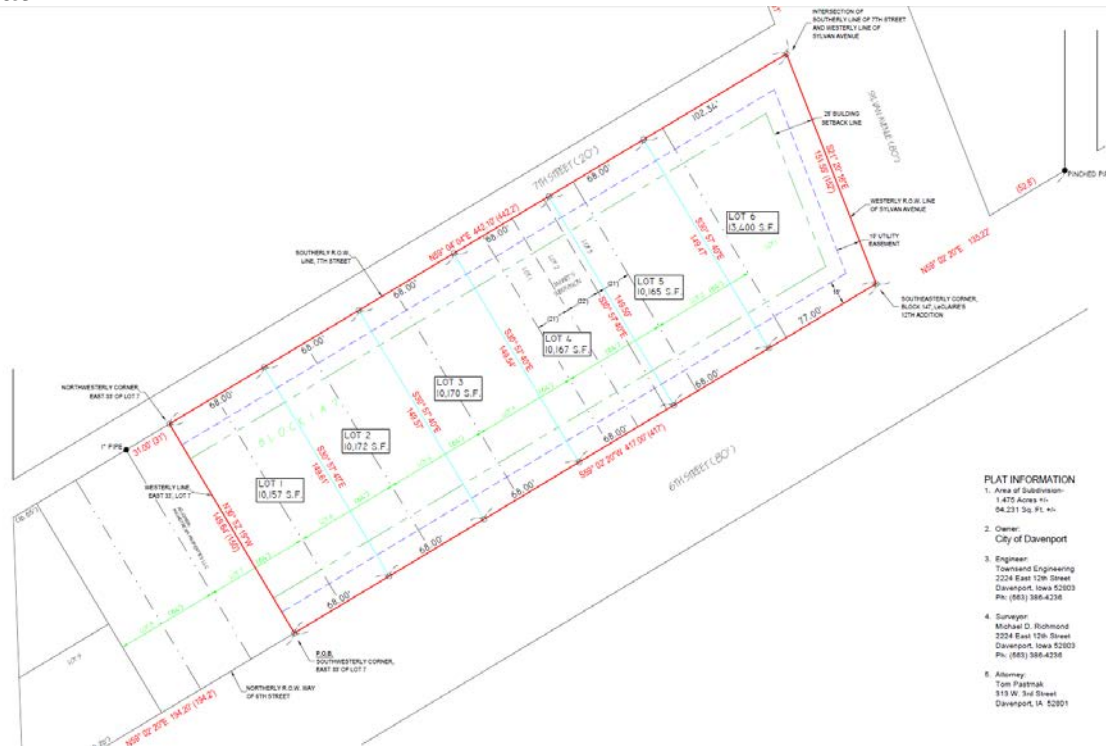
Zoning (R-4 Moderate Density Dwelling District)



Land Use 2035 (Residential General)



Plat



BACKGROUND

Comprehensive Plan:

Within Urban Service Area: Yes
Within Existing Service Area: Yes
Proposed Land Use Designation: Residential General - RG

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

Relevant *Davenport 2025* Goals and Objectives:

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

Iowa Smart Planning Principles:

Revitalization

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

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

Technical Review:

Streets. No new streets are proposed with this request.

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

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

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

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

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

DISCUSSION

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

STAFF RECOMMENDATION

Findings:

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

Recommendation:

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

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

Prepared by:

Wayne Wille, CFM – Planner II
Community Planning Division

City – NR - Billy Fisher, CPMSM - Urban Conservationist

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

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

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

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

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

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

City – PW - Tom Leabhart, P.E.

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

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

PRELIM / FINAL / PUD (circle the appropriate designation)

SUBDIVISION NAME: Riverview Collective on Sixth

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

DEVELOPER:

Name: [build] by architects, LLC

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

Phone: (563) 345-3724

FAX: _____

Mobile Phone: _____

Email: andrew@buildbyarchitects.com

ENGINEER:

Name: Townsend Engineering

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

Phone: (563) 386-4236

FAX: (563) 386-4231

Mobile Phone: _____

Email: Kevin@Townsendengineering.net

ATTORNEY:

Name: Tom Pasternak

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

Phone: (563) 323-7737

FAX: _____

Mobile Phone: _____

Email: _____

OWNER:

Name: City of Davenport

Address: _____

Phone: _____

FAX: _____

Mobile Phone: _____

Email: _____

NUMBER OF LOTS: 6

SF

2F

MF & EST. UNITS

COMM

IND

ACRES: _____

STREETS ADDED: N/A

LINEAR FEET

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

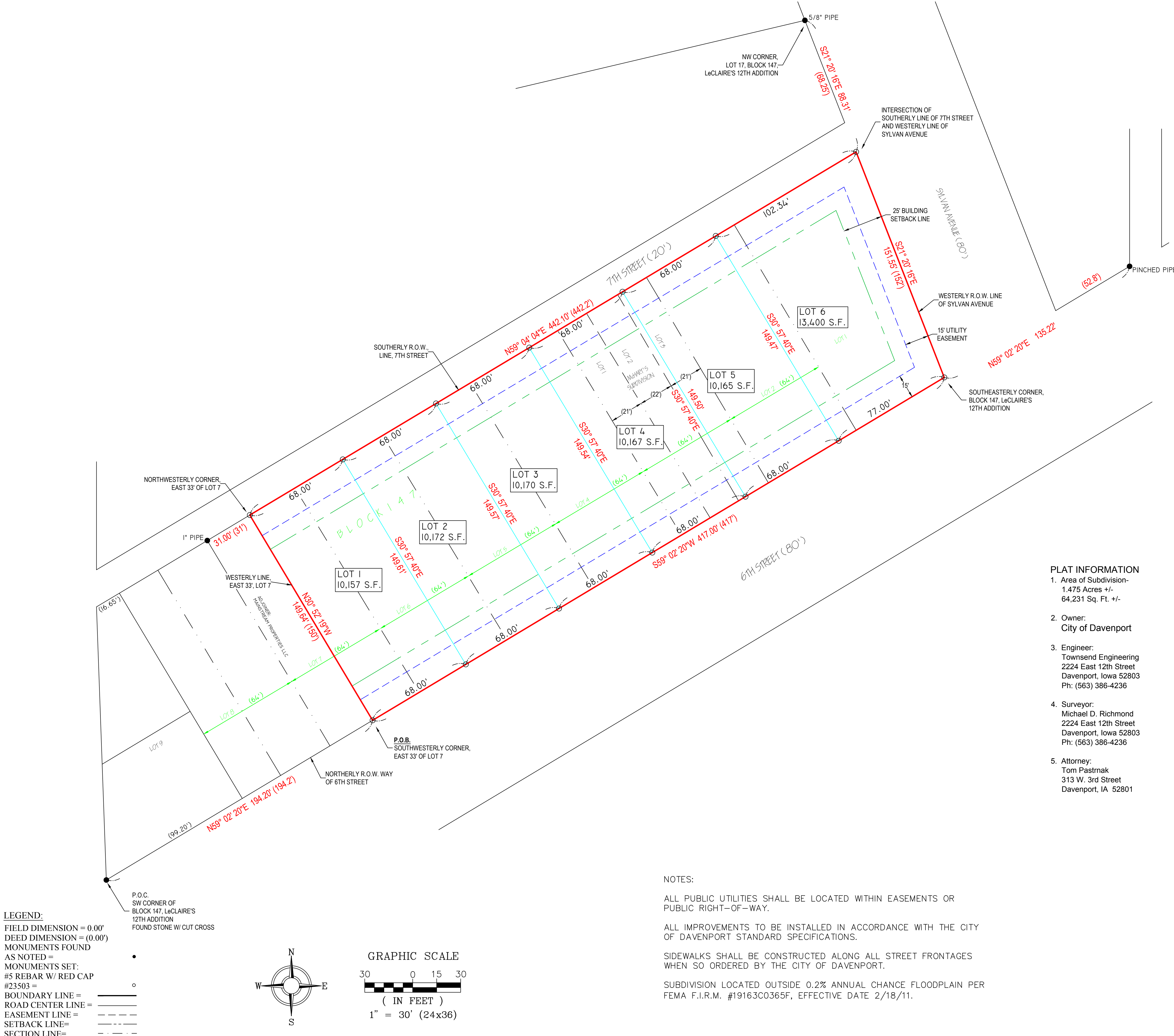
Fee per Plat		Fee
Ten or fewer lots (< 10 lots)		\$400 plus \$25/lot <u>\$550.00</u>
Eleven to twenty-five lots (≥ 11 lots ≤ 25 lots)		\$700 plus \$25/lot
More than twenty-five lots (> 25 lots)		\$1,000 plus \$25/lot
Reforestation fee (submit to Land Use Office Prior to City Council review)		\$150 per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

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

FINAL PLAT

RIVERVIEW COLLECTIVE ON SIXTH

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



PLAT INFORMATION

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

_____ DATE: _____

MEDIACOM

_____ DATE: _____

IOWA - AMERICAN WATER COMPANY

_____ DATE: _____

CENTURY LINK

_____ DATE: _____

MIDAMERICAN ENERGY

APPROVED SUBJECT TO ENCUMBRANCES OF RECORD BY MIDAMERICAN

APPROVED BY:

CITY OF DAVENPORT, IOWA

BY: _____

DATE: _____ ATTEST: _____

CITY PLAN & ZONE COMMISSION

BY: _____ DATE: _____

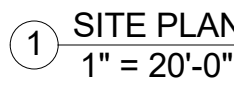




[design] by architects, P.L.C.

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

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



SIXTH STREET DEVELOPMENT

SITE PLAN (6) RESIDENCES

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

A101

Scale 1" = 20'-0"

City of Davenport
Plan and Zoning Commission

Department: Community Planning & Economic Development
Contact Info: Matt Flynn, 888-2286

Date
6/20/2017

Subject:

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.

ATTACHMENTS:

Type	Description
▣ Backup Material	F17-13 SR Packet

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 4:16 PM



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

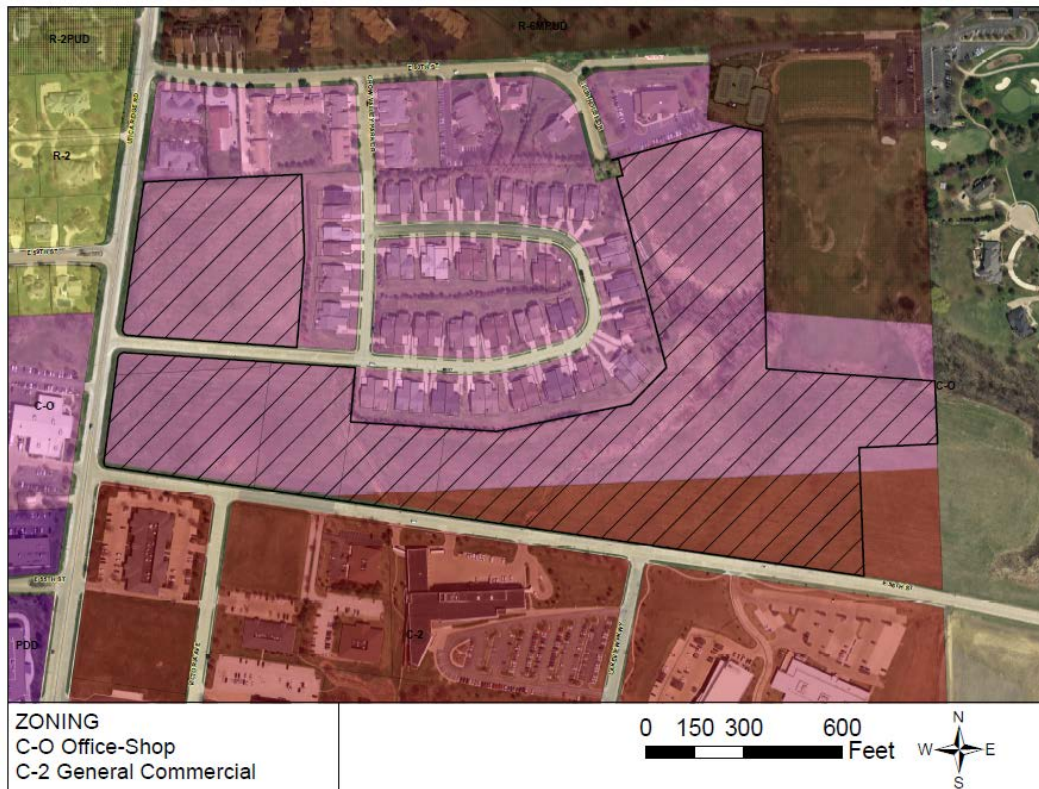
Request of McCarthy Improvement Co & Linwood Stone Products for a four (4) lot final plat on 35.09 acres, more or less, located north of East 56th Street and east of Utica Ridge Road. The proposed addition replats three lots and plats the remaining unplatted ground in this area. The property is zoned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

Department: Community Planning & Economic Development
Contact Info: Matt Flynn 326-2286

Date
6/20/2017

Subject:

Final Plat F17-14 Falcon Pointe First Addition, being a replat of Lot 3 of Eagle's Crest First Addition, located south of West Locust Street and west of Emerald Drive, containing 39 residential lots and one (1) outlot on 22.16 acres, more or less. Detention is on a separate outlot south of the plat on 3.39 acres, more or less.

Recommendation:

4. A note shall be added to the plat regarding the gas pipeline easement stipulating that there shall be no permanent or temporary structures in the easement including but not limited to houses, garages, sheds, pool, and fencing; and Staff recommends the Plan and Zoning Commission accepts the findings and forward Case No. F17-14 to the City Council for approval subject to the following conditions:

1. It shall be noted on the plat (in some manor) that the ROW and easements shown are dedicated with the platting;
2. "Lot A" shall be titled "Outlot A" and the owner of should be noted;
3. Lot A (Outlot A) should be dedicated as a detention easement and the outlet works should be included within the easement;
4. A note shall be added to the plat regarding the gas pipeline easement stipulating that there shall be no permanent or temporary structures in the easement including but not limited to houses, garages, sheds, pool, and fencing; and
5. A note shall be added regarding absolute minimum cover over the gas line which shall be no less than 3' (which can include the depth of rock and concrete of the road).

Relationship to Goals:

Grow Tax Base

Background:

Comprehensive Plan:

Within Urban Service Area: Yes

Within Existing Service Area: Yes

Proposed Land Use Designation: Residential General - RG

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

Relevant Davenport 2025 Goals and Objectives:

Urban Revitalization

Grow Tax Base

Technical Review:

Streets. No new streets are proposed with this request.

Storm Water. There is existing stormwater infrastructure in the local street system. New retention requirements should not be applicable.

Sanitary Sewer. Sanitary sewer service is located at this site. Extension of the line will not be necessary.

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.

DISCUSSION

The plat divides this lot creating an additional residential building site.

ATTACHMENTS:

Type	Description
▣ Backup Material	F17-14 Staff Report
▣ Backup Material	Plat
▣ Backup Material	Application
▣ Backup Material	Engineering Comments

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 4:16 PM



PLAN AND ZONING COMMISSION

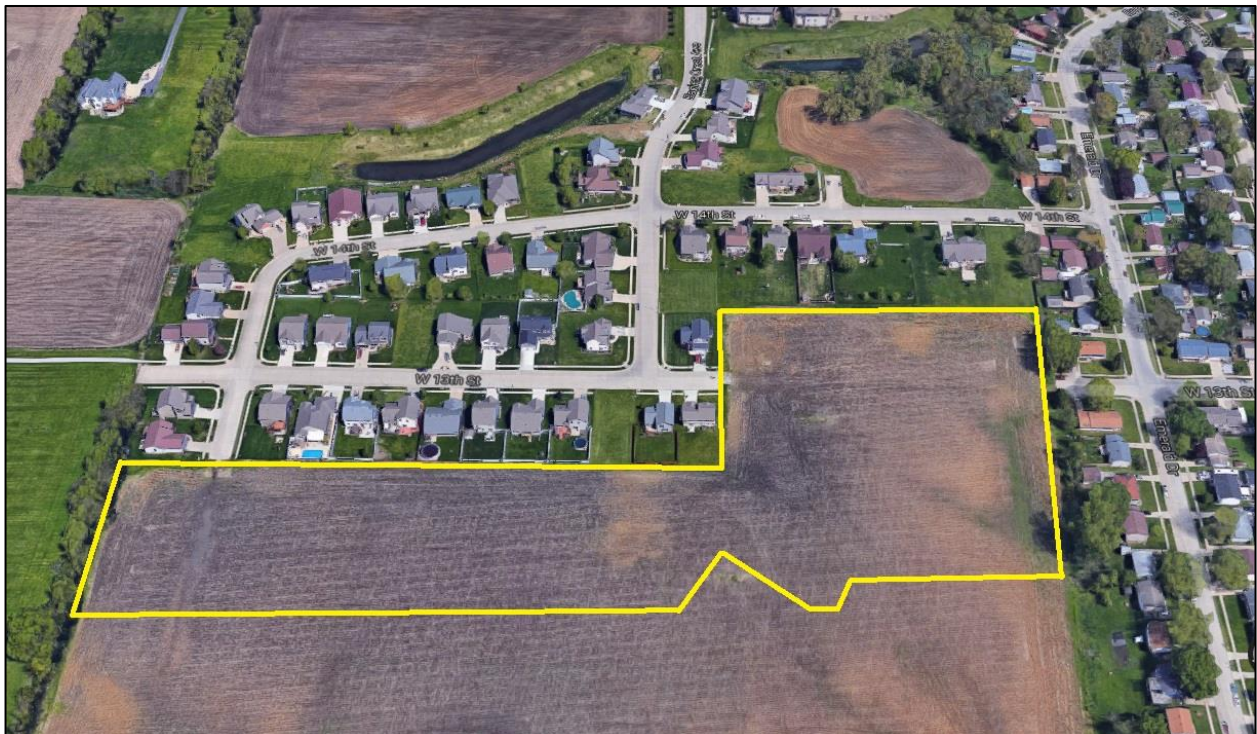
Meeting Date: June 20, 2017
Request: Final Plat Falcon Pointe Addition
Address: south of
Case No.: F17-14
Applicant: Grunwald Land

INTRODUCTION

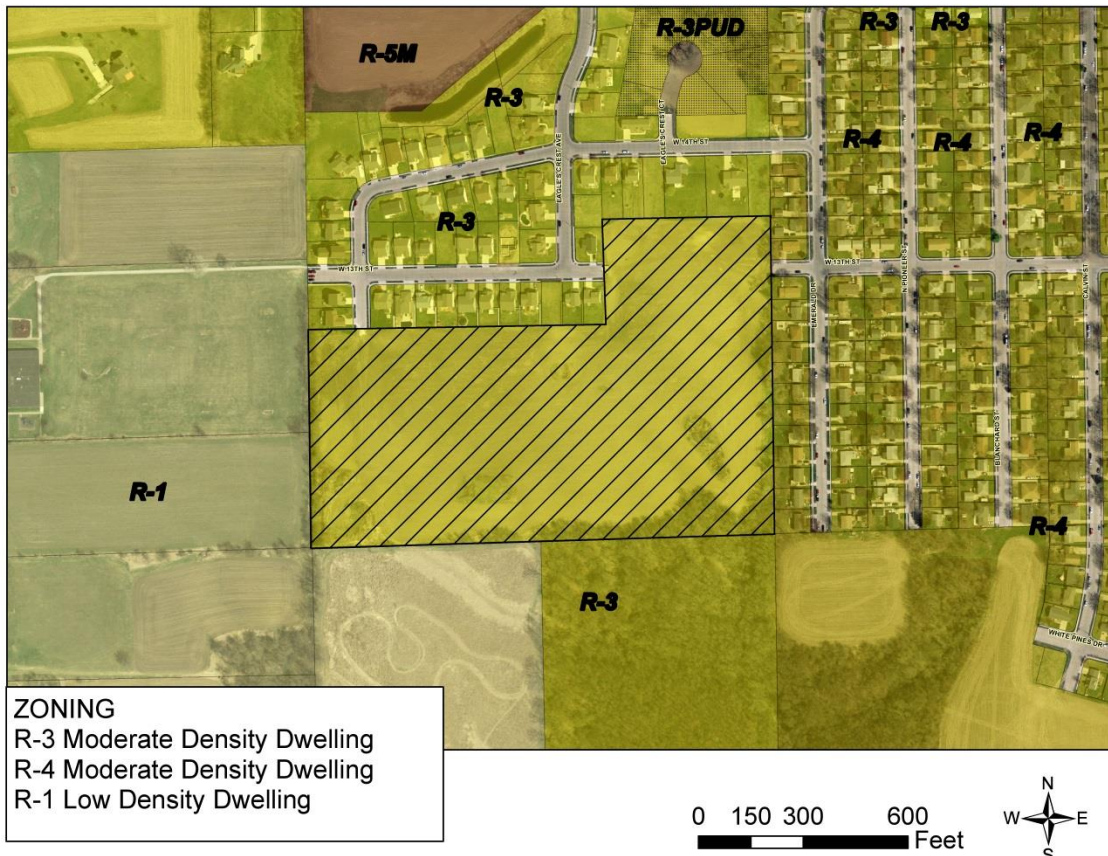
Final Plat F17-14 Falcon Pointe First Addition, being a replat of Lot 3 of Eagle's Crest First Addition, located south of West Locust Street and west of Emerald Drive, containing 39 residential lots and one (1) outlot on 22.16 acres, more or less. Detention is on a separate outlot south of the plat on 3.39 acres, more or less.

Recommendation: Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. F17-14 to the City Council for approval subject to the listed conditions.

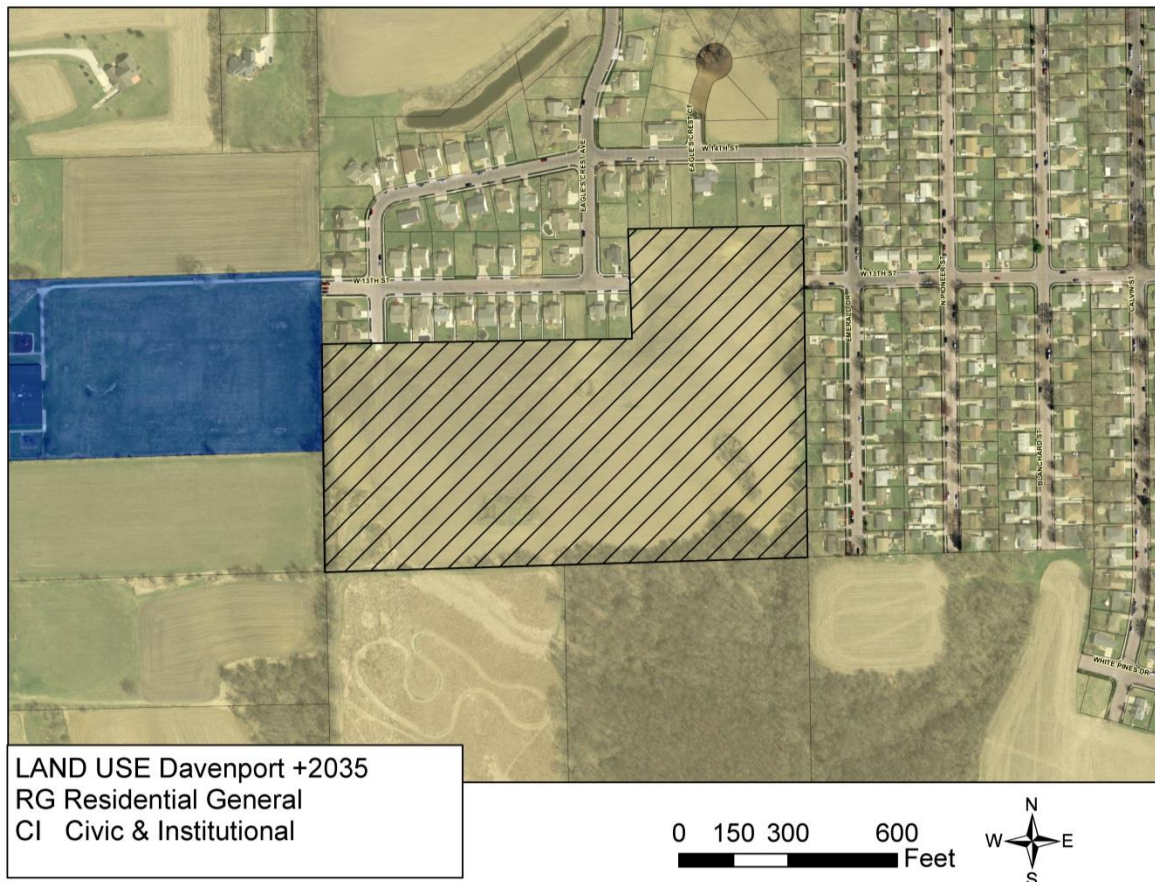
Aerial Photo: (approximate location; not to scale)



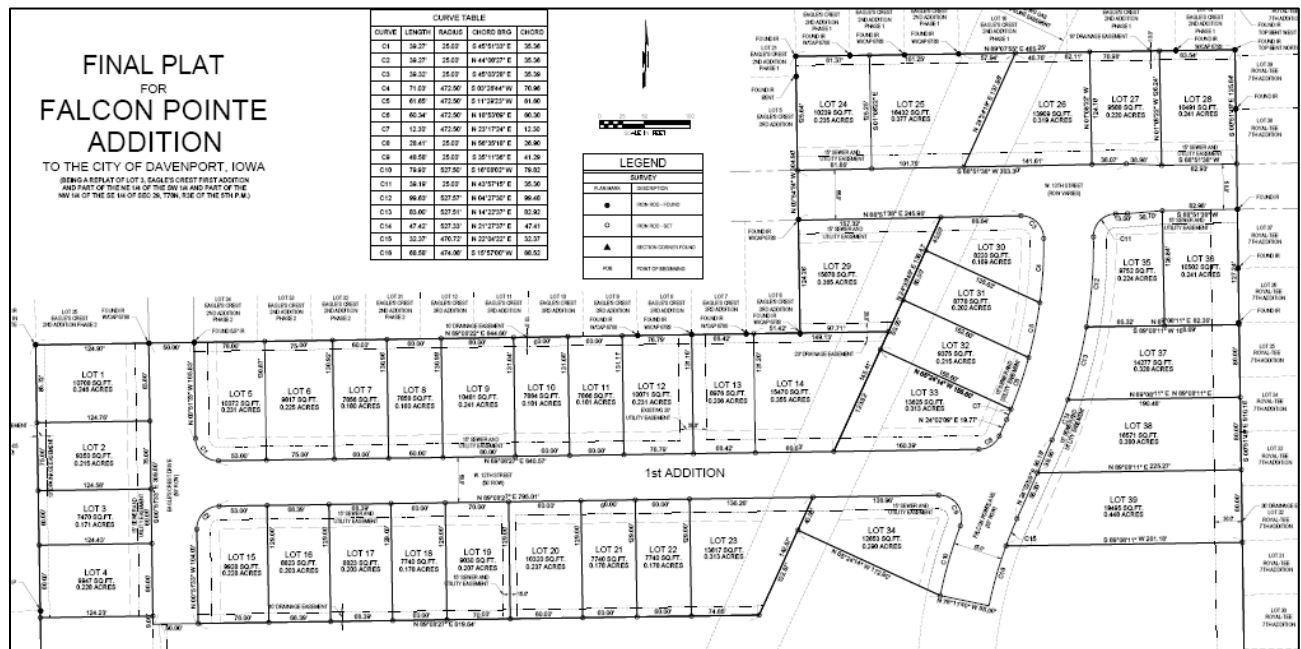
Zoning (R-3 Moderate Density Dwelling District)



Land Use 2035 (Residential General)



Plat



BACKGROUND

Comprehensive Plan:

Within Urban Service Area: Yes
Within Existing Service Area: Yes
Proposed Land Use Designation: Residential General - RG

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

Relevant *Davenport 2025* Goals and Objectives:

Urban Revitalization
Grow Tax Base

Technical Review:

Streets. No new streets are proposed with this request.

Storm Water. There is existing stormwater infrastructure in the local street system. New retention requirements should not be applicable.

Sanitary Sewer. Sanitary sewer service is located at this site. Extension of the line will not be necessary.

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 divides this lot creating an additional residential building site.

STAFF FINDINGS & RECOMMENDATION

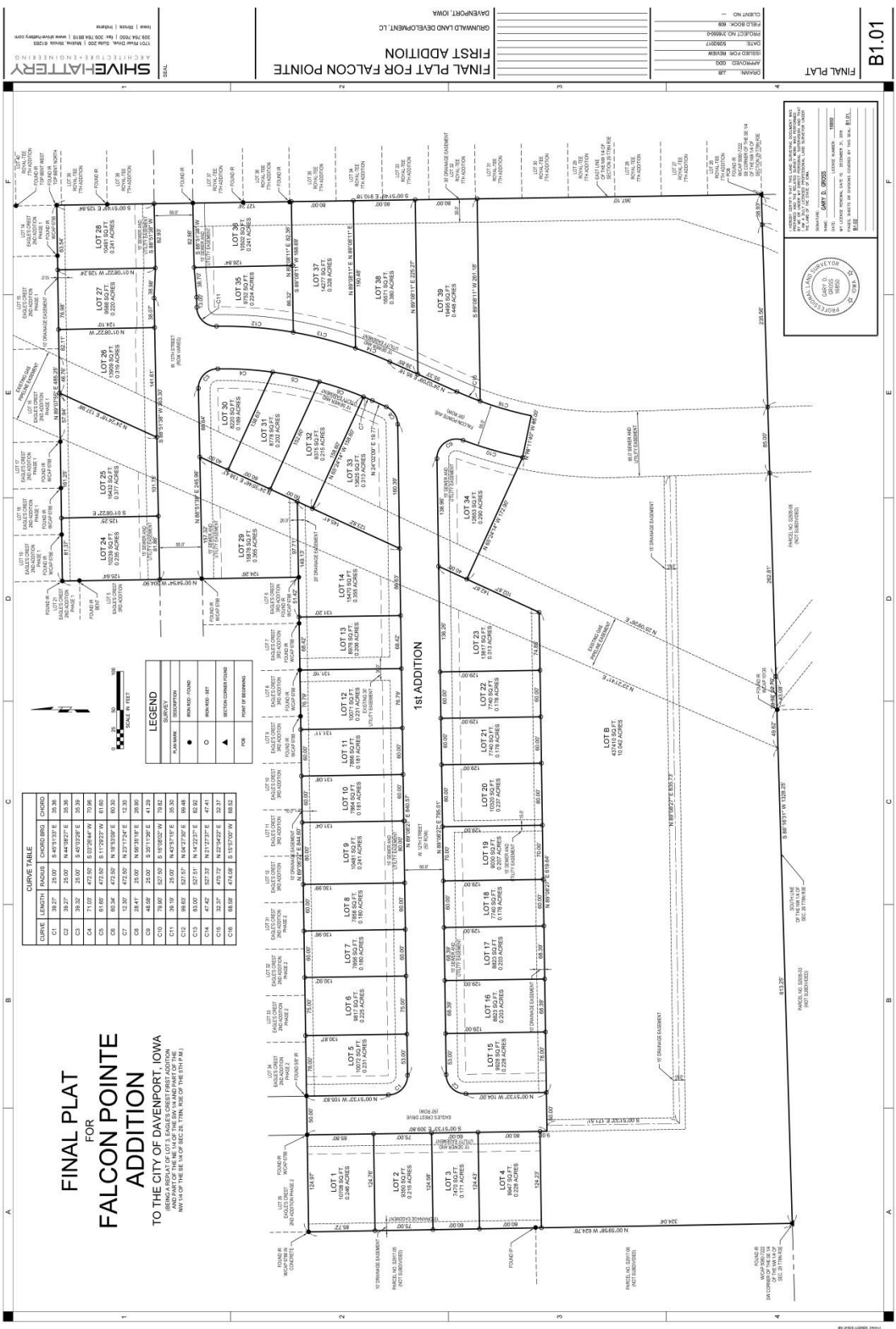
Staff recommends the Plan and Zoning Commission accepts the findings and forward Case No. F17-14 to the City Council for approval subject to the following conditions:

1. It shall be noted on the plat (in some manor) that the ROW and easements shown are dedicated with the platting;
2. "Lot A" shall be titled "Outlot A" and the owner of should be noted;
3. Lot A (Outlot A) should be dedicated as a detention easement and the outlet works should be included within the easement;
4. A note shall be added to the plat regarding the gas pipeline easement stipulating that there shall be no permanent or temporary structures in the easement including but not limited to houses, garages, sheds, pool, and fencing; and
5. A note shall be added regarding absolute minimum cover over the gas line which shall be no less than 3' (which can include the depth of rock and concrete of the road).

Prepared by:

A handwritten signature in black ink, appearing to read "Scott Koops".

Scott Koops, AICP
Planner II



FINAL PLAT FOR FALCON POINTE ADDITION

TO THE CITY OF DAVENPORT, IOWA

1st ADDITION

FINAL PLAT

B1.01

SHVEHATTERY ARCHITECTURE+ENGINEERING

DAVENPORT, IOWA

GRANDVIEW LAND DEVELOPMENT, LLC

CLIENT NO. 1

PROJECT NO. 2000000000

DATE: 08/08/2017

DESIGNED BY: SHVEHATTERY

DRAWN BY: SHVEHATTERY

CHECKED BY: SHVEHATTERY

APPROVED BY: SHVEHATTERY

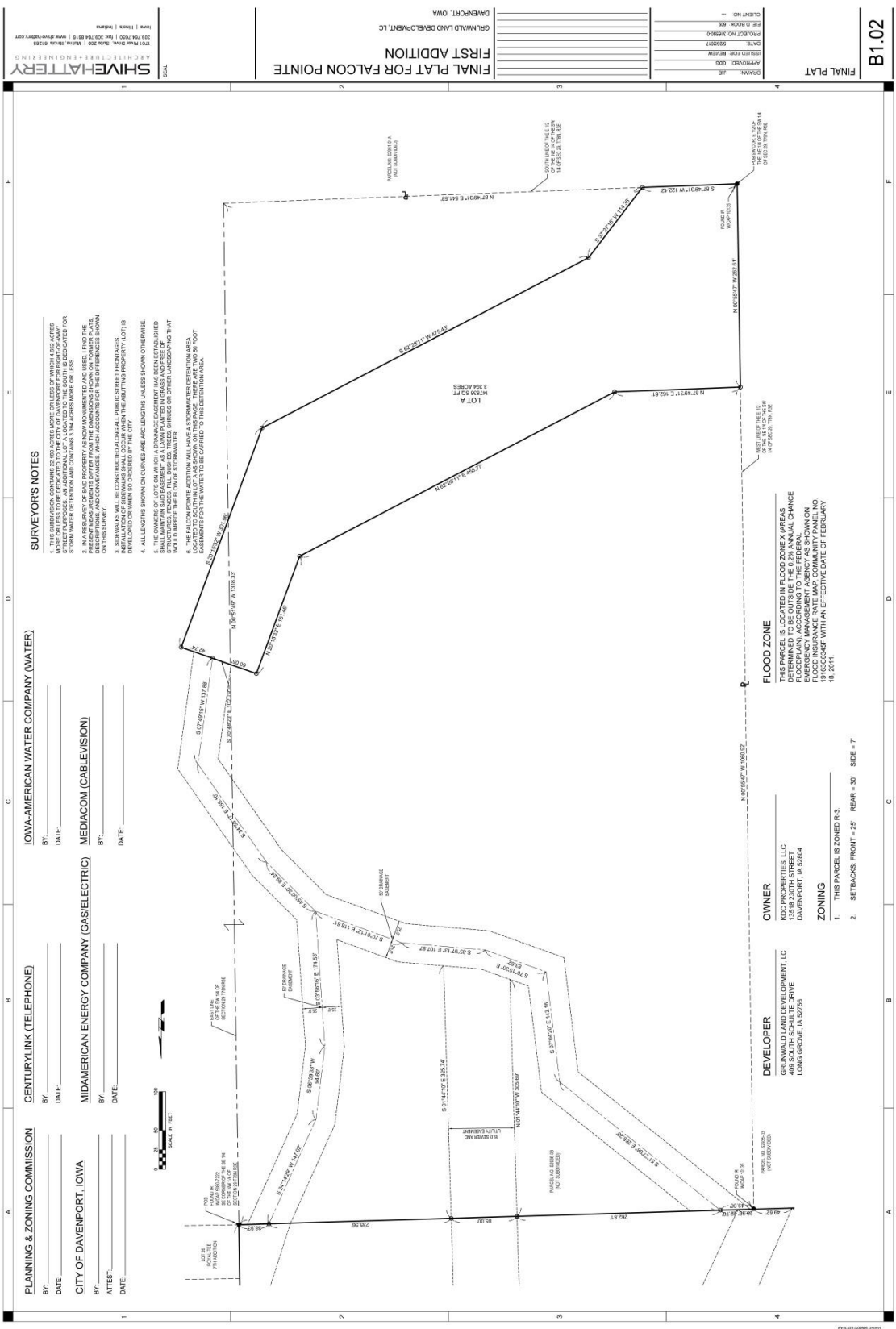
SCALE: 1" = 40'

LEGEND

SYMBOL	DESCRIPTION
●	PROPOSED LOT
▲	PROPOSED LOT
○	PROPOSED LOT

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD BEING	CHORD
C1	38.27	24.00	8.491519 E	38.36
C2	38.27	24.00	8.491519 E	38.36
C3	38.27	24.00	8.491519 E	38.36
C4	38.27	24.00	8.491519 E	38.36
C5	38.27	24.00	8.491519 E	38.36
C6	38.27	24.00	8.491519 E	38.36
C7	38.27	24.00	8.491519 E	38.36
C8	38.27	24.00	8.491519 E	38.36
C9	38.27	24.00	8.491519 E	38.36
C10	38.27	24.00	8.491519 E	38.36
C11	38.27	24.00	8.491519 E	38.36
C12	38.27	24.00	8.491519 E	38.36
C13	38.27	24.00	8.491519 E	38.36
C14	38.27	24.00	8.491519 E	38.36
C15	38.27	24.00	8.491519 E	38.36
C16	38.27	24.00	8.491519 E	38.36



PLANNING & ZONING COMMISSION
BY: _____ DATE: _____
CITY OF DAVENPORT, IOWA
BY: _____ DATE: _____
ATTEST: _____ DATE: _____

CENTURYLINK (TELEPHONE)
BY: _____ DATE: _____
MIDAMERICAN ENERGY COMPANY (GASELECTRIC)
BY: _____ DATE: _____
MEDIACOM (CABLEVISION)
BY: _____ DATE: _____

IOWA-AMERICAN WATER COMPANY (WATER)
BY: _____ DATE: _____

DEVELOPER
GRUNWALD LAND DEVELOPMENT, L.C.
408 SOUTH SCHULTE DRIVE
LONG GROVE, IA 52796

OWNER
KOC PROPERTIES, L.L.C.
13518 230TH STREET
DAVENPORT, IA 52804

ZONING
1. THIS PARCEL IS ZONED R-3.
2. SETBACKS: FRONT = 25' REAR = 30' SIDE = 7'

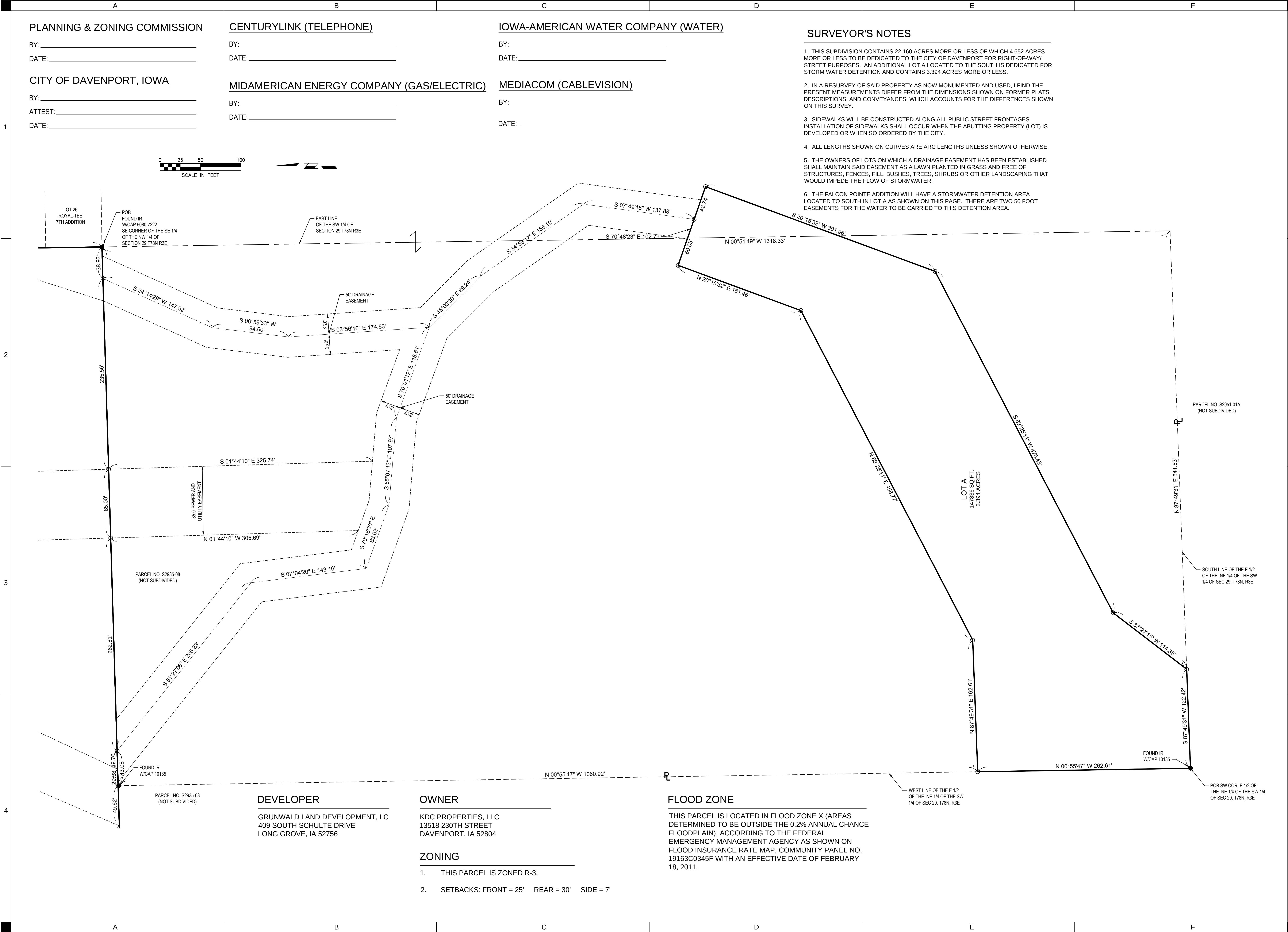
FLOOD ZONE
THIS PARCEL IS LOCATED IN FLOOD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODING AND ARE NOT SHOWN ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 18, 3011).

SURVEYOR'S NOTES
1. THE SURVEY WAS MADE FROM A POINT IN THE CITY OF DAVENPORT, IOWA, WHICH WAS LOCATED BY THE SURVEYOR AND IS SHOWN ON THE PLAT. THE SURVEY WAS MADE IN ACCORDANCE WITH THE IOWA SURVEYING ACT AND THE SURVEYOR'S STANDARDS OF PRACTICE.
2. IN A REBURY OF SAID PROPERTY AS NOW UNIMPROVED AND USED, FIND THE OWNERS OF LOT A, LOT B, LOT C, LOT D, LOT E, LOT F, LOT G, LOT H, LOT I, LOT J, LOT K, LOT L, LOT M, LOT N, LOT O, LOT P, LOT Q, LOT R, LOT S, LOT T, LOT U, LOT V, LOT W, LOT X, LOT Y, LOT Z, AND THE SURVEYOR'S STANDARDS OF PRACTICE.
3. THE SURVEY WAS MADE FROM A POINT IN THE CITY OF DAVENPORT, IOWA, WHICH WAS LOCATED BY THE SURVEYOR AND IS SHOWN ON THE PLAT. THE SURVEY WAS MADE IN ACCORDANCE WITH THE IOWA SURVEYING ACT AND THE SURVEYOR'S STANDARDS OF PRACTICE.
4. ALL LENGTHS SHOWN ON CURVES ARE ARC LENGTHS UNLESS SHOWN OTHERWISE.
5. THE OWNERS OF LOT A, LOT B, LOT C, LOT D, LOT E, LOT F, LOT G, LOT H, LOT I, LOT J, LOT K, LOT L, LOT M, LOT N, LOT O, LOT P, LOT Q, LOT R, LOT S, LOT T, LOT U, LOT V, LOT W, LOT X, LOT Y, LOT Z, AND THE SURVEYOR'S STANDARDS OF PRACTICE.
6. THE FALCON POINTE ADDITION WILL HAVE A STORMWATER DETENTION AREA LOCATED TO THE SOUTH IN LOT A AS SHOWN ON THE PLAT. THERE ARE TWO 50 FOOT SETBACKS ON THE NORTH TO BE SHOWN ON THE PLAT.

FINAL PLAT FOR FALCON POINTE
GRUNWALD LAND DEVELOPMENT, L.C.
DAVENPORT, IOWA

FINAL PLAT
B1.02

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Printed: 5/26/2017 9:11:19 AM



SHIVE-HATTERY
ARCHITECTURE+ENGINEERING
1701 River Drive, Suite 200 | Moline, Illinois 61205
309.764.7650 | fax: 309.764.8816 | www.shive-hattery.com
Iowa | Illinois | Indiana

SEAL

FINAL PLAT

FINAL PLAT FOR FALCON POINTE
FIRST ADDITION

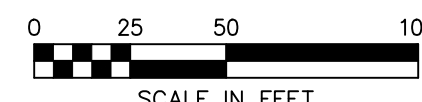
DRAWN:	JUB
APPROVED:	GOG
ISSUED FOR:	REVIEW
DATE:	5/26/2017
PROJECT NO.:	316594-0
FIELD BOOK:	609
CLIENT NO.:	-

B1.02

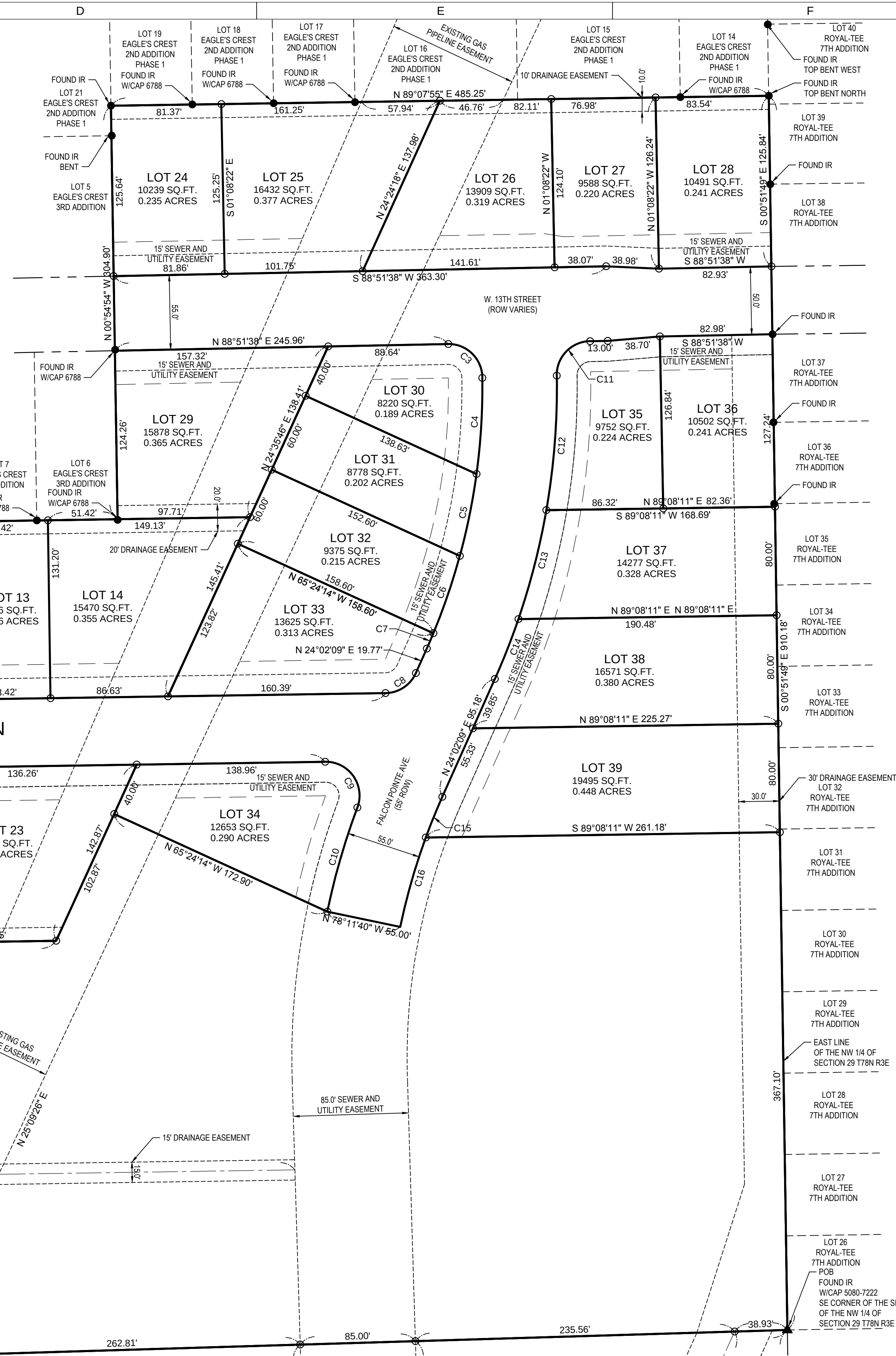
GRUNWALD LAND DEVELOPMENT, L.C
DAVENPORT, IOWA

TO THE CITY OF DAVENPORT, IOWA
(BEING A REPLAT OF LOT 3, EAGLE'S CREST FIRST ADDITION
AND PART OF THE NE 1/4 OF THE SW 1/4 AND PART OF THE
NW 1/4 OF THE SE 1/4 OF SEC 29, T78N, R3E OF THE 5TH P.M.)

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BRG	CHORD
C1	39.27'	25.00'	S 45°51'33" E	35.36
C2	39.27'	25.00'	N 44°08'27" E	35.36
C3	39.32'	25.00'	S 45°03'28" E	35.39
C4	71.03'	472.50'	S 03°26'44" W	70.96
C5	61.65'	472.50'	S 11°29'23" W	61.60
C6	60.34'	472.50'	N 18°53'09" E	60.30
C7	12.30'	472.50'	N 23°17'24" E	12.30
C8	28.41'	25.00'	N 56°35'18" E	26.29
C9	48.58'	25.00'	S 35°11'36" E	41.60
C10	79.90'	527.50'	S 16°08'02" W	79.82
C11	39.19'	25.00'	N 43°57'15" E	35.30
C12	99.63'	527.57'	N 04°27'30" E	99.48
C13	83.00'	527.51'	N 14°22'37" E	82.92
C14	47.42'	527.33'	N 21°27'31" E	47.41
C15	32.37'	470.72'	N 22°04'22" E	32.37
C16	68.58'	474.08'	S 15°57'00" W	68.52



LEGEND	
SURVEY	
PLAN MARK	DESCRIPTION
●	IRON ROD - FOUND
○	IRON ROD - SET
▲	SECTION CORNER FOUND
POB	POINT OF BEGINNING



A circular seal for a Professional Land Surveyor in Iowa. The outer ring contains the text "PROFESSIONAL LAND SURVEYOR" at the top and "IOWA" at the bottom, separated by two five-pointed stars. The center of the seal contains the text "GARY D. GROSS" and "16850" below it.

I HEREBY CERTIFY THAT THIS LAND SURVEYING DOCUMENT WAS PREPARED AND THE RELATED SURVEY WORK WAS PERFORMED BY ME OR UNDER MY DIRECT PERSONAL SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

SIGNATURE: _____

NAME: GARY D. GROSS

DATE: _____ LICENSE NUMBER: 18850

MY LICENSE RENEWAL DATE IS: DECEMBER 31, 2018

PAGES, SHEETS OR DIVISIONS COVERED BY THIS SEAL: B1.01,
B1.02

SHIVE+HATTERY
ARCHITECTURE+ENGINEERING

1701 River Drive, Suite 200 | Moline, Illinois 61265
309/764-7650 | fax: 309/764-8616 | www.shive-hattery.com

Iowa | Illinois | Indiana

FINAL PLAT FOR FALCON POINTE FIRST ADDITION

GRUNWALD LAND DEVELOPMENT, LC
DAVENPORT, IOWA

FINAL PLAT

B1.01

\\Projects\MO\31655\01 Deliverables\Drawings\1a_Survey\FP-B1-01.dwg

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

PRELIM / FINAL / PUD (circle the appropriate designation)

SUBDIVISION NAME: Falcon Pointe

LOCATION: South of West 13th Street near Eagle's Crest Drive

DEVELOPER: Name: Grunwald Land
Address: 409 Schultz Drive, Long Grove, IA 52756
Phone: 563.285.7415 FAX: _____
Mobile Phone: _____ Email: _____

ENGINEER: Name: Shive-Hattery, Inc.
Address: 1701 River Drive, Suite 200, Moline, IL 61256
Phone: 309.764.7650 FAX: 309.764.8616
Mobile Phone: _____ Email: gschaapveld@shive-hattery.com

ATTORNEY: Name: Lane & Waterman
Address: 220 North Main Street Suite 600, Davenport, IA 52801
Phone: 563.333.6614 FAX: _____
Mobile Phone: _____ Email: lgiebelstein@l-w.com

OWNER: Name: KDC Properties, LLC
Address: 13518 230th Street, Davenport, IA 52804
Phone: _____ FAX: _____
Mobile Phone: 563.529.1183 Email: darin6174@gmail.com

NUMBER OF LOTS: 70 ACRES: 22.15
SF 2F MF & EST. UNITS COMM IND

STREETS ADDED: 3.980 LINEAR FEET

Does the plat contain a drainage way or floodplain area: X 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.

Tom Leabhart - Engineering Comments

From: Leabhart, Tom
Sent: Tuesday, June 06, 2017 12:18 PM
To: Koops, Scott E.
Cc: Kay, Amy; Longlett, Eric
Subject: RE: FP17- Falcon Pointe 1st Addition Final Plat

Scott,
I have just a few comments.

1. It should be noted in some manner on the plat that the ROW and easements shown are dedicated with the platting.
2. Lot A should be dedicated as a detention easement and the outlet works should be included within the easement.
3. The owner of Lot A should be noted.

Not sure but maybe Lot A should be called "Outlot A". Thanks, let me know if you have any questions.

Tom Leabhart, P.E.
Davenport Public Works
563-327-5155

From: Koops, Scott E.
Sent: Tuesday, May 30, 2017 8:32 AM
To: Berger, Bruce; Carlson, Dawn; Cox, David; Driskill, Amy; DuBois Julie; Fisher, William (Billy); Flynn, Matt; Gleason, Nicole; Glessner, Antonio ; Hayman, Michael; Heyer, Brian; Hock, Scott; Hocker, Ron; Jacobsen, Henry; Johnson, Christopher T.; Johnson, Joy ; Jones, Todd; Kay, Amy; Koops, Scott E.; Kull, David; Leabhart, Tom; Longlett, Eric; Maloney, Mike; McGee, Mike; Miers, Dan; Miller, Nate; Morris, Kathy; Peterson, Zach; Ralfs, Jacob; Rusnak, Ryan; Schadt, Brian; Scheible, Kurt; Schnauber, Eric; Sim, Nicholas; Statz, Gary; Tate, Art; Wahlheim, Derek; Wille, Wayne
Subject: FP17- Falcon Pointe 1st Addition Final Plat

Please review the attached proposed Final Plat for Falcon Pointe 1st Addition and have comments in by June 8th. Thank you!

Scott Koops, AICP
Planner II
563.328.6701

From: Gregory J. Schaapveld [mailto:gschaapveld@shive-hattery.com]
Sent: Friday, May 26, 2017 12:59 PM
To: Koops, Scott E.
Subject: Falcon Point 1st Addition Final Plat

Scott,
If we haven't already, sometime today we'll be dropping off at your office a subdivision reference file, application fee, and paper copies of the draft final plat for Falcon Pointe First Addition. Attached is a pdf of that plat for your use.

Thanks much

Greg Schaapveld, PE, LEED AP

Civil Engineer

Community Development Group Leader

Shive-Hattery

1701 River Drive | Suite 200 | Moline, IL 61265

direct: 309.277.1973 | cell: 309.738.5879 | 309.764.7650 ext. 3261 | 800.798.7650

SHIVEHATTERY
ARCHITECTURE+ENGINEERING

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Department
Contact Info: Ryan Rusnak (563) 888-2022
rrusnak@ci.davenport.ia.us

Date
6/20/2017

Subject:

Case No. ROW17-04: Request of St. Ambrose University for the rights-of-way vacation (abandonment) of portions of three streets:

1. Rogalski Drive from the former Ripley Street to the west line of Harrison Street,
2. West Pleasant Street from the former Ripley Street to the west line of Harrison Street, and
3. Ripley Street from the north line of Locust Street to the north line of the east-west alley north of Locust Street;

and three alleys:

1. The east west alley north of Locust Street between Ripley and Harrison Streets,
2. The north-south alley west of Harrison Street between the north line of the east-west alley north of Locust Street and the south line of Pleasant Street, and
3. The north-south alley west of Harrison Street between the north line of Pleasant Street and the south line of Rogalski Drive.

The total area being vacated (abandoned) contains 1.29 acre, more or less.

Recommendation:

There is no recommendation at this time.

Relationship to Goals:

Urban Revitalization.

Background:

St. Ambrose University is seeking to vacate streets and alley to allow for control and maintenance of infrastructure within its campus.

ATTACHMENTS:

Type	Description
□ Backup Material	ROW17-04 - Preview Staff Report

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/15/2017 - 1:15 PM



Meeting Date: June 20, 2017
Request: Right-of-way vacation (abandonment) of 1.29 acres, more or less of streets and alleys.
Location: Case No. ROW17-04: Request of St. Ambrose University for the rights-of-way vacation (abandonment) of portions of three streets:
1) Rogalski Drive from the former Ripley Street to the west line of Harrison Street,
2) West Pleasant Street from the former Ripley Street to the west line of Harrison Street, and
3) Ripley Street from the north line of Locust Street to the north line of the east-west alley north of Locust Street;
and three alleys:
1) the east west alley north of Locust Street between Ripley and Harrison Streets,
2) the north-south alley west of Harrison Street between the north line of the east-west alley north of Locust Street and the south line of Pleasant Street, and
3) the north-south alley west of Harrison Street between the north line of Pleasant Street and the south line of Rogalski Drive.
Case No.: ROW17-04
Applicant: St. Ambrose University

Recommendation:

There is no recommendation at this time.

Introduction:

St. Ambrose University is seeking to vacate streets and alley to allow for control and maintenance of infrastructure within its campus.

LOCATION:



 Subject Property



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Zoning:

The adjacent properties are zoned "PID" Planned Institutional District.

Technical Review:

Technical review comments will be provided at the July 3, 2017 Plan and Zoning Commission Public Hearing.

Public Input:

Notices will be sent to properties within 200 feet of the proposed right-of-way vacation in advance of the July 3, 2017 Plan and Zoning Commission Public Hearing.

Discussion:

St. Ambrose University is seeking to vacate streets and alley to allow for control and maintenance of infrastructure within its campus.

Staff Recommendation

There is no recommendation at this time.

Prepared by:

A handwritten signature in blue ink, appearing to read "Ryan Rusnak", is written over a faint, light blue circular stamp.

Ryan Rusnak, AICP
Planner III