

COMMITTEE OF THE WHOLE

City of Davenport, Iowa

Wednesday, June 3, 2020; 5:30 PM

City Hall, 226 W 4th St, Council Chambers

A partially electronic meeting is being held because a fully “in person” meeting is impossible or impractical due to concerns for the health and safety of Council members, staff, and the public presented by COVID-19, and to follow the Governor’s proclamation directing social distancing and placing restrictions on gatherings.

I. Moment of Silence

II. Pledge of Allegiance

III. Roll Call

IV. Meeting Protocol and Decorum

V. City Administrator Update

VI. Public Hearings

A. Community Development

1. ~~Public Hearing for Case REZ20-04 being the request by Alex Kelly to rezone 412 E Locust St from C-1, Neighborhood Commercial District, to C-2, Corridor Commercial District. [Ward 5].~~

REQUEST WITHDRAWN BY PETITIONER.

B. Public Works

1. Public Hearing on the proposed Resolution of Necessity covering the FY20 Alley Resurfacing Program, CIP #35038. [Wards 4 & 6]
2. Public Hearing on the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project, CIP #35042. [Wards 3 & 4]

C. Finance

1. Public Hearing authorizing the City to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B. [Ward 8]

VII. Proclamations

A. National Gun Violence Awareness Day - June 5, 2020

VIII. Petitions and Communications from Council Members and the Mayor

IX. Action items for Discussion

COMMUNITY DEVELOPMENT

Kyle Gripp, Chair; Judith Lee, Vice Chair

I. COMMUNITY DEVELOPMENT

1. Third Consideration: Ordinance for Case ORD20-01 being the request of the City of Davenport to amend several sections of Title 17 of the Municipal Code entitled "Zoning." [All Wards]
2. Third Consideration: Ordinance for Case REZ20-01 being the request of the City of Davenport to rezone the properties located at all four corners of the intersection of N Pine St and W 3rd St from R-4C, Single and Two-Family Central Residential District to C-1, Neighborhood Commercial District. [Ward 3]
3. ~~First Consideration: Ordinance for Case REZ20-04 being the request of Alex Kelly to rezone 412 E Locust St from C-1, Neighborhood Commercial District, to C-2, Corridor Commercial District. [Ward 5]~~

REQUEST WITHDRAWN BY PETITIONER.

4. Resolution setting a Public Hearing regarding the proposed sale of the vacated former public right-of-way located at N Elsie Ave extended north of W 3rd Pl (Schuetzenpark Gilde, petitioner). [Ward 1]
5. Motion to approve the appeal to overturn the decision of the Design Review Board to deny approval of a combination fence/wall design adjacent to 2108 E 11th St (John Wisor, appellant). [Ward 5]

YES VOTE OVERTURNS DESIGN REVIEW BOARD DECISION; NO VOTE UPHOLDS DESIGN REVIEW BOARD DECISION.

II. Motion recommending discussion or consent for Community Development items

PUBLIC SAFETY

Ray Ambrose, Chair; Ben Jobgen, Vice Chair

III. PUBLIC SAFETY

1. Second Consideration: Ordinance amending Schedule V of Chapter 10.96 entitled "Four-Way Stop Intersections" by deleting 68th St at Jebens Ave and adding 67th St at Jebens Ave. [Ward 8]
2. Motion approving the noise variance request below for an event on the listed dates and times.

McGrath Quad Cities Harley-Davidson; Bike Night; 5320 Corporate Park Drive; Thursday, July 16, 2020 and Thursday, August 20, 2020 5:00 p.m. - 9:00 p.m.; Outdoor music, over 50 dBA. [Ward 6]

3. Motion approving beer and liquor license applications.

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

Ward 6

Granite City Food & Brewery (Granite City, Inc) - 5270 Utica Ridge Rd - Outdoor Area - New License - License Type: C Liquor

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

Ward 1

Emeis Golf Course (City of Davenport) - 4500 W Central Park Ave - Outdoor Area - License Type: C Liquor

St. Alphonsus Church Holy Name Society (St. Alphonsus Church of Davenport, Inc) - 2618 Boise Ave - Outdoor Area - License Type: B Beer

Ward 2

Hickory Garden Restaurant (Fazliu Inc) - 3311 Hickory Grove Rd - Outdoor Area - License Type: Beer/Wine

Pilot Travel Center #636 (Pilot Travel Centers LLC) - 8200 Northwest Blvd - License Type: C Beer

Walgreens #03595 (Walgreens Co) - 1720 W Kimberly Rd - License Type: E Liquor

Ward 3

Blackhawk Bowl & Martini Lounge (Blackhawk Bowl & Martini Lounge LLC) - 200 E 3rd St - License Type: C Liquor

Cru 221 (Cru 221, LLC) - 221 Brady St - License Type: C Liquor

Devon's Complaint Dept (Triple Crown Whiskey Bar LLC) - 304 E 3rd St - Outdoor Area - License Type: C Liquor

Duck City Delicatessen & Bistro (Moskowitz Llewellyn Restaurant Systems, Inc) - 115 E 3rd St - Outdoor Area - License Type: C Liquor

Endless Brews (Endless Brews, LLC) - 310 N Main St - License Type: B Beer

Half Nelson (Bucktown Restaurant Company, LLC) - 321 E 2nd St - Outdoor Area - License Type: C Liquor

Redstone Room (River Music Experience) - 129 Main St Second Floor - License Type: C Liquor

The River's Edge (City of Davenport) - 700 W River Dr - License Type: B Beer

Taste of Ethiopia (Taste of Ethiopia, LLC) - 102 S Harrison St - Outdoor Area - License Type: Beer/Wine

Woodfire Grill (Redstone Woodfire Grill, LLC) - 131 W 2nd St - Outdoor Area - License Type: C Liquor

Ward 4

Walgreens #05239 (Walgreen Co.) - 1660 W Locust St - License Type: E Liquor

Ward 5

The 11th Street Precinct Bar and Grill (Carpe Diem I LLC) - 2108 E 11th St - Outdoor Area - License Type: C Liquor

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Outdoor Area - License Type: C Liquor

Grumpy's Saloon (2118-2120, Inc) - 2120 E 11th St - License Type: C Liquor

Harris Pizza (Mister Pizza, Inc) - 524 E Locust St - License Type: B Beer

QC Mart (Bethany Enterprises, Inc) - 412 E Locust St - License Type: C Beer

Rookie's Sports Bar (Rookies, Inc) - 2818 Brady St - License Type: C Liquor

Walgreens #11709 (Walgreen Co) - 1805 Brady St - License Type: E Liquor

Ward 6

Big River Bowling (Kimberly Entertainment LLC) - 2902 E Kimberly Rd - License Type: C Liquor

Buffalo Wild Wings (Blazin Wings, Inc) - 4860 Utica Ridge Rd - Outdoor Area - License Type: C Liquor

Cafe Indigo (Cafe Indigo, LLC) - 4925 Utica Ridge Rd - Outdoor Area - License Type: C Liquor

Duck Creek Golf Course (City of Davenport) - 3000 E Locust St - Outdoor Area - License Type: C Liquor

Lindsay Park Yacht Club (Lindsay Park Yacht Club, Inc) - 2101 E River Dr - Outdoor Area - License Type: A Liquor

Rave Davenport 53 & IMAX (Cinemark USA, Inc) - 3601 E 53rd St - License Type: Beer/Wine

Walgreens #06186 (Walgreen Co) - 4011 E 53rd St - License Type: E Liquor

Ward 7

Kwik Star #294 (Kwik Trip, Inc) - 1650 W Kimberly Rd - License Type: C Beer

Los Portales Mexican Restaurant 2, Inc (Los Portales Mexican Restaurant 2, Inc) - 1012 E Kimberly Rd - License Type: C Liquor

Walgreens #04041 (Walgreen Co) - 1525 E Kimberly Rd - License Type: E Liquor

Ward 8

Exotic Thai Restaurant (Exotic Thai Restaurant, Inc) - 2303 E 53rd St - Outdoor Area - License Type: C Liquor

Iowa Machine Shed (Machine Shed, LLC) - 7250 Northwest Blvd) - License Type: C Liquor

Red Hawk Golf Course (City of Davenport) - 6364 Northwest Blvd) - Outdoor Area - License Type: B Beer

4. Motion approving beer and liquor license applications.

A. New temporary outdoor overflow seating area:

Ward 3

Kilkenny's Pub & Eatery (Kilkenny's Pub, Inc) - 300 W 3rd St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

Ward 5

Grumpy's Saloon (2118-2120, Inc) - 2120 E 11th St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

****TO BE VOTED ON LATER ON THIS AGENDA****

5. Motion approving beer and liquor license applications.

A. New temporary outdoor sidewalk overflow seating area:

Ward 3

Endless Brews (Endless Brews, LLC) - 310 N Main St - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: B Beer

Bootleg Hill Honey Meads (Bootleg Hill LLC) - 321 E 2nd St, Ste 200 - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: C Native Wine

Ward 5

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Temporary Outdoor Sidewalk Seating Area - License Type: C: Liquor

****TO BE VOTED ON LATER ON THIS AGENDA****

IV. Motion recommending discussion or consent for Public Safety items

PUBLIC WORKS

Rick Dunn, Chair; Matthew Dohrmann, Vice Chair

V. PUBLIC WORKS

1. Resolution accepting work completed under the W 29th St Pavement Reconstruction Project, CIP #35040. The total contract with Centennial Contractors, Inc of Moline, IL was \$131,150.22. [Ward 7]
2. Preliminary Resolution for the FY20 Alley Resurfacing Program. [Ward 5]
3. Resolution awarding the FY21 Sidewalk Program to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$207,670, CIP #28025 [All Wards]
4. Resolution approving the contract to purchase five (5) pick-up trucks from the State of Iowa bid #19098 to Stew Hansens Dodge City of Des Moines, IA in the amount of \$126,849. [All Wards]
5. Resolution approving the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project, CIP #35042. [Wards 3 & 4]
6. Resolution awarding the contract for the Ultraviolet Disinfection Project at Water Pollution Control Plant to General Constructors Inc of Bettendorf, IA in the amount of \$6,340,246, CIP #39005. [All Wards]
7. Resolution assessing the cost of boarding up buildings at various lots and tracts of real estate. [All Wards]
8. Resolution assessing the cost of brush & debris removal at various lots and tracts of real estate. [All Wards]
9. Resolution assessing the cost of building demolitions at various lots and tracts of real estate. [All Wards]
10. Resolution assessing the cost of sidewalk repairs at various lots and tracts of real estate. [All Wards]
11. Resolution assessing the cost of snow removal at various lots and tracts of real estate. [All Wards]
12. Resolution assessing the cost of streetscaping improvement projects at various lots and tracts of real estate. [Ward 3]
13. Motion determining property values for the FY20 Alley Resurfacing Program. [Ward 5]
14. Motion approving the contract for the Pine St Sidewalk Project to Hawkeye Paving

Corporation of Bettendorf, IA in the amount of \$67,770, CIP #28021. [Ward 2]

VI. Motion recommending discussion or consent for Public Works items

FINANCE

JJ Condon, Chair; Patrick Peacock, Vice Chair

VII. FINANCE

1. Second Consideration: Ordinance amending Sections 3.32.040 and 3.32.060 of the Davenport Municipal Code reallocating the tax levy rates between operating and capital uses for the Downtown SSMID District without increasing the total tax levy. [Ward 3]
2. Resolution authorizing the Mayor to execute the necessary documents to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B. [Ward 8]
3. Resolution awarding the contract for the consultant for the Parks and Recreation Master Plan to Confluence of Cedar Rapids, IA in the amount of \$119,900, CIP #64085. [All Wards]
4. Resolution approving the five year auditing services contract for the Finance Department to Eide Bailly LLP of Dubuque, IA. [All Wards]

VIII. Motion recommending discussion or consent for Finance items

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

1. Rivaldd Farms Inc - right-of-way purchase - Amount: \$11,477
2. IMEG Corp - consulting for RiverCenter electrical - Amount: \$12,750
3. Larry Stoltenberg - right-of-way purchase - Amount: \$14,160
4. Keltek Inc - emergency light/warning package for Fire - Amount: \$16,093
5. Traffic Control Corporation - signal cabinet - Amount: \$18,585
6. Van Wall Equipment - State bid - Polaris ranger for Fire - Amount: \$18,910.51
7. Axon Enterprises Inc - Wi-Fi maintenance and storage - Amount: \$21,525
8. Traffic Control Corporation - traffic signal controllers - Amount: \$37,875

XI. Other Ordinances, Resolutions and Motions

1. Motion for suspension of the rules to vote on the following items.
2. Motion approving beer and liquor license applications.

A. New temporary outdoor overflow seating area:

Ward 3

Kilkenny's Pub & Eatery (Kilkenny's Pub, Inc) - 300 W 3rd St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

Ward 5

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3. Motion approving beer and liquor license applications.

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Bootleg Hill Honey Meads (Bootleg Hill LLC) - 321 E 2nd St, Ste 200 - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: C Native Wine

Ward 5

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Temporary Outdoor Sidewalk Seating Area - License Type: C: Liquor

XII. Public with Business

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

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

XIII. Reports of City Officials

XIV. Adjourn

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563-888-2286
Wards:

Action / Date
6/3/2020

Subject:
~~Public Hearing for Case REZ20-04 being the request by Alex Kelly to rezone 412 E Locust St from C-1, Neighborhood Commercial District, to C-2, Corridor Commercial District. [Ward 5].~~

REQUEST WITHDRAWN BY PETITIONER.

Recommendation:
Hold the Hearing.

Background:

According to the applicant, the reason for the request is as follows, "Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning at this location and doesn't allow a new owner to have a liquor license. Owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license."

Comprehensive Plan:

The property is designated RG, Residential General, in the Comprehensive Plan and has a UC, Urban Corridor Overlay.

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.

Urban Corridor (UC) - Generally established corridors along major streets marked by mixed use development with commercial uses generally clustered at major intersections and/or transit stops. Urban corridors are mostly fully built-out and redevelopment occurs slowly. Commercial uses in UC generally serve adjacent neighborhoods with goods and services. The character and intensity of Urban Corridors can vary due to street and surrounding neighborhood characteristics. Therefore, specific corridor and neighborhood plans, and supporting zoning provisions, should be created developed to help guide future development decisions.

Older Commercial Corridor (OCC) Plan. The was adopted in 2009 in an effort to identify reinvestment and revitalization strategies for Locust Street, as well as the Rockingham Road and Brady/Harrison Corridors. The E. Locust Street/Iowa Street intersection is identified in the plan as an important pedestrian node with strong potential for re-investment. (See attachment)

Relationship to the Zoning Ordinance:

One of the goals of the new Zoning Ordinance, adopted in 2019, was to use zoning as a tool to enhance existing neighborhood commercial corridors and districts through standards that reduce dependency on the automobile, enhance pedestrian access, and support uses that support and adds value to surrounding neighborhoods.

The adoption of the new zoning ordinance in 2019 resulted in significant stretches of the Locust Street corridor being downzoned to C-1, Neighborhood Commercial District. Further, the new Code restricted retail alcohol sales to districts zoned C-2 and above. Both actions were approved as a way to enhance neighborhood compatibility, specifically with the goal of reducing, over time, the prevalence of retail alcohol sales outlets along the Locust Street Corridor, as well as the whole of the Central City.

The existing "beer" license allows the existing owner to continue to sell beer and wine (coolers only). But as stated by the applicant, it would not be allowed to be transferred to a new owner or upgraded to a license that allows sale of hard liquor without the requested rezoning.

Currently, there are no less than 3 retailers selling hard liquor and 6 outlets selling beer and or wine in a one mile stretch of Locust Street from Harrison Street to Bridge Avenue.

Other uses that would be allowed under C-2 zoning include car washes, social service centers, microbreweries, and indoor recreation.

Technical Review:

No technical review comments were submitted as this request does not include new construction or redevelopment.

Public Engagement:

Property owners within 200 feet of the property have been notified and a sign has been placed on the property.

A neighborhood meeting was held on Thursday, April 30 via GoToMeeting and in person at City Hall. No one attended.

Two individuals have contacted the CPED offices and stated their objections.

Discussion:

Following are the Approval Standards for Map Amendments found in the Zoning Ordinance (17.14.040.1):

a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.

Staff response: When the new zoning ordinance was adopted, the City consciously decided to not allow retail alcohol sales as a new use in the C-1 Zoning District for 3 principal reasons:

1. The potential of negatively impacting nearby and adjacent neighborhoods
2. The existing concentration of these facilities along older corridors in the Central City
3. A desire for these existing facilities to be grandfathered in now but slowly go away over time.

b. The compatibility with the zoning of nearby property.

Staff response: When the new code was drafted, effort went into creating a new C-1 District that was designed to be complementary to the nearby neighborhoods. This property is immediately adjacent to residential and zoning to C-2, not only allowing for the perpetuation and/or expansion of retail alcohol sales, would introduce other uses that are generally incompatible with residential, including car washes, social service centers, lodging, etc. Staff's opinion is that C-1 is more compatible than C-2

c. The compatibility with established neighborhood character.

Staff Response: The quantifiable impact of liquor stores on neighborhoods has been long studied with mixed results due to the number of variables. Common concerns include loitering, littering, theft, drug sales and use, assault, domestic abuse and other vice in the vicinity of liquor stores.

Staff requested call for service data from the Davenport Police Department for the five gas station/convenience stores along Locust Street from Harrison Street to Bridge Avenue (attached). The numbers vary widely, with the subject property falling in the middle, and are inconclusive. More calls for service does not directly equate to crimes committed.

The wide range of number of calls may be due to the diligence of the operator and how often they call the Police for service. Obviously like anything there are good operators and bad operators. In this situation, with the applicant indicating a desire to sell the facility, there is no guarantee on how the next owner operates and maintains the facility.

d. The extent to which the proposed amendment promotes the public health, safety, and welfare of the City.

Staff Response: Zoning is a form of the police power, which authorizes the government to take actions that promote the public health, safety, and welfare of the City. Sometimes this means imposing new regulations to support this end. Indeed before the new code was enacted a liquor license was eligible at this location. But it is the City's desire to reduce the concentration of alcohol facilities in the Central City. As stated above, there are no less than 9 establishments selling beer, wine, and or liquor in a one mile stretch of Locust Street, including a grocery store selling liquor directly across the street. The restriction in the new Code was enacted to support the health, safety and morals of the neighborhood and City.

e. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property in question for one or more of the uses permitted under the existing zoning classification.

Staff response: The existing gas station and convenience store has been in operation for many years and thus is well suited for this location.

f. The extent to which the proposed amendment creates nonconformities.

Staff response: The property's Class C beer license may be maintained by the current owner as the retail alcohol sales use at this location has been grandfathered. Gas stations are Special Uses in C-1, C-2 and C-3; a new Special Use would only need to be approved if an expansion was contemplated.

Conclusion:

Staff cannot support this petition for the following reasons:

The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.

The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.

There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.

The request is being made to make the property potentially more valuable to a possible buyer; no other improvements are contemplated.

A liquor license for beer and wine coolers was granted in the past but should not be the sole reason the rezone property in order to allow continued or expanded sales.

The quality and character of any unknown buyer of the property and their operation is unknown.

There is the potential for the continued or expanded alcohol sales at this location may contribute to increased criminal activity and reduced property values in the vicinity.

At its May 19, 2020 meeting, the Plan and Zoning Commission voted unanimously to recommend the City Council deny the request.

ATTACHMENTS:

Type	Description
☐ Ordinance	Ordinance
☐ Backup Material	Older Commercial Corridor Plan - Locust Street
☐ Backup Material	Background Packet
☐ Backup Material	Google Street View
☐ Backup Material	Police Calls for Service
☐ Backup Material	COW QCTimes Notice
☐ Backup Material	P&Z Letter

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	5/7/2020 - 9:41 AM

ORDINANCE NO.

ORDINANCE for Case REZ20-04 being the request of Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Business District to C-2, Corridor Commercial District. Property contains 18,900 square feet. [Ward 5].

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

Section 1. The following described units of Scott County, Iowa real estate is hereby rezoned to "C-2, Corridor Commercial District".

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 5 of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

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

Findings:

1. The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.
2. The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.
3. There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.
4. The request is being made to make the property potentially more valuable a possible buyer; no other improvements are contemplated.
5. Because a liquor license was granted in the past should not be the sole reason the rezone property to "restore" the ability that sales can be continued or expanded.

6. The quality and character of any unknown buyer of the property and its operation is unknown.
7. There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

Section 3. At its May 19, 2020 meeting, the Plan and Zoning Commission voted to forward the case to the City Council with a recommendation to deny the request.

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

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

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

First Consideration _____

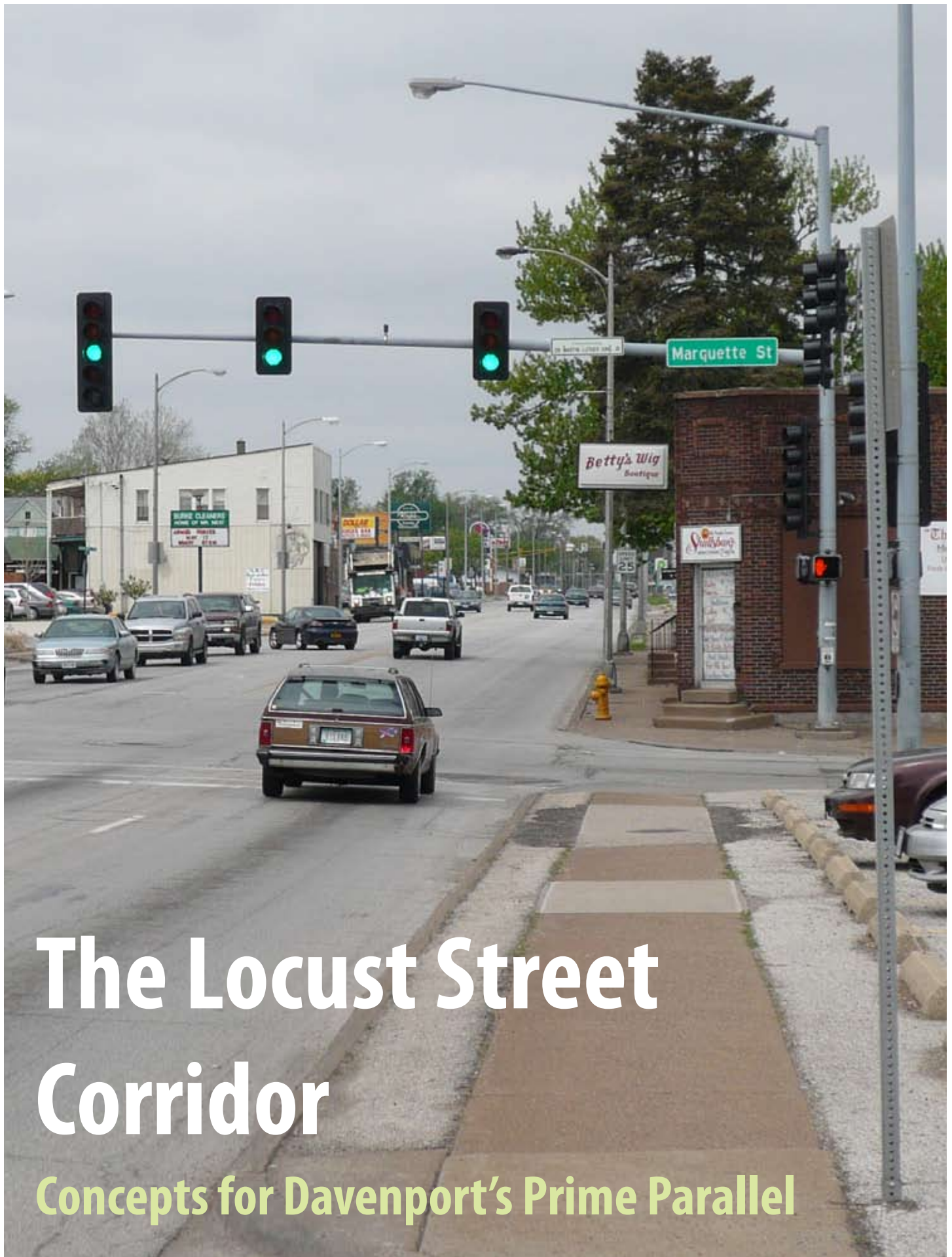
Second Consideration _____

Approved _____

Michael J. Matson, Mayor

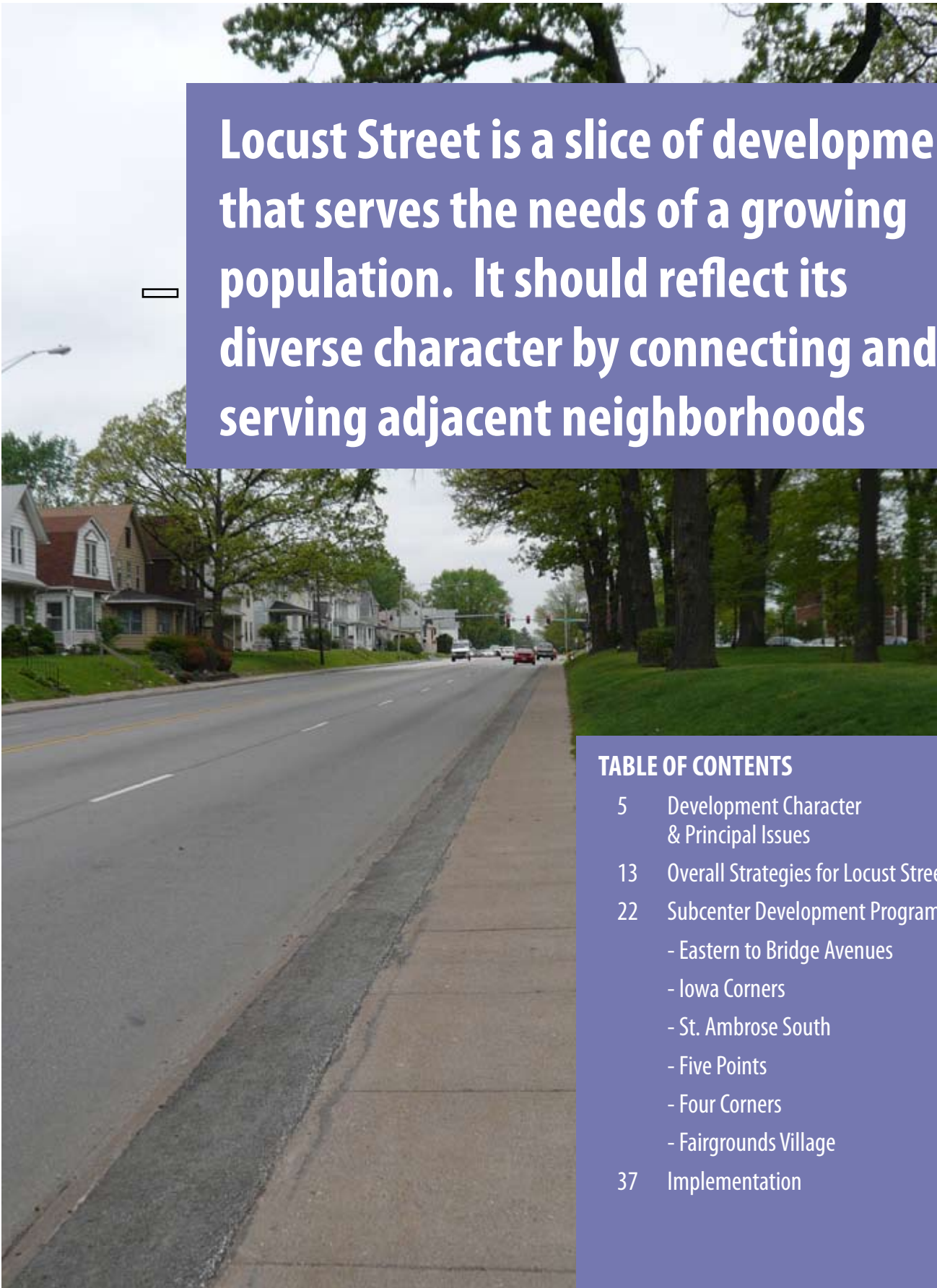
Attest: _____
Brian Krup, Deputy City Clerk

Published in the *Quad City Times* on May 26, 2020



The Locust Street Corridor

Concepts for Davenport's Prime Parallel



Locust Street is a slice of development that serves the needs of a growing population. It should reflect its diverse character by connecting and serving adjacent neighborhoods

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Locust Street is Davenport's "prime parallel" – the only ordinal street that runs continuously from the east to west corporate limit, connecting Interstate 74 and Interstate 280. Such notable places as Duck Creek Park, St. Ambrose University, Five Points, the Mississippi Valley Fairgrounds, and West High School are located along the street, and other major destinations such as the Village of East Davenport, Palmer College, Vander Veer Park, and the Davenport YMCA are nearby. The intersection of Locust and the north-south Brady/Harrison/Main corridors, discussed in Section One of this report, is a key transportation crossroads and activity and civic node for the entire city.

The study corridor, encompassing over seven miles, serves a variety of urban environments along its way. These include major parks, residential neighborhoods, public schools, a university district, free-standing and clustered commercial development, neighborhood business districts, and undeveloped areas in transition. The cross-section of the city that Locust Street provides is different from that offered by the Brady/Harrison corridors – less a layering of eras of development from the river to the Interstate, more a slice of development that serves the specific needs of a growing urban population. Consequently, Locust Street, with its local service character, has been less vulnerable to regional changes in retailing, consumer trends, and transportation than Brady/Harrison. Strategies for Locust Street should reflect the very diverse nature of the corridor and its primary emphasis on both connecting and serving adjacent neighborhoods.

Despite the continued and relatively stable local service role of Locust Street, changes and opportunities in the urban environment can help direct future approaches to the corridor. These include:

- *Commercial development along Interstate 74.* While the largest concentration of contemporary retail development has occurred at the 53rd Street and I-74 interchange, the area east of the Kimberly Road intersection is a significant community commercial focus. The corridor along I-74 and served locally by Kimberly and Elmore Roads absorbs much of the east side's (and indeed city's) demand for commercial services, and continues to generate significant traffic along Locust Street.
- *Growth of St. Ambrose University.* As the St. Ambrose campus develops and fills out its core campus between Harrison, Gaines, Locust, and Lombard, surrounding blocks

and street frontages begin to experience movement toward campus related uses. Some are positive, but others, such as the conversion of single-family houses, are not and can produce deterioration of structures and neighborhood fabric. However, properly managed land use changes in surrounding areas can be very beneficial. The potential for revitalization of the Hilltop area was discussed in Part One of this plan. Reinvestment can also strengthen the Locust Street frontage opposite the campus.

- *The strategic importance of the Locust and Brady/Harrison crossroads.* This busy district, the intersection of the city's traditional north-south and east-west trafficways, serves two educational institutions and several neighborhoods, and relates to both Vander Veer Park to the north and Downtown to the south. As a point of maximum community access, this node is experiencing both new development and an opportunity to upgrade earlier development with more intensive, mixed uses.

- *Evolution of traditional neighborhood commercial patterns.* Some parts of the Locust corridor, most notably the five blocks from Marquette to Five Points and the Iowa Street intersection display at least vestiges of a traditional main street or four corners commercial development pattern. The Five Points area is in transition, as older commercial properties face pressures from both surrounding civic uses and contem-

porary commercial redevelopment. Policies that successfully mediate these pressures can produce stronger, more economically viable neighborhood service districts.

- *Obsolescence of first-wave strip centers.* Strip centers across from the Mississippi Valley Fairgrounds between Lincoln and Clark are disengaged from the street and have seen their market either stagnate because of slow growth in adjacent neighborhoods or shrink because of newer competition. Some of this space has converted to productive non-retail uses, and these large sites provide land resources for new forms of urban development.

- *Future west side growth.* Davenport's comprehensive plan identifies the west side of the city as a significant future growth area. This area is served by the Locust Street interchange with I-280, which has generated some significant indus-

trial development. Future residential development in this sector creates opportunities for more urban parts of the Locust corridor to the east.

The Scope of the Locust Corridor Study Area

The Locust study area extends from the Kimberly Road intersection on the east to Emeis Park on the west. It is not meant to present a development plan for open land areas between the park and I-280, although future growth in this area can generate markets for investment in the built-up part of the corridor. The nature of development in the study area suggests a focus on individual sub-districts or nodes along the street, generally separated by stable residential frontages.





Development Character and Principal Issues

Like the Brady/Harrison corridors, the Locust Street corridor links a variety of urban environments. However, unlike Brady/Harrison, which as US Highway 61 was once the primary north-south highway corridor through the city and remains the principal link between Downtown and I-80, Locust is basically a local arterial. As such, it presents a series of commercial or institutional nodes, separated by residential development. This section summarizes the land use and development character of the corridor. It also discusses key issues, based on participation by stakeholders during the planning process.

The Locust Corridor: Development Character

This discussion summarizes the nature of land use and development patterns along Locust Street, proceeding from east at Kimberly Road to west at Wisconsin Street.

Kimberly Road to Iowa Chicago & Eastern Overpass. The principal land use of the eastern part of the corridor is single-family residential in excellent condition, with some two multi-family developments, the largest of which is Carriage Club Condominiums south of Duck Creek

Park. The park with its golf course, one of the city's great open spaces, defines the north side of Locust between Kimberly and Fernwood Avenue.

Overpass to Bridge Avenue intersection. This segment includes a mix of free-standing but small-scale commercial uses, older houses typically oriented to intersecting residential streets, office, and civic uses. The largest single use here is the Washington Elementary/Sudlow Intermediate School campus, on the north side of Locust between Eastern and Esplanade Avenues. Despite its nominally mixed-used character, this segment presents a difficult environment for pedestrians, with small parking lots along much of the street frontage. While commercial uses are distributed throughout this segment, they cluster at Bridge Avenue and, to a lesser degree, Eastern Avenue intersections. These clusters provide potential focuses for public realm and business enhancements.

Bridge to Farnam Avenues. The street environment returns to urban residential use through this area. Typical structures here are two-story, single-family houses in a variety of styles, dating from the early twentieth century. Some of these



Contexts of Locust

houses are imposing, historic buildings, establishing the traditional character of this residential avenue. Intersecting streets are also solidly residential in use.

Farnam Avenue to Brady Street.

This segment includes the Locust and Iowa intersection, an active traditional neighborhood business cluster that combines two-story (retail below, apartments above), gable-roofed, frame commercial buildings with one- and two-story masonry commercial and civic structures, and a free-standing supermarket. This urban intersection is a vital commercial environment and an important asset to its surrounding area. It also presents a major opportunity for additional investment in business and public environment improvements. Two short residential blocks separate the Iowa Street commercial cluster from the busy Brady Street intersection, which includes a new, free-standing Walgreen's on the southeast corner, and Madison Elementary School to the northeast.

Midtown Crossroads, Brady to Harrison.

This strategic segment, also discussed as part of the Brady/Harrison Plan, includes large- and small-scale offices, restaurants and other commercial development, and the Young Intermediate School campus. These blocks are bisected by north-south Main Street, an historic residential and institutional axis that connects Downtown to Vander Veer Park.

St. Ambrose District, Harrison to Gaines Street.

The first block of this segment, from Harrison to Ripley, is related to Harrison Street's commercial environment, including the Hilltop business district. Hilltop is a priority strategy area, with detailed concepts presented in the Brady/Harrison Plan. Future St. Ambrose campus development may extend the campus perimeter to Harrison Street between Locust and Lombard Streets. The campus fronts the entire north side of Locust between Ripley and Gaines. However, the south side of the street, lined largely by deteriorating houses converted to multi-family rental use, represents a significant redevelopment opportunity.

Gaines to Lillie Avenue.

This street segment includes well-maintained single-family houses, some with distinctive designs, characterized by the strong street orientation of a traditional residential avenue. One small service commercial use is located at the Warren Street intersection.

Lillie Avenue to Davie Street.

Five Points. This five-block segment is the traditional commercial and neighborhood service core of the Locust Street corridor. It combines older commercial buildings developed along the property line with contemporary structures set back behind parking lots. This has produced an uneven street environment that in many cases does not accommodate pedestrians well.



The street environment is important to the successful functioning of business districts, and stakeholders consider this to be an important issue along Locust Street.

The district is distinguished by several signature establishments that feature a long association with the Davenport community. The Five Points intersection, at Locust Street's intersection with Division Street and the diagonal Hickory Grove Road, has experienced significant recent redevelopment, including two new free-standing "box" pharmacies and a new multi-tenant commercial structure. Other significant recent development includes a new bank and commercial building on the north side of the street east of Washington Street, and a commercial strip on the southeast corner at Taylor. This commercial segment is reinforced by surrounding features and institutions, including the west campus of Genesis Medical Center three blocks north between Marquette and Washington Streets, and Holy Family Church and School. In addition, Washington Street to the south, a traditional mixed use street, is emerging as an urban district, a Westside counterpoint to the Village of East Davenport. This segment of Locust Street represents a major fo-

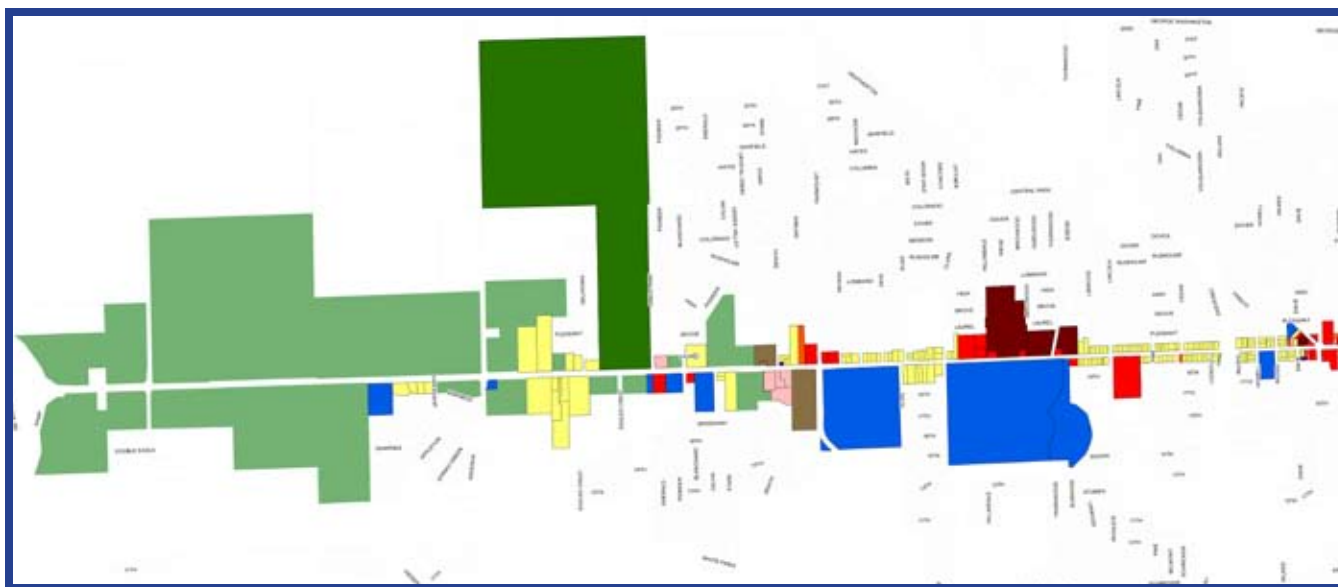
cus for attention as it continues and strengthens its vital neighborhood service role in the future.

Davie to Lincoln Street. Here, the street again reverts to a residential character, defined by single-story, relatively small, and extremely well-maintained houses. The segment's primary commercial use is a recently developed Hy-Vee supermarket on the southeast corner of Locust and Lincoln.

Fairgrounds Segment, Lincoln to Fairmount. The south side of this important segment is dominated by the Mississippi Valley Fairgrounds and the West High School campus. The high school campus also includes the West Family YMCA. The north side of the street includes large but older commercial centers, covering most of the frontage between Linwood and Clark. These conventional centers are separated from the street by large parking lots, and include pad sites along the street frontage. To a significant degree, their markets have moved to

newer facilities such as the Hy-Vee at Lincoln Street or the box pharmacies at Five Points. As a result, space in the largest of these centers has converted to other, non-residential use, including education and child care. These large sites, across Locust Street from major activity centers (the Fairgrounds, high school, and Y), provide substantial opportunities for reuse and new, more street-oriented contemporary development.

Fairmount to Wisconsin. This segment includes the western extent of Davenport's current urban residential development. Uses along Locust include convenience commercial; mobile home, single-family, and contemporary multi-family residential, and Emeis Park. Some single-family development toward Wisconsin Avenue is situated on large lots.



Existing Land Use, Locust Corridor



Issue Areas

Issue areas identified during the public process can be placed in the following categories:

- **Interchange/Westside Development**
- **Fairgrounds**
- **Growth Strategies**
- **Business Development**

- **Street and Sidewalks**
- **Urban Quality**
- **Traffic**
- **Zoning**

Interchange/Westside Development

Although the Davenport comprehensive plan identifies the west side as a principal growth area, stakeholders perceive that its development has lagged behind other parts of the city. A lack of substantial residential growth to the west limits the commercial market along western segments of Locust, evidenced by reduced occupancy in shopping centers between Linwood and Clark. Suggestions to accelerate westside growth included:

- Identifying and attracting a significant regional destination to the interchange area.
- Providing economic incentives for development to the west.

- Expanding urban infrastructure to the west growth corridor.

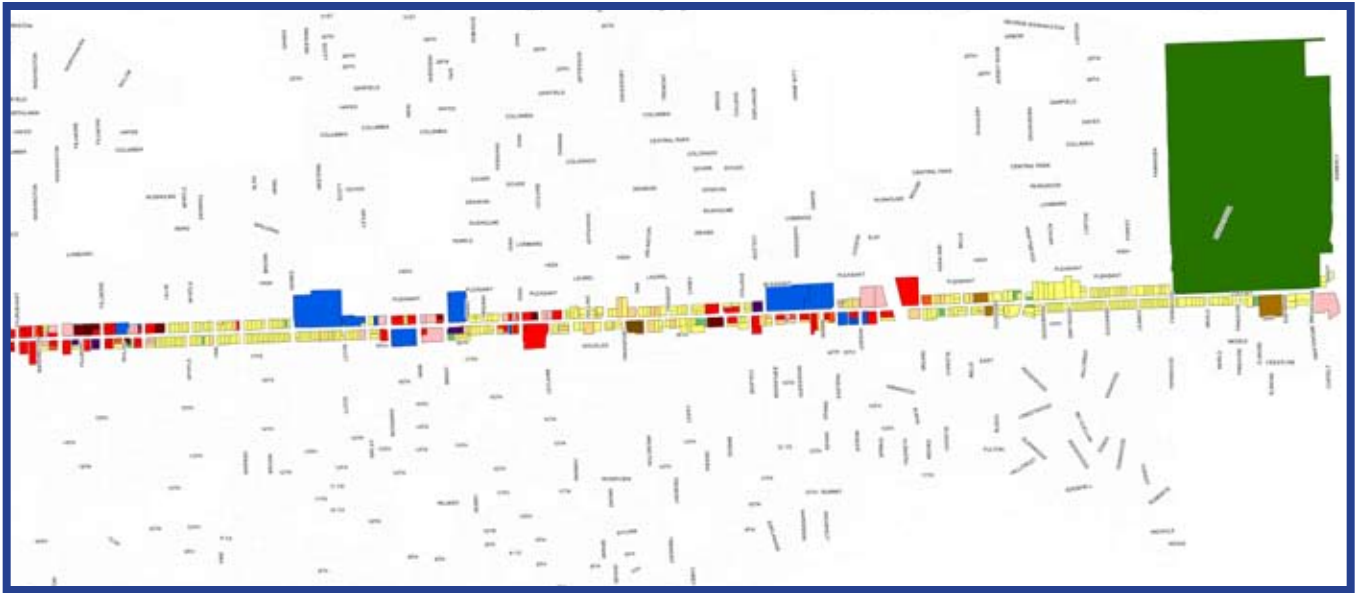
Fairgrounds

The Scott County Fairgrounds is an important resource that could act as a stronger westside attraction. Stakeholders cited its high utilization rate for events and activities. Suggestions and observations that could help the Fairgrounds satisfy this potential more effectively include:

- Limiting noise and other external effects from auto racing.
- Improving facilities to create a better venue for concerts and other outdoor events.
- Completing and implementing a facility master plan.

Growth Strategy

While most of the Locust Street corridor is built out, significant op-



opportunities for growth or redevelopment still exist and can reinforce the street's business environment. Stakeholder recommendations for opportunities include:

- Encouraging additional residential development in west and northwest Davenport.
- Promoting redevelopment in key infill areas, including the St. Ambrose area, the Hilltop District at the Harrison Street intersection, and the Midtown area at the Brady/Harrison crossing.
- Using other infill sites, including large parking lots, more efficiently.

Business Development

Locust Street's adjacent residential environments are relatively stable (with some exceptions), and the street's business environment is a key to both local economic devel-

opment and neighborhood stability. However, many perceive that Locust is a weak retail and service setting. Stakeholder recommendations for improvements include:

- Creating a climate that attracts a variety of appealing businesses.
- Linking adjacent commercial areas to activities at the Fairgrounds.
- Establishing new restaurants as a commercial goal for the street.

Streets and Sidewalks

The street environment is important to the successful functioning of business districts, and stakeholders consider this to be an important issue along Locust Street. A four-lane facility in a relatively constrained, 60-foot right-of-way leaves little room for pedestrians, even in areas with pedestrian-oriented buildings and businesses. Stakeholders, including business owners, cited the

public environment and pedestrian accommodations and safety as significant liabilities. Recommendations that emerged from the planning process included:

- Reconstructing sidewalks that, where possible, provide pedestrians with a more comfortable path through local business areas.
- Focusing on the Five Points commercial core between Marquette and the Five Points intersection.
- Providing opportunities for physical expansion of buildings along the street.
- Considering modifications of the street section, including converting the street to three lanes, to calm traffic and reduce the possibility of collisions.
- Creating safer pedestrian crossings to reduce hazards and fatal crashes.

Urban Quality

The quality of the urban environment, strongly related but not limited to the public realm, can also help determine the economic success of a corridor in expanding businesses and sustaining surrounding neighborhoods. Stakeholders generally believe that Locust's urban environment does not contribute to the success of the street and its businesses. Stakeholder recommendations for policies include:

- Improving the pedestrian character of the street and its business clusters, including providing better connections between the street and business entrances.
- Developing a cohesive identity and marketing framework for the corridor.
- Developing aesthetic improvements and beautification projects where possible along the street.
- Designing and installing a way-finding system that directs travelers along Locust Street to nearby community features.



- Relating Locust Street to an emerging thematic historic district along Washington Street.

Traffic

Locust Street is the city's principal continuous east-west corridor, and most participants believe that the street generally offers a satisfactory level of service. Traffic volumes along the urban corridor have been in the 20,000 to 25,000 vehicles per day (vpd) range, and may have declined slightly in recent years. Primary traffic issues appear to be both excessive speeds in certain segments, and congestion at the

midtown crossroads and at Five Points. Recommendations to address traffic issues include:

- Addressing traffic flow issues if feasible at specific trouble spots, most notably the corridor between Brady and Harrison, and in the Five Points area.
- Considering traffic calming measures at locations where motorists tend to drive too fast.
- Improving pedestrian safety and minimizing hazards at key commercial locations.
- Where possible, providing for protected left turns.



Zoning and Development Regulations.

Zoning and design regulations can establish new standards that produce new development consistent with the character of Locust Street and surrounding neighborhoods. Some stakeholders observed that



current zoning requirements are designed around typical suburban development standards, often generating free-standing or strip commercial buildings separated from the street by front-yard parking. Much of the street's newer retail development in fact follows this pattern. Directions suggested during the planning process include:

- Creating a neighborhood pedestrian zoning district that encourages better street orientation, direct linkage from the street and sidewalk environment to businesses, flexible front-yard setbacks, and improved landscaping.
- Locating parking to the side or rear of new development to provide better pedestrian access to commercial development.
- Establishing effective but reasonable design guidelines to direct building form and site design in key areas.

Based on this analysis, combined with stakeholder observations and recommendations, the following policy determinants emerged:

- **The Locust Street Corridor takes different forms in this seven mile study area. However, for the most part, it is a local service environment, integrated into its surrounding neighborhoods.** Contrasting with the Brady/Harrison corridor's regional and civic importance, Locust Street is a part of its adjacent neighborhoods. Its frequent residential stretches continue the fabric of intersecting residential streets, and its commercial businesses, clustered in nodes along the street, largely serve local needs. This pattern of neighborhood service clusters suggests a policy approach that focuses on these clusters as centers for surrounding neighborhoods.

- **Despite its length and commercial function, Locust Street is not a continuous commercial strip.** The concept of nodes is reinforced by the street's traditional development pattern – commercial areas separated by residential segments and civic uses, such as parks, schools, the Fairgrounds, and neighborhood churches. With the exception of the residential blocks adjacent to St. Ambrose University, which face the stresses that multiple rental occupancy place on buildings originally designed as single-family houses, these non-commercial areas are stable assets. They can be best supported by focusing attention on the commercial clusters, which influence the future stability of surrounding neighborhoods.
- **The long Locust Street corridor resolves itself into several specific strategy areas.** These areas, representing business clusters generally separated by residential areas, provide the focus for individual development plans, and should emerge as identifiable sub-centers along the corridor.
- **The Locust Street corridor is an active business environment with built-in customer generators, but the market drops substantially west of Five Points.** High commercial occupancy

indicates a steady retail and service market in the corridor. A number of generators, including adjacent, medium-density urban neighborhoods, institutional centers like St. Ambrose and Genesis West, and ambient traffic, contribute to this base. However, surrounding development, population, and traffic drop dramatically west of Five Points, and the Locust Street/I-280 interchange does not generate high volumes. As a result, the commercial market west of Five Points does not appear sufficient to support “big box” retail area opposite the Fairgrounds, or, under present conditions, in new locations west of Wisconsin Avenue. This suggests a different development configuration for this retail space.

- **The current street and lane configuration of Locust Street moves traffic efficiently, but is relatively to pedestrians and creates traffic safety problems.** Locust Street typically has a four-lane undivided section

within a 44-foot curb-to-curb channel. This moves traffic effectively through many segments, and in some areas may encourage excessive speeds. On the other hand, lack of left-turn accommodations creates crash hazards. The pedestrian environment is much more troublesome, especially in areas with significant commercial development. Because of the neighborhood service character of these sub-districts, good pedestrian access can be an important transportation and access picture.

- **In common with Brady and Harrison Streets, Locust Street includes important anchor features that help define its character.** These features include Duck Creek Park, Vander Veer Park (several blocks north), the Main Street historic corridor that connects Vander Veer Park with Palmer College, Central High School, St. Ambrose University, and Scott County Fairgrounds.





A Framework for Action

Overall Strategies for Locust Street

The discussion and conclusions of the previous section suggest unifying strategies that apply throughout the Locust corridor study area. These strategic principles include:

STREET IDENTITY

Street identity unifies this long crosstown corridor as a common entity. The Locust corridor is too long and diverse to be considered a “district” in any sense of the word. However, it can be viewed as a sequence of nodes, on Davenport’s “prime parallel,” and its businesses can be marketed under this identity.

STRATEGIC NODES

Policy for the Locust Street corridor should concentrate on specific commercial nodes.

REALISTIC PUBLIC REALM IMPROVEMENTS

The Locust Street right-of-way is relatively narrow and the street channel itself takes up much of this width, leaving little room for amenities and pedestrians. However, within these constraints, improvements that improve the street environment and improve connections between the public street and private businesses can produce a better commercial setting.

FUNCTIONAL IMPROVEMENT

Functional improvements improve traffic operation and create a safer and more efficient street environment for motorists, pedestrians, bicyclists, and bus riders.

NEIGHBORHOOD CONNECTION

Because local commercial service is an important part of the Locust Street economy, strong linkages between neighborhoods and institutions that provide the customer base are very important.

APPROPRIATE ZONING

Zoning and land use regulations should encourage desirable development forms and not force suburban patterns into areas that should be more friendly to pedestrians. Additionally, design guidelines should help to generate good quality, street-oriented projects.

BALANCED TRANSPORTATION

The corridor and its surrounding streets should promote balanced transportation, making it possible to reach destinations and businesses on foot, by bicycle, and by public transportation.

LANDSCAPE AND SITE IMPROVEMENT INCENTIVES

In common with the Brady/Har-

risson corridors, many of the improvements suggested in this plan involve redesign of private sites. An incentive program will encourage property owners to improve site landscaping, redesign parking lots, and provide better pedestrian access to businesses.

SUB-CENTER DEVELOPMENT PROGRAMS

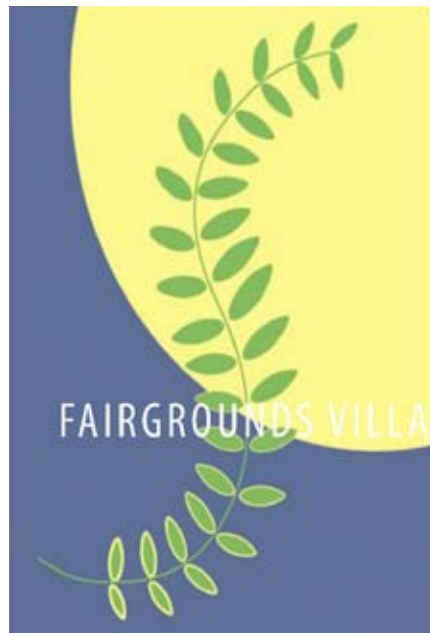
Coordinated programs that address the public environment, functional operation, pedestrian access, efficient land use, and redevelopment opportunities should be implemented for each of the strategic nodes. These concepts involve coordinated improvement of both the public and private realms.

Street Identity

The Locust Street corridor should have a unifying identity – an effective but inexpensive way of tying together its diverse neighborhoods and providing a structure for cooperative marketing.

Locust Street with its businesses and features change along its path between Interstate 280 and Interstate 74. Yet the corridor has a rhythm of uses – residential areas punctuated by commercial clusters, building in both directions to a crescendo at the Midtown crossroads with the Brady/Harrison corridors. While its very length and diversity makes it difficult to imagine Locust as a cohesive commercial street, a form of identification and cooperative marketing can:

- Help customers locate businesses



Street Identity. A common trademark with individual names for specific districts can unify Locust Street as a “brand” while still identifying individual parts of the corridor. This concept plays off the symbol of the a locust branch.

and understanding the various services offered along the street.

- Provide opportunities for cooperative advertising and promotional events, particularly important in a retail recession when businesses limit individual marketing expenses.

- Encourage businesses to help each other by cross-marketing.

- Develop a common vocabulary of features that expands market territories and unifies different parts of the city.

- Create funding sources for efficient maintenance and some capital improvements through the use of self-supporting municipal improvement districts (SSMID’s).

- Create an advocacy organization

to promote the common interests of stakeholders along the corridor.

The concept of corridor identification has a long tradition in America. For example, the Lincoln Highway, the progenitor of most contemporary highway associations, was a promotional program to knit together a quilt of local and regional road segments into a strongly identifiable coast-to-coast highway that retains its brand nearly a century later. Many other similar associations along intercity highways and urban corridors have developed since then, largely as marketing groups.

Actions that can implement a street identification program include:

- Forming a Locust Street Association, analogous to highway associations, designed to coor-



"Iowa Corners." The commercial cluster at Locust and Iowa is one of several identifiable nodes along Locust Street.

minate promotional and advocacy efforts.

- Developing a corridor trademark or logo, and developing an identifying banner or graphic that can be installed at key business nodes along the corridor. The banner may include a specific name for each business cluster, within a common graphic family. Chicago has employed a similar concept to identify its neighborhood business districts. Enamelized metal panels should be considered as a durable substitute for canvas banners. Potential themes for an identifying symbol include a locust tree image or the street's transportation network role as the city's "prime parallel (of latitude)."
- Developing collateral market-

ing materials that may include a corridor website, and brochures and business directories that are available at businesses throughout the corridor. This information should also be linked to the city's overall travel information system, and coordinated with other local business districts or business streets in Davenport.

- Implementing events or cooperative promotions, using public spaces along the corridor.
- Eventually forming one or more Self-Supporting Municipal Improvement Districts (SSMID's) with the ability to assess non-residential property for public improvements, management, and promotions within business districts. Logical uses for a SSMID include promotional ma-

terials, maintenance, and some physical improvement projects.

Strategic Nodes

Within the Locust Corridor, establish distinct sub-centers that have distinctive physical character or relationships to their surrounding neighborhoods. Despite its length, create an image for the street as a sequence of complementary sub-centers.

In common with recommendations for the Brady/Harrison corridors, identifying individual sub-districts unified by a common street brand adds individuality and neighborhood character by making the street a series of destinations. The sub-center concept leads to individual development plans tailored to specific needs and development configurations. Along Locust Street, these strategic nodes, separated by lower-intensity, largely residential uses, include:

- *The Eastern to Bridge Avenue segment*, the best-defined commercial and mixed-use urban clusters between Kimberly Road and Bridge/Carey Avenues.
- *The Iowa Street cluster (between Pershing and LeClaire)*, a unique neighborhood commercial cluster that features a supermarket, neighborhood services, an iconic bar and grill, and varied architecture.
- *The Midtown Crossroads and Hilltop District*, addressed in Part One, the Brady/Harrison Plan.
- *The St. Ambrose frontage*, the south

side of Locust between Harrison and Gaines.

- The “Five Points” core between Marquette Avenue and the Five Points intersection with Division and Hickory Grove.
- The Fairgrounds segment between Lincoln and Clark.

Specific concepts for these areas are presented later in this section.

Realistic Public Realm Improvements

Develop a program of public realm improvements that establish a common vocabulary along Locust Street and are consistent with the corridor’s physical constraints.

Locust Street, as a four-lane facility within a limited right-of-way, leaves little room for public realm enhancements. Typically, sidewalks are located along the back of the curb or behind a narrow grass strip, precluding street trees. Other techniques, such as corner or mid-block curb extensions, are also not possible without eliminating travel lanes. Within these limits, however, improvements in both the public right-of-way and adjacent private sites can substantially improve the visual appeal and technical functioning of the street’s commercial districts. These improvements should employ a common vocabulary, to reinforce corridor cohesion without compromising the individual character of sub-centers. Elements of this vocabulary include:



Application of public realm improvement concepts at intersection of Locust and Esplanade.

- **Curb and sidewalk reconstruction.** Sidewalks in commercial clusters along Locust are typically deteriorated and need reconstruction. Because of the narrow width of the sidewalks, complex pavement treatments should generally be avoided. In areas that lack adequate space for a sidewalk setback, a strip of contrasting color or texture can provide a buffer between the pedestrian domain and moving traffic.
- **Defined crosswalks.** Well-defined crosswalks at key locations increase pedestrian comfort and motorist awareness. In business areas, they help maintain pathway continuity, and put pedestrians on a more even footing with automobiles. Along Locust, a vocabulary of crosswalk markings should be

established. Techniques include conventional zebra or crossbar markings, or contrasting pavement color, material, or scoring. Three contexts should be addressed:

- Locust Street crossings, defining critical crossing points along the major arterial.
 - Intersecting street crossings, where defined crossings alert motorists turning off Locust to the presence of pedestrians.
 - Major driveways, where crosswalk markings help to maintain sidewalk continuity and again reinforce motorists awareness of pedestrians.
- **Street lighting accents in sub-centers.** Street lighting along Locust Street is provided by



“cobra-head” fixtures mounted either to wood power poles or free-standing galvanized steel poles. These should be complemented by lower, pedestrian-scaled fixtures in focus areas. This indicates that the traveler is entering a special area along the corridor, and reinforces the message that pedestrians are present and slower speeds are appropriate.

- **Graphics.** Use of unifying graphics to identify the corridor and its individual sub-centers was discussed earlier. In addition, a wayfinding system should be utilized along Locust Street to orient visitors and direct people to major des-

tinations that are near, but not adjacent to the corridor. This system may include Locust’s identifying mark, or be integrated into a community-wide system.

- **Connection of businesses to sidewalks.** Sites and parking lots should be designed or modified to provide a direct and defined pedestrian path between the public sidewalk and the principal entrances of businesses or shopping centers. Ideally, these paths should not require pedestrians to cross parking lots. However, where the path must cross through parking areas, a defined route and crosswalk markings should

be used.

- **Green space where possible.** The tight dimensions of Locust Street produce a very hard-surfaced environment. However, sites and parking lots can be redesigned to provide additional green space, including landscaped buffers between sidewalk and parking fields and small public spaces. These small spaces can be especially valuable when they serve events or street-related activities. These spaces can be provided with no loss of parking or functionality to adjacent private properties. Improving the overall quality of the customer environment by adding green space should be

a common mission of the City and private property owners.

- Tree lawns or sidewalk setbacks separating the pedestrian and vehicular domains. Sidewalks against the back of curbs make pedestrians feel insecure and unprotected from moving vehicles and expose them to car spray in wet weather. In winter, snow is typically plowed onto the sidewalks, which makes walking a challenge for able-bodied people and impossible for people with disabilities. When possible, the sidewalk should be separated from the back of the curb by a landscaped area, even if this reduces or eliminates landscaping between the back of the sidewalk and adjacent parking. Street trees should be planted when the sidewalk setback can be wide enough to provide a reasonable planting bed. Street trees further buffer the pedestrian and vehicular environments, and recent research suggests that they also help to calm traffic.

Functional Improvements

Locust Street should provide a safe and smoothly functioning street facility for vehicles, pedestrians, and other users.

Locust Street is a four-lane facility that carries substantial traffic, ranging from 20,000 to 25,000 vehicles per day (2002 counts) between I-74 and Division Street, and drops off to about 9,000 vehicles per day to the

west toward the I-280 interchange. Along the way, the street accommodates through and local trips, frequent left-turn movements, cross traffic, transit, and pedestrians. It is important that, within a constrained right-of-way, the street functions as well as possible for its various categories of users. Techniques to improve operations include:

- **Access management and rationalization.** Careful consolidation and definition of driveway cuts often increases the efficiency of parking lots, adds parking, and reduces the risk of crashes.
- **Changes in street section with redevelopment.** Possible redevelopment along an extended street segment, such as from Harrison to Gaines Street, may also permit a wider right-of-way with enough room for a median and protected left turns.

- **Three-lane sections.** A subsequent traffic study should consider the possible conversion of segments of Locust from its current four-lane section to a three-lane facility with a center left-turn lane. Such a conversion (or lane diet) could reduce traffic friction and the incidence of crashes, and would also have an impact on speed.

- **Use of local streets.** Other streets with good continuity parallel Locust Street for much of its length. These include Kirkwood Boulevard/Middle Road between Brady and Kimberly; Elm between Duck Creek Park and Bridge; Central Park and Lombard between Bridge and Emeis Park; and the 14th/15th one-way pair between Bridge and Division. These streets can take some inter-neighborhood traffic off Locust, and are integral to the city's bicycle transportation system.



Neighborhood Connections

Sub-centers along Locust Street should connect directly to surrounding neighborhoods and employment centers.

The neighborhood service quality of Locust Street's business areas requires clear linkages to surrounding residential areas. In addition, significant employment centers and other customer generators for Locust Street businesses such as restaurants are located near but several blocks away from the corridor. These centers include Palmer College and Central High School, south along Brady and Main Street; adjacent St. Ambrose University; and Genesis West north along Marquette and Washington. In addition, the historic Washington Street district extends south from Locust Street to Riverview Terrace. Methods for reinforcing these connections include:

- **Barrier-free and well-main-**

tained sidewalks on north-south streets that connect to Locust Street's business clusters. Examples of these streets include Eastern Avenue, Bridge Avenue, Iowa Street, Brady Street, Main Street, Harrison Street, Gaines Street, Marquette Avenue, Washington Street, Division Street, Lincoln Avenue, and Clark Street.

- **Attractive, neighborhood-scaled directional signage that directs people along key streets to Locust's north-south approach streets.**
- **Signed bicycle routes that connect east-west crosstown routes parallel to Locust Street with business sub-centers.**
- **A district enhancement program along Washington Street between Locust and**

Riverview Terrace. While not part of this study, Washington Street south of Locust has great potential as a mixed use historic district. This district terminates with a panoramic view of the city and Mississippi Valley at Riverview Terrace. Continued development along Washington Street can complement the Locust Street business corridor, which in turn becomes the gateway to the different pace of the Washington district. A district development strategy plan, directly involving Washington Street businesses and property owners, is an important first step toward such a program.

Appropriate Zoning

Zoning along Locust Street should encourage street-oriented development and should not mandate suburban development forms.

While much of Locust Street's commercial environment is urban in nature, its typical C-1 and C-2 zoning districts focus on use regulations, require a 25-foot minimum setback, and do not include form-based or design-related provisions that address the context of the street. Indeed, recent commercial buildings, following these code provisions, deliver a conventional suburban configuration of free-standing or strip buildings with parking lots along the street.

On the other hand, some of the street's "traditional" commercial buildings, built to the property line, appear to crowd the street, squeezing pedestrians into a narrow, un-



comfortable sidewalk. Obstructions such as street lights, signs, power poles, steps, and stoops complicate matters. A rigid alternative to conventional zoning standards, requiring strict adherence to a maximum build-to line (often the street property line) is also not appropriate to the Locust Street commercial environment.

A solution is a new “neighborhood pedestrian” zoning district that provides developers with flexibility, but requires site and building design that reflects neighborhood scale, provides functional and adequate parking that does not dominate the street environment, and encourages pedestrian access. The new district’s performance outcomes should:

- Make buildings rather than parking lots the dominant feature along the street.
- Where possible, locate parking to the rear or side of buildings.
- Provide clear and comfortable pedestrian paths from the public domain to major business entrances.
- Encourage a parkway strip or tree lawn between the back of the street curb and the leading edge of the sidewalk.
- Provide small gardens, plazas, or open spaces between the sidewalk and commercial buildings, or within the project but visible and accessible from the sidewalk.

- Include building elements that are consistent with the architecture of adjacent neighborhoods.

- Use building designs that provide transparency to the street.

- Avoid inappropriate signage, and make maximum use of small projecting signs, monument/ground signs, or wall-signs that incorporate details such as individual letters and indirect lighting.

Balanced Transportation

Locust Street’s businesses should be accessible by all modes of transportation.

Locust Street should be accessible to customers, pedestrians, bicyclists, and transit users, as well as motorists. Other concepts presented here address ways to improve the pedestrian environment. Clearly, the street’s section and traffic volume make it unsuitable for bicycle transportation, and parallel streets provide a much better cycling environment. However, minor projects can connect these routes to Locust’s commercial sub-centers. Methods for providing balanced, multi-modal transportation in the Locust corridor include:

- **Pedestrian and transit improvements.** Better crosswalks and sidewalks, as discussed earlier in this section, will create a more functional Locust Street for pedestrians and transit users. A majority of Citibus routes serve at least part of the corridor, and Routes 10 and 15 operate on the eastern and western

halves of the corridor respectively, converging at the St. Ambrose hub along Gaines Street. This transit hub should be enhanced by shelters and route information. The system should consider installing available technology that monitors the location of buses on connecting routes and advises passengers of arrival times on video displays. Shelters and transit information at other locations along the corridor can further improve the transit environment.

- **Bicycle network directional signage.** **Bicycle-friendly streets parallel Locust Street and are indicated on the Quad Cities Bicycle Map.** Directional signage should direct cyclists along these parallel streets to business clusters along the street. Probable connecting routes include Eastern, Bridge, Iowa, Main, Gaines, Marquette, Washington, Lincoln, and Clark.

- **Bicycle Parking.** Bicycle parking facilities should be installed in Locust Street’s business clusters, with probable locations at or near intersections with north-south connecting streets from parallel bicycle-friendly streets.

Landscape Incentive Program

Revitalizing Locust Street requires an innovative program to encourage site improvements on existing private development.

In common with the Brady/Harrison corridors, redesign and improvement of private sites is an important part of the Locust Street



concept. This work involves the voluntary participation of property owners, and can be encouraged through a site improvement incentive program. Such a program applies to all three study corridors in this plan, and includes the following approaches:

- **A Landscape Easement Approach.** A corridor organization, such as a Self-Supporting Municipal Improvement District, would negotiate a long-term easement with an adjacent property owner for installation and maintenance of landscaping adjacent to the street. The owner installs the landscaping to program standards and provides the organization with an easement giving the district control over the property. The district then maintains the site through assessment funds. Alternatively, the district would be granted the easement at the beginning of the process. Capital landscaping would be installed through TIF or through the district assessment, and maintained by the district during the life of the easement.

- **A Site Design Grant Approach.** This approach would provide a special fund for matching grants to property owners who provide

landscaping or pedestrian access improvements according to established district standards. The matching grant would be disbursed over three years, to provide adequate time for the landscape to become established. Maintenance could be continued by the owner or under the easement concept.

- **Stormwater fee credit.** Property owners could be credited by reducing the amount of impervious surface on their lots.

Sub-Center Development Programs

Develop and implement gradual improvement programs along Locust Street's commercial clusters and activity centers, designed to enhance the business and physical environments, improve transportation function, and take advantage of underused or deteriorating properties.

The concept of Focus Nodes and their importance to surrounding neighborhoods was discussed earlier in this section. The next section presents conceptual plans for these nodes or sub-centers, which include:

- **Site 1: Eastside commercial: Eastern to Bridge Avenues.** This development area includes

residential, school, and commercial development, and is book-ended by two major neighborhood commercial intersections at Eastern and Bridge Avenues.

- **Site 2: Iowa Corner,** the pedestrian-oriented neighborhood center at the intersection of Locust and Iowa.
- **Site 3: Midtown Crossing and Hilltop District.** This is addressed as part of the Brady/Harrison section of this study.
- **Site 4: St. Ambrose District.** This potential redevelopment area includes the south side of Locust opposite the St. Ambrose University campus.
- **Site 5: Five Points.** This includes the Locust Street business core between Marquette Avenue and the Five Points intersection with Division and Hickory Grove.
- **Site 6: Fairgrounds Village,** investigating a reuse program for major but underused older shopping centers north of the Scott County Fairgrounds between Lincoln and Clark Streets.

Subcenter Development Programs



Enhancement Concepts for Strategic Nodes



This section presents concepts for the six Locust Street subcenters identified in Chapter 2. It discusses the role of the subcenter and specific actions in the public and private realms to improve the quality and business environment of these strategic areas.



East Locust Commercial Corridor: Eastern to Bridge Avenues

Role

- Neighborhood commercial, including locally-owned restaurants, convenience commercial, auto services, and other services.

Major Features

- Commercial cluster at the Bridge Avenue intersection.
- Free-standing, locally-owned restaurants, services, and small businesses, primarily on the south side of Locust between Bridge and Eastern. In many cases, these small-scale buildings are typically close to the street, but with parking sandwiched in between the sidewalk and building façade, or to the side.
- Secondary commercial and civic intersection at Locust and Eastern.
- Sudlow Intermediate and Washington Elementary campus on north side of Locust Street.
- Houses mixed with commercial uses.

Development Program

- *Replace deteriorating curbs and sidewalks throughout the street segment.*
- *Wherever possible, move sidewalks away from the back of curb with side-*

walk reconstruction. This is easiest at the carwash and school campus along the north side, and as part of parking lot reconfigurations on the south side.

- *Work with Mid-American Energy, Davenport's electric utility, on consolidation and upgrading of poles and electric distribution lines along the south side of Locust Street.*
- *Implement a parking lot upgrade program for individual commercial properties between Eastern and Bridge.* Upgrades should increase the efficiency of parking where possible, define entrances, minimize or eliminate backing movements to Locust Street, provide a clear pedestrian path from the sidewalk to the business entrance, increase sidewalk setbacks from the curb and



eliminate back of curb sidewalks wherever possible, and incorporate parking lot landscaping.

- *Improve the signalized midblock pedestrian crossing to Sudlow School, east of Esplanade Avenue, by providing a contrasting pavement surface or texture and considering a speed table. A speed table can help ensure traffic operations at appropriate speed through the school area.*
- *Execute an intersection improvement program at the Bridge Avenue intersection that includes:*
 - A pedestrian refuge median that separates the southbound to westbound right-turn move-



ment from Bridge Avenue from the southbound and left-turn lanes. This will reduce pedestrians' exposure to traffic while crossing Bridge Avenue and provides a safer landing for the crosswalk across Locust Street.

- Defined crosswalks with a contrasting pavement surface or pattern.

- A clear pedestrian path from the Locust Street sidewalk to multi-tenant commercial buildings on the south side of Locust.

- Moving driveway entrances to the gas station/convenience store on the northeast corner as far to the north and east as possible.

- Thematic street lights and identifying graphics as proposed for focus areas in the Locust Street corridor.

- *Execute an intersection improvement program at the Eastern Avenue intersection that includes:*

- Defined crosswalks with a contrasting pavement surface or pattern.

- Improved street and sidewalk landscaping on the southwest corner.

- Thematic street lights and identifying graphics as proposed for focus areas in the Locust Street corridor.



Iowa Corners

Role

- Neighborhood commercial cluster at an urban intersection.

- Mixed use service area that includes restaurants, convenience retailing, offices, services, and a neighborhood supermarket.

Major Features

- Street-oriented commercial and offices west of Iowa Street.

- Two-story mixed use buildings provide a substantial street presence. Brick buildings on the north side of north side of the street, including a reused fire station, are architecturally distinctive and may be National Historic Register-eligible.

- Save-a-Lot grocery store on southeast corner, a key neighborhood asset. The large parking lot between Iowa and LeClaire lacks landscaping, defined circulation, and clear pedestrian access.

- Convenience and free-standing commercial on northeast corner.

Development Program

- *Replace deteriorating curbs and sidewalks between Pershing Avenue and LeClaire Street.*

- *Move sidewalks away from the back of curb with sidewalk reconstruction on both sides of Locust east of Iowa Street.*

- *Improve crosswalks at the Iowa Street intersection with a contrasting pavement surface or texture. Use pavement markings to define pedestrian crossings at driveways.*

- *Develop shared use parking lots that serve commercial businesses built up to the street property line west of Iowa.* These projects will require cooperation of adjacent businesses and property owners, but will increase the number of parking stalls and provide some landscaping along street frontages.

- *Implement a financial incentive package to encourage façade rehabilitation and improved business signage.*

- *Encourage a significant enhancement and redevelopment program for the Save-a-Lot corner between Iowa and LeClaire Streets that includes:*

- Parking lot redesign with defined pedestrian ways to the supermarket entrance. The redesign includes landscaped interior “streets” with parallel sidewalks and crosswalks at driveway/sidewalk intersections.

- New sidewalks with a tree lawn



setback and street tree plantings along Locust Street.

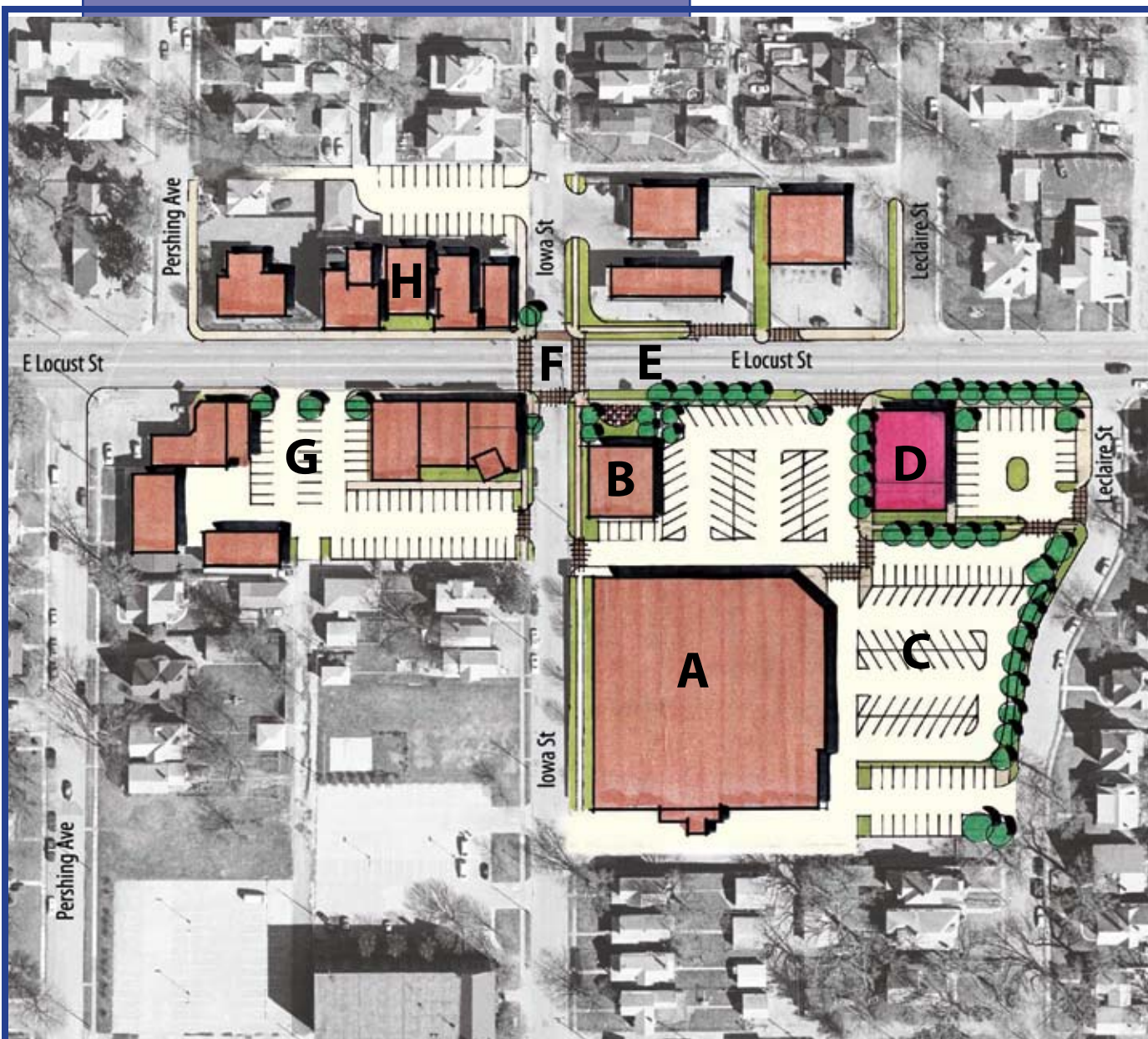
- Street trees between the sidewalk and parking lot along LeClaire Street.

- Plaza/public space to replace front yard parking at Iowa Street Food and Liquor. Parking is replaced by site redesign to the side and rear of building.

- New commercial building on the southwest corner of LeClaire Street, with up to 6,000 square feet of gross floor area.

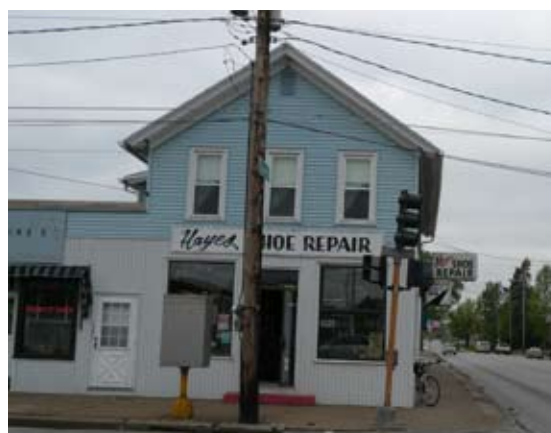
- Install thematic street lights and identifying graphics along Locust between Pershing and LeClaire.





Iowa Corners Concept

- A. Save-a-Lot Supermarket
- B. Existing Store and New Plaza
- C. Parking Lot Redesign
- D. New Commercial
- E. New Streetscape
- F. Intersection Improvements
- G. Shared, Upgraded Parking Lots
- H. Historic Building Rehabilitation





Iowa Corners intersection looking west, showing new corner plaza, streetscape, lighting, and building rehabilitation.



St. Ambrose South

Role

- New residential street providing upgraded housing related but not limited to the university community.
- Extension of development program for the Hilltop and Midtown Crossing districts.
- Major redevelopment project and image upgrade for deteriorating residential blocks.

Major Features

- Front lawn of St. Ambrose University campus on north side of Locust between Ripley and Gaines Streets.
- Approximately ¼ mile of primarily rental houses on south side of Locust. Many of these units were built as single-family structures and converted to multi-family rental (often student) occupancy. Many houses display significant deterioration.

Development Program

- *Implement major redevelopment of the blocks between Ripley and Gaines, including acquisition and demolition of most existing structures and replace with new construction. New residential construction may consider three options:*

- A townhouse development, suitable for owner-occupancy or a rent-to-own concept. Attached rowhouse units would be oriented to Locust Street, with rear-loaded garages accessed from the alley. A townhouse configuration will yield up to 40 units, a gross density of up to 11 units/acre.

- A medium-cost apartment development, with street-oriented buildings and surface or detached garage parking accessed from the rear alley. Depending on the configuration, this concept can yield up to 144 units at three stories, or a gross density in the range of 40 units per acre.

- A higher end apartment development, that includes parking a half level under the first living level, with a first level, floor-through unit with an individual entrance and two upper apartment levels. This concept yields up to 100 units, or a density of approximately 30 units per acre. Partners for such a project should include the university, private developers, and the City of Davenport.

- Consider redesign of Locust Street as a divided parkway through this segment. The campus space on the north and redevelopment on the south provides an opportunity for sufficient right-of-way to provide a divided section through



this area. Sidewalks should be set back behind a tree lawn with continuous street tree plantings. The revised section and either converting Ripley to pedestrian access only or prohibiting left-turns onto the street would provide better pedestrian access across Locust to Hilltop, channeling the crossing on the west side of Ripley Street.

- Install thematic street lights and identifying graphics along Locust between Harrison and Gaines.





Models for university-oriented private housing redevelopment. Above: New single-family houses and supporting parkway development on Vine Street in Lincoln, Nebraska. Left: New townhouses near Saint Louis University in Central Grand neighborhood.

Five Points

Role

- Major neighborhood and community commercial corridor between Marquette Avenue and Five Points intersection at Division Street and Hickory Grove.
- In addition to local neighborhood services, sub-center serves employees at surrounding centers.
- Despite urban commercial composition, this segment presents a poor pedestrian environment, with some potentially hazardous situations.
- Washington Street south of Locust is an emerging mixed use district with historic qualities, terminating at the dramatic Riverview Terrace overlook. Locust may be the gateway to this distinctive and much quieter street.

Major Features

- Variety of commercial development, including traditional street-oriented retail buildings, 1960s and 1970s-vintage auto-oriented strip development, free-standing buildings, fast-food, contemporary strip centers and offices, and “small box” free-standing chain pharmacies.
- New development has focused around the Five Points intersection, although other areas of recent commercial development include the bank and multi-tenant center on the north side of the street east of Washington; and a multi-tenant center at Locust and Taylor.
- District includes several iconic Davenport businesses, and has a number of restaurants and drinking establishments, indicating a market area beyond the immediate neighborhood.

Development Program

- *Replace deteriorating curbs and sidewalks.* Move sidewalks away from the back of curb with sidewalk reconstruction wherever possible. Through much of this segment, parking lot redesign and replacement of unnecessary pavement with green space permits parkway setbacks and street tree planting.
- *Implement a parking lot upgrade program for individual commercial properties and centers through this segment.* Upgrades should increase the efficiency of parking where possible, define and limit the size of curb cuts, provide clear pedestrian paths from the sidewalk to business entrances, increase sidewalk setbacks from the curb, and landscape parking lots. Some of the major modifications include:
 - The Whitey’s and adjacent strip



center parking lot between Lillie and Marquette. The strip center features very good streetyard landscaping. A minor modification to the Whitey’s lot and common access can provide a clear pedestrian way to one of the city’s most famous businesses. The southwest corner of the Whitey’s lot provides a site for an identifying feature, such as a public art installation, that identifies this special commercial district.

- Shared parking serving All-Saints Church and School and commercial buildings at the Marquette intersection. There is pressure to demolish the former Smokehouse building at Locust and Marquette for parking. This should be avoided if at all possible.

- Redesign of the All Saints parking lot, with over 200 feet of frontage along the north side of Locust. By incorporating the current alley into the parking lot and shifting a small play area south, significant green space is opened along the street with no loss of parking capacity. The sidewalk here would be relocated off the back of the curb, pro-



viding room for street trees.

- Reworked parking and access at the Circle Tap, to develop front yard green space and remove sidewalk obstructions. Pull-in perpendicular parking would be provided off Fillmore Street, and access for disabled people would be reset behind the public sidewalk. Areas now used for front-yard parking would be landscaped.

- Replacement of the first stall back of the sidewalk with landscaping on most of the parking lots between Washington and Five Points. On the north side of the street, building placement on property lines makes other street landscaping virtually impossible. This landscaping can be done with minimal loss of parking.

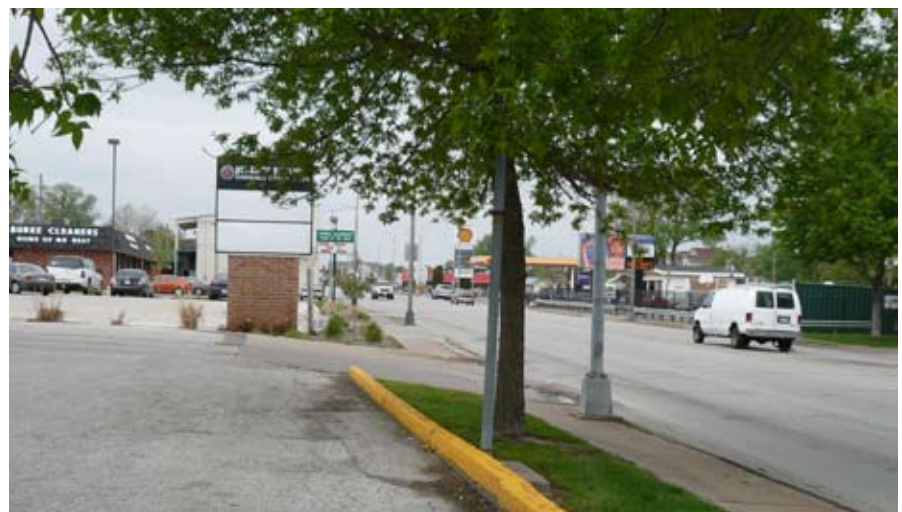
- *Acquire and relocate the small monument yard at the Fillmore intersection, and redevelop this as an urban "square."* This 6,000 square foot open space would provide a badly needed pedestrian amenity and could host small events and performances.

- *Redesign the L-shaped strip center*

immediately west of the proposed square. The additional land could provide additional parking for this facility by allowing a standardized, double-loaded module. The center's sidewalks would also be widened to function as tree-lined, business district walks. This project concept could add considerable value and amenity to this significant commercial area.

- *Develop a mid-block pedestrian crossing across Locust that lines up with the expanded sidewalk proposed above. Define this crosswalk and those at Marquette, Washington, Sturdevant, and Division/Hickory Grove with contrasting pavement materials or surfaces. Additionally, define crosswalks with pavement markings at driveway entrances.*

- *Install a directional feature in a landscaped area at the northeast and southeast corners of Washington and Locust to direct people to the Washington Street corridor and Riverview Terrace. Replace a parking stall with landscaping at the northwest corner of Locust and Washington.*



- *Encourage redevelopment on the north leg of the Five Points intersection, between Division and Hickory Grove. A building should be sited toward the front of this triangular site, with parking behind accessed from either Hickory Grove or Division. This project would capitalize on a highly visible but underused site.*

- *Implement a public environment improvement project at Five Points that includes defined crosswalks, corner landscaping, a plaza at the point of the redevelopment site presented above, and a potential public art site.*

- *Implement a financial incentive package to encourage façade rehabilitation and improved business signage.*

- *Install thematic street lights and identifying graphics along Locust between Lillie and Davie Avenues.*

Five Points



Five Points West Concept

- A. Corner Enhancement
- B. Pedestrian Path to Store
- C. Parking Lot Redesign
- D. Intersection Improvement
- E. Five Points Plaza
- F. New Commercial Building



Five Points



Five Points East Concept

- A. Parking Lot Redesign with Pedestrian Link
- B. Gateway Marker
- C. Intersection Improvement
- D. All Saints Parking Redesign
- E. Driveway Management
- F. Public Square
- G. Strip Center Upgrade
- H. Parking Redesign and Urban Sidewalks
- I. Midblock Crossing
- J. New Sidewalks and Lighting



Five Points



Locust Street looking west in the Five Points node. Streetscape elements include new sidewalks, lighting, graphics, landscaping, and better separation of the pedestrian and vehicular domains.



Fairgrounds Village

Role

- Neighborhood and community mixed use project and activity center, building on neighborhood market and customer base attracted by the Mississippi Valley Fairgrounds, West High School, and West Family YMCA.
- Potential infill residential area north of the shopping center, dependent on stormwater management issues.

Major Features

- Three large multi-tenant commercial buildings, with a combined total of 130,000 square feet of gross floor area (GFA) on north side of Locust Street. These buildings range from 20,000 to 62,000 square feet; tenants include discount clearance stores, restaurants, bars, specialty retailers, and financial and insurance offices. Largest space, formerly a grocery store, is now in non-retail, educational use (Children's Village West).
- Free-standing pad sites located along Locust Street, in front of the retail boxes. Typical uses include convenience stores, fast food, and satellite bank locations.
- Main buildings are set back between 200 and 350 feet from the

street.

- Surrounding neighborhood is a stable, middle-value single-family residential area. Area immediately north of the largest of the shopping centers is a regional stormwater detention basin.
- Mississippi Valley Fairgrounds occupies the entire south side of Locust Street through this segment.

Development Program

- Implement a major site redesign and development effort for the three major commercial sites. Concepts include:
 - Landscaping and reconfiguring parking lots to establish internal streets that connect and unify the three large retail buildings. Landscaping should define pedestrian paths and domains, and divide large parking lots into parking blocks for easier use.
 - A new urban "main street" on axis with the Fairgrounds' main gate, to engage the larger buildings directly with Locust Street. This street includes tree-lined sidewalks and is bordered by new outbuildings, providing a well-defined path into the site.
 - New pad buildings, oriented around the new street and site



configuration. The illustration below provides six outbuildings, with a total GFA of 35,000 square feet.

- A public square, located along the proposed "main street."
- A pathway system that connects the neighborhoods north of this project to the proposed redevelopment and Locust Street.

- Investigate possible residential reuse of part of the detention basin. At a minimum, some infill development is possible along Birchwood Avenue and Hillandale Road. The illustration suggests the possibility of residential development around the edges of the basin, with modification of the rest of the area to serve as a neighborhood open space under normal conditions.
- Sidewalk improvements and street landscaping along Locust Street, along with graphics and lighting consistent with themes established in other parts of the corridor.



Fairgrounds Village Development Concept

- A. Redesigned Parking and Landscaping
- B. Main Street
- C. Fairgrounds Gateway
- D. New Buildings
- E. Residential Lots
- F. Detention Basin
- G. Pathway



Implementation

The Locust Street Plan presents a realistic if challenging program for the growth and enhancement of the city's principal continuous east-west corridor. This plan is a catalogue of possibilities and opportunities, describing concepts that can be implemented over time as resources and interest emerge. Yet, the plan includes fundamental priorities that should be put in place to assure that momentum continues. This discussion considers the general order of projects, and describes some of the funding methods available for implementation.

of individual districts that establish some unified standards for physical improvements, and establish a marketing presence. The partnership board should include representatives of each sub-center and should act as the coordinating body for future joint efforts. The corridor partnership's responsibilities include joint marketing, branding, and development of annual programs for strategic accomplishments. The partnership may be charged with defining priorities and coordinating the overall implementation of the corridor concept.

Initial Steps

Organization and Branding

The first steps should begin with relatively low cost items, designed to build on the foundation of the corridor enhancement program. These initial steps include:

- *Organizing a Locust Street Partnership.* This partnership, which may be incorporated, is an overall organizing and cooperative body to encourage businesses, institutions, and property owners to think of Locust Street as a consistent, thematic corridor. In a way, the Locust Street Partnership may be somewhat like highway associations – federations

The partnership structure should also encourage local development groups that might eventually organize as self-supporting municipal improvement districts (SSMID's) at the level of sub-centers or groupings of sub-centers. SSMID's can provide funding for management, promotion, maintenance, and some capital development in the area.

The most logical sub-center development entities might include an "eastside" district (incorporating the Iowa Street and Eastern-Bridge clusters) and a Five Points district.

A professional director with organizational and promotional capacity, and the expertise to work with public agencies and to assemble development deals can be very

important to a successful effort. It would be difficult for the Locust Street community to afford such a staff position. However, partnering with Brady/Harrison business and institutional interests on a development director responsible for these crossroads corridors could make professional staffing very feasible.

- *Implementing a branding and graphics programs.* An initial low capital/high return effort for the corridor partnership is implementation of the identification and directional graphics programs, and preparation of marketing materials for distribution through the corridor. These materials should address business offerings, institutional presence, and community attractions, particularly those referenced in the directional graphics system. These low-capital programs can cement public identification of the Brady/Harrison district, help the corridor channel visitors to all parts of the city, and strengthen the area's identity and distinctiveness. Changing the public image of the corridor from one of perceived retail decline and lack of safety to one of progress and growth helps create conditions that encourage renewed private investment.

The Public Environment

Initial changes in the public environment should be coordinated with the Locust Street Partnership. While the overall program involves substantial capital funding, the City should begin implementation in

strategic ways that involve lower costs. These may involve identifying initial pilot projects that can make a significant impact, and create a strong private investment response.

Two pilot projects with reasonable scale, and can demonstrate the effectiveness of a limited initial capital investment are at Iowa Corners and in the center of the Five Points sub-center.

Iowa Corners

A public initiative at Iowa Corners should focus on:

- Sidewalk reconstruction.
- Crosswalk enhancements at the Iowa Street intersection.
- Improved lighting, including pedestrian scale lighting to set the precedent for other parts of the corridor.
- Thematic graphics that establish the overall Locust Street mark and identify the Iowa Corners sub-center.

This project should be done in coordination with a financing incentive to encourage building façade improvements.

Five Points

While Five Points is the largest of these sub-centers, three specific pilot projects could create significant

momentum for overall corridor revitalization. These key projects include:

- The relocation of the monument yard at Locust and Fillmore and development as a public square. This also permits reinvestment in the adjacent commercial center and development of a crosswalk at the intersection.
- A partnership with All Saints resulting in the redesign of the church parking lot, relocation and reconstruction of the sidewalk to permit street trees, and a buffer behind the sidewalk and the parking lot. This large lot has a major visual impact on the street, and its improvement is designed to encourage other property owners to make similar improvements.
- An intersection feature at Washington Street that links the Locust Street and Washington Street districts, and also directs people to Riverview Terrace.

Strategic Redevelopment Areas

The plan identifies a variety of potential redevelopment areas and specific sites for new development. In some ways, redevelopment is opportunistic, and the city must have the ability to respond to individual projects as they arise. However, three areas are especially promising: the Save-a-Lot site at Locust

and Iowa, the St. Ambrose residential block between Ripley and Gaines, and the Fairgrounds Village concept across from the Mississippi Valley Fairgrounds.

Iowa Corners. This development opportunity would greatly improve a major commercial asset and create an opportunity for new, neighborhood commercial development. Major initial actions should include:

- Completion of the Iowa Corners public improvement program described above.
- Partnering with the owner to upgrade the site design. Tax Increment Financing or other available local incentives, such as the Urban Revitalization Tax Exemption program may be used to help finance this site improvement.

St. Ambrose Block. This major opportunity complements the Hilltop concepts discussed in the Brady/Harrison section of this plan. Major actions should include:

Acquiring the Locust Street blocks between Ripley and Gaines Streets, in partnership with either the university or possibly a university-sponsored redevelopment corporation.

Defining a residential redevelopment program and offering the site through the redevelopment process.

Completing supporting public improvements, including sidewalks and street landscaping, and considering capital funding for a parkway along the campus.

Expanding TIF eligibility rules to assure that this financing technique is available to this major redevelopment project.

Fairgrounds Village. The implementation program for this project will require a private/public partnership, similar to that identified for the Save-a-Lot site at Iowa Corners.

Ongoing Corridor Revitalization

The previous discussion presents initial steps that can begin a self-sustained private market response along the Locust Street corridor. The overall development program envisioned by this plan goes well beyond these initial steps, however. In order to sustain development and complete the plan, the following actions should be taken:

- Assuming successful completion of the initial pilot projects, predictable, continuing the public improvement program, including sidewalk and curb reconstruction, new lighting and graphics, and crosswalk improvements.
- Cooperative work with the electric utility to upgrade power distribution systems in the eastern parts of the corridor, where

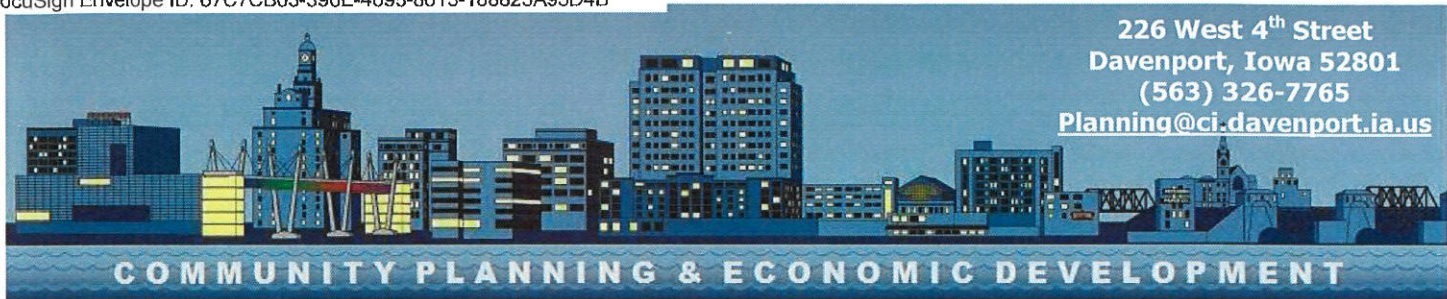
overhead lines and poles have the greatest visual impact.

Completing alternative transportation improvements for pedestrian, bicycle, and public transportation improvements. These include the Locust Street Transit Hub, parallel “bicycle boulevards,” and directional signage that links these boulevards to the street’s business clusters.

Reviewing and modifying the structure of existing city economic development programs, with redesign or consolidation to apply to the needs of traditional mixed use corridors. These should be designed to provide financing appropriate to the redevelopment projects proposed by this study, as well as other projects that emerge.

Providing ongoing funding for corridor improvements and enhancements through devices such as TIF and SSMD’s. Sequencing of improvements should be accomplished through continuing collaboration between the city and the Corridor Partnership.





226 West 4th Street
Davenport, Iowa 52801
(563) 326-7765
Planning@ci.davenport.ia.us

Complete application can be emailed to planning@ci.davenport.ia.us

Property Address* 412 E Locust Street, Davenport, IA 52803

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

Applicant (Primary Contact)**

Name: Alex Kelly
Company: NAI Ruhl Commercial Co.
Address: 5111 Utica Ridge Rd
City/State/Zip: Davenport, IA 52807
Phone: 309-236-5489
Email: akelly@ruhlcommercial.com

Application Form Type:

Plan and Zoning Commission

Zoning Map Amendment (Rezoning) ☒
Planned Unit Development ☐
Zoning Ordinance Text Amendment ☐
Right-of-way or Easement Vacation ☐
Voluntary Annexation ☐

Owner (if different from Applicant)

Name: Bill Ernst
Company: Bethany Enterprises INC
Address: #5 Highland Green CT
City/State/Zip: Bettendorf, IA 52722
Phone: 563-332-2408
Email: bernst2001@yahoo.com

Zoning Board of Adjustment

Zoning Appeal ☐
Special Use ☐
Hardship Variance ☐

Design Review Board

Design Approval ☐
Demolition Request in the Downtown ☐
Demolition Request in the Village of East Davenport ☐

Engineer (if applicable)

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

Historic Preservation Commission

Certificate of Appropriateness ☐
Landmark Nomination ☐
Demolition Request ☐

Architect (if applicable)

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

Administrative

Administrative Exception ☐
Health Services and Congregate Living Permit ☐

Attorney (if applicable)

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

****If the applicant is different from the property owner, please submit an authorization form or an accepted contract for purchase.**



Request:

Existing Zoning:

Proposed Zoning Map Amendment:

Purpose of the Request:

Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning for the location and doesn't allow a new owner to have a liquor license. Owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license.

Total Land Area:

Does the Property Contain a Drainage Way or is it Located in a Floodplain Area: ☐ Yes ☒ No

Submittal Requirements:

- The completed application form.
- Recorded warranty deed or accepted contract for purchase.
- Authorization form, if applicable. If the property is owned by a business entity, please provide Articles of Incorporation.
- A legal description of the request if not easily described on the deed or contract for purchase.
- Required fee:
 - Zoning Map Amendment is less than 1 acre - \$400.
 - Zoning Map Amendment is one acre but less than 10 acres - \$750 plus \$25/acre.
 - Zoning Map Amendment is 10 acres or more - \$1,000 plus \$25/acre.
 - \$10.00 per sign; more than one sign may be required depending upon the area of the request.

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

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

(2) Plan and Zoning Commission public hearing:

- The City shall post notification sign(s) in advance of the public hearing. A minimum of one sign shall be required to face each public street if the property has frontage on that street. It is Planning staff's discretion to require the posting of additional signs. The purpose of the notification sign(s) is to make the public aware of the request.
- The applicant shall make a presentation regarding the request at a neighborhood meeting. The purpose of meeting is to offer an opportunity for both applicant and neighboring residents/property owners to share ideas, offer suggestions, and air concerns in advance of the formal public hearing process. Planning staff will coordinate meeting date, time, and location and send notices to surrounding property owners.
- The Plan and Zoning Commission will hold a public hearing on the request. Planning staff will send notices to surrounding property owners.

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

- Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
- The Plan and Zoning Commission will vote to provide its recommendation to the City Council.
- If the Plan and Zoning Commission recommends denial, the request may only be approved by a favorable 3/4 vote of the City Council.

Formal Procedure (continued):

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

- The Committee of the Whole (COW) will hold a public hearing on the request. Planning staff will send a public hearing notice to surrounding property owners.
- If property owners representing 20% or more of the area within 200 feet of the exterior boundaries of the request submit a written protest, the request may only be approved by a favorable 3/4 vote of the City Council. For the purpose of the 20% protest rate, formal protests will be accepted until the public hearing is closed.
- The City Council will vote on the request. For a zoning map amendment to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.

DocuSigned by:

Applicant: Bill Ernst

Bill Ernst

Date: 3/28/2020

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

Received by:

MBF

Planning staff

Date: 3/30/20

Date of the Public Hearing:

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

Authorization to Act as Applicant

I, Bill Ernst
authorize Alex Kelly
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council.

DocuSigned by:
Bill Ernst 3/28/2020
3F34725B822D4B3...
Signature(s)

State of ,
County of .
Sworn and subscribed to before me

This day of 20

Form of Identification

Notary Public

My Commission Expires:

2020 DEVELOPEMENT CALENDAR

CITY PLAN & ZONING COMMISSION SCHEDULE

CITY COUNCIL SCHEDULE

<u>REZONING & ROW VACATION</u> SUBMITTAL DEADLINE	<u>SUBDIVISION & DEV. PLAN</u> SUBMITTAL DEADLINE	PLAN & ZONING PUBLIC HEARING (Preview for plats/plans)	PLAN & ZONING COMMISSION MEETING	COUNCIL ITEMS SUBMITTAL DEADLINE	COMMITTEE OF THE WHOLE (PUBLIC HEARING)	CITY COUNCIL MEETING
12:00 PM - Monday	12:00 PM - Monday	5:00 PM - Tuesday	5:00 PM - Tuesday	12:00PM - Friday	5:30 PM - Wednesday	5:30 PM - Wednesday
11/19/19	12/02/19	12/10/19	12/24/19	12/27/19	01/08/20	01/15/20
12/02/19	12/16/19	12/24/19	01/07/20	01/10/20	01/22/20	01/29/20
12/17/19	12/28/19	01/07/20	01/21/20	01/24/20	02/05/20	02/12/20
12/27/19	01/13/20	01/21/20	02/04/20	02/07/20	02/19/20	02/26/20
01/13/20	01/27/20	02/04/20	02/18/20	02/21/20	03/04/20	03/11/20
01/27/20	02/10/20	02/18/20	03/03/20	03/06/20	03/18/20	03/25/20
02/10/20	02/24/20	03/03/20	03/17/20	03/20/20	04/01/20	04/08/20
02/24/20	03/09/20	03/17/20	03/31/20	04/03/20	04/15/20	04/22/20
03/09/20	03/23/20	03/31/20	04/21/20	04/24/20	05/06/20	05/13/20
03/30/20	04/13/20	04/21/20	05/05/20	05/08/20	05/20/20	05/27/20
04/13/20	04/27/20	05/05/20	05/19/20	05/22/20	06/03/20	06/10/20
04/27/20	05/11/20	05/19/20	06/02/20	06/05/20	06/17/20	06/24/20
05/11/20	05/22/20	06/02/20	06/16/20	06/19/20	07/01/20	07/08/20
05/22/20	06/08/20	06/16/20	06/30/20	07/03/20	07/15/20	07/22/20
06/08/20	06/22/20	06/30/20	07/14/20	07/24/20	08/05/20	08/12/20
06/22/20	07/06/20	07/14/20	08/04/20	08/07/20	08/19/20	08/26/20
07/13/20	07/27/20	08/04/20	08/18/20	08/21/20	09/02/20	09/09/20
07/27/20	08/10/20	08/18/20	09/01/20	09/04/20	09/16/20	09/23/20
08/10/20	08/24/20	09/01/20	09/22/20	09/25/20	10/07/20	10/14/20
08/31/20	09/14/20	09/22/20	10/06/20	10/09/20	10/21/20	10/28/20
09/14/20	09/28/20	10/06/20	10/20/20	10/22/20	11/04/20	11/10/20
09/28/20	10/12/20	10/20/20	11/03/20	11/05/20	11/18/20	11/24/20
10/12/20	10/26/20	11/03/20	11/17/20	11/20/20	12/02/20	12/09/20
10/26/20	11/09/20	11/17/20	12/01/20	cancelled due to holiday		
11/09/20	11/23/20	12/01/20	12/15/20	12/11/20	12/30/20	01/06/21
11/23/20	12/07/20	12/15/20	12/29/20	12/23/20	01/13/21	01/20/21
12/07/20	12/21/20	12/29/20	01/05/21	01/08/21	01/27/21	02/03/21
12/14/20	12/28/20	01/05/21	01/26/21	01/22/21	02/10/21	02/17/21

- SUBMISSION & MEETING DATES MAY BE CHANGED DUE TO HOLIDAY **MARKED IN RED**
- ORDINANCES REQUIRE THREE CONSIDERATIONS BEFORE CITY COUNCIL
- DATES SUBJECT TO CGHHANE DUE TO HOLIDAYS **MARKED IN RED**
- DELAYS MAY OCCUR UPON THE PETITION REACHING THE CITY COUNCIL'S AGENDA



Doc ID: 015439550002 Type: LAN
Recorded: 07/18/2005 at 02:36:24 PM
Fee Amt: \$576.20 Page 1 of 2
Revenue Tax: \$559.20
Scott County Iowa
Rita A. Vargas Recorder



File 2005-00023263

Prepared by: David A. Dettmann, Lane & Waterman LLP, 220 N. Main St., Suite 600, Davenport, IA 52801
(563) 324-3246

Return to: Dennis J. Britt, 101 W. Third Street, Suite 321, Davenport, IA 52801

Address Tax Statement: Bethany Enterprises/1940 1st St. West
Milan, IL 61264

WARRANTY DEED
(CORPORATE GRANTOR)

For the consideration of Ten and 00/100----(\$10.00)---- Dollar(s) and other valuable consideration, MOLO OIL COMPANY, a corporation organized and existing under the laws of the State of Iowa does hereby Convey to Bethany Enterprises, Inc.

the following described real estate in Scott County, Iowa:

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also, Lot 5, Block 4, of Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Subject to easements and restrictions of record.

C0063-07A

The Corporation hereby covenants with grantees, and successors in interest, that it holds the real estate by title in fee simple; that it has good and lawful authority to sell and convey the real estate; that the real estate is free and clear of all liens and encumbrances, except as may be above stated; and it covenants to Warrant and Defend the real estate against the lawful claims of all persons, except as may be above stated.

Words and phrases herein, including acknowledgment hereof, shall be construed as in the singular or plural number, according to the context.

Dated: 6/23/09

MOLO OIL COMPANY

By Mark E. Molo
Mark E. Molo, President

By Helen T. Molo
Helen T. Molo, Secretary

Form **BCA-2.10** | **ARTICLES OF INCORPORATION**

(Rev. Jan. 1995)

George H. Ryan
Secretary of State
Department of Business Services
Springfield, IL 62756

This space for use by Secretary of State

FILED

SEP 26 1995

GEORGE H. RYAN
SECRETARY OF STATE**PAID**

SEP 27 1995

SUBMIT IN DUPLICATE!This space for use by
Secretary of State

Date 9-26-95

Franchise Tax \$ 25

Filing Fee \$ 75

Approved: \$ 100

1. CORPORATE NAME: BETHANY ENTERPRISES, INC.

(The corporate name must contain the word "corporation", "company," "incorporated," "limited" or an abbreviation thereof.)

2. Initial Registered Agent:

BETHA.ERNST

First Name

Middle Initial

Last name

Initial Registered Office:

19401STSTREET W

Number

Street

Suite #

MILANIL61264ROCK ISLAND

City

Zip Code

County

3. Purpose or purposes for which the corporation is organized:

(If not sufficient space to cover this point, add one or more sheets of this size.)

CONVENIENCE STOREOVU

4. Paragraph 1: Authorized Shares, Issued Shares and Consideration Received:

Class	Par Value per Share	Number of Shares Authorized	Number of Shares Proposed to be Issued	Consideration to be Received Therefor
<u>COMMON</u>	<u>\$ 1.00</u>	<u>1</u>	<u>1</u>	<u>\$ 1.00</u>

TOTAL = \$ 1.00

Paragraph 2: The preferences, qualifications, limitations, restrictions and special or relative rights in respect of the shares of each class are:

(If not sufficient space to cover this point, add one or more sheets of this size.)

EXPEDITED

SEP 26 1995

SECRETARY OF STATE

STATE OF IOWA)
)
COUNTY OF SCOTT) SS:

On this 23 day of June, 2005, before me, the undersigned, a Notary Public in and for said State, personally appeared Mark E. Molo and Helen T. Molo, to me personally known, who, being by me duly sworn, did say that they are the President and Secretary, respectively, of said corporation; that said instrument was signed on behalf of said corporation by authority of its Board of Directors; and that the said Mark E. Molo and Helen T. Molo as such officers acknowledged the execution of said instrument to be the voluntary act and deed of said corporation, by it and by them voluntarily executed.



Notary Public in and for said
County and State

JANET YAGER
Notarial Seal – Iowa
Commission No.: 220509
My Commission Expires: 1/26/08

5. **OPTIONAL:** (a) Number of directors constituting the initial board of directors of the corporation: _____
(b) Names and addresses of the persons who are to serve as directors until the first annual meeting of shareholders or until their successors are elected and qualify:
- | Name | Residential Address | City, State, ZIP |
|------|---------------------|------------------|
| | | |
| | | |
| | | |

6. **OPTIONAL:** (a) It is estimated that the value of all property to be owned by the corporation for the following year wherever located will be: \$ _____
(b) It is estimated that the value of the property to be located within the State of Illinois during the following year will be: \$ _____
(c) It is estimated that the gross amount of business that will be transacted by the corporation during the following year will be: \$ _____
(d) It is estimated that the gross amount of business that will be transacted from places of business in the State of Illinois during the following year will be: \$ _____

7. **OPTIONAL: OTHER PROVISIONS**

Attach a separate sheet of this size for any other provision to be included in the Articles of Incorporation, e.g., authorizing preemptive rights, denying cumulative voting, regulating internal affairs, voting majority requirements, fixing a duration other than perpetual, etc.

8. **NAME(S) & ADDRESS(ES) OF INCORPORATOR(S)**

The undersigned incorporator(s) hereby declare(s), under penalties of perjury, that the statements made in the foregoing Articles of Incorporation are true.

Dated SEPTEMBER 26, 1995.

	Signature and Name
1.	<u>Beth A. Ernst</u> Signature <u>BETH A. ERNST</u> (Type or Print Name)
2.	<u> </u> Signature (Type or Print Name)
3.	<u> </u> Signature (Type or Print Name)

	Address
1.	<u>3112 WINDSOR DR.</u> Street <u>BETTENDORF, IA</u> <u>52722</u> City/Town State Zip Code
2.	<u> </u> Street <u> </u> <u> </u> <u> </u> City/Town State Zip Code
3.	<u> </u> Street <u> </u> <u> </u> <u> </u> City/Town State Zip Code

(Signatures must be in **BLACK INK** on original document. Carbon copy, photocopy or rubber stamp signatures may only be used on conformed copies.)

NOTE: If a corporation acts as incorporator, the name of the corporation and the state of incorporation shall be shown and the execution shall be by its president or vice president and verified by him, and attested by its secretary or assistant secretary.

FEE SCHEDULE

- The initial franchise tax is assessed at the rate of 15/100 of 1 percent (\$1.50 per \$1,000) on the paid-in capital represented in this state, with a minimum of \$25.
- The filing fee is \$75.
- The **minimum total due** (franchise tax + filing fee) is **\$100**.
(Applies when the Consideration to be Received as set forth in Item 4 does not exceed \$16,667)
- The Department of Business Services in Springfield will provide assistance in calculating the total fees if necessary.
Illinois Secretary of State Springfield, IL 62756
Department of Business Services Telephone (217) 782-9522 or 782-9523

State of Illinois
Office of
The Secretary of State

Whereas,

ARTICLES OF INCORPORATION OF
BETHANY ENTERPRISES, INC.

INCORPORATED UNDER THE LAWS OF THE STATE OF ILLINOIS HAVE BEEN
FILED IN THE OFFICE OF THE SECRETARY OF STATE AS PROVIDED BY THE
BUSINESS CORPORATION ACT OF ILLINOIS, IN FORCE JULY 1, A.D. 1984.

Now Therefore, I, George H. Ryan, Secretary of State of the State of Illinois, by virtue of the powers vested in me by law, do hereby issue this certificate and attach hereto a copy of the Application of the aforesaid corporation.

In Testimony Whereof, I hereto set my hand and cause to be affixed the Great Seal of the State of Illinois, at the City of Springfield, this 26TH day of SEPTEMBER A.D. 19 95 and of the Independence of the United States the two hundred and 20TH



George H Ryan

Secretary of State



STATE OF ILLINOIS

Office of the Secretary of State

I hereby certify that this is a true and correct copy, consisting of three pages, as taken from the original on file in this office.

George H. Ryan

George H. Ryan
Secretary of State

DATED: May 13, 1997

BY: Barbara Zappella

Iowa Secretary of State
321 East 12th Street
Des Moines, IA 50319
sos.iowa.gov

**FILED**

Date: 1/16/2020 06:59 AM
Corp No: 275321
Cert No: A20275321

Iowa 2020 Biennial Report for a Foreign Corporation

Required by Iowa Code Chapter 490.1622

BETHANY ENTERPRISES, INC.

Entity Name

Registered agent and registered Office

BILL ERNST

Full Name

5 HIGHLAND GREEN CT

Address1

Address2

BETTENDORF

City

IA

52722

USA

State

Zip

Country

Email Address

The corporation has no officers: ☐

The corporation has no directors: ☐

Officers

President Secretary Treasurer Director
Officer Type

BILL ERNST

Full Name

QC MARTS

Address1

5 HIGHLAND GREEN COURT

Address2

BETTENDORF

City

IA

State

52722

Zip

USA

Country

Principal Office

101 WOODLAND ROAD

Address1

Address2

MILAN

City

IL

State

61264

Zip

USA

Country

IL

The state or country under whose laws the corporation is incorporated

No

Does the corporation hold an interest in agricultural land in Iowa?

No

Is the corporation a "family farm corporation?"

Report must be signed by an officer or a person authorized by the board of directors to sign the report.

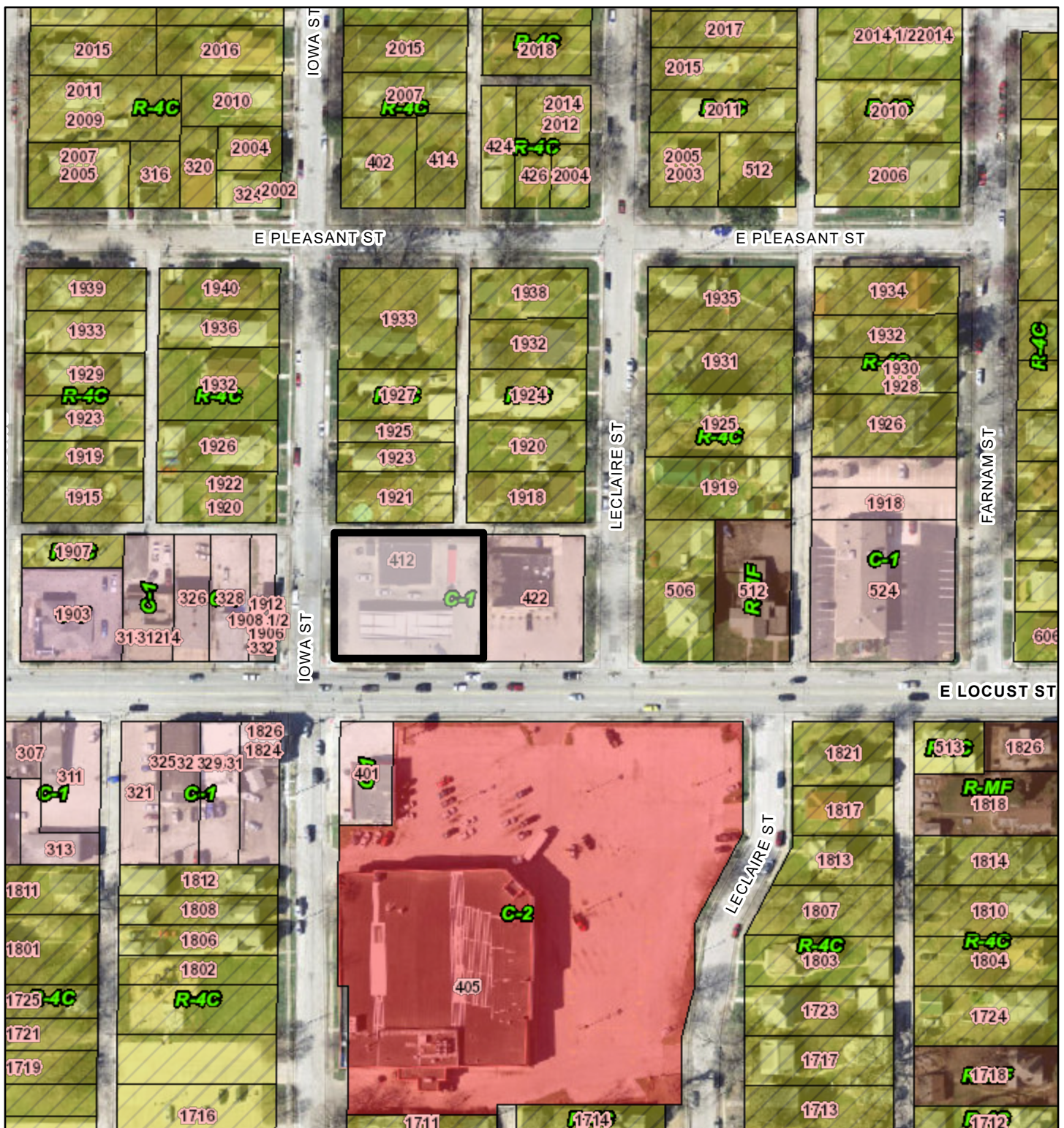
william m ernst

President

1/16/2020 6:56:33 AM

Date

REZ20-04 C-1 to C-2 Existing Zoning

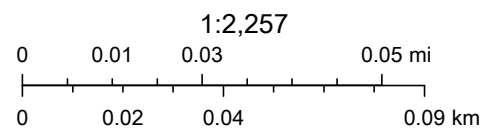


4/13/2020, 8:55:27 AM

- City Parks
- Parcels
- Address Points

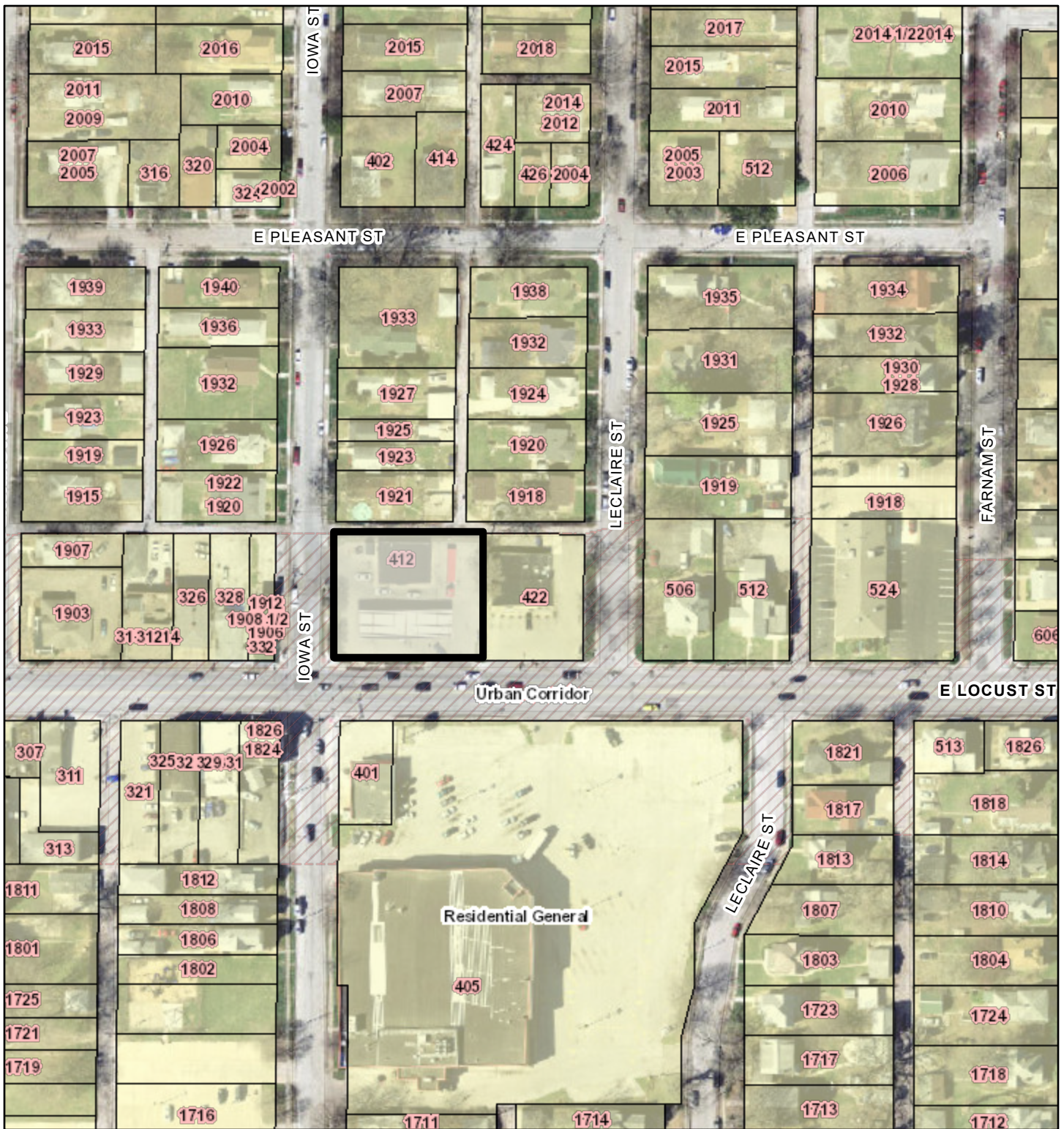
Zoning Districts

- R-1 Single-Family Residential District
- R-2 Single-Family Residential District



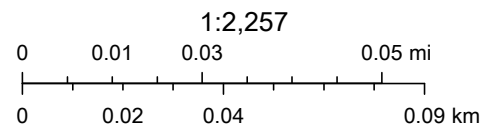
Scott County Iowa, Bi-State Regional Commission

REZ20-04 C-1 to C-2 Future Land Use



4/13/2020, 8:57:04 AM

- City Parks
- Regional Commercial
- Residential General
- Commercial Node
- Industry
- Civic and Institutional
- Downtown
- Commercial Corridor
- Parcels
- Address Points
- Land Use+2035
- Urban Corridor



Scott County Iowa, Bi-State Regional Commission



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

NOTICE OF REZONING APPLICATION

412 E. LOCUST STREET

Dear Property Owner:

You are being contacted because you own property within 200 feet of the property identified above. The owner is requesting the City rezone the property from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District. See attached location map.

According to the owner, the reason for the request is follows, "Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning at this location and doesn't allow a new owner to have a liquor license. Owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license."

There is an existing license to sell beer currently. That license under the current owner is grandfathered. Rezoning to C-2 would allow any owner to apply for any liquor license offered by the City, including one allowing for hard liquor sales.

There will be multiple opportunities to provide input on this proposal but with the COVID-19 situation we are forced to alter our procedures somewhat.

The first step in the rezoning process is to hold a neighborhood meeting. In addition to holding an in person meeting, we will be utilizing the GoToMeeting format. This meeting will be held on April 30, 2020 at 5:30 pm, in the Council Chambers at City Hall, 226 W. 4th Street. Due to COVID-19, but no more than 10 persons will be allowed in the room at any time. If you want to participate in the virtual meeting, please let us know and we will send you connection instructions.

Then on May 5, 2020, the Plan and Zoning Commission will hold its public hearing. This meeting will be held at 5:00 pm in the Council Chambers of City Hall. You may attend in person, but again, no more than 10 persons will be allowed in the room at any time. Following the public hearing, the Commission will make its recommendation the Council, which will in turn hold another public hearing.

Your input into this process is vital and we ensure you that your questions will be answered and your concerns heard.

While City Hall is closed to the general public, you may contact us by the following methods:

Email to: planning@davenportiowa.com

Phone to: 563-326-7765

Letter mailed to:

Community Planning Division
City Hall
226 West 4th Street
Davenport, Iowa 52801

Or as previously mentioned you may attend the public hearing on May 5 in person.

You also have the opportunity to formally protest the proposed rezoning by expressing your protest in writing, either by letter or email, to our office. If more than 20% of the area's owners within 200 feet protest the proposed rezoning, then a supermajority vote of 75% or more of the City is necessary for approval.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew G. Flynn', written over a horizontal line.

Matthew G. Flynn, AICP
Senior Planning Manager

ParcelId	OwnerName	OwnerAddress1	OwnerAddress2
F0002-04A	AHKTER NASREEN (Deed)	4565 AMESBURY DR	
F0001-50	CLUFF CHRISTINA (Deed)	650 E HIGH ST	
F0001-50	CLUFF STEPHEN (Deed)	650 E HIGH ST	
F0001-52	CAROLYN S NELSON REVOC TRUST (Deed)	4005 LAKEHURST CT	
F0001-53	JENSEN JACOB A (Contract)	2432 N STURDEVANT ST	
F0001-53	FERGUSON EVERETT L (Deed)	3209 FERNWOOD CT	
F0001-53	FERGUSON SYLVIA S (Deed)	3209 FERNWOOD CT	
F0001-54	CITY OF DAVENPORT (Deed)	FINANCE DIRECTOR	226 W 4TH ST
F0002-02B	GURU NANAK FOOD MART INC (Deed)	405 E LOCUST ST	
C0064-28	BARNES JAIME C (Deed)	1915 PERSHING AVE	
C0064-31	CY'S RENTAL LLC (Deed)	312 E LOCUST ST	
C0064-32	LINK EZRA L (Deed)	326 E LOCUST ST	
C0064-32	LINK TRACEY E (Deed)	326 E LOCUST ST	
C0064-33	MOCHA MAYA LLC (Deed)	7200 JERSEY RIDGE RD	
C0064-34	MOCHA MAYA LLC (Deed)	7200 JERSEY RIDGE RD	
C0064-35	HARMONY ESTATES LLC (Deed)	63737 O B RILEY RD	
C0064-36	MCCALL CORNELIA E (Deed)	1926 IOWA ST	
C0064-37	OLDHAM KEITH J (Deed)	1932 IOWA ST	
C0064-38	REYNOLDS WANDA L (Deed)	1936 IOWA ST	
C0063-05	FIRST FINANCIAL GROUP LC (Deed)	1987 SPRUCE HILLS DR	
C0063-20	VAN ELSLANDER CAMERON C (Deed)	1925 LECLAIRE ST	
C0063-20	VAN ELSLANDER BRENDA K (Deed)	1925 LECLAIRE ST	
C0063-21	DUMERAUF GARY E (Deed)	1919 LECLAIRE ST	
C0063-22	J & S REAL ESTATE HOLDINGS LLC (Deed)	5918 WOODLAND AV	
C0063-02	KIRK KIMBERLY (Deed)	1933 IOWA ST	
C0063-03	PREBYL KARL (Deed)	1927 IOWA ST	
C0063-04	TAYLOR ANTHONY M (Deed)	1925 IOWA ST	
C0063-06	RAY & KELLY SNYDER TRUST (Deed)	210 1ST ST	
C0063-07A	BETHANY ENTERPRISES INC (Deed)	#5 HIGHLAND GREEN CT	
C0063-09	T R HOLDINGS LC (Deed)	3245 E 35TH ST CT	
C0063-10	STARLING MELINDA J (Deed)	1918 LECLAIRE ST	
C0063-10	STARLING DOUGLAS P (Deed)	1918 LECLAIRE ST	
C0063-11	JONES RONALD (Deed)	2144 W 5TH ST	
C0063-12	LAY AARON J (Deed)	1924 LECLAIRE ST	
C0063-13	FRYXELL MICHELLE D (Deed)	1932 LECLAIRE ST	
C0063-13	FRYXELL DAVID W (Deed)	1932 LECLAIRE ST	

OwnerAddress3	OwnerCityStZip	Country
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52804	
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DAVENPORT	IA 52801	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52807	
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BEND	OR 97703	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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CHARLOTTE	IA 52731	
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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From: [Everett Ferguson](#)
To: [Planning Division – CPED](#)
Subject: [EXT] re-zoning 412 E Locust st
Date: Monday, April 27, 2020 10:51:21 AM

Please DO NOT issue liquor license for this business. The problems that we have had in the vicinity when liquor was sold have been terrible. Break-ins,

Shootings and increased police calls. Why is it necessary to sell hard liquor. Let the new owner come back to you for liquor license to be issued if they want

one.

DECLINE THE REQUEST

Thank you

Everett and Sylvia Ferguson

325 E Locust st

Davenport Iowa

Phone:563-355-4653

412 E. Locust St.



Incident Number	Call Date/Time	Location	Incident Type	Jurisdiction
2020-00023943	4/2/2020 13:41	1208 E LOCUST ST, Davenport	911 Hangup	DAPD
2020-00023372	3/31/2020 2:02	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00023081	3/30/2020 1:44	1208 E LOCUST ST, Davenport	Public Service	DAPD
2020-00021815	3/24/2020 16:51	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2020-00020699	3/20/2020 2:05	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2020-00020034	3/17/2020 16:03	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2020-00013863	2/23/2020 19:30	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00011919	2/16/2020 3:13	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2020-00007742	1/31/2020 2:44	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00005224	1/21/2020 13:34	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00103207	12/20/2019 15:43	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00090805	11/3/2019 15:40	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00089339	10/28/2019 19:37	1208 E LOCUST ST, Davenport	Animal Problem	DAPD
2019-00087286	10/21/2019 1:29	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2019-00085138	10/12/2019 23:32	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00082150	10/1/2019 20:33	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00080224	9/25/2019 8:45	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00077341	9/15/2019 14:40	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00075742	9/10/2019 14:25	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00075743	9/10/2019 14:16	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00073532	9/3/2019 15:34	1208 E LOCUST ST, Davenport	Assault	DAPD
2019-00072253	8/29/2019 18:06	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00066057	8/8/2019 22:49	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00065970	8/8/2019 16:40	1208 E LOCUST ST, Davenport	Fraud/Deception	DAPD
2019-00063803	8/1/2019 15:28	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00063246	7/30/2019 19:26	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00062317	7/27/2019 18:58	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD
2019-00061950	7/26/2019 13:17	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00059214	7/17/2019 9:10	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00058798	7/16/2019 0:38	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00058254	7/14/2019 9:11	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00053533	6/29/2019 21:43	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00052926	6/28/2019 0:22	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2019-00052825	6/27/2019 17:23	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00047653	6/11/2019 9:08	1208 E LOCUST ST, Davenport	Drugs	DAPD
2019-00045089	6/3/2019 23:52	1208 E LOCUST ST, Davenport	Robbery/Car Jacking	DAPD
2019-00045068	6/3/2019 22:20	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00042889	5/28/2019 8:49	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00042675	5/27/2019 14:21	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00042314	5/26/2019 9:27	1208 E LOCUST ST, Davenport	Robbery/Car Jacking	DAPD
2019-00040696	5/21/2019 12:14	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00038029	5/12/2019 14:07	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00037847	5/11/2019 21:11	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00032102	4/23/2019 9:58	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00027281	4/7/2019 2:53	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00025942	4/3/2019 1:56	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00023863	3/27/2019 4:14	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00020293	3/15/2019 2:28	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00014854	2/22/2019 15:01	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00014621	2/21/2019 17:49	1208 E LOCUST ST, Davenport	Administrative Duties	DAPD
2019-00014176	2/20/2019 8:42	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00001268	1/5/2019 2:01	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00089908	11/20/2018 21:47	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00087114	11/10/2018 0:41	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2018-00080922	10/18/2018 3:20	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00078408	10/8/2018 5:43	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD

2018-00078157	10/7/2018 0:49	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD
2018-00077417	10/4/2018 3:01	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD
2018-00074961	9/24/2018 20:34	1208 E LOCUST ST, Davenport	Warrant Service	DAPD
2018-00073067	9/18/2018 10:19	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00069595	9/5/2018 14:42	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00068548	9/1/2018 5:21	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00066446	8/25/2018 17:50	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00064994	8/21/2018 13:29	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00058698	7/30/2018 3:18	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00056340	7/22/2018 8:28	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00055099	7/17/2018 21:20	1208 E LOCUST ST, Davenport	Assist Other Agencies	DAPD
2018-00052543	7/9/2018 1:10	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00048085	6/24/2018 8:59	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00046275	6/17/2018 20:09	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00045246	6/13/2018 19:44	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00045252	6/13/2018 19:44	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00044370	6/10/2018 18:14	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00044288	6/10/2018 11:56	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00037197	5/16/2018 12:39	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00030704	4/25/2018 15:48	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00028830	4/19/2018 17:08	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00026513	4/11/2018 7:52	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00022508	3/27/2018 22:58	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00020472	3/20/2018 13:48	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2018-00012614	2/19/2018 8:39	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00007132	1/29/2018 6:00	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00096152	12/26/2017 14:20	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00094879	12/20/2017 20:15	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00094018	12/17/2017 12:09	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00093630	12/15/2017 16:49	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00092768	12/12/2017 9:54	1208 E LOCUST ST, Davenport	911 Hangup	DAPD
2017-00092116	12/10/2017 3:10	1208 E LOCUST ST, Davenport	Public Service	DAPD
2017-00089827	12/1/2017 15:08	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00085753	11/15/2017 20:49	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00081455	11/1/2017 9:54	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00080557	10/29/2017 10:28	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00080537	10/29/2017 6:40	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00079114	10/24/2017 14:29	1208 E LOCUST ST, Davenport	Assist Other Agencies	DAPD
2017-00078994	10/24/2017 3:21	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00078900	10/23/2017 19:20	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2017-00078113	10/21/2017 13:14	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00072180	9/28/2017 11:17	1208 E LOCUST ST, Davenport	Public Service	DAPD
2017-00070317	9/21/2017 16:21	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00070285	9/21/2017 15:13	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00069376	9/18/2017 11:58	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00069374	9/18/2017 11:56	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00063038	8/25/2017 9:57	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00062013	8/22/2017 7:27	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00061419	8/19/2017 19:43	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00059917	8/14/2017 20:00	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00059367	8/12/2017 18:01	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00059279	8/12/2017 10:28	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD
2017-00058653	8/10/2017 9:30	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00054659	7/27/2017 17:14	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00054024	7/25/2017 16:18	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00049949	7/10/2017 23:17	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00049611	7/9/2017 20:01	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00049492	7/9/2017 4:09	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD

2017-00042814	6/16/2017 11:41	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00042486	6/15/2017 13:00	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2017-00037904	5/30/2017 3:35	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036900	5/26/2017 7:52	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036699	5/25/2017 18:05	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00036637	5/25/2017 15:16	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036228	5/24/2017 9:27	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00033913	5/15/2017 9:02	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00027681	4/22/2017 20:24	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00026258	4/17/2017 23:40	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00025378	4/14/2017 5:31	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2017-00022570	4/4/2017 22:02	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD



Thursday, May 21, 2020

Please publish the following public notice in the Tuesday, May 26, 2020 edition of the Quad City Times.

The PO number for this notice is: 2011863

Please provide proof of publication for our records. If you have any questions, please contact us at planning@ci.davenport.ia.us or 563-326-7765. Thank you!

**NOTICE
PUBLIC HEARING
WEDNESDAY, JUNE 3, 2020 5:30 P.M.
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA**

There is on file in the Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following requests:

Case REZ20-01: Request of Alex Kelly to rezone 412 E. Locust Street from C-1, Neighborhood Commercial District. to C-2, Corridor Commercial District. Property contains 18,900 square feet. [Ward 5]

The legal description of the property proposed to be rezoned is as follows:

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 5 of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

At its May 19, 2020 meeting, the Plan and Zoning Commission unanimously recommended denial of the aforementioned case.

The public hearings on the above matter is scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, June 3, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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. 2011863

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



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

May 20, 2020

To the Honorable Mayor and City Council:

At its May 19, 2020 meeting, the Plan and Zoning Commission considered Case REZ20-04, the request of Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District.

The Commission voted unanimously, 10-0, to forward the Case to the City Council with a recommendation for denial, with the following findings:

1. The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.
2. The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.
3. There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.
4. The request is being made to make the property potentially more valuable a possible buyer; no other improvements are contemplated.
5. Because a liquor license was granted in the past should not be the sole reason the rezone property to "restore" the ability that sales can be continued or expanded.
6. The quality and character of any unknown buyer of the property and its operation is unknown.
7. There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

Sincerely,

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

Robert Inghram, Chair

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Brian Schadt 563-326-7923
Wards:

Action / Date
6/3/2020

Subject:
Public Hearing on the proposed Resolution of Necessity covering the FY20 Alley Resurfacing Program, CIP #35038. [Wards 4 & 6]

Recommendation:
Hold the Hearing.

Background:

This program involves the resurfacing of one alley with Hot Mix Asphalt (HMA). This is an assessment program where 50% of the total cost to reconstruct or resurface the alley is paid for by the City and the other 50% is paid for by the abutting property owners based on the size of their lot. The resident requesting to have their alley reconstructed or resurfaced would have to obtain the necessary signatures on a petition prepared by the City with over 50% of the owner-occupied property abutting the alley.

The City received and has accepted two petitions for this work. The first alley is the east-west alley between W 16th St and W 15th St from Myrtle St to 1521 Marquette St and north-south from W 15th St to W 16th St. The second alley is the east-west alley between E River Dr and Wood Ln from Forest Rd to the alley end. The program cost for both alleys is currently estimated at \$160,200 and is budgeted in CIP #35038. Due to the assessments, half of the project expense would eventually be recouped by the City. State law requires that certain Council actions regarding the assessment procedure must precede the bid letting date. State law requires that certain Council actions regarding the assessment procedure must precede the bid letting date. This is one of those actions. This is the Public Hearing on the Resolution of Necessity. If a remonstrance is filed at the time of the Hearing (75% of the assessments object to any particular alley), a unanimous vote of the Council is required to pass the Resolution of Necessity.

ATTACHMENTS:

Type	Description
▣ Backup Material	Prelim Plat
▣ Backup Material	Preliminary Schedule
▣ Backup Material	Objections received right before COW meeting

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:04 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:05 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 1:15 PM





FY20 Alley Resurfacing Part 1

Alley 1

A

Parcel	Address	Deed1 Name	Deed1 Addr	Deed1 CSZ	Assessed Value	Property Value Limit	Parcel Area (SF)	Assessed Area (SF)	Allocated Proportion	Assessment Amount	Deficiency
G0016-14	1528 N MYRTLE ST	JERRY D COX	1528 MYRTLE ST	DAVENPORT IA 52804	\$ 131,040.00	\$ 32,760.00	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-15	1107 W 16TH ST	LINDA JOHNSON	1107 W 16TH ST	DAVENPORT IA 52804-3707	\$ 93,100.00	\$ 23,275.00	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-16	1111 W 16TH ST	LISA E COONEY	1111 W 16TH ST	DAVENPORT IA 52804-3707	\$ 155,290.00	\$ 38,822.50	14,400	14,400	\$ 2,324.00	\$ 2,324.00	\$ -
G0016-17	1121 W 16TH ST	LORAN C OUDERKIRK	1121 W 16TH ST	DAVENPORT IA 52804	\$ 102,320.00	\$ 25,580.00	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-18	1127 W 16TH ST	BERNARD J MASTERSON	1127 W 16TH ST	DAVENPORT IA 52804	\$ 96,130.00	\$ 24,032.50	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-19	1131 W 16TH ST	HALEY D WIKOFF	1131 W 16TH ST	DAVENPORT IA 52804	\$ 104,180.00	\$ 26,045.00	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-20	1203 W 16TH ST	HAGEN HELEN J	1203 W 16TH ST	DAVENPORT IA 52804	\$ 113,410.00	\$ 28,352.50	7,200	7,200	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-21	1211 W 16TH ST	DONALD LINNENKAMP	1211 W 16TH ST	DAVENPORT IA 52804	\$ 111,290.00	\$ 27,822.50	6,825	6,825	\$ 1,102.00	\$ 1,102.00	\$ -
G0016-22	1215 W 16TH ST	PATRICIA CONNELLY	1215 W 16TH ST	DAVENPORT IA 52804-3709	\$ 84,000.00	\$ 21,000.00	6,825	6,825	\$ 4,547.00	\$ 4,547.00	\$ -
G0016-23	1531 MARQUETTE ST	CHRISTINE LUCAS	1531 MARQUETTE ST	DAVENPORT IA 52804	\$ 107,210.00	\$ 26,802.50	7,975	7,975	\$ 1,813.00	\$ 1,813.00	\$ -
G0016-24	1527 N MARQUETTE ST	PAIGE EDNA BANKSON	1527 N MARQUETTE ST	DAVENPORT IA 52804-3753	\$ 93,240.00	\$ 23,310.00	7,975	7,975	\$ 1,813.00	\$ 1,813.00	\$ -
G0016-25	1521 MARQUETTE ST	RANDONE JERRY R	1521 MARQUETTE ST	DAVENPORT IA 52804	\$ 74,180.00	\$ 18,545.00	7,975	7,975	\$ 1,813.00	\$ 1,813.00	\$ -
G0016-26	1515 MARQUETTE ST	LC FIRST FINANCIAL GROUP	1987 SPRUCE HILLS DR	BETTENDORF IA 52722	\$ 108,570.00	\$ 27,142.50	10,875	10,875	\$ 2,473.00	\$ 2,473.00	\$ -
G0016-27	1501 MARQUETTE ST	PILGRIM NAZARENE CHURCH INC	618 W 8TH ST	DAVENPORT IA 52803	\$ 215,520.00	\$ 53,880.00	13,050	13,050	\$ 2,967.00	\$ 2,967.00	\$ -
G0016-31	1106 W 15TH ST	JOHN T IMMESOETE	1106 W 15TH ST	DAVENPORT IA 52804-3702	\$ 274,970.00	\$ 68,742.50	15,360	15,360	\$ 3,486.00	\$ 3,486.00	\$ -
G0016-33	1114 W 15TH ST	BRIAN R HEIDGERKEN	1114 W 15TH ST	DAVENPORT IA 52804	\$ 118,750.00	\$ 29,687.50	7,680	7,680	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-34	1118 W 15TH ST	PETERSEN JR ANDREW R	1118 W 15TH ST	DAVENPORT IA 52804	\$ 76,620.00	\$ 19,155.00	7,680	7,680	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-35	1200 W 15TH ST	LOAN T HUGNH	1200 W 15TH ST	DAVENPORT IA 52803	\$ 93,730.00	\$ 23,432.50	7,680	7,680	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-36	1202 W 15TH ST	KEVIN A KOPP	1202 W 15TH ST	DAVENPORT IA 52804	\$ 105,690.00	\$ 26,422.50	7,680	7,680	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-37	1204 W 15TH ST	JOSHUA J COLLINS	1204 W 15TH ST	DAVENPORT IA 52804-3704	\$ 109,070.00	\$ 27,267.50	7,680	7,680	\$ 1,162.00	\$ 1,162.00	\$ -
G0016-38	1206 W 15TH ST	ERIC A HACKBARTH	1206 W 15TH ST	DAVENPORT IA 52804	\$ 104,240.00	\$ 26,060.00	7,280	7,280	\$ 1,102.00	\$ 1,102.00	\$ -
G0016-39	1212 W 15TH ST	RICHARD E BUCKMASTER	1212 W 15TH ST	DAVENPORT IA 52804	\$ 99,280.00	\$ 24,820.00	7,280	7,280	\$ 4,877.00	\$ 4,877.00	\$ -

Alley 2

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Parcel	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ	Assessed Value	Property Value Limit	Parcel Area (SF)	Assessed Area (SF)	Allocated Proportion	Assessment Amount	Deficiency
E0041-10A	2745 WOOD LN	JANE L SCHNEIDER TRUST	2745 WOOD LN	DAVENPORT IA 52803-3628	\$ 247,160.00	\$61,790.00	14,342	14,342	\$ 4,753.85	\$ 4,753.85	\$ -
E0041-11	2737 WOOD LN	RONALD L RIMRODT	2737 WOOD LN	DAVENPORT IA 52803	\$ 231,300.00	\$57,825.00	14,500	14,500	\$ 5,423.08	\$ 5,423.08	\$ -
E0041-12	2727 WOOD LN	JEFFREY M WRIGHT	2727 WOOD LN	DAVENPORT IA 52803-3628	\$ 551,490.00	\$137,872.50	13,923	13,923	\$ 6,646.15	\$ 6,646.15	\$ -
E0041-13	2711 WOOD LN	RODNEY B DENSE	2711 WOOD LN	DAVENPORT IA 52803	\$ 381,950.00	\$95,487.50	20,558	20,558	\$ -	\$ -	\$ -
E0041-15	5 FOREST RD	LINDA CLINE CHANDLER LIVING TRUST	3502 COVENTRY GARDENS DR	LAS VEGAS NV 89135	\$ 975,330.00	\$243,832.50	38,665	38,665	\$ 10,153.85	\$ 10,153.85	\$ -
E0041-17	2726 E RIVER DR	ELOISE A SMIT	2726 E RIVER DR	DAVENPORT IA 52803	\$ 415,020.00	\$103,755.00	24,510	24,510	\$ 6,000.00	\$ 6,000.00	\$ -
E0041-18	2736 E RIVER DR	DAVID M FREUND	2736 E RIVER DR	DAVENPORT IA 52803-3623	\$ 307,740.00	\$76,935.00	12,920	12,920	\$ 6,023.08	\$ 6,023.08	\$ -

Publish twice: May 21 & 28, 2020
Quad City Times

Notice to Property Owners

Notice is hereby given: That there is now on file for public inspection in the office of the City Clerk of Davenport, Iowa, a proposed resolution of necessity, an estimate of cost, and a plat and schedule showing the amounts proposed to be assessed against each lot and the valuation of each lot within a district approved by the City Council of Davenport, Iowa, for paving improvements, described in general as the 2020 Alley Resurfacing Program of the type(s) and in the location(s) as follows:

Resurface the east-west alley between W 16th St and W 15th St. from Myrtle St. to 1521 Marquette St. and north-south from W 15th St. to W 16th St. and the east-west alley between E River Dr. and Wood Ln. from Forest Rd. to the alley end.

The Council will meet at 5:30 p.m. on the 3rd day of June, 2020, at the Council Chambers, City Hall, Davenport, Iowa, at which time the owners of the property subject to assessment for the proposed improvement or any other person having an interest in the matter may appear and be heard for or against the making of the improvement, the boundaries of the district, the cost, the assessment against any lot or the final adoption of the resolution of necessity. A property owner will be deemed to have waived all objections unless at the time of the hearing he has filed objections with the Deputy Clerk.

Brian Krup
Deputy City Clerk
PO: 2011614

Davenport, Iowa
May 21, 2020

*Julie Diabeklis / Ron Rimrod We Object
to the alley resurfacing
Yvonne Wright / Jeff Wright
Object to Alley Resurfacing 6-3-2020*

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Steve Math 563-327-5164
Wards:

Action / Date
6/3/2020

Subject:
Public Hearing on the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project, CIP #35042. [Wards 3 & 4]

Recommendation:
Hold the Hearing.

Background:

Project consists of the removal and replacement of the existing deteriorated concrete pavement along N Division St from the railroad crossing north of W 4th St to W 9th St. Improvements will include the construction of HMA Pavement, PCC curb and gutter, storm sewer removal and replacement, and repairs to existing sanitary sewer facilities located within project limits.

This project has been designed by the City's Engineering Division. No right-of-way or temporary construction easements are required. The proposed total cost of the project is currently estimated at \$1,890,000, with construction expected to begin this summer and be completed by the end of the year.

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:10 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:10 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 1:16 PM

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Mike Atchley 563-327-5149
Wards:

Action / Date
6/3/2020

Subject:
Public Hearing authorizing the City to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B. [Ward 8]

Recommendation:
Hold the Hearing.

Background:

In late 2019 the Glaus family petitioned the City of Davenport to vacate the 33 foot wide strip of right-of-way adjacent to the east of the Glaus' property between W 76th St and Ridgeview Dr (see Exhibit A). The petition was approved February 26, 2020. Mrs. Carol Glaus is now asking the City of Davenport to convey said City property to her for \$1.00. This 33 foot strip is not developable and holds no value for the operations of the City. The parcel is 33 feet wide and approximately 750 feet long. A letter was sent certified mail April 21, 2020, to SB Real Estate, LLC, the owner of the property adjacent to the east of the City parcel, asking if they objected to the conveyance of the parcel to the Glaus family. As of May 12, 2020, no objection has been received.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Public Hearing Notice
▣ Cover Memo	Exhibit A

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:38 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 2:26 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:34 PM

NOTICE OF A PUBLIC HEARING AUTHORIZING THE CITY TO CONVEY A CITY PARCEL TO ADJACENT PROPERTY OWNER.

Notice is hereby given that there is on file in the office of the City Attorney, City Hall, Davenport, Iowa a RESOLUTION authorizing the City to convey a city owned parcel to the owner of the adjacent parcel. The property is described as follows:

Part of the Right of Way of the old Division Street adjacent to Block 10, Ridgeview Park Addition, an official plat in the City of Davenport, Scott County, Iowa described as follows:

Commencing at the Northeast Corner of the Northwest $\frac{1}{4}$ of Section 3, Township 78 North Range 3 East of the 5th P. M.; Thence South 88 degrees 06' 05" West along the North line of the Northwest $\frac{1}{4}$ of said Section 3 a distance of 33' to the East Line of said Block 10; Thence South 0 degrees 43'03" East a distance of 33.07 feet to the Point of beginning; Thence continuing South 0 degrees 43'03" East a distance of 748.5 +/- to the North Right-of-Way Line of Ridgeview Drive, Thence East along the North Right-of-Way line of Ridgeview Drive a distance of approximately 33 feet to a point on the East line of the Northwest $\frac{1}{4}$ of Section 3 Township 78 North Range 3 East of the 5th P. M.; thence North 00 degrees, 00' – 38" West along the East line of the Northwest $\frac{1}{4}$ of said Section 3 a distance of 744.6 +/- feet to a point on the South Right-of-way Line of West 76th Street, Thence Westerly along the South Right-of-Way line of West 76th Street along a curve with a radius of 802 feet a distance of approximately 33 feet to the point of beginning containing 0.4712 acres, more or less.

This Resolution will come on for a public hearing before the Davenport City Council, City Hall, Davenport, Iowa, on the 3rd day of June, 2020, commencing at 5:30 P.M., Local Time, or as soon thereafter as the matter can be considered. At said hearing; interested persons may appear and be heard for or against said Resolution.

Brian J Krup
Deputy City Clerk

Davenport, Iowa
May 28, 2020

Publish once March 28, 2020
QUAD-CITY TIMES

EXHIBIT A



The vacated right-of-way the Glaus Family is petitioning to acquire for \$1.00 is outlined in red.

City of Davenport

Agenda Group:

Department: City Clerk

Contact Info: Samantha Torres 563-327-5128

Wards:

Action / Date

6/3/2020

Subject:

National Gun Violence Awareness Day - June 5, 2020

REVIEWERS:

Department

Reviewer

Action

Date

City Clerk

Admin, Default

Approved

5/27/2020 - 11:00 AM

City of Davenport

Agenda Group:

Department: Community Planning & Economic Development

Contact Info: Matt Flynn 563-888-2286

Wards:

Action / Date

6/10/2020

Subject:

Third Consideration: Ordinance for Case ORD20-01 being the request of the City of Davenport to amend several sections of Title 17 of the Municipal Code entitled "Zoning." [All Wards]

Recommendation:

Adopt the Ordinance.

Background:

Following the adoption of the new code in January 2019, staff committed to 'fine-tuning' the ordinance at three, six, and twelve months after adoption. The following amendments are proposed at this time: (NOTE - the list below reflects several changes since the 1st Reading)

1. Significant changes to the Accessory Structure requirements for single and two family dwellings, including a reduction in the maximum size of an accessory structure to 50% of the living area or 720 square feet; a maximum aggregate size for all accessory structures (detached garage, accessory structure, and carport) not to exceed the living area of the principal dwelling. Also adding design standards (roof pitch, eaves, maintain character of surrounding neighborhood, and shed maintenance).
2. Provides an exception to the design standards and maximum size of accessory buildings for single and two family dwellings.
3. Added a definition for on for "Accessory Storage Building." Specifically, it states that an Accessory Storage Building cannot have a door wider than six feet to distinguish it from a garage.
4. Prohibits accessory buildings in required reverse corner yards.
5. Specifically added language regarding the design standards and limiting the number of sheds on single- and two-family dwellings.
6. Allowing Residential Care Facilities in the C-T, Commercial Transition District, C-OP, Commercial Office Park District, C-D, Downtown District, and as a Special Use in the C-1, Neighborhood Commercial District.
7. Makes drive-through facilities and outdoor dining permitted uses in the I-1 and I-2 Zoning Districts.
8. Added language to remove Retail Alcohol Sales use from the I-MU District.
9. Requires an occupied dwelling must exist on any lot in the R-1 District containing equines.
10. Eliminates duplication of the rules for keeping equines.

11. Requires showing the buffer zone (fall zone) on site plans for telecommunication towers.
12. Allows multiple dwelling units located above the ground floor of a commercial building.
13. Added a definition of "Truck Stop".
14. Deletes corner side yards from the fence height requirement.
15. Requiring an approved site plan before applying for a Special Use, wording changed to "reasonably complete".
16. Rewords the language concerning surfaces of parking areas.
17. Increasing the allowable wall sign area from one to two s.f. per linear foot of building wall where the sign will be mounted or 80 s.f., whichever is greater (up from 40 s.f.).
18. Revising the sign code language to reference multi-tenant commercial centers, rather than retail centers to reflect common interpretation.
19. Clarifying the minimum 24 foot width of a dwelling applies to the front facade.
20. Removing the carried over requirement for buffering between the new vehicle dealership and Stonegate Circle. This requirement was met using an alternative planting scheme that was supported overwhelmingly by Stonegate Circle property owners.
21. Added since the Public Hearing is a revision of when the Design Review Board reviews streetscape improvements. Staff suggests the DRB only review in instances where there is significant deviation from the Streetscape Improvement Plan.
22. Also added language to tighten up the definition of the Salvage Yard and Storage Yard-Outdoor uses and clarify screening requirements.

ATTACHMENTS:

Type	Description
☐ Ordinance	Ordinance - Clean Version
☐ Cover Memo	Strikethrough version of Omnibus Zoning Changes
☐ Cover Memo	Overview
☐ Backup Material	Legal Ad

REVIEWERS:

Department	Reviewer	Action	Date
Community Development Committee	Flynn, Matt	Approved	4/14/2020 - 2:05 PM

ORDINANCE NO. _____

Ordinance for Case ORD20-01, request of the City of Davenport to amend Title 17 of the Davenport Municipal Code, entitled, "Zoning", as follows: Amending Section 17.02.030 "Definition of General Terms" by adding Accessory Storage Building definition and by clarifying the Dwelling definition; by amending Section 17.08.020 "Use Matrix" to allow Drive-Through Facilities, Outdoor Dining, and Residential Care Facilities in additional districts and deleting Retail Alcohol Sales as a permitted use in the I-MU district; by amending 17.08.030 "Principal Use Standards" by renaming retail center to commercial center, by improving consistency in accessory structure language, by requiring residential occupancy for "R-1" Equine uses, and by replacing a fall-zone with a buffer; by amending Section 17.08.050 "Use Definitions" by allowing a second floor dwelling above commercial uses, by adding the use definition Truck Stop, and by amending the definitions of Salvage Yard and Storage Yard-Outdoor; by amending Section 17.09.030 "Accessory Structures and Uses" by applying more consistent requirements for accessory structures in general and on residential single and two-family lots; by allowing certain fence types in various yards, and by removing Equine as an accessory use and keeping it as a primary use; by amending Section 17.09.040 "Permitted Encroachments" to match the encroachment of a stoop to its allowed dimension; by amending Section 17.10.030 "Off-Street Parking Design Standards" by clarifying pavement requirements for driveways; by amended 17.12.060 "Sign Permit Required" by renaming retail center to commercial center, and by allowing increased size for wall signs; by amending "Section 17.12.070 Summary of Sign Permissions" by renaming retail center to commercial center, and by amending Section 17.14.090 "Site Plan Review" by allowing flexibility with special use site plans; and by amending Section 17.14.100 by limiting Design Review Board approval authority with streetscape elements to only when a substantial deviation from the Downtown Streetscape Plan is proposed and by amending Section 17.17.010 "Reservation of Previously Approved Conditions" by striking a condition that is no longer applicable.

Section I.

Section 17.02.030 Definition of General Terms is hereby amended as follows:

Accessory Storage Building. A detached accessory structure incidental to a principal residential use for keeping personal items. For the purposes of this definition, an accessory storage building is distinguished from garages in that the largest doors and/or openings are six (6) feet or less in width and the structure is not intended for either vehicle storage or commercial use.

Dwelling. A structure, or portion thereof, designed or used exclusively for human habitation. Each dwelling type must contain a front façade of at least 24 feet of width at its largest dimension and be located on a permanent foundation. Every room within a dwelling unit must be accessible from every other room within the dwelling via a completely internal route within the envelope of the dwelling structure.

Section II.

Table 17.08.1 – The following rows in the Use Matrix is amended to read as follows:

TABLE 17.08-1: USE MATRIX																					
PRINCIPAL USE	R-1	R-2	R-3	R-4	R-MF	R-MHP	C-T	C-1	C-2	C-3	C-OP	C-D	C-V	C-E	I-1	I-2	I-MU	S-AG	S-OS	S-IC	USE STANDARD
Drive-Through Facility								S	P	P		S		P	P	P	P				Sec. 17.08.030.J
Outdoor Dining								P	P	P	P	P	P	P	P	P	P				Sec. 17.08.030.V
Retail Alcohol Sales									P	P		S		P	P						
Residential Care Facility					P		P	S	P	P	P	P		P	P		P			P	Sec. 17.08.030.X

Section III.

17.08.030 Principal Use Standards is hereby amended to read as follows:

I. Day Care Center and Day Care Home

1. Each day care must have a state license and/or registration.
2. The exterior of a day care home must maintain its original appearance as a single-family dwelling. No visitor/client parking may be located in the front yard.
3. No signs are permitted for day care homes.
4. A day care center must provide a pickup/drop off area. When a day care center is part of a multi-tenant commercial center, the pickup/drop off area must not interfere with vehicle circulation in the parking lot, including blocking of the drive aisle.
5. Day care homes are limited to a maximum of six children or adults in care at any one time.
6. Day care homes are not permitted to have outside employees.

L. Dwelling – Accessory Dwelling Unit

1. One of the dwelling units must be occupied by the owner of the property.
2. No more than one accessory dwelling unit is allowed per lot. Accessory dwelling units must be located within a detached structure. When permitted, the accessory dwelling unit does not count toward the maximum number of dwelling units on a lot, including when the accessory dwelling unit is located in a detached structure.
3. Detached accessory dwelling units may only be located in the rear yard. Detached accessory dwelling units must meet the setback and yard requirements for Detached Garages in Section 17.09.030.
4. Both the principal dwelling unit and the accessory dwelling unit must maintain separate meter connections.
5. A detached accessory dwelling unit is subject to the height permitted for a detached garage.
6. No accessory dwelling unit may exceed 1,000 square feet in gross floor area.
7. When a detached garage is converted to an accessory dwelling unit, the ground floor may be used for the accessory dwelling unit so long as the minimum number of required off-street parking spaces are maintained on-site.
8. No additional parking is required for an accessory dwelling unit unless required by other City ordinances. Required parking for the principal structure must be maintained.

P. Equine, Keeping of/Equestrian Facility

1. A minimum of two acres is required to keep one equine. For each additional acre in excess of two acres, one additional equine may be housed and maintained.
2. A fence must be installed around the entire grazing area. The fence must be a minimum of 150 feet from the front lot line. The fence must be a minimum of 150 feet from an existing dwelling located on an adjacent lot.
3. A stable or shelter must be provided for the stabling of each equine. The stable or shelter must be a minimum of 100 feet from any side or rear lot line, and a minimum of 150 feet from any front lot line.
4. The keeping of equines for personal use is only permitted in the R-1 and S-AG Districts. No retail or wholesale use of these animals in the R-1 District. An equestrian facilities, which are defined as any place where equine are kept, housed, boarded, lodged, fed, hired, trained, sold, rented, or bred for monetary compensation, is only permitted in the S-AG District.

5. A legal and occupied dwelling must exist on the same lot as kept equine and associated facilities in the R-1 district.

EE. Wireless Telecommunications

1. Application Requirements

All applications to erect, construct, or modify any part of a wireless telecommunications system require site plan review must include the following items:

- a. A site plan showing:
 - i. The location, size, screening, and design of all structures, including fences.
 - ii. The location and size of all outdoor equipment.
 - iii. Elevations showing antenna height.
 - iv. If the site plan is for a new wireless telecommunications facility, a landscape plan showing all screening.
 - v. If the site plan is for a new wireless telecommunications tower, show a buffer as a radius from the center point of the tower equal distance to the height of the tower.
- b. A maintenance plan and any applicable maintenance agreement designed to ensure long-term, continuous maintenance, such as maintenance of landscape, keeping the area free from debris and litter, and immediate removal of any graffiti.
- c. A disclosure of what is proposed, demonstrating the need for the wireless telecommunications system in the proposed location. This is not required for co-location or stealth design antennas.
- d. The reason or purpose for the placement, construction, or modification in the proposed location with specific reference to the provider's coverage, capacity, and/or quality needs, goals, and objectives. This is not required if the proposal is does not involve the erection of a new tower.
- e. The service area of the proposed wireless telecommunications system.
- f. If the proposal is for a new telecommunications tower, then a map showing collocation opportunities within the City and within areas surrounding the borders of the City must be provided and justification for why co-location is not feasible in order to demonstrate the need for a new tower.
- g. If the proposal is for a new telecommunications tower, certification by a licensed and registered professional engineer regarding the manner in which the proposed structure will fail. The certification may be utilized, along with other criteria such as applicable regulations for the district in question, in determining if additional setback should be required for the structure and other facilities.

Section IV.

Section 17.08.050 Use Definitions is hereby amended to read as follows:

Dwelling - Multi-Family. A structure containing three or more attached dwelling units used for residential occupancy. A multi-family dwelling does not include a three-family or townhouse dwelling. In cases where dwelling units are located above the ground floor of a commercial building, one or more dwelling units for residential occupancy shall be permissible.

Truck Stop. Facilities that provide for the sale of fuel, provisions, supplies to motorists, including operators of over-the-road trucks, in which 30 percent or more of the total site area is devoted to the servicing, accommodation, parking, or storage of over-the-road trucks. The calculation of these areas includes but is not limited to fuel islands for diesel fuel, truck washing facilities, truck parking areas, and associated maneuvering areas. Travel centers include a mix of uses, including food sales, general retail services, auto and equipment services, and restaurants, and are typically located along or near interstate highways or other principal state and federal designated highway routes.

Salvage Yard. An establishment where damaged or junk vehicles or other machinery is broken up and the parts saved and processed for resale. A salvage yard also includes the storage of vehicles and trailers regardless if they are in the process of being dismantled. A salvage yard operation shall be completely screened from adjacent properties and rights of way by a solid fence, wall, or berm at least six feet in height and vehicle or part storage shall only occur upon a paved surface. A salvage yard cannot abut or adjoin a storage yard. A salvage yard use or property cannot be subdivided.

Storage Yard – Outdoors. The storage of material outdoors as a principal use for more than 24 hours. The storage of vehicles and trailers is not included in this definition (see Salvage Yard).

Section V.

Section 17.09.030 Accessory Structures and Uses is hereby amended to read as follows:

All accessory structures and uses are subject to the requirements of this section and the permitted encroachment requirements of Section 17.09.040. Additional accessory structures not regulated in this section may be regulated in Section 17.09.040.

A. General Regulations for Accessory Structures

All accessory structures are subject to the following regulations, unless otherwise permitted or restricted by specific regulations of this section and Ordinance.

1. No accessory structure may be constructed prior to construction of the principal building to which it is accessory.
2. Accessory structures shall be constructed out of material intended for long-term exposure to the elements. Prohibited materials include but are not limited to cloth, fabric, canvas, plastic sheets and tarps. Greenhouses are not subject to this prohibition, Shipping containers are prohibited as an accessory structure.
2. Only those accessory structures permitted by this section and Section 17.09.040 are permitted in required setbacks. Certain accessory structures may also be prohibited in certain yards. The use of the term “yard” refers to the area between the principal building and lot line. The distinction is made because certain principal buildings may not be built at required district setback lines, thereby creating a yard larger than the minimum setback dimension.
3. The maximum height of any detached accessory structure is 20 feet, unless otherwise permitted or restricted by this Ordinance. This does not apply to any structure accessory to an active agricultural use, which are not limited in height.
4. Detached accessory structures, including those listed in this section and Section 17.09.040, must be setback as follows, unless otherwise permitted or restricted by this Ordinance:
 - a. Four feet from any interior side lot line. This interior side setback may be reduced to two feet if the adjacent walls, or parts of walls, of the accessory building have no openings and are protected on the inside with fire-proofing materials or are constructed of fire-proof materials, as verified by the Zoning Administrator.
 - b. No closer than four feet from any rear lot line.
 - c. No structure may be located in a front, reverse corner, or corner side yard unless specifically allowed by this Ordinance.
5. Accessory structures are included in the calculation of all maximum impervious surface and building coverage requirements of the district.
6. The footprint of any single detached accessory structure cannot exceed the footprint of the principal building. This does not apply to any structure accessory to an active agricultural use, which are not limited in area; nor does it apply to the accessory structures of single-family and two-family dwellings.

H. Fences

2. Fences in Residential Districts and the C-T, C-1, C-D, C-V, and C-E Districts

- a.** Within the required front or reverse corner side setback, solid fences are limited in height to four feet and open fences are limited to a height of six feet. Chain link fences or other similar wire materials are prohibited.
- b.** Within the required minimum interior side or rear setback, fences are limited to a height of six feet (open or solid).
- c.** Where a lot line abuts an arterial or collector street and the lot does not take access from that street, fences within that setback may be up to six feet in height and may be open or solid. Chain link fences or other similar wire materials are prohibited.
- d.** When constructed outside the required minimum setback, within the buildable area, all fences are limited to eight feet.
- e.** Fences may be constructed at the boundaries of a lot without setback except in the following circumstances:
 - i.** Fences are prohibited within a 30 foot visibility triangle at the intersection of two streets as measured along the back of curb or edge of roadway pavement, as applicable.
 - ii.** Fences are prohibited within a ten foot visibility triangle at the intersection of a street and an alley or at the intersection of a street and a private driveway as measured along the back of curb or edge of roadway pavement, as applicable, or along the driveway edge.
 - iii.** Fences are prohibited within a ten foot visibility triangle at the intersection of two alleys as measured along the edge of alley pavement.

K. Detached Garages, Accessory Structures, and Carports

- 1.** Only one detached garage, one shed, and one carport are permitted per lot. Where a lot contains a detached garage and a carport, such carport must be attached to and constructed as an extension of the detached garage.
- 2.** Detached garages, accessory storage buildings, sheds, and carports are permitted in the rear and interior side yards.
- 3.** Detached garages, accessory storage buildings, and carports are permitted in the corner side yard, subject to the following:
 - a.** Where there is no alley access, and the garage or carport is located in the corner side yard and takes access from the abutting street, the garage or carport must be set back at least 20 feet from the corner side lot line.
 - b.** Where there is no alley access, and the garage or carport is located in the corner side yard but does not take access from the abutting street, the garage or carport must be set back at least four feet from the corner side lot line.
 - c.** Any detached garage located in a corner side yard must be set back a minimum of five feet from the front building facade line.
- 4.** Where served by an alley or rear service drive, garages, parking pads for access, and carports must take access from the alley or rear service drive. If a lot abuts an improved public alley that provides adequate access to a street, the garage or carport is not permitted within the required corner side yard setback.
- 5.** Detached garages and accessory buildings are subject to the following design standards:
 - a.** Structures shall have the eaves of roof extend a minimum of one foot past the outside walls.
 - b.** Structures shall have a minimum 4/12 roof pitch.

- c. Structures are encouraged to match the pitch of the roof of the principal dwelling.
 - d. Structures utilizing metal siding and/or roofing shall have a matte finish (or similar non-glare finish) and shall maintain the character of the surrounding neighborhood.
 - e. Structures shall not contain cooking facilities or plumbing. This does not apply if an accessory dwelling unit use has been approved, in which case those standards control.
 - f. The design standards related to eaves, roof pitch and metal finish do not apply to detached garages in the S-AG District or on lots 5 acres or greater in the R-1 District which have the detached garage and/or accessory storage building located in the rear yard.
6. Accessory structure size and quantity restrictions do not apply to any structure accessory to an active agricultural use regardless of the presence of a single or two-family dwelling.
7. Sheds must have the appearance of a professionally designed shed and be constructed of materials that professionals commonly use to construct sheds that are sold commercially. Once constructed, a shed must be kept weather-tight and in good repair and not appear in disrepair or be dilapidated.

Table 17.09-1: Bulk Requirements for Accessory Structures (Single-Family or Two-Family lots)

	Detached Garage	Accessory Storage Building	Carport	Shed
Area (maximum)	50% of living area or 720 sq. ft., whichever is greater	50% of living area or 720 sq. ft., whichever is greater	576 sq. ft.	120 sq. ft.
Total Area All Accessory Structures	The combined total area of all accessory structures on a lot shall not exceed the principal structure's living area.			
Structures Allowed (quantity)	1	No maximum, see total area restriction above	1	1
Door Width (maximum)	No Maximum	6 ft.	No Maximum	6 ft.
Height (maximum)	20 ft.	20 ft.	15 ft.	20 ft.
Design Standards Applied* (Yes/No)	Yes	Yes	No	No
<i>Specific Design Standards:</i>				
a.	<i>Structure shall have the eaves of roof extend a minimum of one foot past the outside walls.</i>			
b.	<i>Structure shall have a minimum 4/12 roof pitch.</i>			
c.	<i>Structures are encouraged to match the pitch of the roof of the principal dwelling.</i>			
d.	<i>Structures utilizing metal siding and/or roofing shall have a matte finish (or similar non-glare finish).</i>			
e.	<i>Structures shall not contain cooking facilities or plumbing. This does not apply if an accessory dwelling unit use has been approved, in which case those standards control.</i>			

Table 17.09-1: Bulk Requirements for Accessory Structures (Single-Family or Two-Family lots)

	Detached Garage	Accessory Storage Building	Carport	Shed
<i>f.</i>	<i>Structures shall maintain the character of the surrounding neighborhood.</i>			
*Exemption:	*Properties zoned R-1 and 5 acres or more are exempt from design standards if the building is located in the rear yard OR if the property is zoned S-AG District.			

Size Limits for Detached Garages, Accessory Structures, and Carports

Street					
	House: 1,000 sq.ft. Accessory total: 600 sq.ft. (max.) Garage: 400 sq.ft.			House: 1,000 sq.ft. Accessory: 280 sq.ft. (No carport allowed)	120' All lots are 7,200 sq.ft.; 60' x 120'
60'					
Alley					
	Garage: 424 sq.ft. Carport: 576 sq.ft. (max) (No accessory structure allowed) House: 1,000 sq.ft.			Garage: 720 sq.ft. Accessory: 720 sq.ft. House: 1,000 sq.ft.	
Street					

Roof Pitch Example

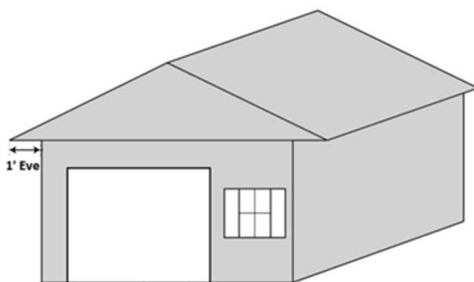
Allowed
4/12 or more



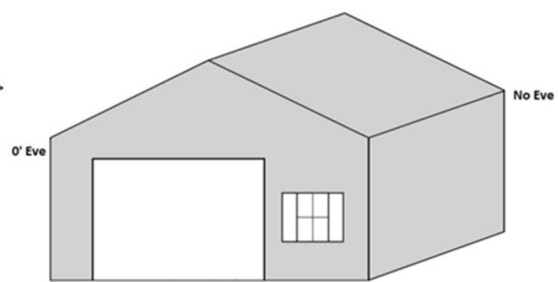
Not Allowed
3/12 or less



Eave Example



One Foot Eave



No Eave

M. (Reserved – Duplicated language removed)

Section VI.

Section 17.09.040 Permitted Encroachments is hereby amended to read as follows:

Table 17.09-1: Permitted Encroachments Into Required Setbacks				
Y= Permitted // N= Prohibited				
Max. = Maximum // Min. = Minimum				
	Front Setback	Corner Side Setback	Interior Side Setback	Rear Setback
Stoop Max. of 5' into setback	Y	Y	Y	Y

Section VII.

Section 17.10.030 Off-Street Parking Design Standards is hereby amended to read as follows:

I. Single-Family, Two-Family, and Townhouse Dwellings

1. All required off-street parking spaces must have vehicular access from a driveway that connects to a street or alley.
2. Townhouse developments are prohibited from constructing individual curb cuts for each dwelling unit along a public street.
3. Required off-street parking spaces may be designed so that the driver may back out into traffic.
4. All off-street parking lots, parking pads, and driveways must be improved with a hard surfaced, all-weather dustless material; pervious paving is encouraged and may also be used. Gravel, sealcoating and rotomillings are prohibited.
5. For single-family and two-family dwellings, a parking space may consist of two parallel paved parking strips, each of which is at least 18 inches in width and 18 feet long. Gravel is prohibited as fill material between the parking strips.

Section VIII.

17.12.060 Sign Permit Required is hereby amended as follows:

D. Freestanding Sign

1. Freestanding Sign Types

Freestanding signs are regulated as three types in this Ordinance:

- a. Freestanding signs – standard are permitted for multi-family dwellings and nonresidential uses (includes a nonresidential use comprised of two commercial establishments sharing a common building or which are in separate buildings that share a common access/entranceway or parking area) in any district.
- b. Freestanding signs – multi-tenant commercial center are permitted for multi-tenant commercial centers in any district. A multi-tenant commercial center is a commercial development under unified control consisting of three or more separate commercial establishments sharing a common building, or which are in separate buildings that share a common access/entranceway or parking area.
- c. Freestanding signs – residential subdivision are permitted for residential subdivisions in any district.

4. Freestanding Signs – Multi-Tenant Commercial Regulations

Freestanding signs – multi-tenant commercial center are subject to the following.

a. One freestanding sign – multi-tenant commercial center is permitted per street frontage of a lot. An additional freestanding sign is permitted for each additional access point to the lot, however a minimum separation of 75 feet is required between signs. For the purposes of this regulation, a multi-tenant development where the development as a whole is comprised of separate lots of record, the entire development, including outlot parcels and inline development, is considered one lot.

b. Freestanding signs – multi-tenant commercial center permissions are as follows:

i. Maximum sign area of 100 square feet of area per sign

ii. Maximum sign height of ten feet in the C-T, C-1, C-D, C-V, and S-AG Districts. In all other districts where allowed they are limited to 25 feet.

I. Wall Sign

1. Wall signs are permitted for all nonresidential uses in any district.

2. Wall signs are permitted on all facades of a structure. On a site consisting of multiple structures, each structure is permitted wall signs per the regulations of this section. The square footage from different structures cannot be combined to create a larger sign on any one structure.

3. For a single tenant structure, the maximum total wall sign area is two square feet per linear foot of building wall where the wall sign(s) will be mounted or 80 square feet, whichever is greater. The square footage from different facades cannot be combined to create a larger sign on any one facade.

4. For a structure that contains multiple tenants, each tenant that has exterior business façade area is permitted a total wall sign area of two square feet per linear foot of business frontage or 80 square feet, whichever is greater, along their individual frontage(s).

5. The number of individual wall signs on a facade is not limited, however the cumulative sign area of all signs on a facade cannot exceed the maximum allowable total wall sign area per facade.

6. Wall signs may be internally or externally illuminated. If externally illuminated, all light must be directed onto the sign face.

7. Wall signs must be safely and securely attached to the building wall. Wall signs must project 18 inches or less from the building wall. Wall signs may encroach into the public right-of-way no more than 18 inches.

8. No wall sign affixed to a building, including sign support structure, may project beyond the ends or top of the wall or higher than the roofline of the structure to which it is attached.

9. Wall signs must be constructed of wood or simulated wood, metal, plastic, or high-density urethane (HDU) foam board or similar durable foam construction. Canvas and similar material wall signs and painted wall signs are prohibited.

10. Wall signs are permitted on architectural appurtenances, such as chimneys or penthouses, which are part of the structure. Wall signs must not cover any window, windowsill, transom sill, or significant architectural feature of the structure.

11. On existing buildings, a parapet wall must not be constructed for the sole purpose of increasing the allowable height of a wall sign. For new buildings, when a sign is mounted on a parapet wall, that parapet wall must be consistent with the architectural design of the building, including building materials.

12. Signs may be projected onto a wall and do not count toward total wall sign area. Such signs must remain static and cannot flash, rotate, or move. No such projected wall sign can project an electronic video. No such projected sign may glare onto adjacent properties.

Section IX.

Section 17.12.070 Summary of Sign Permissions is hereby amended to read as follows:

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
A-Frame Sign	•		C-1, C-2, C-3, C-D, C-V, and I-MU Districts
Attention-Getting Device	•		Nonresidential uses
Awning Sign		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign: Non-Structural Canopy Signs		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign Structural: Attached to Principal Building		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign Structural: Freestanding		•	Gas stations and drive through facilities in any district
Construction Activity Sign	•		On a lot where active construction is taking place in all districts
Electronic Message Sign		•	Commercial and industrial districts S-IC District. Following uses in any district: conservation area, cultural facility, educational facility - primary or secondary, educational facility - university or college, government office/facility, public park, places of worship Gas stations in any district

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
Freestanding Signs – Standard		•	Multi-family dwellings and nonresidential uses in all districts
Freestanding Signs – Multi-Tenant Commercial Center		•	Multi-tenant commercial centers in all districts
Freestanding Signs – Residential Subdivision		•	Residential subdivisions in all districts
Government Sign	•		All districts
Light Pole Banner	•		Light pole banners on private property in all districts
Marquee		•	Commercial uses in C-3, C-D, and C-V Districts
Memorial or Historic Event	•		Where a structure or lot is related to a historic person, event, structure, or site in all districts
Menuboard		•	Drive through facilities in all districts
Multiple Tenant Building Entryway	•		Entryways for multiple tenant buildings (multi-family dwellings and non-residential and mixed-use developments) in all districts
Noncommercial Message	•		All districts

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
Parking Lots and Structures	•		Parking lot/structures for each entrance/exit, driveway intersection, drive-through lane, and other circulation points in all districts
Projecting Signs		•	Commercial districts
Real Estate Activity	•		When a structure or lot is offered for sale, lease, or rent in all districts
Roof Sign		•	C-D District
Wall Sign		•	Non-residential uses in all districts
Window Sign	•		Nonresidential uses

Section X.

Section 17.14.090 Site Plan Review is hereby amended as follows:

D. Procedure

1. Applications for site plan review must be submitted to the Zoning Administrator. The Zoning Administrator may convene a technical review group comprised of City staff to review the application.
2. The Zoning Administrator must begin the review of the site plan within 30 days of the date the application is deemed complete. The Zoning Administrator Development must review and evaluate the application, pursuant to the standards of this section, and approve, approve with conditions, or deny the site plan.
3. Site plan approvals are applicable as follows:
 - a. When no other approvals are required, the site plan approval must occur before a building permit is issued. If the Zoning Administrator approves the site plan subject to certain conditions, all plans and drawings to be submitted as part of the application for a building permit or zoning approval must be revised to include those conditions.
 - b. When a special use approval is required, and site plan approval is required, the site plan must be deemed reasonably complete by Zoning Administrator prior to the hearing on the special use request. The reasonably complete site plan would be forwarded with the application and the staff recommendation on the request. The approving body would be allowed to impose additional conditions on the site plan.
 - c. When a variance or administrative exception is required, the variance or administrative exception must be approved prior to final approval of the site plan. Once the variance or administrative exception is approved, the site plan may be submitted for review and approval. If the approving body imposed additional conditions as part of the variance or administrative exception approval, the site plan must include such conditions. If the Zoning Administrator approves the site plan subject to certain conditions, the site plan forwarded with the approval application must be revised to include those conditions and any conditions of the variance or administrative exception.

Section XI.

Section 17.14.100 Design Review is hereby amended to read as follows:

A. Purpose

The purpose of design review is to ensure that the buildings, improvements, signs, landscape design, and siting complies with the adopted performance standards and design guidelines, including City of Davenport's adopted Downtown Design Guidelines, Downtown Davenport Streetscape Improvement Plan, Village of East Davenport Performance Standards, and Elmore Corners Plan.

B. Initiation

Any person with an interest in the property may file an application for design approval.

C. Authority

The Design Review Board issues final design approval. Design review approval is required prior to site plan review approval. If site plan is not required, design review approval is required prior to issuance of a building permit.

D. Required Design Review Board Approval

1. Design Review Board Approval is required in the C-D, C-V, and C-E Districts for the following:
 - a. New construction or an alteration to the exterior of a structure where changes are visible from the public right-of-way.
 - b. Installation of any sign or action related to a sign.
 - c. New parking lots, fencing/walls and landscaping or an alteration to existing parking lots, fencing/walls or landscaping.
 - d. Streetscape elements within the right-of-way, only when there is a substantial deviation from the standards contained in the Downtown Davenport Streetscape Improvement Plan.
 - e. Demolition within the C-D and C-V Districts requires the owner(s) of record or the City to apply for a demolition approval. Alternately, the City Fire Marshal and/or the Chief Building Official may order the partial or complete demolition of a structure because it possesses an immediate, definite and serious threat to the life, health and safety of the general public. In such cases, the Design Review Board review is limited to reviewing the design, construction, and/or condition of any shared party wall made visible by the demolition.

Section XII.

Section 17.17.010 Reservation of Previously Approved Conditions is hereby amended as follows:

J. Ordinance 2017-520.

1. Condition 6. Lighting shall consist of LED Dark Sky fixtures not higher than twenty five feet. Fixtures shall be shielded from view from properties to the south and shall be powered down within one-half hour of closing to a level necessary to provide security lighting only.
2. Condition 7. Routine use of PA systems outside of buildings on the property shall not be permitted.
3. Condition 8. Car washes on the property shall not be located closer than one hundred twenty five (125) feet from the south property line, oriented so entrances and exits be oriented in an east-west direction and operate only when the dealership is open for business.

4. Condition 9. The following uses shall not be closer than three hundred (300) feet from the south property line:

- a. Automobile and service and oil change facilities not part of an automobile dealership.
- b. Any use utilizing drive-through window(s).

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

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

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

First Consideration: _____

Second Consideration: _____

Approved: _____

Published in the Quad City Times on _____

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

Summary:

Amending Section 17.02.030 “Definition of General Terms” by adding Accessory Storage Building definition and by clarifying the Dwelling definition; by amending Section 17.08.020 “Use Matrix” to allow Drive-Through Facilities, Outdoor Dining, and Residential Care Facilities in additional districts, and by removing Retail Alcohol Sales from the I-MU District; by improving consistency in accessory structure language, by requiring residential occupancy for “R-1” Equine uses, and by replacing a fall-zone with a buffer; by amending Section 17.08.050 “Use Definitions” by allowing a second floor dwelling above commercial uses, by adding the use definition Truck Stop, and by amending the definitions of Salvage Yard and Storage Yard-Outdoor; by amending Section 17.09.030 “Accessory Structures and Uses” by applying more consistent requirements for accessory structures in general and on residential single and two-family lots; by allowing certain fence types in various yards, and by removing Equine as an accessory use and keeping it as a primary use; by amended Section 17.09.040 “Permitted Encroachments” to match the encroachment of a stoop to its allowed dimension; by amending Section 17.10.030 “Off-Street Parking Design Standards” by clarifying pavement requirements for driveways; and by amending Section 17.14.090 “Site Plan Review” by allowing flexibility with special use site plans; and by amending Section 17.14.100 by limiting Design Review Board approval authority with streetscape elements to only when a substantial deviation from the Downtown Streetscape Plan is proposed and by amending Section 17.17.010 “Reservation of Previously Approved Conditions” by striking a condition that is not applicable.

Section I.

Section 17.02.030 Definition of General Terms is hereby amended as follows:

Accessory Storage Building. A detached accessory structure incidental to a principal residential use for keeping personal items. For the purposes of this definition, an accessory storage building is distinguished from garages in that the largest doors and/or openings are six (6) feet or less in width and the structure is not intended for either vehicle storage or commercial use.

Dwelling. A structure, or portion thereof, designed or used exclusively for human habitation. Each dwelling type must contain a front façade of at least 24 feet of width at its largest dimension and be located on a permanent foundation. Every room within a dwelling unit must be accessible from every other room within the dwelling via a completely internal route within the envelope of the dwelling structure.

Section II.

Section 17.08.020 – Use Matrix

TABLE 17.08-1: USE MATRIX																					
PRINCIPAL USE	R-1	R-2	R-3	R-4	R-MF	R-MHP	C-T	C-1	C-2	C-3	C-OP	C-D	C-V	C-E	I-1	I-2	I-MU	S-AG	S-OS	S-IC	USE STANDARD
Drive-Through Facility								S	P	P		S		P	P	P					Sec. 17.08.030.J
Outdoor Dining								P	P	P	P	P	P	P	P	P					Sec. 17.08.030.V
Residential Care Facility					P		P	S	P	P	P	P		P	P		P			P	Sec. 17.08.030.X
Retail Alcohol Sales									P	P		S		P	P		P				

Section III.

17.08.030 Principal Use Standards is hereby amended as follows:

I. Day Care Center and Day Care Home

1. Each day care must have a state license and/or registration.
2. The exterior of a day care home must maintain its original appearance as a single-family dwelling. No visitor/client parking may be located in the front yard.
3. No signs are permitted for day care homes.
4. A day care center must provide a pickup/drop off area. When a day care center is part of a multi-tenant **retail commercial** center, the pickup/drop off area must not interfere with vehicle circulation in the parking lot, including blocking of the drive aisle.
5. Day care homes are limited to a maximum of six children or adults in care at any one time.
6. Day care homes are not permitted to have outside employees.

L. Dwelling – Accessory Dwelling Unit

1. One of the dwelling units must be occupied by the owner of the property.
2. No more than one accessory dwelling unit is allowed per lot. Accessory dwelling units must be located within a detached structure. When permitted, the accessory dwelling unit does not count toward the maximum number of dwelling units on a lot, including when the accessory dwelling unit is located in a detached structure.
3. Detached accessory dwelling units may only be located in the rear yard. Detached accessory dwelling units must meet the setback and yard required for Detached Garages in Section 17.09.030.
4. Both the principal dwelling unit and the accessory dwelling unit must maintain separate meter connections.
5. A detached accessory dwelling unit is subject to the height permitted for a detached garage.
6. No accessory dwelling unit may exceed 1,000 square feet in gross floor area.
7. When a detached garage is converted to an accessory dwelling unit, the ground floor may be used for the accessory dwelling unit so long as the minimum number of required off-street parking spaces are maintained on-site.
8. No additional parking is required for an accessory dwelling unit unless required by other City ordinances. Required parking for the principal structure must be maintained.

P. Equine, Keeping of/Equestrian Facility

1. A minimum of two acres is required to keep one equine. For each additional acre in excess of two acres, one additional equine may be housed and maintained.
2. A fence must be installed around the entire grazing area. The fence must be a minimum of 150 feet from the front lot line. The fence must be a minimum of 150 feet from an existing dwelling located on an adjacent lot.
3. A stable or shelter must be provided for the stabling of each equine. The stable or shelter must be a minimum of 100 feet from any side or rear lot line, and a minimum of 150 feet from any front lot line.
4. The keeping of equines for personal use is only permitted in the R-1 and S-AG Districts. No retail or wholesale use of these animals in the R-1 District. An equestrian facilities, which are defined as any place where equine are kept, housed, boarded, lodged, fed, hired, trained, sold, rented, or bred for monetary compensation, is only permitted in the S-AG District.

5. A legal and occupied dwelling must exist on the same lot as kept equine and associated facilities in the R-1 district.

EE. Wireless Telecommunications

1. Application Requirements

All applications to erect, construct, or modify any part of a wireless telecommunications system require site plan review must include the following items:

- a. A site plan showing:
 - i. The location, size, screening, and design of all structures, including fences.
 - ii. The location and size of all outdoor equipment.
 - iii. Elevations showing antenna height.
 - iv. If the site plan is for a new wireless telecommunications facility, a landscape plan showing all screening.
 - v. If the site plan is for a new wireless telecommunications tower, **show a indication of the buffer as a radius from the center point of the tower equal distance to the height of the tower. fall zone as a shaded circle.**
- b. A maintenance plan and any applicable maintenance agreement designed to ensure long-term, continuous maintenance, such as maintenance of landscape, keeping the area free from debris and litter, and immediate removal of any graffiti.
- c. A disclosure of what is proposed, demonstrating the need for the wireless telecommunications system in the proposed location. This is not required for co-location or stealth design antennas.
- d. The reason or purpose for the placement, construction, or modification in the proposed location with specific reference to the provider's coverage, capacity, and/or quality needs, goals, and objectives. This is not required if the proposal is does not involve the erection of a new tower.
- e. The service area of the proposed wireless telecommunications system.
- f. If the proposal is for a new telecommunications tower, then a map showing collocation opportunities within the City and within areas surrounding the borders of the City must be provided and justification for why co-location is not feasible in order to demonstrate the need for a new tower.
- g. If the proposal is for a new telecommunications tower, certification by a licensed and registered professional engineer regarding the manner in which the proposed structure will fail. The certification may be utilized, along with other criteria such as applicable regulations for the district in question, in determining if additional setback should be required for the structure and other facilities.

Section IV.

Section 17.08.050 Use Definitions is hereby amended as follows:

Dwelling - Multi-Family. A structure containing three or more attached dwelling units used for residential occupancy. A multi-family dwelling does not include a three-family or townhouse dwelling. **In cases where dwelling units are located above the ground floor of a commercial building, one or more dwelling units for residential occupancy shall be permissible.**

Truck Stop. Facilities that provide for the sale of fuel, provisions, supplies to motorists, including operators of over-the-road trucks, in which 30 percent or more of the total site area is devoted to the servicing, accommodation, parking, or storage of over-the-road trucks. The calculation of these areas includes but is not limited to fuel islands for diesel fuel, truck washing facilities, truck parking areas, and associated maneuvering areas. Travel centers include a mix of uses, including food sales, general retail services, auto and equipment services, and restaurants, and are typically located along or near interstate highways or other principal state and federal designated highway routes.

Salvage Yard. An establishment where damaged or junk vehicles or other machinery is broken up and the parts saved and processed for resale. A salvage yard also includes the storage of vehicles and trailers regardless if they are in the process of being dismantled. A salvage yard operation shall be completely screened from adjacent properties and rights of way by a solid fence, wall, or berm at least six feet in height and vehicle or part storage shall only occur upon a paved surface. A salvage yard cannot abut or adjoin a storage yard. A salvage yard use or property cannot be subdivided.

Storage Yard – Outdoors. The storage of material outdoors as a principal use for more than 24 hours. The storage of vehicles and trailers is not included in this definition (see Salvage Yard).

Section V.

Section 17.09.030 Accessory Structures and Uses is hereby amended as follows:

All accessory structures and uses are subject to the requirements of this section and the permitted encroachment requirements of Section 17.09.040. Additional accessory structures not regulated in this section may be regulated in Section 17.09.040.

A. General Regulations for Accessory Structures

All accessory structures are subject to the following regulations, unless otherwise permitted or restricted by specific regulations of this section and Ordinance.

1. No accessory structure may be constructed prior to construction of the principal building to which it is accessory.
2. Accessory structures shall be constructed out of material intended for long-term exposure to the elements. Prohibited materials include but are not limited to cloth, fabric, canvas, plastic sheets and tarps. Greenhouses are not subject to this prohibition, Shipping containers are prohibited as an accessory structure.
2. Only those accessory structures permitted by this section and Section 17.09.040 are permitted in required setbacks. Certain accessory structures may also be prohibited in certain yards. The use of the term “yard” refers to the area between the principal building and lot line. The distinction is made because certain principal buildings may not be built at required district setback lines, thereby creating a yard larger than the minimum setback dimension.
3. The maximum height of any detached accessory structure is 20 feet, unless otherwise permitted or restricted by this Ordinance. This does not apply to any structure accessory to an active agricultural use, which are not limited in height.
4. Detached accessory structures, including those listed in this section and Section 17.09.040, must be setback as follows, unless otherwise permitted or restricted by this Ordinance:
 - a. Four feet from any interior side lot line. This interior side setback may be reduced to two feet if the adjacent walls, or parts of walls, of the accessory building have no openings and are protected on the inside with fire-proofing materials or are constructed of fire-proof materials, as verified by the Zoning Administrator.
 - b. No closer than four feet from any rear lot line.
 - c. No structure may be located in a front, reverse corner, or corner side yard unless specifically allowed by this Ordinance.
5. Accessory structures are included in the calculation of all maximum impervious surface and building coverage requirements of the district.
6. The footprint of any single detached accessory structure cannot exceed the footprint of the principal building. This does not apply to any structure accessory to an active agricultural use, which are not limited in area-

H. Fences

2. Fences in Residential Districts and the C-T, C-1, C-D, C-V, and C-E Districts

- a. Within the required front, **corner side**, or reverse corner side setback, solid fences are limited in height to four feet and open fences are limited to a height of six feet. Chain link fences or other similar wire materials are prohibited.
- b. Within the required minimum interior side or rear setback, fences are limited to a height of six feet (open or solid).
- c. Where a lot line abuts an arterial or collector street and the lot does not take access from that street, fences within that setback may be up to six feet in height and may be open or solid. Chain link fences or other similar wire materials are prohibited.
- d. When constructed outside the required minimum setback, within the buildable area, all fences are limited to eight feet.
- e. Fences may be constructed at the boundaries of a lot without setback except in the following circumstances:
 - i. Fences are prohibited within a 30 foot visibility triangle at the intersection of two streets as measured along the back of curb or edge of roadway pavement, as applicable.
 - ii. Fences are prohibited within a ten foot visibility triangle at the intersection of a street and an alley or at the intersection of a street and a private driveway as measured along the back of curb or edge of roadway pavement, as applicable, or along the driveway edge.
 - iii. Fences are prohibited within a ten foot visibility triangle at the intersection of two alleys as measured along the edge of alley pavement.

K. **Detached Garages, Accessory Structures, and Carports** ~~Garages, Detached and Carports~~

1. Only one detached garage, **one shed**, and one carport is permitted per lot for a single-family or two-family dwelling. Where a lot contains a detached garage and a carport, such carport must be attached to and constructed as an extension of the detached garage.
2. Detached garages, **accessory storage buildings, sheds**, and carports are permitted in the rear and interior side yards.
3. Detached garages, **accessory storage buildings**, and carports are permitted in the corner side yard, subject to the following:
 - a. Where there is no alley access, and the garage or carport is located in the corner side yard and takes access from the abutting street, the garage or carport must be set back **at least** 20 feet from the corner side lot line.
 - b. Where there is no alley access, and the garage or carport is located in the corner side yard but does not take access from the abutting street, the garage or carport must be set back **at least** four feet from the corner side lot line.
 - c. Any detached garage located in a corner side yard must be set back a minimum of five feet from the front building facade line.
4. Where served by an alley or rear service drive, garages, parking pads for access, and carports must take access from the alley or rear service drive. If a lot abuts an improved public alley that provides adequate access to a street, the garage or carport is not permitted within the required corner side yard setback.
5. Detached garages **and accessory buildings** are subject to the following **design standards**:
 - a. **Structures** ~~Detached garages~~ shall have the eaves of roof extend a minimum of one foot past the outside walls.

- b. Structures Detached garages shall have a minimum 4/12 roof pitch.
- c. Structures Detached garages are encouraged to match the pitch of the roof of the principal dwelling.
- d. Structures Detached garages utilizing metal siding and/or roofing shall not have highly reflective surfaces have a matte finish (or similar non-glare finish) and shall maintain the character of the surrounding neighborhood.
- e. Structures Detached garages shall not contain cooking facilities or plumbing. This does not apply if an accessory dwelling unit use has been approved, in which case those standards control.
- f. The design standards related to eaves, roof pitch and highly reflective surfaces metal finish do not apply to detached garages in the S-AG District or lots in R-1 Districts when properties are two five acres in area or greater and which have the detached garage and/or accessory storage building located in the rear yard.

6. Accessory structure size and quantity restrictions do not apply to any structure accessory to an active agricultural use regardless of the presence of a single or two-family dwelling.

7. Sheds must have the appearance of a professionally designed shed and be constructed of materials that professionals commonly use to construct sheds that are sold commercially. Once constructed, a shed must be kept weather-tight and in good repair and not appear in disrepair or be dilapidated.

Table 17.09-1: Bulk Requirements for Accessory Structures (Single-Family or Two-Family lots)

	<u>Detached Garage</u>	<u>Accessory Storage Building</u>	<u>Carport</u>	<u>Shed</u>
<u>Area (maximum)</u>	<u>50% of living area</u> <u>or 720 sq. ft.</u> <u>whichever is greater</u>	<u>50% of living area</u> <u>or 720 sq. ft.</u> <u>whichever is greater</u>	<u>576 sq. ft.</u>	<u>120 sq. ft.</u>
<u>Total Area All Accessory Structures</u>	<u>The combined total area of all accessory structures on a lot shall not exceed the principal structure's living area.</u>			
<u>Structures Allowed (quantity)</u>	<u>1</u>	<u>No maximum, see total area restriction above</u>	<u>1</u>	<u>1</u>
<u>Door Width (maximum)</u>	<u>No Maximum</u>	<u>6 ft.</u>	<u>No Maximum</u>	<u>6 ft.</u>
<u>Height (maximum)</u>	<u>20 ft.</u>	<u>20 ft.</u>	<u>15 ft.</u>	<u>20 ft.</u>
<u>Design Standards Applied* (Yes/No)</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>	<u>No</u>
<u>Specific Design Standards:</u>				
<u>a.</u>	<u>Structure shall have the eaves of roof extend a minimum of one foot past the outside walls.</u>			
<u>b.</u>	<u>Structure shall have a minimum 4/12 roof pitch.</u>			
<u>c.</u>	<u>Structures are encouraged to match the pitch of the roof of the principal dwelling.</u>			

Table 17.09-1: Bulk Requirements for Accessory Structures (Single-Family or Two-Family lots)

	Detached Garage	Accessory Storage Building	Carport	Shed
d.	<i>Structures utilizing metal siding and/or roofing shall have a matte finish (or similar non-glare finish) and shall maintain the character of the surrounding neighborhood.</i>			
e.	<i>Structures shall not contain cooking facilities or plumbing. This does not apply if an accessory dwelling unit use has been approved, in which case those standards control.</i>			
f.	<i>Structures shall maintain the character of the surrounding neighborhood.</i>			
*Exemption:	<i>*Properties zoned R-1 and 5 acres or larger are exempt from design standards if the building is located in the rear yard OR if the property is zoned S-AG District.</i>			

M. Keeping of Equines

- 1.** The keeping of equines is allowed only in the R-1 District.
- 2.** A minimum of two acres is required to keep one equine. For each additional acre in excess of two acres, one additional equine may be housed and maintained.
- 3.** A fence must be installed around the entire grazing area. The fence must be a minimum of 150 feet from the front lot line. The fence must be a minimum of 150 feet from an existing dwelling located on an adjacent lot.
- 4.** A stable or shelter must be provided for the stabling of each equine. The stable or shelter must be a minimum of 100 feet from any side or rear lot line, and a minimum of 150 feet from any front lot line.
- 5.** The keeping of equines is for personal use only. No retail or wholesale use may be made of these animals.

Sections N – T (Reserved) These sections are unchanged.

Section VI.

Section 17.09.040 Permitted Encroachments is hereby amended as follows:

Table 17.09-1: Permitted Encroachments Into Required Setbacks				
Y= Permitted // N= Prohibited				
Max. = Maximum // Min. = Minimum				
	Front Setback	Corner Side Setback	Interior Side Setback	Rear Setback
Stoop Max. of 4' 5" into setback	Y	Y	Y	Y

Section VII.

Section 17.10.030 Off-Street Parking Design Standards is hereby amended as follows:

I. Single-Family, Two-Family, and Townhouse Dwellings

1. All required off-street parking spaces must have vehicular access from a driveway that connects to a street or alley.
2. Townhouse developments are prohibited from constructing individual curb cuts for each dwelling unit along a public street.
3. Required off-street parking spaces may be designed so that the driver may back out into traffic.
4. All off-street parking lots, ~~and parking pads, and driveways~~ must be improved with a hard surfaced, all-weather dustless material; pervious paving is encouraged and may also be used. ~~Gravel is prohibited. Sealcoating and rotomilling (the process of removing at least part of the surface of a paved area) is prohibited. Gravel, sealcoating and rotomillings are prohibited.~~
5. For single-family and two-family dwellings, a parking space may consist of two parallel paved parking strips, each of which is at least 18 inches in width and 18 feet long. Gravel is prohibited as fill material between the parking strips.

Section VIII.

17.12.060 Sign Permit Required is hereby amended as follows:

D. Freestanding Sign

1. Freestanding Sign Types

Freestanding signs are regulated as three types in this Ordinance:

- a. Freestanding signs – standard are permitted for multi-family dwellings and nonresidential uses (includes a nonresidential use comprised of two commercial establishments sharing a common building or which are in separate buildings that share a common access/entranceway or parking area) in any district.
- b. Freestanding signs – multi-tenant ~~commercial retail~~ center are permitted for multi-tenant ~~commercial retail~~ centers in any district. A multi-tenant ~~commercial retail~~ center is a commercial development under unified control consisting of three or more separate commercial establishments sharing a common building, or which are in separate buildings that share a common access/entranceway or parking area.
- c. Freestanding signs – residential subdivision are permitted for residential subdivisions in any district.

4. Freestanding Signs – Multi-Tenant Commercial Retail Center Regulations

Freestanding signs – multi-tenant retail center are subject to the following.

- a. One freestanding sign – multi-tenant commercial retail center is permitted per street frontage of a lot. An additional freestanding sign is permitted for each additional access point to the lot, however a minimum separation of 75 feet is required between signs. For the purposes of this regulation, a multi-tenant development where the development as a whole is comprised of separate lots of record, the entire development, including outlot parcels and inline development, is considered one lot.
- b. Freestanding signs – multi-tenant commercial retail center permissions are as follows:
 - i. Maximum sign area of 100 square feet of area per sign
 - ii. Maximum sign height of ten feet in the C-T, C-1, C-D, C-V, and S-AG Districts. In all other districts where allowed they are limited to 25 feet.

I. Wall Sign

1. Wall signs are permitted for all nonresidential uses in any district.
2. Wall signs are permitted on all facades of a structure. On a site consisting of multiple structures, each structure is permitted wall signs per the regulations of this section. The square footage from different structures cannot be combined to create a larger sign on any one structure.
3. For a single tenant structure, the maximum total wall sign area is two one square feet feet per linear foot of building wall where the wall sign(s) will be mounted or 80 40 square feet, whichever is greater. The square footage from different facades cannot be combined to create a larger sign on any one facade.
4. For a structure that contains multiple tenants, each tenant that has exterior business façade area is permitted a total wall sign area of two one square feet feet per linear foot of business frontage or 80 40 square feet, whichever is greater, along their individual frontage(s).
5. The number of individual wall signs on a facade is not limited, however the cumulative sign area of all signs on a facade cannot exceed the maximum allowable total wall sign area per facade.
6. Wall signs may be internally or externally illuminated. If externally illuminated, all light must be directed onto the sign face.
7. Wall signs must be safely and securely attached to the building wall. Wall signs must project 18 inches or less from the building wall. Wall signs may encroach into the public right-of-way no more than 18 inches.
8. No wall sign affixed to a building, including sign support structure, may project beyond the ends or top of the wall or higher than the roofline of the structure to which it is attached.
9. Wall signs must be constructed of wood or simulated wood, metal, plastic, or high-density urethane (HDU) foam board or similar durable foam construction. Canvas and similar material wall signs and painted wall signs are prohibited.
10. Wall signs are permitted on architectural appurtenances, such as chimneys or penthouses, which are part of the structure. Wall signs must not cover any window, windowsill, transom sill, or significant architectural feature of the structure.
11. On existing buildings, a parapet wall must not be constructed for the sole purpose of increasing the allowable height of a wall sign. For new buildings, when a sign is mounted on a parapet wall, that parapet wall must be consistent with the architectural design of the building, including building materials.
12. Signs may be projected onto a wall and do not count toward total wall sign area. Such signs must remain static and cannot flash, rotate, or move. No such projected wall sign can project an electronic video. No such projected sign may glare onto adjacent properties.

Section IX.

Section 17.12.070 Summary of Sign Permissions is hereby amended as follows:

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
A-Frame Sign	•		C-1, C-2, C-3, C-D, C-V, and I-MU Districts
Attention-Getting Device	•		Nonresidential uses
Awning Sign		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign: Non-Structural Canopy Signs		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign Structural: Attached to Principal Building		•	Multi-family dwellings and nonresidential uses in all district
Canopy Sign Structural: Freestanding		•	Gas stations and drive through facilities in any district
Construction Activity Sign	•		On a lot where active construction is taking place in all districts
Electronic Message Sign		•	Commercial and industrial districts S-IC District. Following uses in any district: conservation area, cultural facility, educational facility - primary or secondary, educational facility - university or college, government office/facility, public park, places of worship Gas stations in any district

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
Freestanding Signs – Standard		•	Multi-family dwellings and nonresidential uses in all districts
Freestanding Signs – Multi-Tenant Commercial Retail Center		•	Multi-tenant commercial retail centers in all districts
Freestanding Signs – Residential Subdivision		•	Residential subdivisions in all districts
Government Sign	•		All districts
Light Pole Banner	•		Light pole banners on private property in all districts
Marquee		•	Commercial uses in C-3, C-D, and C-V Districts
Memorial or Historic Event	•		Where a structure or lot is related to a historic person, event, structure, or site in all districts
Menuboard		•	Drive through facilities in all districts
Multiple Tenant Building Entryway	•		Entryways for multiple tenant buildings (multi-family dwellings and non-residential and mixed-use developments) in all districts

TABLE 17.12-1: SUMMARY OF SIGN PERMISSIONS			
Sign Type	Exempt Sign (Section 17.12.050)	Permit Required (Section 17.12.060)	Permitted Locations
Noncommercial Message	•		All districts
Parking Lots and Structures	•		Parking lot/structures for each entrance/exit, driveway intersection, drive-through lane, and other circulation points in all districts
Projecting Signs		•	Commercial districts
Real Estate Activity	•		When a structure or lot is offered for sale, lease, or rent in all districts
Roof Sign		•	C-D District
Wall Sign		•	Non-residential uses in all districts
Window Sign	•		Nonresidential uses

Section X.

Section 17.14.090 Site Plan Review is hereby amended as follows:

D. Procedure

1. Applications for site plan review must be submitted to the Zoning Administrator. The Zoning Administrator may convene a technical review group comprised of City staff to review the application.
2. The Zoning Administrator must begin the review of the site plan within 30 days of the date the application is deemed complete. The Zoning Administrator Development must review and evaluate the application, pursuant to the standards of this section, and approve, approve with conditions, or deny the site plan.
3. Site plan approvals are applicable as follows:
 - a. When no other approvals are required, the site plan approval must occur before a building permit is issued. If the Zoning Administrator approves the site plan subject to certain conditions, all plans and drawings to be submitted as part of the application for a building permit or zoning approval must be revised to include those conditions.
 - b. When a special use approval is required, ~~the site plan must be approved and site plan approval is required, the site plan must be deemed reasonably complete~~ by Zoning Administrator prior to the hearing on the special use ~~approval request~~. The ~~approved reasonably complete~~ site plan would be forwarded with the application and the staff recommendation on the ~~approval request~~. The approving body would be allowed to impose additional conditions on the site plan. ~~If the Zoning Administrator approves the site plan subject to certain conditions, the site plan forwarded with the approval application must be revised to include those conditions.~~
 - c. When a variance or administrative exception is required, the variance or administrative exception must be approved prior to final approval of the site plan. Once the variance or administrative exception is approved, the site plan may be submitted for review and approval. If the approving body imposed additional conditions as part of the variance or administrative exception approval, the site plan must include such conditions. If the Zoning Administrator approves the site plan subject to certain conditions, the site plan forwarded with the approval application must be revised to include those conditions and any conditions of the variance or administrative exception.

Section XI.

Section 17.14.100 Design Review is hereby amended to read as follows:

A. Purpose

The purpose of design review is to ensure that the buildings, improvements, signs, landscape design, and siting complies with the adopted performance standards and design guidelines, including City of Davenport's adopted Downtown Design Guidelines, Downtown Davenport Streetscape Improvement Plan, Village of East Davenport Performance Standards, and Elmore Corners Plan.

B. Initiation

Any person with an interest in the property may file an application for design approval.

C. Authority

The Design Review Board issues final design approval. Design review approval is required prior to site plan review approval. If site plan is not required, design review approval is required prior to issuance of a building permit.

D. Required Design Review Board Approval

1. Design Review Board Approval is required in the C-D, C-V, and C-E Districts for the following:

- a. New construction or an alteration to the exterior of a structure where changes are visible from the public right-of-way.
- b. Installation of any sign or action related to a sign.
- c. New parking lots, fencing/walls and landscaping or an alteration to existing parking lots, fencing/walls or landscaping.
- d. Streetscape elements within the right-of-way, only when there is a substantial deviation from the standards contained in the Downtown Davenport Streetscape Improvement Plan.
- e. Demolition within the C-D and C-V Districts requires the owner(s) of record or the City to apply for a demolition approval. Alternately, the City Fire Marshal and/or the Chief Building Official may order the partial or complete demolition of a structure because it possesses an immediate, definite and serious threat to the life, health and safety of the general public. In such cases, the Design Review Board review is limited to reviewing the design, construction, and/or condition of any shared party wall made visible by the demolition.

Section XII.

Section 17.17.010 Reservation of Previously Approved Conditions is hereby amended as follows:

J. Ordinance 2017-520.

- ~~1. Condition 5. That a fifty (50) foot landscape buffer and 6 foot high fence be established along the south end of the property. The landscape buffer shall be developed with the following plantings: four canopy trees, six understory trees and 24 shrubs or 12 evergreens/conifers per 100 linear feet. Note: Condition 5 was modified to remove reference to previous Zoning Ordinance.~~

(Remainder of this section, subsequent Conditions #6-9 shall remain and be renumbered accordingly.)

Zoning Omnibus Overview/Summary:

Ordinance for Case ORD20-01 being the request of the City of Davenport to amend several sections of Title 17 of the Municipal Code entitled "Zoning." [All Wards]

Following the adoption of the new code in January 2019, staff committed to 'fine-tuning' the ordinance at three, six, and twelve months after adoption. The following amendments are proposed at this time:

1. Significant changes to the Accessory Structure requirements for single and two family dwellings. In most cases, there will be a reduction in the maximum size of an accessory structure to 50% of the living area or 720 square feet; with a maximum total accessory structure size not to exceed the living area of the principal dwelling. This is more in line with what the previous Code required. There was concern expressed about large structures being built on lots with small dwellings, contributing to the appearance of looking out of scale. In addition, changes to the design standards are proposed as depicted in the following sketches/table.

ROOF PITCH EXAMPLE



EAVE EXAMPLE

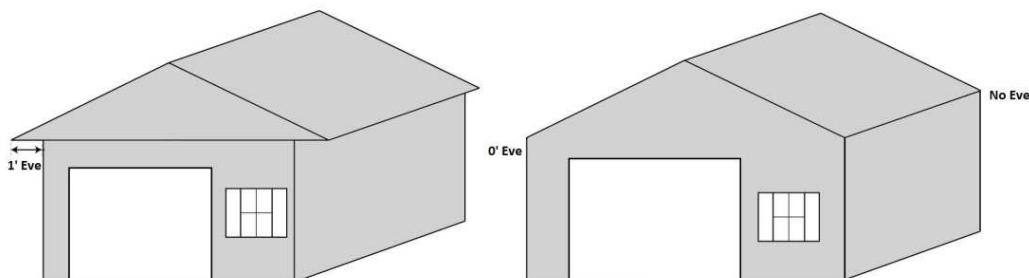


Table 17.09-1: Bulk Requirements for Accessory Structures (Single-Family or Two-Family lots)

	Detached Garage	Accessory Storage Building	Carport	Shed
<u>Area (maximum)</u>	<u>50% of living area or 720 sq. ft., whichever is greater</u>	<u>50% of living area or 720 sq. ft., whichever is greater</u>	<u>576 sq. ft.</u>	<u>120 sq. ft.</u>
<u>Total Area All Accessory Structures</u>	<u>The combined total area of all accessory structures on a lot shall not exceed the principal structure's living area.</u>			
<u>Structures Allowed (quantity)</u>	<u>1</u>	<u>No maximum, see total area restriction above</u>	<u>1</u>	<u>1</u>
<u>Door Width (maximum)</u>	<u>No Maximum</u>	<u>6 ft.</u>	<u>No Maximum</u>	<u>6 ft.</u>
<u>Height (maximum)</u>	<u>20 ft.</u>	<u>20 ft.</u>	<u>15 ft.</u>	<u>20 ft.</u>
<u>Design Standards Applied* (Yes/No)</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>	<u>No</u>
<u>Specific Design Standards:</u>				
<u>a.</u>	<u>Structure shall have the eaves of roof extend a minimum of one foot past the outside walls.</u>			
<u>b.</u>	<u>Structure shall have a minimum 4/12 roof pitch.</u>			
<u>c.</u>	<u>Structures are encouraged to match the pitch of the roof of the principal dwelling.</u>			
<u>d.</u>	<u>Structures utilizing metal siding and/or roofing shall have a matte finish (or similar non-glare finish) and shall maintain the character of the surrounding neighborhood.</u>			
<u>e.</u>	<u>Structures shall not contain cooking facilities or plumbing. This does not apply if an accessory dwelling unit use has been approved, in which case those standards control.</u>			
<u>f.</u>	<u>Structures shall maintain the character of the surrounding neighborhood.</u>			
<u>*Exemption:</u>	<u>*Properties zoned R-1 and 5 acres or larger are exempt from design standards if the building is located in the rear yard OR if the property is zoned S-AG District.</u>			

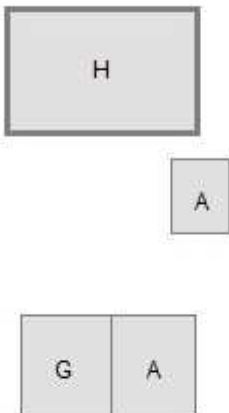
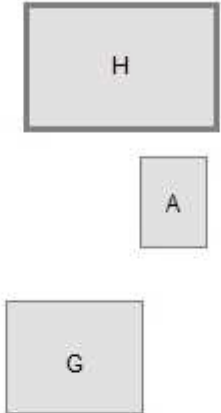
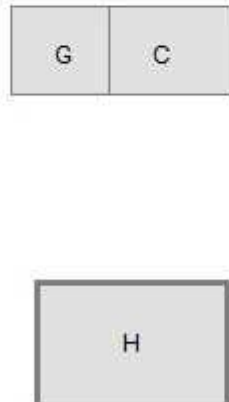
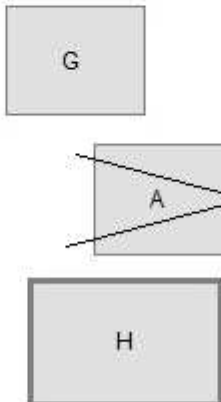
2. Provides an exception to the design standards and maximum size of accessory buildings for single and two family dwellings if there is an active agricultural use on the property or it is in a lot in an R-1 District with 5 or more acres and the accessory structure is in the rear yard.

3. Added a definition for "Accessory Storage Building". Specifically states that an Accessory Storage Building cannot have a door on it wider than six feet. This distinguishes such from a garage.

4. Prohibits accessory buildings in required reverse corner yards. This requirement is currently implied but not specifically stated.

5. Specifically adds language the design and maintenance of sheds as well as limiting the number of sheds to 1 per property (single- and two-family dwellings).

Size Limits for Detached Garages, Accessory Structures, and Carports

Street					
	House: 1,000 sq.ft. Accessory total: 600 sq.ft. (max.) Garage: 400 sq.ft.			House: 1,000 sq.ft. Accessory: 280 sq.ft. (No carport allowed)	120' All lots are 7,200 sq.ft.; 60' x 120'
Alley					
	Garage: 424 sq.ft. Carport: 576 sq.ft. (max) (No accessory structure allowed) House: 1,000 sq.ft.			Garage: 720 sq.ft. Accessory: 720 sq.ft. House: 1,000 sq.ft.	
Street					

6. Allowing Residential Care Facilities in the C-T, Commercial Transition District, C-OP, Commercial Office Park District, C-D, Downtown District, and as a Special Use in the C-1, Neighborhood Commercial District. By definition, Residential Care Facilities are, “A licensed care facility that provides 24-hour medical and/or non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living, or for the protection of the individual. A residential care facility includes nursing care, assisted living, hospice care, and continuum of care facilities. Continuum of care facilities may also include independent living facilities as part of the continuum. Residential Care Facility does not include a Residential Drug/Alcohol Treatment Facility or Clinic, a Group Home, a Halfway House, or a Homeless Shelter. These facilities have generally the same impacts as multi-family developments (which are allowed in all the above districts except C-OP), except they generate much less traffic. This was an oversight by staff.

7. Makes drive-through facilities and outdoor dining permitted uses in the I-1 and I-2 Zoning Districts. As written, makes existing facilities legally non-conforming and would prohibit these types of restaurants. Per staff and P&Z, not the intent.

8. Added since 1st reading the removal of Retail Alcohol Sales in the I-MU District to reflect consistency with City Council direction.

TABLE 17.08-1: USE MATRIX																					
PRINCIPAL USE	R-1	R-2	R-3	R-4	R-MF	R-MHP	C-T	C-1	C-2	C-3	C-OP	C-D	C-V	C-E	I-1	I-2	I-MU	S-AG	S-OS	S-IC	USE STANDARD
Drive-Through Facility								S	P	P		S		P	P	P	P				Sec. 17.08.030.J
Outdoor Dining								P	P	P	P	P	P	P	P	P	P				Sec. 17.08.030.V
Residential Care Facility					P		P	S	P	P	P	P		P	P		P			P	Sec. 17.08.030.X
Retail Alcohol Sales									P	P		S		P	P		P				

9. Requires that an occupied dwelling must exist on any lot in the R-1 District containing equines. Ensures that you cannot simply establish an equine facility on R-1 property without someone living there as well.

10. Eliminates duplication of the rules for keeping equines. This was redundant in the Code.

11. Requires showing the buffer zone (fall zone) on site plans for telecommunication towers. The majority of site plans submitted for towers shows this but Staff and P&Z believe this should be expressly stated.

12. Allows multiple dwelling units located above the ground floor of a commercial building. Suggested to specifically state that mixed use buildings in most commercial districts are allowed (and encouraged).

13. Added a definition of "Truck Stop". The use was called out and allowed in I-1 and I-2, but not defined.

14. Deletes corner side yards from the fence height requirement. This would allow a six-foot solid fence in the corner side yard.

15. Instead requiring an approved site plan before applying for a Special Use, wording changed to "reasonably complete". This standard would require nearly complete engineering and architectural drawings to be finished and approved before even approaching the ZBA for a Special Use. Staff and P&Z believes this is excessive.

16. Rewords the language concerning surfaces of parking areas. Includes driveways as areas requiring hard surface and simplifies language.

17. Increases the allowable wall sign area from one to two s.f. per linear foot of building wall where the sign will be mounted or 80 s.f. whichever is greater (up from 40 s.f.). The standard adopted in January 2019 proved to be very restrictive, resulting in signage that was not readable from the street, particularly at shopping centers located far back from the street, such as Village Shopping Center. In many cases, the proposed signage looked out of scale with the façade. The ZBA has approved approximately four hardship variances with the understanding that a Code change was being contemplated.

18. Relatedly, it is proposed to change the sign code language to reference multi-tenant commercial centers, rather than retail centers to reflect common interpretation.

19. Clarifying the minimum 24 foot width of a dwelling applies to the front facade. As written now you could construct a 'shotgun' style house with a very narrow dimension facing the street.

20. Removed the carried over requirement for buffering between the new vehicle dealership and Stonegate Circle. This requirement was met using an alternative planting scheme that was supported through a petition overwhelmingly by Stonegate Circle property owners. A fence would not be required.

21. Added since the Plan and Zoning Commission Public Hearing is a revision of when the Design Review Board reviews streetscape improvements. Staff suggests the DRB only review in instances where there is significant deviation from the Streetscape Improvement Plan. If the streetscape design meets the standards of the Plan, it seems redundant for DRB to review, thus adding time until a building permit can be issued. This was discussed with P&Z before its vote. The Merge project on 2nd Street did include a significant modification; those modifications were reviewed and approved by DRB.

22. Also added is language to tighten up the definition of salvage yard and storage yard-outdoor uses and clarify the screening requirements.



Tuesday, April 14, 2020

Please publish the following public notice in the Monday, April 27, 2020 edition of the Quad City Times.

The PO number for this notice is: 2010387

Please provide proof of publication for our records. If you have any questions, please contact us at planning@ci.davenport.ia.us or 563-326-7765. Thank you!

**NOTICE
PUBLIC HEARING
WEDNESDAY, MAY 6, 2020 5:30 P.M.
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA**

There is on file in the Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following requests:

Case REZ20-01: Request of the City of Davenport to rezone 2139, 2147, 2147 1/2, and 2202 W. 3th Street and 220 and 226 North Pine Street from R-4C Single and Two Family Central Residential Zoning District to C-1, Neighborhood Commercial District. Property contains 36,000 square feet. [Ward 3]

The legal description of the property to be rezoned is as follows:

Lot 8 of Block 1 of J M F Hall's Addition (2148 W 3rd Street); Lot 1 of Block 2 of J M F Hall's Addition (2202 W 3rd Street); Lot 9 of Block 5 of Parker's Addition (2139-2147-2147½ W 3rd Street); and Lot 16 of Block 6 of Parker's Addition (220-226 N Pine Street). All properties located in the City of Davenport, Scott County, Iowa.

Also:

Case ORD19-02: Request of the City of Davenport to amend Title 17 of the Davenport Municipal Code (hereto referred to as DMC), entitled "Zoning", by amending Section 17.02.010 of the DMC, entitled "Rules of Interpretation" by adding and defining the term "should" and by reordering the subsequent rules, by amending Section 17.02.030 of the DMC, entitled "Definition of General Terms" by adding and defining the terms "Adjacent" and "Façade" to the existing list of Definition and General Terms and by revising the definitions of the terms "Sign, Freestanding" by correcting a term inconsistency, "Stoop" by adding a maximum dimension and "Substantial Repair/Rehabilitation" by revising unclear language, by amending Section 17.04.010 of the DMC, entitled "Purpose Statements" by modifying Section 17.04.010.G by replacing single-family dwellings with semi-detached dwellings in the purpose statement, by amending Section 17.04.030 of the DMC, entitled "Dimensional Standards" by modifying Table 17.04-1 by deleting "SF" and related standards and adding a five foot interior side setback for "2F" and "SF-SD" within the "R-MF" District, by amending Section 17.04.050 of the DMC, entitled "R-3C and R-4C District Design Standards" by deleting language and a diagram related to garages, carports and alley access, by amending

Section 17.05.010 of the DMC, entitled “Purpose Statement” by revising the locational intent, by amending Section 17.05.040 of the DMC entitled “Design Standards” by modifying Table 17.05-2 by replacing the term “abut” with “face” and the term “abutting” with “facing”, by clarifying unclear language, by deleting overly restrictive transparency requirements for outlot buildings and by revising reduced setback language for commercial centers so that it is permissive and not mandatory (the diagram for Multi-Tenant Commercial Center Site Design Standards is also modified), by amending Section 17.05.050 of the DMC, entitled “C-D District Standards” by modifying Section 17.05.050.C by correcting a scrivener’s error, by amending Section 17.05.060 of the DMC, entitled “C-V District Standards” by modifying Section 17.05.060.C by correcting a scrivener’s error, by amending Section 17.05.070 of the DMC, entitled “C-E District Standards” by modifying Section 17.05.070.C by correcting a scrivener’s error, by amending Section 17.06.030 of the DMC, entitled “Dimensional Standards” by modifying Table 17.06-1 by reducing the minimum interior side setback from five feet to none in certain circumstances, by amending Section 17.07.020 of the DMC, entitled “S-OS Open Space District” by modifying Section 17.07.020.A by adding additional uses to the purpose statement, by amending Section 17.080.020 of the DMC, entitled “Use Matrix” by modifying Table 17.08.020 by adding “Amusement Facility – Indoor”, “Animal Care Facility – Small Animal” and “Parking Lot (Principal Use)” to the list of permitted uses in the I-1 District, by adding “Dwelling – Multi-Family” and “Dwelling – Townhouse” to the list of permitted uses in the I-MU District, by adding “Government Office/Facility”, “Public Safety Facility” and “Restaurant” to the list of permitted uses in the S-OS District, by adding the use “Equine, Keeping of/Equestrian Facility” to the list of permitted uses in the R-1 and S-AG Districts, by revising the “Use Standard” section for “Dwelling – Townhouse” and by reordering the “Use Standard” subsections subsequent to Section 17.08.030.P, by amending Section 17.080.030 of the DMC, entitled “Principal Use Standards” by modifying Section 17.080.030.D, entitled “Billboard” by deleting reference to the same side of the street, by modifying Section 17.08.030.N, entitled “Dwelling – Multi-Family or Townhouse” by deleting reference and standards related to a townhouse and by deleting “Aluminum, steel or other metal siding” and “Vinyl” from the listed of prohibited building materials, by modifying Section 17.080.O, entitled “Dwelling - Single-Family, Single-Family Semi-Detached, and Two-Family” by adding reference to and standards related to a townhouse, by creating a point system for front façade design, by revising certain language and a diagram to support this point system, by deleting the “Transition Rule for Section 17.080.030.O.3” provision, by adding Section 17.08.030.P, entitled “Equine, Keeping of/Equestrian Facility” and related principal use standards, by reordering subsections subsequent to Section 17.08.030.P and by deleting language in Section 17.08.030.DD (being revised to Section 17.08.030.EE) regarding distributed antenna systems in the right-of-way, by amending Section 17.08.050 of the DMC, entitled “Use Definitions” by revising the definition of the uses “Lodge/Meeting Hall” and “Place of Worship” by including language regarding the service and/or sale of food and drinks as an ancillary use, by revising the definition of the use “Public Safety Facility” by deleting reference to canine and equine units and by revising the definition of the use “Restaurant” to include language regarding alcoholic beverages, by amending Section 17.090.030 of the DMC, entitled “Accessory Structures and Uses” by modifying Section 17.090.030.A, entitled “General Regulations for Accessory Structures” by adding a material standard and a prohibition on the use of shipping containers, by modifying Section 17.090.030.H.1, entitled “General Requirements for All Fences” by deleting reference to walls and by revising and deleting certain language regarding the finished side of all fences, by modifying Section 17.09.030.K, entitled “Garage, Detached and Carports”, by adding language and a diagram requiring access from the alley or rear service drive, by creating design standards for detached garages, by deleting the “Sunset for Section 17.09.030.K.4.d” provision, by deleting language regarding temporary tent structures, by modifying Section 17.09.030.L, entitled “Home Occupation” by adding language to prohibit any business that provides physical good, products, or merchandise directly to the consumer, by deleting Section 17.09.030.M, entitled “Keeping of Equines”, by reordering subsections subsequent to Section 17.09.030.M and by modifying Table 17.09-1 by deleting the phrase “Prohibited in the front yard” from the encroachment term “Deck”, by amending Section 17.10.030 of the DMC, entitled “Off-Street Parking Design Standards” by revising certain off-street parking space minimum dimensions and aisle width in Figure 17.10-1, by amending Section 17.10.040 of the DMC, entitled “Required Off-Street Vehicle and Bicycle Parking Spaces” by modifying Section 17.10.040.C by correcting a term inconsistency and Section 17.10.040.E by deleting a definition contained

elsewhere in Title 17, by amending Section 17.10.070 of the DMC, entitled “Required Off-Street Loading Spaces” by modifying Section 17.10.070.B by correcting a term inconsistency, by amending Section 17.11.050 of the DMC, entitled “Parking Lot Perimeter Landscape Yard” by requiring a perimeter landscape yard when a parking lot is adjacent to streets, alleys and public spaces and by revising the width of the perimeter parking lot landscape area in certain circumstances, by amending Section 17.11.070 of the DMC, entitled “Site Landscape” by replacing the term “abuts” with the phrase “is adjacent to”, by amending Section 17.11.080 of the DMC, entitled “Buffer Yards” by modifying Section 17.11.080.C.6 by including vinyl as a permitted fence material, by amending Section 17.14.020 of the DMC, entitled “Notice” by deleting “required” in certain subsections and by revising certain mandatory language to permissive language in certain subsections, by amending Section 17.14.040 of the DMC, entitled “Zoning Text and Map Amendment” by modifying Section 17.14.040.D by revising mandatory language to permissive language, by amending Section 17.14.090 of the DMC, entitled “Site Plan Review” by adding Section 17.14.090.F, entitled “Minor Adjustments to Certain Design Standards” and subsection standards, by reordering subsections subsequent to Section 17.14.090.F and by correcting a scrivener’s error in Section 17.14.090.G (revised to Section 17.14.090.H) and by amending Section 17.14.100, entitled “Design Review” by modifying Section 17.14.100.D.2 by adding “and/or National Register of Historic Places”. [Ward All]

At its March 30, 2020 meeting, the Plan and Zoning Commission unanimously recommended approval of the two aforementioned cases.

The public hearings on the above matters are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, May 6, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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. 2010387

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

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563-888-2286
Wards:

Action / Date
6/10/2020

Subject:

Third Consideration: Ordinance for Case REZ20-01 being the request of the City of Davenport to rezone the properties located at all four corners of the intersection of N Pine St and W 3rd St from R-4C, Single and Two-Family Central Residential District to C-1, Neighborhood Commercial District. [Ward 3]

Recommendation:
Adopt the Ordinance.

Background:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W 3rd St and N Pine St was zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

Comprehensive Plan. The property is designated RG, Residential General in the Comprehensive Plan.

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.

Since this action merely corrects a mapping error, and no land use changes are anticipated, no technical review was conducted and a neighborhood meeting was not held.

All affected property owners were contacted by letter and neighbors within 200 feet have been notified. One affected property owner called requesting additional information but is not opposed to the rezoning.

The Plan and Zoning Commission, at its March 3, 2020 meeting, forwarded Case REZ20-01 to the City Council for approval. Vote was unanimous.

Finding

Rezoning of these properties corrects an error made in the adoption of the new zoning map in 2019.

ATTACHMENTS:

Type	Description
▣ Ordinance	Ordinance
▣ Backup Material	Background Material
▣ Backup Material	PH Notice
▣ Backup Material	Neighbor Notice COW

REVIEWERS:

Department	Reviewer	Action	Date
Community Development Committee	Flynn, Matt	Approved	4/14/2020 - 2:05 PM

ORDINANCE NO. _____

ORDINANCE for Case REZ20-01 being the request of the City of Davenport to rezone approximately 0.83 acres located at all four corners of the W 3rd Street and N Pine Street intersection from R-4C, Single and Two-Family Residential Central Zoning District to C-1, Neighborhood Business District [Ward 3].

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

Section 1. The following described units of Scott County, Iowa real estate is hereby rezoned to "C-1, Neighborhood Commercial District".

Lot 8 of Block 1 of J M F Hall's Addition (2148 W 3rd Street); Lot 1 of Block 2 of J M F Hall's Addition (2202 W 3rd Street); Lot 9 of Block 5 of Parker's Addition (2139-2147 W 3rd Street); and Lot 16 of Block 6 of Parker's Addition (220-226 N Pine Street). All properties located in the City of Davenport, Scott County, Iowa.

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

Findings:

1. This action corrects an error in mapping for the new Zoning Ordinance.

Section 3. At its March 3, 2020 meeting, the Plan and Zoning Commission voted to forward the case to the City Council with a recommendation to approve.

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

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

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

First Consideration _____

Second Consideration _____

Approved _____

Published in the *Quad City Times* on _____

Mike Matson
Mayor

Attest: _____
Brian Krup
Deputy City Clerk



February 11, 2020

Subject: Public Hearing for Rezoning

Dear Property Owner:

In January of 2019, the City adopted a new zoning ordinance and zoning map for the entire City. Part of this effort was to assign specific zoning classifications to each parcel in the City.

It has been discovered that all of the commercially used property at this corner were zoned residential by mistake. The City has initiated the process to correct this error and must hold public hearings to address the issue.

Please note that there are no changes contemplated by any business affected by this action. It merely corrects a mapping error that was an oversight. Please contact the Community Planning Department listed below if you have any questions.

PUBLIC HEARING
TUESDAY, MARCH 3, 2020 -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 Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following request:

Case REZ20-01: Request of the City of Davenport to rezone 2139, 2147, 2147 1/2, and 2202 W. 3th Street and 220 and 226 North Pine Street from R-4C Single and Two Family Central Residential Zoning District to C-1, Neighborhood Commercial District. Property contains 36,000 square feet. [Ward 3]

The public hearing on the above matter is scheduled for 5:00 p.m. or as soon thereafter as possible on Tuesday, March 3, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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).

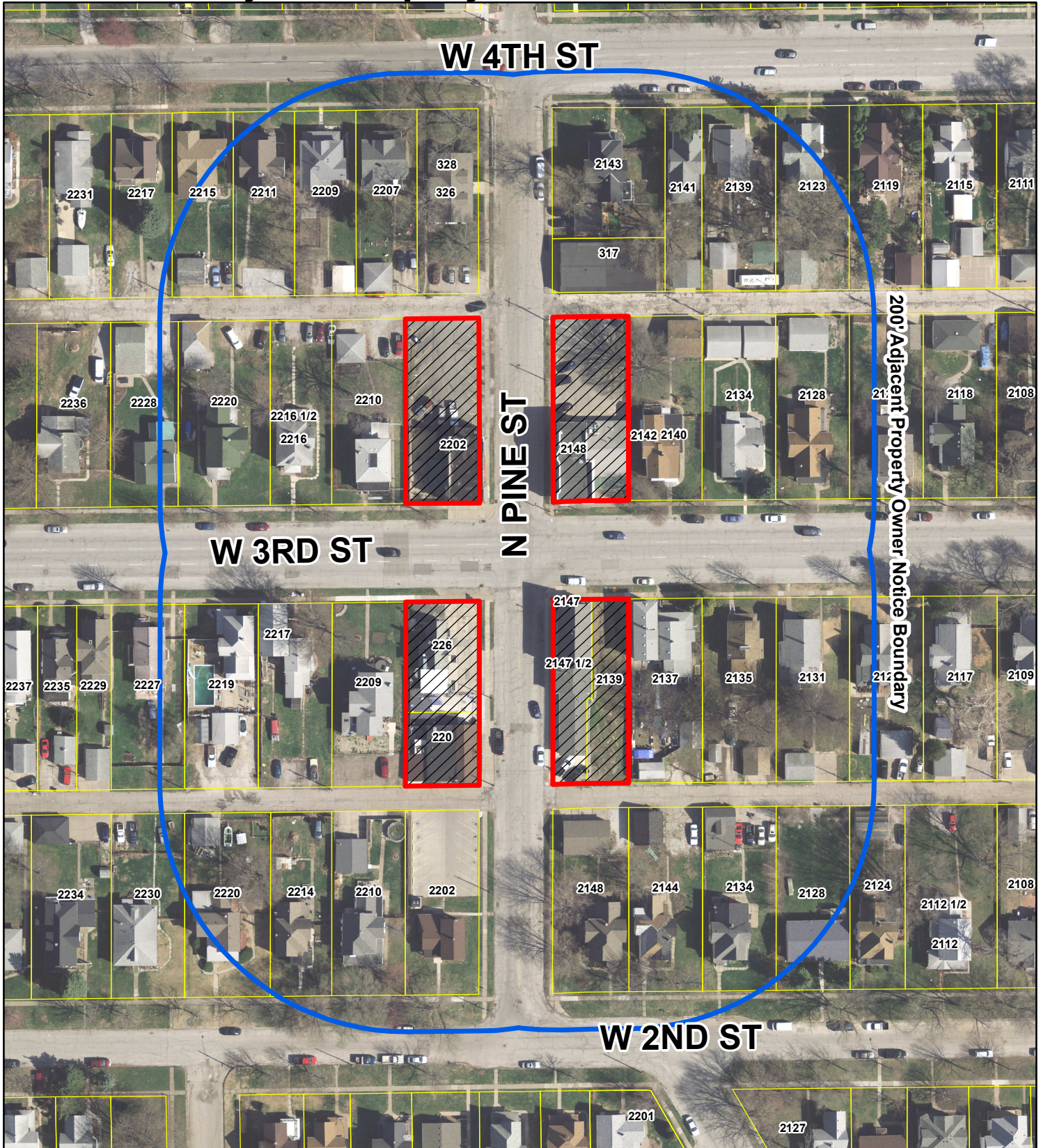
For more information please contact:

Department of Community Planning & Economic Development

E-MAIL: planning@davenportiowa.com PHONE: 563-326-7765

Zoning Map Amendment (Rezoning) Request

Adjacent Property Owner Notice Area



200' Adjacent Property Owner Notice Boundary

Legend

- 200' Adjacent Owners Notice Area - REZ20-01
- Subject Property REZ20-01

0 50 100 Feet



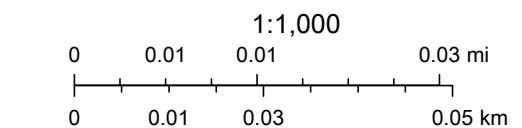
Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

REZ20-01 Existing Zoning - R4C



2/13/2020, 4:34:06 PM

- Parks
- Piped Creeks
- Parcels
- City Limit
- Street Centerline (Labels only)
- Address Points
- Creeks
- Zoning Districts
- Named Creeks
- R-1 Single-Family Residential District
- Unnamed Tributaries
- R-2 Single-Family Residential District

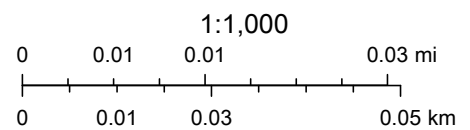
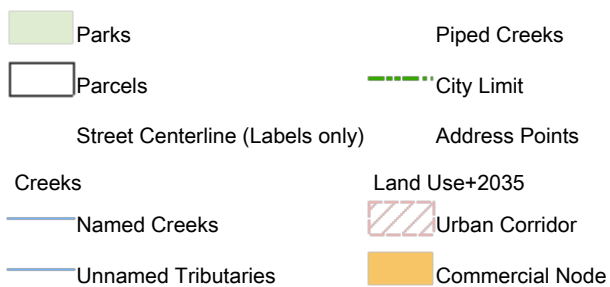


Scott County Iowa, Bi-State Regional Commission

REZ20-01 Future Land Use - RG



2/13/2020, 4:30:02 PM



Scott County Iowa, Bi-State Regional Commission



January 31, 2020

Scott A. Nicely
220 N. Pine St.
Davenport, IA 52802

Subject: 220 N. Pine St. Davenport

Dear Property Owner:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W. 3rd Street and N. Pine Street were zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

The business at your property, Scott's Shovelhead Shed, is a bar and would be able to continue operations as it exists. It would be granted a Special Use in the C-1 District as part of this process. Being a Special Use, future expansion would be allowed only if approved by the Zoning Board of Adjustment.

The rezoning process involves public hearings before both the Plan and Zoning Commission and City Council, and eventual vote by the Council. We will notify by letter all property owners within the area and property owners within 200 feet of those public hearings. We will attempt to place blue "Notice of Rezoning Request" signs in front of the properties, if we can penetrate the frozen ground. The public hearing before the Plan and Zoning Commission is likely to be on March 3, 2020.

But since this is an error by City staff, you do not have to do anything. This process will take approximately 3 months to complete.

If you have any comments or questions, please contact me at your convenience.
Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Flynn', with a horizontal line underneath.

Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@davenportiowa.com
563-888-2286



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

January 31, 2020

Scott A. Nicely
3520 Rockingham Rd.
Davenport, IA 52802

Subject: 226 N. Pine Street

Dear Property Owner:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W. 3rd Street and N. Pine Street were zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

The business at your property, Grubeez, is classified as a restaurant and is a permitted use in the C-1 District.

The rezoning process involves public hearings before both the Plan and Zoning Commission and City Council, and eventual vote by the Council. We will notify by letter all property owners within the area and property owners within 200 feet of those public hearings. We will attempt to place blue "Notice of Rezoning Request" signs in front of the properties, if we can penetrate the frozen ground. The public hearing before the Plan and Zoning Commission is likely to be on March 3, 2020.

But since this is an error by City staff, you do not have to do anything. This process will take approximately 3 months to complete.

If you have any comments or questions, please contact me at your convenience.
Sincerely,

A handwritten signature in black ink, appearing to read "Matthew G. Flynn", with a horizontal line underneath.

Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@davenportiowa.com
563-888-2286



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

January 31, 2020

CRSTFR Inc.
2147 W. 3rd St.
Davenport, IA 52802

Subject: 2139/2147/2147½ W. 3rd Street Davenport

Dear Property Owner:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W. 3rd Street and N. Pine Street were zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

The business at your property, Quick Cash Pawnbrokers, is classified as retail and is a permitted use in the C-1 District.

The rezoning process involves public hearings before both the Plan and Zoning Commission and City Council, and eventual vote by the Council. We will notify by letter all property owners within the area and property owners within 200 feet of those public hearings. We will attempt to place blue "Notice of Rezoning Request" signs in front of the properties, if we can penetrate the frozen ground. The public hearing before the Plan and Zoning Commission is likely to be on March 3, 2020.

But since this is an error by City staff, you do not have to do anything. This process will take approximately 3 months to complete.

If you have any comments or questions, please contact me at your convenience.
Sincerely,

A handwritten signature in black ink, appearing to read "Matthew G. Flynn", with a horizontal line underneath.

Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@davenportiowa.com
563-888-2286



January 31, 2020

Stacey/Brad Jones
3637 Sunnyside Ave.
Davenport, IA 52802

Subject: 2148 W. 3rd Street Davenport

Dear Property Owner:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W. 3rd Street and N. Pine Street were zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

The business at your property, New Opendoor Tap, is a bar and would be able to continue operations as it exists. It would be granted a Special Use in the C-1 District as part of this process. Being a Special Use, future expansion would be allowed only if approved by the Zoning Board of Adjustment.

The rezoning process involves public hearings before both the Plan and Zoning Commission and City Council, and eventual vote by the Council. We will notify by letter all property owners within the area and property owners within 200 feet of those public hearings. We will attempt to place blue "Notice of Rezoning Request" signs in front of the properties, if we can penetrate the frozen ground. The public hearing before the Plan and Zoning Commission is likely to be on March 3, 2020.

But since this is an error by City staff, you do not have to do anything. This process will take approximately 3 months to complete.

If you have any comments or questions, please contact me at your convenience.
Sincerely,

A handwritten signature in black ink, appearing to read "Matthew G. Flynn". The signature is fluid and cursive, with a horizontal line extending from the end.

Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@davenportiowa.com
563-888-2286



January 31, 2020

Potter Investments LLC
801 Iowa Drive
LeClaire, IA 52753

Subject: 2202 W. 3rd Street Davenport

Dear Property Owner:

In January of 2019, the City of Davenport adopted a new zoning ordinance for the entire City. Part of this effort included assigning new zoning classifications to each of the 43,000 +/- parcels in the City.

Upon adoption of the code, City staff has detected a few errors in the new zoning map. One error was all the commercially used property located at the intersection of W. 3rd Street and N. Pine Street were zoned R-4C Residential by mistake. Those properties contain the following businesses: New Opendoor Tap, Thirsty's on 3rd, Quick Cash Pawnbrokers, Grubeez, and Scott's Shovelhead Shed. We intend to correct this issue by initiating the process to rezone these parcels to C-1, Neighborhood Commercial District.

The business at your property, Thirsty's on 3rd, is a bar and would be able to continue operations as it exists. I would be granted a Special Use in the C-1 District as part of this process. Being a Special Use, future expansion would be allowed only if approved by the Zoning Board of Adjustment.

The rezoning process involves public hearings before both the Plan and Zoning Commission and City Council, and eventual vote by the Council. We will notify by letter all property owners within the area and property owners within 200 feet of those public hearings. We will attempt to place blue "Notice of Rezoning Request" signs in front of the properties, if we can penetrate the frozen ground. The public hearing before the Plan and Zoning Commission is likely to be on March 3, 2020.

But since this is an error by City staff, you do not have to do anything. This process will take approximately 3 months to complete.

If you have any comments or questions, please contact me at your convenience.
Sincerely,

A handwritten signature in black ink, appearing to read "Matthew G. Flynn", with a horizontal line underneath.

Matthew G. Flynn, AICP
Senior Planning Manager
matt.flynn@davenportiowa.com
563-888-2286



February 11, 2020

Subject: Public Hearing for Rezoning

Dear Property Owner:

In January of 2019, the City adopted a new zoning ordinance and zoning map for the entire City. Part of this effort was to assign specific zoning classifications to each parcel in the City.

It has been discovered that all of the commercially used property at this corner were zoned residential by mistake. The City has initiated the process to correct this error and must hold public hearings to address the issue.

Please note that there are no changes contemplated by any business affected by this action. It merely corrects a mapping error that was an oversight. Please contact the Community Planning Department listed below if you have any questions.

PUBLIC HEARING
TUESDAY, MARCH 3, 2020 -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 Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following request:

Case REZ20-01: Request of the City of Davenport to rezone 2139, 2147, 2147 1/2, and 2202 W. 3th Street and 220 and 226 North Pine Street from R-4C Single and Two Family Central Residential Zoning District to C-1, Neighborhood Commercial District. Property contains 36,000 square feet. [Ward 3]

The public hearing on the above matter is scheduled for 5:00 p.m. or as soon thereafter as possible on Tuesday, March 3, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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).

For more information please contact:

Department of Community Planning & Economic Development

E-MAIL: planning@davenportiowa.com PHONE: 563-326-7765



Tuesday, April 14, 2020

Please publish the following public notice in the Monday, April 27, 2020 edition of the Quad City Times.

The PO number for this notice is: 2010387

Please provide proof of publication for our records. If you have any questions, please contact us at planning@ci.davenport.ia.us or 563-326-7765. Thank you!

NOTICE
PUBLIC HEARING
WEDNESDAY, MAY 6, 2020 5:30 P.M.
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There is on file in the Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following requests:

Case REZ20-01: Request of the City of Davenport to rezone 2139, 2147, 2147 1/2, and 2202 W. 3th Street and 220 and 226 North Pine Street from R-4C Single and Two Family Central Residential Zoning District to C-1, Neighborhood Commercial District. Property contains 36,000 square feet. [Ward 3]

The legal description of the property to be rezoned is as follows:

Lot 8 of Block 1 of J M F Hall's Addition (2148 W 3rd Street); Lot 1 of Block 2 of J M F Hall's Addition (2202 W 3rd Street); Lot 9 of Block 5 of Parker's Addition (2139-2147-2147½ W 3rd Street); and Lot 16 of Block 6 of Parker's Addition (220-226 N Pine Street). All properties located in the City of Davenport, Scott County, Iowa.

Also:

Case ORD19-02: Request of the City of Davenport to amend Title 17 of the Davenport Municipal Code (hereto referred to as DMC), entitled "Zoning", by amending Section 17.02.010 of the DMC, entitled "Rules of Interpretation" by adding and defining the term "should" and by reordering the subsequent rules, by amending Section 17.02.030 of the DMC, entitled "Definition of General Terms" by adding and defining the terms "Adjacent" and "Façade" to the existing list of Definition and General Terms and by revising the definitions of the terms "Sign, Freestanding" by correcting a term inconsistency, "Stoop" by adding a maximum dimension and "Substantial Repair/Rehabilitation" by revising unclear language, by amending Section 17.04.010 of the DMC, entitled "Purpose Statements" by modifying Section 17.04.010.G by replacing single-family dwellings with semi-detached dwellings in the purpose statement, by amending Section 17.04.030 of the DMC, entitled "Dimensional Standards" by modifying Table 17.04-1 by deleting "SF" and related standards and adding a five foot interior side setback for "2F" and "SF-SD" within the "R-MF" District, by amending Section 17.04.050 of the DMC, entitled "R-3C and R-4C District Design Standards" by deleting language and a diagram related to garages, carports and alley access, by amending

Section 17.05.010 of the DMC, entitled "Purpose Statement" by revising the locational intent, by amending Section 17.05.040 of the DMC entitled "Design Standards" by modifying Table 17.05-2 by replacing the term "abut" with "face" and the term "abutting" with "facing", by clarifying unclear language, by deleting overly restrictive transparency requirements for outlot buildings and by revising reduced setback language for commercial centers so that it is permissive and not mandatory (the diagram for Multi-Tenant Commercial Center Site Design Standards is also modified), by amending Section 17.05.050 of the DMC, entitled "C-D District Standards" by modifying Section 17.05.050.C by correcting a scrivener's error, by amending Section 17.05.060 of the DMC, entitled "C-V District Standards" by modifying Section 17.05.060.C by correcting a scrivener's error, by amending Section 17.05.070 of the DMC, entitled "C-E District Standards" by modifying Section 17.05.070.C by correcting a scrivener's error, by amending Section 17.06.030 of the DMC, entitled "Dimensional Standards" by modifying Table 17.06-1 by reducing the minimum interior side setback from five feet to none in certain circumstances, by amending Section 17.07.020 of the DMC, entitled "S-OS Open Space District" by modifying Section 17.07.020.A by adding additional uses to the purpose statement, by amending Section 17.080.020 of the DMC, entitled "Use Matrix" by modifying Table 17.08.020 by adding "Amusement Facility – Indoor", "Animal Care Facility – Small Animal" and "Parking Lot (Principal Use)" to the list of permitted uses in the I-1 District, by adding "Dwelling – Multi-Family" and "Dwelling – Townhouse" to the list of permitted uses in the I-MU District, by adding "Government Office/Facility", "Public Safety Facility" and "Restaurant" to the list of permitted uses in the S-OS District, by adding the use "Equine, Keeping of/Equestrian Facility" to the list of permitted uses in the R-1 and S-AG Districts, by revising the "Use Standard" section for "Dwelling – Townhouse" and by reordering the "Use Standard" subsections subsequent to Section 17.08.030.P, by amending Section 17.080.030 of the DMC, entitled "Principal Use Standards" by modifying Section 17.080.030.D, entitled "Billboard" by deleting reference to the same side of the street, by modifying Section 17.08.030.N, entitled "Dwelling – Multi-Family or Townhouse" by deleting reference and standards related to a townhouse and by deleting "Aluminum, steel or other metal siding" and "Vinyl" from the listed of prohibited building materials, by modifying Section 17.080.O, entitled "Dwelling - Single-Family, Single-Family Semi-Detached, and Two-Family" by adding reference to and standards related to a townhouse, by creating a point system for front façade design, by revising certain language and a diagram to support this point system, by deleting the "Transition Rule for Section 17.080.030.O.3" provision, by adding Section 17.08.030.P, entitled "Equine, Keeping of/Equestrian Facility" and related principal use standards, by reordering subsections subsequent to Section 17.08.030.P and by deleting language in Section 17.08.030.DD (being revised to Section 17.08.030.EE) regarding distributed antenna systems in the right-of-way, by amending Section 17.08.050 of the DMC, entitled "Use Definitions" by revising the definition of the uses "Lodge/Meeting Hall" and "Place of Worship" by including language regarding the service and/or sale of food and drinks as an ancillary use, by revising the definition of the use "Public Safety Facility" by deleting reference to canine and equine units and by revising the definition of the use "Restaurant" to include language regarding alcoholic beverages, by amending Section 17.090.030 of the DMC, entitled "Accessory Structures and Uses" by modifying Section 17.090.030.A, entitled "General Regulations for Accessory Structures" by adding a material standard and a prohibition on the use of shipping containers, by modifying Section 17.090.030.H.1, entitled "General Requirements for All Fences" by deleting reference to walls and by revising and deleting certain language regarding the finished side of all fences, by modifying Section 17.09.030.K, entitled "Garage, Detached and Carports", by adding language and a diagram requiring access from the alley or rear service drive, by creating design standards for detached garages, by deleting the "Sunset for Section 17.09.030.K.4.d" provision, by deleting language regarding temporary tent structures, by modifying Section 17.09.030.L, entitled "Home Occupation" by adding language to prohibit any business that provides physical good, products, or merchandise directly to the consumer, by deleting Section 17.09.030.M, entitled "Keeping of Equines", by reordering subsections subsequent to Section 17.09.030.M and by modifying Table 17.09-1 by deleting the phrase "Prohibited in the front yard" from the encroachment term "Deck", by amending Section 17.10.030 of the DMC, entitled "Off-Street Parking Design Standards" by revising certain off-street parking space minimum dimensions and aisle width in Figure 17.10-1, by amending Section 17.10.040 of the DMC, entitled "Required Off-Street Vehicle and Bicycle Parking Spaces" by modifying Section 17.10.040.C by correcting a term inconsistency and Section 17.10.040.E by deleting a definition contained

elsewhere in Title 17, by amending Section 17.10.070 of the DMC, entitled "Required Off-Street Loading Spaces" by modifying Section 17.10.070.B by correcting a term inconsistency, by amending Section 17.11.050 of the DMC, entitled "Parking Lot Perimeter Landscape Yard" by requiring a perimeter landscape yard when a parking lot is adjacent to streets, alleys and public spaces and by revising the width of the perimeter parking lot landscape area in certain circumstances, by amending Section 17.11.070 of the DMC, entitled "Site Landscape" by replacing the term "abuts" with the phrase "is adjacent to", by amending Section 17.11.080 of the DMC, entitled "Buffer Yards" by modifying Section 17.11.080.C.6 by including vinyl as a permitted fence material, by amending Section 17.14.020 of the DMC, entitled "Notice" by deleting "required" in certain subsections and by revising certain mandatory language to permissive language in certain subsections, by amending Section 17.14.040 of the DMC, entitled "Zoning Text and Map Amendment" by modifying Section 17.14.040.D by revising mandatory language to permissive language, by amending Section 17.14.090 of the DMC, entitled "Site Plan Review" by adding Section 17.14.090.F, entitled "Minor Adjustments to Certain Design Standards" and subsection standards, by reordering subsections subsequent to Section 17.14.090.F and by correcting a scrivener's error in Section 17.14.090.G (revised to Section 17.14.090.H) and by amending Section 17.14.100, entitled "Design Review" by modifying Section 17.14.100.D.2 by adding "and/or National Register of Historic Places". [Ward All]

At its March 30, 2020 meeting, the Plan and Zoning Commission unanimously recommended approval of the two aforementioned cases.

The public hearings on the above matters are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, May 6, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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. 2010387

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



April 27, 2020

Subject: Public Hearing for Rezoning

Dear Property Owner:

In January of 2019, the City adopted a new zoning ordinance and zoning map for the entire City. Part of this effort was to assign specific zoning classifications to each parcel in the City. It has been discovered that all of the commercially used property at this corner were zoned residential by mistake. The City has initiated the process to correct this error and must hold public hearings to address the issue.

The Plan and Zoning Commission has recommended approval of the proposed rezoning at its March 3, 2020 meeting.

Please note that there are no changes contemplated by any business affected by this action. It merely corrects a mapping error that was an oversight. Please contact the Community Planning Department listed below if you have any questions.

PUBLIC HEARING
WEDNSDAY, MAY 6, 2020 - 5:30 P.M.
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There is on file in the Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following request:

Case REZ20-01: Request of the City of Davenport to rezone 2139, 2147, 2147 1/2, and 2202 W. 3th Street and 220 and 226 North Pine Street from R-4C Single and Two Family Central Residential Zoning District to C-1, Neighborhood Commercial District. Property contains 36,000 square feet. [Ward 3]

The public hearing on the above matter is scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, May 6, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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).

For more information please contact:

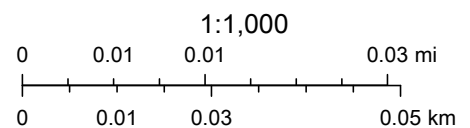
Department of Community Planning & Economic Development
E-MAIL: planning@davenportiowa.com PHONE: 563-326-7765

REZ20-01 Existing Zoning - R4C



2/13/2020, 4:34:06 PM

- Parks
- Piped Creeks
- Parcels
- City Limit
- Street Centerline (Labels only)
- Address Points
- Creeks
- Zoning Districts
- Named Creeks
- R-1 Single-Family Residential District
- Unnamed Tributaries
- R-2 Single-Family Residential District



Scott County Iowa, Bi-State Regional Commission

City of Davenport

Agenda Group:
Department: Community Development Committee
Contact Info: Matt Flynn 563-888-2286
Wards:

Action / Date
5/19/2020

Subject:

~~First Consideration: Ordinance for Case REZ20-04 being the request of Alex Kelly to rezone 412 E Locust St from C-1, Neighborhood Commercial District, to C-2, Corridor Commercial District. [Ward 5]~~

REQUEST WITHDRAWN BY PETITIONER.

Recommendation:
Adopt the Ordinance.

Background:

According to the applicant, the reason for the request is as follows, "Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning at this location and doesn't allow a new owner to have a liquor license. The owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license."

Comprehensive Plan:

The property is designated RG, Residential General, in the Comprehensive Plan and has a UC, Urban Corridor Overlay.

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.

Urban Corridor (UC) - Generally established corridors along major streets marked by mixed use development with commercial uses generally clustered at major intersections and/or transit stops. Urban corridors are mostly fully built-out and redevelopment occurs slowly. Commercial uses in UC generally serve adjacent neighborhoods with goods and services. The character and intensity of Urban Corridors can vary due to street and surrounding neighborhood characteristics. Therefore, specific corridor and neighborhood plans, and supporting zoning provisions, should be created developed to help guide future development decisions.

Older Commercial Corridor (OCC) Plan. This was adopted in 2009 in an effort to identify reinvestment and revitalization strategies for Locust Street, as well as the Rockingham Road and Brady/Harrison Corridors. The E Locust St/Iowa St intersection is identified in the plan as an important pedestrian node with strong potential for re-investment (see attachment).

Relationship to the Zoning Ordinance:

One of the goals of the new Zoning Ordinance, adopted in 2019, was to use zoning as a tool to enhance existing neighborhood commercial corridors and districts through standards that reduce dependency on the automobile, enhance pedestrian access, and support uses that support and adds value to surrounding neighborhoods.

The adoption of the new zoning ordinance in 2019 resulted in significant stretches of the Locust St corridor being downzoned to C-1, Neighborhood Commercial District. Further, the new Code restricted retail alcohol sales to districts zoned C-2 and above. Both actions were approved as a way to enhance neighborhood compatibility, specifically with the goal of reducing, over time, the prevalence of retail alcohol sales outlets along the Locust Street Corridor, as well as the whole of the Central City.

The existing “beer” license allows the existing owner to continue to sell beer and wine (coolers only). But as stated by the applicant, it would not be allowed to be transferred to a new owner or upgraded to a license that allows sale of hard liquor without the requested rezoning.

Currently, there are no less than 3 retailers selling hard liquor and 6 outlets selling beer and or wine in a one mile stretch of Locust Street from Harrison Street to Bridge Avenue.

Other uses that would be allowed under C-2 zoning include car washes, social service centers, microbreweries, and indoor recreation.

Technical Review:

No technical review comments were submitted as this request does not include new construction or redevelopment.

Public Engagement:

Property owners within 200 feet of the property have been notified and a sign has been placed on the property.

A neighborhood meeting was held on Thursday, April 30 via GoToMeeting and in person at City Hall. No one attended.

Two individuals have contacted the CPED offices and stated their objections.

Discussion:

Following are the Approval Standards for Map Amendments found in the Zoning Ordinance (17.14.040.1):

a. The consistency of the proposed amendment with the Comprehensive Plan and any adopted land use policies.

Staff response: When the new zoning ordinance was adopted, the City consciously decided to

not allow retail alcohol sales as a new use in the C-1 Zoning District for 3 principal reasons:

1. The potential of negatively impacting nearby and adjacent neighborhoods
2. The existing concentration of these facilities along older corridors in the Central City
3. A desire for these existing facilities to be grandfathered in now but slowly go away over time.

b. The compatibility with the zoning of nearby property.

Staff response: When the new code was drafted, effort went into creating a new C-1 District that was designed to be complementary to the nearby neighborhoods. This property is immediately adjacent to residential and zoning to C-2, not only allowing for the perpetuation and/or expansion of retail alcohol sales, would introduce other uses that are generally incompatible with residential, including car washes, social service centers, lodging, etc. Staff's opinion is that C-1 is more compatible than C-2

c. The compatibility with established neighborhood character.

Staff Response: The quantifiable impact of liquor stores on neighborhoods has been long studied with mixed results due to the number of variables. Common concerns include loitering, littering, theft, drug sales and use, assault, domestic abuse and other vice in the vicinity of liquor stores.

Staff requested call for service data from the Davenport Police Department for the five gas station/convenience stores along Locust Street from Harrison Street to Bridge Avenue (attached). The numbers vary widely, with the subject property falling in the middle, and are inconclusive. More calls for service does not directly equate to crimes committed.

The wide range of number of calls may be due to the diligence of the operator and how often they call the Police for service. Obviously like anything there are good operators and bad operators. In this situation, with the applicant indicating a desire to sell the facility, there is no guarantee on how the next owner operates and maintains the facility.

d. The extent to which the proposed amendment promotes the public health, safety, and welfare of the City.

Staff Response: Zoning is a form of the police power, which authorizes the government to take actions that promote the public health, safety, and welfare of the City. Sometimes this means imposing new regulations to support this end. Indeed before the new code was enacted a liquor license was eligible at this location. But it is the City's desire to reduce the concentration of alcohol facilities in the Central City. As stated above, there are no less than 9 establishments selling beer, wine, and or liquor in a one mile stretch of Locust Street, including a grocery store selling liquor directly across the street. The restriction in the new Code was enacted to support the health, safety and morals of the neighborhood and City.

e. The suitability of the property for the purposes for which it is presently zoned, i.e. the feasibility of developing the property in question for one or more of the uses permitted under the existing zoning classification.

Staff response: The existing gas station and convenience store has been in operation for many

years and thus is well suited for this location.

f. The extent to which the proposed amendment creates nonconformities.

Staff response: The property's Class C beer license may be maintained by the current owner as the retail alcohol sales use at this location has been grandfathered. Gas stations are Special Uses in C-1, C-2 and C-3; a new Special Use would only need to be approved if an expansion was contemplated.

Conclusion:

Staff cannot support this petition for the following reasons:

The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.

The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust St.

There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.

The request is being made to make the property potentially more valuable to a possible buyer; no other improvements are contemplated.

A liquor license for beer and wine coolers was granted in the past but should not be the sole reason the rezone property in order to allow continued or expanded sales.

The quality and character of any unknown buyer of the property and their operation is unknown.

There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

At its May 19, 2020 meeting, the Plan and Zoning Commission voted unanimously to recommend the City Council deny the request. The findings are as follows:

1. The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.
2. The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.
3. There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.
4. The request is being made to make the property potentially more valuable a possible buyer; no other improvements are contemplated.
5. Because a liquor license was granted in the past should not be the sole reason the rezone property to "restore" the ability that sales can be continued or expanded.
6. The quality and character of any unknown buyer of the property and it operation is unknown.
7. There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

ATTACHMENTS:

Type	Description
▣ Ordinance	Ordinance
▣ Backup Material	Older Commercial Corridor Plan - Locust Street
▣ Backup Material	Background Packet
▣ Backup Material	Google Street View
▣ Backup Material	Police Calls for Service
▣ Backup Material	COW QCTimes Notice
▣ Backup Material	P&Z Letter

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	5/7/2020 - 9:41 AM

ORDINANCE NO.

ORDINANCE for Case REZ20-04 being the request of Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Business District to C-2, Corridor Commercial District. Property contains 18,900 square feet. [Ward 5].

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

Section 1. The following described units of Scott County, Iowa real estate is hereby rezoned to "C-2, Corridor Commercial District".

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 5 of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

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

Findings:

1. The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.
2. The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.
3. There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.
4. The request is being made to make the property potentially more valuable a possible buyer; no other improvements are contemplated.
5. Because a liquor license was granted in the past should not be the sole reason the rezone property to "restore" the ability that sales can be continued or expanded.

6. The quality and character of any unknown buyer of the property and its operation is unknown.
7. There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

Section 3. At its May 19, 2020 meeting, the Plan and Zoning Commission voted to forward the case to the City Council with a recommendation to deny the request.

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

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

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

First Consideration _____

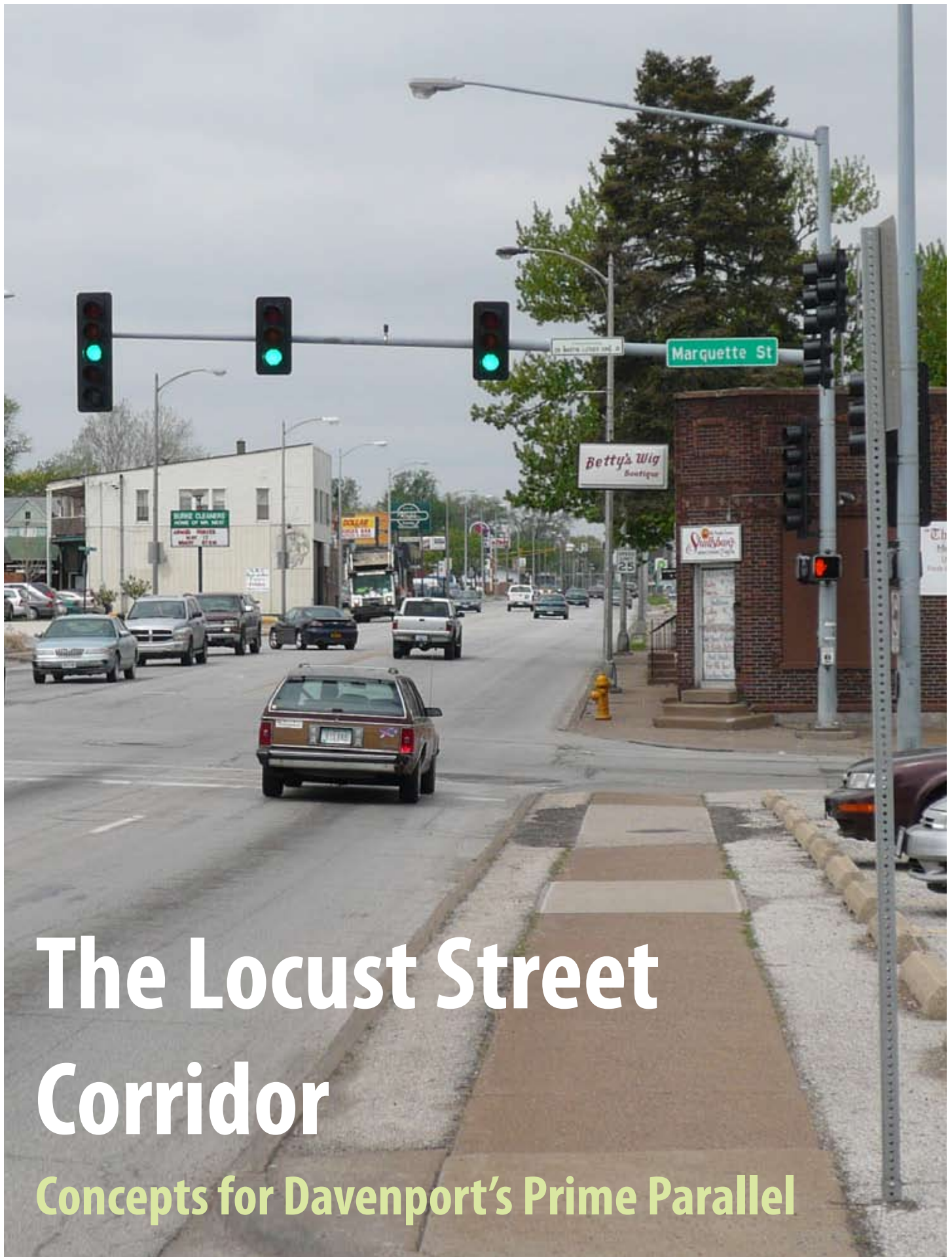
Second Consideration _____

Approved _____

Michael J. Matson, Mayor

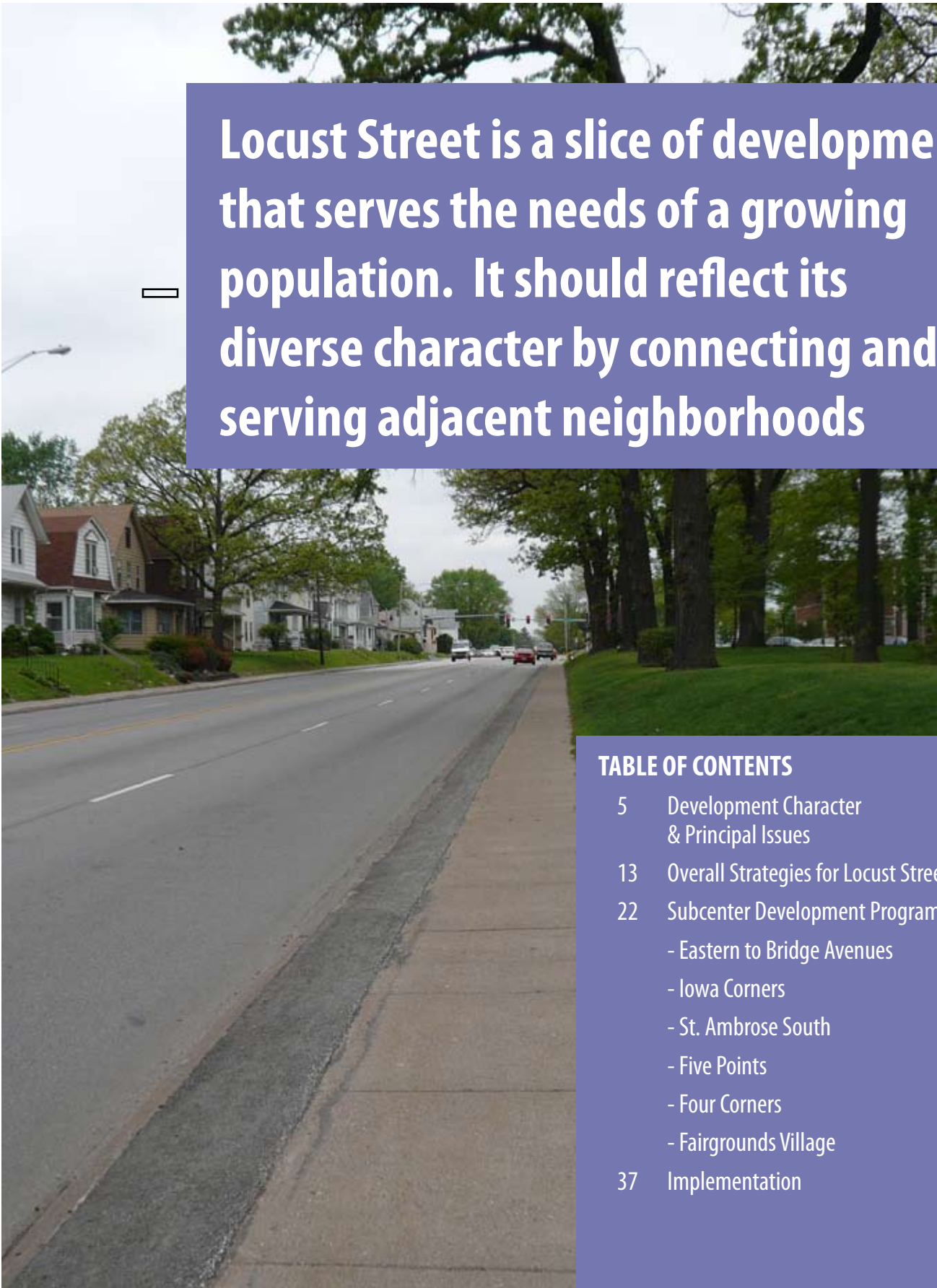
Attest: _____
Brian Krup, Deputy City Clerk

Published in the *Quad City Times* on May 26, 2020



The Locust Street Corridor

Concepts for Davenport's Prime Parallel



Locust Street is a slice of development that serves the needs of a growing population. It should reflect its diverse character by connecting and serving adjacent neighborhoods

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- 22 Subcenter Development Programs
 - Eastern to Bridge Avenues
 - Iowa Corners
 - St. Ambrose South
 - Five Points
 - Four Corners
 - Fairgrounds Village
- 37 Implementation



Locust Street is Davenport’s “prime parallel” – the only ordinal street that runs continuously from the east to west corporate limit, connecting Interstate 74 and Interstate 280. Such notable places as Duck Creek Park, St. Ambrose University, Five Points, the Mississippi Valley Fairgrounds, and West High School are located along the street, and other major destinations such as the Village of East Davenport, Palmer College, Vander Veer Park, and the Davenport YMCA are nearby. The intersection of Locust and the north-south Brady/Harrison/Main corridors, discussed in Section One of this report, is a key transportation crossroads and activity and civic node for the entire city.

The study corridor, encompassing over seven miles, serves a variety of urban environments along its way. These include major parks, residential neighborhoods, public schools, a university district, free-standing and clustered commercial development, neighborhood business districts, and undeveloped areas in transition. The cross-section of the city that Locust Street provides is different from that offered by the Brady/Harrison corridors – less a layering of eras of development from the river to the Interstate, more a slice of development that serves the specific needs of a growing urban population. Consequently, Locust Street, with its local service character, has been less vulnerable to regional changes in retailing, consumer trends, and transportation than Brady/Harrison. Strategies for Locust Street should reflect the very diverse nature of the corridor and its primary emphasis on both connecting and serving adjacent neighborhoods.

Despite the continued and relatively stable local service role of Locust Street, changes and opportunities in the urban environment can help direct future approaches to the corridor. These include:

- *Commercial development along Interstate 74.* While the largest concentration of contemporary retail development has occurred at the 53rd Street and I-74 interchange, the area east of the Kimberly Road intersection is a significant community commercial focus. The corridor along I-74 and served locally by Kimberly and Elmore Roads absorbs much of the east side’s (and indeed city’s) demand for commercial services, and continues to generate significant traffic along Locust Street.
- *Growth of St. Ambrose University.* As the St. Ambrose campus develops and fills out its core campus between Harrison, Gaines, Locust, and Lombard, surrounding blocks

and street frontages begin to experience movement toward campus related uses. Some are positive, but others, such as the conversion of single-family houses, are not and can produce deterioration of structures and neighborhood fabric. However, properly managed land use changes in surrounding areas can be very beneficial. The potential for revitalization of the Hilltop area was discussed in Part One of this plan. Reinvestment can also strengthen the Locust Street frontage opposite the campus.

- *The strategic importance of the Locust and Brady/Harrison crossroads.* This busy district, the intersection of the city's traditional north-south and east-west trafficways, serves two educational institutions and several neighborhoods, and relates to both Vander Veer Park to the north and Downtown to the south. As a point of maximum community access, this node is experiencing both new development and an opportunity to upgrade earlier development with more intensive, mixed uses.

- *Evolution of traditional neighborhood commercial patterns.* Some parts of the Locust corridor, most notably the five blocks from Marquette to Five Points and the Iowa Street intersection display at least vestiges of a traditional main street or four corners commercial development pattern. The Five Points area is in transition, as older commercial properties face pressures from both surrounding civic uses and contem-

porary commercial redevelopment. Policies that successfully mediate these pressures can produce stronger, more economically viable neighborhood service districts.

- *Obsolescence of first-wave strip centers.* Strip centers across from the Mississippi Valley Fairgrounds between Lincoln and Clark are disengaged from the street and have seen their market either stagnate because of slow growth in adjacent neighborhoods or shrink because of newer competition. Some of this space has converted to productive non-retail uses, and these large sites provide land resources for new forms of urban development.

- *Future west side growth.* Davenport's comprehensive plan identifies the west side of the city as a significant future growth area. This area is served by the Locust Street interchange with I-280, which has generated some significant indus-

trial development. Future residential development in this sector creates opportunities for more urban parts of the Locust corridor to the east.

The Scope of the Locust Corridor Study Area

The Locust study area extends from the Kimberly Road intersection on the east to Emeis Park on the west. It is not meant to present a development plan for open land areas between the park and I-280, although future growth in this area can generate markets for investment in the built-up part of the corridor. The nature of development in the study area suggests a focus on individual sub-districts or nodes along the street, generally separated by stable residential frontages.





Development Character and Principal Issues

Like the Brady/Harrison corridors, the Locust Street corridor links a variety of urban environments. However, unlike Brady/Harrison, which as US Highway 61 was once the primary north-south highway corridor through the city and remains the principal link between Downtown and I-80, Locust is basically a local arterial. As such, it presents a series of commercial or institutional nodes, separated by residential development. This section summarizes the land use and development character of the corridor. It also discusses key issues, based on participation by stakeholders during the planning process.

The Locust Corridor: Development Character

This discussion summarizes the nature of land use and development patterns along Locust Street, proceeding from east at Kimberly Road to west at Wisconsin Street.

Kimberly Road to Iowa Chicago & Eastern Overpass. The principal land use of the eastern part of the corridor is single-family residential in excellent condition, with some two multi-family developments, the largest of which is Carriage Club Condominiums south of Duck Creek

Park. The park with its golf course, one of the city's great open spaces, defines the north side of Locust between Kimberly and Fernwood Avenue.

Overpass to Bridge Avenue intersection. This segment includes a mix of free-standing but small-scale commercial uses, older houses typically oriented to intersecting residential streets, office, and civic uses. The largest single use here is the Washington Elementary/Sudlow Intermediate School campus, on the north side of Locust between Eastern and Esplanade Avenues. Despite its nominally mixed-used character, this segment presents a difficult environment for pedestrians, with small parking lots along much of the street frontage. While commercial uses are distributed throughout this segment, they cluster at Bridge Avenue and, to a lesser degree, Eastern Avenue intersections. These clusters provide potential focuses for public realm and business enhancements.

Bridge to Farnam Avenues. The street environment returns to urban residential use through this area. Typical structures here are two-story, single-family houses in a variety of styles, dating from the early twentieth century. Some of these



Contexts of Locust

houses are imposing, historic buildings, establishing the traditional character of this residential avenue. Intersecting streets are also solidly residential in use.

Farnam Avenue to Brady Street.

This segment includes the Locust and Iowa intersection, an active traditional neighborhood business cluster that combines two-story (retail below, apartments above), gable-roofed, frame commercial buildings with one- and two-story masonry commercial and civic structures, and a free-standing supermarket. This urban intersection is a vital commercial environment and an important asset to its surrounding area. It also presents a major opportunity for additional investment in business and public environment improvements. Two short residential blocks separate the Iowa Street commercial cluster from the busy Brady Street intersection, which includes a new, free-standing Walgreen's on the southeast corner, and Madison Elementary School to the northeast.

Midtown Crossroads, Brady to Harrison.

This strategic segment, also discussed as part of the Brady/Harrison Plan, includes large- and small-scale offices, restaurants and other commercial development, and the Young Intermediate School campus. These blocks are bisected by north-south Main Street, an historic residential and institutional axis that connects Downtown to Vander Veer Park.

St. Ambrose District, Harrison to Gaines Street.

The first block of this segment, from Harrison to Ripley, is related to Harrison Street's commercial environment, including the Hilltop business district. Hilltop is a priority strategy area, with detailed concepts presented in the Brady/Harrison Plan. Future St. Ambrose campus development may extend the campus perimeter to Harrison Street between Locust and Lombard Streets. The campus fronts the entire north side of Locust between Ripley and Gaines. However, the south side of the street, lined largely by deteriorating houses converted to multi-family rental use, represents a significant redevelopment opportunity.

Gaines to Lillie Avenue.

This street segment includes well-maintained single-family houses, some with distinctive designs, characterized by the strong street orientation of a traditional residential avenue. One small service commercial use is located at the Warren Street intersection.

Lillie Avenue to Davie Street.

Five Points. This five-block segment is the traditional commercial and neighborhood service core of the Locust Street corridor. It combines older commercial buildings developed along the property line with contemporary structures set back behind parking lots. This has produced an uneven street environment that in many cases does not accommodate pedestrians well.



The street environment is important to the successful functioning of business districts, and stakeholders consider this to be an important issue along Locust Street.

The district is distinguished by several signature establishments that feature a long association with the Davenport community. The Five Points intersection, at Locust Street's intersection with Division Street and the diagonal Hickory Grove Road, has experienced significant recent redevelopment, including two new free-standing "box" pharmacies and a new multi-tenant commercial structure. Other significant recent development includes a new bank and commercial building on the north side of the street east of Washington Street, and a commercial strip on the southeast corner at Taylor. This commercial segment is reinforced by surrounding features and institutions, including the west campus of Genesis Medical Center three blocks north between Marquette and Washington Streets, and Holy Family Church and School. In addition, Washington Street to the south, a traditional mixed use street, is emerging as an urban district, a Westside counterpoint to the Village of East Davenport. This segment of Locust Street represents a major fo-

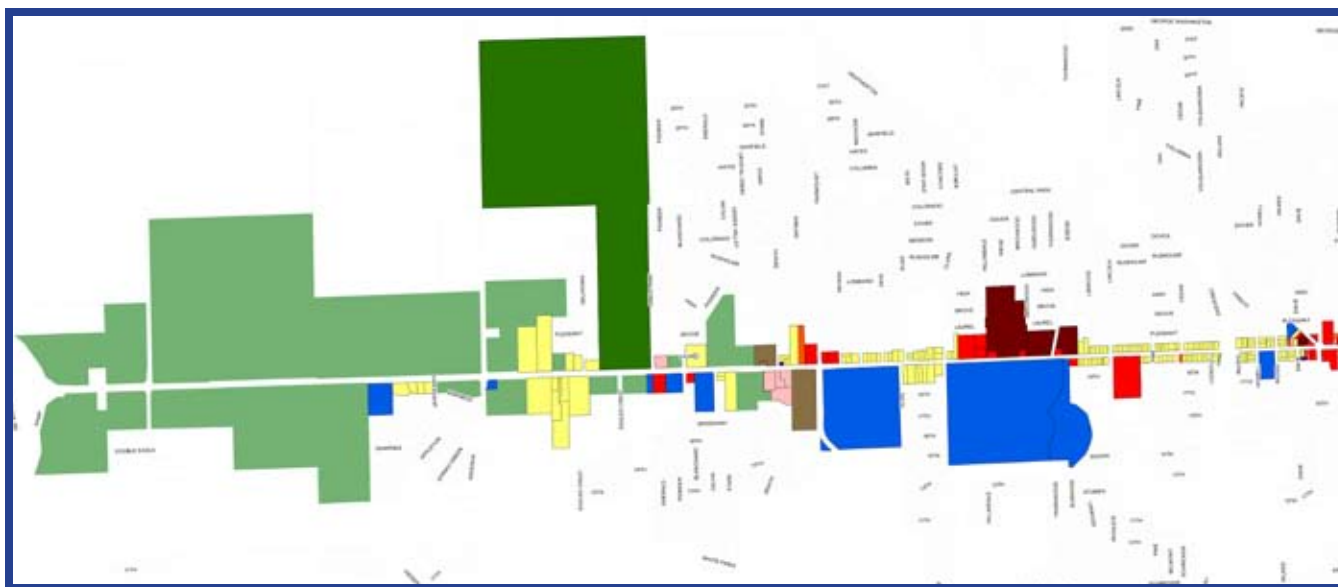
cus for attention as it continues and strengthens its vital neighborhood service role in the future.

Davie to Lincoln Street. Here, the street again reverts to a residential character, defined by single-story, relatively small, and extremely well-maintained houses. The segment's primary commercial use is a recently developed Hy-Vee supermarket on the southeast corner of Locust and Lincoln.

Fairgrounds Segment, Lincoln to Fairmount. The south side of this important segment is dominated by the Mississippi Valley Fairgrounds and the West High School campus. The high school campus also includes the West Family YMCA. The north side of the street includes large but older commercial centers, covering most of the frontage between Linwood and Clark. These conventional centers are separated from the street by large parking lots, and include pad sites along the street frontage. To a significant degree, their markets have moved to

newer facilities such as the Hy-Vee at Lincoln Street or the box pharmacies at Five Points. As a result, space in the largest of these centers has converted to other, non-residential use, including education and child care. These large sites, across Locust Street from major activity centers (the Fairgrounds, high school, and Y), provide substantial opportunities for reuse and new, more street-oriented contemporary development.

Fairmount to Wisconsin. This segment includes the western extent of Davenport's current urban residential development. Uses along Locust include convenience commercial; mobile home, single-family, and contemporary multi-family residential, and Emeis Park. Some single-family development toward Wisconsin Avenue is situated on large lots.



Existing Land Use, Locust Corridor



Issue Areas

Issue areas identified during the public process can be placed in the following categories:

- **Interchange/Westside Development**
- **Fairgrounds**
- **Growth Strategies**
- **Business Development**

- **Street and Sidewalks**
- **Urban Quality**
- **Traffic**
- **Zoning**

Interchange/Westside Development

Although the Davenport comprehensive plan identifies the west side as a principal growth area, stakeholders perceive that its development has lagged behind other parts of the city. A lack of substantial residential growth to the west limits the commercial market along western segments of Locust, evidenced by reduced occupancy in shopping centers between Linwood and Clark. Suggestions to accelerate westside growth included:

- Identifying and attracting a significant regional destination to the interchange area.
- Providing economic incentives for development to the west.

- Expanding urban infrastructure to the west growth corridor.

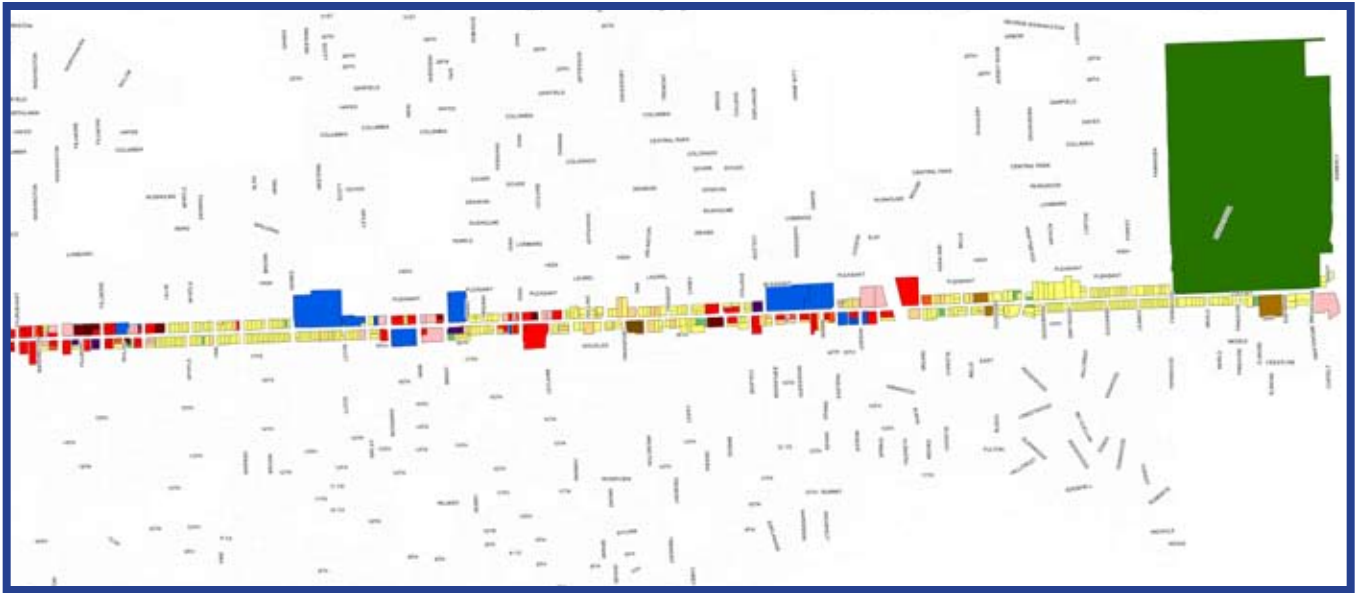
Fairgrounds

The Scott County Fairgrounds is an important resource that could act as a stronger westside attraction. Stakeholders cited its high utilization rate for events and activities. Suggestions and observations that could help the Fairgrounds satisfy this potential more effectively include:

- Limiting noise and other external effects from auto racing.
- Improving facilities to create a better venue for concerts and other outdoor events.
- Completing and implementing a facility master plan.

Growth Strategy

While most of the Locust Street corridor is built out, significant op-



opportunities for growth or redevelopment still exist and can reinforce the street's business environment. Stakeholder recommendations for opportunities include:

- Encouraging additional residential development in west and northwest Davenport.
- Promoting redevelopment in key infill areas, including the St. Ambrose area, the Hilltop District at the Harrison Street intersection, and the Midtown area at the Brady/Harrison crossing.
- Using other infill sites, including large parking lots, more efficiently.

Business Development

Locust Street's adjacent residential environments are relatively stable (with some exceptions), and the street's business environment is a key to both local economic devel-

opment and neighborhood stability. However, many perceive that Locust is a weak retail and service setting. Stakeholder recommendations for improvements include:

- Creating a climate that attracts a variety of appealing businesses.
- Linking adjacent commercial areas to activities at the Fairgrounds.
- Establishing new restaurants as a commercial goal for the street.

Streets and Sidewalks

The street environment is important to the successful functioning of business districts, and stakeholders consider this to be an important issue along Locust Street. A four-lane facility in a relatively constrained, 60-foot right-of-way leaves little room for pedestrians, even in areas with pedestrian-oriented buildings and businesses. Stakeholders, including business owners, cited the

public environment and pedestrian accommodations and safety as significant liabilities. Recommendations that emerged from the planning process included:

- Reconstructing sidewalks that, where possible, provide pedestrians with a more comfortable path through local business areas.
- Focusing on the Five Points commercial core between Marquette and the Five Points intersection.
- Providing opportunities for physical expansion of buildings along the street.
- Considering modifications of the street section, including converting the street to three lanes, to calm traffic and reduce the possibility of collisions.
- Creating safer pedestrian crossings to reduce hazards and fatal crashes.

Urban Quality

The quality of the urban environment, strongly related but not limited to the public realm, can also help determine the economic success of a corridor in expanding businesses and sustaining surrounding neighborhoods. Stakeholders generally believe that Locust's urban environment does not contribute to the success of the street and its businesses. Stakeholder recommendations for policies include:

- Improving the pedestrian character of the street and its business clusters, including providing better connections between the street and business entrances.
- Developing a cohesive identity and marketing framework for the corridor.
- Developing aesthetic improvements and beautification projects where possible along the street.
- Designing and installing a way-finding system that directs travelers along Locust Street to nearby community features.



- Relating Locust Street to an emerging thematic historic district along Washington Street.

Traffic

Locust Street is the city's principal continuous east-west corridor, and most participants believe that the street generally offers a satisfactory level of service. Traffic volumes along the urban corridor have been in the 20,000 to 25,000 vehicles per day (vpd) range, and may have declined slightly in recent years. Primary traffic issues appear to be both excessive speeds in certain segments, and congestion at the

midtown crossroads and at Five Points. Recommendations to address traffic issues include:

- Addressing traffic flow issues if feasible at specific trouble spots, most notably the corridor between Brady and Harrison, and in the Five Points area.
- Considering traffic calming measures at locations where motorists tend to drive too fast.
- Improving pedestrian safety and minimizing hazards at key commercial locations.
- Where possible, providing for protected left turns.



Zoning and Development Regulations.

Zoning and design regulations can establish new standards that produce new development consistent with the character of Locust Street and surrounding neighborhoods. Some stakeholders observed that



current zoning requirements are designed around typical suburban development standards, often generating free-standing or strip commercial buildings separated from the street by front-yard parking. Much of the street's newer retail development in fact follows this pattern. Directions suggested during the planning process include:

- Creating a neighborhood pedestrian zoning district that encourages better street orientation, direct linkage from the street and sidewalk environment to businesses, flexible front-yard setbacks, and improved landscaping.
- Locating parking to the side or rear of new development to provide better pedestrian access to commercial development.
- Establishing effective but reasonable design guidelines to direct building form and site design in key areas.

Based on this analysis, combined with stakeholder observations and recommendations, the following policy determinants emerged:

- **The Locust Street Corridor takes different forms in this seven mile study area. However, for the most part, it is a local service environment, integrated into its surrounding neighborhoods.** Contrasting with the Brady/Harrison corridor's regional and civic importance, Locust Street is a part of its adjacent neighborhoods. Its frequent residential stretches continue the fabric of intersecting residential streets, and its commercial businesses, clustered in nodes along the street, largely serve local needs. This pattern of neighborhood service clusters suggests a policy approach that focuses on these clusters as centers for surrounding neighborhoods.

- **Despite its length and commercial function, Locust Street is not a continuous commercial strip.** The concept of nodes is reinforced by the street's traditional development pattern – commercial areas separated by residential segments and civic uses, such as parks, schools, the Fairgrounds, and neighborhood churches. With the exception of the residential blocks adjacent to St. Ambrose University, which face the stresses that multiple rental occupancy place on buildings originally designed as single-family houses, these non-commercial areas are stable assets. They can be best supported by focusing attention on the commercial clusters, which influence the future stability of surrounding neighborhoods.
- **The long Locust Street corridor resolves itself into several specific strategy areas.** These areas, representing business clusters generally separated by residential areas, provide the focus for individual development plans, and should emerge as identifiable sub-centers along the corridor.
- **The Locust Street corridor is an active business environment with built-in customer generators, but the market drops substantially west of Five Points.** High commercial occupancy

indicates a steady retail and service market in the corridor. A number of generators, including adjacent, medium-density urban neighborhoods, institutional centers like St. Ambrose and Genesis West, and ambient traffic, contribute to this base. However, surrounding development, population, and traffic drop dramatically west of Five Points, and the Locust Street/I-280 interchange does not generate high volumes. As a result, the commercial market west of Five Points does not appear sufficient to support “big box” retail area opposite the Fairgrounds, or, under present conditions, in new locations west of Wisconsin Avenue. This suggests a different development configuration for this retail space.

- **The current street and lane configuration of Locust Street moves traffic efficiently, but is relatively to pedestrians and creates traffic safety problems.** Locust Street typically has a four-lane undivided section

within a 44-foot curb-to-curb channel. This moves traffic effectively through many segments, and in some areas may encourage excessive speeds. On the other hand, lack of left-turn accommodations creates crash hazards. The pedestrian environment is much more troublesome, especially in areas with significant commercial development. Because of the neighborhood service character of these sub-districts, good pedestrian access can be an important transportation and access picture.

- **In common with Brady and Harrison Streets, Locust Street includes important anchor features that help define its character.** These features include Duck Creek Park, Vander Veer Park (several blocks north), the Main Street historic corridor that connects Vander Veer Park with Palmer College, Central High School, St. Ambrose University, and Scott County Fairgrounds.





A Framework for Action

Overall Strategies for Locust Street

The discussion and conclusions of the previous section suggest unifying strategies that apply throughout the Locust corridor study area. These strategic principles include:

STREET IDENTITY

Street identity unifies this long crosstown corridor as a common entity. The Locust corridor is too long and diverse to be considered a “district” in any sense of the word. However, it can be viewed as a sequence of nodes, on Davenport’s “prime parallel,” and its businesses can be marketed under this identity.

STRATEGIC NODES

Policy for the Locust Street corridor should concentrate on specific commercial nodes.

REALISTIC PUBLIC REALM IMPROVEMENTS

The Locust Street right-of-way is relatively narrow and the street channel itself takes up much of this width, leaving little room for amenities and pedestrians. However, within these constraints, improvements that improve the street environment and improve connections between the public street and private businesses can produce a better commercial setting.

FUNCTIONAL IMPROVEMENT

Functional improvements improve traffic operation and create a safer and more efficient street environment for motorists, pedestrians, bicyclists, and bus riders.

NEIGHBORHOOD CONNECTION

Because local commercial service is an important part of the Locust Street economy, strong linkages between neighborhoods and institutions that provide the customer base are very important.

APPROPRIATE ZONING

Zoning and land use regulations should encourage desirable development forms and not force suburban patterns into areas that should be more friendly to pedestrians. Additionally, design guidelines should help to generate good quality, street-oriented projects.

BALANCED TRANSPORTATION

The corridor and its surrounding streets should promote balanced transportation, making it possible to reach destinations and businesses on foot, by bicycle, and by public transportation.

LANDSCAPE AND SITE IMPROVEMENT INCENTIVES

In common with the Brady/Har-

risson corridors, many of the improvements suggested in this plan involve redesign of private sites. An incentive program will encourage property owners to improve site landscaping, redesign parking lots, and provide better pedestrian access to businesses.

SUB-CENTER DEVELOPMENT PROGRAMS

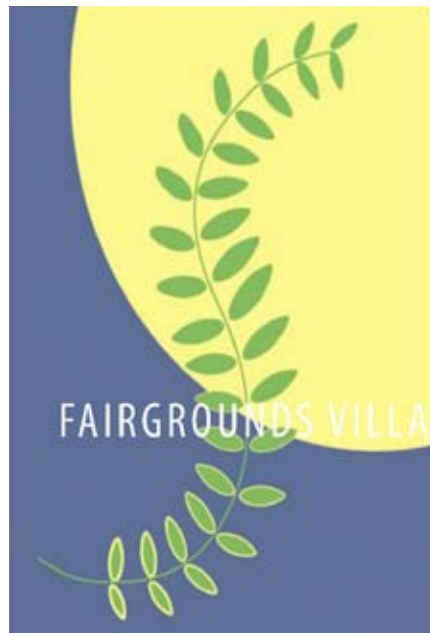
Coordinated programs that address the public environment, functional operation, pedestrian access, efficient land use, and redevelopment opportunities should be implemented for each of the strategic nodes. These concepts involve coordinated improvement of both the public and private realms.

Street Identity

The Locust Street corridor should have a unifying identity – an effective but inexpensive way of tying together its diverse neighborhoods and providing a structure for cooperative marketing.

Locust Street with its businesses and features change along its path between Interstate 280 and Interstate 74. Yet the corridor has a rhythm of uses – residential areas punctuated by commercial clusters, building in both directions to a crescendo at the Midtown crossroads with the Brady/Harrison corridors. While its very length and diversity makes it difficult to imagine Locust as a cohesive commercial street, a form of identification and cooperative marketing can:

- Help customers locate businesses



Street Identity. A common trademark with individual names for specific districts can unify Locust Street as a “brand” while still identifying individual parts of the corridor. This concept plays off the symbol of the a locust branch.

and understanding the various services offered along the street.

- Provide opportunities for cooperative advertising and promotional events, particularly important in a retail recession when businesses limit individual marketing expenses.

- Encourage businesses to help each other by cross-marketing.

- Develop a common vocabulary of features that expands market territories and unifies different parts of the city.

- Create funding sources for efficient maintenance and some capital improvements through the use of self-supporting municipal improvement districts (SSMID’s).

- Create an advocacy organization

to promote the common interests of stakeholders along the corridor.

The concept of corridor identification has a long tradition in America. For example, the Lincoln Highway, the progenitor of most contemporary highway associations, was a promotional program to knit together a quilt of local and regional road segments into a strongly identifiable coast-to-coast highway that retains its brand nearly a century later. Many other similar associations along intercity highways and urban corridors have developed since then, largely as marketing groups.

Actions that can implement a street identification program include:

- Forming a Locust Street Association, analogous to highway associations, designed to coordinate



"Iowa Corners." The commercial cluster at Locust and Iowa is one of several identifiable nodes along Locust Street.

minate promotional and advocacy efforts.

- Developing a corridor trademark or logo, and developing an identifying banner or graphic that can be installed at key business nodes along the corridor. The banner may include a specific name for each business cluster, within a common graphic family. Chicago has employed a similar concept to identify its neighborhood business districts. Enamelized metal panels should be considered as a durable substitute for canvas banners. Potential themes for an identifying symbol include a locust tree image or the street's transportation network role as the city's "prime parallel (of latitude)."
- Developing collateral market-

ing materials that may include a corridor website, and brochures and business directories that are available at businesses throughout the corridor. This information should also be linked to the city's overall travel information system, and coordinated with other local business districts or business streets in Davenport.

- Implementing events or cooperative promotions, using public spaces along the corridor.
- Eventually forming one or more Self-Supporting Municipal Improvement Districts (SSMID's) with the ability to assess non-residential property for public improvements, management, and promotions within business districts. Logical uses for a SSMID include promotional ma-

terials, maintenance, and some physical improvement projects.

Strategic Nodes

Within the Locust Corridor, establish distinct sub-centers that have distinctive physical character or relationships to their surrounding neighborhoods. Despite its length, create an image for the street as a sequence of complementary sub-centers.

In common with recommendations for the Brady/Harrison corridors, identifying individual sub-districts unified by a common street brand adds individuality and neighborhood character by making the street a series of destinations. The sub-center concept leads to individual development plans tailored to specific needs and development configurations. Along Locust Street, these strategic nodes, separated by lower-intensity, largely residential uses, include:

- *The Eastern to Bridge Avenue segment*, the best-defined commercial and mixed-use urban clusters between Kimberly Road and Bridge/Carey Avenues.
- *The Iowa Street cluster (between Pershing and LeClaire)*, a unique neighborhood commercial cluster that features a supermarket, neighborhood services, an iconic bar and grill, and varied architecture.
- *The Midtown Crossroads and Hilltop District*, addressed in Part One, the Brady/Harrison Plan.
- *The St. Ambrose frontage*, the south

side of Locust between Harrison and Gaines.

- The “Five Points” core between Marquette Avenue and the Five Points intersection with Division and Hickory Grove.
- The Fairgrounds segment between Lincoln and Clark.

Specific concepts for these areas are presented later in this section.

Realistic Public Realm Improvements

Develop a program of public realm improvements that establish a common vocabulary along Locust Street and are consistent with the corridor’s physical constraints.

Locust Street, as a four-lane facility within a limited right-of-way, leaves little room for public realm enhancements. Typically, sidewalks are located along the back of the curb or behind a narrow grass strip, precluding street trees. Other techniques, such as corner or mid-block curb extensions, are also not possible without eliminating travel lanes. Within these limits, however, improvements in both the public right-of-way and adjacent private sites can substantially improve the visual appeal and technical functioning of the street’s commercial districts. These improvements should employ a common vocabulary, to reinforce corridor cohesion without compromising the individual character of sub-centers. Elements of this vocabulary include:



Application of public realm improvement concepts at intersection of Locust and Esplanade.

- **Curb and sidewalk reconstruction.** Sidewalks in commercial clusters along Locust are typically deteriorated and need reconstruction. Because of the narrow width of the sidewalks, complex pavement treatments should generally be avoided. In areas that lack adequate space for a sidewalk setback, a strip of contrasting color or texture can provide a buffer between the pedestrian domain and moving traffic.
- **Defined crosswalks.** Well-defined crosswalks at key locations increase pedestrian comfort and motorist awareness. In business areas, they help maintain pathway continuity, and put pedestrians on a more even footing with automobiles. Along Locust, a vocabulary of crosswalk markings should be

established. Techniques include conventional zebra or crossbar markings, or contrasting pavement color, material, or scoring. Three contexts should be addressed:

- Locust Street crossings, defining critical crossing points along the major arterial.
 - Intersecting street crossings, where defined crossings alert motorists turning off Locust to the presence of pedestrians.
 - Major driveways, where crosswalk markings help to maintain sidewalk continuity and again reinforce motorists awareness of pedestrians.
- **Street lighting accents in sub-centers.** Street lighting along Locust Street is provided by



“cobra-head” fixtures mounted either to wood power poles or free-standing galvanized steel poles. These should be complemented by lower, pedestrian-scaled fixtures in focus areas. This indicates that the traveler is entering a special area along the corridor, and reinforces the message that pedestrians are present and slower speeds are appropriate.

- **Graphics.** Use of unifying graphics to identify the corridor and its individual sub-centers was discussed earlier. In addition, a wayfinding system should be utilized along Locust Street to orient visitors and direct people to major des-

tinations that are near, but not adjacent to the corridor. This system may include Locust’s identifying mark, or be integrated into a community-wide system.

- **Connection of businesses to sidewalks.** Sites and parking lots should be designed or modified to provide a direct and defined pedestrian path between the public sidewalk and the principal entrances of businesses or shopping centers. Ideally, these paths should not require pedestrians to cross parking lots. However, where the path must cross through parking areas, a defined route and crosswalk markings should

be used.

- **Green space where possible.** The tight dimensions of Locust Street produce a very hard-surfaced environment. However, sites and parking lots can be redesigned to provide additional green space, including landscaped buffers between sidewalk and parking fields and small public spaces. These small spaces can be especially valuable when they serve events or street-related activities. These spaces can be provided with no loss of parking or functionality to adjacent private properties. Improving the overall quality of the customer environment by adding green space should be

a common mission of the City and private property owners.

- Tree lawns or sidewalk setbacks separating the pedestrian and vehicular domains. Sidewalks against the back of curbs make pedestrians feel insecure and unprotected from moving vehicles and expose them to car spray in wet weather. In winter, snow is typically plowed onto the sidewalks, which makes walking a challenge for able-bodied people and impossible for people with disabilities. When possible, the sidewalk should be separated from the back of the curb by a landscaped area, even if this reduces or eliminates landscaping between the back of the sidewalk and adjacent parking. Street trees should be planted when the sidewalk setback can be wide enough to provide a reasonable planting bed. Street trees further buffer the pedestrian and vehicular environments, and recent research suggests that they also help to calm traffic.

Functional Improvements

Locust Street should provide a safe and smoothly functioning street facility for vehicles, pedestrians, and other users.

Locust Street is a four-lane facility that carries substantial traffic, ranging from 20,000 to 25,000 vehicles per day (2002 counts) between I-74 and Division Street, and drops off to about 9,000 vehicles per day to the

west toward the I-280 interchange. Along the way, the street accommodates through and local trips, frequent left-turn movements, cross traffic, transit, and pedestrians. It is important that, within a constrained right-of-way, the street functions as well as possible for its various categories of users. Techniques to improve operations include:

- **Access management and rationalization.** Careful consolidation and definition of driveway cuts often increases the efficiency of parking lots, adds parking, and reduces the risk of crashes.
- **Changes in street section with redevelopment.** Possible redevelopment along an extended street segment, such as from Harrison to Gaines Street, may also permit a wider right-of-way with enough room for a median and protected left turns.

- **Three-lane sections.** A subsequent traffic study should consider the possible conversion of segments of Locust from its current four-lane section to a three-lane facility with a center left-turn lane. Such a conversion (or lane diet) could reduce traffic friction and the incidence of crashes, and would also have an impact on speed.

- **Use of local streets.** Other streets with good continuity parallel Locust Street for much of its length. These include Kirkwood Boulevard/Middle Road between Brady and Kimberly; Elm between Duck Creek Park and Bridge; Central Park and Lombard between Bridge and Emeis Park; and the 14th/15th one-way pair between Bridge and Division. These streets can take some inter-neighborhood traffic off Locust, and are integral to the city's bicycle transportation system.



Neighborhood Connections

Sub-centers along Locust Street should connect directly to surrounding neighborhoods and employment centers.

The neighborhood service quality of Locust Street's business areas requires clear linkages to surrounding residential areas. In addition, significant employment centers and other customer generators for Locust Street businesses such as restaurants are located near but several blocks away from the corridor. These centers include Palmer College and Central High School, south along Brady and Main Street; adjacent St. Ambrose University; and Genesis West north along Marquette and Washington. In addition, the historic Washington Street district extends south from Locust Street to Riverview Terrace. Methods for reinforcing these connections include:

- **Barrier-free and well-main-**

tained sidewalks on north-south streets that connect to Locust Street's business clusters. Examples of these streets include Eastern Avenue, Bridge Avenue, Iowa Street, Brady Street, Main Street, Harrison Street, Gaines Street, Marquette Avenue, Washington Street, Division Street, Lincoln Avenue, and Clark Street.

- **Attractive, neighborhood-scaled directional signage that directs people along key streets to Locust's north-south approach streets.**
- **Signed bicycle routes that connect east-west crosstown routes parallel to Locust Street with business sub-centers.**
- **A district enhancement program along Washington Street between Locust and**

Riverview Terrace. While not part of this study, Washington Street south of Locust has great potential as a mixed use historic district. This district terminates with a panoramic view of the city and Mississippi Valley at Riverview Terrace. Continued development along Washington Street can complement the Locust Street business corridor, which in turn becomes the gateway to the different pace of the Washington district. A district development strategy plan, directly involving Washington Street businesses and property owners, is an important first step toward such a program.

Appropriate Zoning

Zoning along Locust Street should encourage street-oriented development and should not mandate suburban development forms.

While much of Locust Street's commercial environment is urban in nature, its typical C-1 and C-2 zoning districts focus on use regulations, require a 25-foot minimum setback, and do not include form-based or design-related provisions that address the context of the street. Indeed, recent commercial buildings, following these code provisions, deliver a conventional suburban configuration of free-standing or strip buildings with parking lots along the street.

On the other hand, some of the street's "traditional" commercial buildings, built to the property line, appear to crowd the street, squeezing pedestrians into a narrow, un-



comfortable sidewalk. Obstructions such as street lights, signs, power poles, steps, and stoops complicate matters. A rigid alternative to conventional zoning standards, requiring strict adherence to a maximum build-to line (often the street property line) is also not appropriate to the Locust Street commercial environment.

A solution is a new “neighborhood pedestrian” zoning district that provides developers with flexibility, but requires site and building design that reflects neighborhood scale, provides functional and adequate parking that does not dominate the street environment, and encourages pedestrian access. The new district’s performance outcomes should:

- Make buildings rather than parking lots the dominant feature along the street.
- Where possible, locate parking to the rear or side of buildings.
- Provide clear and comfortable pedestrian paths from the public domain to major business entrances.
- Encourage a parkway strip or tree lawn between the back of the street curb and the leading edge of the sidewalk.
- Provide small gardens, plazas, or open spaces between the sidewalk and commercial buildings, or within the project but visible and accessible from the sidewalk.

- Include building elements that are consistent with the architecture of adjacent neighborhoods.

- Use building designs that provide transparency to the street.

- Avoid inappropriate signage, and make maximum use of small projecting signs, monument/ground signs, or wall-signs that incorporate details such as individual letters and indirect lighting.

Balanced Transportation

Locust Street’s businesses should be accessible by all modes of transportation.

Locust Street should be accessible to customers, pedestrians, bicyclists, and transit users, as well as motorists. Other concepts presented here address ways to improve the pedestrian environment. Clearly, the street’s section and traffic volume make it unsuitable for bicycle transportation, and parallel streets provide a much better cycling environment. However, minor projects can connect these routes to Locust’s commercial sub-centers. Methods for providing balanced, multi-modal transportation in the Locust corridor include:

- **Pedestrian and transit improvements.** Better crosswalks and sidewalks, as discussed earlier in this section, will create a more functional Locust Street for pedestrians and transit users. A majority of Citi-bus routes serve at least part of the corridor, and Routes 10 and 15 operate on the eastern and western

halves of the corridor respectively, converging at the St. Ambrose hub along Gaines Street. This transit hub should be enhanced by shelters and route information. The system should consider installing available technology that monitors the location of buses on connecting routes and advises passengers of arrival times on video displays. Shelters and transit information at other locations along the corridor can further improve the transit environment.

- **Bicycle network directional signage.** **Bicycle-friendly streets parallel Locust Street and are indicated on the Quad Cities Bicycle Map.** Directional signage should direct cyclists along these parallel streets to business clusters along the street. Probable connecting routes include Eastern, Bridge, Iowa, Main, Gaines, Marquette, Washington, Lincoln, and Clark.

- **Bicycle Parking.** Bicycle parking facilities should be installed in Locust Street’s business clusters, with probable locations at or near intersections with north-south connecting streets from parallel bicycle-friendly streets.

Landscape Incentive Program

Revitalizing Locust Street requires an innovative program to encourage site improvements on existing private development.

In common with the Brady/Harrison corridors, redesign and improvement of private sites is an important part of the Locust Street



concept. This work involves the voluntary participation of property owners, and can be encouraged through a site improvement incentive program. Such a program applies to all three study corridors in this plan, and includes the following approaches:

- **A Landscape Easement Approach.** A corridor organization, such as a Self-Supporting Municipal Improvement District, would negotiate a long-term easement with an adjacent property owner for installation and maintenance of landscaping adjacent to the street. The owner installs the landscaping to program standards and provides the organization with an easement giving the district control over the property. The district then maintains the site through assessment funds. Alternatively, the district would be granted the easement at the beginning of the process. Capital landscaping would be installed through TIF or through the district assessment, and maintained by the district during the life of the easement.

- **A Site Design Grant Approach.** This approach would provide a special fund for matching grants to property owners who provide

landscaping or pedestrian access improvements according to established district standards. The matching grant would be disbursed over three years, to provide adequate time for the landscape to become established. Maintenance could be continued by the owner or under the easement concept.

- **Stormwater fee credit.** Property owners could be credited by reducing the amount of impervious surface on their lots.

Sub-Center Development Programs

Develop and implement gradual improvement programs along Locust Street's commercial clusters and activity centers, designed to enhance the business and physical environments, improve transportation function, and take advantage of underused or deteriorating properties.

The concept of Focus Nodes and their importance to surrounding neighborhoods was discussed earlier in this section. The next section presents conceptual plans for these nodes or sub-centers, which include:

- **Site 1: Eastside commercial: Eastern to Bridge Avenues.** This development area includes

residential, school, and commercial development, and is book-ended by two major neighborhood commercial intersections at Eastern and Bridge Avenues.

- **Site 2: Iowa Corner,** the pedestrian-oriented neighborhood center at the intersection of Locust and Iowa.
- **Site 3: Midtown Crossing and Hilltop District.** This is addressed as part of the Brady/Harrison section of this study.
- **Site 4: St. Ambrose District.** This potential redevelopment area includes the south side of Locust opposite the St. Ambrose University campus.
- **Site 5: Five Points.** This includes the Locust Street business core between Marquette Avenue and the Five Points intersection with Division and Hickory Grove.
- **Site 6: Fairgrounds Village,** investigating a reuse program for major but underused older shopping centers north of the Scott County Fairgrounds between Lincoln and Clark Streets.

Subcenter Development Programs



Enhancement Concepts for Strategic Nodes



This section presents concepts for the six Locust Street subcenters identified in Chapter 2. It discusses the role of the subcenter and specific actions in the public and private realms to improve the quality and business environment of these strategic areas.



East Locust Commercial Corridor: Eastern to Bridge Avenues

Role

- Neighborhood commercial, including locally-owned restaurants, convenience commercial, auto services, and other services.

Major Features

- Commercial cluster at the Bridge Avenue intersection.
- Free-standing, locally-owned restaurants, services, and small businesses, primarily on the south side of Locust between Bridge and Eastern. In many cases, these small-scale buildings are typically close to the street, but with parking sandwiched in between the sidewalk and building façade, or to the side.
- Secondary commercial and civic intersection at Locust and Eastern.
- Sudlow Intermediate and Washington Elementary campus on north side of Locust Street.
- Houses mixed with commercial uses.

Development Program

- *Replace deteriorating curbs and sidewalks throughout the street segment.*
- *Wherever possible, move sidewalks away from the back of curb with side-*

walk reconstruction. This is easiest at the carwash and school campus along the north side, and as part of parking lot reconfigurations on the south side.

- *Work with Mid-American Energy, Davenport's electric utility, on consolidation and upgrading of poles and electric distribution lines along the south side of Locust Street.*
- *Implement a parking lot upgrade program for individual commercial properties between Eastern and Bridge.* Upgrades should increase the efficiency of parking where possible, define entrances, minimize or eliminate backing movements to Locust Street, provide a clear pedestrian path from the sidewalk to the business entrance, increase sidewalk setbacks from the curb and



eliminate back of curb sidewalks wherever possible, and incorporate parking lot landscaping.

- *Improve the signalized midblock pedestrian crossing to Sudlow School, east of Esplanade Avenue, by providing a contrasting pavement surface or texture and considering a speed table. A speed table can help ensure traffic operations at appropriate speed through the school area.*
- *Execute an intersection improvement program at the Bridge Avenue intersection that includes:*
 - A pedestrian refuge median that separates the southbound to westbound right-turn move-



ment from Bridge Avenue from the southbound and left-turn lanes. This will reduce pedestrians' exposure to traffic while crossing Bridge Avenue and provides a safer landing for the crosswalk across Locust Street.

- Defined crosswalks with a contrasting pavement surface or pattern.

- A clear pedestrian path from the Locust Street sidewalk to multi-tenant commercial buildings on the south side of Locust.

- Moving driveway entrances to the gas station/convenience store on the northeast corner as far to the north and east as possible.

- Thematic street lights and identifying graphics as proposed for focus areas in the Locust Street corridor.

- *Execute an intersection improvement program at the Eastern Avenue intersection that includes:*

- Defined crosswalks with a contrasting pavement surface or pattern.

- Improved street and sidewalk landscaping on the southwest corner.

- Thematic street lights and identifying graphics as proposed for focus areas in the Locust Street corridor.



Iowa Corners

Role

- Neighborhood commercial cluster at an urban intersection.

- Mixed use service area that includes restaurants, convenience retailing, offices, services, and a neighborhood supermarket.

Major Features

- Street-oriented commercial and offices west of Iowa Street.

- Two-story mixed use buildings provide a substantial street presence. Brick buildings on the north side of north side of the street, including a reused fire station, are architecturally distinctive and may be National Historic Register-eligible.

- Save-a-Lot grocery store on southeast corner, a key neighborhood asset. The large parking lot between Iowa and LeClaire lacks landscaping, defined circulation, and clear pedestrian access.

- Convenience and free-standing commercial on northeast corner.

Development Program

- *Replace deteriorating curbs and sidewalks between Pershing Avenue and LeClaire Street.*

- *Move sidewalks away from the back of curb with sidewalk reconstruction on both sides of Locust east of Iowa Street.*

- *Improve crosswalks at the Iowa Street intersection with a contrasting pavement surface or texture. Use pavement markings to define pedestrian crossings at driveways.*

- *Develop shared use parking lots that serve commercial businesses built up to the street property line west of Iowa.* These projects will require cooperation of adjacent businesses and property owners, but will increase the number of parking stalls and provide some landscaping along street frontages.

- *Implement a financial incentive package to encourage façade rehabilitation and improved business signage.*

- *Encourage a significant enhancement and redevelopment program for the Save-a-Lot corner between Iowa and LeClaire Streets that includes:*

- Parking lot redesign with defined pedestrian ways to the supermarket entrance. The redesign includes landscaped interior “streets” with parallel sidewalks and crosswalks at driveway/sidewalk intersections.

- New sidewalks with a tree lawn



setback and street tree plantings along Locust Street.

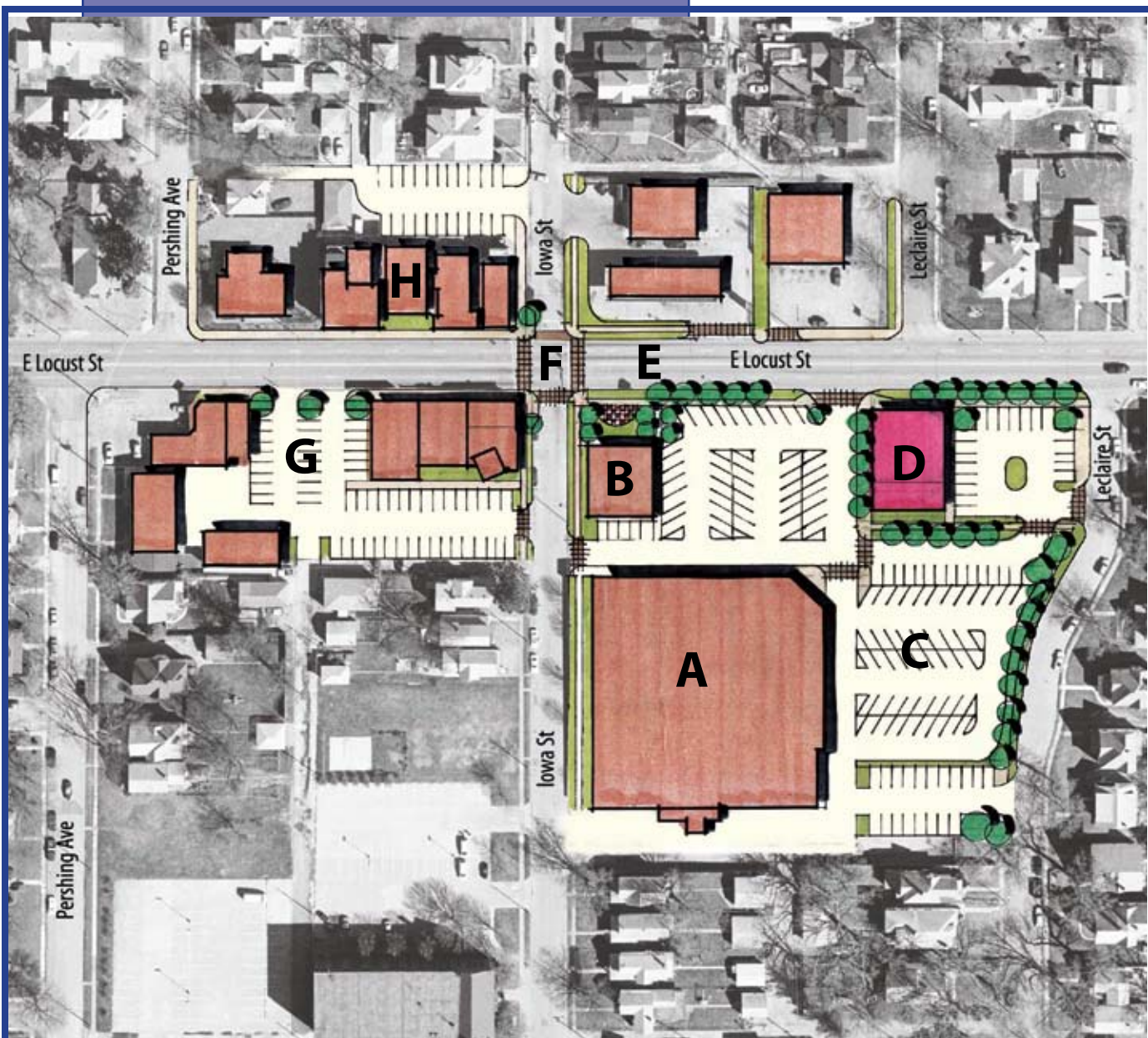
- Street trees between the sidewalk and parking lot along LeClaire Street.

- Plaza/public space to replace front yard parking at Iowa Street Food and Liquor. Parking is replaced by site redesign to the side and rear of building.

- New commercial building on the southwest corner of LeClaire Street, with up to 6,000 square feet of gross floor area.

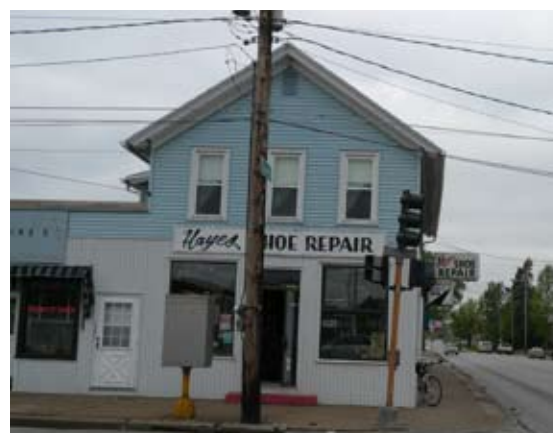
- Install thematic street lights and identifying graphics along Locust between Pershing and LeClaire.





Iowa Corners Concept

- A. Save-a-Lot Supermarket
- B. Existing Store and New Plaza
- C. Parking Lot Redesign
- D. New Commercial
- E. New Streetscape
- F. Intersection Improvements
- G. Shared, Upgraded Parking Lots
- H. Historic Building Rehabilitation





Iowa Corners intersection looking west, showing new corner plaza, streetscape, lighting, and building rehabilitation.



St. Ambrose South

Role

- New residential street providing upgraded housing related but not limited to the university community.
- Extension of development program for the Hilltop and Midtown Crossing districts.
- Major redevelopment project and image upgrade for deteriorating residential blocks.

Major Features

- Front lawn of St. Ambrose University campus on north side of Locust between Ripley and Gaines Streets.
- Approximately ¼ mile of primarily rental houses on south side of Locust. Many of these units were built as single-family structures and converted to multi-family rental (often student) occupancy. Many houses display significant deterioration.

Development Program

- *Implement major redevelopment of the blocks between Ripley and Gaines, including acquisition and demolition of most existing structures and replace with new construction. New residential construction may consider three options:*

- A townhouse development, suitable for owner-occupancy or a rent-to-own concept. Attached rowhouse units would be oriented to Locust Street, with rear-loaded garages accessed from the alley. A townhouse configuration will yield up to 40 units, a gross density of up to 11 units/acre.

- A medium-cost apartment development, with street-oriented buildings and surface or detached garage parking accessed from the rear alley. Depending on the configuration, this concept can yield up to 144 units at three stories, or a gross density in the range of 40 units per acre.

- A higher end apartment development, that includes parking a half level under the first living level, with a first level, floor-through unit with an individual entrance and two upper apartment levels. This concept yields up to 100 units, or a density of approximately 30 units per acre. Partners for such a project should include the university, private developers, and the City of Davenport.

- Consider redesign of Locust Street as a divided parkway through this segment. The campus space on the north and redevelopment on the south provides an opportunity for sufficient right-of-way to provide a divided section through



this area. Sidewalks should be set back behind a tree lawn with continuous street tree plantings. The revised section and either converting Ripley to pedestrian access only or prohibiting left-turns onto the street would provide better pedestrian access across Locust to Hilltop, channeling the crossing on the west side of Ripley Street.

- Install thematic street lights and identifying graphics along Locust between Harrison and Gaines.





Models for university-oriented private housing redevelopment. Above: New single-family houses and supporting parkway development on Vine Street in Lincoln, Nebraska. Left: New townhouses near Saint Louis University in Central Grand neighborhood.

Five Points

Role

- Major neighborhood and community commercial corridor between Marquette Avenue and Five Points intersection at Division Street and Hickory Grove.
- In addition to local neighborhood services, sub-center serves employees at surrounding centers.
- Despite urban commercial composition, this segment presents a poor pedestrian environment, with some potentially hazardous situations.
- Washington Street south of Locust is an emerging mixed use district with historic qualities, terminating at the dramatic Riverview Terrace overlook. Locust may be the gateway to this distinctive and much quieter street.

Major Features

- Variety of commercial development, including traditional street-oriented retail buildings, 1960s and 1970s-vintage auto-oriented strip development, free-standing buildings, fast-food, contemporary strip centers and offices, and “small box” free-standing chain pharmacies.
- New development has focused around the Five Points intersection, although other areas of recent commercial development include the bank and multi-tenant center on the north side of the street east of Washington; and a multi-tenant center at Locust and Taylor.
- District includes several iconic Davenport businesses, and has a number of restaurants and drinking establishments, indicating a market area beyond the immediate neighborhood.

Development Program

- *Replace deteriorating curbs and sidewalks.* Move sidewalks away from the back of curb with sidewalk reconstruction wherever possible. Through much of this segment, parking lot redesign and replacement of unnecessary pavement with green space permits parkway setbacks and street tree planting.
- *Implement a parking lot upgrade program for individual commercial properties and centers through this segment.* Upgrades should increase the efficiency of parking where possible, define and limit the size of curb cuts, provide clear pedestrian paths from the sidewalk to business entrances, increase sidewalk setbacks from the curb, and landscape parking lots. Some of the major modifications include:
 - The Whitey’s and adjacent strip



center parking lot between Lillie and Marquette. The strip center features very good streetyard landscaping. A minor modification to the Whitey’s lot and common access can provide a clear pedestrian way to one of the city’s most famous businesses. The southwest corner of the Whitey’s lot provides a site for an identifying feature, such as a public art installation, that identifies this special commercial district.

- Shared parking serving All-Saints Church and School and commercial buildings at the Marquette intersection. There is pressure to demolish the former Smokehouse building at Locust and Marquette for parking. This should be avoided if at all possible.

- Redesign of the All Saints parking lot, with over 200 feet of frontage along the north side of Locust. By incorporating the current alley into the parking lot and shifting a small play area south, significant green space is opened along the street with no loss of parking capacity. The sidewalk here would be relocated off the back of the curb, pro-



viding room for street trees.

- Reworked parking and access at the Circle Tap, to develop front yard green space and remove sidewalk obstructions. Pull-in perpendicular parking would be provided off Fillmore Street, and access for disabled people would be reset behind the public sidewalk. Areas now used for front-yard parking would be landscaped.

- Replacement of the first stall back of the sidewalk with landscaping on most of the parking lots between Washington and Five Points. On the north side of the street, building placement on property lines makes other street landscaping virtually impossible. This landscaping can be done with minimal loss of parking.

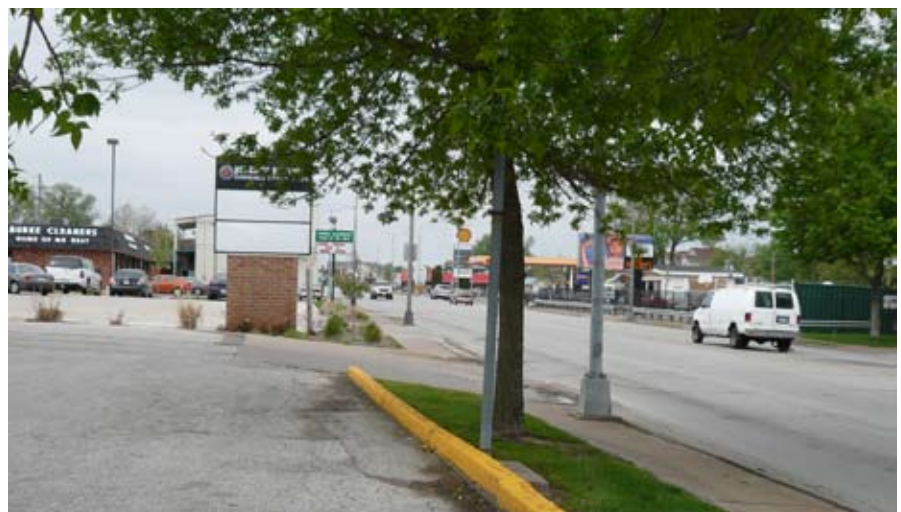
- *Acquire and relocate the small monument yard at the Fillmore intersection, and redevelop this as an urban "square."* This 6,000 square foot open space would provide a badly needed pedestrian amenity and could host small events and performances.

- *Redesign the L-shaped strip center*

immediately west of the proposed square. The additional land could provide additional parking for this facility by allowing a standardized, double-loaded module. The center's sidewalks would also be widened to function as tree-lined, business district walks. This project concept could add considerable value and amenity to this significant commercial area.

- *Develop a mid-block pedestrian crossing across Locust that lines up with the expanded sidewalk proposed above.* Define this crosswalk and those at Marquette, Washington, Sturdevant, and Division/Hickory Grove with contrasting pavement materials or surfaces. Additionally, define crosswalks with pavement markings at driveway entrances.

- *Install a directional feature in a landscaped area at the northeast and southeast corners of Washington and Locust to direct people to the Washington Street corridor and Riverview Terrace.* Replace a parking stall with landscaping at the northwest corner of Locust and Washington.



- *Encourage redevelopment on the north leg of the Five Points intersection, between Division and Hickory Grove.* A building should be sited toward the front of this triangular site, with parking behind accessed from either Hickory Grove or Division. This project would capitalize on a highly visible but underused site.

- *Implement a public environment improvement project at Five Points* that includes defined crosswalks, corner landscaping, a plaza at the point of the redevelopment site presented above, and a potential public art site.

- *Implement a financial incentive package to encourage façade rehabilitation and improved business signage.*

- *Install thematic street lights and identifying graphics along Locust between Lillie and Davie Avenues.*

Five Points



Five Points West Concept

- A. Corner Enhancement
- B. Pedestrian Path to Store
- C. Parking Lot Redesign
- D. Intersection Improvement
- E. Five Points Plaza
- F. New Commercial Building



Five Points



Five Points East Concept

- A. Parking Lot Redesign with Pedestrian Link
- B. Gateway Marker
- C. Intersection Improvement
- D. All Saints Parking Redesign
- E. Driveway Management
- F. Public Square
- G. Strip Center Upgrade
- H. Parking Redesign and Urban Sidewalks
- I. Midblock Crossing
- J. New Sidewalks and Lighting



Five Points



Locust Street looking west in the Five Points node. Streetscape elements include new sidewalks, lighting, graphics, landscaping, and better separation of the pedestrian and vehicular domains.



Fairgrounds Village

Role

- Neighborhood and community mixed use project and activity center, building on neighborhood market and customer base attracted by the Mississippi Valley Fairgrounds, West High School, and West Family YMCA.
- Potential infill residential area north of the shopping center, dependent on stormwater management issues.

Major Features

- Three large multi-tenant commercial buildings, with a combined total of 130,000 square feet of gross floor area (GFA) on north side of Locust Street. These buildings range from 20,000 to 62,000 square feet; tenants include discount clearance stores, restaurants, bars, specialty retailers, and financial and insurance offices. Largest space, formerly a grocery store, is now in non-retail, educational use (Children's Village West).
- Free-standing pad sites located along Locust Street, in front of the retail boxes. Typical uses include convenience stores, fast food, and satellite bank locations.
- Main buildings are set back between 200 and 350 feet from the

street.

- Surrounding neighborhood is a stable, middle-value single-family residential area. Area immediately north of the largest of the shopping centers is a regional stormwater detention basin.
- Mississippi Valley Fairgrounds occupies the entire south side of Locust Street through this segment.

Development Program

- Implement a major site redesign and development effort for the three major commercial sites. Concepts include:
 - Landscaping and reconfiguring parking lots to establish internal streets that connect and unify the three large retail buildings. Landscaping should define pedestrian paths and domains, and divide large parking lots into parking blocks for easier use.
 - A new urban "main street" on axis with the Fairgrounds' main gate, to engage the larger buildings directly with Locust Street. This street includes tree-lined sidewalks and is bordered by new outbuildings, providing a well-defined path into the site.
 - New pad buildings, oriented around the new street and site



configuration. The illustration below provides six outbuildings, with a total GFA of 35,000 square feet.

- A public square, located along the proposed "main street."
- A pathway system that connects the neighborhoods north of this project to the proposed redevelopment and Locust Street.

- Investigate possible residential reuse of part of the detention basin. At a minimum, some infill development is possible along Birchwood Avenue and Hillandale Road. The illustration suggests the possibility of residential development around the edges of the basin, with modification of the rest of the area to serve as a neighborhood open space under normal conditions.

- Sidewalk improvements and street landscaping along Locust Street, along with graphics and lighting consistent with themes established in other parts of the corridor.



Fairgrounds Village Development Concept

- A. Redesigned Parking and Landscaping
- B. Main Street
- C. Fairgrounds Gateway
- D. New Buildings
- E. Residential Lots
- F. Detention Basin
- G. Pathway



Implementation

The Locust Street Plan presents a realistic if challenging program for the growth and enhancement of the city's principal continuous east-west corridor. This plan is a catalogue of possibilities and opportunities, describing concepts that can be implemented over time as resources and interest emerge. Yet, the plan includes fundamental priorities that should be put in place to assure that momentum continues. This discussion considers the general order of projects, and describes some of the funding methods available for implementation.

of individual districts that establish some unified standards for physical improvements, and establish a marketing presence. The partnership board should include representatives of each sub-center and should act as the coordinating body for future joint efforts. The corridor partnership's responsibilities include joint marketing, branding, and development of annual programs for strategic accomplishments. The partnership may be charged with defining priorities and coordinating the overall implementation of the corridor concept.

Initial Steps

Organization and Branding

The first steps should begin with relatively low cost items, designed to build on the foundation of the corridor enhancement program. These initial steps include:

- *Organizing a Locust Street Partnership.* This partnership, which may be incorporated, is an overall organizing and cooperative body to encourage businesses, institutions, and property owners to think of Locust Street as a consistent, thematic corridor. In a way, the Locust Street Partnership may be somewhat like highway associations – federations

The partnership structure should also encourage local development groups that might eventually organize as self-supporting municipal improvement districts (SSMID's) at the level of sub-centers or groupings of sub-centers. SSMID's can provide funding for management, promotion, maintenance, and some capital development in the area.

The most logical sub-center development entities might include an "eastside" district (incorporating the Iowa Street and Eastern-Bridge clusters) and a Five Points district.

A professional director with organizational and promotional capacity, and the expertise to work with public agencies and to assemble development deals can be very

important to a successful effort. It would be difficult for the Locust Street community to afford such a staff position. However, partnering with Brady/Harrison business and institutional interests on a development director responsible for these crossroads corridors could make professional staffing very feasible.

- *Implementing a branding and graphics programs.* An initial low capital/high return effort for the corridor partnership is implementation of the identification and directional graphics programs, and preparation of marketing materials for distribution through the corridor. These materials should address business offerings, institutional presence, and community attractions, particularly those referenced in the directional graphics system. These low-capital programs can cement public identification of the Brady/Harrison district, help the corridor channel visitors to all parts of the city, and strengthen the area's identity and distinctiveness. Changing the public image of the corridor from one of perceived retail decline and lack of safety to one of progress and growth helps create conditions that encourage renewed private investment.

The Public Environment

Initial changes in the public environment should be coordinated with the Locust Street Partnership. While the overall program involves substantial capital funding, the City should begin implementation in

strategic ways that involve lower costs. These may involve identifying initial pilot projects that can make a significant impact, and create a strong private investment response.

Two pilot projects with reasonable scale, and can demonstrate the effectiveness of a limited initial capital investment are at Iowa Corners and in the center of the Five Points sub-center.

Iowa Corners

A public initiative at Iowa Corners should focus on:

- Sidewalk reconstruction.
- Crosswalk enhancements at the Iowa Street intersection.
- Improved lighting, including pedestrian scale lighting to set the precedent for other parts of the corridor.
- Thematic graphics that establish the overall Locust Street mark and identify the Iowa Corners sub-center.

This project should be done in coordination with a financing incentive to encourage building façade improvements.

Five Points

While Five Points is the largest of these sub-centers, three specific pilot projects could create significant

momentum for overall corridor revitalization. These key projects include:

- The relocation of the monument yard at Locust and Fillmore and development as a public square. This also permits reinvestment in the adjacent commercial center and development of a crosswalk at the intersection.
- A partnership with All Saints resulting in the redesign of the church parking lot, relocation and reconstruction of the sidewalk to permit street trees, and a buffer behind the sidewalk and the parking lot. This large lot has a major visual impact on the street, and its improvement is designed to encourage other property owners to make similar improvements.
- An intersection feature at Washington Street that links the Locust Street and Washington Street districts, and also directs people to Riverview Terrace.

Strategic Redevelopment Areas

The plan identifies a variety of potential redevelopment areas and specific sites for new development. In some ways, redevelopment is opportunistic, and the city must have the ability to respond to individual projects as they arise. However, three areas are especially promising: the Save-a-Lot site at Locust

and Iowa, the St. Ambrose residential block between Ripley and Gaines, and the Fairgrounds Village concept across from the Mississippi Valley Fairgrounds.

Iowa Corners. This development opportunity would greatly improve a major commercial asset and create an opportunity for new, neighborhood commercial development. Major initial actions should include:

- Completion of the Iowa Corners public improvement program described above.
- Partnering with the owner to upgrade the site design. Tax Increment Financing or other available local incentives, such as the Urban Revitalization Tax Exemption program may be used to help finance this site improvement.

St. Ambrose Block. This major opportunity complements the Hilltop concepts discussed in the Brady/Harrison section of this plan. Major actions should include:

Acquiring the Locust Street blocks between Ripley and Gaines Streets, in partnership with either the university or possibly a university-sponsored redevelopment corporation.

Defining a residential redevelopment program and offering the site through the redevelopment process.

Completing supporting public improvements, including sidewalks and street landscaping, and considering capital funding for a parkway along the campus.

Expanding TIF eligibility rules to assure that this financing technique is available to this major redevelopment project.

Fairgrounds Village. The implementation program for this project will require a private/public partnership, similar to that identified for the Save-a-Lot site at Iowa Corners.

Ongoing Corridor Revitalization

The previous discussion presents initial steps that can begin a self-sustained private market response along the Locust Street corridor. The overall development program envisioned by this plan goes well beyond these initial steps, however. In order to sustain development and complete the plan, the following actions should be taken:

- Assuming successful completion of the initial pilot projects, predictable, continuing the public improvement program, including sidewalk and curb reconstruction, new lighting and graphics, and crosswalk improvements.
- Cooperative work with the electric utility to upgrade power distribution systems in the eastern parts of the corridor, where

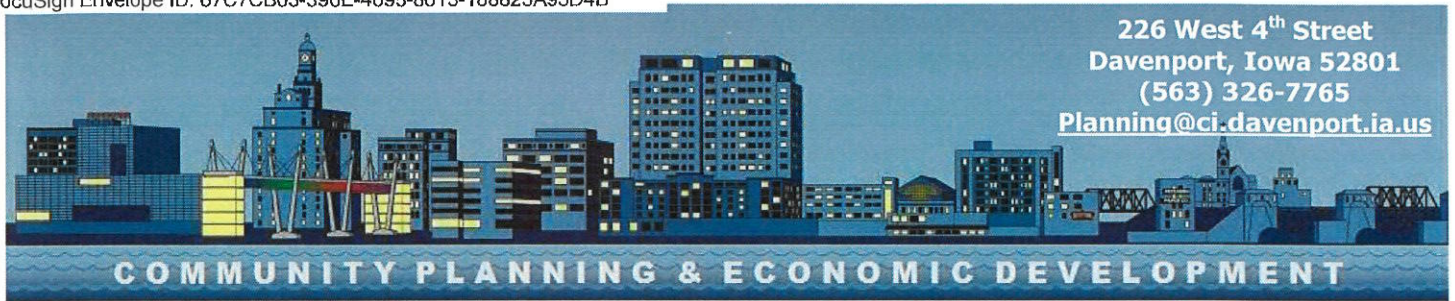
overhead lines and poles have the greatest visual impact.

Completing alternative transportation improvements for pedestrian, bicycle, and public transportation improvements. These include the Locust Street Transit Hub, parallel “bicycle boulevards,” and directional signage that links these boulevards to the street’s business clusters.

Reviewing and modifying the structure of existing city economic development programs, with redesign or consolidation to apply to the needs of traditional mixed use corridors. These should be designed to provide financing appropriate to the redevelopment projects proposed by this study, as well as other projects that emerge.

Providing ongoing funding for corridor improvements and enhancements through devices such as TIF and SSMD’s. Sequencing of improvements should be accomplished through continuing collaboration between the city and the Corridor Partnership.





Complete application can be emailed to planning@ci.davenport.ia.us

Property Address* 412 E Locust Street, Davenport, IA 52803

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

Applicant (Primary Contact)**

Name: Alex Kelly
 Company: NAI Ruhl Commercial Co.
 Address: 5111 Utica Ridge Rd
 City/State/Zip: Davenport, IA 52807
 Phone: 309-236-5489
 Email: akelly@ruhlcommercial.com

Application Form Type:

Plan and Zoning Commission

Zoning Map Amendment (Rezoning) ☒
 Planned Unit Development ☐
 Zoning Ordinance Text Amendment ☐
 Right-of-way or Easement Vacation ☐
 Voluntary Annexation ☐

Owner (if different from Applicant)

Name: Bill Ernst
 Company: Bethany Enterprises INC
 Address: #5 Highland Green CT
 City/State/Zip: Bettendorf, IA 52722
 Phone: 563-332-2408
 Email: bernst2001@yahoo.com

Zoning Board of Adjustment

Zoning Appeal ☐
 Special Use ☐
 Hardship Variance ☐

Design Review Board

Design Approval ☐
 Demolition Request in the Downtown ☐
 Demolition Request in the Village of East Davenport ☐

Engineer (if applicable)

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

Historic Preservation Commission

Certificate of Appropriateness ☐
 Landmark Nomination ☐
 Demolition Request ☐

Architect (if applicable)

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

Administrative

Administrative Exception ☐
 Health Services and Congregate ☐
 Living Permit ☐

Attorney (if applicable)

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

****If the applicant is different from the property owner, please submit an authorization form or an accepted contract for purchase.**



Request:

Existing Zoning:

Proposed Zoning Map Amendment:

Purpose of the Request:

Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning for the location and doesn't allow a new owner to have a liquor license. Owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license.

Total Land Area:

Does the Property Contain a Drainage Way or is it Located in a Floodplain Area: ☐ Yes ☒ No

Submittal Requirements:

- The completed application form.
- Recorded warranty deed or accepted contract for purchase.
- Authorization form, if applicable. If the property is owned by a business entity, please provide Articles of Incorporation.
- A legal description of the request if not easily described on the deed or contract for purchase.
- Required fee:
 - Zoning Map Amendment is less than 1 acre - \$400.
 - Zoning Map Amendment is one acre but less than 10 acres - \$750 plus \$25/acre.
 - Zoning Map Amendment is 10 acres or more - \$1,000 plus \$25/acre.
 - \$10.00 per sign; more than one sign may be required depending upon the area of the request.

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

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

(2) Plan and Zoning Commission public hearing:

- The City shall post notification sign(s) in advance of the public hearing. A minimum of one sign shall be required to face each public street if the property has frontage on that street. It is Planning staff's discretion to require the posting of additional signs. The purpose of the notification sign(s) is to make the public aware of the request.
- The applicant shall make a presentation regarding the request at a neighborhood meeting. The purpose of meeting is to offer an opportunity for both applicant and neighboring residents/property owners to share ideas, offer suggestions, and air concerns in advance of the formal public hearing process. Planning staff will coordinate meeting date, time, and location and send notices to surrounding property owners.
- The Plan and Zoning Commission will hold a public hearing on the request. Planning staff will send notices to surrounding property owners.

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

- Planning staff will perform a technical review of the request and present its findings and recommendation to the Plan and Zoning Commission.
- The Plan and Zoning Commission will vote to provide its recommendation to the City Council.
- If the Plan and Zoning Commission recommends denial, the request may only be approved by a favorable 3/4 vote of the City Council.

Formal Procedure (continued):

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

- The Committee of the Whole (COW) will hold a public hearing on the request. Planning staff will send a public hearing notice to surrounding property owners.
- If property owners representing 20% or more of the area within 200 feet of the exterior boundaries of the request submit a written protest, the request may only be approved by a favorable 3/4 vote of the City Council. For the purpose of the 20% protest rate, formal protests will be accepted until the public hearing is closed.
- The City Council will vote on the request. For a zoning map amendment to be approved three readings of the Ordinance are required; one reading at each Council Meeting. In order for the Ordinance to be valid it must be published. This generally occurs prior to the next City Council meeting.

DocuSigned by:

Applicant: Bill Ernst

Bill Ernst

Date: 3/28/2020

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

Received by:

MBF

Planning staff

Date: 3/30/20

Date of the Public Hearing:

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

Authorization to Act as Applicant

I, Bill Ernst
authorize Alex Kelly
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council.

DocuSigned by:
Bill Ernst 3/28/2020
3F34725B822D4B3...
Signature(s)

State of ,
County of .
Sworn and subscribed to before me

This day of 20

Form of Identification

Notary Public

My Commission Expires:

2020 DEVELOPEMENT CALENDAR

CITY PLAN & ZONING COMMISSION SCHEDULE

CITY COUNCIL SCHEDULE

<u>REZONING & ROW VACATION</u> SUBMITTAL DEADLINE	<u>SUBDIVISION & DEV. PLAN</u> SUBMITTAL DEADLINE	PLAN & ZONING PUBLIC HEARING (Preview for plats/plans)	PLAN & ZONING COMMISSION MEETING	COUNCIL ITEMS SUBMITTAL DEADLINE	COMMITTEE OF THE WHOLE (PUBLIC HEARING)	CITY COUNCIL MEETING
12:00 PM - Monday	12:00 PM - Monday	5:00 PM - Tuesday	5:00 PM - Tuesday	12:00PM - Friday	5:30 PM - Wednesday	5:30 PM - Wednesday
11/19/19	12/02/19	12/10/19	12/24/19	12/27/19	01/08/20	01/15/20
12/02/19	12/16/19	12/24/19	01/07/20	01/10/20	01/22/20	01/29/20
12/17/19	12/28/19	01/07/20	01/21/20	01/24/20	02/05/20	02/12/20
12/27/19	01/13/20	01/21/20	02/04/20	02/07/20	02/19/20	02/26/20
01/13/20	01/27/20	02/04/20	02/18/20	02/21/20	03/04/20	03/11/20
01/27/20	02/10/20	02/18/20	03/03/20	03/06/20	03/18/20	03/25/20
02/10/20	02/24/20	03/03/20	03/17/20	03/20/20	04/01/20	04/08/20
02/24/20	03/09/20	03/17/20	03/31/20	04/03/20	04/15/20	04/22/20
03/09/20	03/23/20	03/31/20	04/21/20	04/24/20	05/06/20	05/13/20
03/30/20	04/13/20	04/21/20	05/05/20	05/08/20	05/20/20	05/27/20
04/13/20	04/27/20	05/05/20	05/19/20	05/22/20	06/03/20	06/10/20
04/27/20	05/11/20	05/19/20	06/02/20	06/05/20	06/17/20	06/24/20
05/11/20	05/22/20	06/02/20	06/16/20	06/19/20	07/01/20	07/08/20
05/22/20	06/08/20	06/16/20	06/30/20	07/03/20	07/15/20	07/22/20
06/08/20	06/22/20	06/30/20	07/14/20	07/24/20	08/05/20	08/12/20
06/22/20	07/06/20	07/14/20	08/04/20	08/07/20	08/19/20	08/26/20
07/13/20	07/27/20	08/04/20	08/18/20	08/21/20	09/02/20	09/09/20
07/27/20	08/10/20	08/18/20	09/01/20	09/04/20	09/16/20	09/23/20
08/10/20	08/24/20	09/01/20	09/22/20	09/25/20	10/07/20	10/14/20
08/31/20	09/14/20	09/22/20	10/06/20	10/09/20	10/21/20	10/28/20
09/14/20	09/28/20	10/06/20	10/20/20	10/22/20	11/04/20	11/10/20
09/28/20	10/12/20	10/20/20	11/03/20	11/05/20	11/18/20	11/24/20
10/12/20	10/26/20	11/03/20	11/17/20	11/20/20	12/02/20	12/09/20
10/26/20	11/09/20	11/17/20	12/01/20	cancelled due to holiday		
11/09/20	11/23/20	12/01/20	12/15/20	12/11/20	12/30/20	01/06/21
11/23/20	12/07/20	12/15/20	12/29/20	12/23/20	01/13/21	01/20/21
12/07/20	12/21/20	12/29/20	01/05/21	01/08/21	01/27/21	02/03/21
12/14/20	12/28/20	01/05/21	01/26/21	01/22/21	02/10/21	02/17/21

- SUBMISSION & MEETING DATES MAY BE CHANGED DUE TO HOLIDAY **MARKED IN RED**
- ORDINANCES REQUIRE THREE CONSIDERATIONS BEFORE CITY COUNCIL
- DATES SUBJECT TO CGHHANE DUE TO HOLIDAYS **MARKED IN RED**
- DELAYS MAY OCCUR UPON THE PETITION REACHING THE CITY COUNCIL'S AGENDA



Doc ID: 015439550002 Type: LAN
Recorded: 07/18/2005 at 02:36:24 PM
Fee Amt: \$576.20 Page 1 of 2
Revenue Tax: \$559.20
Scott County Iowa
Rita A. Vargas Recorder



File 2005-00023263

Prepared by: David A. Dettmann, Lane & Waterman LLP, 220 N. Main St., Suite 600, Davenport, IA 52801
(563) 324-3246

Return to: Dennis J. Britt, 101 W. Third Street, Suite 321, Davenport, IA 52801

Address Tax Statement: Bethany Enterprises/1940 1st St. West
Milan, IL 61264

WARRANTY DEED
(CORPORATE GRANTOR)

For the consideration of Ten and 00/100----(\$10.00)---- Dollar(s) and other valuable consideration, MOLO OIL COMPANY, a corporation organized and existing under the laws of the State of Iowa does hereby Convey to Bethany Enterprises, Inc.

the following described real estate in Scott County, Iowa:

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also, Lot 5, Block 4, of Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Subject to easements and restrictions of record.

C0063-07A

The Corporation hereby covenants with grantees, and successors in interest, that it holds the real estate by title in fee simple; that it has good and lawful authority to sell and convey the real estate; that the real estate is free and clear of all liens and encumbrances, except as may be above stated; and it covenants to Warrant and Defend the real estate against the lawful claims of all persons, except as may be above stated.

Words and phrases herein, including acknowledgment hereof, shall be construed as in the singular or plural number, according to the context.

Dated: 6/23/09

MOLO OIL COMPANY

By Mark E. Molo
Mark E. Molo, President

By Helen T. Molo
Helen T. Molo, Secretary

Form **BCA-2.10** | **ARTICLES OF INCORPORATION**

(Rev. Jan. 1995)

George H. Ryan
Secretary of State
Department of Business Services
Springfield, IL 62756

This space for use by Secretary of State

FILED

SEP 26 1995

GEORGE H. RYAN
SECRETARY OF STATE**PAID**

SEP 27 1995

SUBMIT IN DUPLICATE!This space for use by
Secretary of State

Date 9-26-95

Franchise Tax \$ 25

Filing Fee \$ 75

Approved: \$ 100

1. CORPORATE NAME: BETHANY ENTERPRISES, INC.

(The corporate name must contain the word "corporation", "company," "incorporated," "limited" or an abbreviation thereof.)

2. Initial Registered Agent:

BETHA.ERNST

First Name

Middle Initial

Last name

Initial Registered Office:

19401STSTREET W

Number

Street

Suite #

MILANIL61264ROCK ISLAND

City

Zip Code

County

3. Purpose or purposes for which the corporation is organized:

(If not sufficient space to cover this point, add one or more sheets of this size.)

CONVENIENCE STOREOVU

4. Paragraph 1: Authorized Shares, Issued Shares and Consideration Received:

Class	Par Value per Share	Number of Shares Authorized	Number of Shares Proposed to be Issued	Consideration to be Received Therefor
<u>COMMON</u>	<u>\$ 1.00</u>	<u>1</u>	<u>1</u>	<u>\$ 1.00</u>

TOTAL = \$ 1.00

Paragraph 2: The preferences, qualifications, limitations, restrictions and special or relative rights in respect of the shares of each class are:

(If not sufficient space to cover this point, add one or more sheets of this size.)

EXPEDITED

SEP 26 1995

SECRETARY OF STATE

STATE OF IOWA)
)
COUNTY OF SCOTT) SS:

On this 23 day of June, 2005, before me, the undersigned, a Notary Public in and for said State, personally appeared Mark E. Molo and Helen T. Molo, to me personally known, who, being by me duly sworn, did say that they are the President and Secretary, respectively, of said corporation; that said instrument was signed on behalf of said corporation by authority of its Board of Directors; and that the said Mark E. Molo and Helen T. Molo as such officers acknowledged the execution of said instrument to be the voluntary act and deed of said corporation, by it and by them voluntarily executed.


Notary Public in and for said
County and State

JANET YAGER
Notarial Seal – Iowa
Commission No.: 220509
My Commission Expires: 1/26/08

5. **OPTIONAL:** (a) Number of directors constituting the initial board of directors of the corporation: _____
(b) Names and addresses of the persons who are to serve as directors until the first annual meeting of shareholders or until their successors are elected and qualify:
- | Name | Residential Address | City, State, ZIP |
|------|---------------------|------------------|
| | | |
| | | |
| | | |

6. **OPTIONAL:** (a) It is estimated that the value of all property to be owned by the corporation for the following year wherever located will be: \$ _____
(b) It is estimated that the value of the property to be located within the State of Illinois during the following year will be: \$ _____
(c) It is estimated that the gross amount of business that will be transacted by the corporation during the following year will be: \$ _____
(d) It is estimated that the gross amount of business that will be transacted from places of business in the State of Illinois during the following year will be: \$ _____

7. **OPTIONAL: OTHER PROVISIONS**

Attach a separate sheet of this size for any other provision to be included in the Articles of Incorporation, e.g., authorizing preemptive rights, denying cumulative voting, regulating internal affairs, voting majority requirements, fixing a duration other than perpetual, etc.

8. **NAME(S) & ADDRESS(ES) OF INCORPORATOR(S)**

The undersigned incorporator(s) hereby declare(s), under penalties of perjury, that the statements made in the foregoing Articles of Incorporation are true.

Dated SEPTEMBER 26, 1995.

	Signature and Name
1.	<u>Beth A. Ernst</u> Signature <u>BETH A. ERNST</u> (Type or Print Name)
2.	_____ Signature (Type or Print Name)
3.	_____ Signature (Type or Print Name)

	Address
1.	<u>3112 WINDSOR DR.</u> Street <u>BETTENDORF, IA</u> <u>52722</u> City/Town State Zip Code
2.	_____ Street _____ City/Town State Zip Code
3.	_____ Street _____ City/Town State Zip Code

(Signatures must be in **BLACK INK** on original document. Carbon copy, photocopy or rubber stamp signatures may only be used on conformed copies.)

NOTE: If a corporation acts as incorporator, the name of the corporation and the state of incorporation shall be shown and the execution shall be by its president or vice president and verified by him, and attested by its secretary or assistant secretary.

FEE SCHEDULE

- The initial franchise tax is assessed at the rate of 15/100 of 1 percent (\$1.50 per \$1,000) on the paid-in capital represented in this state, with a minimum of \$25.
- The filing fee is \$75.
- The **minimum total due** (franchise tax + filing fee) is **\$100**.
(Applies when the Consideration to be Received as set forth in Item 4 does not exceed \$16,667)
- The Department of Business Services in Springfield will provide assistance in calculating the total fees if necessary.
Illinois Secretary of State Springfield, IL 62756
Department of Business Services Telephone (217) 782-9522 or 782-9523

State of Illinois
Office of
The Secretary of State

Whereas,

ARTICLES OF INCORPORATION OF
BETHANY ENTERPRISES, INC.

INCORPORATED UNDER THE LAWS OF THE STATE OF ILLINOIS HAVE BEEN
FILED IN THE OFFICE OF THE SECRETARY OF STATE AS PROVIDED BY THE
BUSINESS CORPORATION ACT OF ILLINOIS, IN FORCE JULY 1, A.D. 1984.

Now Therefore, I, George H. Ryan, Secretary of State of the State of Illinois, by virtue of the powers vested in me by law, do hereby issue this certificate and attach hereto a copy of the Application of the aforesaid corporation.

In Testimony Whereof, I hereto set my hand and cause to be affixed the Great Seal of the State of Illinois, at the City of Springfield, this 26TH day of SEPTEMBER A.D. 19 95 and of the Independence of the United States the two hundred and 20TH



George H Ryan

Secretary of State



STATE OF ILLINOIS

Office of the Secretary of State

I hereby certify that this is a true and correct copy, consisting of three pages, as taken from the original on file in this office.

George H. Ryan

George H. Ryan
Secretary of State

DATED: May 13, 1997

BY: Barbara Zappella

Iowa Secretary of State
321 East 12th Street
Des Moines, IA 50319
sos.iowa.gov

**FILED**

Date: 1/16/2020 06:59 AM
Corp No: 275321
Cert No: A20275321

Iowa 2020 Biennial Report for a Foreign Corporation

Required by Iowa Code Chapter 490.1622

BETHANY ENTERPRISES, INC.

Entity Name

Registered agent and registered Office

BILL ERNST

Full Name

5 HIGHLAND GREEN CT

Address1

Address2

BETTENDORF

City

IA

52722

USA

State

Zip

Country

Email Address

The corporation has no officers: ☐

The corporation has no directors: ☐

Officers

President Secretary Treasurer Director
Officer Type

BILL ERNST

Full Name

QC MARTS

Address1

5 HIGHLAND GREEN COURT

Address2

BETTENDORF

City

IA

State

52722

Zip

USA

Country

Principal Office

101 WOODLAND ROAD

Address1

Address2

MILAN

City

IL

State

61264

Zip

USA

Country

IL

The state or country under whose laws the corporation is incorporated

No

Does the corporation hold an interest in agricultural land in Iowa?

No

Is the corporation a "family farm corporation?"

Report must be signed by an officer or a person authorized by the board of directors to sign the report.

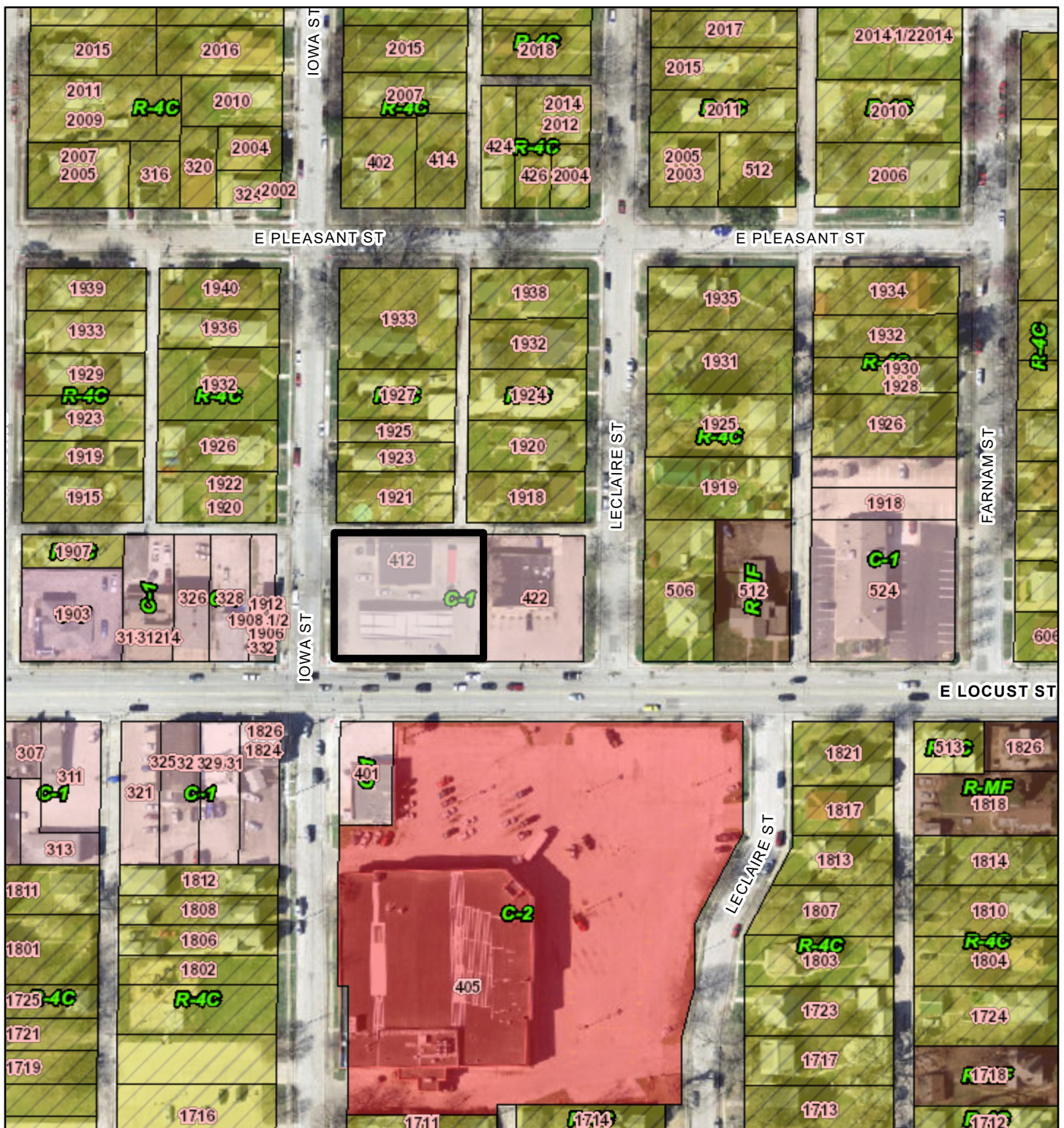
william m ernst

President

1/16/2020 6:56:33 AM

Date

REZ20-04 C-1 to C-2 Existing Zoning

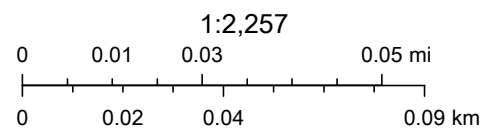


4/13/2020, 8:55:27 AM

- City Parks
- Parcels
- Address Points

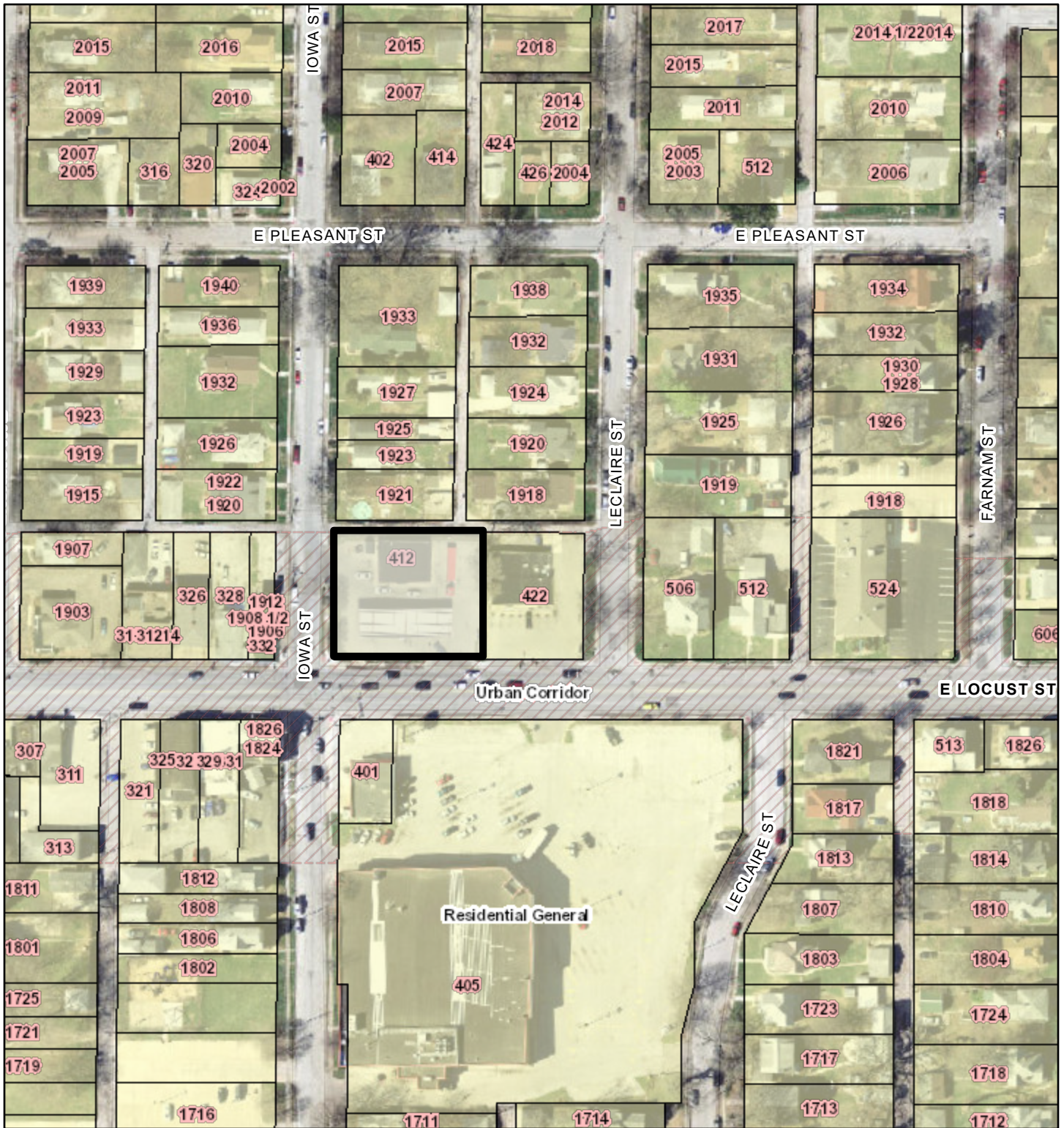
Zoning Districts

- R-1 Single-Family Residential District
- R-2 Single-Family Residential District



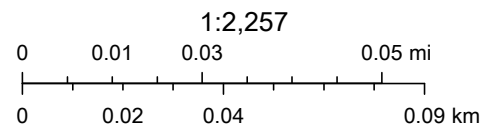
Scott County Iowa, Bi-State Regional Commission

REZ20-04 C-1 to C-2 Future Land Use



4/13/2020, 8:57:04 AM

- City Parks
- Regional Commercial
- Residential General
- Commercial Node
- Industry
- Civic and Institutional
- Downtown
- Commercial Corridor
- Parcels
- Address Points
- Land Use+2035
- Urban Corridor



Scott County Iowa, Bi-State Regional Commission



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

NOTICE OF REZONING APPLICATION

412 E. LOCUST STREET

Dear Property Owner:

You are being contacted because you own property within 200 feet of the property identified above. The owner is requesting the City rezone the property from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District. See attached location map.

According to the owner, the reason for the request is follows, *"Property was built in 1991 as a convenience store/gas station and has always maintained a liquor license at the location. The recent rewrite of the zoning ordinance has downgraded the zoning at this location and doesn't allow a new owner to have a liquor license. Owner is exploring selling the property and cannot proceed unless the zoning is restored allowing a new owner the opportunity to have a liquor license."*

There is an existing license to sell beer currently. That license under the current owner is grandfathered. Rezoning to C-2 would allow any owner to apply for any liquor license offered by the City, including one allowing for hard liquor sales.

There will be multiple opportunities to provide input on this proposal but with the COVID-19 situation we are forced to alter our procedures somewhat.

The first step in the rezoning process is to hold a neighborhood meeting. In addition to holding an in person meeting, we will be utilizing the GoToMeeting format. This meeting will be held on April 30, 2020 at 5:30 pm, in the Council Chambers at City Hall, 226 W. 4th Street. Due to COVID-19, but no more than 10 persons will be allowed in the room at any time. If you want to participate in the virtual meeting, please let us know and we will send you connection instructions.

Then on May 5, 2020, the Plan and Zoning Commission will hold its public hearing. This meeting will be held at 5:00 pm in the Council Chambers of City Hall. You may attend in person, but again, no more than 10 persons will be allowed in the room at any time. Following the public hearing, the Commission will make its recommendation the Council, which will in turn hold another public hearing.

Your input into this process is vital and we ensure you that your questions will be answered and your concerns heard.

While City Hall is closed to the general public, you may contact us by the following methods:

Email to: planning@davenportiowa.com

Phone to: 563-326-7765

Letter mailed to:

Community Planning Division
City Hall
226 West 4th Street
Davenport, Iowa 52801

Or as previously mentioned you may attend the public hearing on May 5 in person.

You also have the opportunity to formally protest the proposed rezoning by expressing your protest in writing, either by letter or email, to our office. If more than 20% of the area's owners within 200 feet protest the proposed rezoning, then a supermajority vote of 75% or more of the City is necessary for approval.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew G. Flynn', written over a horizontal line.

Matthew G. Flynn, AICP
Senior Planning Manager

ParcelId	OwnerName	OwnerAddress1	OwnerAddress2
F0002-04A	AHKTER NASREEN (Deed)	4565 AMESBURY DR	
F0001-50	CLUFF CHRISTINA (Deed)	650 E HIGH ST	
F0001-50	CLUFF STEPHEN (Deed)	650 E HIGH ST	
F0001-52	CAROLYN S NELSON REVOC TRUST (Deed)	4005 LAKEHURST CT	
F0001-53	JENSEN JACOB A (Contract)	2432 N STURDEVANT ST	
F0001-53	FERGUSON EVERETT L (Deed)	3209 FERNWOOD CT	
F0001-53	FERGUSON SYLVIA S (Deed)	3209 FERNWOOD CT	
F0001-54	CITY OF DAVENPORT (Deed)	FINANCE DIRECTOR	226 W 4TH ST
F0002-02B	GURU NANAK FOOD MART INC (Deed)	405 E LOCUST ST	
C0064-28	BARNES JAIME C (Deed)	1915 PERSHING AVE	
C0064-31	CY'S RENTAL LLC (Deed)	312 E LOCUST ST	
C0064-32	LINK EZRA L (Deed)	326 E LOCUST ST	
C0064-32	LINK TRACEY E (Deed)	326 E LOCUST ST	
C0064-33	MOCHA MAYA LLC (Deed)	7200 JERSEY RIDGE RD	
C0064-34	MOCHA MAYA LLC (Deed)	7200 JERSEY RIDGE RD	
C0064-35	HARMONY ESTATES LLC (Deed)	63737 O B RILEY RD	
C0064-36	MCCALL CORNELIA E (Deed)	1926 IOWA ST	
C0064-37	OLDHAM KEITH J (Deed)	1932 IOWA ST	
C0064-38	REYNOLDS WANDA L (Deed)	1936 IOWA ST	
C0063-05	FIRST FINANCIAL GROUP LC (Deed)	1987 SPRUCE HILLS DR	
C0063-20	VAN ELSLANDER CAMERON C (Deed)	1925 LECLAIRE ST	
C0063-20	VAN ELSLANDER BRENDA K (Deed)	1925 LECLAIRE ST	
C0063-21	DUMERAUF GARY E (Deed)	1919 LECLAIRE ST	
C0063-22	J & S REAL ESTATE HOLDINGS LLC (Deed)	5918 WOODLAND AV	
C0063-02	KIRK KIMBERLY (Deed)	1933 IOWA ST	
C0063-03	PREBYL KARL (Deed)	1927 IOWA ST	
C0063-04	TAYLOR ANTHONY M (Deed)	1925 IOWA ST	
C0063-06	RAY & KELLY SNYDER TRUST (Deed)	210 1ST ST	
C0063-07A	BETHANY ENTERPRISES INC (Deed)	#5 HIGHLAND GREEN CT	
C0063-09	T R HOLDINGS LC (Deed)	3245 E 35TH ST CT	
C0063-10	STARLING MELINDA J (Deed)	1918 LECLAIRE ST	
C0063-10	STARLING DOUGLAS P (Deed)	1918 LECLAIRE ST	
C0063-11	JONES RONALD (Deed)	2144 W 5TH ST	
C0063-12	LAY AARON J (Deed)	1924 LECLAIRE ST	
C0063-13	FRYXELL MICHELLE D (Deed)	1932 LECLAIRE ST	
C0063-13	FRYXELL DAVID W (Deed)	1932 LECLAIRE ST	

OwnerAddress3	OwnerCityStZip	Country
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52801	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52807	
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BEND	OR 97703	
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DAVENPORT	IA 52803	
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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CHARLOTTE	IA 52731	
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BETTENDORF	IA 52722	
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DAVENPORT	IA 52807	
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DAVENPORT	IA 52803	
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DAVENPORT	IA 52803	
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From: [Everett Ferguson](#)
To: [Planning Division – CPED](#)
Subject: [EXT] re-zoning 412 E Locust st
Date: Monday, April 27, 2020 10:51:21 AM

Please DO NOT issue liquor license for this business. The problems that we have had in the vicinity when liquor was sold have been terrible. Break-ins,

Shootings and increased police calls. Why is it necessary to sell hard liquor. Let the new owner come back to you for liquor license to be issued if they want

one.

DECLINE THE REQUEST

Thank you

Everett and Sylvia Ferguson

325 E Locust st

Davenport Iowa

Phone:563-355-4653

412 E. Locust St.



Incident Number	Call Date/Time	Location	Incident Type	Jurisdiction
2020-00023943	4/2/2020 13:41	1208 E LOCUST ST, Davenport	911 Hangup	DAPD
2020-00023372	3/31/2020 2:02	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00023081	3/30/2020 1:44	1208 E LOCUST ST, Davenport	Public Service	DAPD
2020-00021815	3/24/2020 16:51	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2020-00020699	3/20/2020 2:05	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2020-00020034	3/17/2020 16:03	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2020-00013863	2/23/2020 19:30	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00011919	2/16/2020 3:13	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2020-00007742	1/31/2020 2:44	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2020-00005224	1/21/2020 13:34	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00103207	12/20/2019 15:43	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00090805	11/3/2019 15:40	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00089339	10/28/2019 19:37	1208 E LOCUST ST, Davenport	Animal Problem	DAPD
2019-00087286	10/21/2019 1:29	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2019-00085138	10/12/2019 23:32	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00082150	10/1/2019 20:33	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00080224	9/25/2019 8:45	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00077341	9/15/2019 14:40	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00075742	9/10/2019 14:25	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00075743	9/10/2019 14:16	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00073532	9/3/2019 15:34	1208 E LOCUST ST, Davenport	Assault	DAPD
2019-00072253	8/29/2019 18:06	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00066057	8/8/2019 22:49	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00065970	8/8/2019 16:40	1208 E LOCUST ST, Davenport	Fraud/Deception	DAPD
2019-00063803	8/1/2019 15:28	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00063246	7/30/2019 19:26	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00062317	7/27/2019 18:58	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD
2019-00061950	7/26/2019 13:17	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00059214	7/17/2019 9:10	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00058798	7/16/2019 0:38	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00058254	7/14/2019 9:11	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00053533	6/29/2019 21:43	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00052926	6/28/2019 0:22	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2019-00052825	6/27/2019 17:23	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00047653	6/11/2019 9:08	1208 E LOCUST ST, Davenport	Drugs	DAPD
2019-00045089	6/3/2019 23:52	1208 E LOCUST ST, Davenport	Robbery/Car Jacking	DAPD
2019-00045068	6/3/2019 22:20	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00042889	5/28/2019 8:49	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00042675	5/27/2019 14:21	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00042314	5/26/2019 9:27	1208 E LOCUST ST, Davenport	Robbery/Car Jacking	DAPD
2019-00040696	5/21/2019 12:14	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00038029	5/12/2019 14:07	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2019-00037847	5/11/2019 21:11	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00032102	4/23/2019 9:58	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2019-00027281	4/7/2019 2:53	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00025942	4/3/2019 1:56	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2019-00023863	3/27/2019 4:14	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2019-00020293	3/15/2019 2:28	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00014854	2/22/2019 15:01	1208 E LOCUST ST, Davenport	Public Service	DAPD
2019-00014621	2/21/2019 17:49	1208 E LOCUST ST, Davenport	Administrative Duties	DAPD
2019-00014176	2/20/2019 8:42	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2019-00001268	1/5/2019 2:01	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00089908	11/20/2018 21:47	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00087114	11/10/2018 0:41	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2018-00080922	10/18/2018 3:20	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00078408	10/8/2018 5:43	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD

2018-00078157	10/7/2018 0:49	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD
2018-00077417	10/4/2018 3:01	1208 E LOCUST ST, Davenport	Business/Residence Check	DAPD
2018-00074961	9/24/2018 20:34	1208 E LOCUST ST, Davenport	Warrant Service	DAPD
2018-00073067	9/18/2018 10:19	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00069595	9/5/2018 14:42	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00068548	9/1/2018 5:21	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00066446	8/25/2018 17:50	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00064994	8/21/2018 13:29	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00058698	7/30/2018 3:18	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00056340	7/22/2018 8:28	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00055099	7/17/2018 21:20	1208 E LOCUST ST, Davenport	Assist Other Agencies	DAPD
2018-00052543	7/9/2018 1:10	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00048085	6/24/2018 8:59	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00046275	6/17/2018 20:09	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00045246	6/13/2018 19:44	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00045252	6/13/2018 19:44	1208 E LOCUST ST, Davenport	Accident Property Damage	DAPD
2018-00044370	6/10/2018 18:14	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00044288	6/10/2018 11:56	1208 E LOCUST ST, Davenport	Public Service	DAPD
2018-00037197	5/16/2018 12:39	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00030704	4/25/2018 15:48	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00028830	4/19/2018 17:08	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00026513	4/11/2018 7:52	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2018-00022508	3/27/2018 22:58	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2018-00020472	3/20/2018 13:48	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2018-00012614	2/19/2018 8:39	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2018-00007132	1/29/2018 6:00	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00096152	12/26/2017 14:20	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00094879	12/20/2017 20:15	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00094018	12/17/2017 12:09	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00093630	12/15/2017 16:49	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00092768	12/12/2017 9:54	1208 E LOCUST ST, Davenport	911 Hangup	DAPD
2017-00092116	12/10/2017 3:10	1208 E LOCUST ST, Davenport	Public Service	DAPD
2017-00089827	12/1/2017 15:08	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00085753	11/15/2017 20:49	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00081455	11/1/2017 9:54	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00080557	10/29/2017 10:28	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00080537	10/29/2017 6:40	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00079114	10/24/2017 14:29	1208 E LOCUST ST, Davenport	Assist Other Agencies	DAPD
2017-00078994	10/24/2017 3:21	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00078900	10/23/2017 19:20	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2017-00078113	10/21/2017 13:14	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00072180	9/28/2017 11:17	1208 E LOCUST ST, Davenport	Public Service	DAPD
2017-00070317	9/21/2017 16:21	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00070285	9/21/2017 15:13	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00069376	9/18/2017 11:58	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00069374	9/18/2017 11:56	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00063038	8/25/2017 9:57	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00062013	8/22/2017 7:27	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00061419	8/19/2017 19:43	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00059917	8/14/2017 20:00	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00059367	8/12/2017 18:01	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00059279	8/12/2017 10:28	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD
2017-00058653	8/10/2017 9:30	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00054659	7/27/2017 17:14	1208 E LOCUST ST, Davenport	Trespassing/Unwanted	DAPD
2017-00054024	7/25/2017 16:18	1208 E LOCUST ST, Davenport	Wanted Check	DAPD
2017-00049949	7/10/2017 23:17	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00049611	7/9/2017 20:01	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00049492	7/9/2017 4:09	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD

2017-00042814	6/16/2017 11:41	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00042486	6/15/2017 13:00	1208 E LOCUST ST, Davenport	Traffic Stop	DAPD
2017-00037904	5/30/2017 3:35	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036900	5/26/2017 7:52	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036699	5/25/2017 18:05	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00036637	5/25/2017 15:16	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00036228	5/24/2017 9:27	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00033913	5/15/2017 9:02	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00027681	4/22/2017 20:24	1208 E LOCUST ST, Davenport	Theft (Larceny)	DAPD
2017-00026258	4/17/2017 23:40	1208 E LOCUST ST, Davenport	Disturbance/Nuisance	DAPD
2017-00025378	4/14/2017 5:31	1208 E LOCUST ST, Davenport	Domestic Disburbance/Violence	DAPD
2017-00022570	4/4/2017 22:02	1208 E LOCUST ST, Davenport	Traffic Hazard	DAPD



Thursday, May 21, 2020

Please publish the following public notice in the Tuesday, May 26, 2020 edition of the Quad City Times.

The PO number for this notice is: 2011863

Please provide proof of publication for our records. If you have any questions, please contact us at planning@ci.davenport.ia.us or 563-326-7765. Thank you!

**NOTICE
PUBLIC HEARING
WEDNESDAY, JUNE 3, 2020 5:30 P.M.
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA**

There is on file in the Community Planning and Economic Development Department (CPED), on behalf of the Plan and Zoning Commission, the following requests:

Case REZ20-01: Request of Alex Kelly to rezone 412 E. Locust Street from C-1, Neighborhood Commercial District. to C-2, Corridor Commercial District. Property contains 18,900 square feet. [Ward 5]

The legal description of the property proposed to be rezoned is as follows:

The East 36 feet of Lot 3 in Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 4 and the West 14 feet of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

Also Lot 5 of Block 4 in Lambrite's First Addition to the City of Davenport, Scott County, Iowa.

At its May 19, 2020 meeting, the Plan and Zoning Commission unanimously recommended denial of the aforementioned case.

The public hearings on the above matter is scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, June 3, 2020 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

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. 2011863

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



DAVENPORT

COMMUNITY PLANNING &
ECONOMIC DEVELOPMENT

May 20, 2020

To the Honorable Mayor and City Council:

At its May 19, 2020 meeting, the Plan and Zoning Commission considered Case REZ20-04, the request of Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District.

The Commission voted unanimously, 10-0, to forward the Case to the City Council with a recommendation for denial, with the following findings:

1. The City made a deliberate decision to not allow retail alcohol sales in C-1 under the new Zoning Ordinance.
2. The request conflicts with the Comprehensive Plan and the Older Commercial Corridor Plan which supports neighborhood stability and commercial revitalization along Locust Street.
3. There is an existing concentration of retail alcohol sales outlets already in the immediate vicinity.
4. The request is being made to make the property potentially more valuable a possible buyer; no other improvements are contemplated.
5. Because a liquor license was granted in the past should not be the sole reason the rezone property to "restore" the ability that sales can be continued or expanded.
6. The quality and character of any unknown buyer of the property and its operation is unknown.
7. There is the potential for the continued or expanded alcohol sales at this location which may contribute to increased criminal activity and reduced property values in the vicinity.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Inghram".

Robert Inghram, Chair

City of Davenport

Agenda Group:
Department: Legal
Contact Info: Brian 563-326-7735
Wards:

Action / Date
6/10/2020

Subject:
Resolution setting a Public Hearing regarding the proposed sale of the vacated former public right-of-way located at N Elsie Ave extended north of W 3rd Pl (Schuetzenpark Gilde, petitioner).
[Ward 1]

Recommendation:
Adopt the Resolution.

Background:
Schuetzenpark Gilde has requested that the City convey the vacated former right-of-way to it for incorporation into Schuetzen Park. This is another example of property platted as a street decades ago but will never be built. This right-of-way (ROW) extends north of the existing terminus of Elsie Ave into Schuetzen Park. The terrain is heavily wooded and hilly.

Property owners within 200 feet have been notified as well as the City's Technical Review Team.

No objections have been made to the vacation. The ROW is not needed for public purposes.

The City Council finalized the vacation process for this property at the March 25, 2020 meeting.

ATTACHMENTS:

Type	Description
□ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Legal	Admin, Default	Approved	5/28/2020 - 4:49 PM

RESOLUTION NO. _____

Resolution offered by Alderman Gripp.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION setting a Public Hearing regarding the proposed sale of vacated former public right-of-way located at N Elsie Ave extended north of W 3rd PI (Schuetzenpark Gilde, petitioner).

WHEREAS, the City of Davenport is the legal owner of the following described real estate:

A portion of the subdivision for J.B. Eads as recorded in Book N on page 535 in the office of the Scott County Recorder, more particularly the platted street lying between Lots 1 and 2 of said J.B. Eads and is located in the South $\frac{1}{2}$ of the Southwest $\frac{1}{4}$ of Section 28 and in the North $\frac{1}{2}$ of the Northwest $\frac{1}{4}$ of Section 33 all of Township 78 North Range 3 East of the 5th P.M., City of Davenport, Iowa and is more particularly described as follows:

Beginning at the Northeast corner of Lot 2 of the subdivision for J.B. Eads as is recorded in Book N on page 535 in the office of the Scott County Recorder; thence N 88 degrees 10 minutes 21 seconds E along the North line of said J.B. Eads; a distance of 60.22 feet to the Northwest corner of Lot 1 of said J.B. Eads; thence S 00 degrees 27 minutes 38 seconds W along the W line of said Lot 1, a distance of 604.22 feet to the Southwest corner of said Lot 1; thence S 88 degrees, 45 minutes 3 seconds W along the Westerly extension of the South line of said Lot 1, a distance of 60.21 feet to a point on the West line of said Lot 2; thence N 00 degrees 27 minutes 38 seconds E along the East line of said Lot 2, a distance of 603.61 feet to the point of Beginning; containing 0.835 acre.

WHEREAS, the City of Davenport wishes to convey the property to Schuetzenpark Gilde; and

WHEREAS, a Public Hearing on the matter is required by law;

NOW THEREFORE, IT IS HEREBY RESOLVED by the City Council of the City of Davenport, IA that a public hearing shall be held on the proposed transfer of this real estate on Wednesday, June 17, 2020, at 5:30 PM in the Council Chambers of City Hall and notice of said hearing shall be published in the manner prescribed by law.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563-888-2286
Wards:

Action / Date
6/10/2020

Subject:
Motion to approve the appeal to overturn the decision of the Design Review Board to deny approval of a combination fence/wall design adjacent to 2108 E 11th St (John Wisor, appellant). [Ward 5]

YES VOTE OVERTURNS DESIGN REVIEW BOARD DECISION; NO VOTE UPHOLDS DESIGN REVIEW BOARD DECISION.

Recommendation:
Pass the Motion.

Background:

The Design Review Board, at its May 18, 2020 meeting, voted unanimously to not approve the design of the fence/wall and recommended the design be simplified. When a project is not approved by the Design Review Board, that decision may be appealed to the City Council.

John Wisor has purchased the property located at the northeast corner of 11th St and Mound St for the purpose of connecting buildings housing the 11th Street Precinct located at 2108 E 11th St and 1107 Mound St. The addition will house expanded kitchen facilities, bar, and storage.

Also to be added will be a beer garden that is proposed to be surrounded by a combination brick wall and wrought iron fence.

The DRB approved the building addition at its May 18, 2020 meeting, but questioned the wall's design, thinking it was too busy. The DRB attempted to discuss an alternative, simplified design but Mr. Wisor was not interested in discussing options at that time.

ATTACHMENTS:

Type	Description
▣ Backup Material	Street View
▣ Backup Material	Elevations
▣ Backup Material	Floor Plan
▣ Backup Material	Fence Details
▣ Backup Material	email Wisor to Jobgen

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Flynn, Matt	Approved	5/21/2020 - 7:34 AM

Street View





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



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

PRELIMINARY - NOT FOR CONSTRUCTION

ITALO MILANI
ARCHITECT, P.C., AIA
2801 12TH AVE, ROCK ISLAND, IL
PH. (309) 788-5304 FAX (309) 788-5100
lomilani@milanipe.com

11th. STREET PRECINCT
BEER GARDEN & ADDITION
The Village Of East Davenport.

DATE
5.11.20

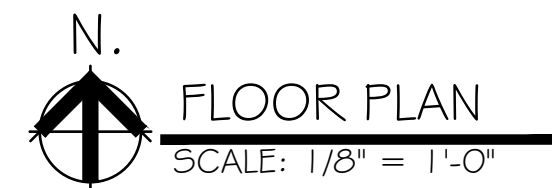
REVISIONS
-
-

PROJECT
2020-17

NUMBER

SHEET

A-2
NUMBER



ITALO MILANI
ARCHITECT, P.C., AIA
2801 12TH AVE, ROCK ISLAND, IL
PH. (309) 788-5304 FAX (309) 788-5100
lomilaini@milanipc.com

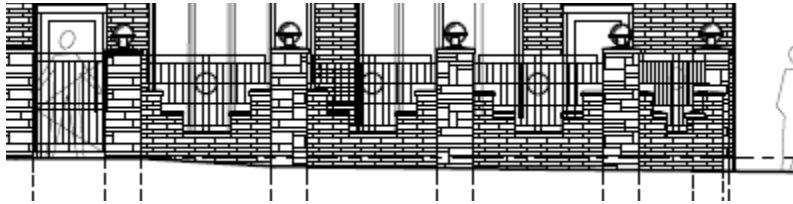
11th. STREET PRECINCT
BEER GARDEN & ADDITION
The Village Of East Davenport.

DATE
11.20
DIVISIONS

PROJECT
020-17
NUMBER

SHEET
A-1
NUMBER

Fence/Wall Details



West Elevation



South Elevation

From: [Flynn, Matt](#)
To: ["John Wisor"](#)
Cc: [Jobgen, Ben](#); [Berger, Bruce](#)
Subject: RE: [EXT] Fwd: New patio wall
Date: Tuesday, May 19, 2020 3:04:11 PM

John and Ald. Jobgen – just to clarify it is John that is appealing. He needed to request the appeal in writing to the Zoning Administrator, who is currently me. John did this by email this morning.

Matthew G. Flynn, AICP
Senior Planning Manager | Community Planning & Economic Development
City of Davenport

T 563-888-2286
226 W 4th St, Davenport, IA 52801

davenportiowa.com

From: John Wisor <wisor1@hotmail.com>
Sent: Tuesday, May 19, 2020 2:34 PM
To: Flynn, Matt <Matt.Flynn@davenportiowa.com>
Subject: [EXT] Fwd: New patio wall

Sent from my iPad

Begin forwarded message:

From: John Wisor <wisor1@hotmail.com>
Date: May 19, 2020 at 2:26:23 PM CDT
To: Ben Jobgen <ben.jobgen@davenportiowa.com>
Subject: New patio wall

Ben,
My project was passed yesterday but the design review board did not approve the style of wall I want to build. I want the brick to step up to the pillars on each side and the board wants it flat. The design reason for stepping is to block wind a little more so I can maintain heat in the patio and still be open to the sidewalk. It will look nice and provide some functionality. The board has no historic or other precedent to base their decision, only what they think looks better. They are not considering that we live in Iowa and we can have difficult weather and I'm trying to get the most use out of this patio. It will not look bad to step the sides at all.

I talked to Matt Flynn and he's going to appeal it to city council. It's on the June 3 committee of whole and June 10 city council. Please help if you can on this.

Thanks,
John

Sent from my iPad

City of Davenport

Agenda Group:
Department: Public Safety
Contact Info: Gary Statz 563-326-7754
Wards:

Action / Date
6/10/2020

Subject:

Second Consideration: Ordinance amending Schedule V of Chapter 10.96 entitled "Four-Way Stop Intersections" by deleting 68th St at Jebens Ave and adding 67th St at Jebens Ave. [Ward 8]

Recommendation:
Adopt the Ordinance.

Background:

Traffic Engineering analyzed the traffic patterns in the Ridgeview Park subdivision. There are several changes recommended, but the only changes requiring City Council approval are the intersection of Jebens at 67th and Jebens at 68th, which are reconfigurations of four-way stops.

The Manual on Uniform Traffic Control Devices (MUTCD) states an intersection of two residential neighborhood through streets of similar design and operating characteristics can have an all-way stop if it improves the operational characteristics of the intersection. Both 67th and Jebens are long streets that nearly bisect the area in both directions, so it is an appropriate location for a four-way. W 68th St isn't as long as 67th St and doesn't intersect Northwest Blvd either, so it doesn't quite fit the criteria for a four-way stop. The stop signs will remain on 68th while the traffic on Jebens will have the right of way. If all of the planned changes are made, northbound Jebens traffic will stop at three intersections from 67th to 71st instead of at all five intersections as it is now.

ATTACHMENTS:

Type	Description
▣ Ordinance	PS_ORD_Jebens 4-way stops_pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/14/2020 - 10:32 AM
Public Works Committee	Lechvar, Gina	Approved	5/14/2020 - 10:33 AM
City Clerk	Admin, Default	Approved	5/14/2020 - 5:03 PM

ORDINANCE NO. _____

AN ORDINANCE AMENDING CHAPTER 10.96 ENTITLED SCHEDULES OF THE MUNICIPAL CODE OF DAVENPORT, IOWA, BY AMENDING SCHEDULE V, FOUR-WAY STOP INTERSECTIONS, THERETO BY DELETING 68TH ST AT JEBENS AVE AND ADDING 67TH ST AT JEBENS AVE.

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

Section 1. That Schedule V, Four-Way Stop Intersections, of the Municipal Code of Davenport, Iowa, be and the same is hereby amended by deleting the following:

68th St at Jebens Ave

And by adding the following:

67th St at Jebens Ave

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

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

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

First Consideration: _____

Second Consideration: _____

Approved: _____

Published in the *Quad City Times* _____

Attest:

Approved:

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

City of Davenport

Agenda Group:
Department: City Clerk
Contact Info: Brian Krup 563-326-6163
Wards:

Action / Date
6/10/2020

Subject:
Motion approving the noise variance request below for an event on the listed dates and times.

McGrath Quad Cities Harley-Davidson; Bike Night; 5320 Corporate Park Drive; Thursday, July 16, 2020 and Thursday, August 20, 2020 5:00 p.m. - 9:00 p.m.; Outdoor music, over 50 dBa.
[Ward 6]

Recommendation:
Pass the Motion.

Background:
The following requests for noise variances have been received pursuant to the Davenport Municipal Code Chapter 8.19 Noise Abatement, Section 8.19.090 Special Variances.

ATTACHMENTS:

Type	Description
▣ Backup Material	Application
▣ Backup Material	Sketch
▣ Backup Material	Noise Variance Petition - July 16, 2020
▣ Backup Material	Noise Variance Petition - August 20, 2020

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	5/27/2020 - 12:48 PM

Application Review

Dashboard (dash.php) / Application Review

Changes saved

[View Application History](#)

Applicant Contact Info

Applicant Name

John Riley

Applicant Phone

(309) 764-5514

Applicant Email

riley@quadcitieshd.com (mailto:riley@quadcitieshd.com)

Event details ([Edit \(application_main_staff_edit.php?aid=762&edit_from=3\)](#))

Event Name

McGrath Quad Cities Harley-Davidson Bike Night

Event Purpose

Promote our dealership sales and services to our Customers

Setup Info

Dealership staff will be responsible for the setup of the event. Contact person: John Riley, Marketing & Events Coordinator at Mcgrath Quad Cities Harley-Davidson.

Cleanup Info

Dealership staff will be responsible for clean up after the event is over.

Security Info

Dealership will be it's own security. All sale of alcohol will requires a photo I.D.

Number of Tents

6

Will your event have vendors?

yes

Will your event have fireworks?

no

Will your event have alcohol sales?

yes

Will event Utilize ANY park space?

no

Event Website?

www.quadcitieshd.com

Date Submitted

Wednesday, May 27th 2020

Date Accepted

pending

Event Type

General

Is the event located in the downtown area

No

Site Location

5320 Corporate Park Drive Davenport Ia 52807

Street Closure Info

None

Projected Attendees

150

Will your event have music?

yes

Will your event have food sales?

yes

Will your event have sanitary facilities?

yes - number of facilities: 2

Additional Comments

Will comply with any recommended or required guidelines issued by state or local officials regarding COVID19.

Date/Time details (Edit (application_dt_staff_edit.php?aid=762&edit_from=3))

Thursday, July 16th 2020

Setup Time: 1:00 PM - 4:30 PM
Event Time: 5:00 PM - 9:00 PM
Cleanup Time: 9:00 PM - 10:00 PM

Thursday, August 20th 2020

Setup Time: 1:00 PM - 4:30 PM
Event Time: 5:00 PM - 9:00 PM
Cleanup Time: 9:00 PM - 10:00 PM

User file attachment details (Edit (application_upload_staff_edit.php?aid=762&edit_from=3))

MCGRATH-BIKE-NIGHT-SITE-MAP.jpg (../../se_uploads/1590600472-MCGRATH-BIKE-NIGHT-SITE-MAP.jpg)



JUL16-MCGRATH-BIKE-NIGHT-NOISE-VAR.pdf (../../se_uploads/1590600513-JUL16-MCGRATH-BIKE-NIGHT-NOISE-VAR.pdf)



AUG20-MCGRATH-BIKE-NIGHT-NOISE-VAR.pdf (../../se_uploads/1590600526-AUG20-MCGRATH-BIKE-NIGHT-NOISE-VAR.pdf)

comments ?

Is a staff generated map required for this event?

☐ yes

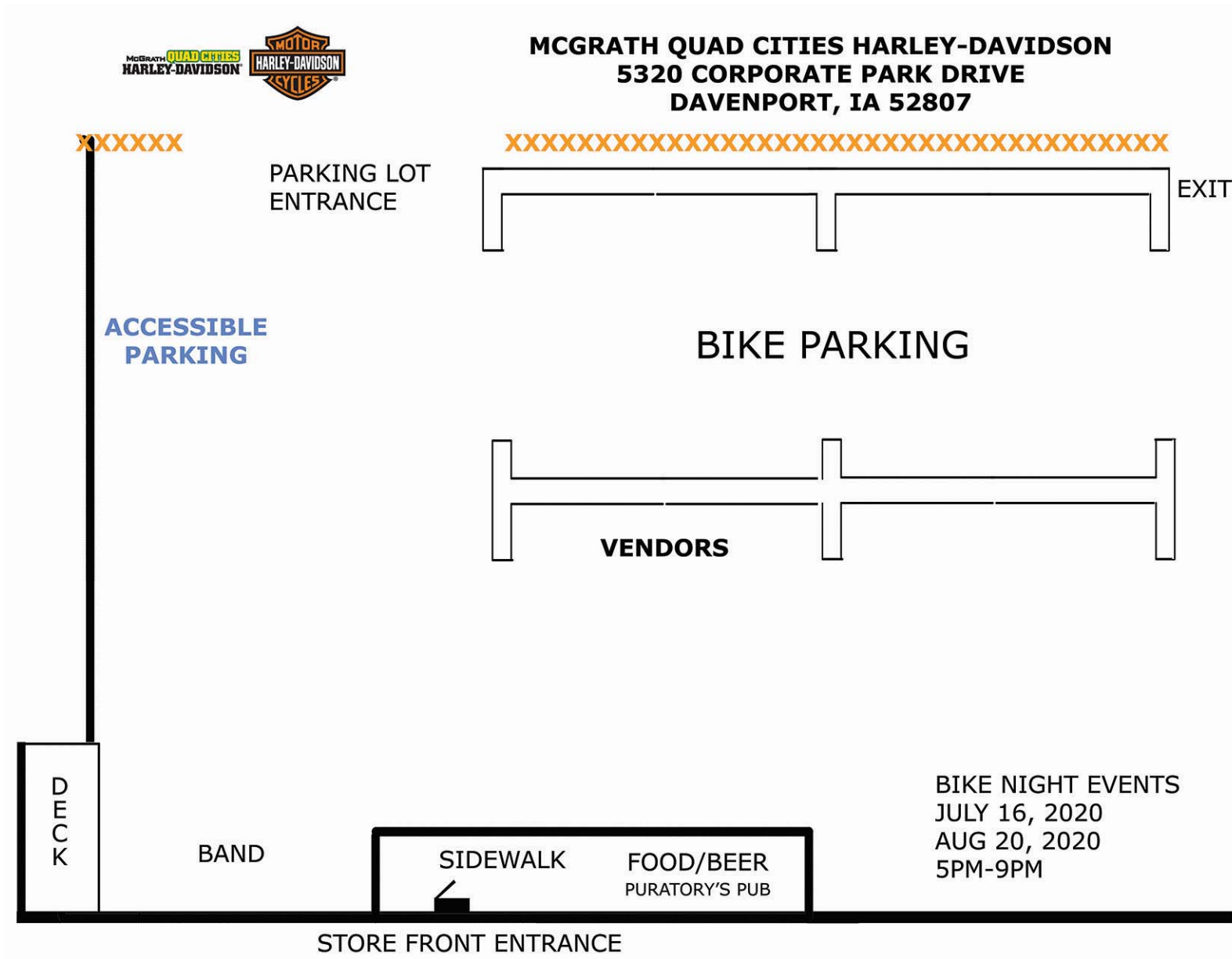
☐ no

Accept Application

Deny Application ([handle_deny.php?aid=762](#))

Utilize the admin approval override ([admin_approval.php?aid=762](#))

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CITY OF DAVENPORT

NOISE VARIANCE PETITION FOR SPECIAL EVENTS

On the 16th day of JULY, 20 20, there is proposed an event which will include outdoor music or band, requested by MCGRATH QUAD CITIES HARLEY-DAVIDSON, during the hours of 6PM TO 9PM.

**** Please sign your name and print address below and indicate whether you are in favor of the noise variance, opposed to the noise variance, or are not concerned (CHECK ONE, PLEASE).**

NAME AND ADDRESS	FAVOR	OPPOSED	NOT CONCERNED
<i>Erie Pearson</i>			
<i>Coram Deo Bible Church 3800 E 53rd St Davenport</i>	☐	☐	☒
<i>JUDE SIMON, GENERAL MANAGER</i>			
<i>Books-A-Million 4000 E 53rd St Davenport</i>	☐	☐	☒
<i>MAKENZIE EMERSON 5450 CORPORATE</i>			
<i>WIN GRANDSAISON SPA Park Dr. Davenport</i>	☐	☐	☒
<i>Jennifer Wooldridge - Big 10 Mart</i>			
<i>5310 Corporate Park, Davenport</i>	☐	☐	☒

* If additional space is needed, please attach sheets with additional signatures.

* If you are unable to make contact with a resident/business, please indicate the date(s)/time(s) you attempted.

JR Riley 5/27/2020
Signature of Applicant Date

Office of the City Clerk
563-326-6163

226 West Fourth Street
Davenport, Iowa 52801

Email: Brian.Krup@davenportiowa.com

CITY OF DAVENPORT

NOISE VARIANCE PETITION FOR SPECIAL EVENTS

On the 20th day of AUGUST, 20 20, there is proposed an event which will include outdoor music or band, requested by MCGRATH QUAD CITIES HARLEY-DAVIDSON during the hours of 6PM TO 9PM.

**** Please sign your name and print address below and indicate whether you are in favor of the noise variance, opposed to the noise variance, or are not concerned (CHECK ONE, PLEASE).**

NAME AND ADDRESS	FAVOR	OPPOSED	NOT CONCERNED
<i>Erin Pearson</i> <i>Coram Deo Bible Church 3800 E 53RD St Davenport</i> <i>JUDE SIMON, GENERAL MANAGER</i>	☐	☐	☒
<i>Books-A-Million 4000 E 53RD St Davenport</i>	☐	☐	☒
<i>Makenzie Emerson 5450 Corporate</i>	☐	☐	☒
<i>Windsand Solent Park Dr. Davenport</i>	☐	☐	☒
<i>Jennifer Wooldridge 1519 10th</i>	☐	☐	☒
<i>5310 Corporate Park Davenport Ia</i>	☐	☐	☒
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐
	☐	☐	☐

* If additional space is needed, please attach sheets with additional signatures.

* If you are unable to make contact with a resident/business, please indicate the date(s)/time(s) you attempted.

JE Riel *5/27/2020*
Signature of Applicant Date

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Sherry Eastman 563-326-7795
Wards:

Action / Date
6/10/2020

Subject:
Motion approving beer and liquor license applications.

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

Ward 6

Granite City Food & Brewery (Granite City, Inc) - 5270 Utica Ridge Rd - Outdoor Area - New License - License Type: C Liquor

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

Ward 1

Emeis Golf Course (City of Davenport) - 4500 W Central Park Ave - Outdoor Area - License Type: C Liquor

St. Alphonsus Church Holy Name Society (St. Alphonsus Church of Davenport, Inc) - 2618 Boise Ave - Outdoor Area - License Type: B Beer

Ward 2

Hickory Garden Restaurant (Fazliu Inc) - 3311 Hickory Grove Rd - Outdoor Area - License Type: Beer/Wine

Pilot Travel Center #636 (Pilot Travel Centers LLC) - 8200 Northwest Blvd - License Type: C Beer

Walgreens #03595 (Walgreens Co) - 1720 W Kimberly Rd - License Type: E Liquor

Ward 3

Blackhawk Bowl & Martini Lounge (Blackhawk Bowl & Martini Lounge LLC) - 200 E 3rd St - License Type: C Liquor

Cru 221 (Cru 221, LLC) - 221 Brady St - License Type: C Liquor

Devon's Complaint Dept (Triple Crown Whiskey Bar LLC) - 304 E 3rd St - Outdoor Area - License Type: C Liquor

Duck City Delicatessen & Bistro (Moskowitz Llewellyn Restaurant Systems, Inc) - 115 E 3rd St - Outdoor Area - License Type: C Liquor

Endless Brews (Endless Brews, LLC) - 310 N Main St - License Type: B Beer

Half Nelson (Bucktown Restaurant Company, LLC) - 321 E 2nd St - Outdoor Area - License Type: C Liquor

Redstone Room (River Music Experience) - 129 Main St Second Floor - License Type: C Liquor

The River's Edge (City of Davenport) - 700 W River Dr - License Type: B Beer

Taste of Ethiopia (Taste of Ethiopia, LLC) - 102 S Harrison St - Outdoor Area - License Type: Beer/Wine

Woodfire Grill (Redstone Woodfire Grill, LLC) - 131 W 2nd St - Outdoor Area - License Type: C Liquor

Ward 4

Walgreens #05239 (Walgreen Co.) - 1660 W Locust St - License Type: E Liquor

Ward 5

The 11th Street Precinct Bar and Grill (Carpe Diem I LLC) - 2108 E 11th St - Outdoor Area - License Type: C Liquor

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Outdoor Area - License Type: C Liquor

Grumpy's Saloon (2118-2120, Inc) - 2120 E 11th St - License Type: C Liquor

Harris Pizza (Mister Pizza, Inc) - 524 E Locust St - License Type: B Beer

QC Mart (Bethany Enterprises, Inc) - 412 E Locust St - License Type: C Beer

Rookie's Sports Bar (Rookies, Inc) - 2818 Brady St - License Type: C Liquor

Walgreens #11709 (Walgreen Co) - 1805 Brady St - License Type: E Liquor

Ward 6

Big River Bowling (Kimberly Entertainment LLC) - 2902 E Kimberly Rd - License Type: C Liquor

Buffalo Wild Wings (Blazin Wings, Inc) - 4860 Utica Ridge Rd - Outdoor Area - License Type: C Liquor

Cafe Indigo (Cafe Indigo, LLC) - 4925 Utica Ridge Rd - Outdoor Area - License Type: C Liquor

Duck Creek Golf Course (City of Davenport) - 3000 E Locust St - Outdoor Area - License Type: C Liquor

Lindsay Park Yacht Club (Lindsay Park Yacht Club, Inc) - 2101 E River Dr - Outdoor Area - License Type: A Liquor

Rave Davenport 53 & IMAX (Cinemark USA, Inc) - 3601 E 53rd St - License Type: Beer/Wine

Walgreens #06186 (Walgreen Co) - 4011 E 53rd St - License Type: E Liquor

Ward 7

Kwik Star #294 (Kwik Trip, Inc) - 1650 W Kimberly Rd - License Type: C Beer

Los Portales Mexican Restaurant 2, Inc (Los Portales Mexican Restaurant 2, Inc) - 1012 E Kimberly Rd - License Type: C Liquor

Walgreens #04041 (Walgreen Co) - 1525 E Kimberly Rd - License Type: E Liquor

Ward 8

Exotic Thai Restaurant (Exotic Thai Restaurant, Inc) - 2303 E 53rd St - Outdoor Area - License Type: C Liquor

Iowa Machine Shed (Machine Shed, LLC) - 7250 Northwest Blvd) - License Type: C Liquor

Red Hawk Golf Course (City of Davenport) - 6364 Northwest Blvd) - Outdoor Area - License Type: B Beer

Recommendation:
Pass the Motion.

Background:

The following applications have been reviewed by the Police, Fire, and Zoning Departments.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Folland, Linda	Approved	5/28/2020 - 2:58 PM
Finance Committee	Folland, Linda	Approved	5/28/2020 - 2:58 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 5:18 PM

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Ald. Gripp & Ald. Condon 563-888-2066
Wards:

Action / Date
6/3/2020

Subject:
Motion approving beer and liquor license applications.

A. New temporary outdoor overflow seating area:

Ward 3

Kilkenny's Pub & Eatery (Kilkenny's Pub, Inc) - 300 W 3rd St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

Ward 5

Grumpy's Saloon (2118-2120, Inc) - 2120 E 11th St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

****TO BE VOTED ON LATER ON THIS AGENDA****

Recommendation:
Pass the Motion.

Background:
These licenses are pending staff approval and will be effective through October 31, 2020 unless terminated at an earlier date by City Council if approved.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Admin, Default	Approved	6/1/2020 - 12:20 PM

City of Davenport

Agenda Group:
Department: Public Safety
Contact Info: Ald. Gripp & Ald. Condon 563-888-2066
Wards:

Action / Date
6/3/2020

Subject:
Motion approving beer and liquor license applications.

A. New temporary outdoor sidewalk overflow seating area:

Ward 3

Endless Brews (Endless Brews, LLC) - 310 N Main St - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: B Beer

Bootleg Hill Honey Meads (Bootleg Hill LLC) - 321 E 2nd St, Ste 200 - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: C Native Wine

Ward 5

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Temporary Outdoor Sidewalk Seating Area - License Type: C: Liquor

****TO BE VOTED ON LATER ON THIS AGENDA****

Recommendation:
Pass the Motion.

Background:
The licenses are pending staff approval of dimensional compliance and will be effective through October 31, 2020 unless terminated at an earlier date by City Council if approved.

ATTACHMENTS:

Type	Description
▣ Backup Material	Brew in the Village
▣ Backup Material	Bootleg Hill

REVIEWERS:

Department	Reviewer	Action	Date
Public Safety	Admin, Default	Approved	6/1/2020 - 12:51 PM

Krup, Brian

From: Thompson, Matt
Sent: Friday, May 15, 2020 9:21 AM
To: Krup, Brian
Subject: FW: Temporary Outdoor Seating Application Submitted
Attachments: 1589552351 - IMG_0769.jpg

Yikes, I didn't realize you guys we're already live while I am editing...

I think I have a quick way to do this, but it might be trickier now that people are submitting them.

Here is one that just came in.

From: process <process@davenportiowa.com>
Sent: Friday, May 15, 2020 9:19 AM
To: Thompson, Matt <Matt.Thompson@davenportiowa.com>
Subject: Temporary Outdoor Seating Application Submitted

Temporary Outdoor Seating Application Details

Restaurant Name

Brew in the Village

Restaurant Address

1104 Jersey Ridge Road

Contact Name

Tracy Cameron

Contact Phone

(563) 650-6789

Contact Email

Brewinthevillage@gmail.com

Alcohol Service Area

yes



3BLESSI-01

ASHEEDER1

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/28/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Hub International Midwest West 212 Brady Street Suite 4B Davenport, IA 52801	CONTACT NAME: Alexa Sheeder	
	PHONE (A/C, No, Ext): (563) 823-6712 FAX (A/C, No):	
	E-MAIL ADDRESS: alexa.sheeder@hubinternational.com	
INSURED 3 Blessings, Inc. dba BREW in the Village DBA Brew in the Village 1104 Jersey Ridge Rd Davenport, IA 52803	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : Society Insurance	15261
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC ☐ OTHER		BP19005071	3/23/2020	3/23/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 1,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	☐ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐ N/A	WC19005072	3/23/2020	3/23/2021	PER STATUTE ☐ OTH-ER ☐ E L EACH ACCIDENT \$ 100,000 E L DISEASE - EA EMPLOYEE \$ 100,000 E L DISEASE - POLICY LIMIT \$ 500,000
A	Liquor Liability		LL19005073	3/23/2020	3/23/2021	Per Common Cause 300,000
A	Liquor Liability		LL19005073	3/23/2020	3/23/2021	Aggregate 300,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The City of Davenport is included as an Additional Insured on the General Liability policy, subject to policy terms, conditions, and exclusions.

CERTIFICATE HOLDER

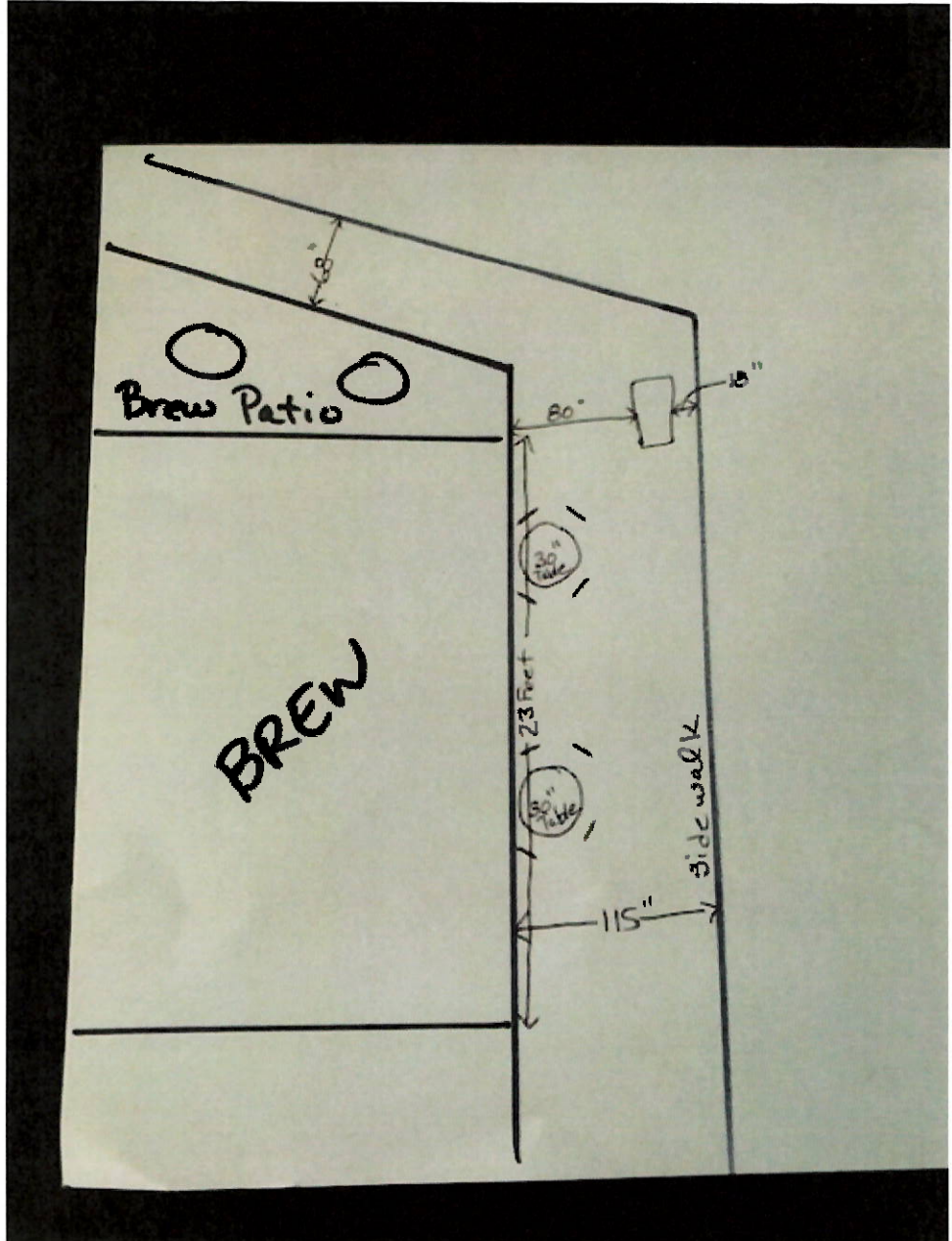
CANCELLATION

City of Davenport
226 W 4th Street
Davenport, IA 52801

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Neil R. Hughes



Krup, Brian

From: process
Sent: Wednesday, May 27, 2020 3:37 PM
To: Krup, Brian; Ott, Sarah
Subject: Temporary Outdoor Seating Application Submitted
Attachments: 1590611817 - SCAN0162.JPG

Temporary Outdoor Seating Application Details

Restaurant Name

Bootleg Hill LLC

Restaurant Address

321 E 2nd Street Suite 200 Davenport IA 52801

Contact Name

Rick Harris

Contact Phone

(309) 269-2623

Contact Email

rick@bootleghillc.om

Alcohol Service Area

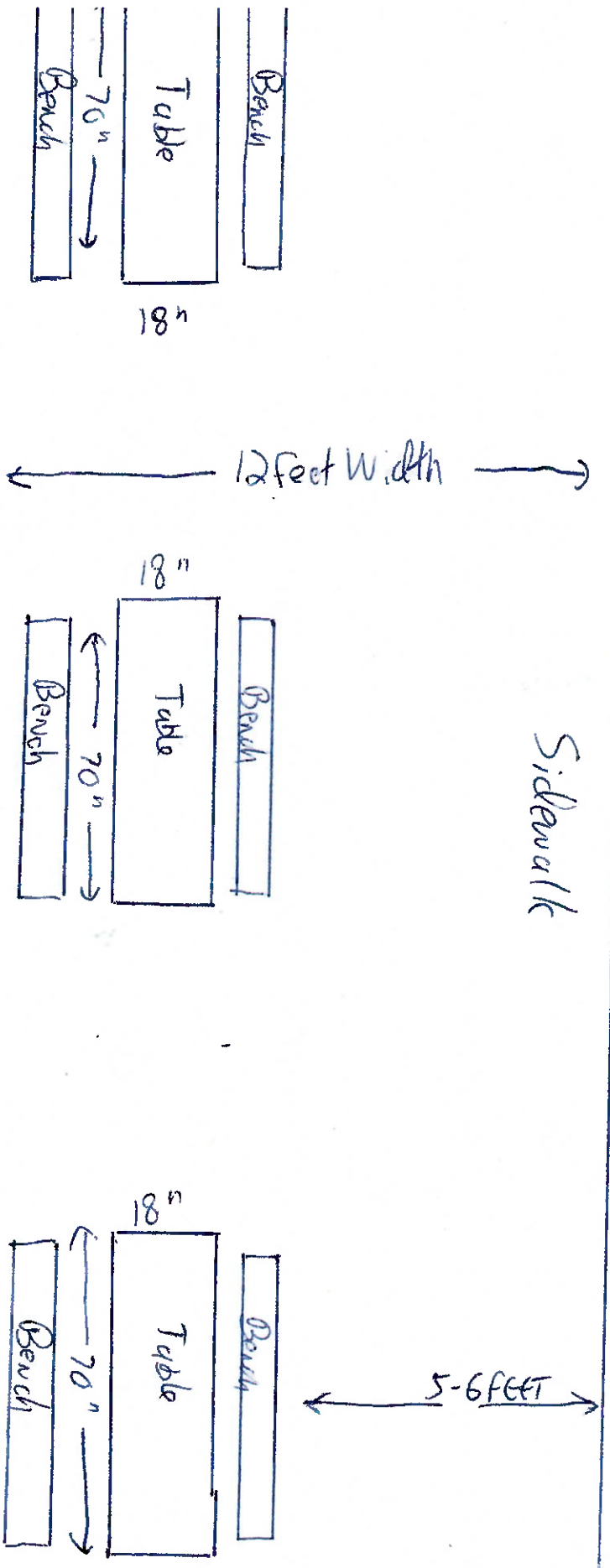
yes

I affirm that I assume all risks arising from the occupation of the encroachment on the public ground. The City of Davenport may subsequently revoke the encroachment license or permit. I bear all costs associated with the construction or installation of the encroachment, and any demolition, removal, or restoration associated with the encroachment upon termination of the license or at such times as the City Council or City Administrator, or designees, deems it necessary for City purposes. I am responsible for all ongoing costs associated with the maintenance or operation of this encroachment. In being granted the license or permit, I acknowledge the City of Davenport may in its sole discretion demolish, in part or in its entirety, any object or improvement within the area of encroachment without any liability or cost whatsoever to the City, and I authorize the same. Any demolition costs shall be assessed to the property owner.

accepted

20000R SEATING
 SKETCH May 25, 2000
 Bootleg Hill LLC d/b/a Bootleg Hill Heavy Metals
 321 E 2ND STREET SUITE 200 DAVENPORT IA 52801

West ← East 2ND STREET DAVENPORT IA 52801 → East



End of Building ← 28 feet → 321 E 2ND STREET SUITE 200 DAVENPORT IA 52801 BUILDING

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Jen Walker 563-326-6168
Wards:

Action / Date
6/10/2020

Subject:
Resolution accepting work completed under the W 29th St Pavement Reconstruction Project, CIP #35040. The total contract with Centennial Contractors, Inc of Moline, IL was \$131,150.22. [Ward 7]

Recommendation:
Adopt the Resolution.

Background:
W 29th Street between Washington St and Washington Ln was a concrete neighborhood street that was prioritized for rehabilitation. Pavement has been replaced and sidewalks improved at intersecting streets. Work has been satisfactorily completed by Centennial Contractors, Inc of Moline, IL. The total project cost was \$131,150.22.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW Pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:17 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:17 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:16 PM

Resolution No. _____

Resolution offered by Alderman Dunn

Resolved by the City Council of the City of Davenport.

Resolution accepting the W. 29th Street Pavement Reconstruction Project, CIP #35040.

Whereas, the City entered into a contract with Centennial Contractors, Inc. of Moline, Illinois;
and

Whereas, the project location was West 29th Street from Washington Street to Washington Lane;

Whereas, the scope included concrete pavement replacement and sidewalk improvements to comply with ADA guidelines; and

Whereas, the final cost of the contract was \$131,150.22; and

Whereas, the work of constructing the above-named project has been duly and fully completed by the contractor in accordance with the terms of the contract:

Now, Therefore, Be It Resolved, by the City Council of the City of Davenport; that the W. 29th Street Pavement Reconstruction project is hereby formally accepted.

Passed and approved this 10th day of June, 2020.

Approved:

Attest:

Mike Matson, Mayor

Brian Krup, Deputy City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Brian Schadt 563-326-7923
Wards:

Action / Date
6/3/2020

Subject:
Preliminary Resolution for the FY20 Alley Resurfacing Program. [Ward 5]

Recommendation:
Adopt the Resolution.

Background:

Within the City of Davenport, alleys are considered secondary roads. A resident or business owner petitions the City to have their alley reconstructed with full depth concrete or hot mix asphalt (HMA) or resurfaced with HMA through the Alley Reconstruction and Resurfacing Program. This program is an assessment program where $\frac{1}{2}$ of the total cost to reconstruct or resurface the alley is paid for by the City and the other $\frac{1}{2}$ is paid for by the abutting property owners based on the size of their lot. The resident or business that requests to have their alley reconstructed or resurfaced would have to obtain the necessary signatures on a petition prepared by the City of over 50% of the owner occupied property abutting the alley.

The City has received a petition for the east-west alley between Pershing Ave and Iowa St from E Columbia Ave to E Garfield St. The estimated cost of these improvements is \$80,000.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:33 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:33 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:18 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

Preliminary resolution for the 2020 Alley Resurfacing Program.

WHEREAS, it is deemed advisable and necessary to resurface certain alleys in the City of Davenport, IA; and

WHEREAS, the Code of Iowa requires that the City Council arrange for engineering services when an assessment project is involved; and

WHEREAS, the Code of Iowa requires that the City Council designate the property to be specially benefited by the improvements;

NOW, THERFORE, BE IT RESOLVED by the City Council of the City of Davenport, Iowa that the Engineering Division for the City of Davenport be employed as engineers in connection with the proposed alley resurfacing program and may be hereafter referred to as the "Project Engineer" and that the Project Engineer be directed to prepare preliminary plans, plats, schedules, estimates, and do other engineering and assessment work as required to complete the above referenced program;

BE IT FURTHER RESOLVED that hereafter this improvement will be called the 2020 Alley Resurfacing Program.

Passed and approved this 10th day of June, 2020.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Nicole Gleason 563-327-5150
Wards:

Action / Date
6/10/2020

Subject:
Resolution awarding the FY21 Sidewalk Program to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$207,670, CIP #28025 [All Wards]

Recommendation:
Adopt the Resolution.

Background:
On April 24, 2020, an Invitation to Bid was issued and sent to contractors. On May 15, 2020, the Purchasing Division opened and read three (3) responsive and responsible bids. Hawkeye Paving Corporation of Bettendorf, IA was the lowest bidder. See attached bid tabulation.

This sidewalk program will be used to repair existing sidewalks throughout the City. Locations are based on citizens that have elected to utilize the 50/50 cost share program, areas where City tree roots have caused problems, and Cartegraph requests.

Hawkeye Paving Corporation has successfully performed flatwork projects for the City in the past. Their bid was reasonably balanced. This contract is for the first year, with a possible second year renewal, if both the City and the contractor are happy with the work performed and there is funding available.

Funding for this contract is from the FY21 CIP #28025 from the sale of General Obligation Bonds.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Cover Memo	Bid Tab for Greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 2:01 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 2:02 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:22 PM

Resolution No. _____

Resolution offered by Alderman Dunn.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the FY21 Sidewalk Program to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$207,670 and authorizing Mayor Mike Matson or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract for the FY21 Sidewalk Program;

WHEREAS, Hawkeye Paving Corporation of Bettendorf, IA submitted a bid and was awarded as the lowest responsive and responsible vendor:

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

1. the contract for FY21 Sidewalk Program to Hawkeye Paving Corporation of Bettendorf, IA is approved;
2. Mayor Mike Matson or designee is authorized to sign and manage any related agreements:

Attest:

Approved:

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

CITY OF DAVENPORT, IOWA
BID TABULATION

DESCRIPTION: FY21 SIDEWALK PROGRAM

BID NUMBER: #20-134

OPENING DATE: MAY 15, 2020

GL ACCOUNT NUMBER: CIP 28025

RECOMMENDATION: AWARD THE CONTRACT TO HAWKEYE PAVING CORP
OF BETTENDORF IA

<u>VENDOR NAME</u>	<u>BID AMOUNT</u>
Hawkeye Paving Corporation of Bettendorf IA	\$207,670.00
Kelly Construction of Davenport IA	\$217,539.25
McCarthy Improvement Company of Davenport IA	\$252,117.50

Approved By Kristi Keller 5-27-2020
Purchasing Date

Approved By Nicole Gleason 5/19/2020
Dept. Director Date

Approved By Brandi Coy 5-20-2020
Budget/CIP Date

Approved By Linda Stollard 5-20-2020
Interim Finance Director Date

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Nicole Gleason 563-327-5150
Wards:

Action / Date
6/10/2020

Subject:
Resolution approving the contract to purchase five (5) pick-up trucks from the State of Iowa bid #19098 to Stew Hansens Dodge City of Des Moines, IA in the amount of \$126,849. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
The State of Iowa processed an Invitation to Bid for pick-up trucks. This was awarded to Stew Hansens Dodge City of Des Moines, IA on state contract #19098.

The five pick-up trucks will be for the following:

1. Street/Sign Division (part of this funding is for an insurance reimbursement for a vehicle that was demolished in an accident, the remaining balance is from the Division's vehicle replacement budget).
2. WPCP Division (funding is from the Motor Vehicle Equipment account).
3. Construction Division (funding is from Local Option Sales Tax).
4. Clean Water Division (funding is from the Motor Vehicle Equipment expense account).
5. Neighborhood Services Department (funding is from Local Option Sales Tax).

The five pick-up trucks will be purchased for a total of \$126,849. The City is expecting an insurance reimbursement of \$9,900 for the Street/Signs vehicle that was demolished for a total net cost of \$116,949.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 2:45 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 2:48 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 5:49 PM

Resolution No. _____

Resolution offered by Alderman Dunn.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the purchase of five (5) pick-up trucks from the State of Iowa bid #19098, with Stew Hansens Dodge City of Des Moines, IA and authorizing Mayor Mike Matson or designee to sign and manage any related agreements.

WHEREAS, the City needs to purchase (5) new pick-up trucks;

WHEREAS, Stew Hansens Dodge City of Des Moines IA was awarded the State of Iowa contract as the lowest responsive and responsible bidder;

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

1. the contract for the purchase of five (5) pick-up trucks from the State of Iowa bid, with Stew Hansens Dodge City of Des Moines, IA is approved; and
2. Mayor Mike Matson or designee is authorized to sign and manage any related agreements:

Attest:

Approved:

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Steve Math 563-327-5164
Wards:

Action / Date
6/10/2020

Subject:
Resolution approving the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project, CIP #35042. [Wards 3 & 4]

Recommendation:
Adopt the Resolution.

Background:

The project consists of the removal and replacement of the existing deteriorated concrete pavement along N Division St from the railroad crossing north of W 4th St to W 9th St. Improvements include the construction of HMA Pavement, PCC Curb and Gutter, Storm Sewer Removal and Replacement and repairs to existing Sanitary Sewer facilities located within project limits.

This project has been designed by the City's Engineering Division. No right-of-way or temporary construction easements are required. The proposed total cost of the project is currently estimated at \$1,890,000 with construction expected to begin this summer and be completed by the end of the year.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW Pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:35 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:43 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:25 PM

Resolution No. _____

Resolution offered by Alderman Dunn.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project, CIP #35042.

WHEREAS, plans, specifications, form of contract, and an estimate of cost were filed with the City Clerk of Davenport, IA, for the N Division St Pavement Reconstruction Project.

WHEREAS, notice of Hearing on plans, specifications, and form of contract was published as required by law.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that said plans, specifications, form of contract, and estimate of cost are hereby approved as the plans, specifications, form of contract, and estimate of cost for the N Division St Pavement Reconstruction Project.

Passed and approved this 10th day of June, 2020.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Nicole Gleason 563-327-5150
Wards:

Action / Date
6/10/2020

Subject:
Resolution awarding the contract for the Ultraviolet Disinfection Project at Water Pollution Control Plant to General Constructors Inc of Bettendorf, IA in the amount of \$6,340,246, CIP #39005.
[All Wards]

Recommendation:
Adopt the Resolution.

Background:
An Invitation to Bid was issued on April 22, 2020 and sent to contractors. On May 27, 2020, the Purchasing Division opened and read 5 bids. See bid tab attached.

The Water Pollution Control Plant is required by NPDES permit to install 55 MGD disinfection treatment. The project will construct 55 MGD of Ultraviolet disinfection on the secondary effluent.

General Constructors Inc of Bettendorf, IA was the lowest responsive and responsible vendor submitting a bid. They have successfully performed work for the City in the Past. The awarded amount contains an Owner Contingency of \$380,000, to be used only if the river stage is not low enough to avoid the surcharging of the plant's 96 inch SE and 48 inch pre piping. If the bypass pumping is required because of prolonged high river stage, the contract shall be authorized to provide bypass pumping for this bid amount. If this is not required and there is a balance left from this contingency at the end of the project, the City will receive a credit back.

Funding for this project is from an SRF State of Iowa grant.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Backup Material	PW_RES_Ultraviolet Disinfection Project Bid Tab

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/29/2020 - 9:37 AM
Public Works Committee	Lechvar, Gina	Approved	5/29/2020 - 9:37 AM
City Clerk	Admin, Default	Approved	5/29/2020 - 10:01 AM

Resolution No. _____

Resolution offered by Alderman Dunn.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the Ultraviolet Disinfection Project at the Water Pollution Control Plant (WPCP) with General Constructors Inc of Bettendorf, IA and authorizing Mayor Mike Matson or designee to sign and manage any related agreements.

WHEREAS, the City needs to install the Ultraviolet Disinfection Project at the WPCP;

WHEREAS, General Constructors Inc of Bettendorf, IA was the lowest responsive and responsible bidder;

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

1. the contract for the Ultraviolet Disinfection Project at the WPCP with General Constructors Inc of Bettendorf, IA is approved; and
2. Mayor Mike Matson or designee is authorized to sign and manage any related agreements.

Attest:

Approved:

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

CITY OF DAVENPORT, IOWA
RFP TABULATION

DESCRIPTION: ULTRAVIOLET DISINFECTION PROJECT AT WPCP

BID NUMBER: 20-117

OPENING DATE: MARCH 27, 2020

ACCOUNT NUMBER: CIP 39005

RECOMMENDATION: AWARD THE CONTRACT TO GENERAL
CONSTRUCTORS INC OF BETTENDORF IA

<u>VENDOR NAME</u>	<u>PRICE</u>
General Constructors Inc of Bettendorf IA	\$6,340,246
Williams Brothers Constructions Inc of Peoria IL	\$7,000,000
Tricon General Construction of Dubuque IA	\$7,506,000
WRH Inc of Amana IA	\$7,536,000
Valley Construction Company of Rock Island IL	\$7,630,900

Approved By Caitlyn Warner 5-28-2020
Purchasing Date

Approved By Mark Mason 5/28/2020
Dept. Director Date

Approved By Brauli Coz 5-28-2020
Budget/CIP Date

Approved By Linda Stollard 5-28-2020
Interim Finance Director Date

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of boarding up buildings at various lots and tracts of real estate. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▯ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:39 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:39 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:26 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of boarding up building at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of boarding up building on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 3%. All assessments bear interest at the current rate of 3%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Board Up Building Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
120238976	HOMEcomings FINANCIAL LLC	G0013-10	80030220	\$138.75
Number of Accounts to Levy		1	Total Balance Outstanding:	\$138.75

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of brush & debris removal at various lots and tracts of real estate.
[All Wards]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▯ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:40 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:40 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:26 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of brush and debris removal at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of brush and debris removal on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 3%. All assessments bear interest at the current rate of 3%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Brush and Debris Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
300260086	MOCHA MAYA LLC	C0064-33	80030089	\$161.50
000061279	BEARNAUER, GEORGE D	F0022-33	80030107	\$161.25
000074857	LAKISHA COUCH	G0003-26	80030115	\$161.50
810001108	WANDA PRICE	G0004-42	80030117	\$153.25
300201265	FISCHER, ROBERT	G0012-40	80030119	\$161.50
300264227	LIDDELL II, KRAIG	K0012-02A	80030136	\$161.50
300250282	HIMEBAUGH, KEN D	W0923C22	80030159	\$169.75
000028026	NGUYEN, INC	H0059-14	80030202	\$153.25
120213472	PHAM, THOM V	G0004-07	80030204	\$153.25
000086421	PROPERTIES, BNH	O2110D30	80030206	\$150.00
300188184	KENT, PATRICIA	O2113C13	80030242	\$150.00
000061123	DENNIS FUESSEL	F0011-16	80030244	\$153.25
300261605	PETERSON, MATT T	P1114C42	80030246	\$150.00
000036693	MEIER, HELEN	J0037-24	80030250	\$183.00
000071183	PEIRSON FRANCHOT	C0064-35	80030257	\$153.25
300208916	CROCKETT, TINA	P1116C14	80030275	\$186.25
810000256	NORTH SHORE ESTATES	W1003C03	80030280	\$153.25
810001298	GARDENWOOD GROUP LP	C0050-10	80030284	\$177.25
400001608	GARCIA, RUBEN	K0008-21	80030330	\$153.25
800000763	LIFETIME FITNESS INC	H0003-29	80030332	\$153.25
000076215	IOWA INVENTORY LLC	G0014-44	80030342	\$153.25
000063755	NGUYEN, QUOC	H0043-23	80030344	\$150.00
810002901	NGUYEN INC % R NGUYEN	K0008-20	80030354	\$178.00
000055071	GOMEZ, LISA G	E0007-20	80030356	\$188.00
000084746	BEN MOCKMORE	G0012-41	80030358	\$169.75
300258457	AYERS, DOUG	J0011-19	80030360	\$153.25

Number of Accounts to Levy

26

Total Balance Outstanding:

\$4,191.75

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of building demolitions at various lots and tracts of real estate. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▯ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:40 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:41 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:26 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of condemned property demolitions at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of condemned property demolition on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 3%. All assessments bear interest at the current rate of 3%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Building Demolition Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000002889	PORTER, RANDY L	E0003-13	80030192	\$15,050.00
000059532	WHITE, NIKE	F0034-07	80030194	\$21,600.00
000151725	STEVERSON, MARVELL	G0043-28	80030196	\$19,910.00

Number of Accounts to Levy	3	Total Balance Outstanding:	\$56,560.00
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City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of sidewalk repairs at various lots and tracts of real estate. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:42 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:42 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:27 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of replacing sidewalk at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of replacing sidewalk on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 3%. All assessments bear interest at the current rate of 3%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Sidewalk Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
300243690	WIKOFF, HALEY D	G0016-19	80030288	\$1,222.00
000084394	MAD VENTURES	H0007-27	80030289	\$940.00
300231084	GERDTS, EMILY J	F0004-44	80030292	\$787.25
300204345	C G & D PROP LLC	K0012-40	80030293	\$1,081.00
300197677	QUICK, PATTI A	C0062-38	80030294	\$399.50
300181228	FUGATE, SCOTT A	B0049-26	80030295	\$1,154.50
000054555	REALTY INCOME CORPORATION	O1623C04	80030303	\$3,572.00
000074084	DARRYL TAYBORN	W0455D01	80030305	\$1,471.00

Number of Accounts to Levy

8

Total Balance Outstanding:

\$10,627.25

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of snow removal at various lots and tracts of real estate. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:43 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:44 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:27 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of snow removal from sidewalks at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of snow removal from sidewalk at various lots and tracts of real estate.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 3%. All assessments bear interest at the current rate of 3%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Snow Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000085405	VIRGINIA RUGENSTEIN	E0007-09	80030093	\$71.60
300034171	PECK, LEO E	N2901C04	80030146	\$151.76
300229572	PRESZLER, JAMES A	N2901C09	80030148	\$152.72
300244573	CONNORS, GARRETT	N2902A17	80030152	\$187.28

Number of Accounts to Levy	4	Total Balance Outstanding:	\$563.36
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City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Scharlet Clement 563-326-7793
Wards:

Action / Date
6/10/2020

Subject:
Resolution assessing the cost of streetscaping improvement projects at various lots and tracts of real estate. [Ward 3]

Recommendation:
Adopt the Resolution.

Background:
The City allows 60 days from the invoice date for a bill to be paid. After 60 days it is levied to the Scott County Treasurer as a special assessment against the property.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:44 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:45 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:27 PM

Resolution No. _____

Resolution offered by Alderman Dunn

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of improvements projects at various lots and tracts of real estate in Downtown Davenport

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of Streetscaping improvement projects on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 0%. All assessments bear interest at the current rate of 0%.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup, Deputy City Clerk

Downtown Streetscaping Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000082369	GH IOWA LLC	G0057-10B	01320767	\$7,809.69
120235816	ERENBERGER, JOE	G0057-05	01320768	\$6,682.09
000048011	Y & J PROPERTIES LLC	G0057-06	01320769	\$19,501.31
000048904	DEMOCRAT BUILDING LANDLORD LLC	G0057-07	01320770	\$6,682.09
300237411	FORREST BLOCK LLC	G0057-08	01320771	\$25,592.33
Number of Accounts to Levy		5	Total Balance Outstanding:	\$66,267.51

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Brian Schadt 563-326-7923
Wards:

Action / Date
6/10/2020

Subject:
Motion determining property values for the FY20 Alley Resurfacing Program. [Ward 5]

Recommendation:
Pass the Motion.

Background:

Within the City of Davenport, alleys are considered secondary roads. A resident or business owner petitions the City to have their alley reconstructed with full depth concrete or hot mix asphalt (HMA) or resurfaced with HMA through the Alley Reconstruction and Resurfacing Program. This program is an assessment program where $\frac{1}{2}$ of the total cost to reconstruct or resurface the alley is paid for by the City and the other $\frac{1}{2}$ is paid for by the abutting property owners based on the size of their lot. The resident or business that requests to have their alley reconstructed or resurfaced would have to obtain the necessary signatures on a petition prepared by the City of over 50% of the owner occupied property abutting the alley.

The City has received a petition for the east-west alley between Pershing Ave and Iowa St from E Columbia Ave to E Garfield St. The estimated cost of these improvements is \$80,000.

ATTACHMENTS:

Type	Description
▣ Backup Material	Location Map
▣ Backup Material	Property Values

REVIEWERS:

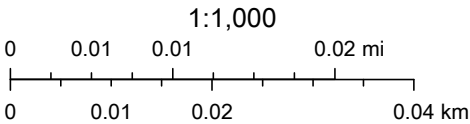
Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 1:36 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:37 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:28 PM

Location Map



3/10/2020, 10:33:24 AM

- Parks
- Parcells
- Street Centerline (Labels only)
- Creeks
- Named Creeks
- Unnamed Tributaries
- Piped Creeks
- City Limit
- Address Points



Scott County Iowa, Bi-State Regional Commission

FY 20 Alley Resurfacing Part 2 - Alley Between Pershing Ave and Iowa St.

Parcel	Address	Deed1_Name	Deed 1 Address	Deed1 City, State Zip	Assessed Value	Property Value Limit	Parcel Area (SF)	Assessed Area (SF)	Assessment Amount	Deficiency
C0017-01	2702 IOWA ST	MICHAEL A MCCLUSKEY	2702 IOWA ST	DAVENPORT IA 52803	\$ 91,100.00	\$ 22,775.00	1,348	1,348	\$ 2,968.49	\$ -
C0017-02	2706 IOWA ST	ELIZABETH A BRUESCH	2706 IOWA ST	DAVENPORT IA 52803-1831	\$ 98,730.00	\$ 24,682.50	928	928	\$ 2,968.49	\$ -
C0017-03	2710 IOWA ST	ANDREA J LEWIS	2710 IOWA ST	DAVENPORT IA 52803	\$ 181,820.00	\$ 45,455.00	2,446	2,446	\$ 2,968.49	\$ -
C0017-04	2716 IOWA ST	DRISCOLL JR PATRICK W	2716 IOWA ST	DAVENPORT IA 52803	\$ 87,140.00	\$ 21,785.00	1,163	1,163	\$ 2,968.49	\$ -
C0017-05	2722 IOWA ST	DRISCOLL JR PATRICK W	2716 IOWA ST	DAVENPORT IA 52803	\$ 88,190.00	\$ 22,047.50	963	963	\$ 2,897.81	\$ -
C0017-06	2724 IOWA ST	DANIELLE MARIE BREIER	2724 IOWA ST	DAVENPORT IA 52803-1831	\$ 133,990.00	\$ 33,497.50	1,320	1,320	\$ 2,897.81	\$ -
C0017-07	2726 IOWA ST	DAWN CRECELIUS	2726 IOWA ST	DAVENPORT IA 52803	\$ 71,650.00	\$ 17,912.50	1,073	1,073	\$ 2,855.40	\$ -
C0017-08	2727 PERSHING AV	DAWN M TAGUE	2727 PERSHING AV	DAVENPORT IA 52803	\$ 117,410.00	\$ 29,352.50	1,427	1,427	\$ 2,855.40	\$ -
C0017-09	2723 PERSHING AVE	DOUGLAS G JOHNSON	2723 PERSHING AVE	DAVENPORT IA 52803-1838	\$ 140,920.00	\$ 35,230.00	1,808	1,808	\$ 2,897.81	\$ -
C0017-10	2719 PERSHING AV	JOHN RUSHTON	2719 PERSHING AV	DAVENPORT IA 52803	\$ 110,950.00	\$ 27,737.50	1,708	1,708	\$ 2,897.81	\$ -
C0017-11	2715 PERSHING AV	AMANDA J KRAKLIO	2715 PERSHING AVE	DAVENPORT IA 52803-1838	\$ 80,810.00	\$ 20,202.50	1,098	1,098	\$ 2,968.49	\$ -
C0017-12	2709 PERSHING AV	CHRISTOPHER J BERNAT	2709 PERSHING AV	DAVENPORT IA 52803-1838	\$ 144,310.00	\$ 36,077.50	2,177	2,177	\$ 2,968.49	\$ -
C0017-13	2705 PERSHING AV	FIRST FINANCIAL GROUP LC	1987 SPRUCE HILLS DR	BETTENDORF IA 52722	\$ 72,090.00	\$ 18,022.50	862	862	\$ 2,968.49	\$ -
C0017-14	2701 PERSHING AV	JESSE OLSON	2701 PERSHING AV	DAVENPORT IA 52803-1838	\$ 158,660.00	\$ 39,665.00	2,579	2,579	\$ 2,968.49	\$ -

City of Davenport

Agenda Group:
Department: Public Works - Admin
Contact Info: Nicole Gleason 563-327-5150
Wards:

Action / Date
6/10/2020

Subject:
Motion approving the contract for the Pine St Sidewalk Project to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$67,770, CIP #28021. [Ward 2]

Recommendation:
Pass the Motion.

Background:
An Invitation to Bid was issued on April 23, 2020 and sent to contractors. On May 14, 2020, the Purchasing Division opened and read five (5) bids. See Bid Tab Attached.

Hawkeye Paving Corporation submitted the lowest responsive and responsible bid. This project is for the sidewalk installation from 6240 N Pine St to 63rd St, where currently there is no sidewalk.

Hawkeye Paving Corporation has successfully performed work for the City in the past.

Funding for this project is from CIP #28021 Creating Connections. These funds are from the sale of General Obligation Bonds.

ATTACHMENTS:

Type	Description
▢ Cover Memo	Bid Tab for Greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	5/28/2020 - 1:59 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 1:59 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:29 PM

CITY OF DAVENPORT, IOWA
BID TABULATION

DESCRIPTION: PINE STREET SIDEWALK

BID NUMBER: #20-133

OPENING DATE: MAY 14, 2020

GL ACCOUNT NUMBER: CIP 28021

RECOMMENDATION: AWARD THE CONTRACT TO HAWKEYE PAVING CORP
OF BETTENDORF IA

<u>VENDOR NAME</u>	<u>BID AMOUNT</u>
Hawkeye Paving Corporation of Bettendorf IA	\$67,770.00
Emery Construction Group Inc. of Moline IL	\$78,672.75
Collins Concrete LTD of Buffalo IA	\$76,117.50
McCarthy Improvement Company of Davenport IA	\$80,890.00
Centennial Contractors of the Quad Cities of Moline IL	\$95,413.75

Approved By *Kurt Keller* 5-27-2020
Purchasing Date

Approved By *Nicole Gleason* 5/19/2020
Dept. Director Date

Approved By *Brant Cox* 5-20-2020
Budget/CIP Date

Approved By *Linda Stolland* 5-20-2020
Interim Finance Director Date

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Bruce Berger 563-326-7769
Wards:

Action / Date
6/10/2020

Subject:

Second Consideration: Ordinance amending Sections 3.32.040 and 3.32.060 of the Davenport Municipal Code reallocating the tax levy rates between operating and capital uses for the Downtown SSMID District without increasing the total tax levy. [Ward 3]

Recommendation:

Adopt the Ordinance.

Background:

The Downtown Davenport Development Self-Supported Municipal Improvement District (SSMID) has provided a stable funding source for capital projects and operations for several decades.

Last renewed roughly 10 years ago, the current funding structure allocates \$2.50/\$1.50 per \$1,000 of taxable value from two geographic zones into an Operation Fund. Similarly, the current ordinance allocates \$3.00/\$2.00 per \$1,000 of taxable value from those same zones into a Capital Improvement Fund. This results in roughly 45% of the dollars raised by the SSMID to go into the Operation Fund and 55% into the Capital Improvement Fund currently.

With the projected impact of the COVID-19 pandemic expected to continue for several years and reflecting the need to provide more general maintenance and service in the downtown relative to projected capital improvement needs, the Downtown Davenport Partnership is asking the City to reallocate the current funding plan. If approved, this would increase the dollars going into the Operations Fund by roughly 12% and decrease in the Capital Improvement Fund by a similar amount going forward.

ATTACHMENTS:

Type	Description
▣ Ordinance	Ordinance

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	5/14/2020 - 6:43 PM
Community Development Committee	Admin, Default	Approved	5/15/2020 - 1:35 PM
City Clerk	Admin, Default	Approved	5/15/2020 - 1:36 PM

ORDINANCE NO. _____

Ordinance amending Sections 3.32.040 and 3.32.060 reallocating the tax levy rates between operating and capital uses for the Downtown SMIDD district without increasing the total tax levy.

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

Section 1. That Subsections 3.32.040(A) and (B) are hereby amended to read as follows:

- A. Not to exceed Three Dollars and Ten Cents (\$3.10) per thousand dollars of taxable value of the Property in Zone A; and
- B. Not to exceed Two Dollars and Ten Cents (\$2.10) per thousand dollars of taxable value of the Property in Zone B.

Section 2. That Subsections 3.32.060(A) and (B) are hereby amended to read as follows:

- A. Not to exceed Two Dollars and Forty Cents (\$2.40) per thousand dollars of taxable value of the Property in Zone A; and
- B. Not to exceed One Dollar and Forty Cents (\$1.40) per thousand dollars of taxable value of the Property in Zone B.

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

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

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

First Consideration _____

Second Consideration _____

Third Consideration _____

Published in the *Quad City Times* on _____

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

City of Davenport

Agenda Group:
Department: Public Works - Engineering
Contact Info: Mike Atchley 563-327-5149
Wards:

Action / Date
6/10/2020

Subject:
Resolution authorizing the Mayor to execute the necessary documents to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B. [Ward 8]

Recommendation:
Adopt the Resolution.

Background:

In late 2019 the Glaus family petitioned the City of Davenport to vacate the 33 foot wide strip of right-of-way adjacent to the east of the Glaus' property between W 76th St and Ridgeview Dr (see Exhibit A). The petition was approved February 26, 2020. Mrs. Carol Glaus is now asking the City of Davenport to convey said City property to her for \$1.00. This 33 foot strip is not developable and holds no value for the operations of the City. The parcel is 33 feet wide and approximately 750 feet long. A letter was sent certified mail April 21, 2020, to SB Real Estate, LLC, the owner of the property adjacent to the east of the City parcel, asking if they objected to the conveyance of the parcel to the Glaus family. As of May 12, 2020, no objection has been received.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution to convey
▣ Cover Memo	Exhibit A

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	5/28/2020 - 2:07 PM
Public Works Committee	Lechvar, Gina	Approved	5/28/2020 - 2:07 PM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:15 PM

Resolution No. _____

Resolution offered by Alderman Condon.

RESOLUTION authorizing the Mayor and City Clerk to execute the necessary documents to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B.

RESOLVED by the City Council of the City of Davenport.

WHEREAS, Community and Economic Development, Public Works, Parks, and the Davenport Fire Department have no need for these parcels.

WHEREAS, the right-of-way was vacated February 20, 2020.

WHEREAS, by conveying this parcel the City will not need to add it to the mowing contract.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Mayor and City Clerk are authorized to execute all documents necessary to convey the vacated portion of the original Division St right-of-way to the owner of adjacent parcels W0303-13B and W0303-22B.

Passed and approved this 10th day of June, 2020.

Approved:

Attest:

Mike Matson
Mayor

Brian Krup
Deputy City Clerk

EXHIBIT A



The vacated right-of-way the Glaus Family is petitioning to acquire for \$1.00 is outlined in red.

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Chad Dyson 563-326-7817
Wards:

Action / Date
6/10/2020

Subject:
Resolution awarding the contract for the consultant for the Parks and Recreation Master Plan to Confluence of Cedar Rapids, IA in the amount of \$119,900, CIP #64085. [All Wards]

Recommendation:
Adopt the Resolution.

Background:
On February 24, 2020, a Request for Proposals was issued and sent to consultants. On March 24, 2020, the Purchasing Division opened and read three (3) responses. See attached tabulation.

The three responses received were evaluated by a committee consisting of Parks and Recreation Dept. and Public Works Dept. staff. The criteria used for the evaluations was: 1) Experience - 30%, 2) Proposed Work Plan - 30%, 3) Performance Services - 20%, and 4) Proposed Pricing - 20%. After the evaluation scoring two companies were within 1 point. Both companies were interviewed and the decision was made that Confluence could best fit the City's needs.

Funding for this project is from CIP #64085, with a current balance of \$121,520.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Tabulation for Greensheet
▣ Resolution Letter	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Folland, Linda	Approved	5/28/2020 - 9:15 AM
Finance Committee	Folland, Linda	Approved	5/28/2020 - 9:15 AM
City Clerk	Admin, Default	Approved	5/28/2020 - 2:15 PM

CITY OF DAVENPORT, IOWA
RFP TABULATION

DESCRIPTION: CONSULTANT FOR PARKS AND RECREATION MASTER
PLAN

BID NUMBER: 20-102

OPENING DATE: MARCH 24, 2020

ACCOUNT NUMBER: CIP 64085

RECOMMENDATION: AWARD THE CONTRACT TO CONFLUENCE OF
CEDAR RAPIDS IA

<u>VENDOR NAME</u>	<u>LOCATION</u>
Confluence	Cedar Rapids IA
Hitchcock Design Group	Naperville IL
Snyder & Associates Inc	Iowa City IA

Approved By Kristi Keller 5-27-2020
Purchasing Date

Approved By Chad Ryp 5/27/2020
Dept. Director Date

Approved By Brandi Coyle 5-27-2020
Budget/CIP Date

Approved By Linda Stollard 5-27-2020
Interim Finance Director Date

Resolution No. _____

Resolution offered by Alderman Condon.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the consultant for the Parks and Recreation Department Master Plan to Confluence of Cedar Rapids, IA, and authorizing Mayor Mike Matson or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract for a Consultant for the Parks and Recreation Department Master Plan;

WHEREAS, Confluence of Cedar Rapids, IA submitted the most responsive and responsible proposal to best fit the City's needs:

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

1. the contract for the consultant for the Parks and Recreation Department Master Plan to Confluence of Cedar Rapids, IA is approved;
2. Mayor Mike Matson or designee is authorized to sign and manage any related agreements:

Attest:

Approved::

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Linda Folland 563-328-6789
Wards:

Action / Date
6/10/2020

Subject:
Resolution approving the five year auditing services contract for the Finance Department to Eide Bailly LLP of Dubuque, IA. [All Wards]

Recommendation:
Adopt the Resolution.

Background:

A Request for Proposals was issued and sent to Auditing Firms on February 20, 2020. On March 18, 2020, the Purchasing Division opened and read four proposals. See attached tabulation.

This contract is for the professional auditing services of the Finance Department. An evaluation committee consisting of City staff and City Council members evaluated the proposals on the following: 1) Proposed Pricing - 25%, 2) Organizational structure and size of the entire firm - 5%, 3) Organizational structure and size of the office performing the audit - 5%, 4) Recent experience in similar engagements - 15%, 5) Qualifications of audit engagement team - 25%, 6) Level of effort, understanding of work and timetable to complete the audit engagement - 20%. Eide Bailly LLP scored the highest in this segment of the evaluation. Then interviews were held for all four companies that submitted proposals. It was determined that Eide Bailly LLP could best fit the City's needs.

The five year contract will be paid the following each year: Year 1 - FY20 \$62,500, Year 2 -FY21 \$64,500, Year 3 - FY22 \$66,500, Year 4 - FY23 \$68,500, and Year 5 - FY24 \$70,500.

The funding for this service is from the Finance Administration Professional Services General Fund account #501000410 520217.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	Resolution
▣ Cover Memo	Bid Tab for Greensheet

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Folland, Linda	Approved	5/28/2020 - 10:13 AM
Finance Committee	Folland, Linda	Approved	5/28/2020 - 10:14 AM
City Clerk	Admin, Default	Approved	5/28/2020 - 1:18 PM

Resolution No. _____

Resolution offered by Alderman Condon.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the five year auditing services contract for the Finance Department to Eide Bailly LLP of Dubuque, IA, and authorizing Mayor Mike Matson or designee to sign and manage any related agreements.

WHEREAS, the City needs to contract for the five year auditing services for the Finance Department;

WHEREAS, Eide Bailly LLP of Dubuque, IA submitted the most responsive and responsible proposal to best fit the City's needs.

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

1. the five year contract for auditing services for the Finance Department to Eide Bailly LLP of Dubuque, IA is approved;
2. Mayor Mike Matson or designee is authorized to sign and manage any related agreements:

Attest:

Approved:

Brian Krup
Deputy City Clerk

Mike Matson
Mayor

CITY OF DAVENPORT, IOWA
RFP TABULATION

DESCRIPTION: AUDIT SERVICES 5 YEAR CONTRACT

BID NUMBER: 20-100

OPENING DATE: MARCH 18, 2020

RECOMMENDATION: AWARD THE CONTRACT TO EIDE BAILLY LLP
OF DUBUQUE IA

<u>VENDOR NAME</u>	<u>LOCATION</u>
Eide Bailly LLP	Dubuque IA
Baker Tilly Virchow Krause LLP	Milwaukee WI
Bohnsack & Frommelt LLP	Taylor Ridge IL
McGladrey LLP	Davenport IA

Approved By Kriste Keller 5-27-2020
Purchasing Date

Approved By Linda Stolland 5-27-2020
Dept. Director Date

Approved By Stephen J. Murray 5-27-2020
Budget/CIP Date

Approved By Linda Stolland 5-27-2020
Interim Finance Director Date

City of Davenport

Agenda Group:

Department: Office of the Mayor

Contact Info: City Council Office 563-888-2066

Wards:

Action / Date

6/3/2020

Subject:

Motion for suspension of the rules to vote on the following items.

REVIEWERS:

Department	Reviewer	Action	Date
Office of the Mayor	Admin, Default	Approved	6/1/2020 - 1:00 PM

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Ald. Gripp & Ald. Condon 563-888-2066
Wards:

Action / Date
6/3/2020

Subject:
Motion approving beer and liquor license applications.

A. New temporary outdoor overflow seating area:

Ward 3

Kilkenny's Pub & Eatery (Kilkenny's Pub, Inc) - 300 W 3rd St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

Ward 5

Grumpy's Saloon (2118-2120, Inc) - 2120 E 11th St - Temporary Outdoor Seating Area into parking lot - License Type: C Liquor

Recommendation:
Pass the Motion.

Background:
These licenses are pending staff approval and will be effective through October 31, 2020 unless terminated at an earlier date by City Council if approved.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Admin, Default	Approved	6/1/2020 - 12:20 PM

City of Davenport

Agenda Group:
Department: Finance
Contact Info: Ald. Gripp & Ald. Condon 563-888-2066
Wards:

Action / Date
6/3/2020

Subject:
Motion approving beer and liquor license applications.

A. New temporary sidewalk outdoor overflow seating area:

Ward 3

Endless Brews (Endless Brews, LLC) - 310 N Main St - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: B Beer

Bootleg Hill Honey Meads (Bootleg Hill LLC) - 321 E 2nd St, Ste 200 - Temporary Outdoor Sidewalk Overflow Seating Area - License Type: C Native Wine

Ward 5

Brew in the Village (3 Blessings Incorporated) - 1104 Jersey Ridge Rd - Temporary Outdoor Sidewalk Seating Area - License Type: C: Liquor

Recommendation:
Pass the Motion.

Background:
The licenses are pending staff approval of dimensional compliance and will be effective through October 31, 2020 unless terminated at an earlier date by City Council if approved.

ATTACHMENTS:

Type	Description
▣ Backup Material	Endless Brew
▣ Backup Material	Brew in the Village
▣ Backup Material	Bootleg Hill

REVIEWERS:

Department	Reviewer	Action	Date
Public Safety	Admin, Default	Approved	6/1/2020 - 12:51 PM

Krup, Brian

From: process
Sent: Friday, May 29, 2020 2:21 PM
To: Krup, Brian; Ott, Sarah
Subject: Temporary Outdoor Seating Application Submitted
Attachments: 1590780035 - endlessbrews-aerial.pdf; 1590780035 - Endless-City-insured.pdf

Temporary Outdoor Seating Application Details

Restaurant Name

Endless Brews

Restaurant Address

310 Main Street

Contact Name

Gwendolyn Lee

Contact Phone

(319) 400-4425

Contact Email

gwendolyn.a.lee@gmail.com

Alcohol Service Area

yes

I affirm that I assume all risks arising from the occupation of the encroachment on the public ground. The City of Davenport may subsequently revoke the encroachment license or permit. I bear all costs associated with the construction or installation of the encroachment, and any demolition, removal, or restoration associated with the encroachment upon termination of the license or at such times as the City Council or City Administrator, or designees, deems it necessary for City purposes. I am responsible for all ongoing costs associated with the maintenance or operation of this encroachment. In being granted the license or permit, I acknowledge the City of Davenport may in its sole discretion demolish, in part or in its entirety, any object or improvement within the area of encroachment without any liability or cost whatsoever to the City, and I authorize the same. Any demolition costs shall be assessed to the property owner.

accepted



ENDLBRE-01

THINZ

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/29/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Nelson Brothers Agency 1701 52nd Ave Moline, IL 61265	CONTACT NAME: PHONE (A/C, No, Ext): (309) 762-4173 FAX (A/C, No): E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE INSURER A : Illinois Casualty INSURER B : INSURER C : INSURER D : INSURER E : INSURER F :	
INSURED Endless Brews LLC dba Endless Brews 310 N Main St Davenport, IA 52801	NAIC #	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

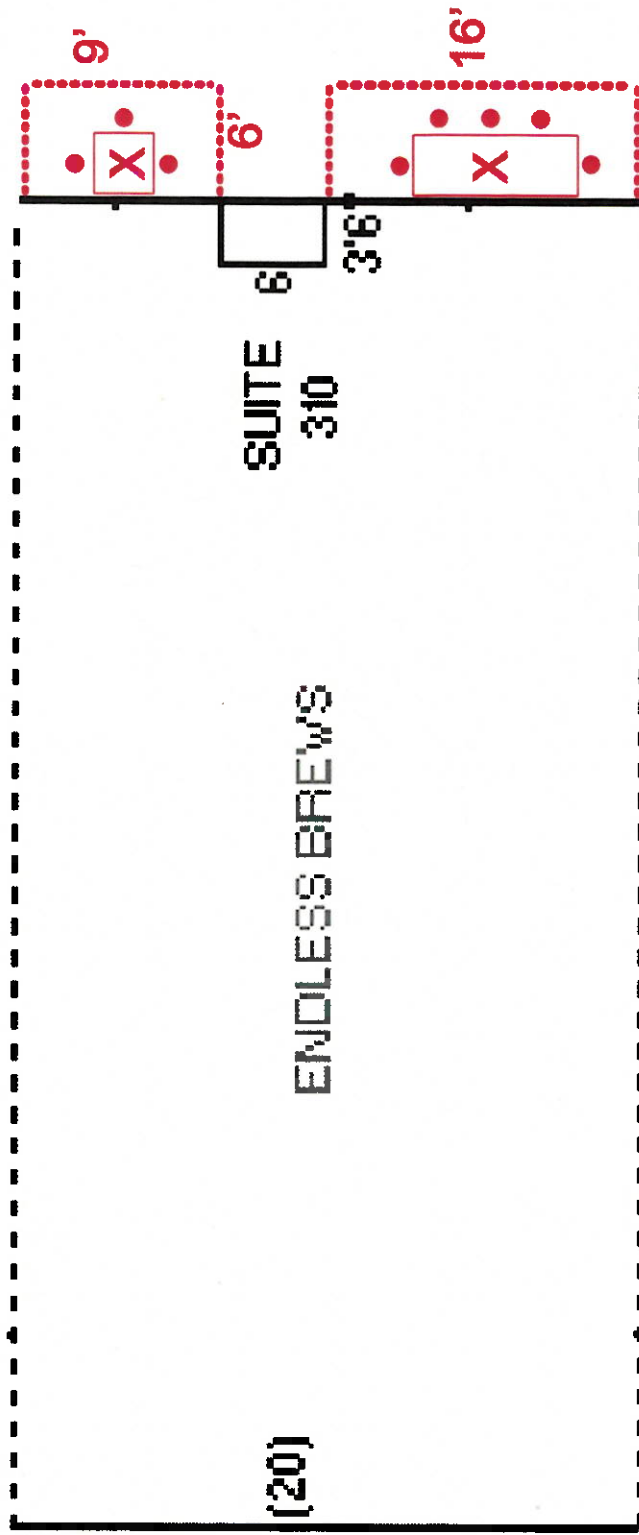
INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC ☐ OTHER:	X	BP38455	2/15/2020	2/15/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 2,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	UMBRELLA LIAB ☐ OCCUR EXCESS LIAB ☐ CLAIMS-MADE DED ☐ RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐ Y/N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A				PER STATUTE ☐ OTH-ER ☐ E L EACH ACCIDENT \$ E L DISEASE - EA EMPLOYEE \$ E L DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

City of Davenport 226 W 4th St Davenport, IA 52801	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>FRIZ PERRY</i>



Dashed red area represents outdoor privilege request and size. See other document for proposed layout.

Krup, Brian

From: Thompson, Matt
Sent: Friday, May 15, 2020 9:21 AM
To: Krup, Brian
Subject: FW: Temporary Outdoor Seating Application Submitted
Attachments: 1589552351 - IMG_0769.jpg

Yikes, I didn't realize you guys we're already live while I am editing...

I think I have a quick way to do this, but it might be trickier now that people are submitting them.

Here is one that just came in.

From: process <process@davenportiowa.com>
Sent: Friday, May 15, 2020 9:19 AM
To: Thompson, Matt <Matt.Thompson@davenportiowa.com>
Subject: Temporary Outdoor Seating Application Submitted

Temporary Outdoor Seating Application Details

Restaurant Name

Brew in the Village

Restaurant Address

1104 Jersey Ridge Road

Contact Name

Tracy Cameron

Contact Phone

(563) 650-6789

Contact Email

Brewinthevillage@gmail.com

Alcohol Service Area

yes



3BLESSI-01

ASHEEDER1

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/28/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Hub International Midwest West 212 Brady Street Suite 4B Davenport, IA 52801	CONTACT NAME: Alexa Sheeder	
	PHONE (A/C, No, Ext): (563) 823-6712 FAX (A/C, No):	
	E-MAIL ADDRESS: alexa.sheeder@hubinternational.com	
INSURED 3 Blessings, Inc. dba BREW in the Village DBA Brew in the Village 1104 Jersey Ridge Rd Davenport, IA 52803	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A: Society Insurance	15261
	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	☒ COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☒ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PROJECT ☐ LOC ☐ OTHER		BP19005071	3/23/2020	3/23/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 1,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY ☐ ANY AUTO OWNED AUTOS ONLY ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	☐ UMBRELLA LIAB ☐ OCCUR ☐ EXCESS LIAB ☐ CLAIMS-MADE ☐ DED ☐ RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N ☐ N/A	WC19005072	3/23/2020	3/23/2021	PER STATUTE ☐ OTH-ER ☐ E L EACH ACCIDENT \$ 100,000 E L DISEASE - EA EMPLOYEE \$ 100,000 E L DISEASE - POLICY LIMIT \$ 500,000
A	Liquor Liability		LL19005073	3/23/2020	3/23/2021	Per Common Cause 300,000
A	Liquor Liability		LL19005073	3/23/2020	3/23/2021	Aggregate 300,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The City of Davenport is included as an Additional Insured on the General Liability policy, subject to policy terms, conditions, and exclusions.

CERTIFICATE HOLDER

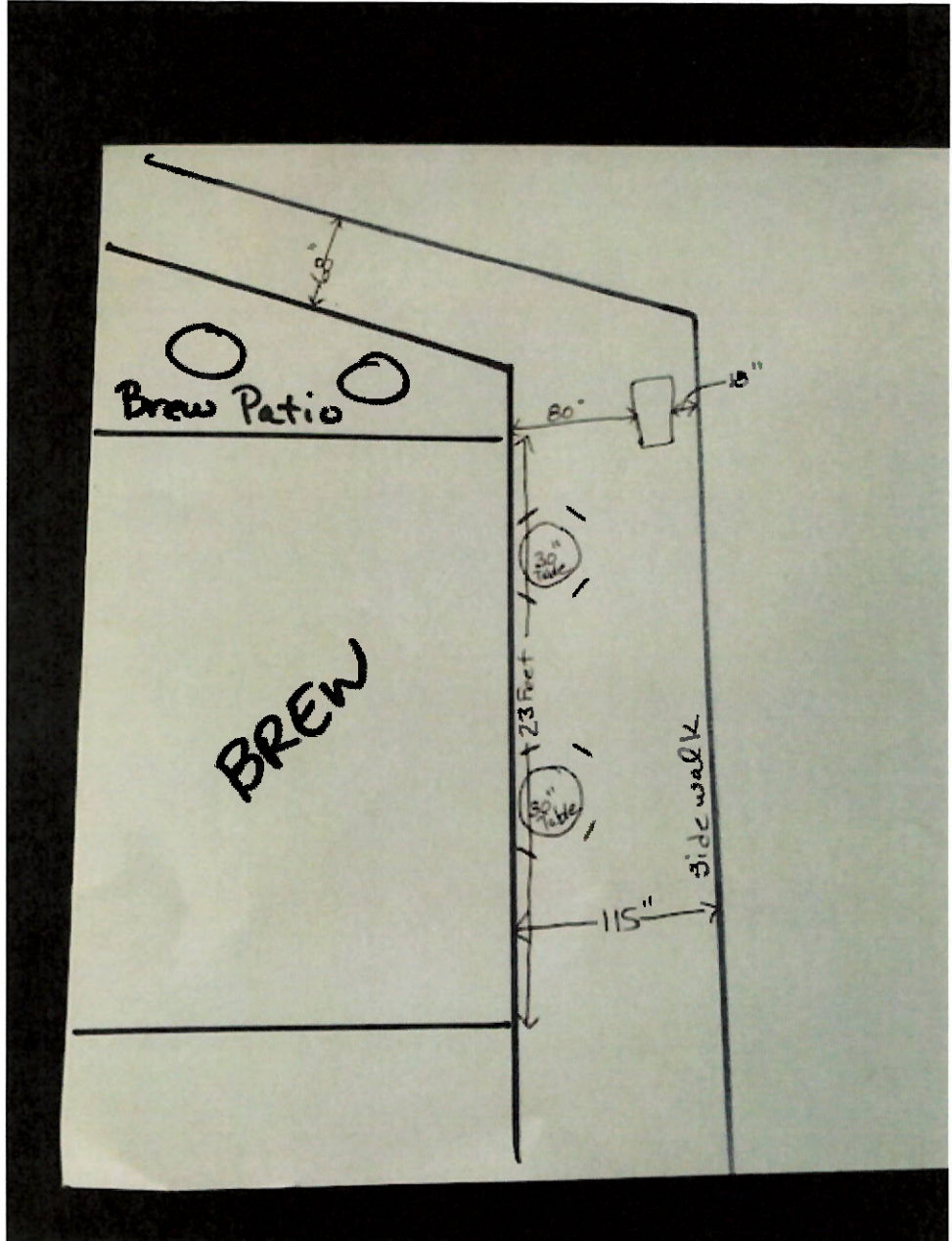
CANCELLATION

City of Davenport
226 W 4th Street
Davenport, IA 52801

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Neil R. Hughes



Krup, Brian

From: process
Sent: Wednesday, May 27, 2020 3:37 PM
To: Krup, Brian; Ott, Sarah
Subject: Temporary Outdoor Seating Application Submitted
Attachments: 1590611817 - SCAN0162.JPG

Temporary Outdoor Seating Application Details

Restaurant Name

Bootleg Hill LLC

Restaurant Address

321 E 2nd Street Suite 200 Davenport IA 52801

Contact Name

Rick Harris

Contact Phone

(309) 269-2623

Contact Email

rick@bootleghillc.om

Alcohol Service Area

yes

I affirm that I assume all risks arising from the occupation of the encroachment on the public ground. The City of Davenport may subsequently revoke the encroachment license or permit. I bear all costs associated with the construction or installation of the encroachment, and any demolition, removal, or restoration associated with the encroachment upon termination of the license or at such times as the City Council or City Administrator, or designees, deems it necessary for City purposes. I am responsible for all ongoing costs associated with the maintenance or operation of this encroachment. In being granted the license or permit, I acknowledge the City of Davenport may in its sole discretion demolish, in part or in its entirety, any object or improvement within the area of encroachment without any liability or cost whatsoever to the City, and I authorize the same. Any demolition costs shall be assessed to the property owner.

accepted

INDOOR SEATING Bootleg Hill LLC d/b/a Bootleg Hill Heavy Metals
Sketch May 25, 2020 321 E 2ND STREET SUITE 200 Davenport IA 52801

