PLAN AND ZONING COMMISSION MEETING

CITY OF DAVENPORT, IOWA

TUESDAY, MAY 5, 2020; 5:00 PM

COUNCIL CHAMBERS CITY HALL 226 W 4TH STREET

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 COMMISSIONL 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. New Business

A. Public Hearing for Case REZ20-04: Request by Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District [Ward 5].

REGULAR MEETING AGENDA

I. Roll Call

II. Report of the City Council Activity

III. Secretary's Report

A. Consideration of the minutes of the March 31, 2020 meeting.

IV. Report of the Comprehensive Plan Committee

V. Zoning Activity

A. Old Business

B. New Business

VI. Subdivision Activity

A. Old Business

B. New Business

i. Case F20-03: Request of Excel Consultants Inc for a Final Plat for a 2 lot subdivision on 11.76 acres, more or less, of property located on the east side of Wisconsin Avenue approximately 260 feet north of Shawnee Drive. [Ward 1]

VII. Future Business

VIII. Communications

IX. Other Business

X. Adjourn

City of Davenport
Plan and Zoning Commission

Department: CPED **Date**
Contact Info: Matt Flynn, 888-2286 **5/5/2020**

Subject:
Public Hearing for Case REZ20-04: Request by Alex Kelly to rezone 412 East Locust Street from C-1, Neighborhood Commercial District to C-2, Corridor Commercial District [Ward 5].

Recommendation:
Hold the Public Hearing

Background:
Reason for Request:

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 to enhance existing neighborhood commercial corridors and districts through standards that reduce dependency on the automobile, enhances pedestrian access, and supports uses that supports 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.

The existing “beer” license allows the existing owner to continue to sell beer and wine coolers. 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 is 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:

While no new development is anticipated at this time, technical review comments have been requested and will be shared with the final staff report.

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.

To date, one resident has contacted the City voicing opposition to the rezoning.

ATTACHMENTS:

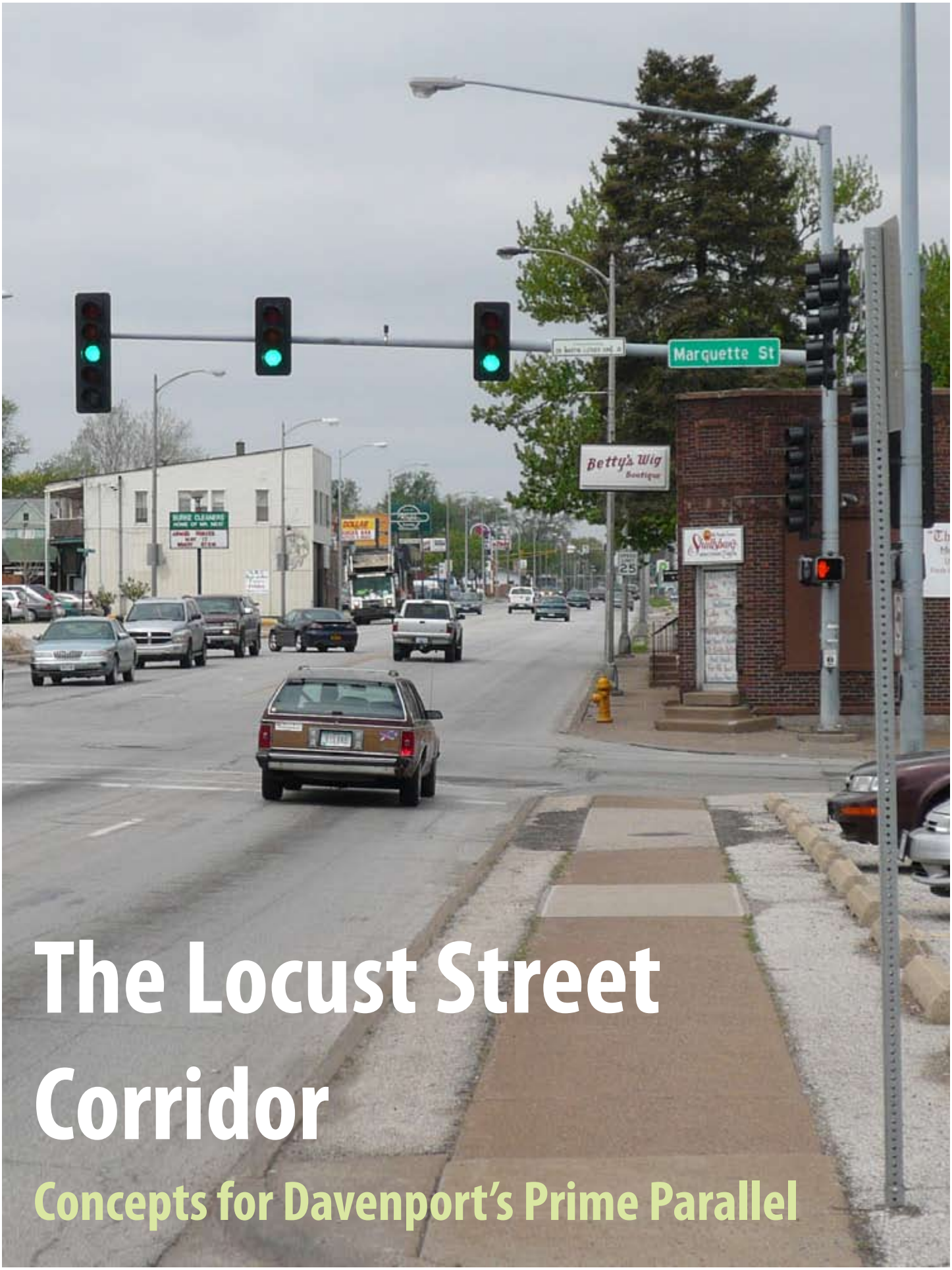
	Type	Description
🗋	Backup Material	Older Commercial Corridor Plan - Locust Street
🗋	Backup Material	Background Packet
🗋	Backup Material	Google Street View

Staff Workflow Reviewers

REVIEWERS:

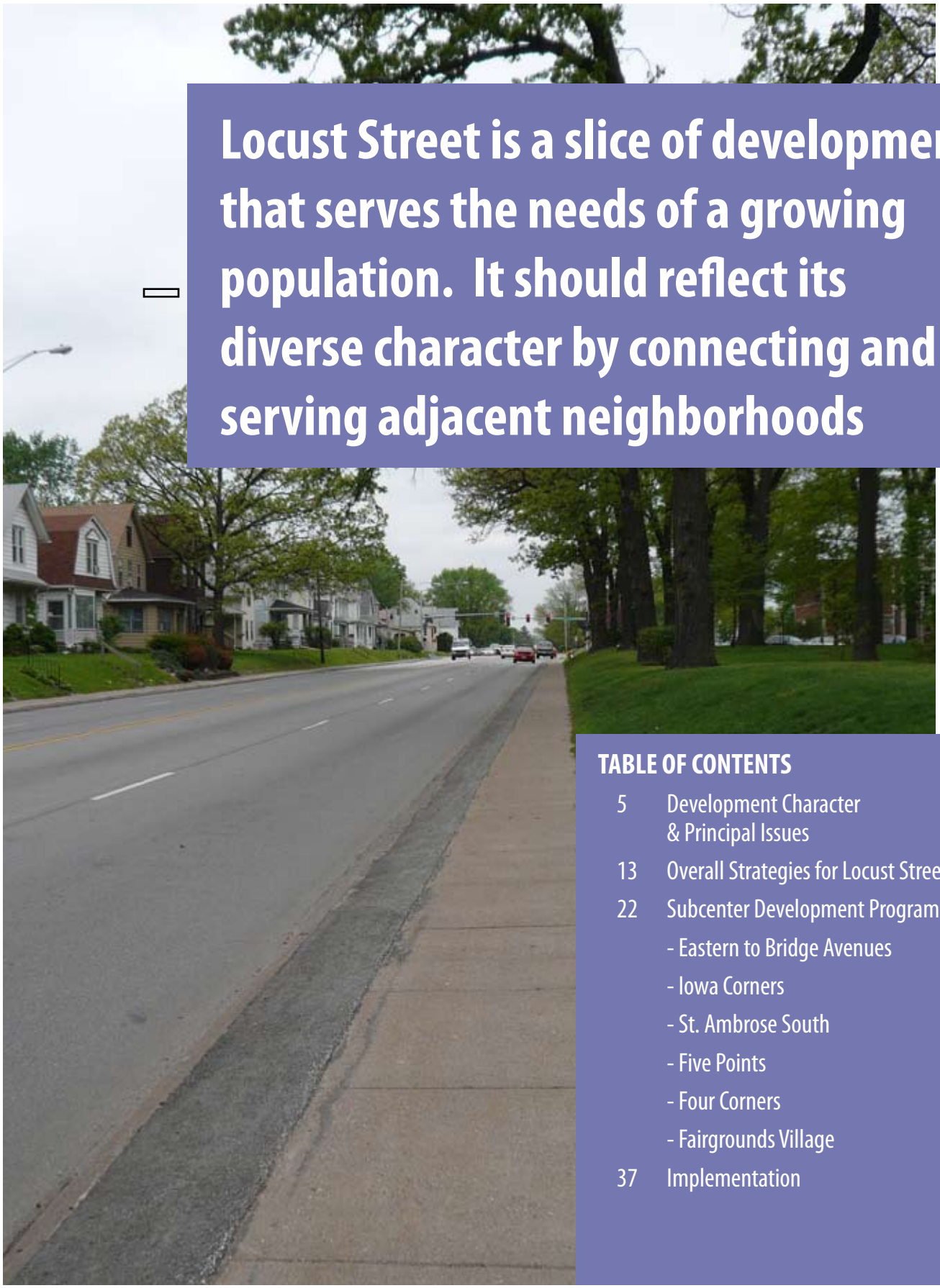
Department	Reviewer	Action	Date
Community Planning &			

Economic Development	Flynn, Matt	Approved	5/1/2020 - 7:58 AM



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

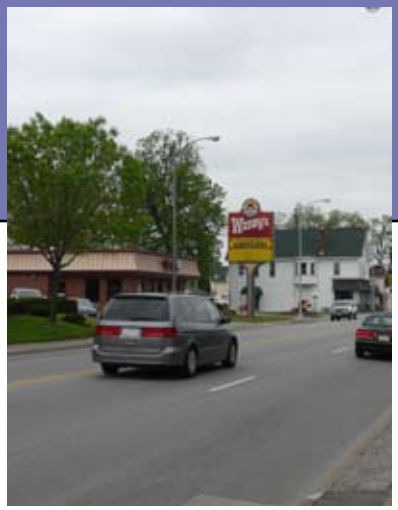
• *Obsolescence of first-wave strip centers.* Strip centers across from the Mississippi Valley Fairgrounds between Lincoln and Clark are disengaged from the street and have seen their market either stagnate because of slow growth in adjacent neighborhoods or shrink because of newer competition. Some 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 industrial 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.

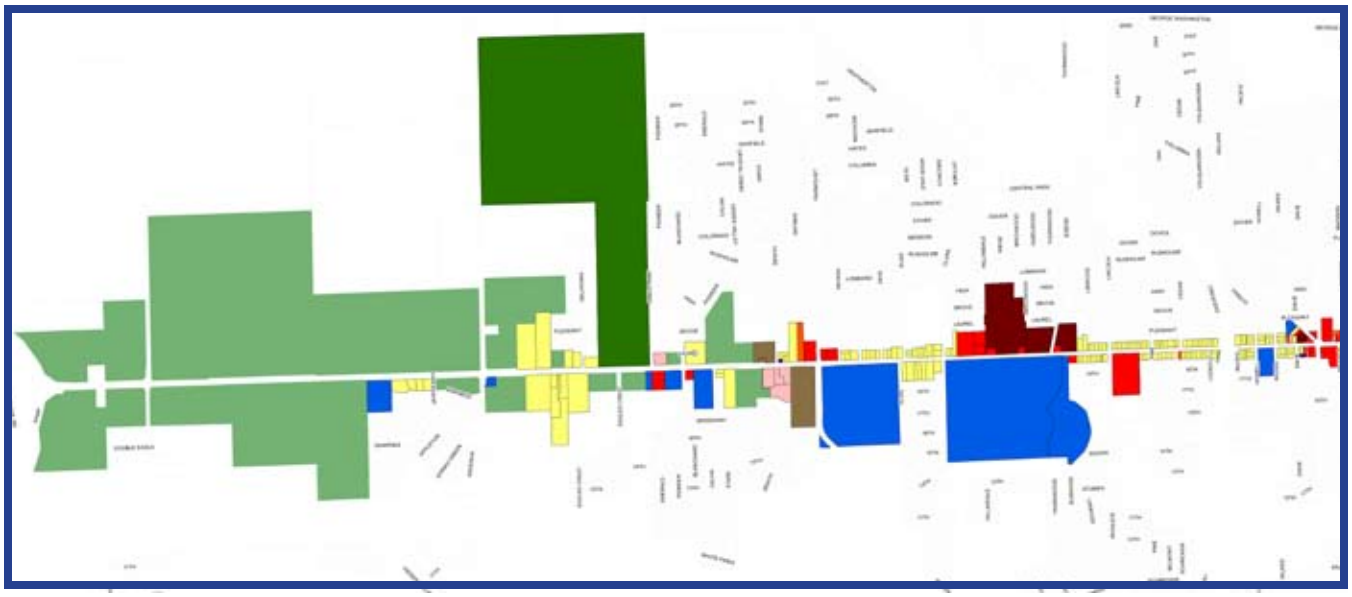
The street environment is important to the successful functioning of business districts, and stakeholders consider this to be an important issue along Locust Street.

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

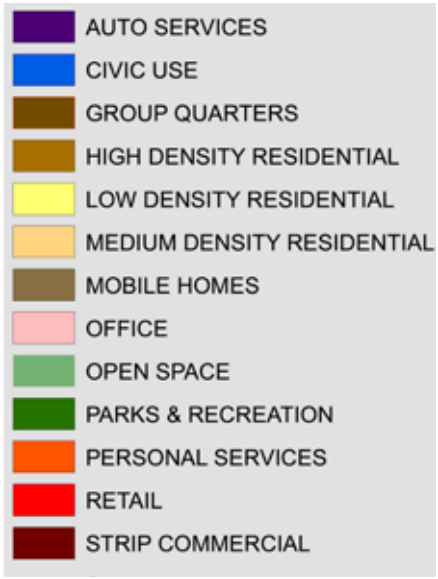
Davie to Lincoln Street. Here, the street again reverts to a residential character, defined by single-story, relatively small, and extremely well-maintained houses. The segment's primary commercial use is a recently developed Hy-Vee supermarket on the southeast corner of Locust and Lincoln.

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.

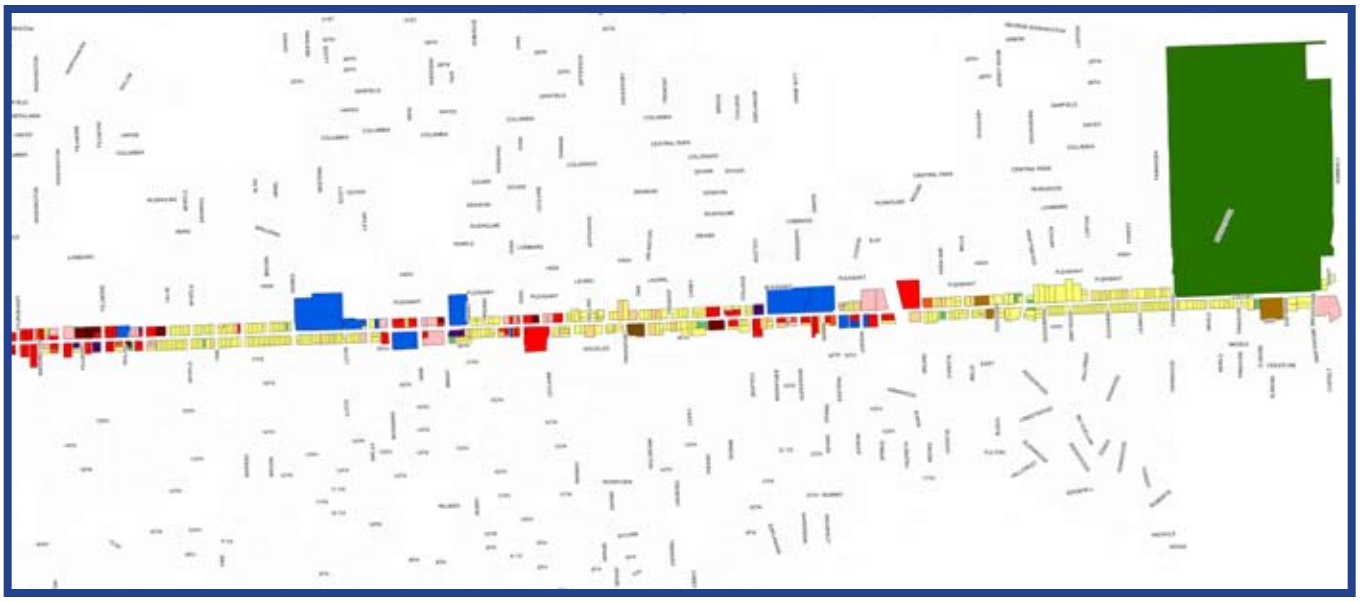
Fairgrounds

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-



portunities 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 development 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 wayfinding system that directs travelers along Locust Street to nearby community features.

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

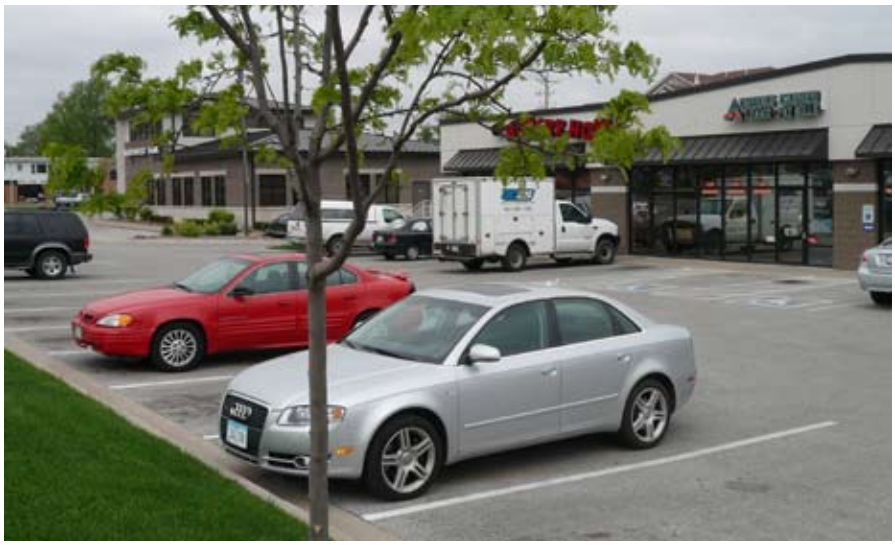
Traffic

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 subdistricts, 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.

Overall Strategies for Locust Street

A Framework for Action

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-

rison 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 and understanding the various services offered along the street.

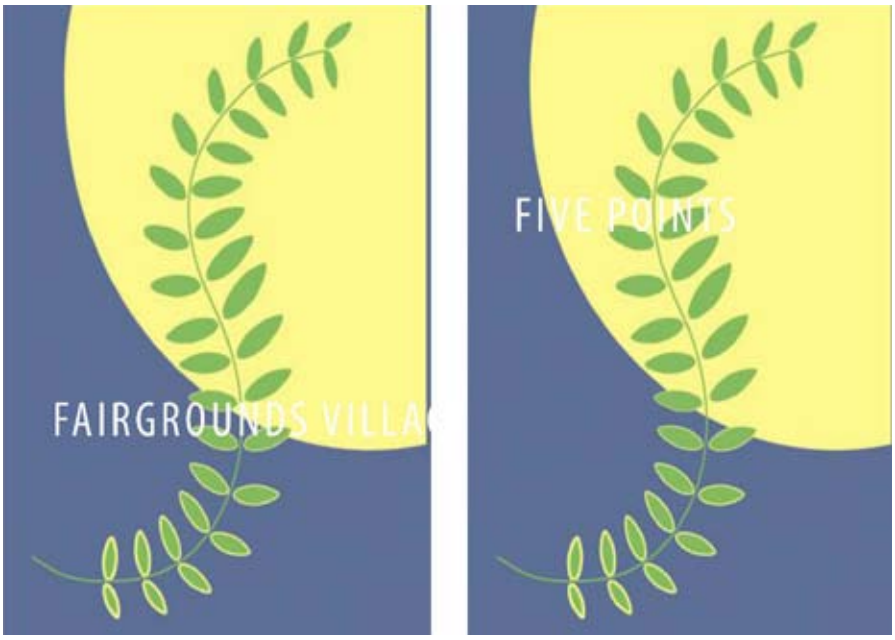
• Provide opportunities for cooperative advertising and promotional events, particularly important in a retail recession when businesses limit individual marketing expenses.

• 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.



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.

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.

dinate 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 marketing 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 materials, 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 midblock 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 destinations 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 hey 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:

- B**arrier-free and well-maintained 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 bookended by two major neighborhood commercial intersections at Eastern and Bridge Avenues.

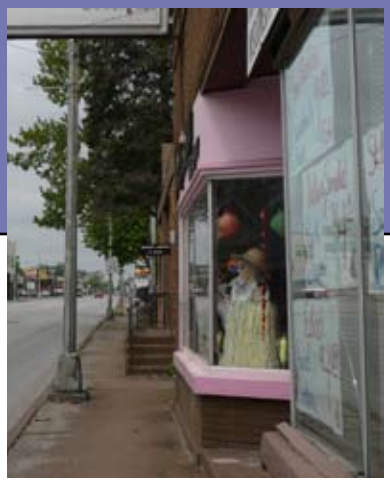
- **Site 2: Iowa Corner,** the pedestrian-oriented neighborhood center at the intersection of Locust and Iowa.

- **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 sidewalk 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

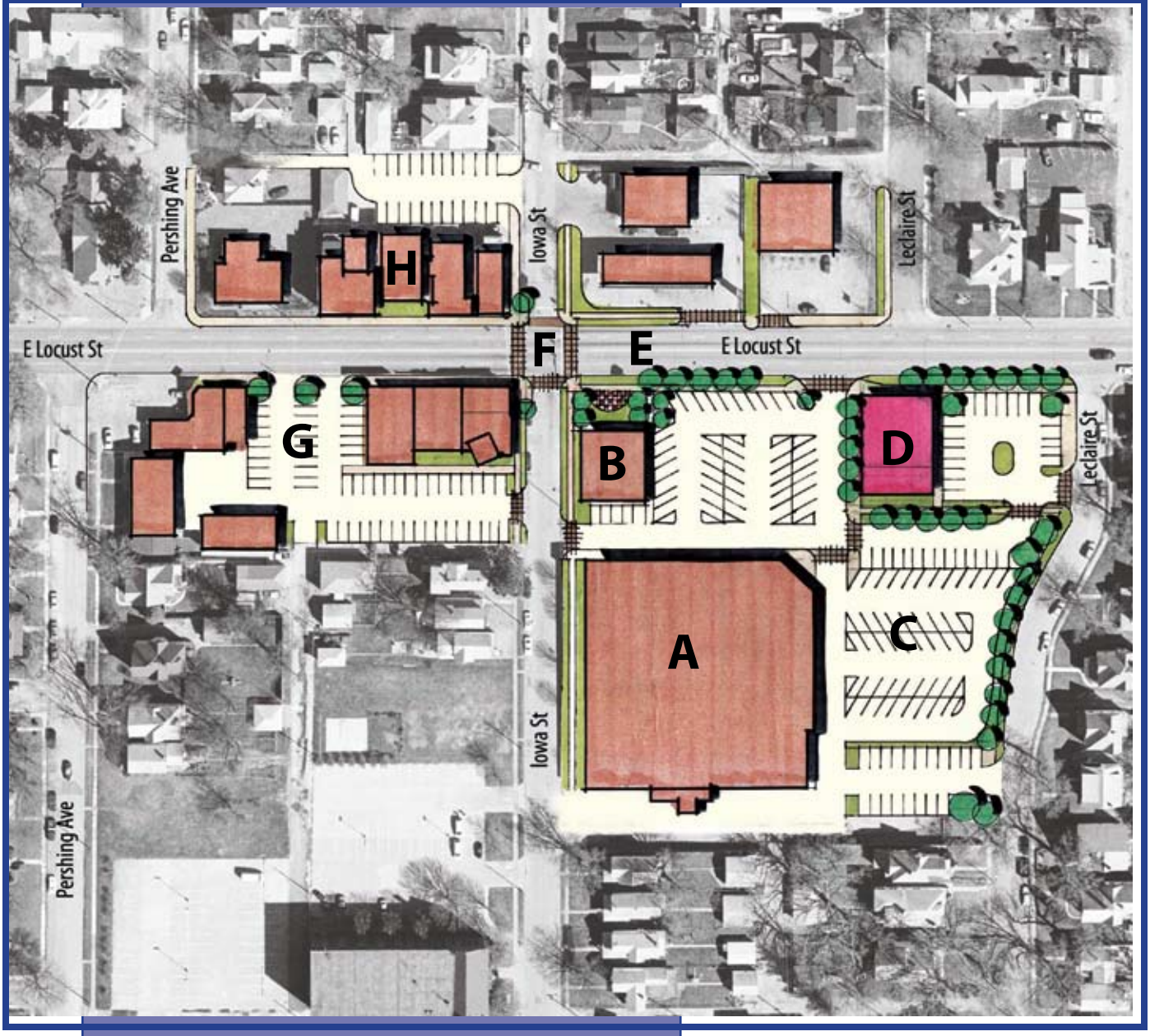
setback and street tree plantings along Locust Street.

- 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.

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.

• 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.

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 standard-sized, 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.*

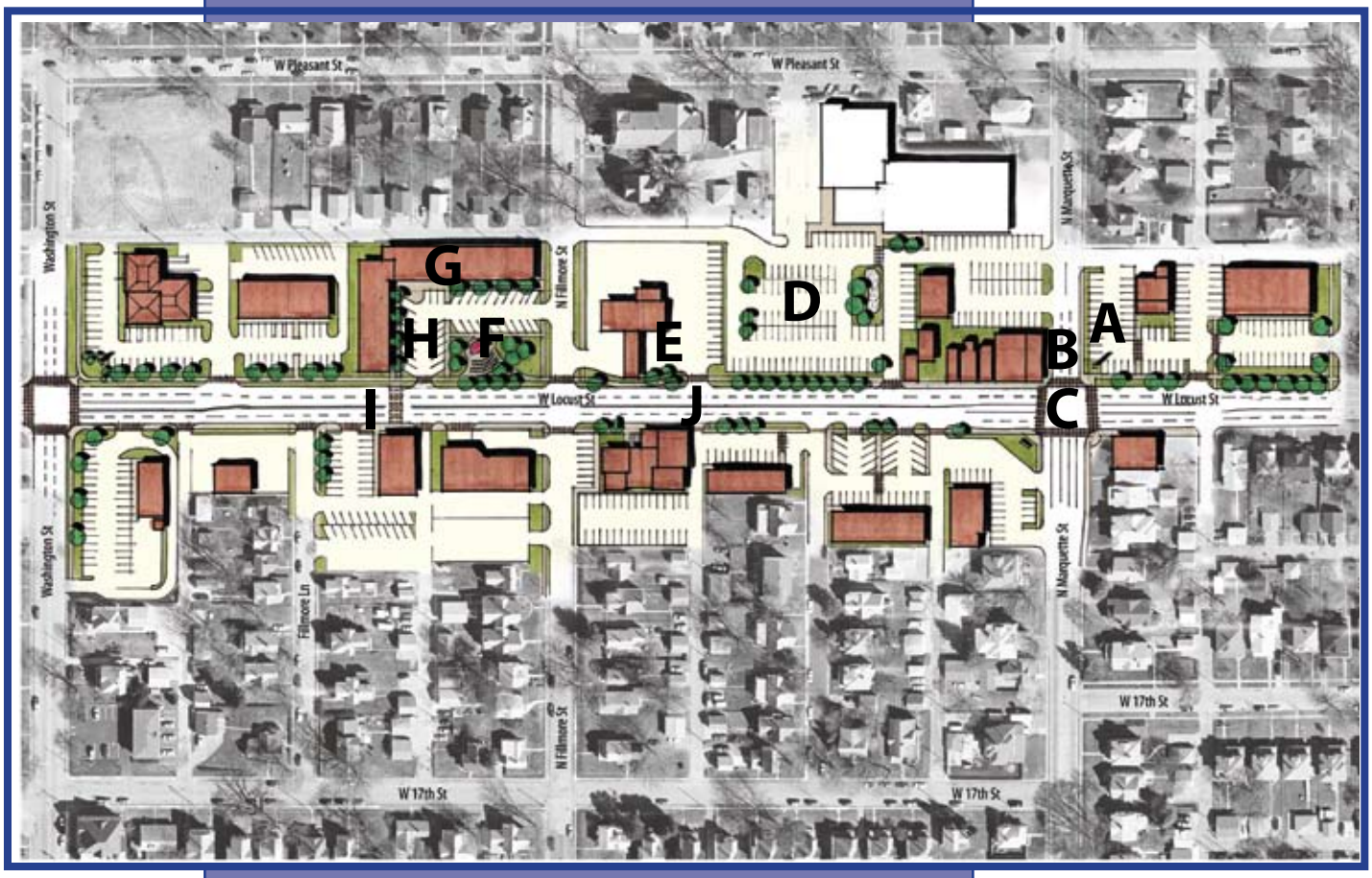
• *Install thematic street lights and identifying graphics along Locust between Lillie and Davie Avenues.*

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 Redsign 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.

Initial Steps

Organization and Branding

The first steps should begin with relatively low cost items, designed to build on the foundation of the corridor enahncement 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 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.

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 SSMID's. Sequencing of improvements should be accomplished through continuing collaboration between the city and the Corridor Partnership.

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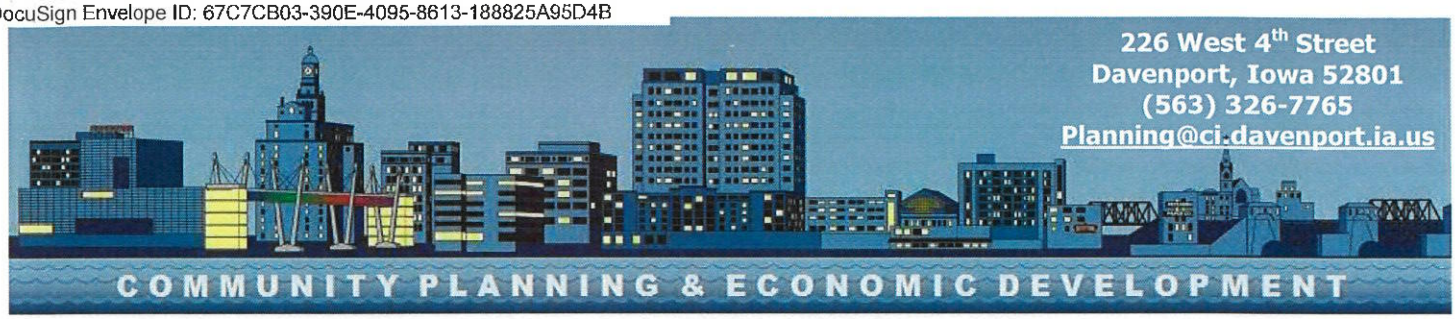

Complete application can be emailed to planning@ci.davenport.ia.us

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

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

Engineer (if applicable)

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

Architect (if applicable)

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

Attorney (if applicable)

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

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 ☐

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 ☐

Historic Preservation Commission
- Certificate of Appropriateness ☐
- Landmark Nomination ☐
- Demolition Request ☐

Administrative
- Administrative Exception ☐
- Health Services and Congregate Living Permit ☐

CITY OF DAVENPORT
Community Planning & Economic Dev.
MAR 30 2020
226 W 4th St
DAVENPORT IA 52801

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

DocuSign Envelope ID: 67C7CB03-390E-4095-8613-188825A95D4B

Request:

Existing Zoning: C-1

Proposed Zoning Map Amendment: C-2

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: 18,900 Square Feet

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.

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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.

Applicant: Bill Ernst DocuSigned by: 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: Date: 3/30/20

Planning staff

Date of the Public Hearing:

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

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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
3F34725B922D4B3...

Signature(s)

State of _____,

County of _____.

Sworn and subscribed to before me

This _____ day of _____ 20____

_____

Form of Identification

_____

Notary Public

My Commission Expires:

DocuSign Envelope ID: 67C7CB03-390E-4095-8613-188825A95D4B

2020 DEVELOPOMENT CALENDAR

CITY PLAN & ZONING COMMISSION SCHEDULE				CITY COUNCIL SCHEDULE		
REZONING & ROW VACATION SUBMITTAL DEADLINE	***SUBDIVISION & DEV. PLAN*** SUBMITTAL DEADLINE	PLAN & ZONING PUBLIC HEARING (Preview for plats/plans)	PLAN & ZONING COMMISION 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
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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
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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

AUDITOR
CN

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: 6/23/05

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

Payment must be made by certified check, cashier's check, Illinois attorney's check, Illinois C.P.A's check or money order, payable to "Secretary of State."

This space for use by Secretary of State

FILED

SEP 26 1995

PAID SEP 27 1995

GEORGE H. RYAN
SECRETARY OF STATE

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: BETH (First Name) A. (Middle Initial) ERNST (Last name)

Initial Registered Office: 1940 (Number) 1ST STREET W (Street) (Suite #)

MILAN (City) IL 61264 (Zip Code) ROCK ISLAND (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 STORE

OVN

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
COMMON	$ 1.00	1	1	$ 1.00

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

5852-457-3

(over)

STATE OF IOWA)
) SS:
COUNTY OF SCOTT)

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.

Janet Yager
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	Address
1. Beth A. Ernst *Signature* BETH A. ERNST *(Type or Print Name)*	1. 3112 WINDSOR DR. *Street* BETTENDORF, IA 52722 *City/Town* *State* *Zip Code*
2. _____ *Signature* _____ *(Type or Print Name)*	2. _____ *Street* _____ *City/Town* *State* *Zip Code*
3. _____ *Signature* _____ *(Type or Print Name)*	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

File Number 5852-457-3

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 .

SEAL OF THE STATE OF ILLINOIS
AUG. 26TH 1818

George H Ryan

Secretary of State

C-212.2

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 Leppert

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
State

52722
Zip

USA
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?

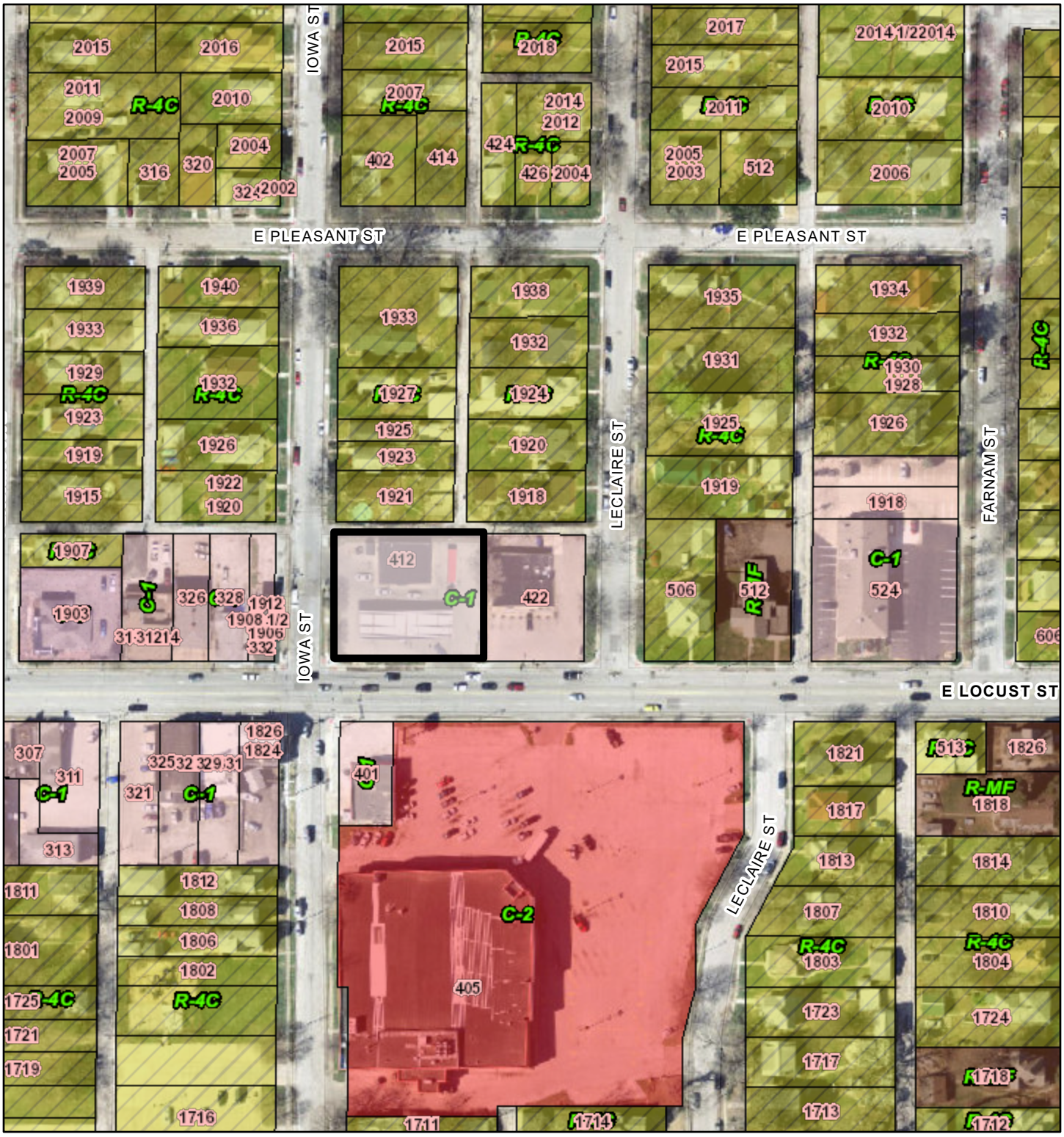
No
Is the corporation a "family farm corporation?"

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

Questions: Email: **ftf@sos.iowa.gov (mailto:help@sos.iowa.gov) (tel:1-888-767-8683)**

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



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

1:2,257

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.09 km

City Parks

Parcels

Address Points

Zoning Districts

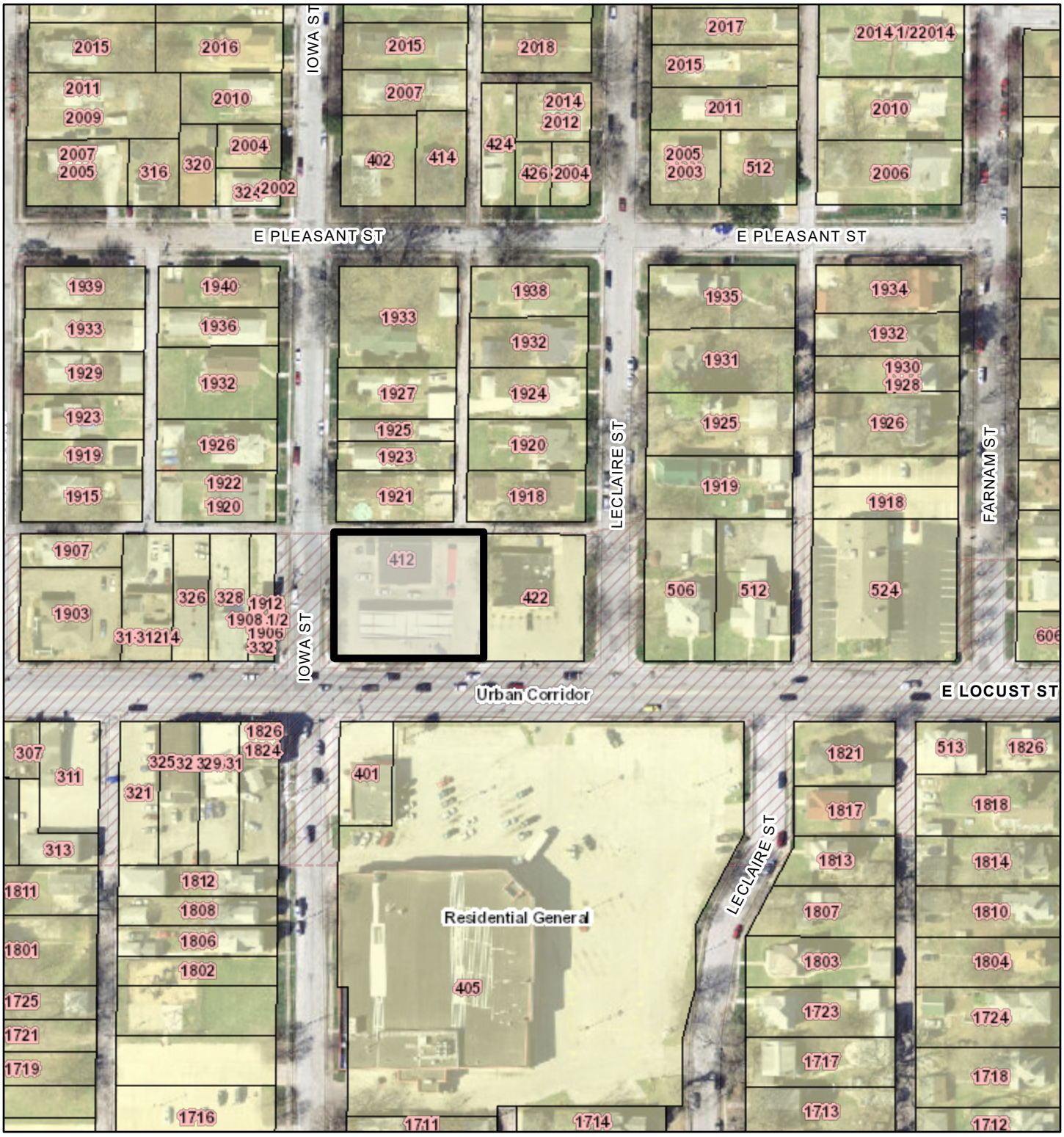
R-1 Single-Family Residential District

R-2 Single-Family Residential District

Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS
State of Iowa Homeland Security and Emergency Management, Iowa State University GIS Facility | Scott County Iowa, Bi-State Regional Commission |

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



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

1:2,257

0 0.01 0.03 0.05 mi

0 0.02 0.04 0.09 km

- City Parks
- Parcels
- Address Points

Land Use+2035

- Urban Corridor
- Commercial Node
- Regional Commercial
- Commercial Corridor
- Residential General
- Civic and Institutional
- Downtown
- Industry

Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS

State of Iowa Homeland Security and Emergency Management, Iowa State University GIS Facility | 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,

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	OwnerCitySt Zip	Country
	BETTENDORF IA 52722	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52807	
	DAVENPORT IA 52804	
	DAVENPORT IA 52807	
	DAVENPORT IA 52807	
	DAVENPORT IA 52801	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52807	
	DAVENPORT IA 52807	
	BEND OR 97703	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	BETTENDORF IA 52722	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52807	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	CHARLOTTE IA 52731	
	BETTENDORF IA 52722	
	DAVENPORT IA 52807	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52802	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	
	DAVENPORT IA 52803	

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.

City of Davenport
Plan and Zoning Commission

Department: CPED
Contact Info: Matt Flynn, 563-888-2286

Date
5/5/2020

Subject:
Consideration of the minutes of the March 31, 2020 meeting.

Recommendation:
Approve the minutes.

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Flynn, Matt	Approved	4/30/2020 - 3:48 PM

City of Davenport
Plan and Zoning Commission

Department: CPED
Contact Info: Brandon Melton; 563-888-2221;
brandon.melton@davenportiowa.com

Date
5/5/2020

Subject:
Case F20-03: Request of Excel Consultants Inc for a Final Plat for a 2 lot subdivision on 11.76 acres, more or less, of property located on the east side of Wisconsin Avenue approximately 260 feet north of Shawnee Drive. [Ward 1]

Recommendation:
Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case F20-03 to the City Council subject to the three listed conditions.

Background:
Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

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

Relevant Goals to be considered in this Case: Strengthen the Existing Built Environment.

The proposed Preliminary Plat would comply with the Davenport 2035 proposed land use section.

Zoning:

The property is currently zoned R-1 Single Family Residential Zoning District.

Technical Review:

Streets. Lots will take access from Wisconsin Ave.

Storm Water. With R-1 zoning, the maximum impervious surface coverage will be 40% of each of the 2 lots. Otherwise, the development will need to comply with the City's stormwater requirements.

Sanitary Sewer. a 12" main crosses Wisconsin Ave at the access for these lots and is located

along the north edge of the access roughly tracking along the western edge of lot 2.

Other Utilities. Other Normal utility services are available

Public Input:

No public hearing is required for a Final Plat.

Recommendation:

Findings:

1. The final plat conforms to the comprehensive plan Davenport+2035; and
2. The final plat (with conditions recommended by City staff) would achieve consistency with subdivision requirements.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case F20-03 to the City Council with a recommendation for approval subject to the following three conditions:

1. That the surveyor signs the plat;
2. That sewer easement be given to accommodate sewer for maintenance and adequate for depth of sewer; and
3. That the appropriate utility companies sign the plat when their easement needs have been met.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Final Plat

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Melton, Brandon	Approved	4/28/2020 - 12:56 PM

FINAL PLAT OF REPLAT OF LOT 2 WINDY RIDGE

INDEX LEGEND

LOCATION: LOT 2, WINDY RIDGE, AN ADDITION TO THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA

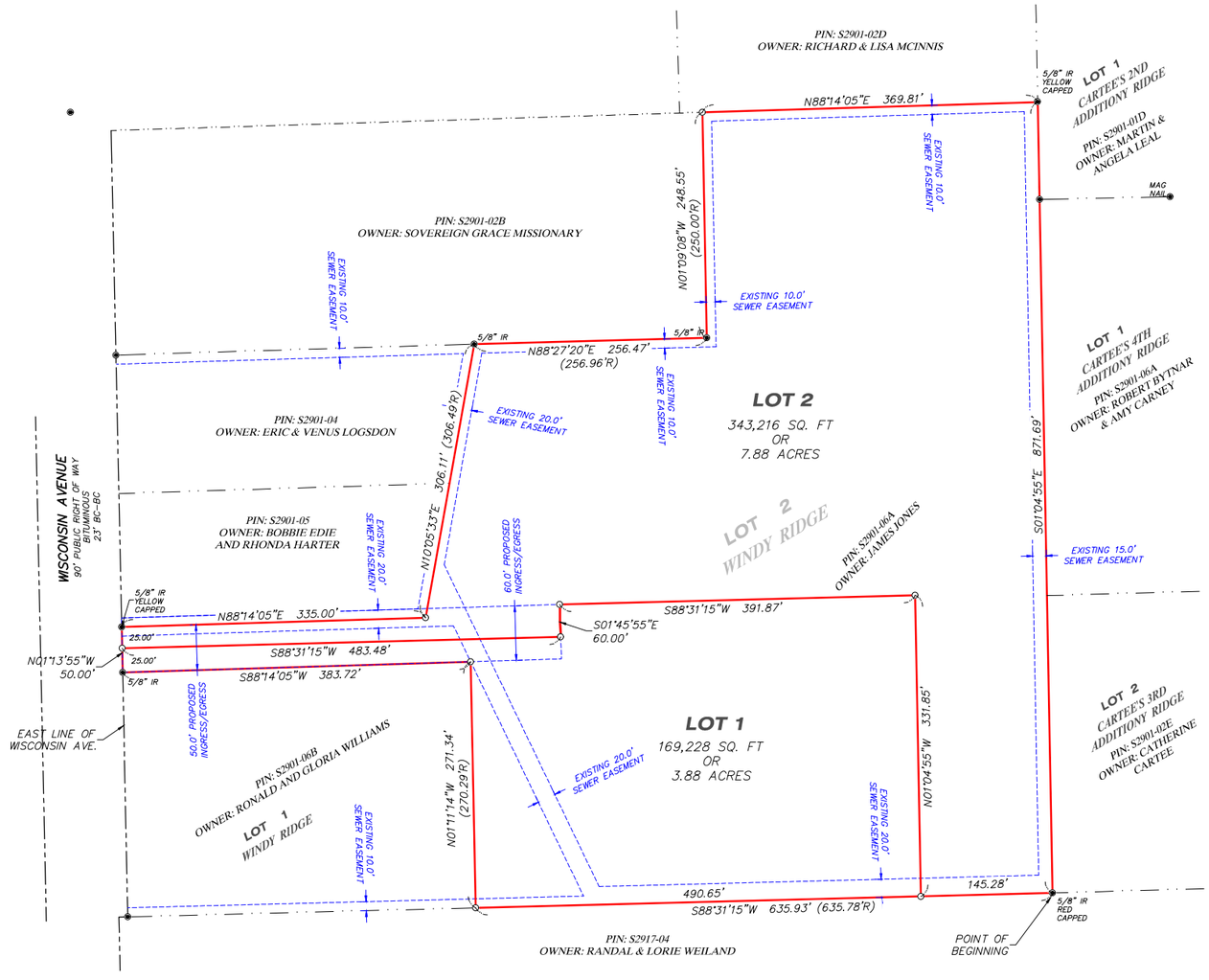
REQUESTOR: JAMES JONES

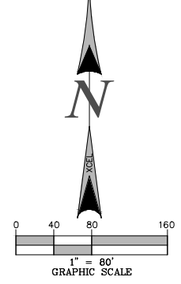
PROPRIETOR: JAMES JONES

SURVEYOR: DAN J. KUEHL

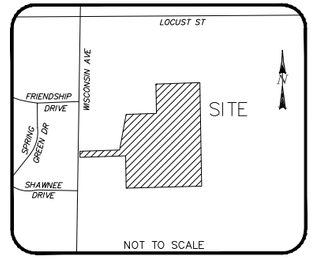
SURVEYOR COMPANY: XCEL CONSULTANTS, INC.
8300 42ND STREET WEST
ROCK ISLAND, IL 61201

RETURN TO: XCEL@XCELCONSULTANTSINC.COM





VICINITY MAP



RECORDER INFORMATION

LEGAL DESCRIPTION

LOT 2, WINDY RIDGE, AN ADDITION TO THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 2; THENCE S88°31'15"W, ALONG THE SOUTH LINE OF SAID LOT 2, 635.93 FEET TO THE SOUTHEAST CORNER OF LOT 1, WINDY RIDGE; THENCE N01°11'14"W, ALONG THE EAST LINE OF SAID LOT 1, 271.34 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE S88°14'05"W, ALONG THE NORTH LINE OF SAID LOT 1, 383.72 FEET TO THE NORTHWEST CORNER OF SAID LOT 1, BEING ON THE EAST LINE OF WISCONSIN AVENUE; THENCE N01°13'35"W, ALONG THE SAID EAST LINE OF WISCONSIN AVENUE, 50.00 FEET; THENCE N88°14'05"E, 335.00 FEET; THENCE N10°05'33"E, 306.11 FEET; THENCE N88°27'20"E, 256.47 FEET; THENCE N01°09'08"W, 248.55 FEET TO THE NORTH LINE OF SAID LOT 2; THENCE N88°14'05"E, ALONG THE SAID NORTH LINE OF LOT 2, 369.81 FEET TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE S01°04'55"E, ALONG THE EAST LINE OF SAID LOT 2, 871.69 FEET TO THE POINT OF BEGINNING, CONTAINING 11.76 ACRES, SUBJECT TO EASEMENTS OF RECORD.

MEDIACOM COMMUNICATIONS

BY: _____

DATE: _____

MIDAMERICAN ENERGY

BY: _____

DATE: _____

MIDAMERICAN GAS

BY: _____

DATE: _____

DAVENPORT CITY COUNCIL

BY: _____

DATE: _____

QWEST

BY: _____

DATE: _____

PLANNING AND ZONING COMMISSION

BY: _____

DATE: _____

CENTURYLINK

BY: _____

DATE: _____

OWNER/DEVELOPER INFORMATION

JAMES JONES
1531 WISCONSIN AVENUE
DAVENPORT, IA

SURVEYOR CERTIFICATION

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY IOWA PROFESSIONAL LAND SURVEYOR UNDER THE LAWS OF THE STATE OF IOWA.

THE FIELD WORK WAS COMPLETED FEBRUARY 19, 2020.

PRELIMINARY

DAN J. KUEHL — DATE
PROFESSIONAL LAND SURVEYOR
IOWA LAND SURVEYOR NUMBER 19959
EXPIRES: DECEMBER 31, 2021

FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 19163C0345F, WHICH BEARS AN EFFECTIVE DATE OF FEBRUARY 18, 2011 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONE "X" DENOTES AREAS OF MINIMAL FLOOD HAZARD.

GENERAL NOTES

1. THE PROPERTY HAS PHYSICAL ACCESS TO WISCONSIN AVENUE, A DEDICATED PUBLIC STREET.
2. THE PHYSICAL SITE ADDRESS WAS NOT OBSERVED ON SITE. SCOTT COUNTY GIS AND ASSESSOR RECORDS VERIFY THE ADDRESS AS 1531 WISCONSIN AVENUE, DAVENPORT.
3. THE PREMISES IS MADE UP OF ONE TAX PARCEL NUMBER (S291-06A) THAT COVERS THE PREMISES IN ITS ENTIRETY.
4. THE SUBJECT PROPERTY IS ZONED "R-1 SINGLE-FAMILY RESIDENTIAL DISTRICT" PER THE CITY OF DAVENPORT COMMUNITY PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT.
5. THE ENTIRE SUBDIVISION CONTAINS 512,444 SQ. FT. OR 11.76 ACRES.
6. TOGETHER WITH A NON-EXCLUSIVE EASEMENT FOR INGRESS AND EGRESS AS SET FORTH IN EASEMENT, USE AND RESTRICTION AGREEMENT, DATED _____ FILED FOR RECORD _____ RECORDED AS DOCUMENT NUMBER _____.
7. BLANKET UNDERGROUND EASEMENTS GRANTED FOR ALL PRIMARY AND SECONDARY ELECTRIC CABLES, PAD MOUNTED TRANSFORMERS, ELECTRIC TRANSFORMERS, PRIMARY CABLES, GAS SERVICE, GAS MAIN, UTILITY POLES, MANHOLES, WATER SERVICE, SEWER LATERAL, TELEPHONE SERVICE AND CABLE T.V. SERVICE TO INDIVIDUAL STRUCTURES AND STREET LIGHTS.

LEGEND

PROPERTY LINE	
ADJACENT PROPERTY LINE	
BUILDING SETBACK LINE	
EASEMENT LINE	
RIGHT OF WAY LINE	
SURVEY TIE LINE	
◉	FOUND MONUMENT (AS NOTED)
○	SET 5/8"IR w/ YELLOW CAP
IR	IRON ROD
IP	IRON PIPE
POB	POINT OF BEGINNING
(M&R)	RECORD & MEASURED
S.F.	SQUARE FEET

REVISIONS	
DATE	DESCRIPTION

XCEL Consultants
8300 42ND STREET WEST
ROCK ISLAND, IL 61201
(O) 309-787-9988
(F) 309-756-5540
(E) XCEL@XCELCONSULTANTSINC.COM

CHK BY:	APV BY:
BCH	DJK

XCEL JOB NUMBER: 202497

DRAWING NUMBER: 1 OF 1