

COMMITTEE OF THE WHOLE

City of Davenport, Iowa

Wednesday, July 18, 2018; 5:30 PM

City Hall, 226 W. 4th Street, Council Chambers

*** REVISED July 17, 2018 ***

I. Moment of Silence

II. Pledge of Allegiance

III. Roll Call

IV. Meeting Protocol and Decorum

V. City Administrator Update

VI. Public Hearings

A. Community Development

1. Public hearing for the ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]
2. Public hearing for the ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

B. Public Works

1. Public hearing on the plans, specifications, forms of contract and estimated cost for the Miracle Field of the Quad Cities, CIP #64030. [Ward 8]
2. Public hearing on the plans, specifications, forms of contract and estimated cost for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP #35037. [Wards 1 & 4]

VII. Presentations

VIII. Petitions and Communications from Council Members and the Mayor

A. Community Engagement Update - Alderman Dickmann

IX. Action items for Discussion

COMMUNITY DEVELOPMENT

Kyle Gripp, Chairman; Rich Clewell, Vice Chairman

I. COMMUNITY DEVELOPMENT

1. Third Consideration: Ordinance for Case ORD18-02 amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [Ward 1 and 3]
2. Third Consideration: Ordinance amending various sections of the Davenport Municipal Code to bring uniformity to the process of licensing and permitting for right-of-way encroachments. [All Wards]
3. Second Consideration: Ordinance for Case No. REZ18-06 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]
4. Second Consideration: Ordinance for Case No. REZ18-07 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward 1]
5. First Consideration: Ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]
6. First Consideration: Ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

II. Motion recommending discussion or consent for Community Development items

PUBLIC SAFETY

Rita Rawson, Chairman; JJ Condon, Vice Chairman

III. PUBLIC SAFETY

1. Second Consideration: Ordinance amending Schedule VII of Chapter 10.96 entitled "No Parking" by adding Pine Street along the east side from Hickory Grove Road

north 150 feet. [Ward 2]

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

Third Missionary Church, Gospel Explosion Weekend Hoopfest, August 10-11, beginning Friday at 1:00 PM to Sunday at 5:00 PM, Closure Location: East 14th Street between Harrison and Main Streets [Ward 5]

3. Motion approving the request of Novak Construction on behalf of Costco for a noise variance beginning July 27 - August 11, 2018 from 10:00 PM to 6:00 AM, Monday - Friday to allow the pouring of the concrete floor slab for the new Costco Wholesale Warehouse located at 2790 East 53rd Street.
4. Motion for approving the petition for an alley light behind 1421 W 14th Street. [Ward 4]

IV. Motion recommending discussion or consent for Public Safety items

PUBLIC WORKS

Ray Ambrose, Chairman; Rick Dunn, Vice Chairman

V. PUBLIC WORKS

1. Second Consideration: Ordinance amending Chapter 13.16 entitled "Wastewater Facilities" to include changes needed per the EPA pre-treatment streamlining rule. [All Wards]
2. Resolution accepting the sanitary sewer, storm sewer, and pavement associated with the Westport Addition site improvements. [Ward 1]
3. Resolution approving the plans, specifications, forms of contract and estimated cost for the Miracle Field of the Quad Cities, CIP #64030. [Ward 8]
4. Resolution approving the plans, specifications, forms of contract and estimated cost for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP #35037. [Wards 1 & 4]
5. Resolution accepting the grant offer of \$6,357,536 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33 at the Davenport Municipal Airport, FY2019 CIP # 20010. [Ward 8]
6. Resolution accepting the grant offer of \$76,547 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33, Visual Approach Slope Indicator Power Cabling Relocation at the Davenport Municipal Airport, FY2019 CIP # 20010. [Ward 8]
7. Resolution of acceptance for the 14th District Interceptor Sewer Project, completed by Valley Construction Company with a final cost of \$1,016,834.67 budgeted in CIP #00165. [Ward 7]
8. Resolution of acceptance for the Kimberly Road Sewer Replacement Project,

completed by Needham Excavating Inc. with a final cost of \$236,703.21 budgeted in CIP #30028. [Ward 7]

9. Resolution awarding a contract for the Northwest Blvd & Hillandale Intersection - Rise Project: RMX-1827(662)-9E-82, to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$357,974.26 budgeted in CIP #35029. [Ward 8]
10. Resolution awarding a contract for the Digester #4 Reconstruction project at the Water Pollution Control Plant to General Constructors Inc. of Bettendorf, in the amount of \$253,800. [All Wards]
11. Resolution assessing the cost of boarding up building at various lots and tracts of real estate. [All Wards]
12. Resolution assessing the cost of brush and debris removal at various lots and tracts of real estate. [All Wards]
13. Resolution assessing the cost of replacing sidewalk at various lots and tracts of real estate. [All Wards]
14. Resolution assessing the cost of weed cutting at various lots and tracts of real estate. [All Wards]

VI. Motion recommending discussion or consent for Public Works items

FINANCE

Kerri Tompkins, Chairman; Marion Meginnis, Vice Chairman

VII. FINANCE

1. Motion awarding a contract to repair and replace a digester feed pipe at the Water Pollution Control Plant to Hometown Plumbing & Heating Co., Inc. of Davenport in the amount of \$53,860. [All Wards]

VIII. Motion recommending discussion or consent for Finance items

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

1. QC Area Labor Management - FY19 support/workforce training - Amount: \$10,000
2. Gillig Corp. - Bus seating - Amount: \$10,445
3. River Action, Inc. - FY19 Catalyst for Change support - Amount: \$13,000
4. Bi-State Regional Commission - FY19 support/RIA Lobbying - Amount: \$17,400
5. Tyler Technologies - Annual Munis maintenance support - Amount: \$17,725
6. Ion Wave Technologies - E-bidding site annual maintenance - Amount: \$18,500
7. Iowa League of Cities - FY19 dues - Amount: \$19,333
8. Communications Engineering - PW annual radio maintenance - Amount: \$39,374
9. Integrated Data Products - OnBase annual maintenance - Amount: \$41,859
10. Atlantic Diving - Body armor for PD - Amount: \$46,118

XI. Other Ordinances, Resolutions and Motions

1. Motion to suspend the rules to add and vote on the following item:

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

Quad Cities Convention and Visitors Bureau, July 20th at 8:00 AM to Saturday, July 21st at 9:00 AM, closing Beiderbecke Drive between Gaines and Marquette Streets [Ward 3] and Saturday, July 21st 4:30 AM to 9:00 AM closing Gaines Street between Locust Street and Lombard and Lombard between Gaines and Harrison Streets [Ward 4].

XII. Public with Business

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

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

XIII. Reports of City Officials

XIV. Adjourn

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
COW7/18/2018

Subject:

Public hearing for the ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Hold the public hearing.

Relationship to Goals:

Welcome investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08.

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer shall contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;

4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

The protest rate is 7.4%.

ATTACHMENTS:

Type	Description
▣ Ordinance	Proposed Ordinance
▣ Backup Material	Proposed PDD Land Use Plan
▣ Backup Material	Plan and Zoning Commission Letter to City Council - 7-3-2018
▣ Backup Material	7-2-2018 - Plan and Zoning Commission Vote Results
▣ Backup Material	Applicant Acceptance of Rezoning Conditions
▣ Backup Material	Plan and Zoning Commission Staff Report - 7-2-2018 Public Meeting
▣ Backup Material	Traffic Impact Study
▣ Backup Material	Developer Presentation
▣ Backup Material	Rezoning Protest List of Property Owners within 200 Feet of the Subject Property
▣ Backup Material	Non-Objection, Protests and Correspondence
▣ Backup Material	Public Hearing Notice - QC Times - 7-10-2018
▣ Backup Material	Public Hearing and Neighborhood Meeting Notice
▣ Backup Material	Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/11/2018 - 3:16 PM
Community Development Committee	Berger, Bruce	Approved	7/11/2018 - 3:16 PM

City Clerk

Admin, Default

Approved

7/11/2018 - 5:04 PM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Addition; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

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

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

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

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

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

First Consideration _____

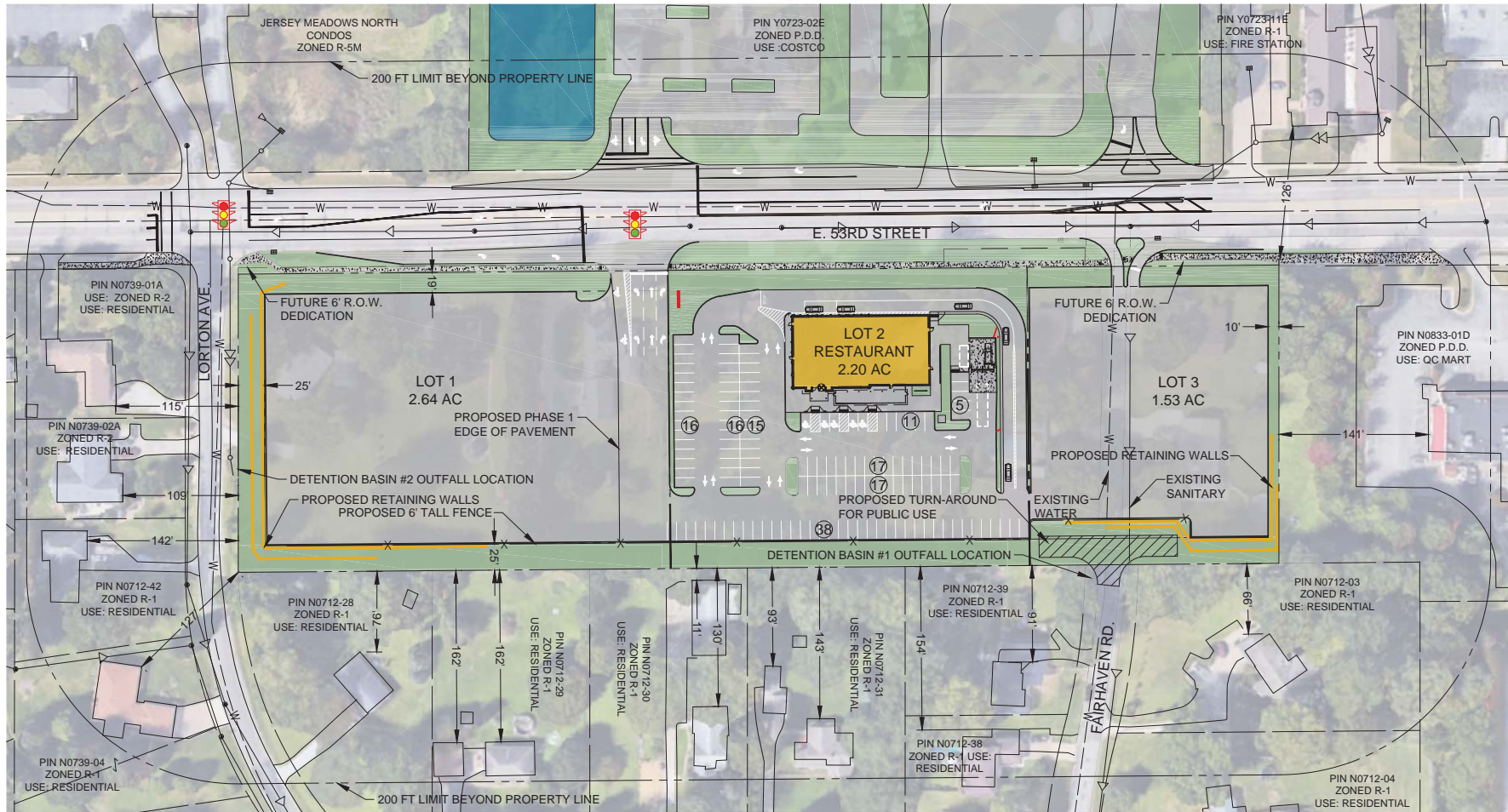
Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



LAND USE TABLE

	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRE	RESTAURANT/RETAIL/OFFICE	15,000 SF	91,500 SF (79.6%)	1
LOT 2	2.20 ACRE	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRE	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND



	BOUNDARY LINE
	SETBACK LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED MONUMENT SIGN

AUSTIN ENGINEERING CO., INC.
 Consulting Engineers / Surveyors
 220 Emerson Place, Suite 305
 Davenport, Iowa 52801
 Certificate No. CS131338



LAND USE PLAN

WCT INVESTMENTS
 DAVENPORT, IOWA

E. 53RD STREET
 DAVENPORT, IA 52807

ISSUED

06-28-18 LAND USE PLAN

LAND USE
 PLAN

PROJECT NO

IA76-18-023

DATE

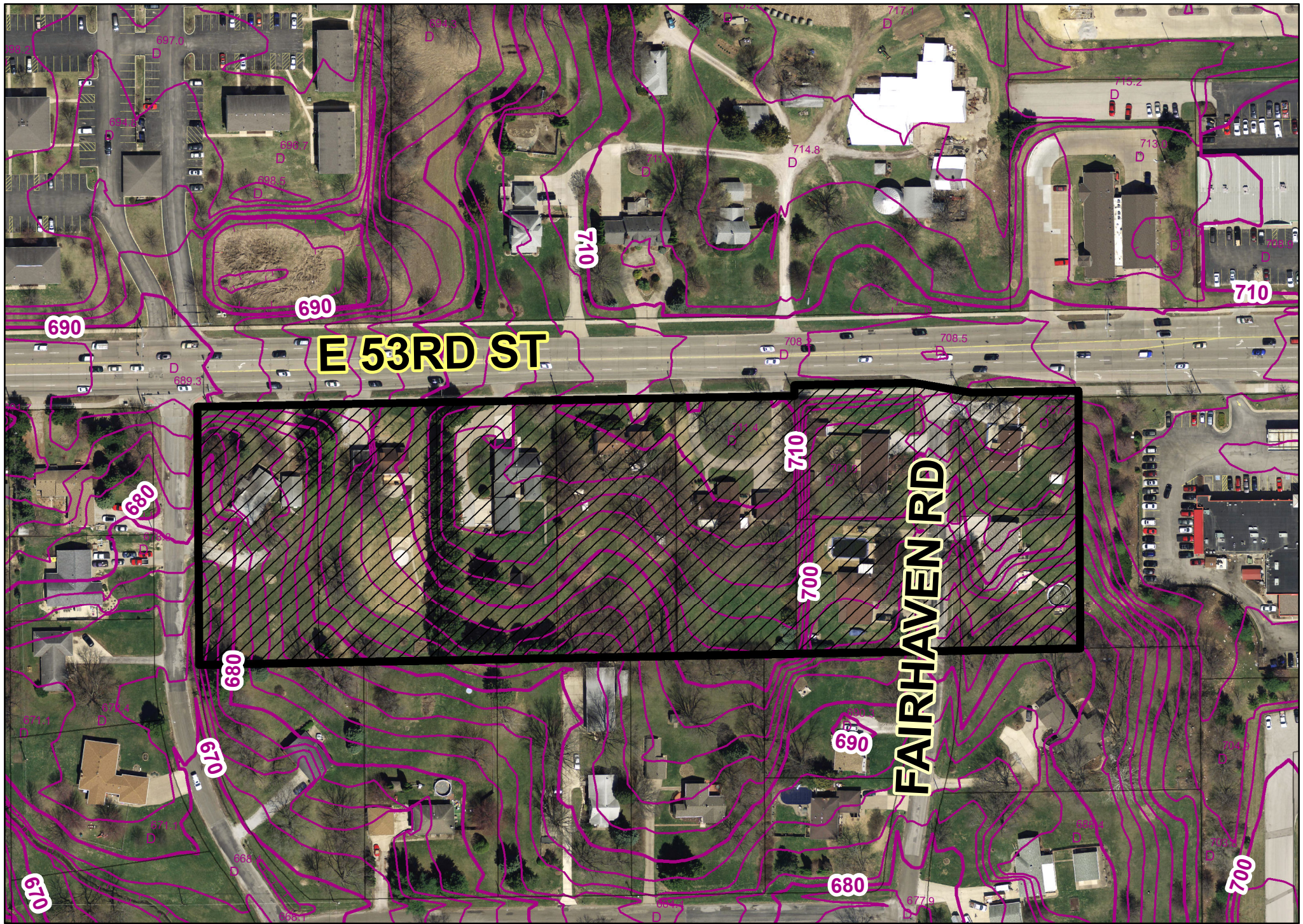
06-28-18

SHEET

C-1



Rendering depicting finished grade of site, retaining walls and fence adjacent to the rear property line.



July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;

9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'R. Inghram', with a long horizontal stroke extending to the right.

Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN

WCT Investments, LLC.
2813 N. Main Street.
East Peoria, Illinois 61611

July 5, 2018

Honorable Mayor and City Council
City Hall
Davenport, Iowa 52801

Honorable Mayor and City Council:

The undersigned, William Torchia on behalf of WCT Investments Davenport Series, LLC, as applicant for the Case No. REZ18-08 does hereby agree and accept the recommended conditions of the rezoning approval listed in the letter of the City Plan and Zoning Commission to the City Council, dated July 3, 2018. This agreement is pursuant to Chapter 414.5, of the Code of Iowa and as set forth by exhibit "A" attached.

By: 

William Torchia

414.5 Changes — protest.

The regulations, restrictions, and boundaries may, from time to time, be amended, supplemented, changed, modified, or repealed. Notwithstanding [section 414.2](#), as a part of an ordinance changing land from one zoning district to another zoning district or an ordinance approving a site development plan, a council may impose conditions on a property owner which are in addition to existing regulations if the additional conditions have been agreed to in writing by the property owner before the public hearing required under [this section](#) or any adjournment of the hearing. The conditions must be reasonable and imposed to satisfy public needs which are directly caused by the requested change. In case, however, of a written protest against a change or repeal which is filed with the city clerk and signed by the owners of twenty percent or more of the area of the lots included in the proposed change or repeal, or by the owners of twenty percent or more of the property which is located within two hundred feet of the exterior boundaries of the property for which the change or repeal is proposed, the change or repeal shall not become effective except by the favorable vote of at least three-fourths of all the members of the council. The protest, if filed, must be filed before or at the public hearing. The provisions of [section 414.4](#) relative to public hearings and official notice apply equally to all changes or amendments.

[C24, 27, 31, 35, 39, §~~64~~56; C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §414.5]

[84 Acts, ch 1176, §1](#); [85 Acts, ch 9, §2](#); [88 Acts, ch 1246, §8](#)

Referred to in [§657.9](#)

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
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The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

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

Robert Inghram, Chairperson
City Plan and Zoning Commission



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

Meeting Date: July 2, 2018

Request: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

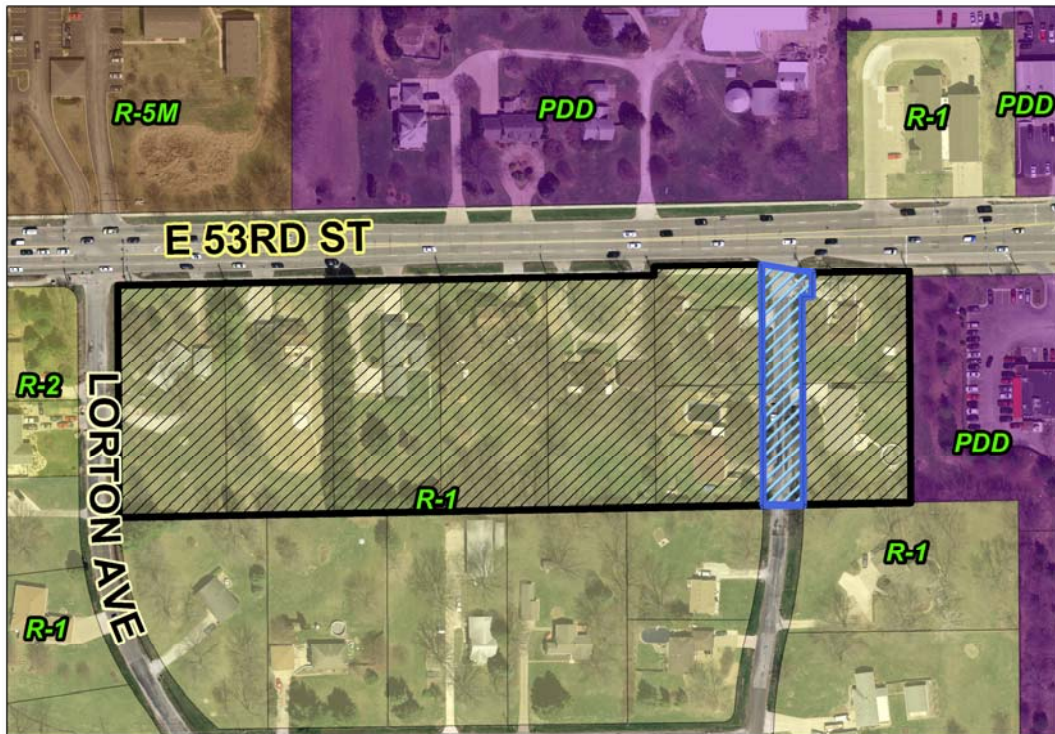
The applicant is requesting to rezone 6.5 acres of property, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District. The purpose of the request is to facilitate commercial development. [Ward 6].



AREA CHARACTERISTICS:

Aerial Map



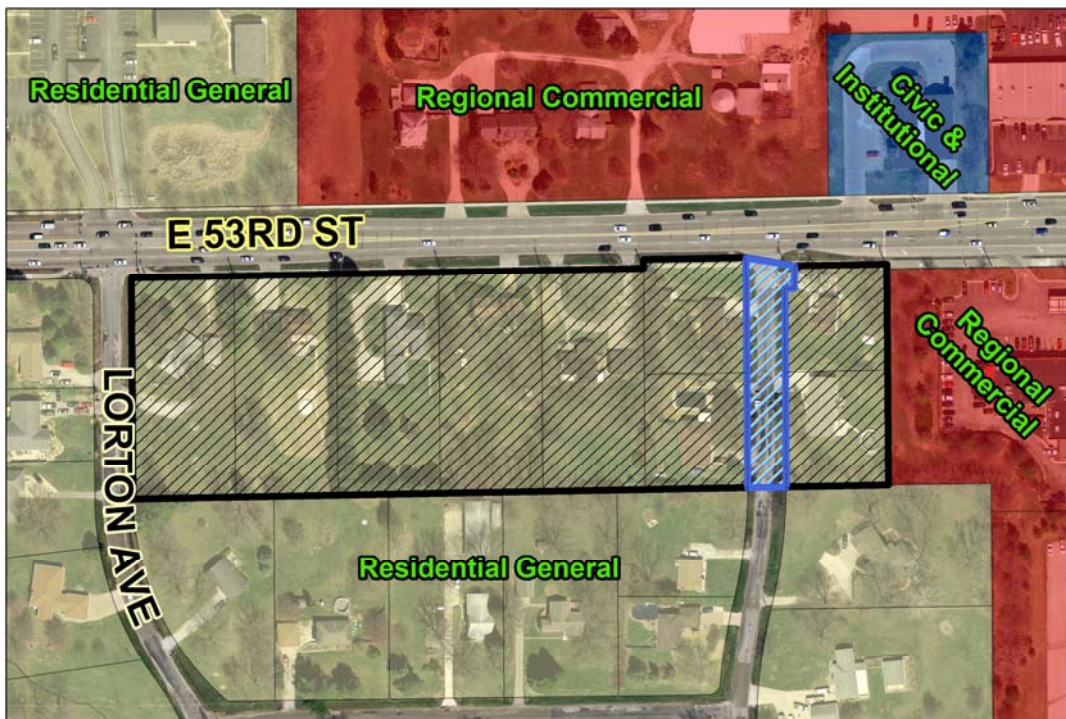
Zoning Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated



Land Use Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: *Residential General*

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.

Discussion:

Request Summary:

The applicant is requesting to rezone to "PDD" Planned Development District and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The development would be subject to "HCOD" Highway Corridor Overlay District regulations.

Comprehensive Plan:

Davenport 2035 currently designates the subject property *Residential General*. After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Davenport 2035 Residential General reads in part,

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.

It is staff's opinion that East 53rd Street is an edge where higher intensity may be considered. Higher intensity contemplates commercial development. If only residential development were contemplated along an edge, the language would read, "higher density may be considered".

Davenport 2035 Residential General also reads in part,

Residential General designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services...

Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor has commercial developments under construction or in design and the roadway is being designed to be expanded to permit better access and traffic control. Construction of the Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue has received zoning approval and is being designed. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes. Additionally, East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle.

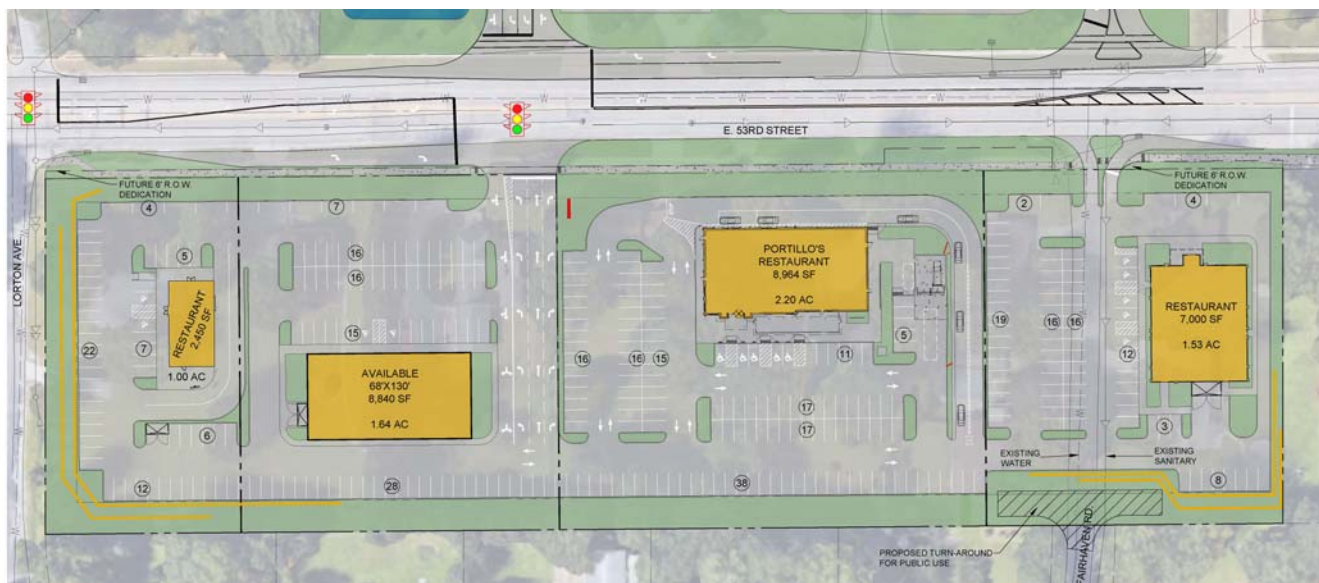
Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from "RG" Residential General to "CC" Commercial Corridor.

Davenport 2035 Commercial Corridor (CC) – Well-established corridors located along high-volume major streets dominated by retail and office uses that serve the greater community. Development is generally newer and redevelopment is not anticipated within the 20 year planning horizon. Improvements should focus on façade and site improvements, including pedestrian circulation systems and consolidated/updated signage.

Proposed Land Use Plan:

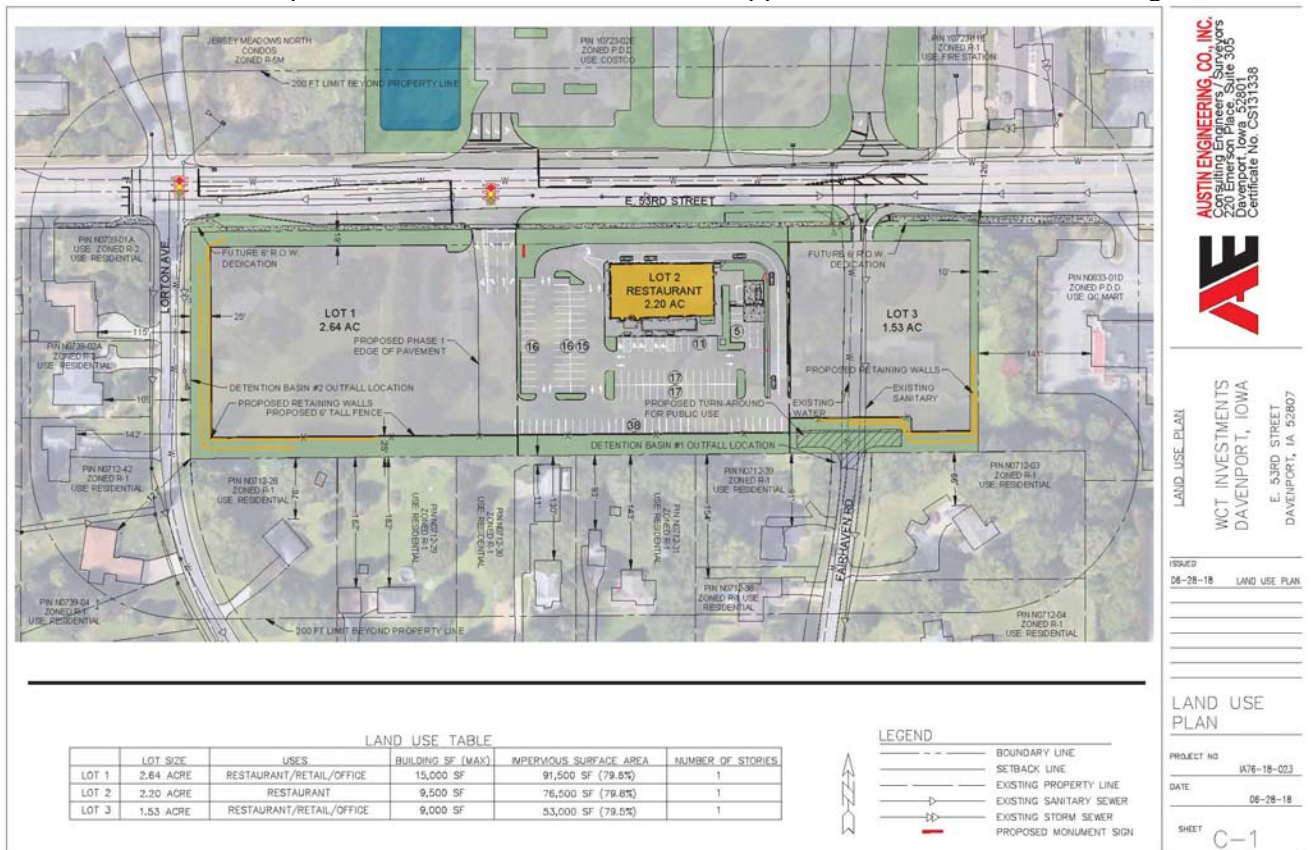
"PDD" Planned Development District requires approval of the zoning and associated Land Use Plan and subsequent (or corresponding) approval of a Final Development Plan.

The concept plan shows two drive-thru restaurants, a dine-in only restaurant, and a retail building with a total of 341 parking spaces. The applicant's representative indicated at the June 19, 2018 Plan and Zoning Commission Public Hearing that the 8,964 square foot drive-thru restaurant would be the initial phase of the development. The rest of the development would be marketed and would be driven by actual tenants. The applicant's representative further indicated some adjustments would be expected, but the overall concept of the plan with respect to the adjacent properties to the west and south would remain the same.



Concept Plan – Revised 6-26-2018.

Understanding the flexibility needed based on future tenants while achieving consistency with the “PDD” Planned Development District Land Use Plan, the applicant submitted the following:

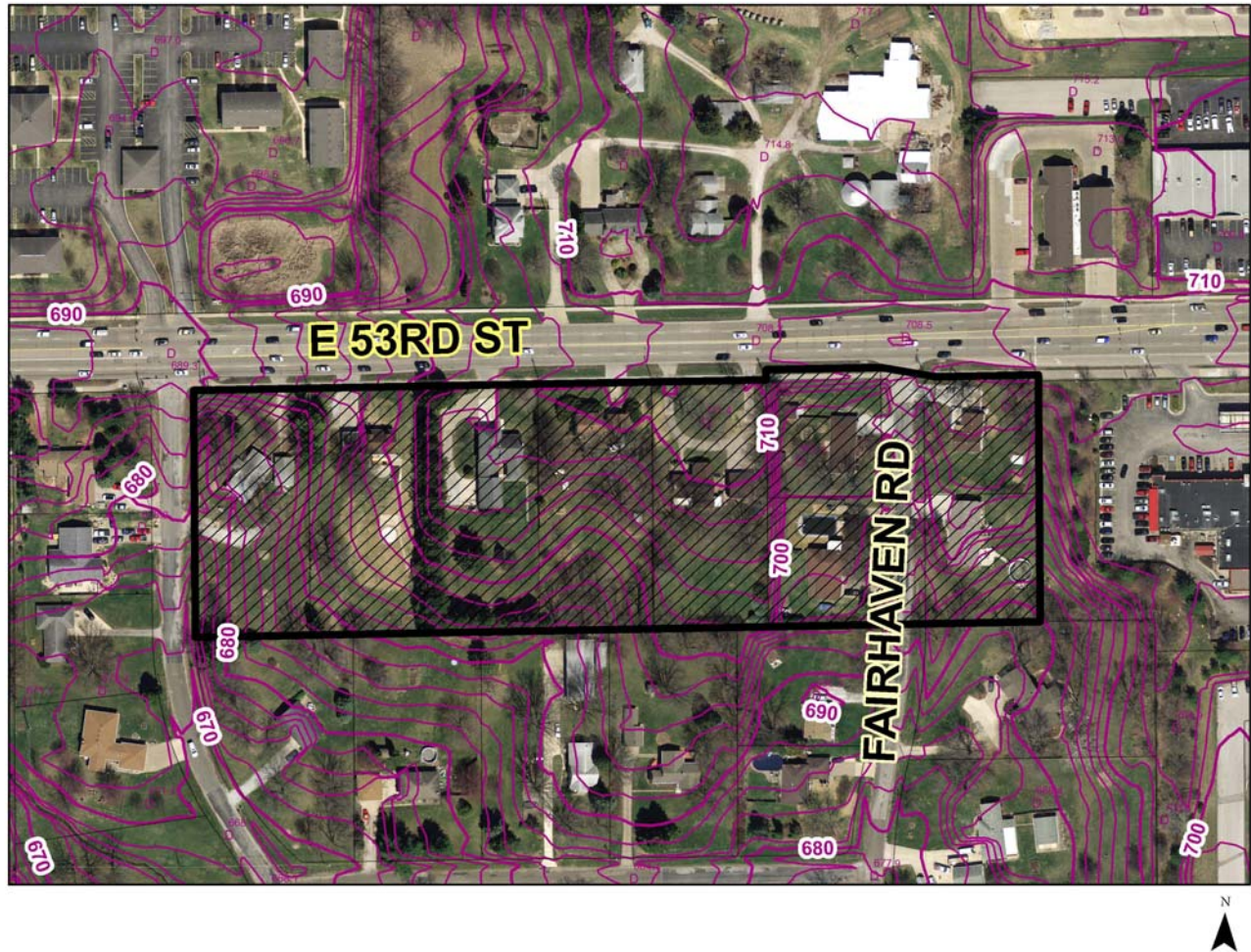


Proposed “PDD” Land Use Plan page 1



Rendering depicting finished grade of site, retaining walls and fence adjacent to the rear property line.

Proposed “PDD” Land Use Plan page 2



Proposed "PDD" Land Use Plan page 3

The "PDD" Planned Development District requires a Land Use Plan to including the following (Section 17.32.050 of the Davenport City Code):

- A. *A drawing or set of drawings and other materials that include, but may not be limited to, the following:*
 - 1. *The existing land use and zoning surrounding the proposed development and the distance from the subject property line to the nearest structures on all abutting properties within two hundred feet of the perimeter of the site.*

Staff commentary: The proposed PDD Land Use Plan depicts the existing land use and zoning surrounding the proposed development.

- 2. *The location of existing services, including: water, sanitary and storm sewer, electric, gas, streets, the capacity of those services and the service requirements of the development.*

Staff commentary: The proposed PDD Land Use Plan depicts the location of existing services. City staff waived the requirement that the capacity of those services and the service requirements of the development be provided as this will be reviewed during administrative site plan review.

3. *The site constraints including:*
a. *Slopes in excess of ten percent;*

Staff commentary: A contour map has been provided.

- b. *Drainage ways that carry water from abutting properties, drainage ways that drain areas on the site in excess of one acre and any area designated as a flood plain or floodway as defined in Chapter 15.44*

Staff commentary: The proposed PDD Land Use Plan depicts the location of drainage ways that will carry stormwater from the development.

- c. *Soils that are unsuitable or require special treatment to support urban development as determined by the Soil Conservation Service Soil Survey. If unsuitable conditions are indicated field testing may be required.*

Staff commentary: A soils maps has not been provided. City staff waived the requirement that unsuitable soils been identified as this will be reviewed during administrative site plan review.

4. *The total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building (impervious surface).*

Staff commentary: The proposed PDD Land Use Plan contains total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building.

5. *A two foot interval topographic map of the site on a scale base of one inch equals fifty feet or other scale as approved by the development official.*

Staff commentary: The proposed PDD Land Use Plan contains a contour map.

6. *A traffic study which analyzes the aggregate trip generation to and from the site and the ability of the existing street system to accommodate the anticipated generation. Specific improvements should be proposed if the development causes the projected level of service to be less than level "C," as defined by the most recent version of the Highway Capacity Manual by the Transportation Research Board of The National Safety Research Council.*

Staff commentary: The submitted traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways.

The city council delegates authority to the city staff's development official to waive, at his or her discretion, any of the required submissions stated in Section 17.32.052A, 1 through Section 17.32.052A, 6 if the scale of the project, topography of the site or other reasons make them unnecessary. The city plan and zoning commission will be notified of any requirements that have been waived.

The proposed "PDD" Land Use Plan depicts three building sites:

Lot 1.

- Area – 2.64 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 15,000 square feet.
- Impervious surface area – 79.6% of the site area.
- Number of stories – one.

Lot 2.

- Area – 2.20 acres.
- Allowable uses – Restaurant.
- Maximum building square footage – 9,500 square feet.
- Impervious surface area – 79.8% of the site area.
- Number of stories – one.

Lot 3.

- Area – 1.53 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 9,000 square feet.
- Impervious surface area – 79.5% of the site area.
- Number of stories – one.

The proposed "PDD" Proposed Land Use Plan also depicts a 25 foot landscape buffer with a 6 foot high fence along the south property line and a 25 foot landscape buffer along Lorton Avenue. No access to Lorton Avenue is proposed.

Fairhaven Road would be partially vacated and incorporated into the development. Fairhaven Road would contain a turnaround at the newly terminated roadway. There would be two driveway entrances on East 53rd Street. The primary driveway entrance would be at the new signalized intersection, which would be constructed in conjunction with the Costco development. Due to project phasing, this would be first driveway entrance constructed. The second driveway entrance would be located to the east at the location of the existing East 53rd Street/Fairhaven Road intersection. This would be converted to a right-in/right-out driveway entrance. No driveway entrance on Lorton Avenue is being proposed.

Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. The development would modify the median to allow a left turn at the new signalized intersection.

[illegible]

The grade of East 53rd Street increases from west to east until it reaches a high point at Fairhaven Road. The grades of the properties generally follow the grade of East 53rd Street except there is some undulation and the grade decreases from north to south. This will affect the design of the development as stormwater will be directed away from adjacent homeowners and into the Lorton Avenue and Fairhaven Road drainage ways.

The rendering below depicts the finished grade of the site, retaining walls and fence adjacent to the rear property line.



The proposed development looking northeast.

Proposed Traffic Impact from the Development.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

Proposed Storm Water from the Development.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.



Map showing location of drainage ways.

Public Input:

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. Stated concerns include:

- Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A);
- The potential for increased traffic on Lorton Avenue due to the proposed development.
- The potential for increased stormwater drainage along Lorton Avenue;
- Existing condition of stormwater drainage along Lorton Avenue;
- The existing roadway condition of Lorton Avenue and Fairhaven Road;
- The signal at the intersection of Lorton Avenue is not properly timed; and

At the June 19, 2018 Plan and Zoning Commission meeting several residents spoke in regards to the request. Stated concerns include:

- The encroachment of commercial development into the neighborhood and will monetarily devalue property;
- The potential for increased traffic on Lorton Avenue due and Fairhaven Avenue to the proposed development and the adjacent proposed development (Costco).
- The development being inconsistent with the long term plans for Davenport;
- The effect of the existing school bus stop at East 51st Street and Fairhaven Road if Fairhaven Road is partially vacated;
- The potential for increased stormwater drainage along Lorton Avenue; and
- That the projected traffic for Costco may be incorrect.

Homeowners' representative indicated that the clients he represents would withdraw their objection if the following conditions were added to the rezoning request:

- Vacate the area south of the intersection of East 53rd Street and Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter;
- Repaving the blacktop on Lorton Avenue and Fairhaven Road between East 53rd Street and East 36th Street;
- Install a 3-way stop sign at the intersection of East 51st Street and Lorton Avenue;
- Install speed bumps on Lorton Avenue between East 46th Street and East 53rd Street; and
- Disallow commercial trucks on Lorton Avenue and Fairhaven Road.

A written protest was provided from property owners at the following locations:

- 4728 Lorton Avenue
- 5115 Lorton Avenue – located within the 200 foot notification radius
- 4907 Lorton Avenue
- 5112 Lorton Avenue – located within the 200 foot notification radius
- 4921 Fairhaven Road
- 4711 Lorton Avenue
- 4718 Lorton Avenue

A written non protest was provided from property owners located at the following locations:

- 5220 Lorton Avenue – located within the 200 foot notification radius.

City's Response to Stated Concerns.

Concern #1:

Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A).

City's response:

The traffic impact analysis performed by Traffic Impact Group, LLC, indicates that the 2019 Full Build conditions for all intersections would maintain acceptable levels of service with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified to one left turn lane, one through lane, and a right-turn lane. Additionally, one of the left-turn lanes and the right-turn lane is recommended to extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

Concern #2:

Increased traffic on Lorton Avenue and Fairhaven Road caused by the proposed development, adjacent proposed development and the partial vacation of Fairhaven Road. It was suggested at the June 19, 2018 Plan and Zoning Commission Public Hearing that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and a cul-de-sac with a gate installed allowing only emergency vehicles to enter.

City's response:

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Fire Department has provided an official position that it does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. Furthermore, Davenport Fire Department has indicated that it has several concerns with vacating Lorton Avenue due to accessibility and response times.

Concern #3:

The potential for increased stormwater drainage along Lorton Avenue and Fairhaven Road.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. The 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow. Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.

Concern #4:

The existing condition stormwater drainage along Lorton Avenue. See photographs provided by adjacent homeowner.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. Therefore, this would not be exasperated by the proposed development. However, there appear to be opportunities to maintain infrastructure. At the June 14, 2018 neighborhood meeting, one homeowner indicated that the culvert under their driveway was blocked.

Concern #5:

The existing roadway condition of Lorton Avenue and Fairhaven Road.

City's response:

These roadways were built when the area was unincorporated, and therefore, not built to current City specifications. Nevertheless, this concern relates to maintenance of existing infrastructure.

Davenport Public Works measured traffic on Lorton Avenue and Fairhaven Avenue to better understand the number of vehicles traveling on the roadways and their traveling speed. Traffic was measured June 20-25, 2018. The results indicate that Lorton Avenue and Fairhaven Road carry only a small amount of traffic. Furthermore, the traffic impact studies projects that the 2019 full build out (includes the Costco development and the subject property fully developed) a small increase in traffic on Lorton Avenue.

Concern #6:

The signal at the intersection of Lorton Avenue is not properly timed.

City's response:

This concern relates to maintenance of existing infrastructure.

Concern #7:

The encroachment of commercial development into the neighborhood and will devalue property.

City's response:

It is staff's opinion that the development as proposed and rezoning conditions recommended by City staff adequately safeguard surrounding properties and would not monetarily devalue property.

Concern #8:

The development being inconsistent with the long term plans for Davenport.

City's response:

After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Concern #9:

That the projected traffic for Costco may be incorrect.

City's response:

The Costco traffic impact study was performed using professional traffic engineer standards. The traffic impact study was reviewed and accepted by the City traffic engineer.

Staff Recommendation:

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

Recommendation:

Staff recommends that the Plan and Zoning Commission forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III



Traffic Impact Study

E 53rd Street Commercial

Davenport, Iowa
WCT Investments

26 June 2018

TRAFFIC IMPACT
GROUP, LLC

1431 Opus Place, Suite 110
Downers Grove, IL 60515
312.343.2151

TRAFFIC IMPACT

GROUP, LLC

E. 53rd Street Commercial, Davenport, WCT Investments

TIG Project Number 18-IA03129-1



I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Iowa.



(Signature)

6/26/2018

(Date)

Printed Name: Scott P. Israelson, P.E., PTOE

License Number 20363

My license renewal date is December 31, 2018

Pages or sheets covered by this seal: All

Executive Summary

Project Description

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E 53rd Street which will align with the proposed Costco west driveway, and a right-in/right-out driveway to E 53rd Street.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

Trip Generation

The proposed combined developments are expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

Traffic Impacts

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

Analysis of 2019 Full Build conditions for all intersections indicated acceptable levels of service are maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

It is recommended that the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the single/double left-turn lanes, as proposed. This is a change to the preliminary design concept for WCT Commercial Development and the existing design for the Costco project.

For the 2039 Future condition, traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway. If the traffic on E. 53rd Street does not increase at the rate projected, this would provide added intersection capacity and allow additional green time to be assigned to lower level of service turning movements.

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I. Introduction

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The site is located on the south side of E. 53rd Street between Lorton Avenue and Fairhaven Road.

The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E. 53rd Street which will align with the proposed Costco west driveway. There will also be a right-in/right-out driveway to E. 53rd Street on the east side of the property. This right-in/right-out access will be located immediately across from the Costco east driveway, which is also right-in/right-out, and will replace Fairhaven Road which will no longer connect to E. 53rd Street. All Fairhaven Road traffic will reroute to the signalized intersection at E. 53rd Street & Lorton Avenue via E. 51st Street to Lorton Avenue.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

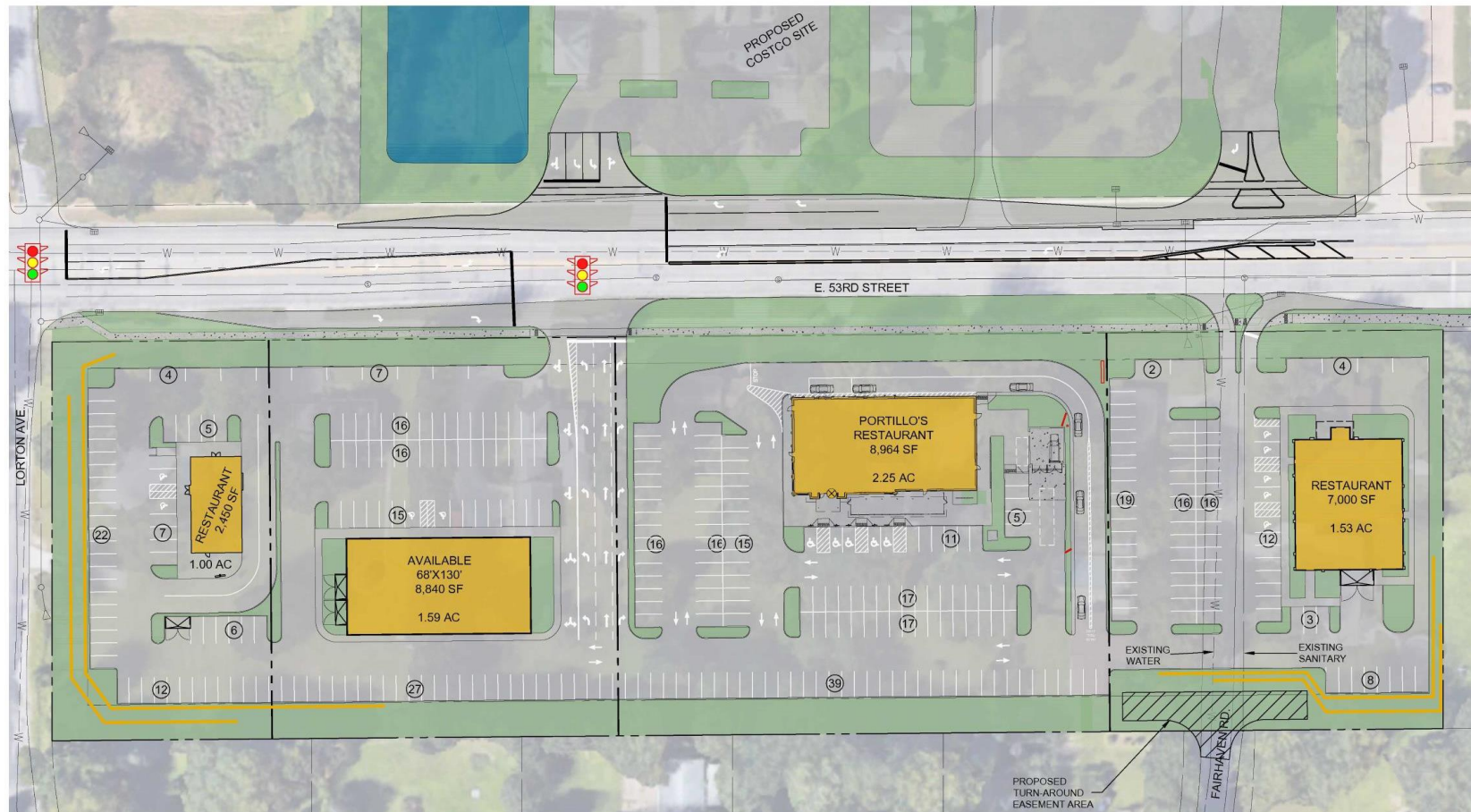
The study analyzed the following scenarios:

- Full Build 2019 Conditions
- Design Year 2039 Conditions

This study does not include an analysis of Existing Conditions or No-Build Conditions because the *Costco Traffic Impact Study* included those scenarios in its document.

The PM peak hour and Saturday peak hour were analyzed.

Figure 1 shows the most recent site plan. **Figure 2** shows the project vicinity map.



PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's

LEGEND

---	BOUNDARY LINE
---	SETBACK LINE
---	EASEMENT LINE
---	EXISTING PROPERTY LINE
---	EXISTING SANITARY SEWER
---	EXISTING STORM SEWER



SITE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA
E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-12-18	SITE PLAN
06-15-18	REVISIONS
06-26-18	REVISIONS

SITE PLAN

PROJECT NO. IA76-18-023

DATE 06-26-18

SHEET C-1

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



Site Plan

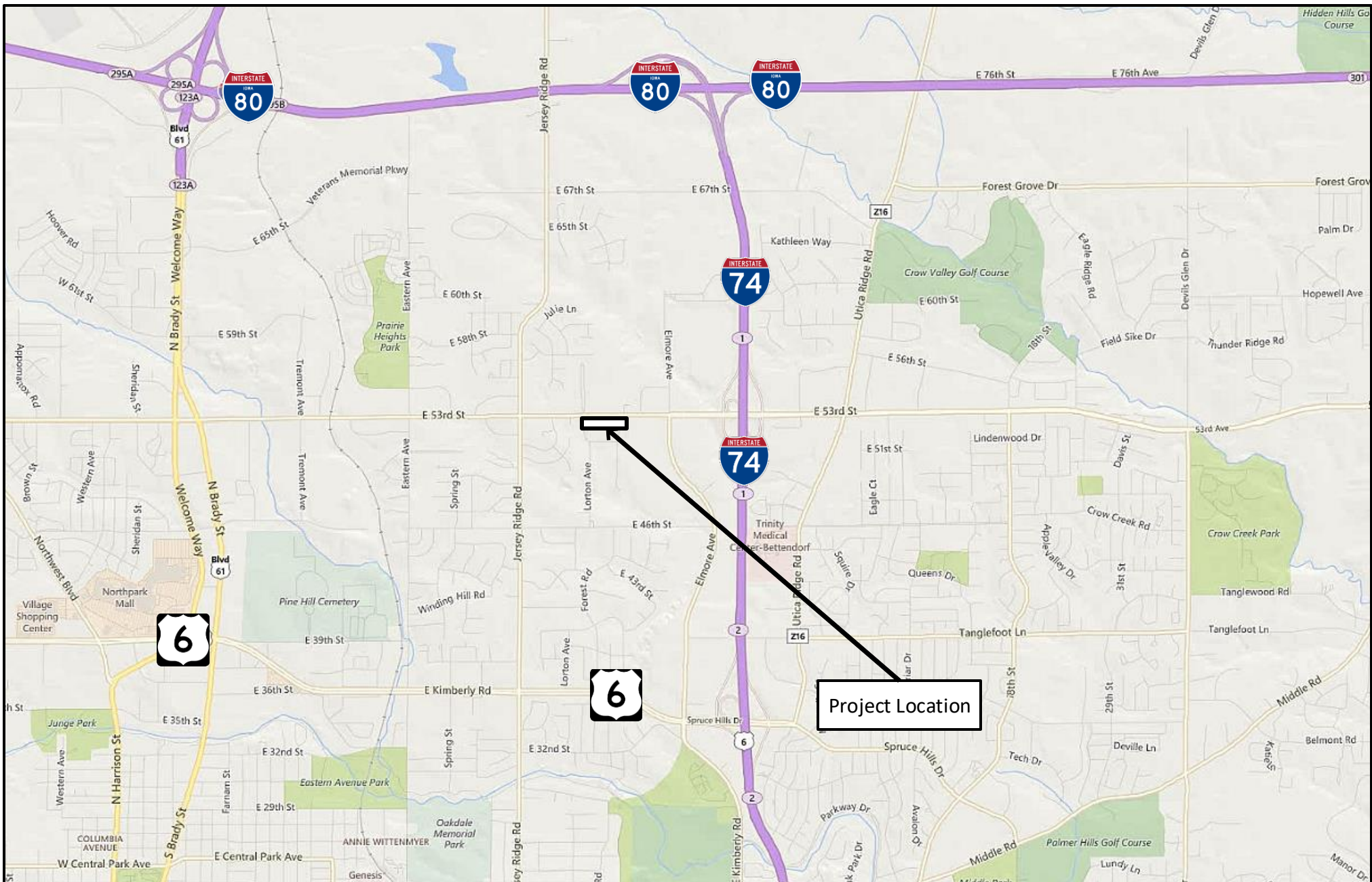
Figure 1

E 53rd Street Commercial - Davenport - WCT Investments

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GROUP, LLC



Vicinity Map

Project No: 18-IA03129-1

Figure 2

Date: 26 June 2018



E 53rd Street Commercial - Davenport - WCT Investments

II. Existing Conditions

A. EXISTING ROADWAY CONDITIONS

Table 2.1 presents a summary of the existing roadway conditions in the study area. **Figure 3** shows the roadways in the study area.

Table 2.1 - Existing Roadways				
Street Name	Functional Class	Typical Section	Posted Speed	AADT
E. 53rd Street	Minor Arterial	Four-lane undivided	45 mph	33,100
Elmore Avenue	Minor Arterial	Five-lane with two-way left-turn lane (TWLTL)	45 mph	17,100
Elmore Circle	Local street	Two-lane undivided	25 mph	n/a
Lorton Avenue	Local street	two-lane undivided	25 mph	n/a

The *Costco Traffic Impact Study* was completed in March 2017. This site is located immediately north of the E. 53rd Street Commercial development. This study includes trips from the Costco development to determine the cumulative impact of both developments.

B. EXISTING INTERSECTION GEOMETRY

E. 53rd Street & Lorton Avenue is a signalized intersection with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both have a left-turn lane, one through lane, and a shared through-right lane. The northbound approach consists of a single lane. The southbound approach has a left-turn lane and a shared through-right lane. The north leg of the intersection is a driveway for Jersey Meadows Apartments.

The Costco west driveway is proposed to be located approximately 450 feet east of Lorton Avenue. The *Costco Traffic Impact Study* recommended that the intersection operate under signalized control and recommended eastbound left-turn and westbound right-turn lanes on E. 53rd Street, with the southbound approach having dual left-turn lanes and a right-turn lane.

The West Access of the E. 53rd Street Commercial development will align with this signalized intersection.

E. 53rd Street & Fairhaven Avenue is an unsignalized intersection with stop control for northbound Fairhaven Avenue. The Costco east driveway is proposed to be aligned with Fairhaven Avenue. The *Costco Traffic Impact Study* recommended that both the east driveway and Fairhaven Avenue operate as right-in/right-out accesses.

The East Access of the E. 53rd Street Commercial development will align with this intersection. Fairhaven Avenue will be terminated and the right-of-way vacated, to a point south of the property, and all Fairhaven traffic will be rerouted to the E 53rd Street & Lorton Avenue intersection.

E. 53rd Street & Elmore Circle is signalized with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both consist of a left-turn lane, two through lanes, and a right-turn lane. The northbound and southbound approaches both have a left-turn lane and a shared through-right lane.

E. 53rd Street & Elmore Avenue is signalized with protected phasing for all left turns. All approaches have dual left-turn lanes. The eastbound approach has three through lanes, and a right-turn lane, the westbound approach has two through lanes with a shared through-right lane. The northbound and southbound approaches both have two through lanes and right-turn lanes. The northbound right-turn lane connects to an additional eastbound lane which provides free-flow conditions for this movement.

The geometric configuration of all intersections in the study area is shown in **Figure 3**.

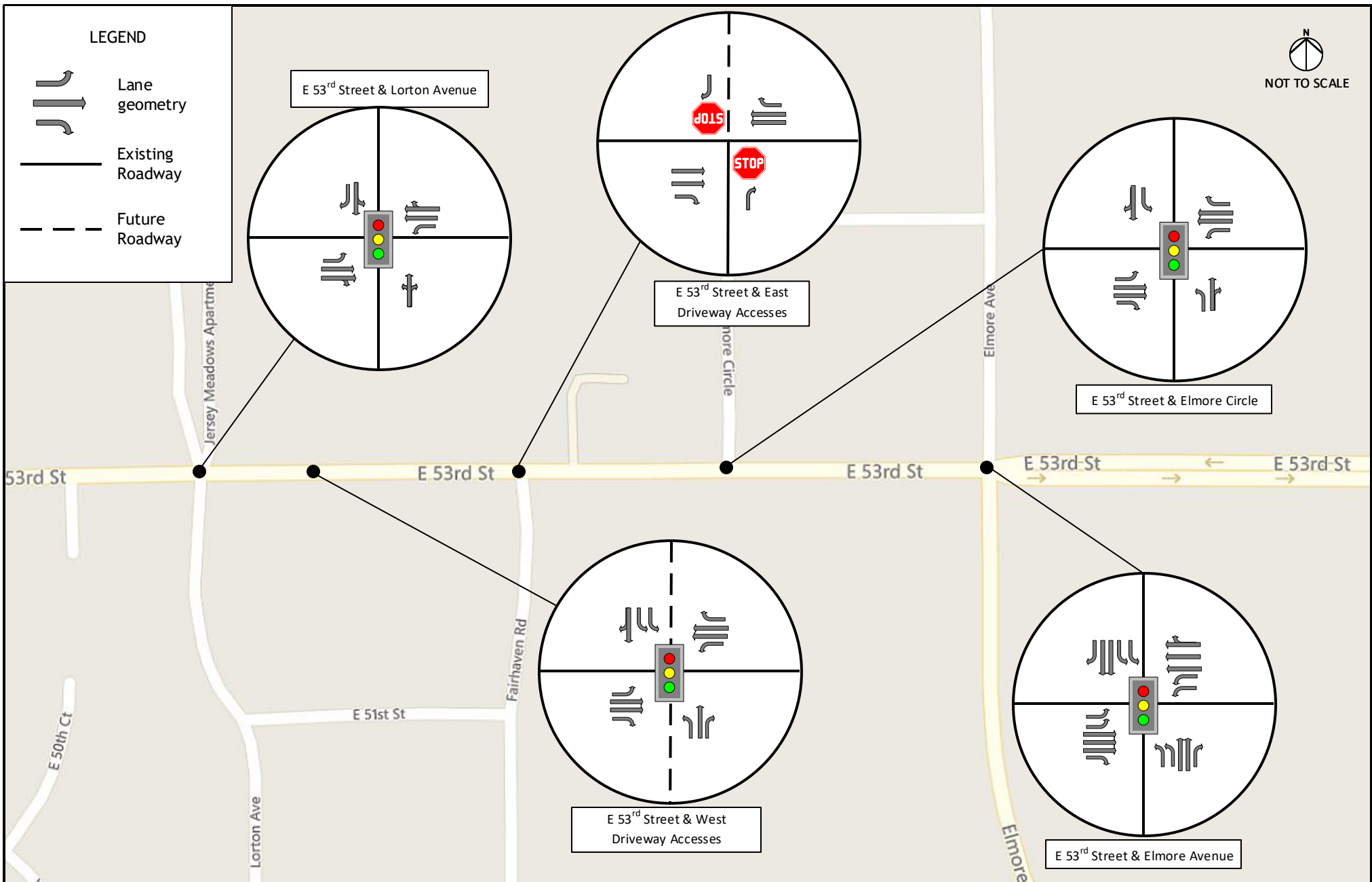
C. TRAFFIC VOLUMES

Traffic data collection for study area intersections was performed in February, 2017 as part of the *Costco Traffic Impact Study*. **Figure 4** displays existing 2018 traffic volumes from the that study. These volumes can be found in the Appendix.

Current Average Annual Daily Traffic (AADT) volumes were retrieved from the Iowa DOT Planning Office website.



Lorton Avenue - Looking South from E. 53rd Street



Study Area Roadways and Intersections

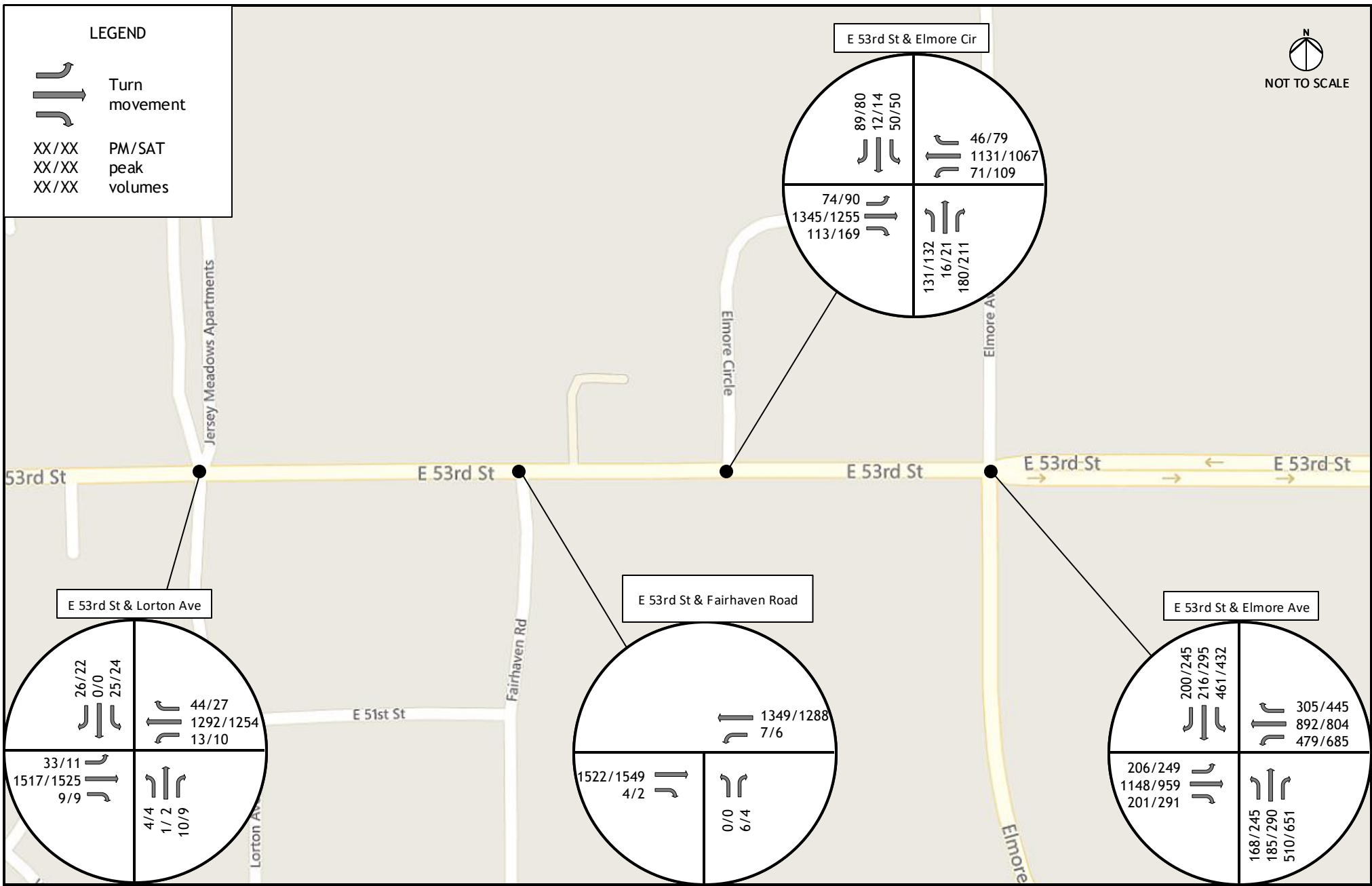
Project No: 18-IA03129-1

Figure 3

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E 53rd Street Commercial - Davenport - WCT Investments



Existing Traffic

Figure 4

E 53rd Street Commercial - Davenport - WCT Investments

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III. Methodology

A. BASE ASSUMPTIONS

Intersection capacity analysis was conducted using Synchro v10.0. Trip generation was calculated using the 10th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Signal timing was determined from the City of Davenport traffic engineering department.

B. BACKGROUND GROWTH

The *Costco Traffic Impact Study* assumed a background growth rate of 1.8% per year between 2017 and 2028 and 0.9% per year between 2028 and 2038.

C. TRIP GENERATION

The development is proposed to consist of a 2,450 SF fast food restaurant with drive-through, an 8,840 SF retail building, an 8,964 SF Portillo's, and a 7,000 SF quality restaurant.

The *ITE Trip Generation Manual, 10th Edition* was used to estimate the projected trips by this development.



Costco Construction Entrance

Table 3.1 contains a summary of the land uses and sizes used for trip generation estimates.

Table 3.1 - ITE Trip Generation							
Average Weekday Driveway Volumes				PM Peak Hour		SAT Peak Hour	
Land Use	ITE Code	Size		Enter	Exit	Enter	Exit
E. 53rd Street Commercial Site							
Shopping Center	820	8.8	Th.Sq.Ft. GLA	43	47	47	44
Quality Restaurant	931	7	Th.Sq.Ft. GFA	37	18	44	31
Fast Food Restaurant with Drive-Through Window (Portillo's)	934	8.9	Th.Sq.Ft. GFA	151	140	249	239
Fast Food Restaurant with Drive-Through Window	934	2.5	Th.Sq.Ft. GFA	43	39	70	67
Costco Site							
Discount Club	857	156	Th.Sq.Ft. GLA	327	326	488	507
Gas Station (70% reduction)	944	16	Vehicle Fueling Positions	34	34	31	31
Unadjusted Peak Hour Trips				635	604	929	919
Internal Capture Reduction - from NCHRP No 684							
Internal Capture Reduction		Shopping Center		-10	-9	-10	-7
		Quality Restaurant		-10	-7	-13	-13
		Portillo's		-44	-57	-72	-98
		Fast Food Restaurant with Drive-Through Window		-13	-16	-20	-27
		Discount Club		-70	-58	-128	-98
Driveway Peak Hour Trips				488	457	686	676
Pass-By/Diverted Link Reduction - from ITE Manual							
Pass-By/Diverted Link Reduction		Shopping Center		-12	-12	-10	-10
		Quality Restaurant		-8	-8	-11	-11
		Portillo's		-41	-41	-69	-69
		Fast Food Restaurant with Drive-Through Window		-13	-13	-22	-22
Total New Peak Hour Trips to Adjacent Network				414	383	574	564

Because of the proximity to the Costco site, there will be some driver interaction between the two developments that can be estimated as internal capture as shown in the table above.

Internal capture trip reduction is a method to estimate interaction between different uses within the same development. While each land use in a development generates vehicle trips, some people will visit more than one land use within the development. This phenomenon of multiple land uses adjacent to each other ultimately results in fewer vehicle trips to the external road network, and less impact, than free-standing retail, office, or residential areas. This reduction was calculated in accordance with the *NCHRP Report No. 684, Enhancing Internal Trip Capture for Mixed-use Development*.

In this study, internal capture trips between Costco and the E. 53rd Street Commercial development are not removed from the analysis, but rather will be counted as northbound and southbound through movements at the intersection of E. 53rd Street & the West Access Driveways.

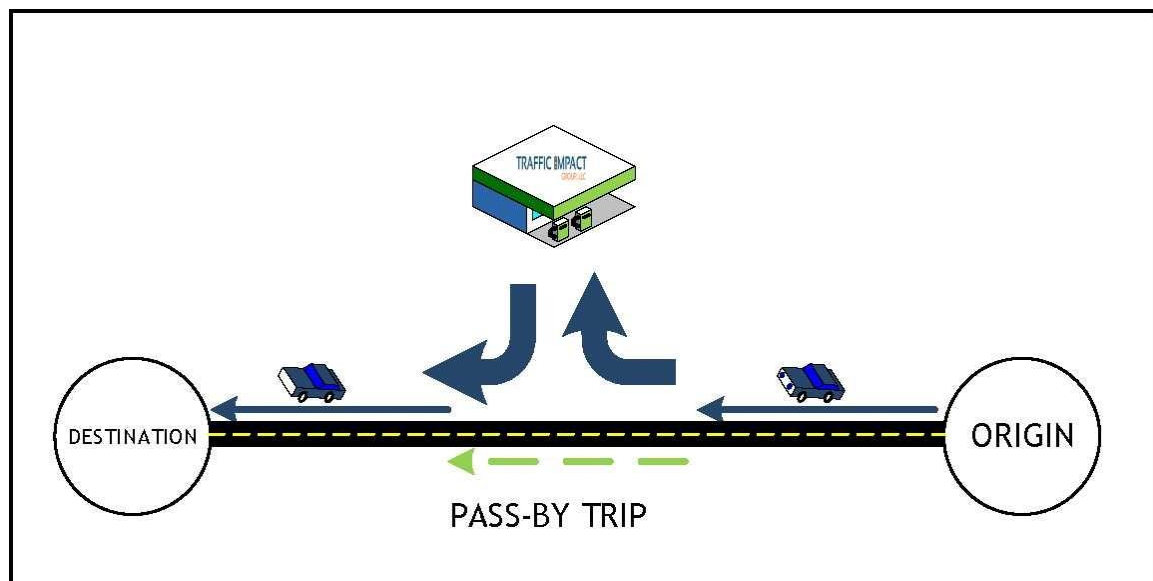
Pass-by reductions are included to account for the phenomenon where land uses such as convenience stores or other similar uses attract vehicles whose ultimate destination is elsewhere. These driveway turning movement trips replace what would otherwise be “through” movements, but do not contribute to “new trips” on the roadway network. This reduction was calculated in accordance with the *ITE Trip Generation Handbook, 3rd Edition*.

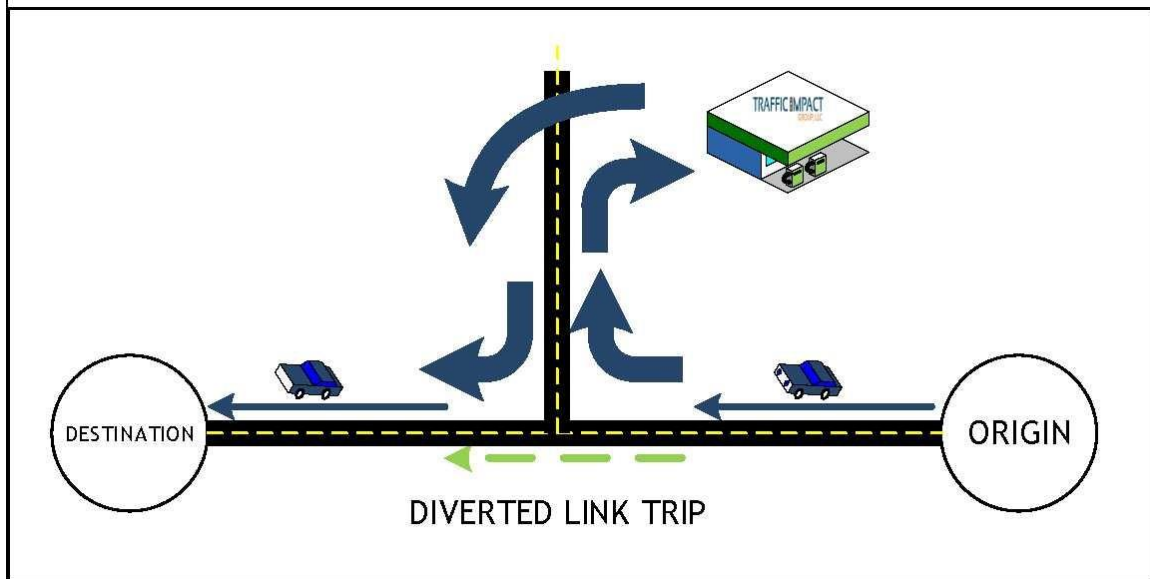
It should be noted that the *Costco Traffic Impact Study* did not apply pass-by trip reductions for the Costco site gas station, but assumed a 70% reduction for what it termed “linked trips”.

The percentages and directionality of pass-by and diverted link trips is based on the count data collected in the PM peak. Table 3.2 summarizes the calculation.

Table 3.2 - Pass-by/Diverted Link Trips							
Roadway	Direction	PM Volume	% of total PM	PM Pass-by Trips	SAT Volume	% of total Sat	SAT Pass-by Trips
E 53rd Street	EB Through	1495	53.0%	39	1522	54.6%	61
	WB Through	1325	47.0%	35	1265	45.4%	51

The following graphic illustrates how pass-by and diverted link trips affect traffic calculations at the project driveways and adjacent intersection.





Pass-by trips are shown in **Figure 5**.

In order to confirm the volume of traffic which will be generated by the Portillo's restaurant, site traffic generation was provided for four restaurants in the suburban Chicago, Illinois area. These included Arlington Heights, Elgin, New Lenox and Willowbrook. These counts were based on transaction data for seven consecutive days. This data indicated good correlation between the ITE *Trip General Manual* values used in this report in table 3.1 above and the actual counts provided. The highest of these counts from the Chicago stores are included in the Appendix.

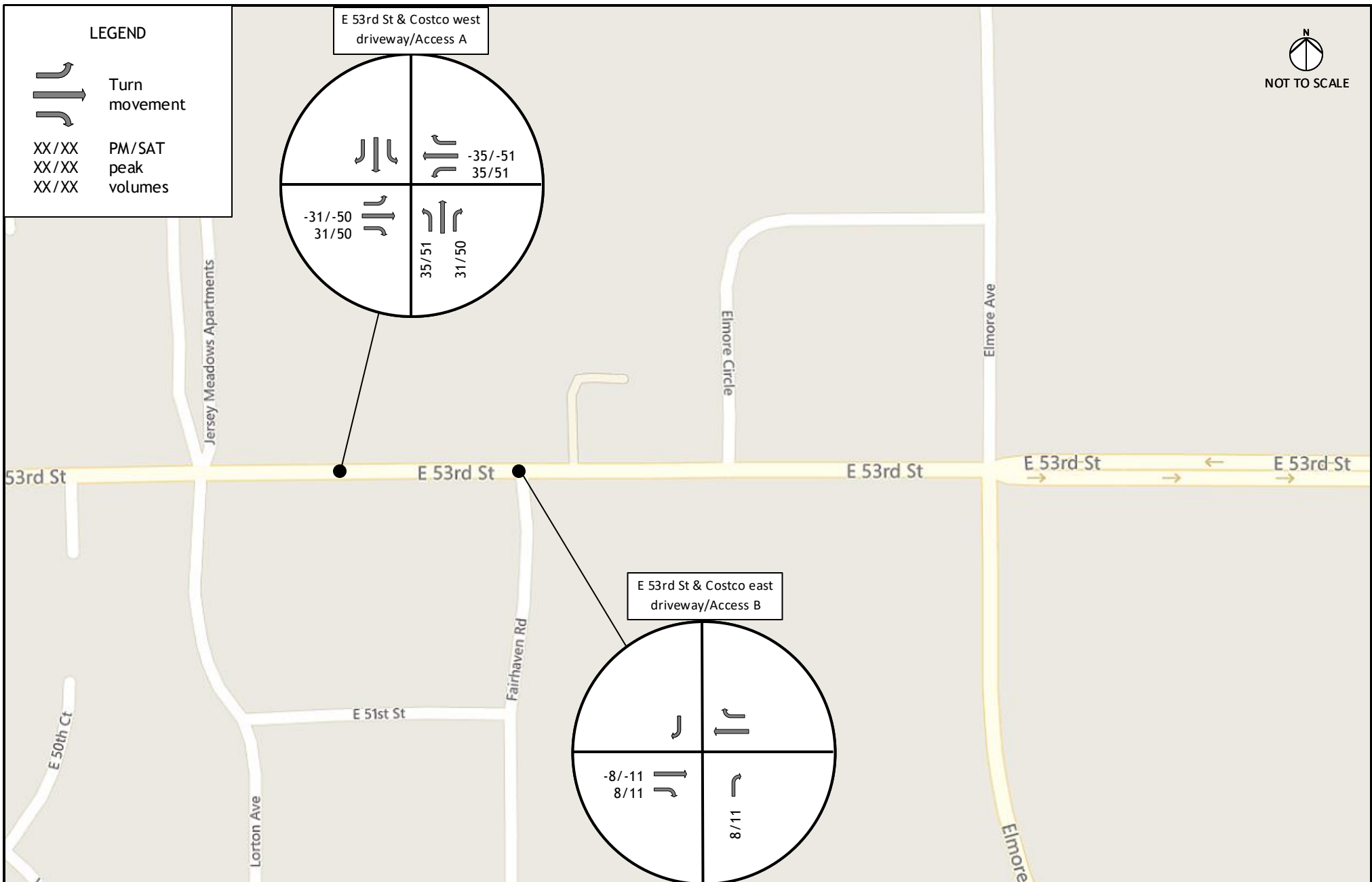
D. TRIP DISTRIBUTION

Trips for this proposed development were assigned to the surrounding roadway network based on the *Costco Traffic Impact Study*. The proposed trip distribution for this project can be found in **Figure 6**, and the projected site trips are shown in **Figure 7**.

Full Build 2019 volumes are shown in **Figure 8** and Future Year 2039 volumes are shown in **Figure 9**.

E. RECOMMENDED OR PROGRAMMED IMPROVEMENTS

The City of Davenport is currently constructing the last phase of the Veterans Memorial Parkway extension project, which is located north of this site at 67th Street. City staff believe this extension will reduce the volume of traffic on E. 53rd Street once it is completed.



Pass-By Trips

Project No: 18-IA03129-1

Figure 5

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E 53rd Street Commercial - Davenport - WCT Investments



Trip Distribution

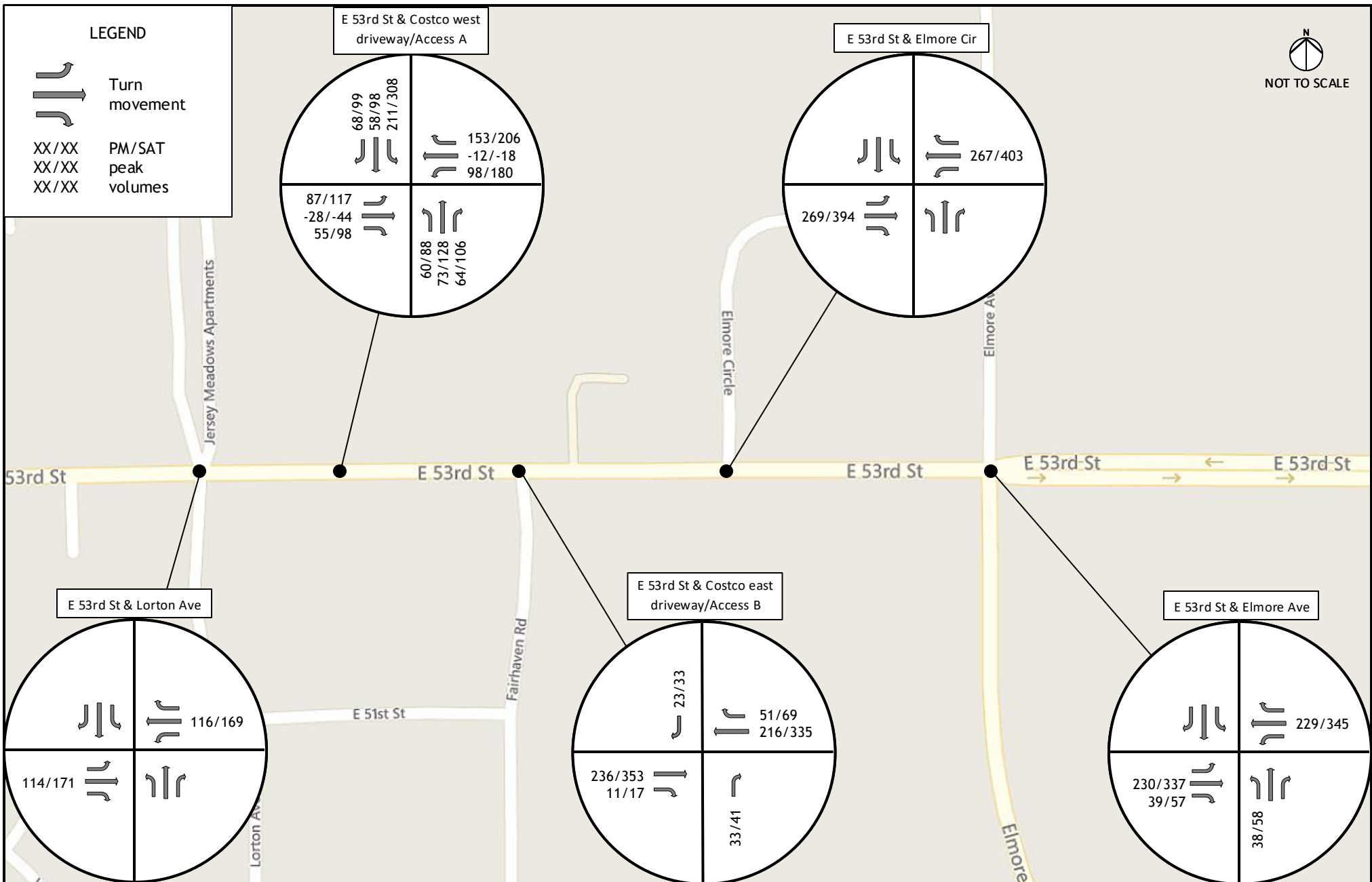
Project No: 18-IA03129-1

Figure 6

Date: 26 June 2018

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E 53rd Street Commercial - Davenport - WCT Investments



Site Trips

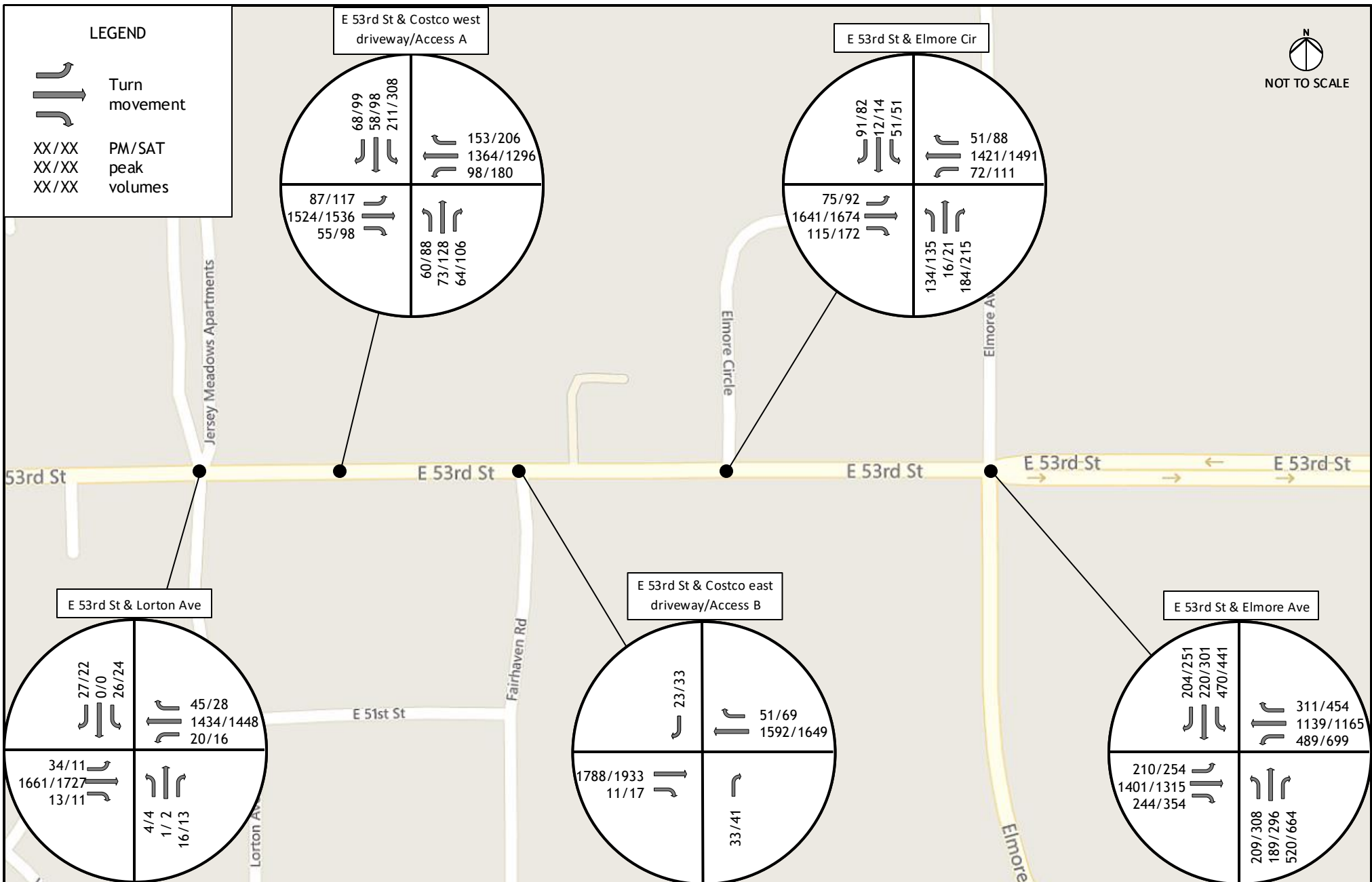
Figure 7

E 53rd Street Commercial - Davenport - WCT Investments

Project No: 18-IA03129-1

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Full Build 2019 Traffic

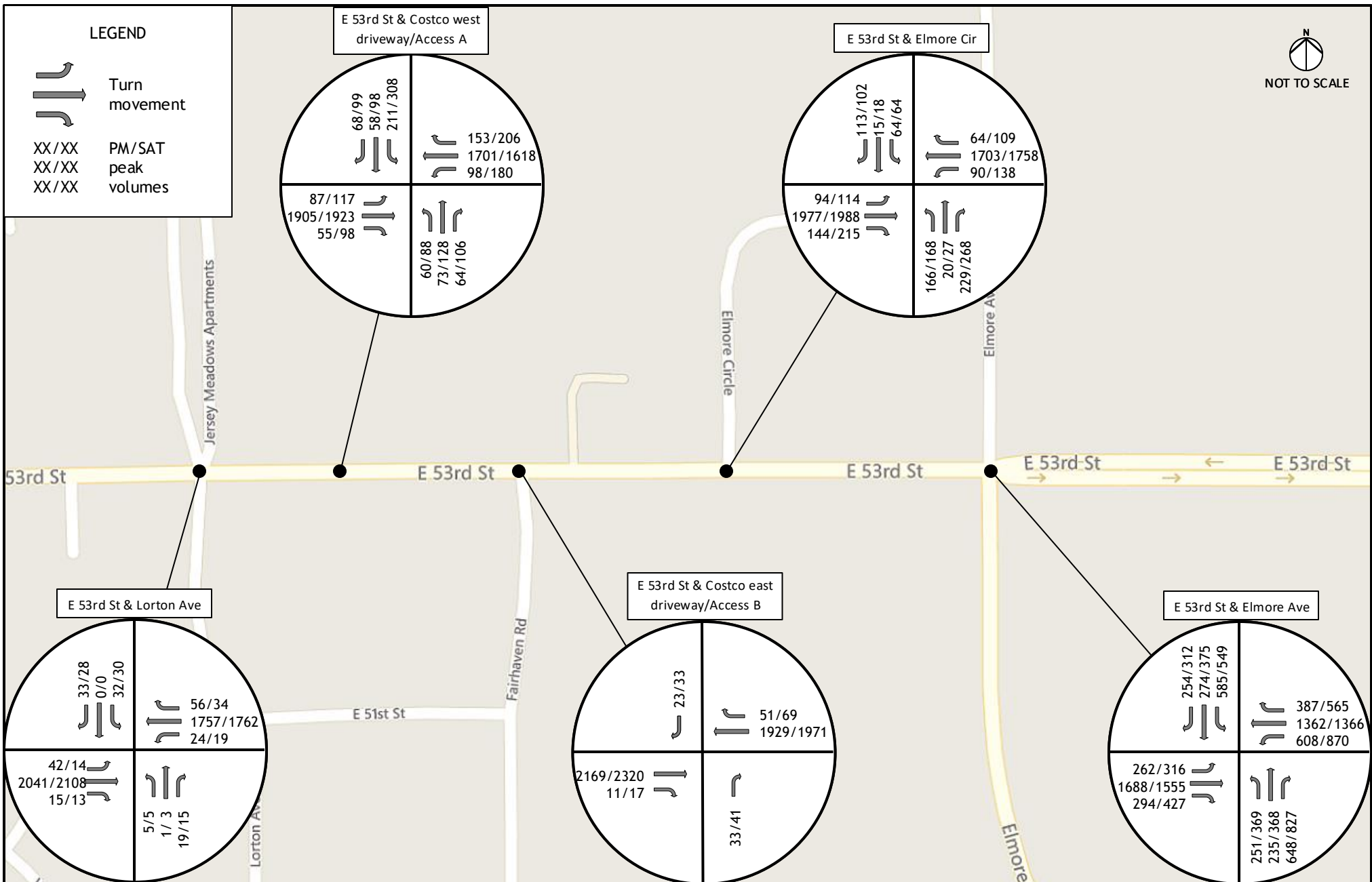
Project No: 18-IA03129-1

Figure 8

Date: 26 June 2018

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Future 2039 Traffic

Project No: 18-IA03129-1

Figure 9

Date: 26 June 2018

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E 53rd Street Commercial - Davenport - WCT Investments

IV. Capacity Analysis

The Transportation Research Board's Highway Capacity Manual (HCM) uses a term "level of service" (LOS) to measure how traffic operates in intersections. There are currently six levels of service ranging from A to F. Level of Service "A" represents the best conditions and Level of Service "F" represents the worst. Synchro software was used to determine the level of service for intersections in the study area. All worksheet reports from the analyses can be found in the Appendix.

Table 4.1 shows the control delay per vehicle associated with LOS A through F for signalized and unsignalized intersections.

Table 4.1 - Highway Capacity Manual Levels of Service and Control Delay			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay per Vehicle (sec)	Level of Service	Control Delay per Vehicle (sec)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

Full Build 2019 capacity analyses were performed using existing timing on 53rd Street with a 110 second cycle length. It is our understanding that signal coordination east to west on 53rd Street begins at Elmore Avenue, as the western most coordinated signal, and proceeds to the eastern intersections from there. Our analysis was run with the signal timing between Elmore Avenue and Lorton Avenue as actuated/coordinated, holding the 110 second cycle length and optimizing splits at each intersection, which will mimic operation today.

For the 2039 Future analysis, we calculated the optimum intersection timing offsets and optimum cycle length over the range from 50 seconds to 150 seconds. This analysis assumed a fully coordinated signal system from Lorton Avenue through Elmore Avenue. This resulted in a 120 second cycle length as optimum given intersection spacing and projected 2039 traffic volumes. It should be noted that future volumes include a 27% increase in existing on-street traffic volumes, with development volumes remaining the same as full-build conditions. Results at individual intersections are discussed below.

It is difficult to compare the results of this study with the Costco study on an individual approach basis. Differing assumptions in the analyses would result in varying levels of service, delays and queue lengths. Also, the West Access Driveway in the previous study was a tee intersection, which changes operational characteristics dramatically with the added fourth leg for this development.

A. LORTON AVENUE & E. 53RD STREET

Table 4.2 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.2 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	4.1	14'	A	3.3	6'
		TH	A	5.9	368'	A	6.4	364'
		RT						
	WB	LT	A	1.6	1'	A	0.8	0'
		TH	A	1.7	37'	A	0.8	12'
		RT						
	NB	LT	C	29.6	30'	C	32.1	29'
		TH						
		RT						
	SB	LT	A	4.0	0'	A	3.5	0'
		TH						
		RT						
	OVERALL			A (4.1)			A (4.0)	

Table 4.3 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.3 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	6.3	15'	A	3.4	7'
		TH	A	9.2	564'	B	10.4	580'
		RT						
	WB	LT	A	1.8	0'	A	1.7	1'
		TH	A	1.4	10'	A	1.2	55'
		RT						
	NB	LT	C	33.7	35'	D	36.0	34'
		TH						
		RT						
	SB	LT	A	9.9	17'	A	7.0	8'
		TH						
		RT						
	OVERALL			A (5.8)			A (6.4)	

Analysis shows that acceptable levels of service are maintained on all approaches for 2019 Full Build and 2039 Future conditions. No improvements are recommended at this location.

B. E. 53RD STREET & WEST ACCESS DRIVEWAYS

The West Access of the development is proposed to align with the Costco West Access at a signalized intersection. This access is proposed to have a northbound left-turn lane, one through lane, and a right-turn lane.

Table 4.4 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.4 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
West Access Driveways & E. 53 rd Street	EB	LT	C	31.0	65'	C	28.1	77'
		TH	B	18.0	196'	C	31.0	700'
		RT	A	0.1	0'	A	0.9	5'
	WB	LT	C	26.8	61'	D	55.8	211'
		TH	A	7.3	173'	B	12.9	325'
		RT	A	1.0	5'	A	1.7	8'
	NB	LT	E	55.1	89'	E	56.5	59'
		TH	E	56.7	104'	E	72.5	192'
		RT	A	1.8	0'	A	5.4	16'
	SB	LT	E	62.8	134'	E	65.7	190'
		TH	D	50.6	87'	E	56.0	127'
		RT	A	1.5	0'	A	4.0	10'
	OVERALL		B (17.5)			C (28.0)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. The eastbound through movement 95th percentile queue length is projected to extend past the Lorton Avenue intersection. This occurs due to the 428 ft. intersection spacing and the low volume of traffic on Lorton Avenue. This results in a 20 second difference in allotted green time on E. 53rd Street. Signal timing may need to be adjusted to stop traffic at Lorton to match the green time at the West Access Driveways. No improvements are recommended at this location.

Table 4.5 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.5 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
West Access Driveways & E. 53 rd Street	EB	LT	D	43.6	52'	E	58.9	95'
		TH	C	23.9	506'	E	61.4	1029'
		RT	A	0.1	0'	A	0.9	1'
	WB	LT	D	45.9	50'	F	88.4	210'
		TH	A	7.9	227'	B	10.2	347'
		RT	A	0.6	1'	A	0.9	8'
	NB	LT	E	62.2	96'	E	69.4	148'
		TH	E	64.1	112'	F	100.3	229'
		RT	A	2.2	0'	A	7.8	27'
	SB	LT	E	74.3	153'	F	95.0	229'
		TH	E	56.4	94'	E	66.7	141'
		RT	A	1.8	0'	A	6.0	20'
OVERALL			C (20.9)			D (43.0)		

Analysis shows that acceptable overall levels of service are maintained on all approaches for the 2039 Future calculation. The eastbound through movement queue length is forecast to increase, making the likelihood of Lorton Avenue intersection blockages more frequent. Signal timing modifications to match green times on E. 53rd Street between the West Access Driveways and Lorton Avenue would alleviate this blockage.

The 90 second green time for the E. 53rd Street through and left phases are the primary cause of the Saturday LOS F on individual movements shown above due to the inherent delay waiting for the side street green. The LOS F movements volume to capacity ratios are between 0.88 and 1.0. Increased Saturday turning volumes are also evident in the results for these specific movements. Traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway which would provide added intersection capacity and allow additional green time to be assigned to these movements.

It is recommended to construct the northbound, West Access with dual left-turn lanes, one through lane, and a right-turn lane. One of the left-turn lanes and the right-turn lane should extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

It is also recommended to revise the construction plans for Costco and provide a separate right-turn lane, through lane, double left-turn lane configuration for the southbound approach. This configuration will operate more efficiently, if the change can be accomplished economically.

C. E. 53RD STREET & EAST ACCESS DRIVEWAYS

Table 4.6 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.6 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	C	22.6	13'	C	23.7	18'
	SB	RT	C	18.5	8'	C	19.5	10'

Table 4.7 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.7 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	D	28.6	18'	D	32.8	23'
	SB	RT	C	23.2	10'	C	24.5	15'

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. No improvements are recommended at this location.

D. E. 53RD STREET & ELMORE CIRCLE

Table 4.8 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.8 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	A	9.1	10'	A	5.2	9'	
		TH	A	4.6	210'	A	3.1	143'	
		RT	A	0.5	3'	A	0.4	4'	
	WB	LT	C	35.0	54'	D	38.4	75'	
		TH	C	22.2	644'	A	3.7	103'	
		RT	A	2.4	10'	A	0.1	1'	
	NB	LT	E	69.4	165'	E	65.2	154'	
		TH	C	28.8	145'	C	22.2	125'	
		RT							
	SB	LT	E	61.0	78'	F	97.1	91'	
		TH	B	12.5	56'	B	13.9	54'	
		RT							
	OVERALL			B (16.0)			A (8.5)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.9 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.9 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	C	25.7	32'	C	20.6	22'	
		TH	A	8.9	241'	A	6.6	209'	
		RT	A	0.4	2'	A	0.5	4'	
	WB	LT	D	45.9	61'	D	49.3	80'	
		TH	A	6.5	114'	A	5.1	202'	
		RT	A	0.2	0'	A	0.1	0'	
	NB	LT	F	93.7	270'	E	79.8	229'	
		TH	D	45.4	239'	D	43.8	241'	
		RT							
	SB	LT	F	98.7	136'	F	179.6	143'	
		TH	B	13.3	70'	B	13.1	63'	
		RT							
	OVERALL			B (15.0)			B (14.2)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2039 Future design period. Increased Saturday turning volumes do create some increasing delays and pushes the overall intersection utilization above 100%. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.

E. E. 53RD STREET & ELMORE AVENUE

Table 4.10 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.10 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Elmore Avenue & E. 53 rd Street	EB	LT	D	48.8	104'	D	37.3	124'
		TH	C	31.1	356'	C	21.9	332'
		RT	A	4.6	86'	B	10.2	174'
	WB	LT	E	55.2	242'	E	55.4	338'
		TH	C	25.6	361'	C	25.7	380'
		RT						
	NB	LT	D	45.3	115'	E	56.7	180'
		TH	E	56.8	112'	E	63.0	171'
		RT	A	0.6	0'	A	0.8	0'
	SB	LT	D	54.3	232'	E	62.0	237'
		TH	D	50.9	120'	D	51.3	151'
		RT	B	12.3	67'	B	14.8	93'
	OVERALL		C (31.9)			C (31.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.11 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.11 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Avenue & E. 53 rd Street	EB	LT	D	50.5	122'	D	47.9	143'	
		TH	C	29.5	526'	C	34.2	519'	
		RT	A	4.9	47'	A	9.8	137'	
	WB	LT	E	75.4	375'	E	76.6	492'	
		TH	C	28.6	481'	C	30.9	521'	
		RT							
	NB	LT	D	54.3	164'	E	63.4	214'	
		TH	E	77.5	172'	F	111.2	264'	
		RT	A	0.8	0'	A	1.2	0'	
	SB	LT	E	77.6	366'	F	91.8	345'	
		TH	E	55.3	155'	E	71.2	233'	
		RT	C	27.2	149'	C	34.0	219'	
	OVERALL			D (38.0)			D (44.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. Significant turning volumes are projected at this intersection for the 2039 future conditions. Westbound and Southbound left turns are projected to be 550 up to 800 vehicles. These volumes require considerable amounts of intersection capacity, even utilizing double left-turn lanes. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.



E. 53rd Street - Looking East at Elmore Avenue

V. Summary and Conclusion

This study serves as an analysis of the traffic impacts from the E. 53rd Street Commercial Development in Davenport, Iowa.

This analysis incorporates the trips from the Costco Development, which is located directly north of this property across E. 53rd Street, and examines the cumulative impacts of the two developments.

The proposed development combination is expected to generate 414 entering and 383 exiting trips in the PM weekday peak hour, and 574 entering and 564 exiting trips in the Saturday, mid-day peak hour. This analysis also included pass-by/diverted link trip reductions and internal capture trips between the two projects.

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build scenario. Levels of service, seconds of delay and queue lengths are increasing over the 20-year design period. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. This would result in the ability to adjust traffic signal timing to improve side street and development access capacities due to less demand on E. 53rd Street.

Recommended improvements for the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the double left-turn lanes previously proposed.

Appendix

Background Information

Traffic Volumes

Trip Generation

Trip Distribution

Capacity Analysis

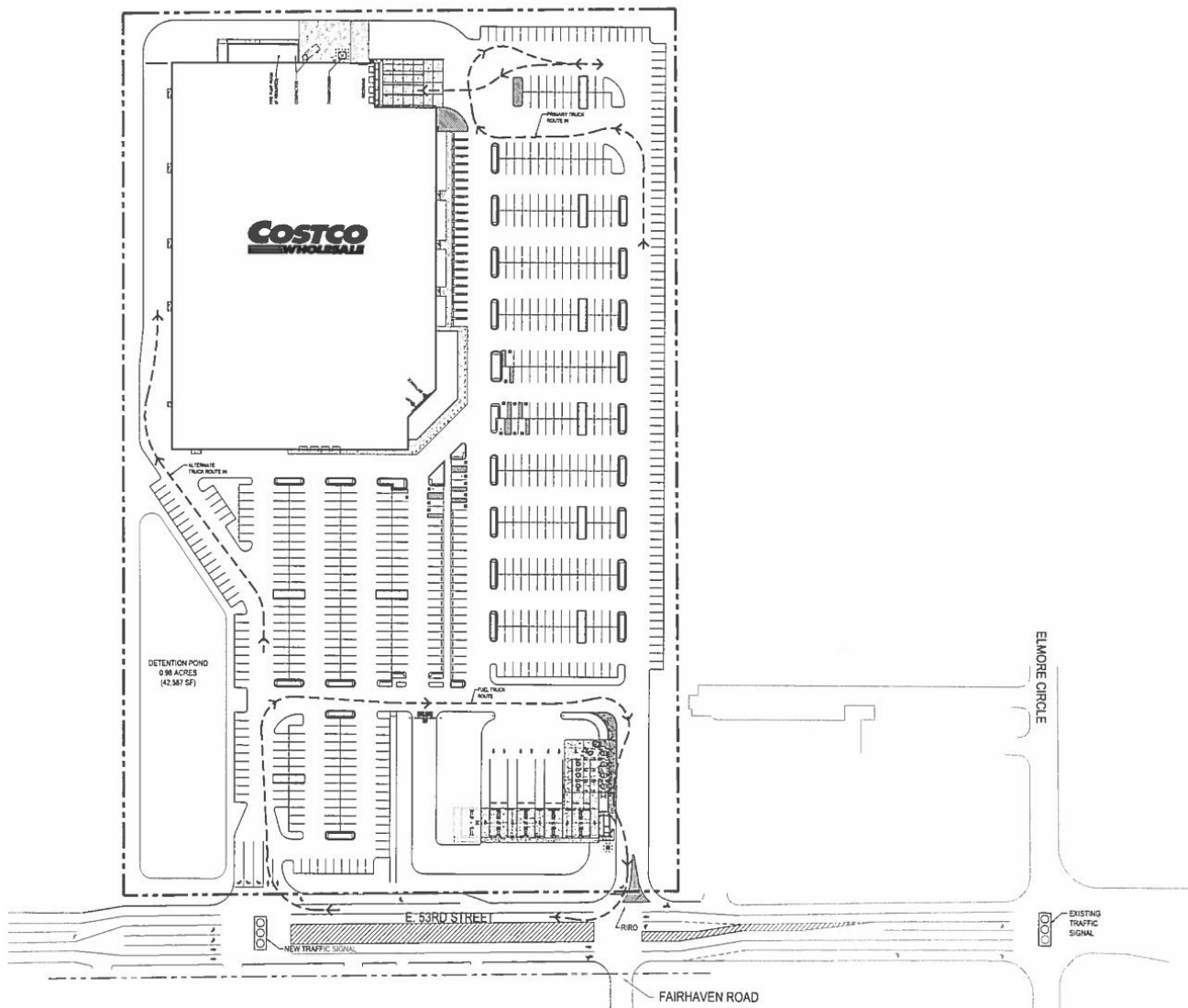
BACKGROUND INFORMATION

Project Description

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

A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



TRAFFIC VOLUMES

Existing and Projected Volumes

(1) 53rd Street & Lorton Avenue/Jersey Meadows Apartments - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Jersey Meadows Apartments			53rd Street			Lorton Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	3	1	2	6	213	1	0	0	5	4	329	2	566
	12:15 - 12:30 PM	5	0	8	4	313	3	1	1	4	4	282	0	625
	12:30 - 12:45 PM	0	0	4	1	304	5	1	0	2	4	267	1	589
	12:45 - 1:00 PM	2	0	1	3	302	1	2	0	2	3	288	1	605
	Existing 2017 Volume	10	1	15	14	1132	10	4	1	13	15	1166	4	2385
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	10	1	15	14	1152	10	4	1	13	15	1187	4	2428
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	12	1	18	17	1377	12	5	1	16	18	1419	5	2902
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	13	1	20	19	1507	13	5	1	17	20	1552	5	3174	
Percent Heavy Vehicle	0%	0%	7%	7%	2%	10%	0%	0%	0%	0%	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM	3	0	4	5	309	5	2	0	4	8	387	5	732
	5:00 - 5:15 PM	4	0	10	2	374	18	1	1	5	8	377	3	803
	5:15 - 5:30 PM	8	0	7	4	279	11	0	0	1	9	359	1	679
	5:30 - 5:45 PM	10	0	5	2	307	9	1	0	0	7	367	0	708
	Existing 2017 Volume	25	0	26	13	1269	43	4	1	10	32	1490	9	2922
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	25	0	26	13	1292	44	4	1	10	33	1517	9	2975
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	30	0	32	16	1544	52	5	1	12	39	1813	11	3556
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	33	0	35	17	1689	57	5	1	13	43	1983	12	3889
	Percent Heavy Vehicle	0%	#DIV/0!	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	-

0.91

Saturday	12:00 - 12:15 PM	4	0	2	4	283	4	1	1	2	1	382	2	686
	12:15 - 12:30 PM	6	0	5	2	298	9	1	0	1	3	386	2	713
	12:30 - 12:45 PM	8	0	6	3	351	11	0	0	4	1	379	3	766
	12:45 - 1:00 PM	6	0	9	1	300	3	2	1	2	6	351	2	683
	Existing 2017 Volume	24	0	22	10	1232	27	4	2	9	11	1498	9	2848
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	24	0	22	10	1254	27	4	2	9	11	1525	9	2899
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	29	0	27	12	1499	33	5	2	11	13	1823	11	3465
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	32	0	29	13	1640	36	5	3	12	15	1994	12	3790
	Percent Heavy Vehicle	0%	#DIV/0!	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	-

0.93

Existing and Projected Volumes

(3) 53rd Street & Fairhaven Road - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		NA			53rd Street			Fairhaven Road			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM				1	212		0		1		334	1	549
	12:15 - 12:30 PM				1	304		1		3		304	2	615
	12:30 - 12:45 PM				1	310		0		1		274	0	586
	12:45 - 1:00 PM				0	296		0		1		279	0	576
	Existing 2017 Volume	0	0	0	3	1122	0	1	0	6	0	1191	3	2326
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	3	1142	0	1	0	6	0	1212	3	2368
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	4	1365	0	1	0	7	0	1449	4	2830
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	0	0	0	4	1493	0	1	0	8	0	1585	4	3096	
Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM				0	313		0		0		396	1	710
	5:00 - 5:15 PM				4	396		0		3		357	1	761
	5:15 - 5:30 PM				0	297		0		1		376	0	674
	5:30 - 5:45 PM				3	319		0		2		366	2	692
	Existing 2017 Volume	0	0	0	7	1325	0	0	0	6	0	1495	4	2837
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	7	1349	0	0	0	6	0	1522	4	2888
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	9	1612	0	0	0	7	0	1819	5	3452
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	9	1763	0	0	0	8	0	1990	5	3776
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.93

Saturday	12:00 - 12:15 PM				1	289		0		2		378	0	670
	12:15 - 12:30 PM				3	326		0		1		398	1	729
	12:30 - 12:45 PM				0	350		0		0		383	1	734
	12:45 - 1:00 PM				2	300		0		1		363	0	666
	Existing 2017 Volume	0	0	0	6	1265	0	0	0	4	0	1522	2	2799
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	6	1288	0	0	0	4	0	1549	2	2849
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	7	1539	0	0	0	5	0	1852	2	3406
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	8	1684	0	0	0	5	0	2026	3	3725
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.95

Existing and Projected Volumes

(4) 53rd Street & Elmore Circle - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Circle			53rd Street			Elmore Circle			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	2	4	30	1	152	27	11	2	52	2	231	73	587
	12:15 - 12:30 PM	11	4	29	22	250	11	49	8	48	16	256	42	746
	12:30 - 12:45 PM	12	4	19	24	249	17	45	5	46	20	211	37	689
	12:45 - 1:00 PM	14	5	18	15	264	3	38	5	51	17	238	34	702
	Existing 2017 Volume	39	17	96	62	915	58	143	20	197	55	936	186	2724
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	40	17	98	63	931	59	146	20	201	56	953	189	2773
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	47	21	117	75	1113	71	174	24	240	67	1139	226	3315
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	52	23	128	83	1218	77	190	27	262	73	1246	248	3625	
Percent Heavy Vehicle	5%	0%	1%	2%	2%	0%	1%	0%	2%	5%	2%	1%	-	

0.91

Weekday	4:45 - 5:00 PM	8	2	15	12	269	10	28	3	50	23	333	33	786
	5:00 - 5:15 PM	22	4	29	18	346	6	23	4	44	11	334	29	870
	5:15 - 5:30 PM	12	4	28	20	254	11	22	6	43	19	339	23	781
	5:30 - 5:45 PM	7	2	15	20	242	18	56	3	40	20	315	26	764
	Existing 2017 Volume	49	12	87	70	1111	45	129	16	177	73	1321	111	3201
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	12	89	71	1131	46	131	16	180	74	1345	113	3259
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	15	106	85	1352	55	157	19	215	89	1607	135	3895
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	16	116	93	1479	60	172	21	236	97	1758	148	4260
	Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	-

0.92

Saturday	12:00 - 12:15 PM	7	5	20	32	258	22	27	7	47	19	313	49	806
	12:15 - 12:30 PM	14	3	16	21	246	22	37	7	69	25	314	43	817
	12:30 - 12:45 PM	14	3	22	33	289	14	30	2	42	30	295	36	810
	12:45 - 1:00 PM	14	3	21	21	255	20	36	5	49	14	311	38	787
	Existing 2017 Volume	49	14	79	107	1048	78	130	21	207	88	1233	166	3220
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	14	80	109	1067	79	132	21	211	90	1255	169	3278
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	17	96	130	1275	95	158	26	252	107	1500	202	3918
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	19	105	142	1395	104	173	28	275	117	1641	221	4285
	Percent Heavy Vehicle	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	-

0.99

Existing and Projected Volumes

(5) 53rd Street & Elmore Avenue - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Avenue			53rd Street			Elmore Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	101	71	36	119	107	86	40	55	132	54	193	45	1039
	12:15 - 12:30 PM	83	55	37	148	186	79	45	62	125	56	212	49	1137
	12:30 - 12:45 PM	92	69	50	137	199	84	47	58	115	37	179	45	1112
	12:45 - 1:00 PM	99	60	47	125	182	76	41	51	108	49	201	38	1077
	Existing 2017 Volume	375	255	170	529	674	325	173	226	480	196	785	177	4365
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	382	260	173	539	686	331	176	230	489	200	799	180	4444
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	456	310	207	644	820	395	211	275	584	238	955	215	5311
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	499	339	226	704	897	433	230	301	639	261	1045	236	5809	
Percent Heavy Vehicle	1%	1%	2%	1%	1%	2%	1%	1%	1%	1%	2%	0%	-	

0.96

Weekday	4:45 - 5:00 PM	105	50	49	134	214	86	37	50	112	56	282	43	1218
	5:00 - 5:15 PM	129	58	69	113	255	69	41	39	141	55	290	44	1303
	5:15 - 5:30 PM	114	47	33	109	204	79	49	51	122	56	288	55	1207
	5:30 - 5:45 PM	105	57	45	115	203	66	38	42	126	35	268	55	1155
	Existing 2017 Volume	453	212	196	471	876	300	165	182	501	202	1128	197	4883
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	461	216	200	479	892	305	168	185	510	206	1148	201	4971
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	551	258	238	573	1066	365	201	221	610	246	1373	240	5942
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	603	282	261	627	1166	399	220	242	667	269	1501	262	6499
	Percent Heavy Vehicle	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	-

0.94

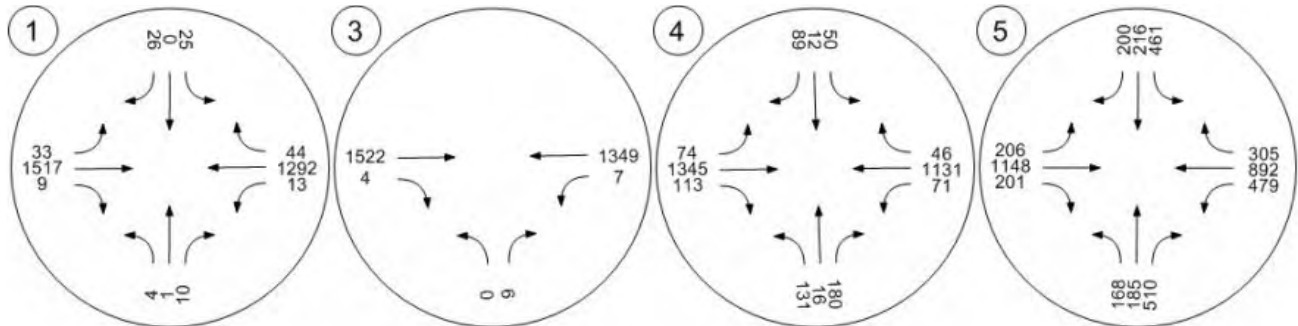
Saturday	12:00 - 12:15 PM	109	71	56	155	214	114	58	65	149	59	233	65	1348
	12:15 - 12:30 PM	87	74	47	182	205	111	54	70	145	62	263	70	1370
	12:30 - 12:45 PM	104	74	79	181	195	94	62	80	166	62	222	73	1392
	12:45 - 1:00 PM	124	71	60	155	176	118	67	70	179	62	224	78	1384
	Existing 2017 Volume	424	290	242	673	790	437	241	285	639	245	942	286	5494
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	432	295	246	685	804	445	245	290	651	249	959	291	5593
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	516	353	294	819	961	532	293	347	778	298	1146	348	6685
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	564	386	322	896	1051	582	321	379	850	326	1254	381	7312
	Percent Heavy Vehicle	1%	1%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	-

0.99

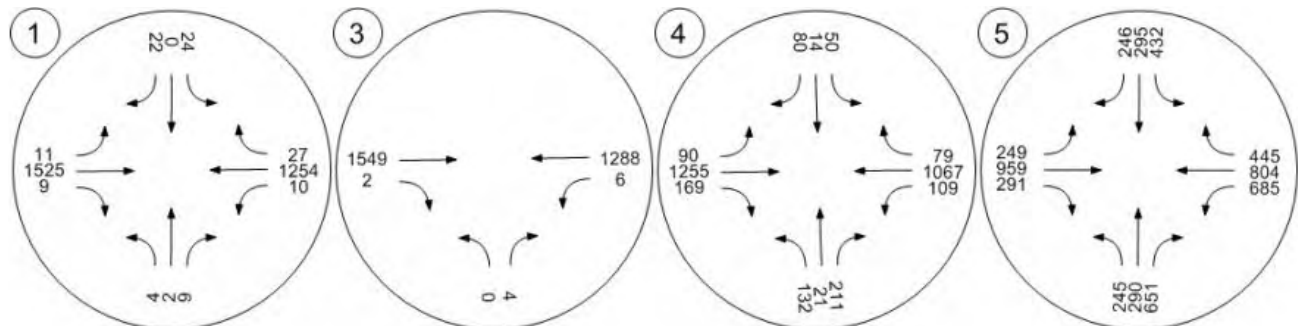
Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:



Projected 2018 Saturday Midday Peak Hour No Build Volumes:



TRIP GENERATION

PERIOD SETTING

DATA PROVIDER

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: PM Peak

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Weekday, Peak Hour	Best Fit (LOG) $\ln(T) = 0.74\ln(X) + 2.89$	43
944 - Gasoline/Service Station	Vehicle Fueling Position	16	General Urban/Suburban	Weekday, Peak Hour	Average 14.03	112
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Weekday, Peak Hour	Average 4.18	327
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	151
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Weekday, Peak Hour	Average 7.8	37

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reduction is applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click Add Notes above.

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJUSTED EXIT
820 - Shopping Center	0 %	43	0 %	43
944 - Gasoline/Service Station	70 %	34	70 %	34
857 - Discount Club	0 %	327	0 %	327
934 - Fast-Food Restaurant with Drive-Through Window	0 %	43	0 %	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	151	0 %	151
931 - Quality Restaurant	0 %	37	0 %	37

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. The table below displays the total number of trips that have been reduced from a particular Land Use. The total number of Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the previous section. To record any notes, click the icon above. For recommended values see the [ITE Handbook](#) or [Table 684](#).

820 - Shopping Center				944 - Gasoline/Service Station			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Discount Club			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window			
Exit	47	Demand Exit:	6 % (3)	Balanced:	2	Demand Entry:	4 % (2)
Entry	43	Demand Entry:	10 % (4)	Balanced:	2	Demand Exit:	5 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window - 1			
Exit	47	Demand Exit:	20 % (9)	Balanced:	6	Demand Entry:	4 % (6)
Entry	43	Demand Entry:	34 % (15)	Balanced:	7	Demand Exit:	5 % (7)

820 - Shopping Center

Exit 47 Demand Exit: % (2)
 Entry 43 Demand Entry: % (3)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)
 Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)
 Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)
 Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)
 Entry 34 Demand Entry: % (0)

857 - Discount Club

Exit 326 Demand Exit: % (20)
 Entry 327 Demand Entry: % (33)

857 - Discount Club

Exit 326 Demand Exit: % (65)
 Entry 327 Demand Entry: % (111)

857 - Discount Club

Exit 326 Demand Exit: % (13)
 Entry 327 Demand Entry: % (20)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)
 Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)
 Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window - 1

Exit 140 Demand Exit: % (0)
 Entry 151 Demand Entry: % (0)

931 - Quality Inn

Demand Entry: % (1)
 Demand Exit: % (1)

857 - Discount Club

Demand Entry: % (0)
 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)
 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)
 Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)
 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (11)
 Demand Exit: % (14)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (38)
 Demand Exit: % (50)

931 - Quality Inn

Demand Entry: % (9)
 Demand Exit: % (6)

934 - Fast-Food Restaurant with Drive-Through Window

Demand Entry: % (0)
 Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)
 Demand Exit: % (0)

931 - Quality Inn

Demand Entry: % (0)
 Demand Exit: % (0)

820 - Shopping Center

INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	43 (100%)	0 (0%)	0 (0%)	2 (5%)	7 (16%)	1 (2%)	10 (23%)
Exit	47 (100%)	0 (0%)	0 (0%)	2 (4%)	6 (13%)	1 (2%)	9 (19%)
Total	90 (100%)	0 (0%)	0 (0%)	4 (4%)	13 (14%)	2 (2%)	19 (21%)

944 - Gasoline/Service Station

INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	68 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club

TOTAL TRIPS

INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Restaurant	Total
--	--	-----------------------	--------------------------------	----------------------------	----------------------------	--------------------------	-------

				with Drive-Through Window	with Drive-Through Window - 1		
Entry	327 (100%)	0 (0%)	0 (0%)	14 (4%)	50 (15%)	6 (2%)	70 (21%)
Exit	326 (100%)	0 (0%)	0 (0%)	11 (3%)	38 (12%)	9 (3%)	58 (18%)
Total	653 (100%)	0 (0%)	0 (0%)	25 (4%)	88 (13%)	15 (2%)	128 (20%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	43 (100%)	2 (5%)	0 (0%)	11 (26%)	0 (0%)	0 (0%)	13 (30%)
Exit	39 (100%)	2 (5%)	0 (0%)	14 (36%)	0 (0%)	0 (0%)	16 (41%)
Total	82 (100%)	4 (5%)	0 (0%)	25 (30%)	0 (0%)	0 (0%)	29 (35%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	151 (100%)	6 (4%)	0 (0%)	38 (25%)	0 (0%)	0 (0%)	44 (29%)
Exit	140 (100%)	7 (5%)	0 (0%)	50 (36%)	0 (0%)	0 (0%)	57 (41%)
Total	291 (100%)	13 (4%)	0 (0%)	88 (30%)	0 (0%)	0 (0%)	101 (35%)


931 - Quality Restaurant







INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	37 (100%)	1 (3%)	0 (0%)	9 (24%)	0 (0%)	0 (0%)	10 (27%)
Exit	18 (100%)	1 (6%)	0 (0%)	6 (33%)	0 (0%)	0 (0%)	7 (39%)
Total	55 (100%)	2 (4%)	0 (0%)	15 (27%)	0 (0%)	0 (0%)	17 (31%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	71	 34 %	24	
944 - Gasoline/Service Station	68	 0 %	0	
857 - Discount Club	525	 0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	53	 50 %	27	
934 - Fast-Food Restaurant with Drive-Through Window - 1	190	 43 %	82	
931 - Quality Restaurant	38	 44 %	17	

Print Report

Save Analysis

PERIOD SETTING

DATA PROVI

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: **Saturday Peak**

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Saturday, Peak Hou	Best Fit (LOG) $\ln(T) = 0.79\ln(X) + 2.79$	47
944 - Gasoline/Service Station	Vehicle Fueling Pos	16 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 12.77	102 ⁽¹⁾
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 6.37	488
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	70
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	249
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Saturday, Peak Hou	Average 10.68	44

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reductio applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click Add Notes al

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJ
820 - Shopping Center	0 %	47	0 %	
944 - Gasoline/Service Station	70 %	31	70 %	
857 - Discount Club	0 %	488	0 %	
934 - Fast-Food Restaurant with Drive-Through Window	0 %	70	0 %	
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	249	0 %	
931 - Quality Restaurant	0 %	44	0 %	

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. below displays the total number of trips that have been reduced from a particular Land Use. The total numt Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the prev section. To record any notes, click the icon above. For recommended values see the [ITE Handbook](#) or [684](#).

820 - Shopping Center				944 - Gasoline/Serv			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Disc			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Throug			
Exit	44	Demand Exit:	6 % (3)	Balanced:	1	Demand Entry:	2 % (1)
Entry	47	Demand Entry:	10 % (5)	Balanced:	2	Demand Exit:	3 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through 1			
Exit	44	Demand Exit:	20 % (9)	Balanced:	5	Demand Entry:	2 % (5)
Entry	47	Demand Entry:	35 % (16)	Balanced:	7	Demand Exit:	3 % (7)

820 - Shopping Center

Exit 44 Demand Exit: % (1)

Entry 47 Demand Entry: % (2)

Balanced: 1 Demand Entry: % (2)

Balanced: 1 Demand Exit: % (1)

931 - Quality Inn**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

857 - Discount Club**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**857 - Discount Club**

Exit 507 Demand Exit: % (30)

Entry 488 Demand Entry: % (49)

Balanced: 19 Demand Entry: % (19)

Balanced: 25 Demand Exit: % (25)

934 - Fast-Food Restaurant with Drive-Through Window**857 - Discount Club**

Exit 507 Demand Exit: % (101)

Entry 488 Demand Entry: % (171)

Balanced: 67 Demand Entry: % (67)

Balanced: 91 Demand Exit: % (91)

934 - Fast-Food Restaurant with Drive-Through Window**857 - Discount Club**

Exit 507 Demand Exit: % (15)

Entry 488 Demand Entry: % (24)

Balanced: 12 Demand Entry: % (12)

Balanced: 12 Demand Exit: % (12)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window - 1**

Exit 239 Demand Exit: % (0)

Entry 249 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**820 - Shopping Center**

INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	47 (100%)	0 (0%)	0 (0%)	2 (4%)	7 (15%)	1 (2%)	10 (21%)
Exit	44 (100%)	0 (0%)	0 (0%)	1 (2%)	5 (11%)	1 (2%)	7 (16%)
Total	91 (100%)	0 (0%)	0 (0%)	3 (3%)	12 (13%)	2 (2%)	17 (19%)

944 - Gasoline/Service Station

INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	62 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club

TOTAL TRIPS

INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Restaurant	Total
--	--	-----------------------	--------------------------------	----------------------------	----------------------------	--------------------------	-------

				with Drive-Through Window	with Drive-Through Window - 1		
Entry	488 (100%)	0 (0%)	0 (0%)	25 (5%)	91 (19%)	12 (2%)	128 (26%)
Exit	507 (100%)	0 (0%)	0 (0%)	19 (4%)	67 (13%)	12 (2%)	98 (19%)
Total	995 (100%)	0 (0%)	0 (0%)	44 (4%)	158 (16%)	24 (2%)	226 (23%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	70 (100%)	1 (1%)	0 (0%)	19 (27%)	0 (0%)	0 (0%)	20 (29%)
Exit	67 (100%)	2 (3%)	0 (0%)	25 (37%)	0 (0%)	0 (0%)	27 (40%)
Total	137 (100%)	3 (2%)	0 (0%)	44 (32%)	0 (0%)	0 (0%)	47 (34%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	249 (100%)	5 (2%)	0 (0%)	67 (27%)	0 (0%)	0 (0%)	72 (29%)
Exit	239 (100%)	7 (3%)	0 (0%)	91 (38%)	0 (0%)	0 (0%)	98 (41%)
Total	488 (100%)	12 (2%)	0 (0%)	158 (32%)	0 (0%)	0 (0%)	170 (35%)


931 - Quality Restaurant


INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	44 (100%)	1 (2%)	0 (0%)	12 (27%)	0 (0%)	0 (0%)	13 (30%)
Exit	31 (100%)	1 (3%)	0 (0%)	12 (39%)	0 (0%)	0 (0%)	13 (42%)
Total	75 (100%)	2 (3%)	0 (0%)	24 (32%)	0 (0%)	0 (0%)	26 (35%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	74	 26 %	19	
944 - Gasoline/Service Station	62	0 %	0	
857 - Discount Club	769	0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	90	50 %	45	
934 - Fast-Food Restaurant with Drive-Through Window - 1	318	43 %	137	
931 - Quality Restaurant	49	44 %	22	

Print Report

Save Analysis

Table 1 shows the projected new trips to be generated by the proposed Portillo's restaurant.

Table 1
ESTIMATED PEAK HOUR TRAFFIC VOLUMES

Land-Use	Size	Midday		P.M.	
		In	Out	In	Out
Portillo's Restaurant	10,507 s.f.	258	258	124	124

It is important to note that due to the following, the traffic to be generated by the restaurant will not be all new traffic to the existing roadway system.

- Surveys conducted by the Institute of Transportation Engineers (ITE) have shown that a considerable number of trips made to drive-through restaurants are diverted from existing passing traffic. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that, on average, 60 percent of the peak hour trips generated by a drive-through restaurant are diverted from existing traffic on adjacent roadways.
- It is expected that the number of trips generated by the restaurant will be reduced due to the interaction (multipurpose trips) between the other uses in the immediate area (i.e., office buildings).

However, in order to provide a conservative analysis, the new traffic that will be generated by the Portillo's restaurant was not adjusted to reflect pass-by trips or interaction with other uses.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed restaurant (Table 1) were assigned to the access drives based on the directional distribution analysis (Figure 4) and are shown in **Figure 5**.

TRIP DISTRIBUTION

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 1 2019 PM Peak

Report File: C:\...\pm.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	1	16	26	0	27	34	1661	13	20	1434	45	3281

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1524	55	98	1364	153	3815

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	1788	11	0	1592	51	3498

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	134	16	184	51	12	91	75	1641	115	72	1421	51	3863

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	209	189	520	470	220	204	210	1401	244	489	1139	311	5606

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 2 2019 Sat Peak

Report File: C:\...\sat.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	2	13	24	0	22	11	1727	11	16	1448	28	3306

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1536	98	180	1296	206	4260

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	1933	17	0	1649	69	3742

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	135	21	215	51	14	82	92	1674	172	111	1491	88	4146

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	308	296	664	441	301	251	254	1315	354	699	1165	454	6502

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 3 2039 PM Peak

Report File: C:\...\2039 pm.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	1	19	32	0	33	42	2041	15	24	1757	56	4025

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1905	55	98	1701	153	4533

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	2169	11	0	1929	51	4216

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	166	20	229	64	15	113	94	1977	144	90	1703	64	4679

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	251	235	648	585	274	254	262	1688	294	608	1362	387	6848

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 4 2039 Sat Peak

Report File: C:\...\2039 sat.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	3	15	30	0	28	14	2108	13	19	1762	34	4031

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1923	98	180	1618	206	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	2320	17	0	1971	69	4451

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	168	27	268	64	18	102	114	1988	215	138	1758	109	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	369	368	827	549	375	312	316	1555	427	870	1366	565	7899



















CAPACITY ANALYSIS

E. 53rd Street & Lorton Avenue

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St


2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Future Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.894			0.931	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1561	0	0	1726	0
Flt Permitted	0.112			0.102				0.947			0.832	
Satd. Flow (perm)	213	3606	0	194	3592	0	0	1492	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			18			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	37	1825	14	22	1576	49	4	1	18	29	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1839	0	22	1625	0	0	23	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	87.0		10.0	87.0		13.0	13.0		13.0	13.0	
Total Split (%)	9.1%	79.1%		9.1%	79.1%		11.8%	11.8%		11.8%	11.8%	
Maximum Green (s)	5.0	82.0		5.0	82.0		8.0	8.0		8.0	8.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	89.7	89.7		87.3	87.3			6.3			6.3	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.06			0.06	
v/c Ratio	0.15	0.63		0.10	0.57			0.23			0.30	
Control Delay	4.1	5.8		1.6	1.5			29.6			3.9	
Queue Delay	0.0	0.1		0.0	0.2			0.0			0.1	
Total Delay	4.1	5.9		1.6	1.7			29.6			4.0	
LOS	A	A		A	A			C			A	
Approach Delay		5.9			1.7			29.6			4.0	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	3	134		1	33			3			0	
Queue Length 95th (ft)	14	368		m1	37			30			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	255	2940		226	2851			125			217	
Starvation Cap Reductn	0	0		0	382			0			0	
Spillback Cap Reductn	0	274		0	0			0			8	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.69		0.10	0.66			0.18			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.1

Intersection LOS: A

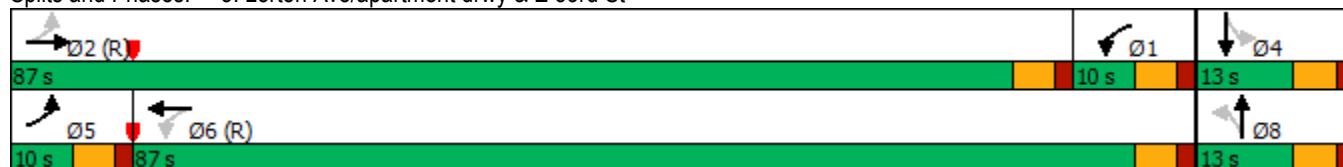
Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St


2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Future Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.905			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1702	0	0	1732	0
Flt Permitted	0.123			0.094				0.947			0.826	
Satd. Flow (perm)	234	3606	0	179	3599	0	0	1628	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			14			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	1857	12	17	1557	30	4	2	14	26	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1869	0	17	1587	0	0	20	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	88.0		10.0	88.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.1%	80.0%		9.1%	80.0%		10.9%	10.9%		10.9%	10.9%	
Maximum Green (s)	5.0	83.0		5.0	83.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	89.9	89.9		91.9	91.9			6.1			6.1	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.82	0.82		0.84	0.84			0.06			0.06	
v/c Ratio	0.04	0.63		0.08	0.53			0.19			0.26	
Control Delay	3.3	5.7		0.8	0.7			32.1			3.2	
Queue Delay	0.0	0.7		0.0	0.1			0.0			0.2	
Total Delay	3.3	6.4		0.8	0.8			32.1			3.5	
LOS	A	A		A	A			C			A	
Approach Delay		6.4			0.8			32.1			3.5	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	1	138		0	3			4			0	
Queue Length 95th (ft)	6	364		m0	12			29			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	267	2947		223	3007			116			204	
Starvation Cap Reductn	0	0		0	278			0			0	
Spillback Cap Reductn	0	648		0	0			0			20	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.81		0.08	0.58			0.17			0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 63 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.0

Intersection LOS: A

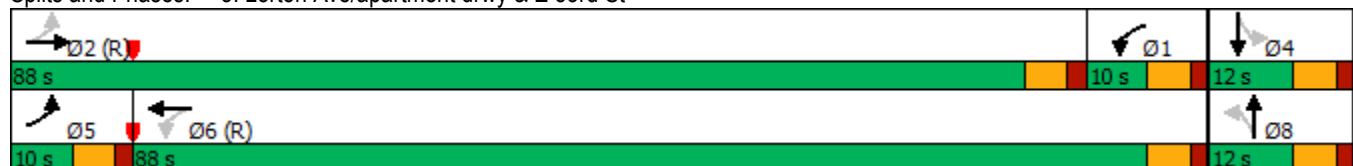
Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15








m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St




Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Future Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.895			0.932	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1564	0	0	1728	0
Flt Permitted	0.063			0.051				0.915			0.830	
Satd. Flow (perm)	120	3606	0	97	3592	0	0	1444	0	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			21			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	46	2243	16	26	1931	62	5	1	21	35	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	2259	0	26	1993	0	0	27	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	98.0		10.0	97.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.2%	81.7%		8.3%	80.8%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	6.0	93.0		5.0	92.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	97.8	97.8		95.1	95.1			6.2			6.2	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.05			0.05	
v/c Ratio	0.26	0.77		0.18	0.70			0.29			0.40	
Control Delay	6.3	8.7		1.8	1.2			33.7			9.7	
Queue Delay	0.0	0.5		0.0	0.2			0.0			0.2	
Total Delay	6.3	9.2		1.8	1.4			33.7			9.9	
LOS	A	A		A	A			C			A	
Approach Delay		9.1			1.4			33.7			9.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	7	439		0	8			5			0	
Queue Length 95th (ft)	15	564		m0	10			35			17	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	182	2940		147	2847			104			188	
Starvation Cap Reductn	0	0		0	243			0			0	
Spillback Cap Reductn	0	270		0	0			0			7	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.25	0.85		0.18	0.77			0.26			0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 5.8

Intersection LOS: A

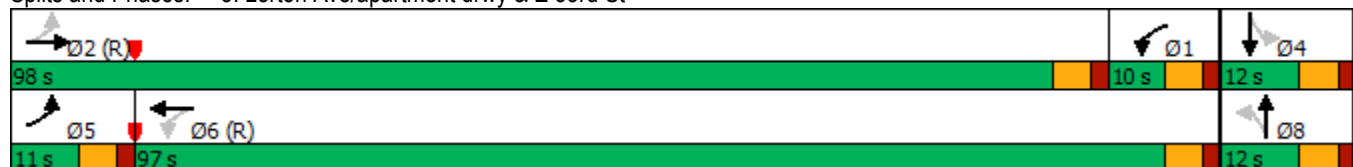
Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St













2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Future Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.910			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1712	0	0	1732	0
Flt Permitted	0.076			0.049				0.925			0.825	
Satd. Flow (perm)	144	3606	0	93	3599	0	0	1599	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			16			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	2267	14	20	1895	37	5	3	16	32	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	2281	0	20	1932	0	0	24	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	98.0		10.0	98.0		12.0	12.0		12.0	12.0	
Total Split (%)	8.3%	81.7%		8.3%	81.7%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	5.0	93.0		5.0	93.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	99.8	99.8		99.8	99.8			6.2			6.2	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.83	0.83		0.83	0.83			0.05			0.05	
v/c Ratio	0.08	0.76		0.14	0.65			0.25			0.35	
Control Delay	3.4	7.8		1.7	1.1			36.0			6.6	
Queue Delay	0.0	2.7		0.0	0.1			0.0			0.3	
Total Delay	3.4	10.5		1.7	1.2			36.0			7.0	
LOS	A	B		A	A			D			A	
Approach Delay		10.4			1.2			36.0			7.0	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	1	226		0	3			6			0	
Queue Length 95th (ft)	7	580		m1	55			34			8	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	193	2999		148	2993			108			188	
Starvation Cap Reductn	0	0		0	183			0			0	
Spillback Cap Reductn	0	581		0	0			0			16	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.08	0.94		0.14	0.69			0.22			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 78 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 6.4

Intersection LOS: A

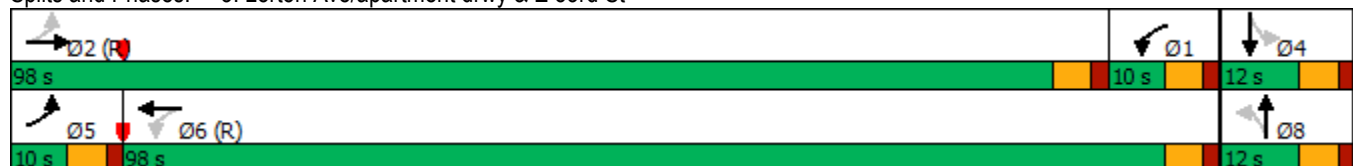
Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



























**E. 53rd Street & Costco West Driveway/West
Access**

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2019 Full Build PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Future Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.073			0.073			0.950			0.950		
Satd. Flow (perm)	137	3574	1599	137	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			119			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	13.0	68.0	68.0	12.0	67.0	67.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	11.8%	61.8%	61.8%	10.9%	60.9%	60.9%	13.6%	13.6%	13.6%	13.6%	13.6%	13.6%
Maximum Green (s)	8.0	63.0	63.0	7.0	62.0	62.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	63.0	63.0	63.0	62.5	62.5	62.5	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.57	0.57	0.09	0.09	0.09	0.09	0.12	0.12
v/c Ratio	0.50	0.81	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22
Control Delay	31.0	17.4	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	18.0	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
LOS	C	B	A	C	A	A	E	E	A	E	D	A
Approach Delay	18.1			7.9			38.3			48.3		
Approach LOS	B			A			D			D		
Queue Length 50th (ft)	25	463	0	25	84	1	44	54	0	82	43	0
Queue Length 95th (ft)	m65	196	m0	m61	173	5	89	104	0	#134	87	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	198	2046	966	183	2031	960	162	172	299	315	224	338
Starvation Cap Reductn	0	118	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.86	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

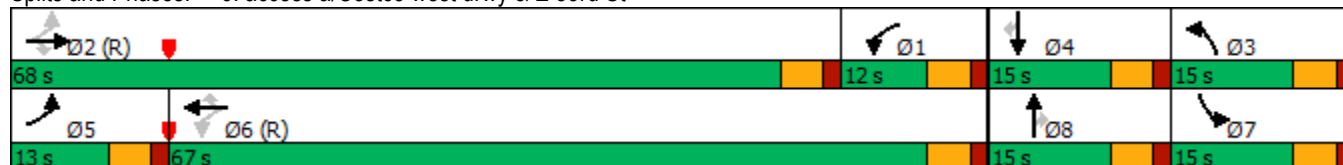
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2019 Full Build SAT
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Future Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.085			0.085			0.950			0.950		
Satd. Flow (perm)	160	3574	1599	160	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			138			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	16.0	61.0	61.0	15.0	60.0	60.0	15.0	16.0	16.0	18.0	19.0	19.0
Total Split (%)	14.5%	55.5%	55.5%	13.6%	54.5%	54.5%	13.6%	14.5%	14.5%	16.4%	17.3%	17.3%
Maximum Green (s)	11.0	56.0	56.0	10.0	55.0	55.0	10.0	11.0	11.0	13.0	14.0	14.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.4	56.4	56.4	57.1	57.1	57.1	11.9	10.8	10.8	12.8	11.7	11.7
Actuated g/C Ratio	0.51	0.51	0.51	0.52	0.52	0.52	0.11	0.10	0.10	0.12	0.11	0.11
v/c Ratio	0.58	0.91	0.12	0.85	0.76	0.25	0.50	0.75	0.37	0.83	0.53	0.34
Control Delay	28.1	27.6	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
Queue Delay	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	31.0	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
LOS	C	C	A	E	B	A	E	E	A	E	E	A
Approach Delay	29.2			16.2			46.1			51.7		
Approach LOS	C			B			D			D		
Queue Length 50th (ft)	36	550	2	84	257	3	64	97	0	120	73	0
Queue Length 95th (ft)	m79	#700	m5	#214	325	8	#129	#192	16	#190	127	10
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100				
Base Capacity (vph)	244	1831	877	230	1854	896	193	190	312	409	241	351
Starvation Cap Reductn	0	102	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.97	0.12	0.85	0.76	0.25	0.50	0.73	0.37	0.82	0.44	0.31

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 83 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.0

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St















Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Future Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.058			0.058			0.950			0.950		
Satd. Flow (perm)	109	3574	1599	109	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	10.0	80.0	80.0	10.0	80.0	80.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	8.3%	66.7%	66.7%	8.3%	66.7%	66.7%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%
Maximum Green (s)	5.0	75.0	75.0	5.0	75.0	75.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	75.0	75.0	75.0	75.0	75.0	75.0	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.08	0.08	0.08	0.08	0.11	0.11
v/c Ratio	0.69	0.93	0.06	0.78	0.83	0.16	0.44	0.50	0.25	0.80	0.31	0.24
Control Delay	43.6	19.9	0.1	45.9	7.8	0.6	62.2	64.1	2.2	74.3	56.4	1.8
Queue Delay	0.0	4.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	23.9	0.1	45.9	7.9	0.6	62.2	64.1	2.2	74.3	56.4	1.8
LOS	D	C	A	D	A	A	E	E	A	E	E	A
Approach Delay	24.1			9.2			43.3			56.5		
Approach LOS	C			A			D			E		
Queue Length 50th (ft)	25	702	0	31	127	1	49	60	0	91	47	0
Queue Length 95th (ft)	m52	506	m0	m50	227	m1	96	112	0	#153	94	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	138	2233	1040	138	2233	1040	148	158	275	288	205	311
Starvation Cap Reductn	0	117	0	0	18	0	0	0	0	0	0	0
Spillback Cap Reductn	0	56	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.98	0.06	0.78	0.83	0.16	0.44	0.50	0.26	0.80	0.31	0.24

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2039 Future SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Future Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.063			0.063			0.950			0.950		
Satd. Flow (perm)	119	3574	1599	119	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			127			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	11.0	74.0	74.0	14.0	77.0	77.0	15.0	15.0	15.0	17.0	17.0	17.0
Total Split (%)	9.2%	61.7%	61.7%	11.7%	64.2%	64.2%	12.5%	12.5%	12.5%	14.2%	14.2%	14.2%
Maximum Green (s)	6.0	69.0	69.0	9.0	72.0	72.0	10.0	10.0	10.0	12.0	12.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future SAT
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	69.0	69.0	69.0	72.0	72.0	72.0	10.8	10.0	10.0	12.0	11.2	11.2
Actuated g/C Ratio	0.58	0.58	0.58	0.60	0.60	0.60	0.09	0.08	0.08	0.10	0.09	0.09
v/c Ratio	0.84	1.02	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.60	0.37
Control Delay	58.9	41.3	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
Queue Delay	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	61.4	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
LOS	E	E	A	F	B	A	E	F	A	F	E	A
Approach Delay	58.5			16.3			61.4			72.0		
Approach LOS	E			B			E			E		
Queue Length 50th (ft)	43	~902	1	~105	201	3	73	108	0	135	80	0
Queue Length 95th (ft)	m#95	#1029	m5	m#210	347	m8	#148	#229	27	#229	141	20
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100				
Base Capacity (vph)	151	2055	965	196	2144	1010	159	158	275	346	190	299
Starvation Cap Reductn	0	103	0	0	7	0	0	0	0	0	0	0
Spillback Cap Reductn	0	51	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.07	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.56	0.36

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 43.0

Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



**E. 53rd Street & Costco East Driveway/East
Access**

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Future Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2018	12	0	1712	55	0	0	35	0	0	25

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1015
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	240
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	240
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	22.6	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	240	-	-	-	-	292
HCM Lane V/C Ratio	0.148	-	-	-	-	0.085
HCM Control Delay (s)	22.6	-	-	-	-	18.5
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.3

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↗			↗
Traffic Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Future Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2035	18	0	1736	73	0	0	43	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1027	-	-	905
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	235	0	0	283
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	235	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB		WB				NB			SB		
HCM Control Delay, s	0		0				23.7			19.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	235	-	-	-	-	283						
HCM Lane V/C Ratio	0.184	-	-	-	-	0.123						
HCM Control Delay (s)	23.7	-	-	-	-	19.5						
HCM Lane LOS	C	-	-	-	-	C						
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4						

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Future Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2332	12	0	2074	55	0	0	35	0	0	25

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1172
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	188
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.6	23.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	188	-	-	-	-	222
HCM Lane V/C Ratio	0.189	-	-	-	-	0.111
HCM Control Delay (s)	28.6	-	-	-	-	23.2
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Future Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2442	18	0	2075	73	0	0	43	0	0	35

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1230
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	172
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	172
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	32.8	24.5
HCM LOS			D	C























Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	172	-	-	-	-	219
HCM Lane V/C Ratio	0.251	-	-	-	-	0.159
HCM Control Delay (s)	32.8	-	-	-	-	24.5
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.6

E. 53rd Street & Elmore Circle

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St













2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Future Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.108			0.067			0.639			0.343		
Satd. Flow (perm)	205	3610	1615	127	3574	1615	1214	1638	0	652	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			69		108			99	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	82	1784	125	78	1545	55	146	17	200	55	13	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1784	125	78	1545	55	146	217	0	55	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	72.0	72.0	11.0	72.0	72.0	27.0	27.0		27.0	27.0	
Total Split (%)	10.0%	65.5%	65.5%	10.0%	65.5%	65.5%	24.5%	24.5%		24.5%	24.5%	
Maximum Green (s)	6.0	67.0	67.0	6.0	67.0	67.0	22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	79.9	74.1	74.1	79.9	74.1	74.1	17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.73	0.67	0.67	0.73	0.67	0.67	0.16	0.16		0.16	0.16	
v/c Ratio	0.35	0.73	0.11	0.44	0.64	0.05	0.77	0.62		0.54	0.33	
Control Delay	9.1	4.6	0.5	35.0	21.1	2.4	69.4	28.8		61.0	12.5	
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.1	4.6	0.5	35.0	22.2	2.4	69.4	28.8		61.0	12.5	
LOS	A	A	A	C	C	A	E	C		E	B	
Approach Delay		4.5			22.1			45.1			28.5	
Approach LOS		A			C			D			C	
Queue Length 50th (ft)	5	102	1	23	588	3	99	70		36	8	
Queue Length 95th (ft)	m10	210	m3	m54	644	m10	165	145		78	56	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	236	2431	1128	183	2407	1110	242	414		130	408	
Starvation Cap Reductn	0	0	0	0	569	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.35	0.73	0.11	0.43	0.84	0.05	0.60	0.52		0.42	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Future Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.863			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1640	0	1770	1657	0
Flt Permitted	0.145			0.060			0.679			0.258		
Satd. Flow (perm)	273	3610	1599	114	3610	1615	1290	1640	0	481	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			89		162			83	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	93	1691	174	112	1506	89	136	21	217	52	14	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1691	174	112	1506	89	136	238	0	52	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	70.0	70.0	14.0	73.0	73.0	26.0	26.0		26.0	26.0	
Total Split (%)	10.0%	63.6%	63.6%	12.7%	66.4%	66.4%	23.6%	23.6%		23.6%	23.6%	
Maximum Green (s)	6.0	65.0	65.0	9.0	68.0	68.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	71.0	71.0	71.0	75.1	75.1	75.1	16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.65	0.65	0.65	0.68	0.68	0.68	0.15	0.15		0.15	0.15	
v/c Ratio	0.36	0.73	0.16	0.57	0.61	0.08	0.72	0.63		0.74	0.31	
Control Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
LOS	A	A	A	D	A	A	E	C		F	B	
Approach Delay		3.0			5.8			37.8			43.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	2	73	0	37	72	0	92	48		35	9	
Queue Length 95th (ft)	m9	m143	m4	m75	103	m1	154	125		#91	54	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	258	2330	1094	217	2463	1130	246	444		91	383	
Starvation Cap Reductn	0	0	0	0	76	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.73	0.16	0.52	0.63	0.08	0.55	0.54		0.57	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 75 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Future Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.059			0.056			0.570			0.257		
Satd. Flow (perm)	112	3610	1615	106	3574	1615	1083	1638	0	488	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			64		81			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	102	2149	157	98	1851	70	180	22	249	70	16	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	2149	157	98	1851	70	180	271	0	70	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	82.0	82.0	10.0	80.0	80.0	28.0	28.0		28.0	28.0	
Total Split (%)	10.0%	68.3%	68.3%	8.3%	66.7%	66.7%	23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	7.0	77.0	77.0	5.0	75.0	75.0	23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	77.8	77.8	77.8	76.1	76.1	76.1	21.9	21.9		21.9	21.9	
Actuated g/C Ratio	0.65	0.65	0.65	0.63	0.63	0.63	0.18	0.18		0.18	0.18	
v/c Ratio	0.60	0.92	0.14	0.69	0.82	0.07	0.91	0.74		0.80	0.35	
Control Delay	25.7	8.6	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.7	8.9	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
LOS	C	A	A	D	A	A	F	D		F	B	
Approach Delay		9.0			8.2			64.6			41.9	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	25	132	1	30	91	0	136	140		52	14	
Queue Length 95th (ft)	m32	241	m2	m61	114	m0	#270	239		#136	70	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	171	2341	1102	142	2267	1048	207	379		93	410	
Starvation Cap Reductn	0	20	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.93	0.14	0.69	0.82	0.07	0.87	0.72		0.75	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Future Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.864			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1642	0	1770	1657	0
Flt Permitted	0.077			0.058			0.610			0.190		
Satd. Flow (perm)	145	3610	1599	110	3610	1615	1159	1642	0	354	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217			101		112			103	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	115	2008	217	139	1776	110	170	27	271	65	18	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	2008	217	139	1776	110	170	298	0	65	121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	79.0	79.0	12.0	79.0	79.0	29.0	29.0		29.0	29.0	
Total Split (%)	10.0%	65.8%	65.8%	10.0%	65.8%	65.8%	24.2%	24.2%		24.2%	24.2%	
Maximum Green (s)	7.0	74.0	74.0	7.0	74.0	74.0	24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	76.3	76.3	76.3	77.0	77.0	77.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.18	0.18		0.18	0.18	
v/c Ratio	0.61	0.87	0.20	0.78	0.77	0.10	0.84	0.78		1.07	0.32	
Control Delay	20.6	6.2	0.5	49.3	4.9	0.1	79.8	43.8		179.6	13.1	
Queue Delay	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	6.6	0.5	49.3	5.1	0.1	79.8	43.8		179.6	13.1	
LOS	C	A	A	D	A	A	E	D		F	B	
Approach Delay		6.7			7.8			56.9			71.3	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	20	192	4	52	172	0	125	136		50	11	
Queue Length 95th (ft)	m22	m209	m4	m#80	202	m0	#229	241		#143	63	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	188	2295	1095	178	2315	1071	231	418		70	413	
Starvation Cap Reductn	0	59	0	0	99	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.90	0.20	0.78	0.80	0.10	0.74	0.71		0.93	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 105.6%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.
























Splits and Phases: 12: Elmore Cir & E 53rd St



E. 53rd Street & Elmore Avenue













Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Future Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119		78				430			217
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	223	1490	260	520	1212	331	222	201	553	500	234	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1490	260	520	1543	0	222	201	553	500	234	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	43.0	17.0	26.0	52.0		17.0	15.0		26.0	24.0	24.0
Total Split (%)	15.5%	39.1%	15.5%	23.6%	47.3%		15.5%	13.6%		23.6%	21.8%	21.8%
Maximum Green (s)	12.0	38.0	12.0	21.0	47.0		12.0	10.0		21.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	12.0	40.7	57.3	19.8	48.6		16.6	10.0	110.0	19.4	12.8	12.8
Actuated g/C Ratio	0.11	0.37	0.52	0.18	0.44		0.15	0.09	1.00	0.18	0.12	0.12
v/c Ratio	0.58	0.78	0.29	0.82	0.69		0.42	0.61	0.34	0.81	0.56	0.57
Control Delay	48.8	31.1	4.6	55.2	25.4		45.3	56.8	0.6	54.3	50.9	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	48.8	31.1	4.6	55.2	25.6		45.3	56.8	0.6	54.3	50.9	12.3
LOS	D	C	A	E	C		D	E	A	D	D	B
Approach Delay		29.6			33.0			22.3			43.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	70	245	34	180	304		72	73	0	173	83	0
Queue Length 95th (ft)	m104	356	m86	242	361		115	112	0	232	120	67
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	382	1920	898	670	2250		528	328	1615	668	617	455
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	126		0	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.78	0.29	0.78	0.73		0.42	0.61	0.34	0.75	0.38	0.49

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 31.9

Intersection LOS: C

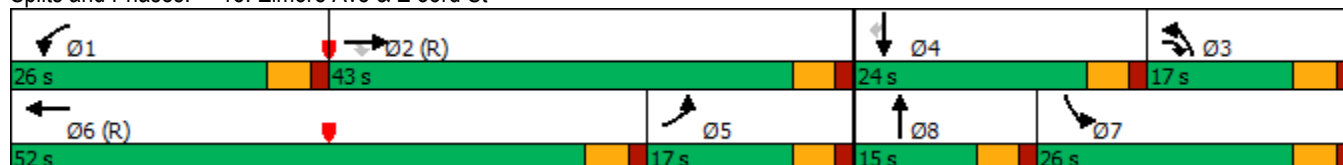
Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Future Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.958				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69		113				523			230
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	257	1328	358	706	1177	459	311	299	671	445	304	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1328	358	706	1636	0	311	299	671	445	304	254
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	18.0	40.0	17.0	31.0	53.0		17.0	17.0		22.0	22.0	22.0
Total Split (%)	16.4%	36.4%	15.5%	28.2%	48.2%		15.5%	15.5%		20.0%	20.0%	20.0%
Maximum Green (s)	13.0	35.0	12.0	26.0	48.0		12.0	12.0		17.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	13.0	36.6	50.4	25.0	48.6		13.7	11.8	110.0	16.6	14.6	14.6
Actuated g/C Ratio	0.12	0.33	0.46	0.23	0.44		0.12	0.11	1.00	0.15	0.13	0.13
v/c Ratio	0.62	0.77	0.46	0.89	0.73		0.71	0.78	0.42	0.85	0.64	0.62
Control Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
LOS	D	C	B	E	C		E	E	A	E	D	B
Approach Delay		21.8			34.7			28.9			46.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	88	284	123	246	321		110	110	0	158	107	15
Queue Length 95th (ft)	m124	332	174	#338	380		#180	#171	0	#237	151	93
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	413	1727	776	827	2253		436	389	1615	535	552	441
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.77	0.46	0.85	0.73		0.71	0.77	0.42	0.83	0.55	0.58

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 82.9%

ICU Level of Service E

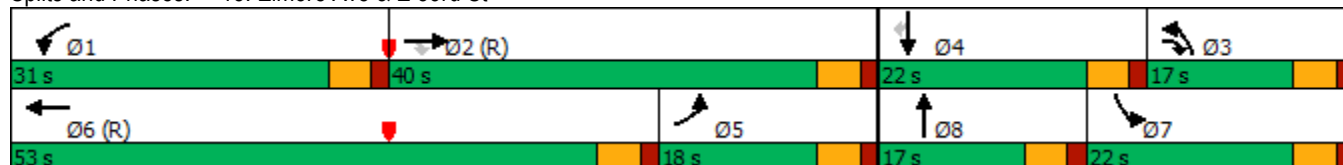
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Future Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		80				403			190
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	279	1796	313	647	1449	412	267	250	689	622	291	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1796	313	647	1861	0	267	250	689	622	291	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	50.0	17.0	28.0	61.0		17.0	15.0		27.0	25.0	25.0
Total Split (%)	14.2%	41.7%	14.2%	23.3%	50.8%		14.2%	12.5%		22.5%	20.8%	20.8%
Maximum Green (s)	12.0	45.0	12.0	23.0	56.0		12.0	10.0		22.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	12.0	45.0	61.4	23.0	56.0		16.4	10.0	120.0	22.0	15.6	15.6
Actuated g/C Ratio	0.10	0.38	0.51	0.19	0.47		0.14	0.08	1.00	0.18	0.13	0.13
v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.63	0.73
Control Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
LOS	D	C	A	E	C		D	E	A	E	E	C
Approach Delay	28.8			40.7			28.6			60.6		
Approach LOS	C			D			C			E		
Queue Length 50th (ft)	105	415	44	258	417		101	102	0	248	113	57
Queue Length 95th (ft)	m122	m#526	m47	#375	481		#164	#172	0	#366	155	149
Internal Link Dist (ft)	595			655			506			471		
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	350	1945	879	671	2373		479	300	1615	642	595	424
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.49	0.64

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 91.6%

ICU Level of Service F

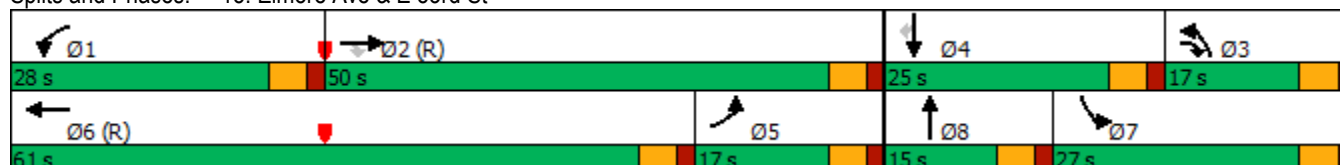
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Future Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		115				505			217
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	319	1571	431	879	1380	571	373	372	835	555	379	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1571	431	879	1951	0	373	372	835	555	379	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	19.0	44.0	21.0	35.0	60.0		21.0	17.0		24.0	20.0	20.0
Total Split (%)	15.8%	36.7%	17.5%	29.2%	50.0%		17.5%	14.2%		20.0%	16.7%	16.7%
Maximum Green (s)	14.0	39.0	16.0	30.0	55.0		16.0	12.0		19.0	15.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	14.0	39.0	55.2	30.0	55.0		16.2	12.0	120.0	19.0	14.8	14.8
Actuated g/C Ratio	0.12	0.32	0.46	0.25	0.46		0.14	0.10	1.00	0.16	0.12	0.12
v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.86	0.81
Control Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
LOS	D	C	A	E	C		E	F	A	F	E	C
Approach Delay		31.6			45.1			41.8			71.0	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	121	405	128	~355	452		146	~164	0	~227	153	73
Queue Length 95th (ft)	m143	m#519	m137	#492	521		#214	#264	0	#345	#233	#219
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	408	1685	777	875	2328		472	357	1615	548	446	389
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.85	0.81

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 44.6

Intersection LOS: D

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

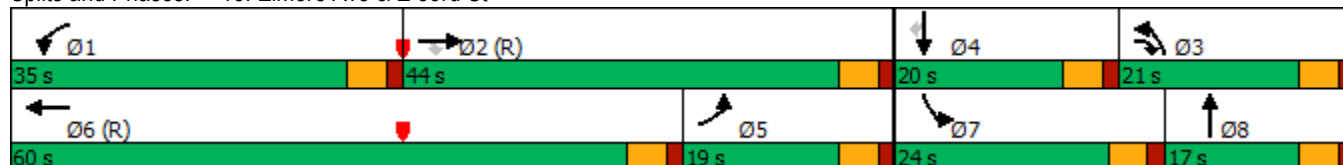
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



RE-ZONING & FAIRHAVEN ROAD RIGHT OF WAY VACATION REQUESTS

53RD STREET – DAVENPORT, IOWA

PLANS FOR RE-DEVELOPMENT

WCT Investments Davenport Series – Developer

Austin Engineering Company, Inc. – Engineer



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GIS MAP



ABOUT WCT

William (Willie) Torchia, President

Real Estate Developer for 25+ Years

Corporate Office in East Peoria, IL

PAST PROJECTS

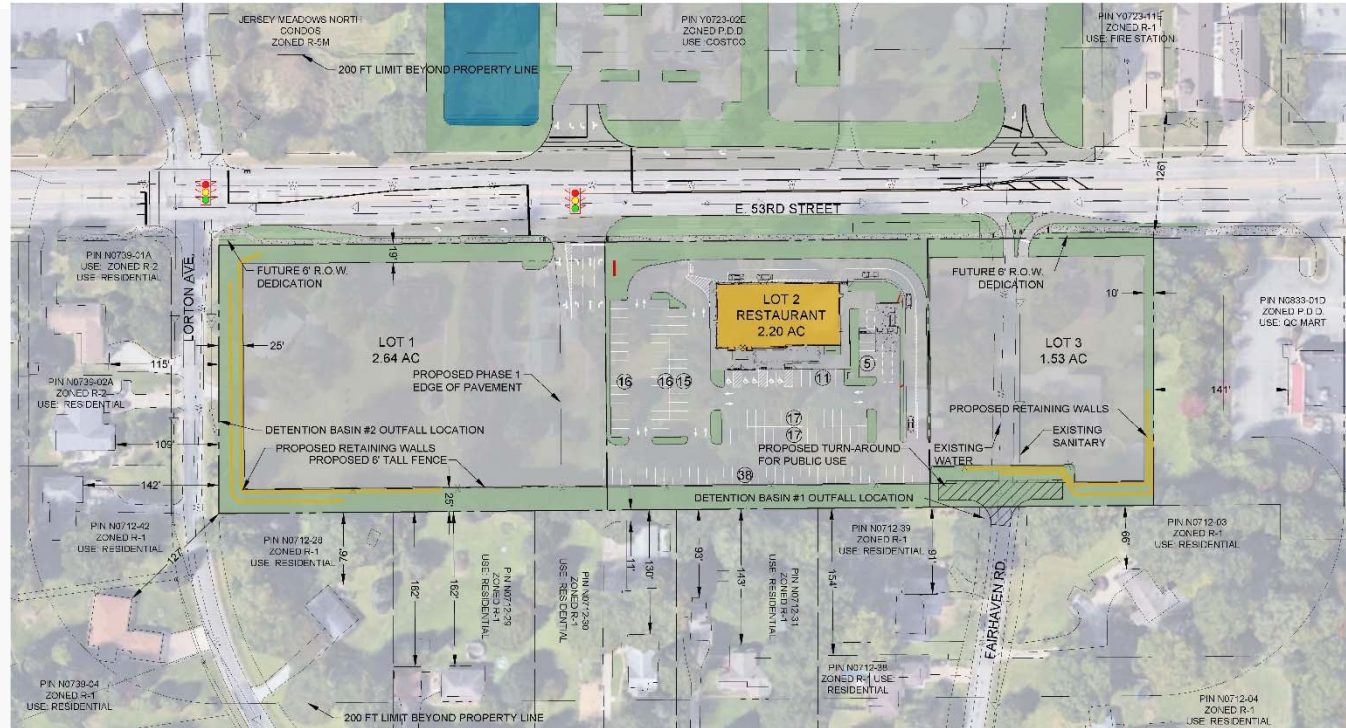
- ❑ 5270 Elmore Ave. – Davenport, IA (Aspen Dental, Chipotle, Vitamin Shoppe)
- ❑ 4770 Elmore Ave. – Davenport, IA (Men's Wearhouse, Sport Clips, All About Eyes, Book Rack)
- ❑ 4730 Elmore Ave. – Davenport, IA (FedEx Office/Athletico)
- ❑ 3805 E. 53rd Street – Davenport, IA (Natural Grocers)
- ❑ Portillo's Restaurant - Peoria, IL (Opened April 2018)



PROPOSED RE-DEVELOPMENT PLAN



PROPOSED LAND USE PLAN



LAND USE TABLE

	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRES	RESTAURANT/RETAIL/OFFICE	15,000 SF	81,500 SF (79.6%)	1
LOT 2	2.20 ACRES	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRES	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND



DEVELOPMENT DETAILS

- ❑ Request to Re-Zone Property from R-1 to PDD (Planned Development District)
- ❑ Overall Size of Development – 6.5 Acres (6.4 after ROW Dedication)
- ❑ Access to 53rd Street – 1-Full Signalized (COSTCO) & 1-Right In-Out Only
- ❑ Proposed Uses at Time of Request
 - ❑ Four (4) Separate Buildings shown on Conceptual Siteplan
 - ❑ Portillo's Restaurant – 2.20 Acres +/- (135 Parking Spaces)
 - ❑ No other tenants are presently known.
 - ❑ Conceptual Design Plan has an additional Drive-Thru Restaurant, Dine-In Only Restaurant, and a Retail Building. These sites and proposed uses are presently being marketed by Broker Chris Wilkins of Ruhl Commercial. There are 218 parking spaces shown in the current plan for these three buildings (353 Site Total).
 - ❑ Final Layout to be determined by actual tenant buildings. Some adjustments can be expected, but the overall concept of the plan with respect to the adjacent properties to the West and South will remain the same.

ABOUT *Portillo's*®

The first Portillo's hot dog stand known as "The Dog House" opened in 1963 on North Avenue in Villa Park, a Metro-Chicago, IL community. Owner and founder Dick Portillo invests \$1,100 into a 6' x 12' trailer without a bathroom or running water. To get the water he needs, he runs 250 feet of garden hose from a nearby building into the trailer.

In 2017, Portillo's Opened their 50th Location.

Locations in Seven (7) States presently, IL-CA-AZ-WI-MN-IN-FL

DAVENPORT WILL BE THE FIRST PORTILLO'S IN IOWA!

"Bring Portillo's to the Quad Cities" Facebook Community currently has more than 15,500 fans.



Portillo's®

ARTIST RENDERING



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Portillo's®

53RD STREET VIEW



Ⓐ NORTH - DRIVE THRU ELEVATION
Scale: 3/16" = 1'-0"

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Portillo's® FRONT DOOR VIEW



Portillo's® SIDE VIEWS



WCT
PROPERTIES



Portillo's® FINISHES



DAVENPORT, IA

EXTERIOR FINISHES



(PT 3)
SW6991 "BLACK MAGIC"
WROUGHT IRON



(PT 9)
SW6979 "ARTICHOKE"
ACCENT PAINT



(PT 11)
SW6979 "ARTICHOKE"
ACCENT PAINT



UNI-CLAD
MATTE BLACK SR.
ALUM. BREAK METAL



UNI-CLAD
CHARCOAL GREY SR.
ALUM. BREAK METAL

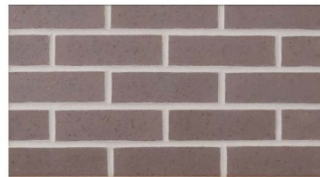
CULTURED LIMESTONE



GALVANIZED ROOFING



BR-1
SIOUX CITY BRICK - CINNAMON
IRONSPOT SMOOTH



BR-2
SIOUX CITY BRICK - BROWN
SMOOTH



BR-3
SIOUX CITY BRICK - EBONYITE
SMOOTH

Portillo's[®] PEORIA, IL



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Portillo's[®] PEORIA, IL



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DEVELOPMENT TOPICS

The following topics are common among re-development projects like the one WCT Properties is proposing for 53rd Street in Davenport, IA.

- ☐ Storm Water Control and Site Drainage
- ☐ Transitional Buffering to Adjacent Residential Properties.
- ☐ Traffic Impact
- ☐ Lighting

STORM WATER CONTROL & DRAINAGE

Our development will incorporate a Sub-Surface Storm Water Detention System.

- Benefits
 - Reduced Run-off Rates for All Major Storm Events to a Pre-Developed 2-Year Event.
 - Our design will Exceed Davenport's Ordinance Requirements.
 - Re-charge of ground water (Environment Friendly design that meets the new Water Quality regulations.)
 - Proven Design & Reliability with easy maintenance to clean up separated solids and keep runoff clean.
 - Aesthetically Pleasing (No ugly detention basin)
 - Safe (No Standing Water, Mosquitos, etc)
 - Diversion of existing sheet flows from rear yards to the public right of ways.
- There are two separate systems proposed on site, to evenly distribute the post detention flows into two separate discharges to best match the existing flow paths.
 - The first system constructed will handle the East part (+/- 60%) of the Development with post detention flows to the Fairhaven Road right of way ditch.
 - The second system will handle the West part (+/- 40%) of the Development with post detention flows to the Lorton Avenue right of way ditch.

STORMTECH SUB-SURFACE SYSTEM



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STORMTECH SUB-SURFACE SYSTEM



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TRANSITIONAL BUFFERING

It is our goal to be the best neighbor we can be. We are sensitive to the established neighborhood that we are proposing to re-develop, particularly those residents adjacent to our site. We have conceptual design components planned, but we want your input before final design plans are completed.

- Buffer Yard Design Components

- 25 Foot Setback to the Parking Lot
- A 6 foot tall privacy fence is planned along the entire South property line
- Planting materials and ground cover types are open for discussion and will exceed Davenport ordinance requirements
- Retaining walls are proposed to negotiate grade change and assist with buffering.
 - We are planning a two-tier retaining wall design where grade changes are greater than 5 feet in elevation.
 - Walls are proposed in the Southeast Corner and at the West Side/Southwest Corner
 - The walls are each +/- five (5) feet in height, for a total grade change of +/- ten (10) feet at some points.

AERIAL VIEW RENDERING



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AERIAL VIEW RENDERING



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RENDERING FROM LORTON



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RENDERING FROM LORTON



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RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



RENDERING OF VIEW FROM BACKYARDS



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RENDERING OF VIEW FROM BACKYARDS



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PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



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RENDERING OF VIEW FROM BACKYARDS



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



TRAFFIC

A traffic study has been completed by Traffic Impact Group (TIG). TIG specializes in traffic studies and are a national firm.

We will add a fourth leg to the proposed COSTCO signalized entrance, which will have fully dedicated North bound straight through traffic, a dedicated East bound right hand turn que, and a dedicated West bound left hand turn lane along with the inbound lane to line up with COSTCO. Improvements to 53rd street include an East bound right hand turn lane, and a West bound left hand turn lane to provide efficient and safe access to our development from 53rd Street.

Our entrance configuration will closely align with that of the proposed COSTCO entrance directly North.

An alternate entrance to Lorton Avenue was originally considered and planned. After feedback from City Staff and Aldermen, we have agreed that access to Lorton should not be included in our plan.

We have long stacking lines available within our site for drive-thru traffic for Portillo's and for the future restaurants, for both incoming and outgoing vehicles. During the completion of the traffic study by TIG, multiple siteplan revisions were undertaken to provide a continuous improvement to the 53rd Street signalized intersection and our interior traffic flow.

Results from the TIG traffic study show that signal cycle times for the 2019 full development scenario for 53rd Street from the COSTCO traffic study remained at an acceptable level of service after the additional traffic from our proposed development was accounted for.

TRAFFIC

The full detailed traffic study is available for review with the following bullet points highlighted for consideration:

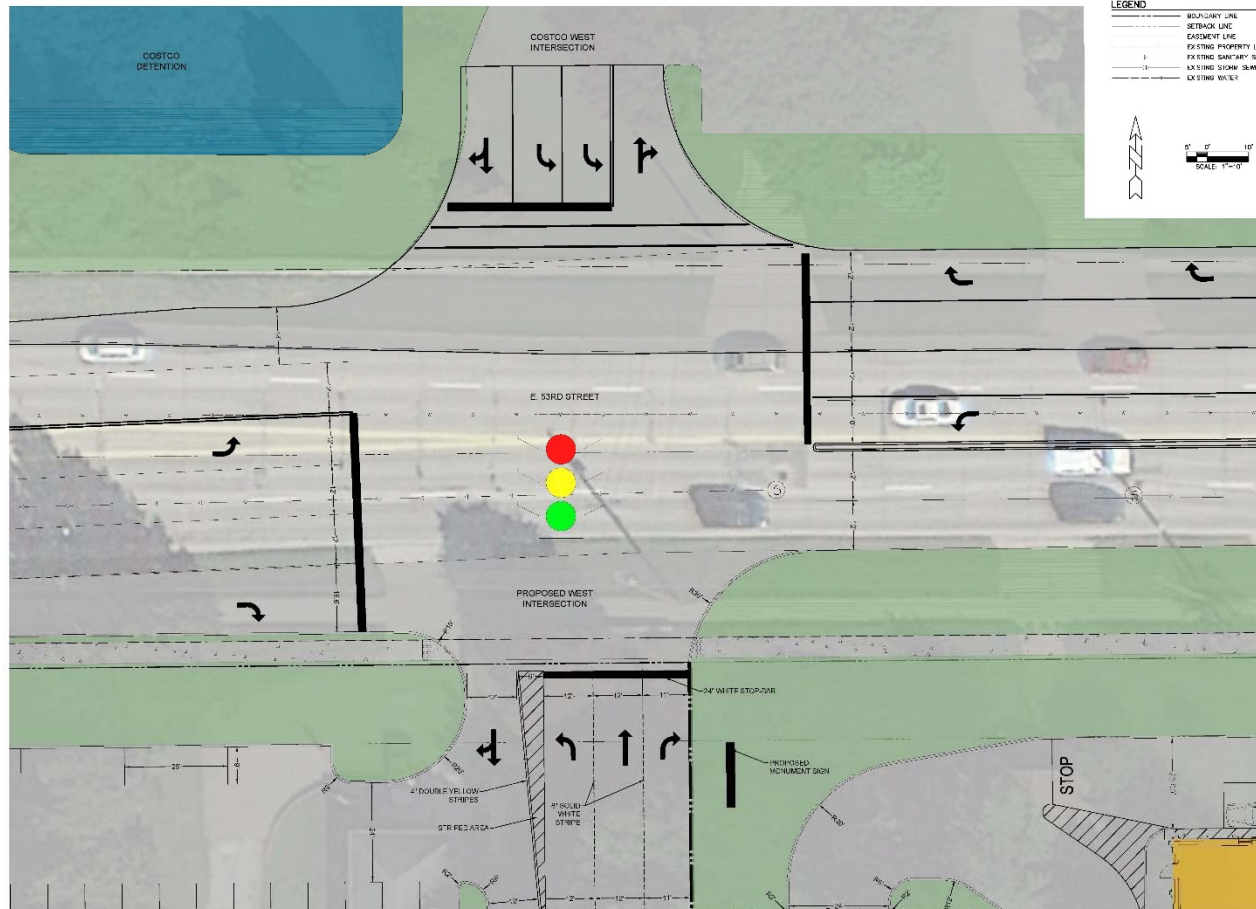
- 53rd Street Traffic Impact

- Pre-Development Traffic Counts (without COSTCO) are 33,100 cars per day on 53rd Street, with 4,971 Weekday PM Peak Hour Trips, and 5,592 Saturday Peak Hour Trips at the 53rd Street & Elmore Ave. Intersection.
- COSTCO will add 593 (12%) cars to the peak hour weekday traffic while WCT will add 204 (3.6% of Total with COSTCO) cars to the same time period.
- COSTCO to add 831 (15%) cars to the peak hour Saturday traffic, while WCT will add 307 (5% of Total with COSTCO) cars to the same time period.

- Lorton Ave. & 53rd Street Intersection Impact

- Currently the Weekday Peak Hour has 37 trips total (in & out). After closure of Fairhaven, this will increase to 56.
- Currently the Saturday Peak Hour has 34 trips total (in & out). After closure of Fairhaven, this will increase to 61.

53RD STREET IMPROVEMENTS



AUSTIN ENGINEERING CO. INC.
 Consulting Engineers & Surveyors
 1000 West 10th Street, Suite 305
 Davenport, IA 52807
 Certificate No. CS151338



PRELIMINARY INTERSECTION PLAN

WCT INVESTMENTS — DAVENPORT IOWA

E 53RD STREET
 DAVENPORT, IA 52807

DATE	DATE
12-20-18	12-20-18
12-20-18	12-20-18
12-20-18	12-20-18

PRELIMINARY INTERSECTION PLAN

DATE: 12-20-18
 SCALE: 1" = 10'
 SHEET: 12 OF 12

E-2

WCT
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LIGHTING

Light pollution is often a concern of residents with homes adjacent to commercial developments. The following design options are planned to minimize the impact on our neighbors.

- ❑ LED lighting will be utilized.
 - This provides the design professional the most options to make sure light is directed where it is needed and to help avoid light pollution to neighboring properties.
 - Full cut-off fixtures will be utilized to protect properties to the South and West of the development.
 - When using LED, less lights are needed to provide a safe environment for visitors and workers.
 - “Night Sky Friendly Fixtures” - Reflecting the light down helps to make the ground brighter while reducing the light pollution caused by each bulb.
- ❑ The existing tree canopy to the rear of the development will make the best natural barrier to light pollution.

A SMART GROWTH OPPORTUNITY

Re-Development projects are the “biggest bang” for a community and an opportunity to realize Smart Growth.

- 53rd Street is recognized by the City of Davenport as a Commercial Corridor.
- The vast majority of the project infrastructure will remain privately owned and maintained. Public resources are conserved with only a minor upgrade to 53rd Street ROW required.
- There is no public money in this project.
- The “Highest & Best” use for the land will be realized. All tax dollars generated will be a net gain to the community.
- Re-Development offers an option to avoid urban sprawl.
- An area presently without storm water control facilities will be upgraded and will now provide protection from all major rain events to downstream properties.

THANK YOU FOR YOUR TIME

WCT PROPERTIES

CONTACT INFORMATION:

WILLIE TORCHIA

CELL: (309) 696-7185

EMAIL:

wtorchia@wctproperties.com



WCT
PROPERTIES



REZ18-08 - Rezoning Protest List

PARCEL NUMBER	NOTICE AREA	NOTICE E	PROTEST T	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-03	43552.8703	6.9%	NO	0.0%	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-04	9943.06847	1.6%	NO	0.0%	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
N0712-28	32457.4134	5.1%	Yes	5.1%	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
N0712-29	29801.3422	4.7%	NO	0.0%	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
N0712-30	29801.4156	4.7%	NO	0.0%	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
N0712-31	29806.5998	4.7%	NO	0.0%	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST	2742 E 51ST ST	DAVENPORT IA 52807-3085
N0712-38	8769.89604	1.4%	NO	0.0%	5102 FAIRHAVEN RD	TIMOTHY KLUDY TAMMY KLUDY	5102 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-39	22911.1943	3.6%	NO	0.0%	5106 FAIRHAVEN RD	GABRIEL COUSSENS SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-42	17835.2571	2.8%	NO	0.0%	5120 LORTON AV	JAMES VICTOR	6113 LAKESHORE CR	DAVENPORT IA 52807
N0739-01A	21130.0884	3.3%	NO	0.0%	2643 E 53RD ST	RICHARD JONES LYNN JONES	2643 E 53RD ST	DAVENPORT IA 52807
N0739-02A	14213.893	2.2%	NO	0.0%	5220 LORTON AV	ERIC WILSON COURTNEY WILSON	5220 LORTON AV	DAVENPORT IA 52807-3026
N0739-04	14713.2174	2.3%	Yes	2.3%	5112 LORTON AV	DONALD ANGERER DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
N0833-01D	58597.5453	9.2%	NO	0.0%	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
N0833-02H	4507.35171	0.7%	NO	0.0%	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
Y0723-11E	20697.639	3.3%	NO	0.0%	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
Y0817-09G	1423.0326	0.2%	NO	0.0%	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
	38100.2392	6.0%	NO	0.0%		JERSEY MEADOWS NORTH CONDOS	2702 E 53RD ST	DAVENPORT IA 52807
Y0723-02E	78605.5585	12.4%	NO	0.0%	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027
PARCELS	476,867.6	75.1%						
ROW	157,894.9	24.9%					Alderman:	Clewell
TOTAL NOTICE AREA	634,762.5	100%	7.4%	PROTEST RATE	Protests: 2		Properties:	18

Rusnak, Ryan

From: Courtney Wilson <courtneywilson08@outlook.com>
Sent: Monday, June 18, 2018 11:54 AM
To: Planning Division – CPED
Cc: Rusnak, Ryan
Subject: 53rd street & Lorton Ave. commercial development

To Whom It May Concern,

6/18/2018

Regarding the rezoning of the property on 53rd Street, between Lorton Ave. and Fairhaven.

We emailed you last week with some questions prior to the meeting last Thursday regarding how this property development would affect us directly. After hearing what the developer had to say regarding the 25-foot area of green space with landscaping surrounding the new property with retaining walls, and an entrance/exit only from 53rd street, we are allot more optimistic about this being approved. Their willingness to take input from the residents surrounding the area was good to hear from the developers.

Another resident, much further down on Lorton Ave., has hired a lawyer and has been canvassing the neighborhood for donations and support against this development. My family lives directly across from the proposed property and will be affected much more than this resident, and yet we do not agree with his position. One of the main points that he is asking for, is to have Lorton Ave. become a cul-de-sac at 53rd street. We strongly oppose this as it creates a safety issue for the residents above 51st street, both on Fairhaven and Lorton Ave. The safety issue is that it would create only 1 exit/entrance for all the residents in this neighborhood at 46th street. Another reason we oppose this is we already receive a lot of turnaround traffic in our driveway and the driveway across the street from us (which will be gone with the new development). If Lorton Ave. was turned into a cul-de-sac I see this creating even more turnaround from neighbors and city residents that don't know that it is no longer a thoroughfare.

To summarize, we would just like you to know and understand two things.

1. We are optimistic about the new development after attending the last meeting.
2. We very much oppose the thoughts and ideas that are being brought forth by another resident much further down the street. He does not speak for everyone on Lorton Ave.

I thank you for your time, and hope that our concerns and opinions will heard at the next meeting tomorrow evening.

Mr. and Mrs. Wilson
5220 Lorton Ave.
Davenport, IA 52807

MELOY LAW OFFICE

Michael J. Meloy
Attorney at Law
2535 Tech Drive, Suite 206
Bettendorf, Iowa 52722
Telephone 563-359-3959
Fax 563-359-3953

Letter of objection
4728 Lorton Avenue
5115 Lorton Avenue
4907 Lorton Avenue
5112 Lorton Avenue
4921 Fairhaven Road
4711 Lorton Avenue
4718 Lorton Avenue

Michael J. Meloy
mike@meloylaw.com
Attorney at Law

Molly Bonderer
molly@meloylaw.com
Paralegal

June 19, 2018

Bob Inghram
Chairman, Davenport Plan & Zone Commission
City Hall
226 West 4th Street
Davenport, IA 52801

HAND DELIVERED ON JUNE 19, 2018 TO THE PLAN & ZONE COMMISSION

*Re. Portillo's Rezoning of Property South of 53rd Street between
Lorton Avenue and Fairhaven Road*

Dear Chairman Inghram,

I represent Craig McManus and other residents who live directly south of the proposed rezoning of this property from a "R-1" Residential District to a "PDD" Planned Development Commercial District. We are opposed to this rezoning because it will encroach on the peaceful enjoyment of the neighborhood and be detrimental to the residential use of the property and will monetarily devalue residential real properties.

My clients would consider withdrawing our opposition to the rezoning if the following conditions were added subject to approval of the rezoning request:

1. Vacate the area south of the intersection at 53rd & Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter.

2. Repaving of the blacktop on Lorton Avenue and Fairhaven Road between 53rd Street and 46th Street. The surface presently is a deteriorated surface that has not been properly maintained and clearly needs repaving.

3. Install a 3-way stop sign at the intersection of 51st Street and Lorton Avenue.

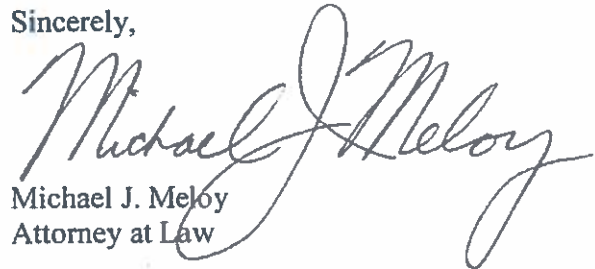
4. Install speed bumps on Lorton Avenue between 46th Street and 53rd Street.

5. No commercial trucks allowed on Lorton Avenue or Fairhaven Road.

These conditions will alleviate residential concerns of the homeowners and neighbors on this matter.

We request that the Plan & Zone Commission approve a recommendation with these conditions attached to the Davenport City Council.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Meloy". The signature is fluid and cursive, with the first name "Michael" and last name "Meloy" being clearly legible. The middle initial "J." is written in a smaller, more compact script.

Michael J. Meloy
Attorney at Law

cc: Craig McManus
Patricia & Paul Jimenez
Debbie & Kenneth Ralfs
Don Angerer & Dolores Angerer
Bob Schickling
Casey Caroths
Zachary & Jeanette Richards

Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing









Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



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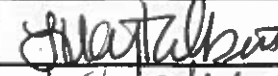

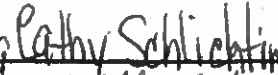




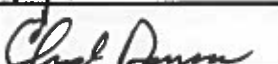
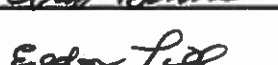

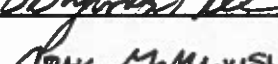
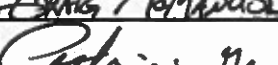
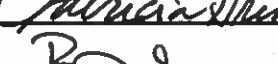
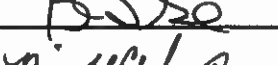

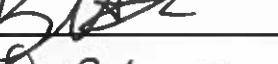
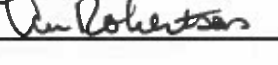


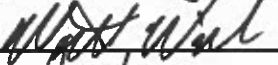
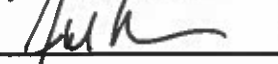
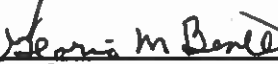

Photograph submitted at the July 2, 2018
Plan and Zoning Commission meeting
2771 E 51st St. Looking south.





We, the undersigned citizens of Davenport, call on our city officials to make Lorton Avenue a cul-de-sac at 53rd with restricted access limited to emergency vehicles and school bus traffic only. Without such modification, we object to the proposed zoning change along 53rd from residential to commercial.

The alternative vision we are proposing will reduce impact on surrounding businesses, neighborhoods and commuters; increase traffic safety on 53rd and Lorton Avenue; reduce congestion during peak travel times; resolve residential traffic concerns and preserve the quiet, family friendly neighborhoods to the south.

	Name	Signature	Street Address	Email Address	Phone
1	Jeffrey L. Talbert		4822 Fairhaven Ct	jefftalbert@msn.com	563.505.1856
2	LUCY TALBERT		4822 FAIRHAVEN	ZAMFAN 82@YAHOO.COM	499-6894
3	Aericka Alatorre		4810 Fairhaven	aericka.alatorre@yahoo.com	563-529-2403
4	Cathy Schlichting		4921 Fairhaven	Bengoe77@msn.com	563-570-069
5	Robert Schlichting		4921 Fairhaven	" " "	" " "
6	Rachelle Hynes		4802 Fairhaven	rhyness2@msn.com	563 3228697
7	Tom Hynes		"	"	"
8	Mike Williams		4829 Fairhaven	lwzejw@mchsi.com	322-1253
9	Chad Dorrance		4829 Fairhaven	chaddorrance@gmail.com	528-9938
10	Eldon Lill		2840 E 46th	eldonlill@msn.com	424-5282
11	Virginia Lill		2840 E 46th	" "	424-5282
12	Carla Norman		2510 Edgemond		359-4179
13	PATRICIA GRIMA		2510 EDGEMOND	DAVEUPRIZEA	359-4180
14	Bill Duke		4805 Fairhaven		340-5992
15	Nicky Hand		4816 Fairhaven Ct.	Doungort, IA	508-3461
16	Bryan Mertz		1110 W. 17th St	Dau, IA	940-9643
17	Ann Robertson		5120 Lorton Ave	Dau IA	20-309-2861
18	Dor Angerer		5112 Lorton Ave		
19	Dolores Angerer		5112 Lorton Ave	dangerer@mchsi.com	563 324778
20	Matt Wilson		5030 Lorton		355-0871
21	Julie Wilson		5030 Lorton		355-0871
22	Gloria Bentley		5001 Lorton		515-451-0382
23	Julie Lyle		5002 Lorton	rslyle@mchsi.com	563-676-977
24	Hal Reed		4919 Lorton	Halreedblues@yahoo.com	563-650-773
25	Sarah Petersen		4920 Lorton	harahgrace1025@yahoo.com	319-570-0250

	Name	Signature	Street Address	Email Address	Phone
26	Kris Kleinsmith	Kris Kleinsmith	4920 Lorton Dan. IA 52509	KristyKleinsmith@gmail.com	563-449-4572
27	Ken Ralf	Ken Ralf	4907 Lorton Ave	N/A	726-1988
28	Drake Decker	Drake Decker	5014 Lorton Ave	drakudeck@gmail.com	506-8424
29	Alyssa Edwards	Alyssa Edwards	5014 Lorton Ave	drake deck@gmail.com	506-8429
30	Greg Judge	Greg Judge	2705 E 51st ST	g.judge@mchsi.com	563 320 8163
31	Dianne Siefers	Dianne Siefers	4920 Fairhaven Rd.	dianne.siefers@gmail.com	563 326 5265
32	Bear Groo	Bear Groo	2131 E 18th St	boggygroo@gmail.com	563 521-9860
33	Ray Henry	Ray Henry	4202 MARQUETTE	RHEUM13PGMAIL	563-271-9916
34	Nick VanDoord	Nick VanDoord	2624 51st	NVanDoord@gmail.com	563-676-967
35	Brian Zegg	Brian Zegg	1916 W 38th	BZ Zegg@gmail.com	563-386-988
36	Dan Krutzfeldt	Dan Krutzfeldt	116 Hillcrest	dkrutzfeldt@gmail.com	563-691-9910
37	Jessica Wilhelm	Jessica Wilhelm	1233 Eastern	enijwilhelm@phos.com	563-5517
38	Ethel Banda	Ethel Banda	2744 E. 46th	N/A	259-3337
39	John Chapman	John Chapman	4624 Lorton Ave		563 370 3596
40	Dennis + Patty Gamble	Dennis + Patty Gamble	4744 Lorton Ave	pattygamble51@gmail.com	563-340-283
41	Bruce + Carol Hansen	Bruce + Carol Hansen	4908 Fairhaven Rd		563-359-861
42	Kristine Bennett	Kristine Bennett	4919 Lorton Ave	Kristy@maddy5111.com	563 349-0544
43	Peg Neilson	Peg Neilson	4838 Lorton Ave	flutterby4838@usm.com	563 3956221
44	Robert Herrmann	Robert Herrmann	5105 Fairham	hbs@rehepc.com	563-529-646
45	Lisa VanDanne	Lisa VanDanne	2771 E. 51st ST	grandhair99@gmail.com	563 322 000
46	Patricia Brunner	Patricia Brunner	4840 Fairhaven Ct	PattyLake25@gmail.com	309-368 0166
47					
48					
49					
50					

Rusnak, Ryan

From: Nancy Busch <happyinia@yahoo.com>
Sent: Monday, July 09, 2018 1:16 PM
To: Rusnak, Ryan
Subject: Fwd: rezoning of fairhaven and lorton/ Ryan Rusnak

Ryan will u pls confirm u received thx so much

Sent from my iPhone

Begin forwarded message:

From: Nancy Busch <happyinia@yahoo.com>
Date: June 26, 2018 at 12:31:23 PM CDT
Cc: <happyinia@yahoo.com>
Subject: rezoning of fairhaven and lorton/ Ryan Rusnak
Reply-To: Nancy Busch <happyinia@yahoo.com>

To whom it may concern;

My name is Nancy J. Busch, residing at 5119 Fairhaven Road, Davenport, Iowa. I have a few questions and concerns about the proposal of rezoning fairhaven and lorton. I'm not sure if the questions should be directed to the rezoning committee or the developer. I wanted to go on record with my questions and hopefully will get some answers.

1. Do I have the right to ask for an appraisal before and after this project? To be paid by the city or the developer. Any decrease in property value will be paid for by city or developer.
2. I would like to request someone from the rezoning office come to my property and show me exactly where the proposed walls, fences, or landscaping will be with regard to my property line. How far away from the wall will the buildings be? Will the developers maintain the landscape after the buildings are complete?
3. Will there be a guarantee in writing that any debris will be constantly monitor and disposed of at the expense of the developer?
4. Will there be a guarantee in writing that my landscaping will not be damaged during the construction of the buildings and after the completion?
5. Will there be a guarantee in writing that the noise level will remain the same if not decreased when all the buildings are occupied?
6. If there is any water overage with regard to sewer lines and damage to my property happens will city or developer pay? Or have an insurance that will pay my damages.
7. Will the lights that will be used for the parking interfere with my well being?
8. Will I get an offer on my house that is double the appraised value?
9. Will I get to select the barriers from the buildings to my property?
10. If a bar goes in one of the building will I be assured there is proper security in place? What will be the closing hours of the businesses?
11. Any chance this area could be converted to a gated community to ensure our safety?
12. Will the city or developer pay for wear and tear of my driveway after its been used to turn around in when people get lost or make the wrong turn?
13. What are some legitimate reasons why land can not be rezoned in a residential area? (beside

soil samples)

14. When I purchased this home I did so because it was residential if that changes and I don't agree with the change what is my recourse?

I'm sure I'll have more questions in the future, but for now if you could answer these it will give me a good start. I know no one is interested in my opinion or why I moved to Fairhaven so I'll save those details for later. For now I would appreciate some attention to these questions.

Thanks so much for your time,

Nancy J. Busch, BES, MBA, MOL

5119 Fairhaven Road

Davenport, Iowa 52807



DAVENPORT FIRE DEPARTMENT

331 Scott Street, Davenport, Iowa 52801
Tel 563.326.7906 Fax 563.328.7232

June 27, 2018

TO: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

FROM: Assistant Chief James Morris, Fire Marshal

RE: Case No. REZ18-08 and ROW18-01

The Fire Department has reviewed the request to partially vacate Fairhaven Road to facilitate redevelopment of nine home sites as commercial. The Fire Department does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. The Fire Department has several concerns with vacating Lorton Ave due to accessibility and response times.

Regards,

A handwritten signature in black ink, appearing to read "James Morris", is written over a horizontal line.

James Morris, Fire Marshal



City of Davenport
Community Planning & Economic Development Department
Memorandum

To: Captain James Morris, Fire Marshal
Davenport Fire Department

From: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

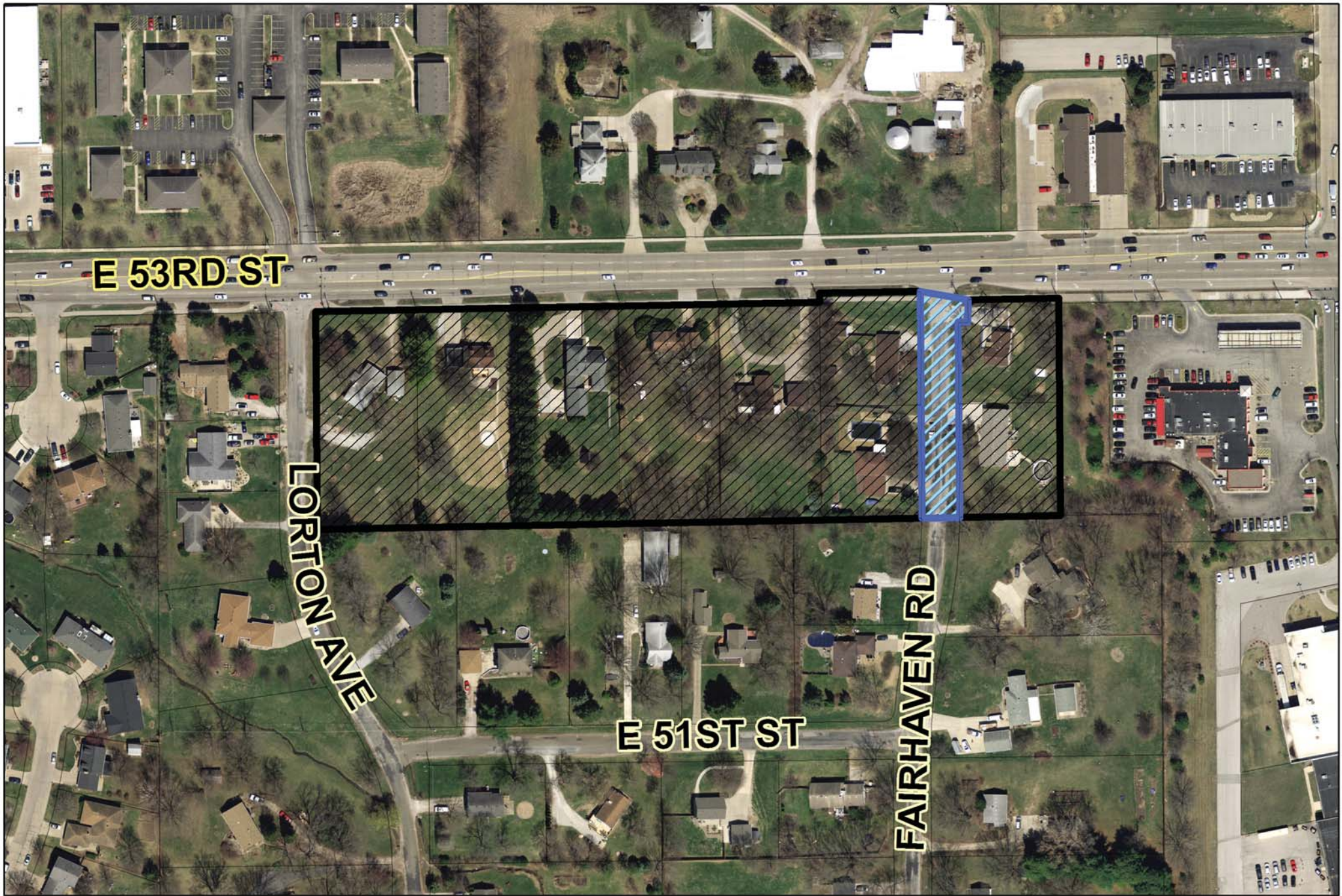
Subject: Case No. REZ18-08 and ROW18-08

Date: June 21, 2018

The City has received a request to rezone property and partially vacate Fairhaven Road to facilitate redevelopment of the nine home sites as commercial. The development would be located along East 53rd Street east of Lorton Avenue (see attached locational map and conceptual plan for the proposed development). Access to and from the development would be at the newly created signalized intersection at the Costco entrance. The other access would be at the location of the existing Fairhaven Road. Please note that a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only (see plan design for improvements along East 53rd Street adjacent to the proposed development). This Department would appreciate Davenport Fire Department's position on the following so it can be incorporated into rezoning and vacation request case files:

1. Does Davenport Fire Department have any concerns related to access to and from based on the conceptual drawing that was provided?
2. Does Davenport Fire Department have any concerns related to the partial vacation of Fairhaven Road? Please note a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only.
3. During the June 19, 2018 Plan and Zoning Commission public hearing homeowners' representative suggested that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and reconstructed as a cul-de-sac and a gate installed allowing only emergency vehicles to enter. Does the Davenport Fire Department have any concerns related to this suggestion?

Attachments:
Locational Map
Conceptual Plan for the Proposed Development
Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development



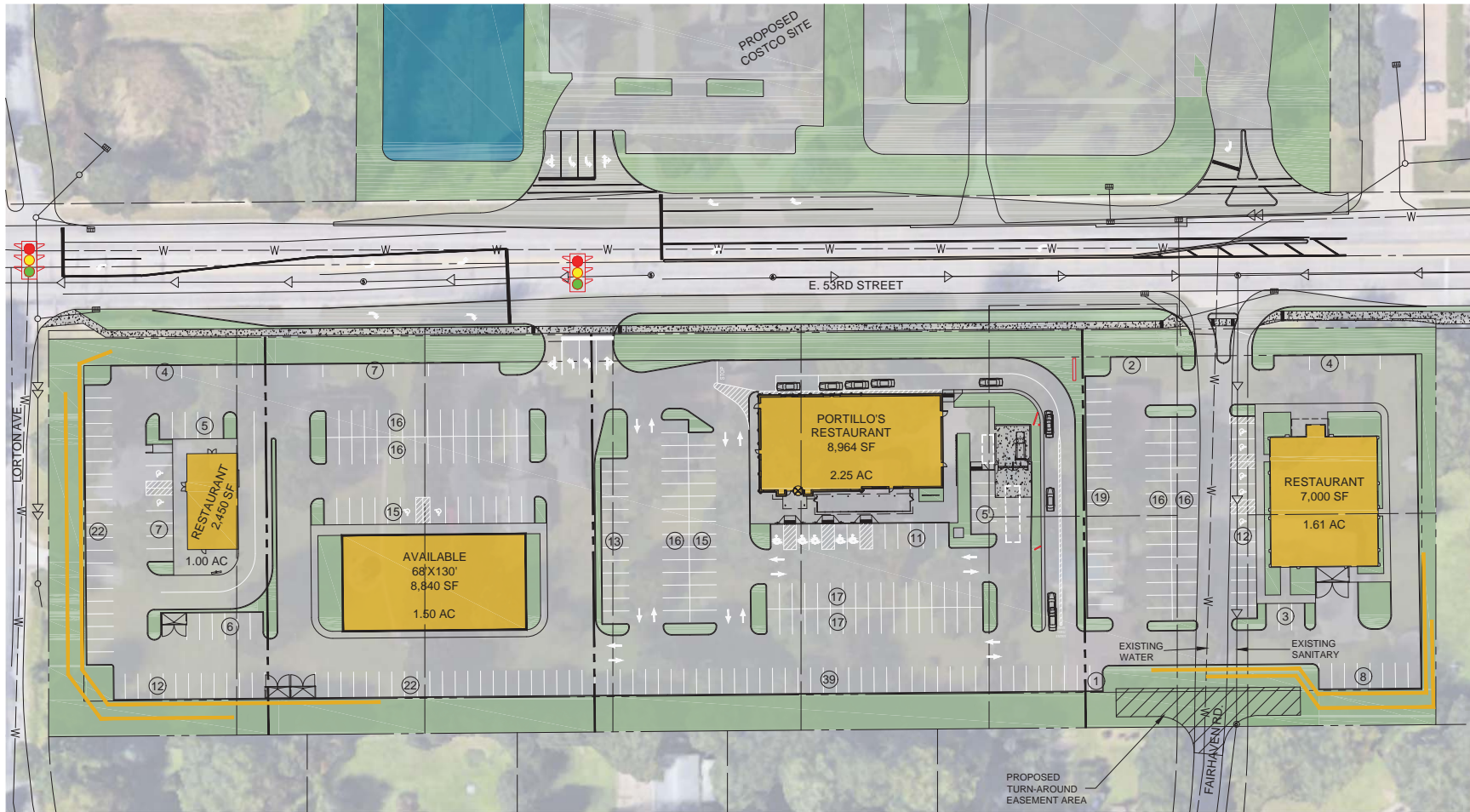
Property Requested to be Rezoned



Right-of-Way Requested to be Vacated

N





PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's®

LEGEND

	BOUNDARY LINE
	SETBACK LINE
	EASEMENT LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



SITE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-12-18

SITE PLAN

SITE PLAN

PROJECT NO

IA76-18-023

DATE

06-12-18

SHEET

C-1

[illegible]

Design of the right-in/right-out entrance at Costco.

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

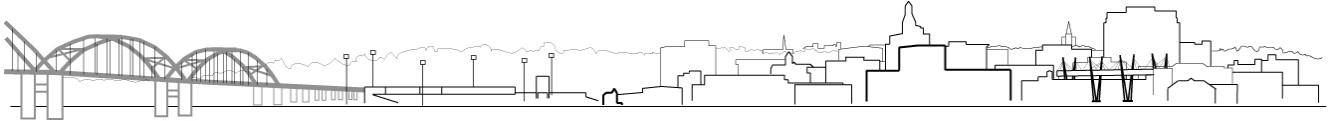
The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

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

**PUBLIC HEARING NOTICE
CITY COUNCIL
CITY OF DAVENPORT**



Public Hearing Details:

Date: 7/18/2018 Ward: **6th**
Time: 5:30 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the City Council.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

What are the Next Steps after the Public Hearing?

The 7/18/2018 public hearing is the first step in the review/approval process by the City Council. For the specific dates and times of subsequent meetings, please contact the case planner on the next page.

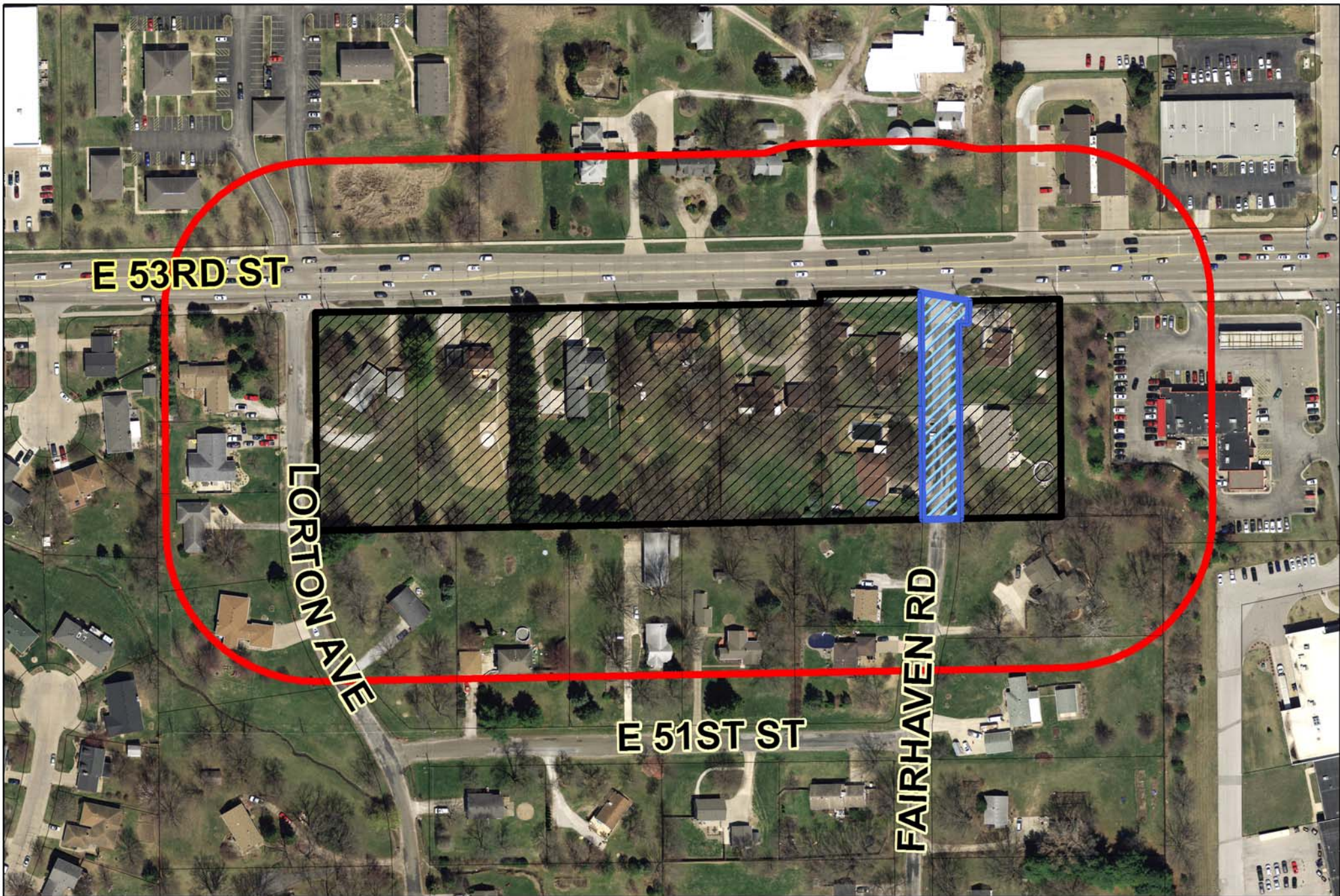
Would You Like to Submit an Official Comment?



As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.

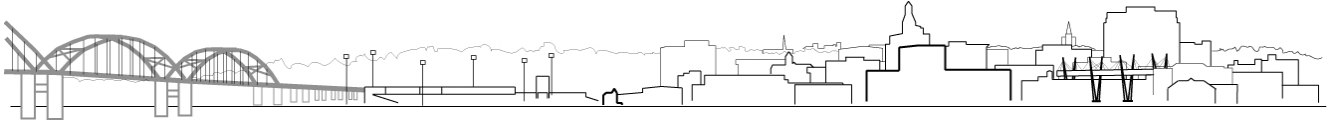


-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
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5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
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13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
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16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018 Ward: **6th**
Time: 5:00 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

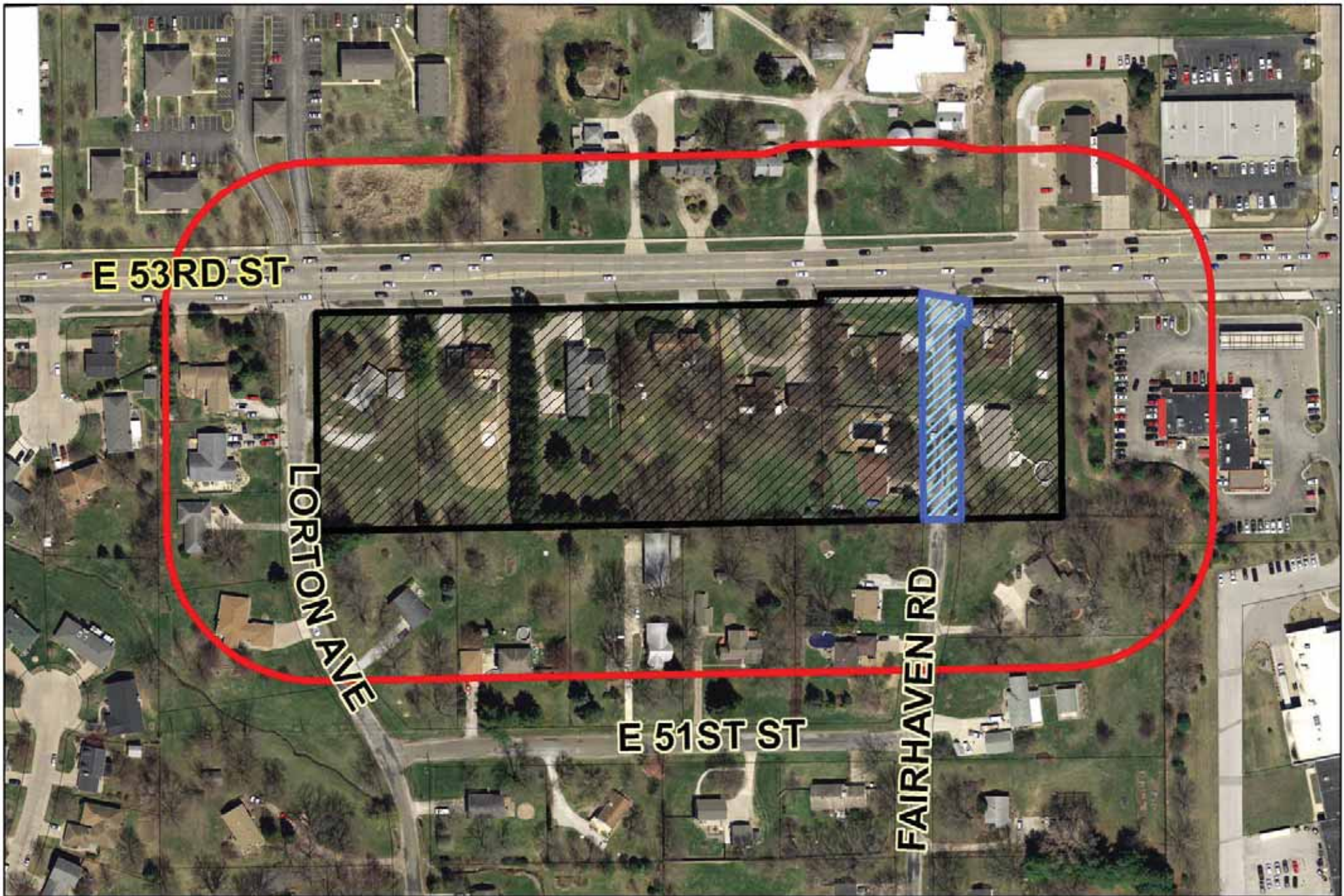
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Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
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*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

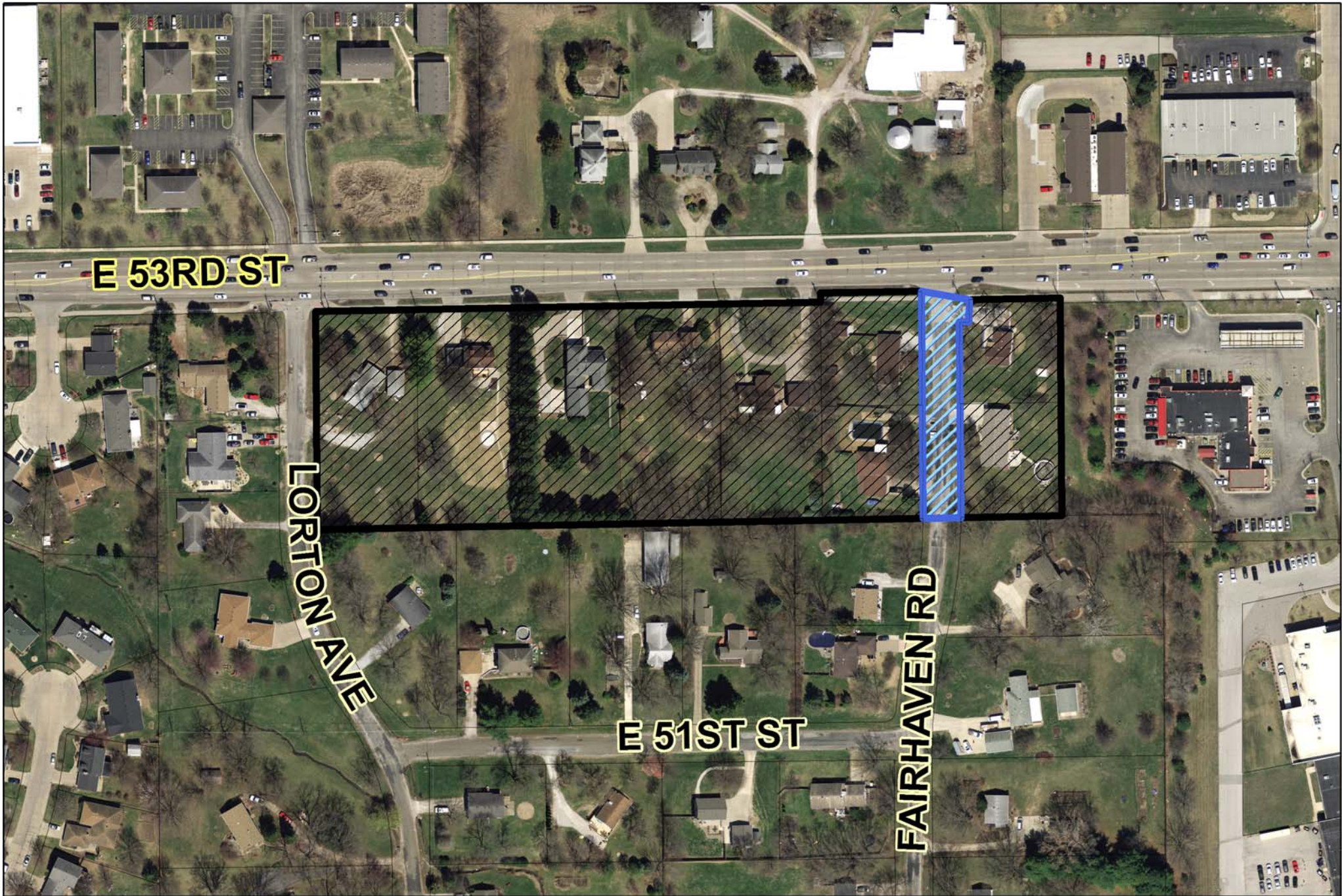
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated

N



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
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18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027



Property Address* See attached EXHIBIT A

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

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: willtorchia@aol.com

Application Form Type:

Plan and Zoning Commission

- LLC Rezoning (Zoning Map Amendment) ☒
 Zoning Ordinance Text Amendment ☐
 Right-of-way or Easement Vacation ☐
 Final Development Plan ☐
 Voluntary Annexation ☐
 Subdivision ☐

Owner (If different from Applicant)

Name: See attached EXHIBIT B
 Company:
 Address:
 City/State/Zip:
 Phone:
 Email:

Zoning Board of Adjustment

- Appeal from an Administrative Decision ☐
 Special Use Permit - New Cell Tower ☐
 Home Occupation Permit ☐
 Special Exception ☐
 Special Use Permit ☐
 Hardship Variance ☐

Engineer (If applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- Certificate of Design Approval ☐
 Demolition Request in the Downtown ☐

Historic Preservation Commission

- Certificate of Appropriateness ☐
 Landmark Nomination ☐
 Demolition Request ☐

Architect (If applicable)

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

Administrative

- Floodplain Development ☐
 Cell Tower Co-Location ☐
 Identification Signs ☐
 Site Plan ☐

Attorney (If applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request:Existing Zoning: Proposed Zoning Map Amendment:

*with the option to convert to C-3 (excluding HCOD requirements) when new zoning ordinance is approved.

Total Land Area: AcresDoes 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.
 - \$5.00 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) Public Notice for the Plan and Zoning Commission public hearing:

- After submitting the application the applicant shall post notification sign(s) supplied by the City on property at least two weeks prior to 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. Failure to post signs as required may result in a delay of the request.
- The applicant shall hold a neighborhood meeting as per the attached meeting guidelines.
- Planning staff will send a public hearing notice 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 hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

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

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, 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: WCT Investments Davenport Series, LLC

Date: 5/29/18

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: Ryan Rusnak

Date: 5/29/2018

Planning staff

Date of the Public Hearing: 6/19/2018

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

Authorization to Act as Applicant

I, William Torchia
authorize Thomas J. Pastrank
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the
property located at see attached EXHIBIT A.



Signature(s)*

*Please note: original signature(s) required.

EXHIBIT A

Addresses:

**2701 E. 53rd St.
Davenport, IA 52807**

**2719 E. 53rd St.
Davenport, IA 52807**

**2733 E. 53rd St.
Davenport, IA 52807**

**2745 E. 53rd St.
Davenport, IA 52807**

**2757 E. 53rd St.
Davenport, IA 52807**

**5222 Fairhaven Rd.
Davenport, IA 52807**

**5221 Fairhaven Rd.
Davenport, IA 52807**

**5207 Fairhaven Rd.
Davenport, IA 52807**

**5206 Fairhaven Rd.
Davenport, IA 52807**

LEGAL DESCRIPTION OF PARCELS TO BE RE-ZONED PDD

PIN N0712-02A DOC. #: 2018-2034:

A PART OF LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA; COMMENCING AT THE SOUTHEAST CORNER OF LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION; THENCE NORTH 288 FEET ALONG THE EAST LINE OF SAID LOTS 1 & 2, TO THE POINT OF BEGINNING; THENCE NORTH 12 FEET; THENCE WEST 133.4 FEET; THENCE SOUTH 32 FEET; THENCE IN A NORTHEASTERLY DIRECTION ON A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 20 FEET, AN ARC DISTANCE OF 31.42 FEET; THENCE EAST 113.4 TO THE POINT OF BEGINNING.

PIN N0712-02B DOC #: 2003-27869:

LOT 2 FINAL PLAT OF REPLAT OF LOT 2 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, IOWA.

PIN N0712-33B DOC #: 2014-19371:

LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION, IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA. EXCEPT THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED SEPTEMBER 8TH, 1977, AND RECORDED DOCUMENT NO. 19435-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-33A DOC #: 31513-96:

LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

PIN N07102-34 DOC #: 22654-95:

LOT 4 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA, BY WARRANTY DEED DATED FEBRUARY 16TH, 1979 AND RECORDED AS DOCUMENT #2348-79 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-35:

LOT 5 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA.

PIN N0712-36 DOC #: 2010-7488:

LOT 6 OF HANLIN'S ADDITION OF TH NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPTING THEREFROM THE TRACT CONVEYED TO THE CITY OF DAVENPORT, IOWA BY WARRANTY DEED DATED

MAY 3RD, 1977 AND RECORDED DOCUMENT #8216-77 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-37 DOC #: 2002-29237:

LOT 7, OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGER 4 EAST OF THE 5TH P.M., SITUATED IN SCOTT COUNTY, IOWA, SUBJECT TO ALL EASEMENTS, EXCEPT. THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED MAY 10, 1977 AND RECORDED AS DOCUMENT NO. 8730-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-27 DOC #: 2017-23401:

LOT 8 OF HANLIN'S ADDITION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPT PART TO THE CITY.

EXHIBIT B

List of Owners:

**Kurt, Shana & Tina Schindler
2701 E. 53rd St.
Davenport, IA 52807**

**Kurt, Shana & Tina Schindler
2719 E. 53rd St.
Davenport, IA 52807**

**June M. Schindler
2733 E. 53rd St.
Davenport, IA 52807**

**Gary L. White
2745 E. 53rd St.
Davenport, IA 52807**

**Charlotte A. Powers
2757 E. 53rd St.
Davenport, IA 52807**

**Johnny S. & Ann L. Martin
5222 Fairhaven Rd.
Davenport, IA 52807**

**Jerry & Marcia Ludden
5221 Fairhaven Rd.
Davenport, IA 52807**

**Donald Smith
5207 Fairhaven Rd.
Davenport, IA 52807**

**Lyle & Christine Swanson
5206 Fairhaven Rd.
Davenport, IA 52807**

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
CD7/18/2018

Subject:

Public hearing for the ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Hold the public hearing.

Relationship to Goals:

Welcome investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01.

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

The Plan and Zoning Commission accept the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

ATTACHMENTS:

Type

Description

- ▣ Ordinance
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material

Proposed Ordinance
 Plan and Zoning Commission Letter to City Council - 7-3-2018
 7-2-2018 - Plan and Zoning Commission Vote Results
 Staff Report to Plan and Zoning Commission - 7-2-2018 Meeting
 Public Hearing and Neighborhood Meeting Notice
 Public Hearing Notice - QC Times - 7-10-2018
 Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/11/2018 - 3:18 PM
Community Development Committee	Berger, Bruce	Approved	7/11/2018 - 3:18 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 5:05 PM

ORDINANCE NO.

ORDINANCE for Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby vacated.

The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

Section 2. That the following findings and conditions are hereby imposed upon said right-of-way vacation:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

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

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,



Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN



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

Meeting Date: July 2, 2018

Request: Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

The petitioner is requesting to rezone and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial.

AREA CHARACTERISTICS:

Aerial Map



 Subject Property

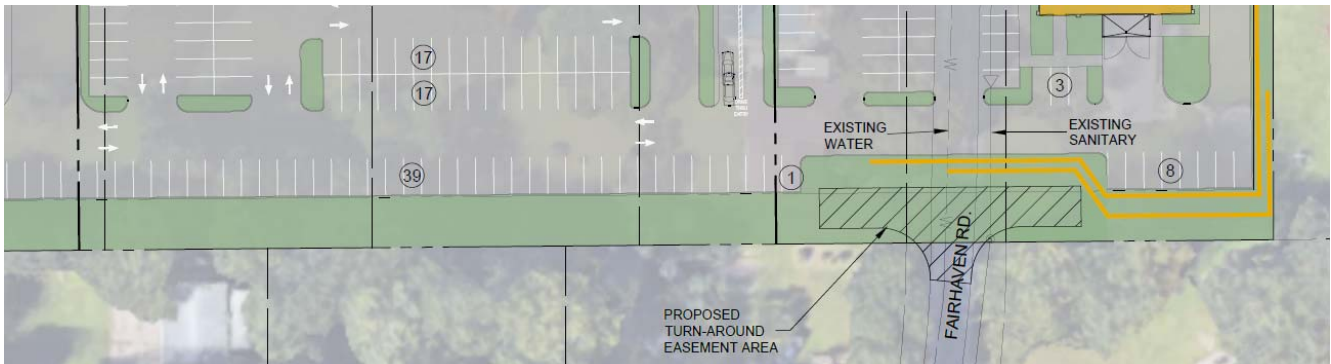


Discussion:

Request Summary:

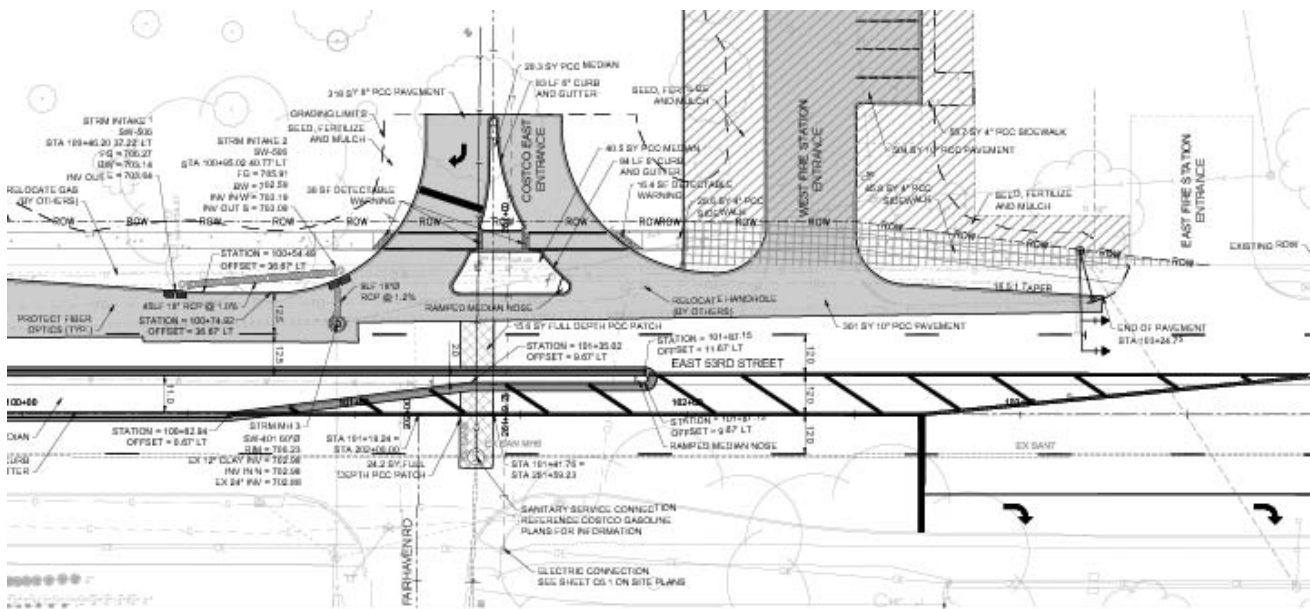
The applicant is requesting to rezone (REZ18-08) to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The right-of-way vacation is to allow a portion of Fairhaven Road to be incorporated into the development.

A turnaround would be constructed at the applicant expense at the newly terminated roadway.



Concept Plan depicting the turnaround at the newly terminated roadway.

Fairhaven Road is in the location of the proposed development's second driveway entrance. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only.



Design of the right-in/right-out entrance at Costco.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

There are utilities (water, sewer and electric) located within the existing Fairhaven Road right-of-way. Therefore, a utility easement would be to be retained.

Public Input (related to the Fairhaven Road right-of-way vacation):

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. The Plan and Zoning Commission held a public hearing on June 19, 2018. Stated concerns include related to the condition of Fairhaven Road and the potential for increased traffic on Lorton Avenue if Fairhaven Road is closed.

Staff Recommendation

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

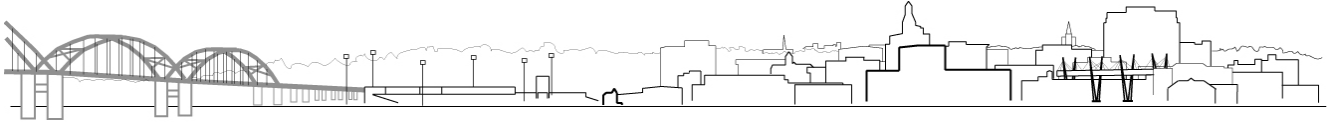
1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

**PUBLIC HEARING NOTICE
CITY COUNCIL
CITY OF DAVENPORT**



Public Hearing Details:

Date: 7/18/2018

Ward: **6th**

Time: 5:30 PM

Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.

Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the City Council.

Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

What are the Next Steps after the Public Hearing?

The 7/18/2018 public hearing is the first step in the review/approval process by the City Council. For the specific dates and times of subsequent meetings, please contact the case planner on the next page.

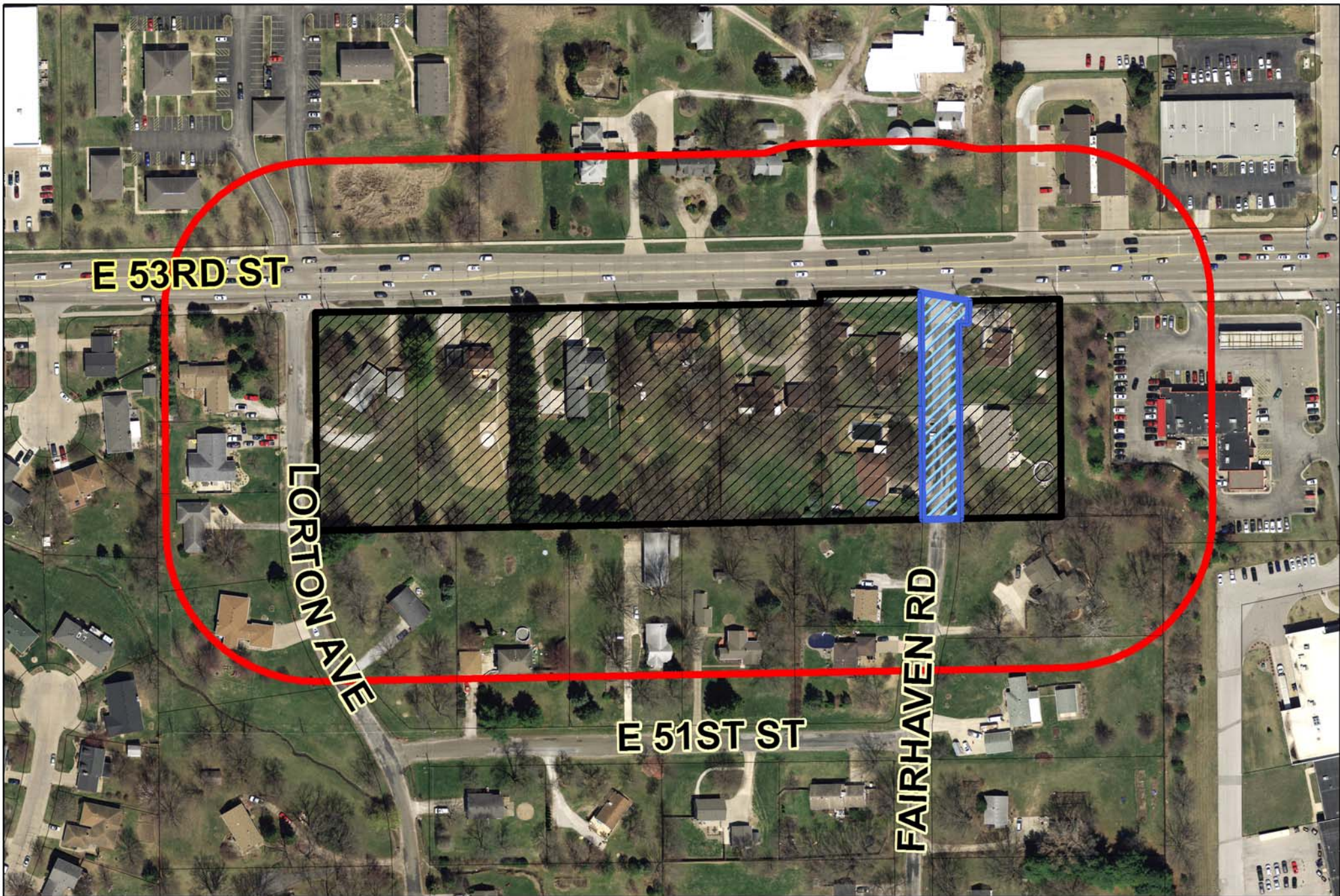
Would You Like to Submit an Official Comment?



As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.

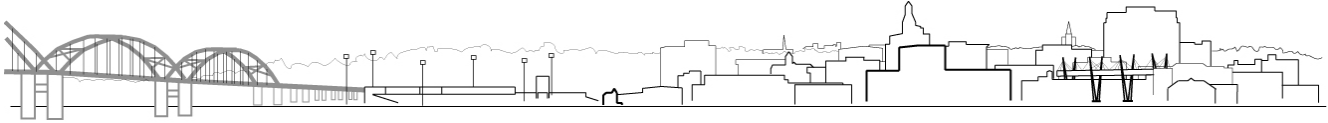


-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018

Ward: **6th**

Time: 5:00 PM

Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.

Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.

Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

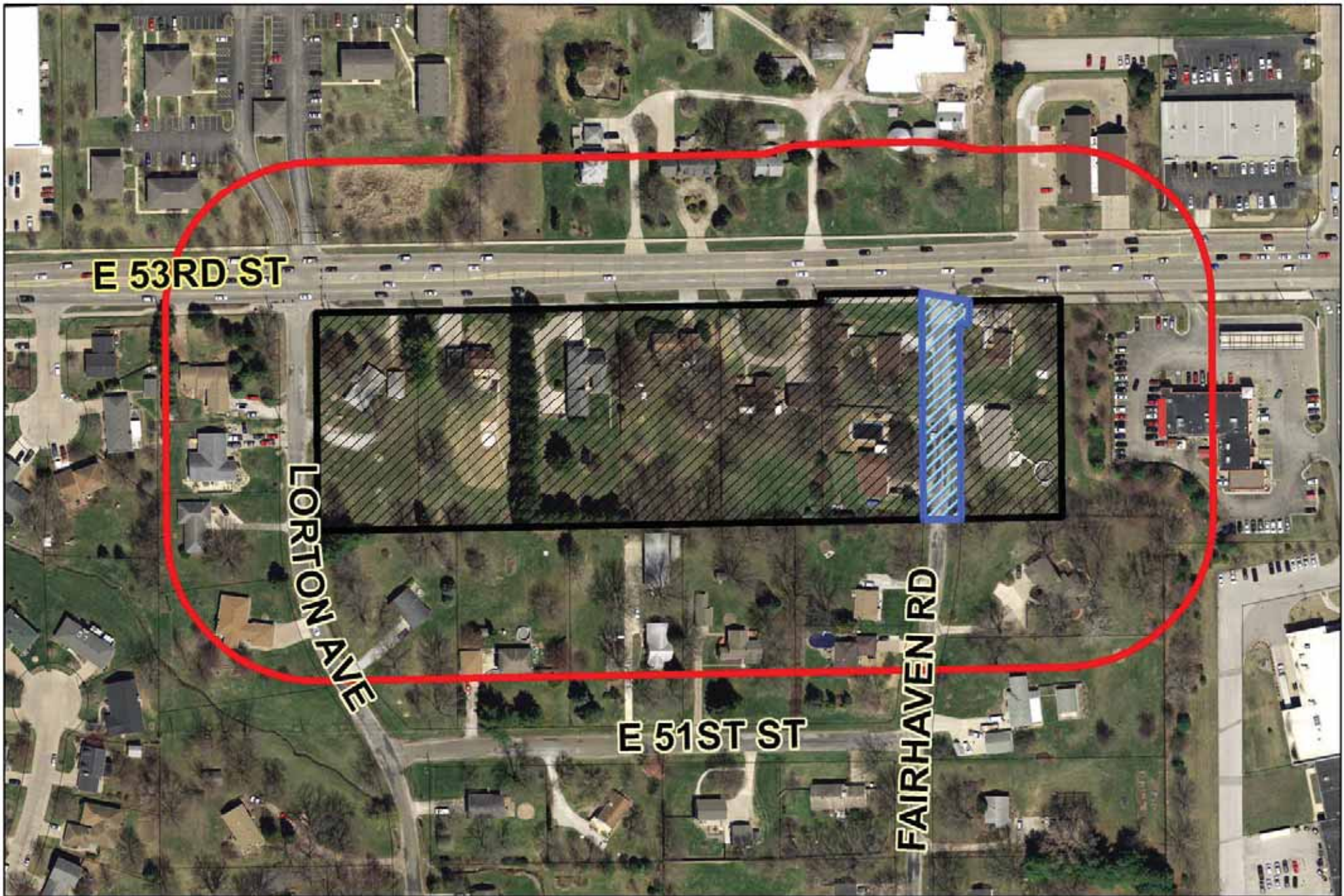
Would You Like to Submit an Official Comment?



As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



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*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

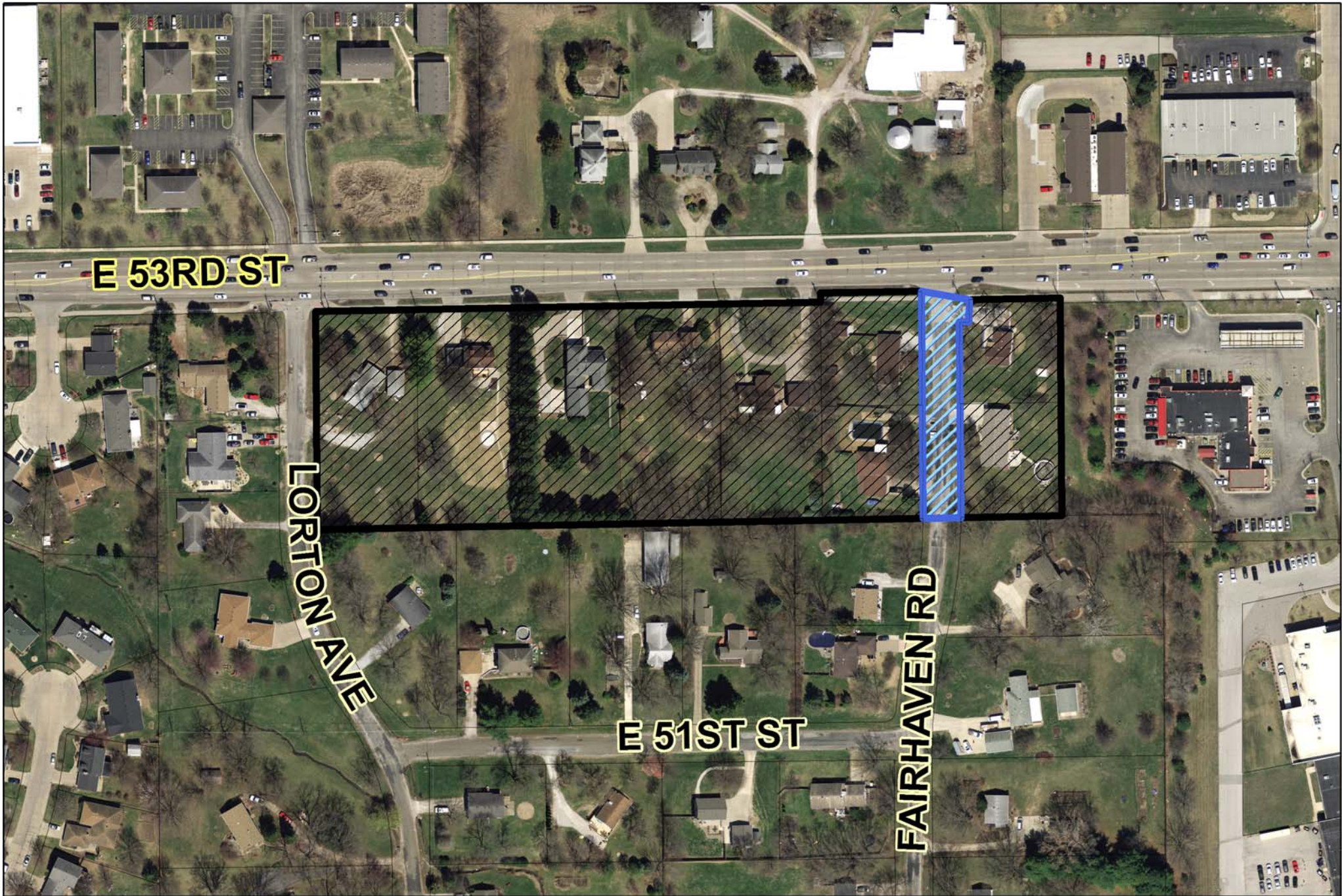
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1 Low Density Dwelling District to “PDD” Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated

N



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To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

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



285

Property Address* [redacted] feet on Fairhaven Road, Davenport, IA 52807

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

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: wiltorchia@aol.com

Application Form Type:

Plan and Zoning Commission

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

Owner (if different from Applicant)

Name: [redacted]
 Company: City of Davenport
 Address: 226 W. 4th St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 326-7711
 Email: [redacted]

Zoning Board of Adjustment

- ☐ Appeal from an Administrative Decision
☐ Special Use Permit - New Cell Tower
☐ Home Occupation Permit
☐ Special Exception
☐ Special Use Permit
☐ Hardship Variance

Engineer (if applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- ☐ Certificate of Design Approval
☐ Demolition Request In the Downtown

Historic Preservation Commission

- ☐ Certificate of Appropriateness
☐ Landmark Nomination
☐ Demolition Request

Architect (if applicable)

Name: N/A
 Company: [redacted]
 Address: [redacted]
 City/State/Zip: [redacted]
 Phone: [redacted]
 Email: [redacted]

Administrative

- ☐ Floodplain Development
☐ Cell Tower Co-Location
☐ Identification Signs
☐ Site Plan

Attorney (if applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request: 285

Vacation of [REDACTED] of Fairhaven Road, beginning at the corner of 53rd St. and Fairhaven Rd. and continuing south approximately twenty-five (25) feet. Engineer will provide a legal description.

Total Land Area: 0.34, +/- Acres

Submittal Requirements:

- The completed application form.
- Required fee: \$400.

The Applicant hereby acknowledges and agrees to the following procedure and requirements:

(1) Application:

- Prior to submission of the application for the right-of-way or easement vacation, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the right-of-way or easement vacation process.
- Applications and supporting documentation should be submitted to planning@ci.davenport.ia.us for review.
- 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) Public Notice for the Plan and Zoning Commission public hearing:

- Planning staff will send a public hearing notice to surrounding property owners.

(3) Plan and Zoning Commission's consideration of the right-of-way or easement vacation:

- 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 hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

(4) City Council's consideration of the right-of-way or easement vacation:

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a right-of-way or easement vacation 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: WCT Investments Davenport Series, LLC

Date: 5/29/18

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure.

Received by: Ryan Rusnak

Date: 5/29/2018

Planning staff

Public Hearing: 6-19-2018

GENERAL NOTES

1. EXISTING ZONING = R-1
2. PROPOSED ZONING = PUD
3. TOTAL AREA = 6.38 ACRES
4. BEARINGS ARE BASED ON THE FINAL PLAT OF HAMILT'S ADDITION BOOK 66, PAGE 123

JEREMY MEADOWS NORTH
CONDOMS
ZONED R-3M

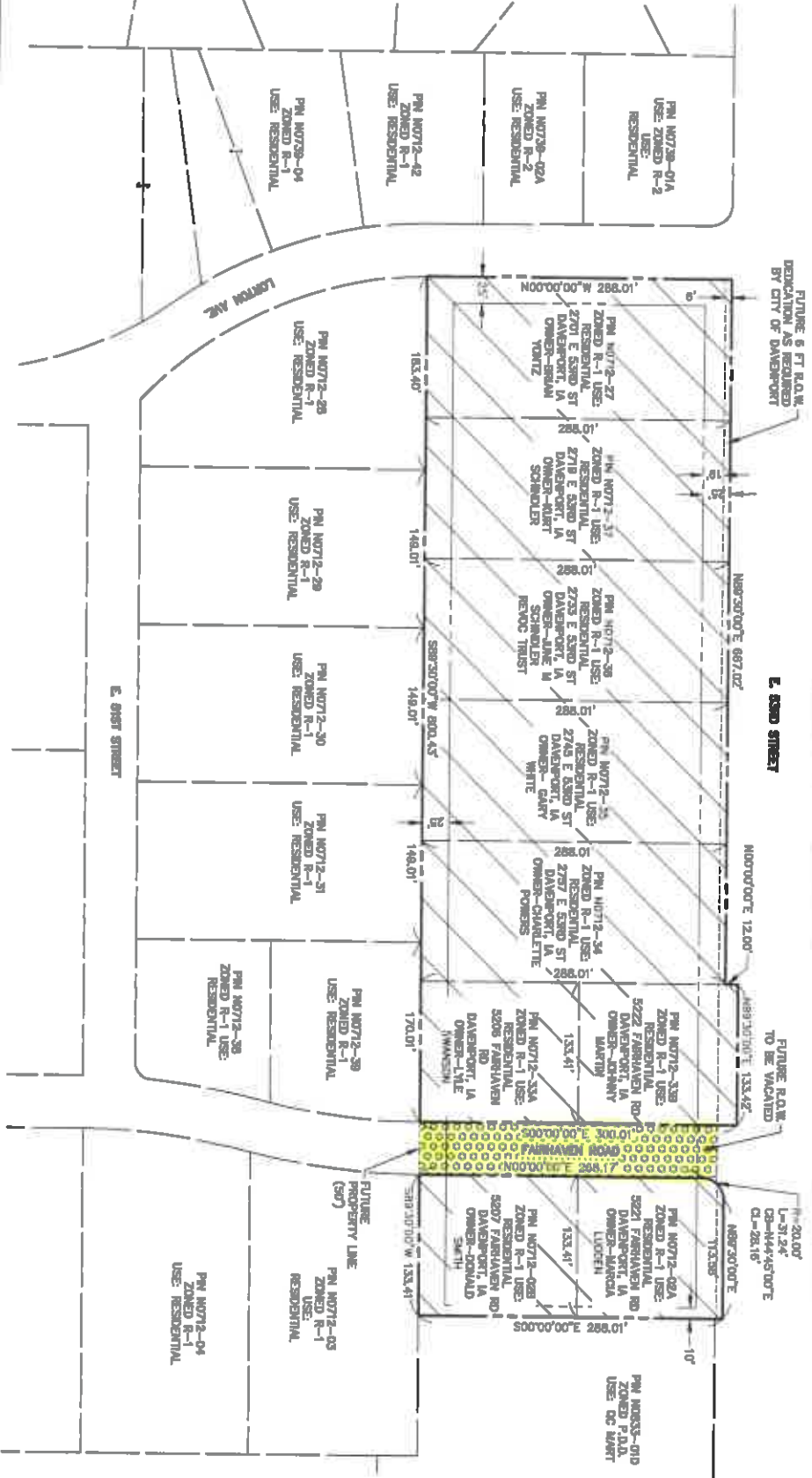
PM 10723-02E
ZONED P.D.U.
USE: COSTCO



LEGEND

- BOUNDARY PROPOSED REZONING
- SETBACK LINE
- EXISTING PROPERTY LINE

PM 10723-11E
ZONED R-1
USE: FIRE STATION



ZONING EXHIBIT PLAT

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807



AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 306
Davenport, Iowa 52801
Certificate No. CS131338

ZONING EXHIBIT PLAT

PROJECT NO: W79-18-023
DATE: 05-25-18
SHEET: E-1

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 8

Action / Date
PW7/18/2018

Subject:

Public hearing on the plans, specifications, forms of contract and estimated cost for the Miracle Field of the Quad Cities, CIP #64030. [Ward 8]

Recommendation:

Hold the hearing.

Relationship to Goals:

Welcoming Neighborhoods

Background:

This project is intended to provide accessible recreation opportunities to the Quad Cities regional population with special needs. The proposed Miracle Field will provide a combined accessible ballfield complete with an alternate sports field configuration.

The project is scheduled to be bid yet this summer with grading and flatwork construction complete prior to the end this years' construction season. Construction will resume as weather allows in the spring of 2019 with final completion set for the end of spring 2019. Funding for the Miracle Field of the Quad Cities is established within CIP #64030. The current estimate for the complete project is \$920,000.

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 9:55 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:41 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:25 AM

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 1 & 4

Action / Date
PW7/18/2018

Subject:

Public hearing on the plans, specifications, forms of contract and estimated cost for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP #35037. [Wards 1 & 4]

Recommendation:

Hold the hearing.

Relationship to Goals:

Sustainable Infrastructure

Background:

The program is scheduled to be bid this summer with construction completed towards late summer. Funding for the 2018 Myrtle St and Johnson Ave Resurfacing Project is established within CIP #35037. The current estimate is \$215,000.

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 9:54 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:37 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:25 AM

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn, 888-2286
Wards: 1, 3

Action / Date
6/20/2018

Subject:

Third Consideration: Ordinance for Case ORD18-02 amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [Ward 1 and 3]

Recommendation:

Adopt the Ordinance.

Relationship to Goals:

Welcoming Neighborhoods
Sustainable Infrastructure
Fiscal Vitality

Background:

The Rockingham Corridor Area project is an outgrowth of the Rockingham Road moratorium on business licenses. Staff has been directed to draft a zoning ordinance change to address some the needs of this corridor. The goal of the rezoning is to foster better development designed to attract and maintain quality business and local retailers while protecting the investment of current owners along the corridor.

In 2017, the City of Davenport hired a consultant to rewrite the City's zoning code ordinance. This will include the rezoning of areas throughout the City as well as defining new zoning classifications. While the new zoning code ordinance will not be formally adopted until Fall 2018, the City Council has directed staff to begin a City initiated rezoning of the Rockingham Road corridor to accelerate the implementation this new zoning ordinance along Rockingham Road. In the future, these changes will encourage less intensive land uses along the corridor and help to foster an improved sense of commercial identity for the Rockingham Road corridor.

This ordinance amendment is essentially a corridor based rezoning which includes a zoning map change to the are from John Fell Drive to Marquette Street along Rockingham Road, as per the attached map.

ATTACHMENTS:

Type	Description
▣ Exhibit	CD ORD Ord18-01
▣ Exhibit	Zoning Map
▣ Exhibit	Zoning Code
▣ Exhibit	Vote Result
▣ Exhibit	P&Z Letter to Council

- ▣ Exhibit
- ▣ Exhibit

Overview Map
Public Hearing Notice

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Admin, Default	Approved	6/19/2018 - 11:06 AM

City of Davenport

Committee: Community Development
Department: Community Planning and Economic
Development
Contact Info: Matt Flynn 888-2286
Ward: All

Action / Date
CD 06/20/18

Subject:

ORDINANCE for Case ORD18-02 amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [Ward 1 and 3]

Recommendation:

Adopt the Ordinance.

Relationship to Goals:

Welcoming Neighborhoods
Sustainable Infrastructure
Fiscal Vitality

Background:

The Rockingham Corridor Area project is an outgrowth of the Rockingham Road moratorium on business licenses. Staff has been directed to draft a zoning ordinance change to address some the needs of this corridor. The goal of the rezoning is to foster better development designed to attract and maintain quality business and local retailers while protecting the investment of current owners along the corridor.

In 2017, the City of Davenport hired a consultant to rewrite the City's zoning code ordinance. This will include the rezoning of areas throughout the City as well as defining new zoning classifications. While the new zoning code ordinance will not be formally adopted until Fall 2018, the City Council has directed staff to begin a City initiated rezoning of the Rockingham Road corridor to accelerate the implementation this new zoning ordinance along Rockingham Road. In the future, these changes will encourage less intensive land uses along the corridor and help to foster an improved sense of commercial identity for the Rockingham Road corridor.

This ordinance amendment is essentially a corridor based rezoning which includes a zoning map change to the are from John Fell Drive to Marquette Street along Rockingham Road, as per the attached map.

Public Input:

A neighborhood meeting was held on March 19th. Additionally, a stakeholder committee (selected by the 1st and 3rd Ward Alderman) has met twice with staff and will continue to meet regarding other issues along the corridor.

<u>List of Public Meetings</u>	<u>Dates</u>
Neighborhood Meeting (1 st)	March 15, 2018
P&Z Public Hearing (1 st)	March 20, 2018
Stakeholder Meeting (1 st)	May 3, 2018
Stakeholder Meeting (2 nd)	May 3, 2018
Neighborhood Meeting (2 nd)	May 19, 2018
P&Z Public Hearing (2 nd)	May 29, 2018

The Plan and Zoning Commission considered Case No. ORD18-04 at its June 5, 2018 meeting and voted to forward Case No. ORD18-04 to the City Council with a recommendation for approval (without any special conditions).

The Commission vote was 10-yes and 0-no with 0-abstention.

Findings:

- Proposed ordinance has undergone a thorough public process including stakeholder input and neighborhood meetings
- Proposed ordinance is largely supported by the majority of the project participants
- Proposed ordinance will serve as an effective tool in the implementation of corridor enhancement by lessening the intensity of use, thus enhancing the environment for neighborhood commercial redevelopment

For further background information please refer to the background materials.

ORDINANCE NO.

Ordinance offered by Alderman Gripp.

Ordinance for Case No. ORD18-02 Ordinance amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [1st & 3rd Wards]

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

Section 1. Rezone the following property as per the attached zoning map and ordinance.

Section 2. The Legal Description is as follows:

Part of the Northwest Quarter of Section 35 and the Northeast, Northwest and Southwest of Section 34, Southeast and Southwest Quarters Section 33 and Southeast Quarter of Section 32, in Township 78 North, Range 3 East of the 5th P.M. and part of the Northwest Quarter of Section 4 and Northeast and Northwest Quarters of Section 5 in Township 77 North, Range 3 East of the 5th P.M., all being in Davenport, Scott County, Iowa, being more particularly described as follows: Commencing as a point of beginning at the northeast corner of Lot 8, Green's First Addition, along the West line of the N Marquette Street right-of-way; Thence, South 01° 40' 36" East a distance of 147.47 feet along the West line of N Marquette Street right-of-way to the North line of the W 2nd Street right-of-way; Thence South 16° 14' 58" West a distance of 68.73 feet to a point on the South line of the W 2nd Street right-of-way; Thence South 01° 32' 53" East a distance of 420.54 feet along the West line of the Marquette Street right-of-way to a point on the North line of the River Drive right-of-way; Thence, South 80° 41' 27" West a distance of 225.01 feet along the North line of the River Drive right-of-way; Thence, South 80° 27' 01" West a distance of 871.64 feet along the North line of the River Drive right-of-way; Thence, South 81° 23' 34" West a distance of 311.08 feet along the North line of the River Drive right-of-way; Thence, North 50° 22' 34" West a distance of 50.78 feet along the North line of the River Drive right-of-way; Thence, South 75° 57' 56" West a distance of 57.40 feet along the North line of the River Drive right-of-way; Thence, South 73° 15' 45" West a distance of 64.06 feet along the North line of the River Drive right-of-way; Thence, South 71° 08' 56" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 69° 16' 25" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 67° 23' 54" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 65° 31' 23" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, North 29° 02' 16" West a distance of 129.80 feet along the East line of the S Sturdevant right-of-way; Thence, North 46° 28' 20" West a distance of 170.38 feet along the East line of the S Sturdevant right-of-way; Thence, South 59° 39' 59" West a distance of 881.76 feet; Thence, South 60° 26' 40" West a distance of 1196.23 feet; Thence, South 57° 07' 56" West a distance of 1074.22 feet to a point on the East line of

Schmidt Road right-of-way; Thence, North 07° 37' 22" West a distance of 99.07 feet along the East line of the Schmidt Road right-of-way; Thence, South 56° 42' 18" West a distance of 285.69 feet; Thence, South 33° 19' 42" East a distance of 51.50 feet; Thence, South 56° 42' 18" West a distance of 388.81 feet to a point on the North line of Canadian Pacific DME right-of-way; Thence, South 22° 15' 35" West a distance of 34.93 feet a point on the South line of Canadian Pacific DME right-of-way; Thence, South 56° 42' 19" West a distance of 238.02 feet; Thence, South 56° 42' 19" West a distance of 130.73 feet; Thence, South 57° 03' 35" West a distance of 108.81 feet; Thence, South 57° 05' 04" West a distance of 287.97 feet; Thence, South 58° 27' 03" West a distance of 719.81 feet to a point on South line of the Alley right-of-way South of Rockingham Road and West of S Farragut Street; Thence, North 35° 57' 12" West a distance of 20.03 feet along the East line of the Alley right-of-way; Thence, South 57° 00' 24" West a distance of 1008.32 feet along the North line of the Alley right-of-way to a point on the West line of the S Rolff Street right-of-way; Thence, South 35° 41' 36" East a distance of 266.67 feet along the West line of the S Rolff Street right-of-way; Thence, South 52° 02' 59" West a distance of 605.06 feet a point on the West line of the S Dittmer Street right-of-way; Thence, South 52° 42' 46" West a distance of 179.83 feet; Thence, South 51° 22' 43" West a distance of 177.76 feet to a point on the East line of the Floral Lane right-of-way; Thence, South 78° 54' 57" West a distance of 108.39 feet to a point on the West line of the S Concord Street right-of-way; Thence, South 87° 56' 01" West a distance of 432.45 feet; Thence, South 01° 38' 10" East a distance of 140.00 feet to the North line of the Johnson Avenue right-of-way; Thence, South 87° 56' 01" West a distance of 120.00 feet to a point on the East line of the S Elsie Avenue right-of-way; Thence, South 75° 21' 38" West a distance of 51.32 feet to a point on the West Line of the S Elsie Avenue right-of-way; Thence, South 88° 59' 53" West a distance of 62.00 feet; Thence, South 01° 38' 19" East a distance of 20.00 feet; Thence, South 87° 56' 00" West a distance of 1361.24 feet along the North line of the alley right-of-way South of Rockingham Road and North of Pearl Avenue to a point on the East line of the S Nevada Street right-of-way; Thence, North 70° 11' 18" West a distance of 53.73 feet to a point on the West line of the S Nevada Street right-of-way; Thence, South 87° 56' 01" West a distance of 475.20 feet along the North line of the alley right-of-way South of Rockingham Road and North of Johnson Avenue to a point on the East line of the Fairmount Street right-of-way; Thence, South 53° 29' 41" West a distance of 53.22 feet to a point on the West line of the Fairmount Street right-of-way; Thence, South 87° 42' 33" West a distance of 1032.02 feet along the North line of the alley right-of-way South of Rockingham Road and North of Johnson Avenue to a point on the North line of the alley right-of-way; Thence, North 76° 53' 58" West a distance of 18.84 feet to a point on the East line of the S Stark Street right-of-way; Thence, South 87° 42' 33" West a distance of 398.17 feet; Thence, South 01° 58' 47" East a distance of 66.02 feet; Thence, South 65° 29' 03" West a distance of 503.36 feet to a point on the East line of the S Pioneer Street right-of-way; Thence, North 77° 44' 14" West a distance of 60.19 feet to a point on the West line of the S Pioneer Street right-of-way; Thence, South 71° 15' 45" West a distance of 145.89 feet; Thence, South 16° 22' 43" East a distance of 110.66 feet; Thence, South 77° 25' 34" West a distance of 180.80 feet; Thence, South 22° 21' 13" West a distance of 70.36 feet to a point on the North line of the John Fell Drive right-of-way; Thence, North 55° 24' 13" West a distance of 170.66 feet along the North line of the John Fell Drive right-of-way; Thence, North 12° 26' 29" West a distance of 67.21 feet along the East line of the John Fell

Drive right-of-way; Thence, North 54° 00' 51" East a distance of 42.59 feet along the South line of the Rockingham Road right-of-way; Thence, North 56° 39' 42" East a distance of 42.59 feet along the South line of the Rockingham Road right-of-way; Thence, North 59° 18' 33" East a distance of 0.72 feet along the South line of the Rockingham Road right-of-way; Thence, North 20° 56' 45" West a distance of 144.50 feet to a point on the North line of the Rickel Hill Road right-of-way; Thence, North 87° 26' 08" West a distance of 310.03 feet along the North line of the Rickel Hill Road right-of-way; Thence, North 00° 31' 30" West a distance of 284.14 feet; Thence, North 88° 02' 06" East a distance of 95.04 feet; Thence, South 87° 42' 33" East a distance of 689.73 feet; Thence, North 86° 30' 25" East a distance of 85.54 feet; Thence, North 86° 21' 44" East a distance of 85.96 feet; Thence, North 64° 51' 25" East a distance of 412.16 feet; Thence, North 87° 42' 33" East a distance of 1196.86 feet to a point on the East line of the S Gayman Avenue right-of-way; Thence, North 87° 38' 17" East a distance of 374.64 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the West line of the S Fairmount Street right-of-way; Thence, North 87° 56' 00" East a distance of 40.00 feet to a point on the East line of the S Fairmount Street right-of-way; Thence, North 87° 56' 01" East a distance of 290.73 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the West line of the Nevada Street right-of-way; Thence, North 88° 23' 05" East a distance of 49.91 feet to a point on the East line of the Nevada Street right-of-way; Thence, North 87° 53' 05" East a distance of 368.64 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the East line of the Indian Road right-of-way; Thence, North 06° 32' 55" West a distance of 48.43 feet along the East line of the Indian Road right-of-way; Thence, North 63° 16' 30" East a distance of 62.70 feet; Thence, South 31° 54' 08" East a distance of 78.75 feet; Thence, North 87° 56' 01" East a distance of 786.61 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Elsie Avenue right-of-way; Thence, North 68° 20' 32" East a distance of 60.06 feet to a point on the East line of the S Elsie Avenue right-of-way; Thence, North 63° 42' 17" East a distance of 213.46 feet along the South line of the alley right-of-way between Rockingham Road and Marion Street; Thence, South 21° 27' 22" East a distance of 3.75 feet; Thence, North 52° 08' 50" East a distance of 489.79 feet to a point on the West line of the S Concord Street right-of-way; Thence, North 57° 24' 16" East a distance of 59.93 feet to a point on the East line of the S Concord Street right-of-way; Thence, North 52° 12' 56" East a distance of 306.21 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Dittmer Street right-of-way; Thence, North 52° 10' 14" East a distance of 61.20 feet to a point on the East line of the S Dittmer Street right-of-way; Thence, North 52° 10' 56" East a distance of 306.30 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Clark Street right-of-way; Thence, North 39° 14' 13" East a distance of 66.08 feet to a point on the East line of the S Clark Street right-of-way; Thence, North 46° 53' 06" East a distance of 214.99 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Rolff Street right-of-way; Thence, North 85° 49' 33" East a distance of 47.79 feet to a point on the East line of the S Rolff Street right-of-way; Thence, North 56° 47' 39" East a distance of 374.42 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Farragut Street right-

of-way; Thence, North 39° 08' 43" East a distance of 62.05 feet to a point on the East line of the S Farragut Street right-of-way; Thence, North 56° 55' 11" East a distance of 300.42 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Birchwood Avenue right-of-way; Thence, North 56° 35' 03" East a distance of 40.04 feet to a point on the East line of the S Birchwood Avenue right-of-way; Thence, North 57° 06' 13" East a distance of 333.26 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 57° 02' 11" East a distance of 189.50 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Elmwood Avenue right-of-way; Thence, North 61° 03' 28" East a distance of 261.27 feet; Thence, North 56° 45' 43" East a distance of 251.15 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 63° 42' 11" East a distance of 54.65 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 53° 51' 51" East a distance of 93.18 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 54° 49' 35" East a distance of 70.52 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of Canadian Pacific DME right-of-way; Thence, North 54° 49' 35" East a distance of 43.89 feet to a point on the East line of the Canadian Pacific DME right-of-way; Thence, North 55° 55' 24" East a distance of 339.85 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of S Lincoln Avenue; Thence, North 53° 22' 44" East a distance of 60.07 feet to a point on the East line of S Lincoln Avenue; Thence, North 56° 42' 26" East a distance of 159.80 feet to a point on the East line of the alley right-of-way between S Lincoln Avenue and S Hancock Avenue; Thence, North 35° 32' 09" West a distance of 29.90 feet along the East line of the alley right-of-way; Thence, North 52° 57' 52" East a distance of 147.89 feet to a point on the West line of the S Hancock Avenue right-of-way; Thence, North 53° 03' 37" East a distance of 56.00 feet to a point on the East line of the S Hancock Avenue right-of-way; Thence, North 53° 03' 59" East a distance of 132.26 feet to a point on the East line of the alley right-of-way between S Hancock Avenue and S Pine Street; Thence, South 39° 25' 08" East a distance of 42.85 feet along the East line of the alley right-of-way; Thence, North 57° 22' 33" East a distance of 367.70 feet along the South line of the alley right-of-way between Rockingham Road and Dixwell Street to a point on the West line of the S Pine Street right-of-way; Thence, North 39° 00' 16" East a distance of 63.51 feet to a point on the East line of the S Pine Street right-of-way; Thence, North 57° 51' 00" East a distance of 826.83 feet to a point on the West line of the S Howell Street right-of-way; Thence, North 88° 00' 36" East a distance of 197.29 feet to a point on the South line of the alley right-of-way between Rockingham Road and Dixwell Street; Thence, North 01° 53' 12" West a distance of 170.86 feet to a point on the South line of the Dixwell Street right-of-way; Thence, North 88° 00' 36" East a distance of 192.40 feet along the South line of the Dixwell Street right-of-way to a point on the East line of the alley right-of-way between S Howell Street and S Division Street; Thence, North 01° 59' 23" West a distance of 380.49 feet along the East line of the alley right-of-way to a point on the South line of the W 1st Street right-of-way; Thence, North 87° 57' 02" East a distance of 655.00 feet along the South line of W 1st Street right-of-way to a point on the East line of the S Division Street right-of-way; Thence, North 54° 12' 02" East a distance of 71.14 feet to a point on the East line of the S Division Street right-of-way;

Thence, North 88° 09' 35" East a distance of 110.00 feet to a point on the West line of the alley right-of-way between S Division Street and N Sturdevant Street; Thence, North 01° 50' 25" West a distance of 84.74 feet along the West line of the alley right-of-way; Thence, North 69° 17' 00" East a distance of 517.58 feet along the North line of the alley right-of-way between Rockingham Road and W 2nd Street to a point on the East line of the N Sturdevant Street right-of-way; Thence, North 01° 56' 20" West a distance of 92.45 feet along the East line of the N Sturdevant Street right-of-way; Thence, North 87° 57' 02" East a distance of 85.16 feet; Thence, North 02° 33' 11" West a distance of 31.17 to a point on the South line of the W 2nd Street right-of-way; Thence, North 87° 49' 16" East a distance of 327.94 feet along the South line of the W 2nd Street right-of-way to a point on the West line of the alley right-of-way between N Sturdevant Street and Washington Street; Thence, South 61° 50' 17" East a distance of 22.80 feet to a point on the East line of the alley right-of-way; Thence, North 75° 10' 39" East a distance of 184.82 feet to a point on the East line of the Washington Street right-of-way; Thence, North 02° 15' 35" West a distance of 170.90 feet along the East line of the Washington Street right-of-way to a point on the South line of the alley right-of-way between Rockingham Road and W 3rd Street; Thence, North 87° 44' 25" East a distance of 600.00 feet along the South line of the alley right-of-way to a point on the West line of the Filmore Street right-of-way; Thence, North 87° 52' 26" East a distance of 704.90 feet along the South line of the alley right-of-way to a point on the East line of the Taylor Street right-of-way; Thence, North 87° 46' 06" East a distance of 251.57 feet along the South line of the alley right-of-way to the point of beginning. All bearings are based on the NAD83 Iowa State Planes South coordinate system. For purposes of this description the West line of N Marquette Street right-of-way is assumed to bear South 01° 40' 36" East. The land described in this description contains 149.073 acres, more or less.

Section 3. Findings:

- Proposed ordinance has undergone a thorough public process including stakeholder input and neighborhood meetings
- Proposed ordinance is largely supported by the majority of the project participants
- Proposed ordinance will serve as an effective tool in the implementation of corridor enhancement by lessening the intensity of use, thus enhancing the environment for neighborhood commercial redevelopment

Section 4. Conditions: None

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

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

ATTACHMENTS. Both the attached zoning map and the attached Ordinance Code Chapters 4, 5, 6, 7, and 8 are hereby incorporated with this ordinance.

PROPOSED COMPREHENSIVE ZONING REWRITE. When the proposed comprehensive zoning rewrite anticipated to become effective within the next year is indeed passed and becomes effective it will apply to this rezoned geography.

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

First Consideration _____

Second Consideration _____

Approved _____

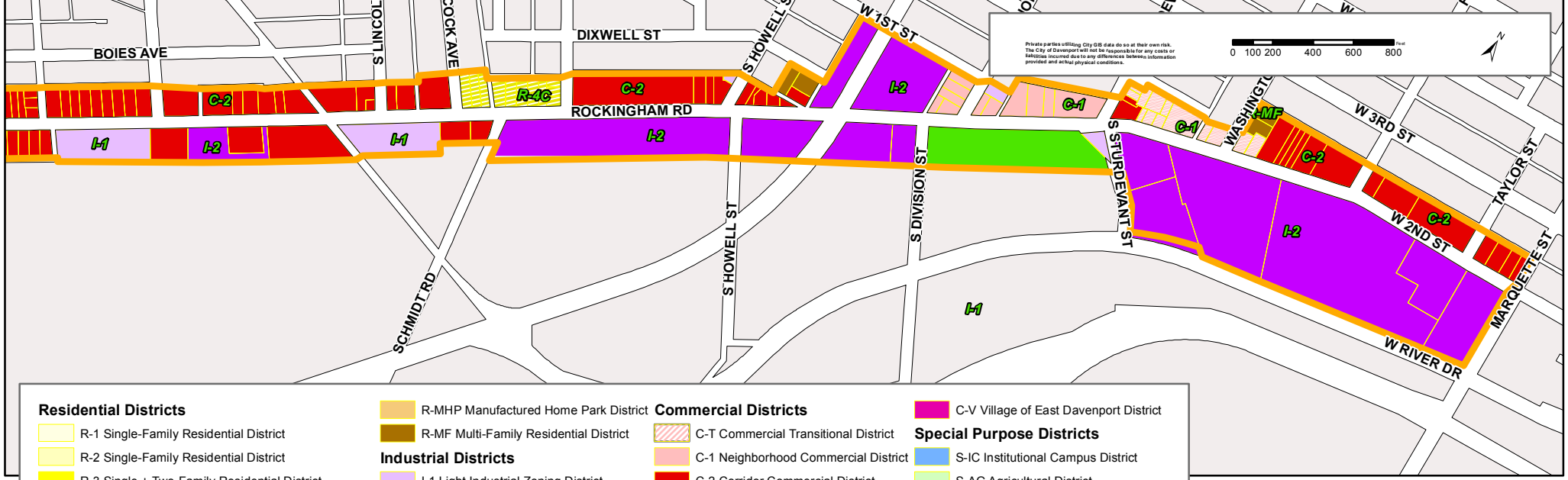
Frank J. Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

Zoning Map - Case No. ORD18-02



Residential Districts

- R-1 Single-Family Residential District
- R-2 Single-Family Residential District
- R-3 Single + Two-Family Residential District
- R-3C Single + Two-Family Central Residential District
- R-4 Single + Two-Family Residential District
- R-4C Single + Two-Family Central Residential District

- R-MHP Manufactured Home Park District
- R-MF Multi-Family Residential District

Industrial Districts

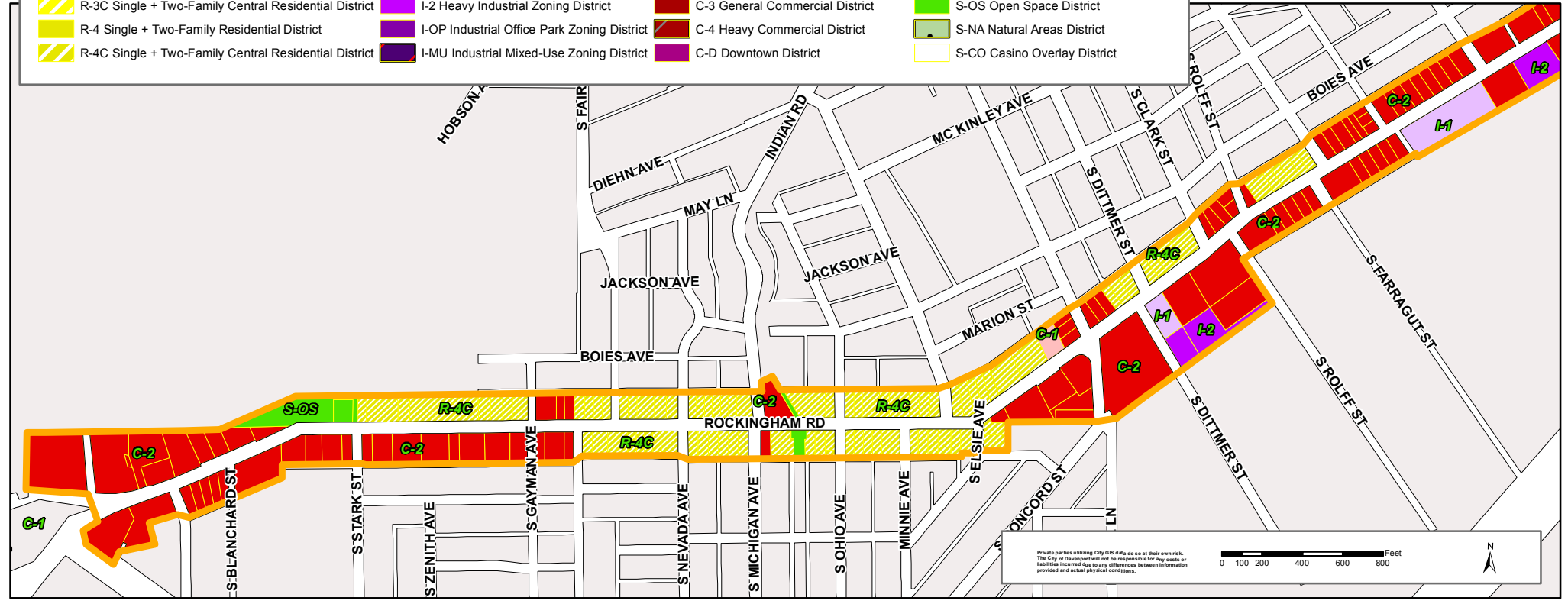
- I-1 Light Industrial Zoning District
- I-2 Heavy Industrial Zoning District
- I-OP Industrial Office Park Zoning District
- I-MU Industrial Mixed-Use Zoning District

Commercial Districts

- C-T Commercial Transitional District
- C-1 Neighborhood Commercial District
- C-2 Corridor Commercial District
- C-3 General Commercial District
- C-4 Heavy Commercial District
- C-D Downtown District

Special Purpose Districts

- C-V Village of East Davenport District
- S-IC Institutional Campus District
- S-AG Agricultural District
- S-OS Open Space District
- S-NA Natural Areas District
- S-CO Casino Overlay District



CHAPTER 4. RESIDENTIAL DISTRICTS

- 4.1 PURPOSE STATEMENTS**
- 4.2 USES**
- 4.3 DIMENSIONAL STANDARDS**
- 4.4 R-MHP DISTRICT STANDARDS**
- 4.5 DESIGN STANDARDS**
- 4.6 GENERAL STANDARDS OF APPLICABILITY**

4.1 PURPOSE STATEMENTS

F. R-4C Single-Family and Two-Family Central Residential Zoning District

The R-4C Single-Family and Two-Family Central Residential Zoning District is intended to preserve and protect Davenport's dense, centrally located, established urban residential neighborhoods. Standards of the R-4C District are intended to ensure that new development is complementary to the existing developed character of these neighborhoods. Limited non-residential uses that are compatible with the surrounding residential neighborhoods may be permitted in the R-4C District.

G. R-MF Multi-Family Residential Zoning District

The R-MF Multi-Family Residential Zoning District is intended to accommodate a high-density neighborhood environment characterized by a mixture of housing types including single-family dwellings, two-family dwellings, townhomes and multi-family dwellings. Limited non-residential uses that are compatible with the surrounding residential neighborhoods may be permitted in the R-MF District.

4.2 USES

Article 8 lists permitted and special principal uses and temporary uses for the residential districts.

4.3 DIMENSIONAL STANDARDS

Table 4-1: Residential Districts Dimensional Standards establishes the dimensional standards for the residential districts. These regulations apply to all uses within each district unless a different standard is listed for a specific use. R-MHP District standards are found in Section 4.4. See Section 2.4 for measurement methodologies.

	R-4C	R-MF
Bulk		
Minimum Lot Area	SF: 4,000sf 2F: 5,500sf Non-Residential: 10,000sf	SF, 2F: 6,000sf TH: 2,000sf/du MF: 1,500sf/du Non-Residential: 10,000sf
Minimum Lot Width	40' Non-Residential: 75'	SF, 2F: 50' TH: 20'/du MF: 80' Non-Residential: 75'
Maximum Building Height	35'	SF, 2F, TH: 35' MF: 70'
Maximum Building Coverage	40% Non-Residential: 35%	SF: 40% 2F: 50% TH, MF: 65%
Maximum Impervious Surface	60% Non-Residential: 70%	SF: 60% 2F: 70% TH, MF: 75% Non-Residential: 75%
Setbacks		
Minimum Front Setback	15' or average of front setback of abutting structures.	25'
Minimum Interior Side Setback	10% of lot width, or 5', whichever is less. In no case shall an interior side setback be less than 4' For dwellings with a detached garage: if not served by an alley or rear service drive, one side setback must be a minimum of 9' in width	10' When abutting a residential district, structures over 45' in height require 1' additional setback for each 3' in height over 45'
Minimum Corner Side Setback	10'	20'
Minimum Reverse Corner Side Setback	15'	25'
Minimum Rear Setback	30' or 20% of lot depth, whichever is less	30' or 20% of lot depth, whichever is less

4.5 DESIGN STANDARDS

In addition to the use standards for dwelling types located in Chapter 8, the following design standards apply to the R-4C District. The standards below are applicable to any new dwelling, or an addition to an existing dwelling that exceeds 25% of the gross floor area or building footprint of the structure as it was on the effective date of this Ordinance.

A. Building Massing and Orientation

1. The scale of new construction must maintain compatibility with adjacent homes and the overall character of the surrounding area.
2. Architectural elements within the design must be in proportion to the overall structure.
3. The scale of additions to existing homes must maintain compatibility with the size of the existing structure and its architectural elements, as well as with the size of adjacent homes and the overall character of the surrounding area.

4. Foundation height must maintain compatibility with adjacent homes, provided adequate drainage can be achieved.
5. Dwellings must be oriented toward the residential street, and must connect to the sidewalk via walkways perpendicular to the street.
6. Where served by an alley or rear service drive, dwellings must orient garages or parking pads for access from the alley or rear service drive.

B. Façade Design

1. All façades that face a street must have articulation in the form of windows, doors, or other significant architectural features that are projected or recessed to create shadow and visual interest.
2. The number and size of façade articulations must be scaled to the size of the façade to balance a home's compatibility within the neighborhood with its own unique character.
3. Additions to existing homes must continue the architectural vocabulary established by the original home, and must be informed by the overall character of the surrounding area.
4. Front porches are encouraged, to add interest and scale to the front of a home. Where provided, porches must maintain compatibility with adjacent homes.
5. The front entry to a home must be a prominent feature, and must be located on the front façade.

C. Fenestration

1. The design of a home's fenestration must reflect a consistent rhythm, repeating elements or groups of elements in a consistent manner across a home's story and between stories. Individual elements may vary in size, but must relate to each other proportionally.
2. Elements of fenestration must relate to each other visually by sharing design features such as vertical or horizontal alignment, depth, or ornamentation such as muntins, mullions, sills, trim, lintels, etc.
3. Façades facing onto immediately adjacent properties must design their fenestration to respect the privacy of neighbors. This may be addressed through the height, size, or proportion of windows, the exclusion of balconies, and the use of opaque or translucent materials.

D. Roof Form

1. Roof forms must be varied through a combination of structural articulations such as gables, hips, valleys, ridges, and saddles that complement the roof form of adjacent homes.
2. Roof pitch should be consistent for all sloped roof faces, and should maintain compatibility with adjacent homes and the overall character of the surrounding area.
3. Definition is encouraged, through integration of architectural features such as dormers, eyebrows, chimneys, and deep eaves, which create shadows across the façade of a structure and create visual interest.

E. Building Materials

Building materials for new homes, or additions to existing homes must maintain compatibility with adjacent homes and the overall character of the surrounding area.

1. Primary Building Materials

Primary building materials are the dominant component of a home's exterior walls, composing 75 to 90 percent of each building face.

- a. No more than two primary building materials are permitted for new homes, not including foundation.

b. For additions to existing homes, no more than two primary building materials are permitted, provided that the total number of primary building materials for the overall structure, including addition, is not more than two.

c. Color, texture, or finish changes within any category of materials count as separate primary building materials.

d. Permitted primary building materials include:

i. Brick and stone

ii. Wood

iii. Vinyl siding

iv. Aluminum Siding

v. Stucco

e. Building materials not listed above may be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

2. Accent Materials

Accent materials are secondary components of a home's exterior walls, typically used to provide architectural detail or visual interest to a façade. Accent materials may not compose more than 25% of each building face.

a. For new construction and additions to existing homes, if one primary building material is used (not including a foundation), a minimum of two but no more than three accent materials are permitted for the overall structure, including any addition.

b. For new construction and additions to existing homes, if two primary building materials are used (not including a foundation), a minimum of one but no more than two accent materials are permitted for the overall structure, including any addition.

c. Color, texture, or finish changes within any category of materials count as separate accent materials.

d. Permitted accent materials include:

i. Brick and stone

ii. Wood

iii. Architectural metal cladding

iv. Concrete masonry units

v. Stucco

e. Accent materials not listed above may be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

3. Roofing Materials

a. Roofing materials should complement the architectural style of a home.

b. A consistent application of one roofing material is required for all roof areas visible from the right of way or any neighboring property.

c. Color, texture, or finish changes within any category of materials listed below count as separate roofing materials.

d. Permitted roofing materials include the following:

- i.** Dimensional asphalt shingles
- ii.** Wood shingles and shakes
- iii.** Slate
- iv.** Ceramic tile
- v.** Metal tiles or standing seam

e. Roofing materials not listed above will be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

4. Application of Building Materials

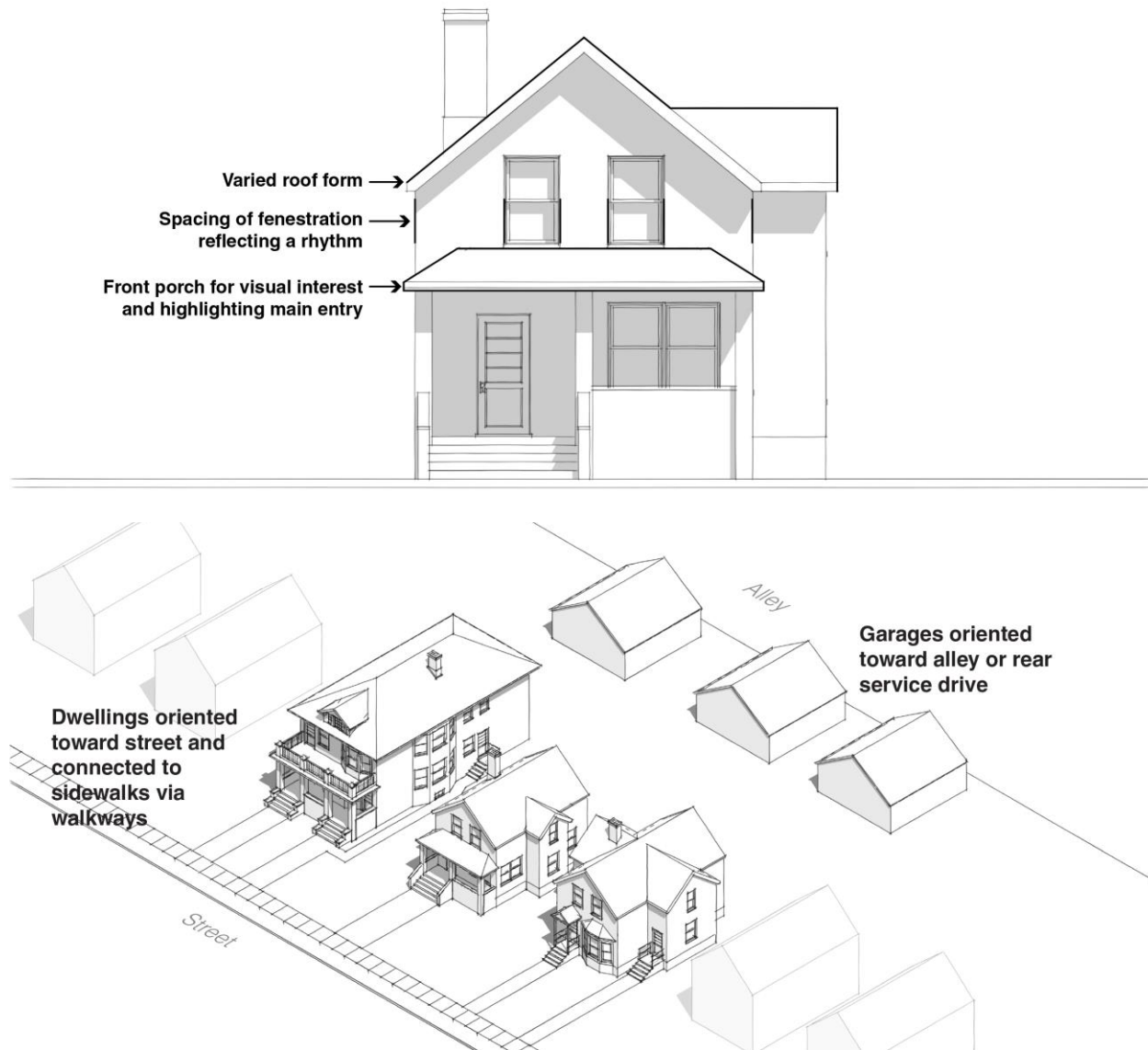
a. Building materials should be consistently applied on all exterior faces of new homes. Elevations of different materials or colors are not permitted, such as brick or stone front facades, with vinyl siding on side and rear elevations.

b. Visual balance should be maintained on each face of a structure. For both new construction and additions to existing homes, if multiple primary building materials are used on the overall structure, those that appear heavier, or that carry more visual weight should be placed toward the bottom of a structure, with materials that appear lighter placed above.

c. Frequent or irrational changes in building materials should be avoided. Change of materials should occur with prominent architectural features or changes in wall plane.

d. Where materials change with a change in wall plane, the material change should occur on the inside corner, not the outside edge.

R-4C DISTRICT DESIGN STANDARDS



CHAPTER 5. COMMERCIAL DISTRICTS

- 5.1 PURPOSE STATEMENTS
- 5.2 USES
- 5.3 DIMENSIONAL STANDARDS
- 5.4 DESIGN STANDARDS
- 5.5 C-D DISTRICT STANDARDS
- 5.7 GENERAL STANDARDS OF APPLICABILITY

5.1 PURPOSE STATEMENTS

A. C-T Commercial Transitional Zoning District

The C-T Commercial Transitional Zoning District is intended to accommodate low intensity limited office, service, and retail uses that may serve as a transition between residential areas and more intensely developed commercial or light industrial areas of the City. Low intensity mixed-use is allowed, with dwellings allowed above the ground floor

B. C-1 Neighborhood Commercial Zoning District

The C-1 Neighborhood Commercial Zoning District is intended to provide for commercial uses that predominantly serve the needs of nearby residential neighborhoods, and that are compatible in scale and character with the surrounding residential area. Low intensity mixed-use is encouraged, with dwellings allowed above the ground floor.

C. C-2 Corridor Commercial Zoning District

The C-2 Corridor Commercial Zoning District is intended to address the commercial corridors that are primarily oriented toward a mix of retail, personal service, and office uses along the minor arterials and collectors in the City. The C-2 District accommodates auto-oriented development – both individual businesses and retail centers – and mixed-use development, with the intent of improving the pedestrian environment along Davenport's commercial corridors.

5.2 USES

- A. Chapter 8 lists permitted and special principal uses and temporary uses for the commercial districts.

5.3 DIMENSIONAL STANDARDS

- A. Table 5-1: Commercial Districts Dimensional Standards establishes the dimensional standards for the commercial districts, with the exception of the C-D District. The dimensional standards for development in the C-D District are found in Sections 5.5 and 5.6 respectively, below. These regulations apply to all uses within each district unless a different standard is listed for a specific use.

- B. In the C-T and C-1 Districts, non-residential development is limited to the maximum gross floor area indicated in Table 5-1. Additional gross floor area may be permitted if, during site plan review, it is found that the development meets the following standards:

1. The development maintains the privacy of adjacent residential lots through techniques such as decreased height, additional landscape and screening measures, building massing and design to mitigate adverse impacts of noise and lighting, and increased setbacks above those required from adjacent residential lots.
2. Building design elements incorporate pedestrian-scale features, such as awnings and storefront windows.
3. The design of the site's circulation system provides adequate and safe access for both motor vehicles and alternate modes of transportation, including pedestrians and bicyclists. The design minimizes potentially dangerous traffic movements and points of conflict between vehicles and pedestrians or bicyclists.

	C-T	C-1	C-2
Bulk			
Minimum Lot Area	10,000sf	None	None
Minimum Lot Width	60'	None	None
Maximum Gross Floor Area of Nonresidential	5,000sf unless meeting the	5,000sf unless meeting the	None

	C-T	C-1	C-2
	standards of Section 5.3.B	standards of Section 5.3.B	
Maximum Building Height	35'	35'	45'
Setbacks			
Minimum Front Setback	Build-to zone of 0' to 20'	Build-to zone of 0' to 15'	None
Front Setback Build-To Percentage	70%	70%	None
Minimum Interior Side Setback	None, unless abutting a residential district then 20'	None, unless abutting a residential district then 10'	None, unless abutting a residential district then 10'
Minimum Corner Side Setback	Build-to zone of 0' to 15'	Build-to zone of 0' to 10'	10'
Corner Side Setback Build-To Percentage	60%	60%	None
Minimum Rear Setback	15', unless abutting a residential district then 25' or 20% of lot depth, whichever is less	None, unless abutting a residential district then 15' or 20% of lot depth, whichever is less	None, unless abutting a residential district then 15'

5.4 Design Standards

The following design standards apply to new construction, substantial repair or rehabilitation meant to remedy damage or deterioration of the exterior façade of an existing structure, and additions to an existing structure in the commercial districts, with the exception of the C-D District. Design standards for development in the C-D District are found in Sections 5.5 and 5.6 respectively, below. Only those standards that relate to the specific repair, rehabilitation, or addition apply. These standards do not apply to interior remodeling.

A. Commercial Districts Design Standards

Table 5-2: Commercial Districts Design Standards establishes the design standards for the commercial districts. In the table, a “•” indicates that the standard is applicable in the district indicated. The absence of a “•” indicates that the standard does not apply to the district.

	C-T	C-1	C-2
Building façades that abut a public right-of-way, excluding alleys, must not contain blank wall areas that exceed 40 linear feet, measured parallel to the street.	•	•	•
Building façades in excess of 100 linear feet that abut a public right-of-way, excluding alleys, must include a repeating pattern with no less than two of the following elements: color change, texture change, material module change, or a wall articulation change of no less than 2 feet in depth or projection, such as a reveal, pilaster, or projecting rib. All elements must repeat at intervals of no more than 40 linear feet.	•	•	•
All buildings must have a public entrance from the sidewalk along the primary building frontage. Public entrances must be visually distinctive from the remaining portions of the façade along which they are located.	•	•	•
Building materials and visual elements used on the façade of the primary building frontage must continue on all building façades that abut a public right-of-way (excluding alleys) and/or the lot line of a residential district.	•	•	•
The ground floor of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 50%, measured between two and ten feet in height from grade.		•	•
The ground floor of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 35%, measured between two and ten feet in height.			
Upper floors of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 15% of the wall area of the story.	•	•	•
Rooflines over 100 linear feet in building length must contain variation, and incorporate a major focal point feature, such as a dormer, gable, or projected wall feature. An element of variegation on the roofline must occur at intervals of no more than 75 linear feet.	•	•	•
Parapet walls must feature three-dimensional cornice treatments or other shadow-creating details along their tops to provide visual interest.	•	•	•
Any roof that is visible from a public right-of-way must be shingle or colored standing seam metal roofing.	•	•	•
Green roof, blue roof, and white roof designs are encouraged.	•	•	•
Reflective roof surfaces that produce glare are prohibited, except for solar panels or white roofs intended to radiate absorbed or non-reflected solar energy and reduce heat transfer to the building.	•	•	•
Sites must be designed to ensure safe pedestrian access to the center from the public right-of-way, and safe pedestrian circulation within the development.		•	•
A cohesive character must be established through the use of coordinated hardscape (paving materials, lighting, street furniture, etc.) and landscape treatments within the development.		•	•
Any outlot buildings must meet the minimum transparency requirements of the district on all facades except where such transparency on part or all of a facade would reveal preparation and/or storage areas. Prominent entrances must be oriented toward both the street and the interior parking lot.			
Outlot buildings that are part of a multi-tenant retail center must provide definition along the street frontage of the center by placement of the front building line within 0' to 30' of the front lot line. Outlot buildings may be placed within a required setback to comply with this standard.			
Commercial centers must provide definition along the street frontage by located part of the center or outlot buildings within 0' to 25' of the front lot line for a minimum of 30% of the frontage. The center or any outlot buildings may be placed within a required setback to comply with this standard.			

B. Building Material Restrictions

In commercial districts, the following building materials are prohibited on any façade facing a public right-of-way (excluding alleys) or any façade that abuts the lot line of a residential district. However, such materials may be used as decorative or detail elements for up to 25% of the façade, or as part of the exterior construction that is not used as a surface finish material.

1. Plain concrete block
2. Corrugated metal
3. Aluminum, steel or other metal sidings (does not apply to C-1 and C-2 Districts)
4. Exposed aggregate (rough finish) concrete wall panels
5. T-111 composite plywood siding
6. Plastic
7. Vinyl

C-1 DISTRICT DESIGN STANDARDS



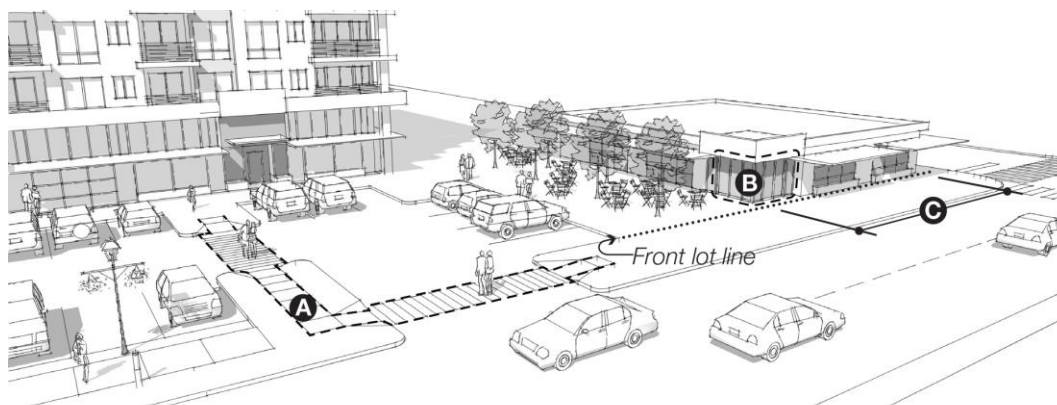
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|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| A. Blank wall area 40 linear feet or less, measured parallel to the street | E. Upper floor transparency of 15% of the wall area of the story |
| B. Repeating pattern of two elements at an interval of no more than 40 linear feet | F. 100-foot roofline with variations occurring at intervals of no more than 75 linear feet |
| C. A visually distinct public entrance from the sidewalk along the primary building frontage | G. Parapet walls with three-dimensional cornice treatments or other shadow-creating details |
| D. First floor transparency of 50% measured between two and ten feet in height from grade | |

C-2 DISTRICT DESIGN STANDARDS



- A. Blank wall area 40 linear feet or less, measured parallel to the street
- B. Repeating pattern of two elements at an interval of no more than 40 linear feet
- C. A visually distinct public entrance from the sidewalk along the primary building frontage
- D. First floor transparency of 50% measured between two and ten feet in height from grade
- E. Upper floor transparency of 15% of the wall area of the story
- F. 100-foot roofline with variations occurring at intervals of no more than 75 linear feet
- G. Parapet walls with three-dimensional cornice treatments or other shadow-creating details

GENERAL COMMERCIAL SITE DESIGN STANDARDS



- A. Sites must be designed to ensure safe pedestrian access to the center from the public right-of-way, and safe pedestrian circulation within the development.
 - B. Any outlot buildings must meet the minimum transparency requirements of the district, and must include prominent entrances oriented toward both the street and the interior parking lot.
 - C. Outlot buildings that are part of a multi-tenant retail center must provide definition along the street frontage of the center by placement of the front building line within 0' to 30' of the front lot line. Outlot buildings may be placed within a required setback to comply with this standard.
- Retail centers must provide definition along the street frontage by located part of the center or outlot buildings within 0' to 25' of the front lot line for a minimum of 30% of the frontage. The center or any outlot buildings may be placed within a required setback to comply with this standard.

CHAPTER 6. INDUSTRIAL DISTRICTS

- 6.1 PURPOSE STATEMENTS**
- 6.2 USES**
- 6.3 DIMENSIONAL STANDARDS**
- 6.4 DESIGN STANDARDS**
- 6.5 GENERAL STANDARDS OF APPLICABILITY**

6.1 PURPOSE STATEMENTS

A. I-1 Light Industrial Zoning District

The I-1 Light Industrial Zoning District is intended to provide for a variety of light manufacturing, fabricating, processing, distributing, and warehousing uses. Light industrial uses are enclosed, low-intensity uses with minimal if any outside impacts.

B. I-2 Heavy Industrial Zoning District

The I-2 Heavy Industrial Zoning District is intended to provide for a variety of general manufacturing, fabricating, processing, distributing and warehousing uses. Industrial uses in the I-2 District may result in some external effects such as smoke, noise, glare or vibration, and typically include outdoor storage and related outdoor activities.

6.2 USES

Chapter 8 lists permitted and special principal uses and temporary uses for the industrial districts.

6.3 DIMENSIONAL STANDARDS

Table 6-1: Industrial Districts Dimensional Standards establishes the dimensional standards for the industrial districts. These regulations apply to all uses within each district unless a different standard is listed for a specific use. See Section 2.4 for measurement methodologies.

	I-1	I-2
Bulk		
Minimum Lot Area	None	10,000sf
Minimum Lot Width	None	70'
Maximum Building Height	90'	90'
Setbacks		
Minimum Front Setback	25'	25'
Minimum Interior Side Setback	5', unless abutting a residential district then 25'	15', unless abutting a residential district then 25'
Minimum Corner Side Setback	20'	20'
Minimum Rear Setback	15'	25'

6.4 DESIGN STANDARDS

A. The following design standards apply to new construction, substantial repair or rehabilitation meant to remedy damage or deterioration of the exterior façade of an existing structure, and additions to an existing structure. However, only those standards that relate to the specific repair, rehabilitation, or addition apply. These standards do not apply to interior remodeling. Table 6-2: Industrial Building Design Standards indicates the applicability of building design standards to the industrial districts. A “•” indicates that the standard is applicable in the district indicated. The absence of a “•” indicates that the standard is not applicable.

	I-1	I-2
Façade Design		
Large expanses of highly reflective wall surface material and mirror glass on exterior walls are prohibited.	•	•
Buildings with façades over 150 feet in length must incorporate wall projections or recesses, or changes in wall plane a minimum of two feet in depth a maximum of every 75 linear feet.		
Roof Design		
Green roof, blue roof, and white roof designs are encouraged.	•	•
Reflective roof surfaces that produce glare are prohibited, except for solar panels or white roofs intended to radiate absorbed or non-reflected solar energy and reduce heat transfer to the building.	•	•
Entrance Design		
Public entrances and primary building elevations must be oriented toward public streets. Main entrances to the buildings must be well defined.		
Entries to office or guest facilities must address the street, with direct access to office or guest facilities from street frontages and parking areas.	•	
Site Design		
In multi-building complexes, a distinct visual link must be established between various buildings through the use of architectural features or site design elements such as courtyards, plazas, landscape, and walkways to unify the project.		
The parking lot must not be the dominant visual element of the site when viewed from the primary roadway. Multiple smaller lots separated by landscaping and buildings, or placement behind buildings, are required.		
Developments should provide a pedestrian link to adjacent commercial uses to provide safe pedestrian access between the site and commercial uses outside the development.	•	

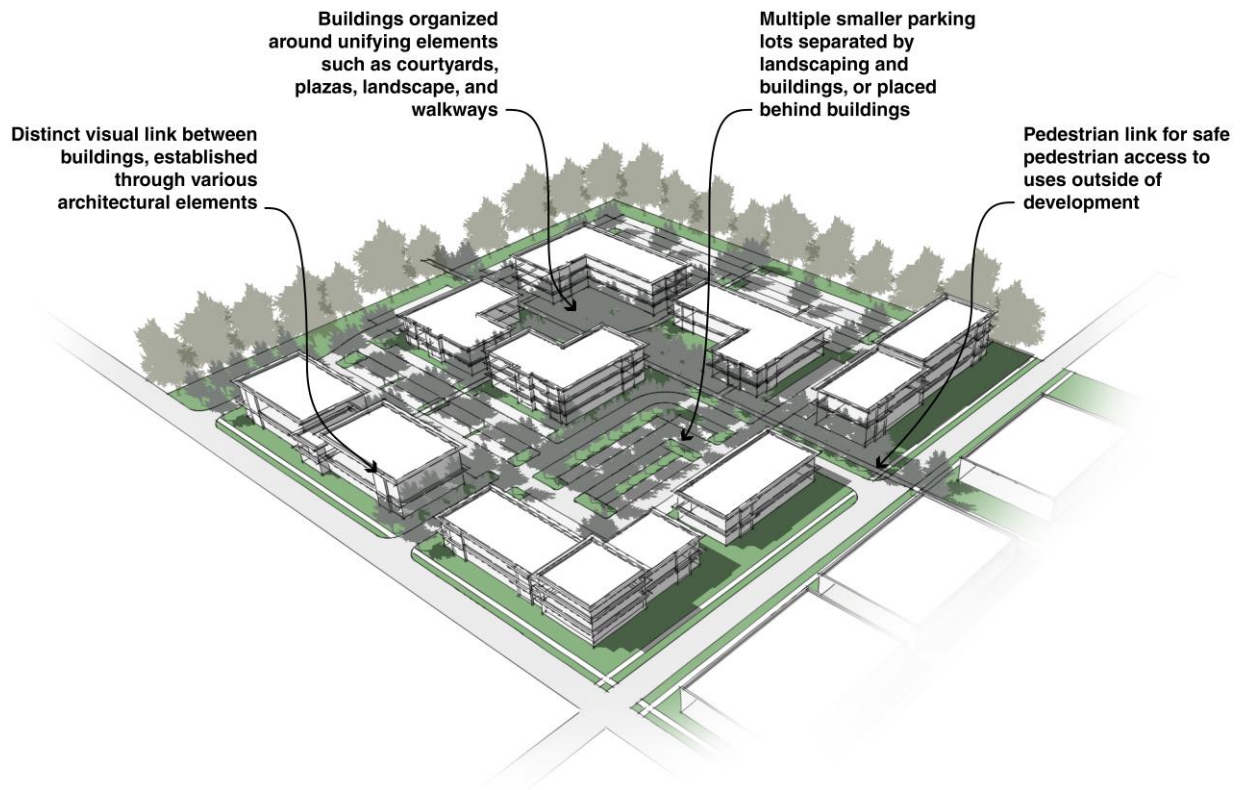
B. In the I-1 District, the following building materials are limited on any façade facing a public right-of-way, excluding alleys, or any façade that abuts a lot in residential district. However, such materials may be used as decorative or detail elements for up to 25% of the facade, or as part of the exterior construction that is not used as a surface finish material.

1. Plain concrete block (only prohibited in the I-OP District)
2. Corrugated metal
3. Aluminum, steel or other metal sidings (only prohibited in the I-OP District)
4. Exposed aggregate (rough finish) concrete wall panels
5. T-111 composite plywood siding
6. Plastic
7. Vinyl

I-1 AND I-2 DISTRICT DESIGN STANDARDS



GENERAL INDUSTRIAL SITE DESIGN STANDARDS



CHAPTER 7. SPECIAL PURPOSE DISTRICTS

7.2 S-OS OPEN SPACE DISTRICT

7.2 S-OS OPEN SPACE DISTRICT

A. Purpose

The S-OS Open Space District is intended to provide and protect larger open space and public recreational facilities, both outdoor and indoor. Larger regional open spaces/parks may include both active and passive recreation areas and certain ancillary uses, such as cultural facilities, performance venues, and eating establishments

B. Uses

Chapter 8 lists permitted and special principal uses and temporary uses for the S-OS District.

C. Dimensional Standards

Table 7-2: S-S-OS District Dimensional Standards establishes the dimensional standards for the S-OS District. See Section 2.4 for measurement methodologies.

7-2: S-OS District Dimensional Standards	
Bulk	
Minimum Lot Area	None
Maximum Building Height	40'
Setbacks (Apply to Principal Structures Only)	
Minimum Front Setback	15'
Minimum Interior Side Setback	25'
Minimum Corner Side Setback	15'
Minimum Rear Setback	25'

CHAPTER 8. USES

- 8.1 GENERAL USE REGULATIONS**
- 8.2 USE MATRIX**
- 8.3 PRINCIPAL USE STANDARDS**
- 8.4 TEMPORARY USE STANDARDS**
- 8.5 USE DEFINITIONS**

8.1 GENERAL USE REGULATIONS

- A.** No structure or land may be used or occupied unless allowed as a permitted or special use within the zoning district.
- B.** All uses must comply with any applicable federal and state requirements, and any additional federal, state, or city ordinances.
- C.** Any use that is not included in the use matrix and cannot be interpreted as part of a use within the matrix is prohibited in all districts.
- D.** A site may contain more than one principal use, so long as each principal use is allowed in the district. Each principal use is approved separately. In certain cases, uses are defined to include ancillary uses that provide necessary support and/or are functionally integrated into the principal use.
- E.** All uses must comply with the use standards of Section 8.3, as applicable, as well as all other regulations of this Ordinance and the City.

8.2 USE MATRIX

- A.** Table 8-1: Use Matrix identifies the principal and temporary uses allowed within each zoning district.
- B.** Uses allowed in the R-4C District are those listed in Table 8-1 for the R-4 District.
- C.** P indicates that the use is permitted by-right in the district. S indicates that the use is a special use in the district and requires special use permit approval. If a cell is blank, the use is not allowed in the district.
- D.** In the case of temporary uses, a T indicates the temporary use is allowed in the district and may require approval of a temporary use permit per the standards of Section 8.4.

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Adult Use						S	S		Sec. 8.3.A
Agriculture									
Amusement Facility - Indoor					P				
Amusement Facility - Outdoor									
Animal Care Facility – Large Animal									
Animal Care Facility – Small Animal			S	S	P				Sec. 8.3.B
Animal Breeder									Sec. 8.3.B
Art Gallery			P	P	P				
Arts and Fitness Studio			P	P	P				
Bar					P				
Bed and Breakfast									Sec. 8.3.C
Body Modification Establishment				S	S				
Broadcasting Facility TV/Radio - With Antennae						P	P		
Broadcasting Facility TV/Radio - No Antennae			P	P	P	P	P		
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Campground								P	Sec. 8.3.D
Car Wash					S				Sec. 8.3.E
Cemetery								P	
Children's Home		P			P				Sec. 8.3.F
Community Center	P	P	P	P	P			P	
Community Garden	P	P	P	P	P			P	Sec. 8.3.G
Conservation Area								P	
Country Club								P	
Cultural Facility			P	P	P			P	
Day Care Center		P	P	P	P				Sec. 8.3.H
Day Care Home	P	P							Sec. 8.3.H
Drive-Through Facility				S	P				Sec. 8.3.I
Drug/Alcohol Treatment Facility, Residential					S				Sec. 8.3.J
Drug Treatment Clinic					S				Sec. 8.3.J
Domestic Violence Shelter				P	P				Sec. 8.3.F
Dwelling – Above the Ground Floor			P	P	P				

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Dwelling – Accessory Dwelling Unit	P								Sec. 8.3.K
Dwelling – Manufactured Home									Sec. 8.3.L
Dwelling - Multi-Family		P	P	P	P				Sec. 8.3.M
Dwelling - Townhouse		P	P	P	P				Sec. 8.3.M
Dwelling - Single-Family	P		P	P	P				Sec. 8.3.N
Dwelling - Two-Family	P		P	P	P				Sec. 8.3.N
Educational Facility - Primary or Secondary	P	P							
Educational Facility - University or College									
Educational Facility - Vocational			S	S	S	P	P		
Financial Institution			P	P	P				
Financial Institution, Alternative					S				Sec. 8.3.O
Food Bank						P			
Food Pantry					S				
Funeral Home					S				
Gas Station					S	P	P		Sec. 8.3.P
Golf Course/Driving Range								P	
Government Office/Facility			P	P	P	P	P		
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Greenhouse/Nursery - Retail									
Group Home	P	P							Sec. 8.3.Q
Halfway House					S				Sec. 8.3.J
Healthcare Institution									
Heavy Retail, Rental, and Service						S			
Homeless Shelter					S				Sec. 8.3.J
Hotel					P				
Industrial - General							P		
Industrial - Light						P	P		
Industrial Design				P	P	P	P		
Live Entertainment - Secondary Use					S				
Live Performance Venue									
Lodge/Meeting Hall	S	S	P	P	P	P	P		Sec. 8.3.R
Manufactured Home Park									
Medical/Dental Office			P	P	P				

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Micro-Brewery/Distillery/Winery					P	P			
Needle Exchange Service					S				Sec. 8.3.J
Neighborhood Commercial Establishment	S	S							Sec. 8.3.S
Office			P	P	P	P	P		
Outdoor Dining			P	P	P				Sec. 8.3.T
Parking Lot (Principal Use)				S	S				Chapter 10
Parking Structure (Principal Use)				S	S				Chapter 10
Personal Service Establishment			P	P	P	P			
Place of Worship	P	P	P	S	P				
Public Park	P	P	P	P	P	P		P	
Public Safety Facility		P	P	P	P	P	P		
Public Works Facility						P	P		
Reception Facility				S	S				Sec. 8.3.U
Recreational Vehicle (RV) Park								S	Sec. 8.3.D
Research and Development						P	P		
Residential Care Facility		P			P				Sec. 8.3.V
Restaurant			P	P	P	P	P		
Retail Goods Establishment			P	P	P	P	P		
Retail Alcohol Sales				S	S	P			
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Self-Storage Facility: Enclosed					S	P	P		Sec. 8.3.W
Self-Storage Facility: Outdoor						P	P		Sec. 8.3.W
Social Service Center					P				
Solar Farm						P	P		Sec. 8.3.X
Specialty Food Service			S	P	P	P			
Storage Yard - Outdoor						P	P		Sec. 8.3.Y
Truck Stop						P	P		
Vehicle Dealership – Enclosed						S			
Vehicle Dealership – With Outdoor Storage/Display						S			
Vehicle Operation Facility						P	P		
Vehicle Rental – Enclosed						S			
Vehicle Rental – With Outdoor Storage/Display						S			

[illegible]

8.3 PRINCIPAL USE STANDARDS

Where applicable, principal uses are required to comply with all use standards of this section, whether a permitted or special use, in addition to all other regulations of this Ordinance.

A. Adult Use

1. There must be a minimum of 500 feet between adult uses. Only one adult use is allowed per lot.
 - a. An adult use must be a minimum of 1,000 feet from any of the following:
 - b. A residential district
 - c. A primary and/or secondary educational facility
 - d. A day care center
 - e. A place of worship
 - f. A public park
 - g. A conservation area
 - h. A cemetery
2. All distances are measured from a point of the lot line on which such use is proposed to be located to the nearest point on the lot line on which any other of the same use is located. The adult use owner must provide the Zoning Administrator with a survey acceptable and satisfactory to the City that demonstrates the establishment meets the requirements of this section.
3. Any adult use as of the effective date of this Ordinance that does not meet these spacing requirements are deemed conforming. Such deemed conforming status is terminated when the adult use ceases to operate or when any required licenses are revoked or are not renewed. An adult use is not considered to cease operations when it is closed for renovations in conjunction with a lawfully issued building permit.
4. Signs for adult uses must meet the following:
 - a. All signs for adult uses must be flat wall signs.
 - b. The maximum sign area is one square foot of sign area per foot of lot frontage on the street, but cannot exceed 32 square feet.
 - c. The maximum number of signs is one per lot frontage.
 - d. Temporary signs are prohibited.
5. No adult use may be maintained or operated in any manner that causes, creates, or allows public viewing of any adult material, or any entertainment depicting, describing or relating to specified sexual activities or specified anatomical areas, from any public rights-of-way or private property other than the lot on which the licensed adult use is located.
6. Words, lettering, photographs, silhouettes, drawings, or pictorial representations of any manner are prohibited that depict, describe, or relate to specified sexual activities or specified anatomical areas. This applies to any advertisement, display, promotional material, decoration, sign, performance, show, and to any window, door or other opening to the adult use.
7. No portion of the exterior of an adult establishment may utilize or contain any flashing lights, search lights, spotlights, or other similar lighting systems.

B. Animal Care Facility – Small Animal, and Animal Breeder

These standards do not apply to any animal shelters operated by a City agency.

1. Animal care facilities must locate exterior exercise areas in the rear yard only. Exterior exercise areas must provide covered areas over a minimum of 30% of the exterior area to provide shelter against sun/heat and weather. A fence a minimum of six feet and a maximum of seven feet in height is required for all exterior exercise areas.
2. Animal care facilities must locate all overnight boarding facilities indoors. Outdoor boarding facilities for animal breeders are permitted but must be designed to provide shelter against sun/heat and weather.
3. All animal quarters and exterior exercise areas must be kept in a clean, dry, and sanitary condition.

D. Campground and Recreational Vehicle (RV) Park

1. The minimum area for a campground or RV park is three acres.
2. Campgrounds and RV parks must comply with all applicable State and City regulations, including those governing the installation, construction, and/or operation of swimming pools, water supply, sewage disposal, food storage and services, plumbing, structures, electrical wiring, and fire prevention.
3. Management headquarters, recreational facilities, coin operated laundry facilities, cabins for counselors, overnight accommodations, living space, and other uses and structures customarily associated with the operation of a campground or RV park are permitted.
4. Storage of equipment must be within enclosed structures.
5. Year-round residency is prohibited at any campground or RV park. Use of camping units or a recreational vehicles as a principal residence is prohibited. This excludes any structures erected for a caretaker or campground ranger, which may be a year-round residency.
6. A 25 foot perimeter setback from the lot line of the campground or RV park is required. No structures, campsites, or RV pads are allowed within this setback. The perimeter setback must be landscaped with shrubs planted at an interval of one shrub for every three feet of linear yard width, on center, and one shade or evergreen tree planted at an average of one tree for every 25 linear feet. Preservation of existing vegetation is encouraged and may be substituted for the required plantings.

E. Car Wash

When a car wash abuts the lot line of a residential district, it must be screened along the abutting lot line with a solid fence or wall, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot.

F. Children's Home and Domestic Violence Shelter

1. A children's home or domestic violence shelter require a health services and congregate living permit in accordance with Section 15.11.
2. The maximum ratio of staff to residents must be 1:20 or less.

G. Community Garden

1. Community gardens are limited to the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity. It may also include community-gathering spaces for active or passive recreation but playground equipment is prohibited.
2. Greenhouses, including high tunnels/hoop-houses, cold-frames, and similar structures, are permitted to extend the growing season. Accessory structures, including but not limited to, sheds, gazebos, and pergolas, are also permitted. All accessory structures must be located a minimum of four feet from any lot line.
3. No livestock is permitted, including the keeping of chickens, fish, and bees.

4. On-site composting is permitted.
5. Farmstands are permitted and are limited to sales of items grown at the site. Farmstands must be removed from the premises during that time of the year when the use is not open to the public. Only one farmstand is permitted per lot.

H. Day Care Center and Day Care Home

1. Each day care must comply with all applicable state and federal regulations, including any licensing and registration.
2. The exterior of a day care home must maintain its original appearance as a single-family dwelling. No visitor/client parking may be located in the front yard.
3. One sign, either freestanding, window, or wall, is permitted for a day care home. Such sign may not exceed six square feet in sign area. Freestanding signs are limited to six feet in height and must be a minimum of five feet from any lot line. (Day care centers are subject to the standards of Article 12.)
4. A day care center must provide a pickup/drop off area. When a day care center is part of a multi-tenant retail center, the pickup/drop off area must not interfere with vehicle circulation in the parking lot, including blocking of the drive aisle.

I. Drive-Through Facility

1. All drive-through facilities must provide a minimum of four stacking spaces per lane or bay, unless additional stacking spaces are specifically required by this Ordinance. Stacking spaces provided for drive-through uses must be:
 - a. A minimum of nine feet in width, as measured from the outermost point of any service window or bay entrance, to the edge of the driveway, and 18 feet in length. In the case of a recessed service window, the measurement is taken from the building wall.
 - b. Stacking spaces must begin behind the vehicle parked at a final point of service exiting the drive through aisle, such as a service window or car wash bay (this does not include a menu board). Spaces must be placed in a single line behind each lane or bay.
2. All drive-through lanes must be located and designed to ensure that they do not adversely affect traffic circulation on adjoining streets. Drive-through lanes on corner lots must not route exiting traffic into adjacent residential neighborhoods.

3. Drive-through facilities must be screened along interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot. This standard does not apply to drive-through facilities within multi-tenant retail centers.

4. A drive through lane must have bail out capability for all vehicles that enter the drive through lane. The bail out lane must be a minimum width of ten feet in width and run parallel to the drive through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive through lane.

J. Drug Treatment Clinic, Drug/Alcohol Treatment Facility - Residential, Halfway House, Homeless Shelter, Needle Exchange Service

1. A drug treatment clinic, drug/alcohol treatment facility, residential, halfway house, homeless shelter, and/or needle exchange service require a health services and congregate living permit in accordance with Section 15.11.

2. For residential facilities, the maximum ratio of staff to residents must be 1:20 or less.

3. For residential facilities, outdoor facilities are limited to the hours between 8:00 a.m. to 8:00 p.m.

4. An enclosed or screened waiting area for intake and/or appointments is required. No queuing may occur on any public right-of-way or any parking lot.

5. Security lighting is required for drug treatment clinics, needle exchange facilities, and halfway houses. The lighting must be stationary, directed away from adjacent properties and public rights-of-way, and of an intensity compatible with the surrounding area.

6. There must be a 1,000 foot separation between the same uses (for example, between two homeless shelters).

7. Unless allowed in a residential district, such uses must be 300 feet from any residential district.

K. Dwelling – Accessory Dwelling Unit

1. One of the dwelling units must be occupied by the owner of the property.

2. No more than one accessory dwelling unit is allowed per lot. When permitted, the accessory dwelling unit does not count toward the maximum number of dwelling units on a lot, including when the accessory dwelling unit is located in a detached structure.

3. Detached accessory dwelling units may only be located in the rear yard. Detached accessory dwelling units must be located ten feet from any lot line and from any principal building.

4. Both the principal dwelling unit and the accessory dwelling unit must maintain separate meter connections.

5. A detached accessory dwelling unit is subject to the height permitted for a detached garage.

6. No accessory dwelling unit may not exceed 800 square feet in gross floor area.

7. When a detached garage is converted to an accessory dwelling unit, the ground floor must be maintained as parking.

8. No additional parking is required for an accessory dwelling unit. Required parking for the principal structure must be maintained.

L. Dwelling – Manufactured Home

Manufactured homes must meet the following design standards when not located within a manufactured home park:

1. The front entry must be a dominant feature on the front elevation of a manufactured home, using features such as porches, raised steps and stoops with roof overhangs, or decorative railings.
2. Windows, entrances, bay windows, or other architectural features are required on any street-facing walls.
3. Each manufactured home must utilize roofing materials such as asphalt shingles or similar material, similar in material and appearance to single-family dwellings.
4. All manufactured homes must be designed with skirting that is constructed of fire-resistant material that meets the requirements of the Building Code
5. The manufactured home must be set on a concrete slab or runway, and such slab or runway must be of a size large enough to accommodate a manufactured home in such a fashion that the concrete will extend at least two inches around the walls of the manufactured home on all sides.

M. Dwelling - Multi-Family or Townhouse

In the case of conflict with any design standards contained within Chapter 4, the standards of Chapter 4 control.

1. Façades must be designed with consistent materials and treatments that wrap around all façades. There must be a unifying architectural theme for the entire multi-family or townhouse development, utilizing a common vocabulary of architectural forms, elements, materials, or colors in the entire structure.
2. Building facades must include windows, projected or recessed entrances, overhangs, and other architectural features. Three-dimensional elements, such as balconies and bay windows, are encouraged to provide dimensional elements on a façade.
3. The following minimum transparency requirements apply to any façade facing a street and are calculated on the basis of the entire area of the façade:
 - a. Townhouse: 15%
 - b. Multi-Family Dwelling: 25%
4. There must be a minimum separation of 15 feet between sidewalls of townhouse buildings. Where the front or rear wall of a townhouse faces the front or rear wall of another townhouse, the minimum required separation between such buildings must be 30 feet. Driveways and parking areas may be located within this minimum separation area.
5. The following building materials are prohibited on any façade. However, such materials may be used as decorative or detail elements for up to 25% of the facade, or as part of the exterior construction that is not used as a surface finish material.
 - a. The following building materials are prohibited on any part of any façade:
 - i. Plain concrete block
 - ii. Plastic
 - iii. Exterior insulating finish systems (EIFS)
 - b. The following building materials are prohibited as a primary surface finish material on any façade but may be used as decorative or detail elements for up to 15% of the façade:
 - i. Corrugated metal
 - ii. Aluminum, steel or other metal sidings
 - iii. Exposed aggregate (rough finish) concrete wall panels

- iv. T-111 composite plywood siding
- v. Vinyl

N. Dwelling - Single-Family or Two-Family

In the case of conflict with any design standards contained within Chapter 4, the standards of Chapter 4 control.

1. A dwelling must have a primary entrance from the façade facing the street. The front entry must be a dominant feature on the front elevation of a home and an integral part of the structure, using features such as porches, raised steps and stoops with roof overhangs, or decorative railings to articulate the front façade.
2. Windows, entrances, porches, or other architectural features are required on all street-facing facades to avoid the appearance of blank walls.
3. A 15% minimum transparency requirement applies to any façade and is calculated on the basis of the entire area of the façade.
4. Front-loaded attached garages are limited to 40% of the width of the front building line or 24 feet, whichever is greater. Garage width is measure between garage doors; in the case of garages designed with multiple garage doors the distance is measure between the edge of the outmost doors.

O. Financial Services, Alternative (AFS)

1. Alternative financial services (AFS) must be located no closer than 1,000 feet from any other AFS, as measured from a point of the lot line on which such use is proposed to be located to the nearest point on the lot line on which any other existing similar use is located.
2. Any existing alternative financial service establishment as of the effective date of this Code that do not meet the spacing requirement is deemed conforming; this applies only to AFS that are allowed as a permitted or special use within the district. If an alternative financial service is no longer allowed within a district as of the effective date of this Code, it is nonconforming use.

P. Gas Station

1. All structures and all pump islands, compressed air connections, and similar equipment must be set back a minimum of 15 feet from interior side and rear lot lines. Structures are exempt from any build-to lines required by the district.
2. The minimum distance a freestanding canopy for gas pumps must be from any street lot line is ten feet and 15 feet from any interior lot line.
3. The ancillary uses of a retail goods establishment and one car wash bay are permitted in connection with the principal gas station use.

Q. Group Home

1. Such uses are subject to all federal, state, and city regulations, and must be licensed.
2. When a group home is located within an existing residential structure, the location, design, and operation of such facility must not alter the residential character of the structure.

R. Lodge/Meeting Hall

1. No more than 30% of the gross floor area may be used as office space for the lodge/meeting hall.
2. Lodges/meeting halls are permitted to serve meals and alcohol on the premises for members and their guests only.
3. Sleeping facilities are prohibited.
4. Lodges/meeting halls leased or used as reception facilities must comply with the requirements for reception facilities.

S. Neighborhood Commercial Establishment

1. Neighborhood commercial establishments are only allowed within existing structures that are nonresidential in their construction and/or use as of the effective date of this Ordinance.
2. The following non-residential uses are permitted within a neighborhood commercial establishment:
 - a. Art gallery
 - b. Arts studio
 - c. Office
 - d. Personal service establishment
 - e. Restaurant (live entertainment - secondary use prohibited and sale of alcohol prohibited)
 - f. Retail goods establishment (retail sales of alcohol prohibited)
3. No off-street parking is required. However, any off-street parking currently provided must be maintained.
4. Drive-through facilities are prohibited.
5. Outside storage or display is prohibited. All business, servicing, processing, and storage uses must be located within the structure.
6. Signs are limited to those allowed in the C-T District.

T. Outdoor Dining

1. Outdoor dining is considered a separate principal use. Outdoor dining may only be established when allowed as a use within a zoning district and in conjunction with another principal use such as a bar or restaurant.
2. Outdoor dining must not interfere with any pedestrian access or parking spaces and aisles.
3. Outdoor dining areas must be located on private property. Outdoor dining on public property is not controlled by this Ordinance.
4. When a structure is required to be constructed at a build-to line, the structure may have up to 50% or 60 linear feet of the applicable façade, whichever is less, designated as outdoor dining maybe setback up to 30 feet from the required build-to line.

U. Reception Facility

A general admission fee or any other monetary donations (payment at the door to the general public) for entrance is prohibited, with the exception of fundraisers or events for bona fide non-profit organizations, places of worship, or educational facilities.

V. Residential Care Facility

1. Residential care facilities are subject to all federal, state, and city regulations, and must be licensed.
2. When located in a nonresidential district, the structure must be designed with a lobby entrance along the primary frontage.

W. Self-Storage Facility: Indoor and Outdoor

1. Storage units cannot be used for residential occupancy or business.
2. No plumbing connections are permitted in self-storage units.
4. Storing hazardous or toxic materials is prohibited.

5. For self-storage facilities that include both indoor and outdoor facilities, both types of uses must be allowed in the district.
6. The following additional standards apply to indoor self-storage facilities:
 - a. All self-storage activities must be contained within a single building and conducted exclusively indoors. Individual storage units may be accessed from inside the building only.
 - b. All facilities must meet the design standards of the district.
 - c. No storage units located on the first floor may be located within the first 50 feet of the front facade. No storage units located on the first floor may be visible from any public right-of-way.
 - d. Access to loading areas must be located to the interior or rear of the building.
7. The following additional permissions apply to outdoor self-storage facilities:
 - a. Outdoor self-storage facilities should be oriented so that storage unit access doors do not face the public right-of-way.
 - b. Outdoor self-storage facilities are allowed to include an area for storage of recreational vehicles. Storage areas for recreational vehicles must be located in the rear yard.
 - c. No storage of recreational vehicles is allowed within 25 feet of any rear lot line. No storage of recreational vehicles is allowed within 30 feet of any interior side lot line. No storage of recreational vehicles is allowed within 50 feet of any front or corner side lot line.
 - d. If storage areas for recreational vehicles are provided, they must be screened along interior side and rear lot lines with a solid fence or wall, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot.

X. Solar Farm

1. Systems, equipment, and structures are limited to the maximum height of the district.
2. All solar farm structures must meet the district setbacks.
3. No grid tied photovoltaic system may be installed until evidence has provided that the owner has been approved by the utility company to install the system.
4. The facility owner and operator must, at their sole expense, complete decommissioning of the solar farm within one year after the end of the useful life of the solar farm. The solar farm is deemed to be at the end of its useful life if it is abandoned for a period for 180 days or more. Decommissioning includes removal of all solar equipment. Decommissioning includes removal of solar arrays, structures, private roads or driveways, and foundations, and any other element constructed by facility owner or operator for the purpose of maintaining or operating the solar farm.

Y. Storage Yard – Outdoor

1. The storage area must be completely enclosed along all lot lines by a solid fence or wall a minimum of six feet and a maximum of eight feet in height, including ingress and egress.
 - a. Fences or walls along the front or corner side lot line must be set back a minimum of ten feet from the lot line. Within that setback, one shrub a minimum of three feet in height must be planted linearly every three feet on-center along such fence or wall, and one evergreen tree every 30 feet planted linearly; plantings must be placed outside the face of the fence facing the right-of-way.
 - b. Fences or walls along the rear or interior side lot line require the planting of shrubs a minimum of three feet in height at time of planting, planted linearly every three feet on-center along such fence or wall;

plantings must be placed inside the face of the fence toward the interior of the lot.

2. Storage of any kind is prohibited outside the fence or wall.
3. No items stored within 25 feet of the fence may exceed the height of the fence or wall for an outdoor storage yard.
4. A salvage yard is not an outdoor storage yard. Salvage yards, an establishment where vehicles or other machinery is broken up and the parts saved and processed for resale, are prohibited.

Z. Vehicle Repair/Service – Major or Minor

1. Vehicle repair/service establishments may not store the same vehicles outdoors on the site for longer than 15 days once repair is complete. Only vehicles that have been or are being serviced may be stored outdoors.
2. Repair of vehicles is prohibited in the front or side yards. Storage of all merchandise, auto parts, and supplies must be within an enclosed structure.
3. Vehicle repair/service establishments that abut a residential district must be screened along interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of seven feet in height.
4. Outdoor repairs are only allowed in the rear yard and must be screened by a solid fence or masonry wall no less than six feet and no more than eight feet in height.
5. No partially dismantled, wrecked, junked, or discarded vehicles may be stored outdoors on the premises. This standard does not apply to vehicles under repair.
6. The sale of new or used vehicles is prohibited.
7. No motor vehicles may be stored and no repair work may be conducted in the public right-of-way.

AA. Wind Energy System

1. The design of the wind energy system must conform to applicable industry standards as such standards exist as of the date construction is commenced. The facility owner or operator must submit certificates of design compliance obtained by the equipment manufacturers from Underwriters Laboratories, Det Norske Veritas, Germanischer Lloyd Wind Energies, or similar certifying organizations.
2. All wind turbines must be newly manufactured as of the date of installation. Experimental/prototype wind turbines may be approved as a special use.
3. All wind energy system must be equipped with a redundant braking system. This includes both aerodynamic over speed controls (including variable pitch, tip, and other similar systems) and mechanical brakes. Mechanical brakes must be operated in a fail-safe mode. Stall regulation is not considered a sufficient braking system for over speed protection.
4. All electrical components of the wind energy system must conform to applicable local, state, and national codes, and applicable international standards.
5. An engineer's certificate must be completed by a structural engineer, licensed in the State of Iowa, certifying that the tower and foundation of the wind turbines are compatible with, and are appropriate for, the particular model of wind turbine used, and that the specific soils at the site can support the wind turbine.
6. Wind turbines must comply with the following design standards:
 - a. Wind turbines must be a non-obtrusive and non-reflective color. The facility owner or operator must maintain the paint on wind turbines at all times in good repair.
 - b. Wind turbines must not display advertising, except for reasonable identification of the turbine manufacturer, or the facility owner and operator.
 - c. Within the wind energy system, wind turbines must be of a generally consistent size, design, and color,

of similar height and rotor diameter, and rotate in the same direction.

d. Wind turbines must not be artificially lit, except to the extent required by the Federal Aviation Administration or other applicable regulatory authorities.

e. On-site transmission and power lines between wind turbines must, to the maximum extent practicable, be placed underground, reach the property line, and be located and constructed in such a way as to minimize disruption to the property's primary purpose as well as to facilitate the interconnection of other commercial wind power generating facilities.

f. Non-essential appurtenances are prohibited to be affixed to any wind turbine, including, but not limited to, cellular or radio antennae.

g. A clearly visible warning sign advising persons of the presence of high voltage levels must be placed at the base of all pad-mounted transformers and substations.

7. The applicant must commission and submit at the time of permit application a wildlife assessment (impact study), conducted by a qualified wildlife expert, indicating possible risks to local wildlife, habitat, and migratory birds. Additionally, the applicant's wildlife expert must also develop a mitigation plan, if applicable, that addresses/mitigates any risk to wildlife, migratory birds, and affiliated habitat. All wind turbines at time of application must be located out of bird and bat migration pathways/corridors where wind turbine construction would pose a substantial risk.

8. Wind turbines must not be climbable up to a height of at least 15 feet above ground surface. All access doors to wind turbines and electrical equipment must be locked or fenced, as appropriate, to prevent entry by non-authorized persons.

9. Wind turbines must be setback from any existing principal building on the lot and adjacent lots, measured at the nearest external wall or walls, and within the buildable area of any adjacent undeveloped lot, no less than the turbine height. The setback distance is measured from the nearest point on the outside edge of a tower to the nearest point on the foundation of the building.

10. All wind turbines must be set back from the nearest property line a distance of not less than the normal setback requirements for that zoning district or 110% of the turbine height, whichever is greater. The setback distance is measured from the property line to the nearest point on the outside edge of a tower. Operation and maintenance building(s) and substations must be located in accordance with zoning district yard requirements. All wind farm structures, except for wind turbines, must comply with the regulations of the zoning district.

11. All wind turbines must be set back from the nearest public right-of-way a distance of 110% of the turbine height, as measured from the right-of-way line to the nearest point on the outside edge of a tower.

12. The facility owner or operator must comply with all applicable codes regulating sound generation. A predictive sound study of turbine noise must accompany the application to verify that all code requirements can be met for dBA sound levels. In the event that any sound levels from a wind turbine are found to be in excess of permissible levels per the Municipal Code, the facility owner or operator must take necessary measures to bring sound levels down to a level acceptable.

13. A shadow flicker study is required, and must be submitted with the application. A wind turbine's shadow flicker must not fall on any existing structure, measured at the nearest external wall or walls, or within the buildable area of an adjacent vacant lot, as defined by current setback requirements.

14. The facility owner and operator must, at their sole expense, complete decommissioning of the wind energy system, or individual wind turbines, within one year after the end of the useful life of the wind energy system or individual wind turbines. The wind energy system or turbine must be deemed to be at the end of its useful life if it is abandoned for a period of time in excess of 180 days. Decommissioning includes removal of wind turbines, structures, roads and foundations to a depth of 48 inches, and any other element constructed by facility owner or operator for the purpose of maintaining or operating the wind energy system.

BB. Wireless Telecommunications

1. Application Requirements

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

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

2. Setbacks

- a. All wireless telecommunications towers must be set back from any existing principal building on the lot and adjacent lots, measured at the nearest external wall or walls, and within the buildable area of any adjacent undeveloped lot, as defined by current setback requirements no less than the tower height. The setback distance is measured from the nearest point on the outside edge of a tower to the nearest point on the foundation of the building.
- b. All wireless telecommunications facilities must be set back from all property lines in accordance with the minimum setback requirements in the zoning district.

3. Height

The maximum height of a wireless telecommunications tower is the minimum needed to function satisfactorily. The application for approval of a wireless telecommunications tower must demonstrate the minimum height needed for the tower to function, which will be reviewed and approved as part of site plan review. The City has the ability to hire an independent consultant to assist in review of the proposed height, whose fee will be charged to the applicant.

4. Lighting and Marking

Wireless telecommunications systems must not be lit or marked unless required by the Federal Communications Commission (FCC) or the Federal Aviation Administration (FAA).

5. Specific Standards for Wireless Telecommunications Antennas

Wireless telecommunications antennas are a special use in all districts, unless they are stealth design in which case they are a permitted use. Stealth design for wireless antennas is encouraged and is considered a permitted use in all districts, subject to site plan review and approval. All applications for wireless telecommunications antennas must include all information required by this section. In addition to the standards of this section for wireless telecommunications antennas, stealth design must comply with the following regulations:

- a.** To qualify as a stealth design, wireless telecommunications antennas must be enclosed, camouflaged, screened, obscured, or otherwise not readily apparent to a casual observer.
- b.** Wireless telecommunication antennas must be mounted at least 30 feet above grade, as measured from grade to the base of the antenna, to qualify as stealth design, in addition to meeting the other requirements of this section. Wireless telecommunication antennas mounted lower than 30 feet are considered a special use.
- c.** Antennas must be located on or in structures already permitted within zoning districts, such as water towers, clock towers, streetlights, penthouses, parapet walls (must be behind the parapet wall), and steeples, and must be designed to blend in with the structure.
- d.** Antennas that co-locate on existing wireless telecommunications towers are also considered stealth design. However, such antennas cannot increase the overall height of the existing wireless telecommunications tower.
- e.** No antenna may increase the overall height of any structure on which it is mounted by more than 12 feet.

6. Specific Standards for Wireless Telecommunications Facilities

- a.** Any buildings, cabinets, or shelters may house only equipment and supplies for operation of the wireless telecommunication tower. Any equipment not used in direct support of such operation must not be stored on the site.
- b.** Commercial advertising is prohibited. Only signage that is part of the equipment as manufactured or warning signage is permitted.

7. Specific Standards for Wireless Telecommunications Towers

- a.** The use of guyed towers is prohibited. Towers must be monopoles, meaning self-supporting with no wires, cables, or beams.
- b.** Wireless telecommunications towers must be designed to accommodate other telecommunications providers. The area surrounding a tower must be of a sufficient size to accommodate accompanying wireless telecommunications facilities for other telecommunications providers.
- c.** Unless otherwise required by the Federal Communications Commission, the Federal Aviation Administration or the City, towers must have a galvanized silver or gray finish.

8. Specific Standards for Distributed Antenna Systems (DAS)

If a distributed antenna systems (DAS) is installed and entirely enclosed within a principal building, the requirements of this Ordinance do not apply.

- a.** All equipment related to a distributed antenna system must be mounted/co-located on existing poles or other existing structures unless it can be shown that an alternate location will be less obtrusive and/or more beneficial to the public. The design of any new pole requested requires special use approval.

b. An applicant seeking installation of a distributed antenna system must demonstrate that it has made efforts to blend or camouflage the system with existing facilities and surroundings or has otherwise screened or concealed the system from view. Approved blending methods include, but are not limited to, location of equipment other than antennas within a tree canopy or other inconspicuous location, use of green, brown or other colored equipment (if commercially available to the applicant) designed to mimic the colors and/or materials of the tree canopy, co-location structure or other nearby structures, as well as use of textures and shapes as appropriate, all with the intent of minimizing the visual impact of the system. Unnatural colors and exposed cables are prohibited.

c. All pole-mounted distributed antenna systems must be installed at a minimum height of nine feet above the ground. Equipment may be housed in a cabinet at ground level only with the approval of the City as to location and with appropriate screening.

d. Distributed antenna systems may not extend more than seven feet above the height of the existing pole or other structure on which it is installed.

6. Where distributed antenna systems are placed in residential districts, every effort must be made to avoid placement at right of way locations directly in front of a residence. If placement directly in front of a residence is absolutely necessary for technological reasons, the City has the right to require screening or impose other design mitigation requirements.

7. The City may request that a particular node or nodes be placed in an alternative location to that proposed by the applicant. Where a request for an alternative location is unable to be accommodated by an applicant, the applicant must supply an explanation in writing as to why the suggested alternative location will materially compromise the functioning of the system or is otherwise impractical.

9. Abandonment

Any wireless telecommunications system that is not operated for a period of 180 consecutive days is considered abandoned. The owner must immediately remove the tower or facility, and all aboveground equipment and related debris. The City may ensure and enforce removal by means of its existing regulatory authority.

10. Nonconformities

a. Ordinary maintenance, including replacement/upgrading, of antenna equipment may be performed on nonconforming antennas or towers. However, if the proposed alteration intensifies a nonconforming characteristic of the antenna or tower, a variance is required.

b. Co-location of an antenna on an existing nonconforming tower is permitted as a special use, provided that the addition of the antenna and any additional wireless telecommunications facilities do not increase the overall height of the nonconforming tower.

8.4 TEMPORARY USE STANDARDS

Temporary uses are required to comply with the standards of this section, in addition to all other regulations of this Ordinance and any licensing requirements of the Municipal Code. These regulations are for temporary uses located on private property. A temporary use may require a temporary use permit if the requirement is specifically cited in the standards; otherwise the temporary use is exempt from a temporary use permit. Temporary uses do not require additional parking unless specifically cited in the temporary use standards or stipulated as a condition of approval.

A. Farmers' Market

A retail license is required per Chapter 5.17 (Retail Sales and Transient Merchants) of the Municipal Code.

B. Real Estate Project Sales Office/Model Unit

1. A real estate sales office/model unit(s) is allowed for a residential development. Multiple model units are allowed in a multi-family building or a residential subdivision of 20 or more units.

2. No real estate sales office/model unit(s) may be located in a manufactured home or off-site.

3. The real estate sales office must be removed and/or closed within 30 days after the sale or rental of the last unit of the development. The model unit(s) must be closed within 30 days after the sale or rental of the last unit of the development.

4. All activities conducted within real estate sales office/model unit(s) must be directly related to the construction and sale of properties within the particular development. Use as a general office of operation of any firm is prohibited.

C. Temporary Contractor's Office and Contractor's Yard

1. A temporary contractor's office is allowed incidental to a construction project.

2. The temporary contractor's office must be removed within 30 days of completion of the construction project.

3. A contractor's yard is permitted on or adjacent to any construction demolition and can only be used during the life of the construction project.

D. Temporary Outdoor Entertainment

A special event permit from the City is required for temporary outdoor entertainment.

Editor's Note: The special event permit will need to be modified to include such events on private property.

E. Temporary Outdoor Sales

A special event permit from the City is required for temporary outdoor sales.

Editor's Note: The special event permit will need to be modified to include such events on private property.

F. Temporary Outdoor Storage Container

1. Temporary storage containers are permitted in any zoning district when used for loading or unloading. Containers are permitted on site for a period not to exceed 30 days.

2. Temporary storage containers may not be used for permanent storage. They may not serve as a substitute for permanent storage needs on the site on which they are located. Containers may not be permanently attached to the ground, serviced with permanent utilities, or stacked on the site.

3. Temporary storage containers cannot be placed in the public right-of-way or placed on a lot to block ingress/egress or impede right-of-way traffic.

4. Temporary storage containers for residential uses may be placed in a driveway only but cannot block the right-of-way, including sidewalks. No temporary storage containers may be placed within any yard.

8.5 USE DEFINITIONS

All uses within Table 8-1 are defined in this section. Certain uses are defined to be inclusive of many uses. When a use meets a specific definition, it is regulated as such and is not regulated as part of a more inclusive use category.

Adult Use. An adult store, adult cabaret, adult theater, nude model studio, sexual encounter center, adult motel, or escort agency. The following additional definitions apply to adult use:

1. **Adult Booth.** Any area of an adult use that is set off from the remainder of the establishment by one or more walls, partitions, or other dividers and is used to show, exhibit, play, display, or otherwise demonstrate any adult materials or to view any live performance that is distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical areas or the performance or simulation of any specified sexual activities.

2. **Adult Cabaret.** Any establishment that as a substantial or significant portion of its business provides any of the following:

a. Persons who appear nude.

b. Live performances that are distinguished or characterized by an emphasis on the exposure, depiction, or description of a specified anatomical area or the performance or simulation of a specified sexual activity.

c. Films, motion pictures, video or audio cassettes, slides, computer displays, or other visual representations, recordings, imagery, illustration, or depiction of any kind that are distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical area or the performance or simulation of any specified sexual activity.

3. Adult Material. Any of the following, whether new or used:

a. Books, magazines, periodicals, or other printed matter or digitally stored materials, films, motion pictures, video cassettes, audio cassettes, slides, computer displays or other visual or audio representations or recordings of any kind, DVD, CDROM, or similar item that is distinguished or characterized by an emphasis on the exposure, depiction, description, imagery or visual representation of any specified anatomical area or the performance or simulation of any specified sexual activity.

b. Instruments, novelties, devices, or paraphernalia that are designed for use in connection with specified sexual activities or that depict, describe or portray specified anatomical areas; except this does not include those items used for birth control or for the prevention of sexually transmitted diseases.

4. Adult Motel. Any motel, hotel or similar business that either: 1) offers accommodations to the public for any form of consideration, and provides patrons with closed-circuit television transmission, telephones, motion pictures, video cassettes, slides, or other material that is characterized by the depiction or description of any specified anatomical area or any specified sexual activity, and has a sign that is visible from the public right-of-way that advertises the availability of adult materials; 2) offers a room or suite for consideration for a period of time that is less than ten hours; or 3) allows a tenant, occupant or patron of a room or suite to sublet the room or suite for a period of time that is less than ten hours.

5. Adult Store. Any establishment that either: 1) contains one or more adult booths; and/or 2) as a substantial or significant portion of its business offers for sale, rental, exchange, or viewing any adult materials. Adult stores do not include establishments that offer for sale, rental, exchange, or viewing any adult materials as a sideline or adjunct to sales, rentals, exchanges or viewings of materials other than adult materials.

6. Adult Theater. Any establishment that as a substantial or significant portion of its business features or provides films, motion pictures, video or audio cassettes, slides, or other visual representations, recordings, imagery, illustration, or depiction of any kind that are distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical area or the performance or simulation of any specified sexual activity.

7. Escort. A person who, for pecuniary consideration, agrees or offers to act as a companion, guide, or date for another person, or who agrees or offers to privately model lingerie or to privately perform a striptease dance or otherwise perform or appear before another person while nude in or about any place of public or private resort or any private quarter or business premises.

8. Escort Agency. Any person or business entity furnishing or offering to furnish, or advertising to furnish escorts as one of its business purposes, for a fee, tip or any other form of consideration.

9. Nude Model Studio. Any place where a person who appears nude is provided for the purpose of being sketched, drawn, painted, sculptured, photographed, or similarly depicted by any other person who has paid money or any other form of consideration, barter, or exchange, or for whose benefit someone else has paid money or any other form of consideration, barter or exchange, for the purpose of being allowed to observe the person appearing nude being sketched, drawn, painted, sculptured, photographed, or similarly depicted. Nude model studio does not include public or private colleges or universities licensed by the State of Iowa that offer art, modeling, or anatomical drawing classes.

10. Nude or State of Nudity. A state of dress or undress that exposes to view less than completely and opaquely covered human genitals, pubic region, anus, or female breast below a point immediately above the top of the areola, but not including any portion of the cleavage exhibited by a dress, blouse, shirt, leotard, bathing suit, or other wearing apparel provided the areola is not exposed, or human male genitals in a discernibly turgid state even if completely and opaquely covered, or any device that when worn, simulates human male genitals in a discernibly turgid state.

11. Sexual Encounter Center. Any establishment that, for consideration, offers either: 1) physical contact in the form of wrestling or tumbling between persons of the opposite sex; 2) activities between two or more persons regardless of gender when one or more of the persons is in a nude condition; 3) where two or more persons may congregate, associate or consort in connection with specified sexual activities or specified anatomical areas; or 4) where two persons may congregate, associate, or consort, in a private room, suite, or similar enclosure, with one of the two persons modeling lingerie, dancing in a sexually suggestive manner, or some similar activity for the pleasure or entertainment of the other. Sexual encounter center does not include a gymnastic, acrobatic, athletic, or similar demonstration or show that has been issued and holds a valid public amusement license under Chapter 5.40 of the Code.

12. Specified Anatomical Area. Any of the following:

- a. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breast below a point immediately above the top of the areola but not including any portion of the cleavage exhibited by a dress, blouse, shirt, leotard, bathing suit, or other wearing apparel provided the areola is not exposed.
- b. Human male genitals in a discernibly turgid state, even if completely and opaquely covered or any device or covering that when worn, simulates human male genitals in a discernibly turgid state.

13. Specified Sexual Activity. Any of the following:

- a. The fondling or touching of one person's human genitals, pubic region, buttocks, anus, or female breasts by another person.
- b. Sex acts, normal or perverted, actual or simulated, including without limitation, cunnilingus, fellatio, anilingus, bestiality, intercourse, oral copulation or sodomy.
- c. Masturbation, actual or simulated.
- d. Excretory or urinary functions as part of or in connection with any of the activities set forth in this definition.

14. Substantial or Significant Portion of its Business. 10% or more of the establishment's income is derived from the sale, rental, exchange, or viewing of any adult material, or 10% or more of the establishment's stock in trade or floor space is utilized for the display of any adult material, or that one or more persons appearing, performing, or working in a state of nudity constitutes a fundamental or essential part of or attraction of the business. Regardless of the foregoing, any business establishment that advertises or holds itself out as "XXX", "adult", or "sex" in conjunction with adult material and/or nude appearances or performances is deemed to meet the substantial or significant portion of its business standard.

15. Adult Amusement Arcade. An establishment having as one of its principal uses one or more of the following: customer-operated motion picture devices, peep shows, viewing areas, or similar devices either coin, token, or slug operated, or which in consideration of an entrance fee, displays materials distinguished or characterized by an emphasis on depictions of specified sexual acts or specified anatomical areas.

Alternative Correctional Facility. A facility for adults or minors that is required by the courts as an alternative to incarceration, also referred to as community correctional centers.

Amusement Facility - Indoor. A facility for spectator and participatory uses conducted within an enclosed building, such as movie theaters, sports arenas, bowling alleys, tumbling centers, skating centers, roller rinks, escape room/physical adventure game facilities, and pool halls. Indoor amusement facilities do not include live performance venues. An indoor amusement facility may include uses such as, but not limited to, concession stands, restaurants, and retail sales as ancillary uses.

Amusement Facility - Outdoor. A facility for spectator and participatory uses conducted outdoors or within partially enclosed structures, such as outdoor stadiums, fairgrounds, batting cages, and miniature golf courses. An outdoor amusement facility may include uses such as, but not limited to, concession stands, restaurants, and retail sales as ancillary uses.

Animal Care Facility – Large Animal. An establishment that provides care for large animals, such as horses and cattle, including veterinary offices for the treatment of animals, where animals may be boarded during their convalescence. Animal care facilities do not include animal breeders.

Animal Care Facility – Small Animal. An establishment which provides care for domestic animals, including veterinary offices for the treatment of animals, where animals may be boarded during their convalescence, pet grooming facilities, animal training centers and clubs, and pet boarding facilities, where animals are boarded during the day and/or for short-term stays. Animal care facilities do not include animal breeders.

Animal Breeder. An establishment where dogs over six months of age are bred, raised, and trained for commercial gain. Animal breeder does not include animal care facilities or shelter and training facilities for canine or equine units of public safety agencies.

Art Gallery. An establishment that sells, loans and/or displays paintings, sculpture, photographs, video art, or other works of art. Art gallery does not include a cultural facility, such as a library or museum, which may also display paintings, sculpture, photographs, video art, or other works.

Arts and Fitness Studio. An establishment where an art or activity is taught, studied, or practiced such as dance, martial arts, photography, music, painting, gymnastics, pilates, or yoga. An arts studio also includes private exercise studios for private sessions with trainers and/or private classes; health clubs are not an arts and fitness studio, but rather a personal service establishment.

Bar. An establishment where the primary purpose is the sale of alcoholic beverages for consumption on the premises. Snack foods or other prepared food may be available for consumption on the premises as an ancillary use.

Bed and Breakfast. A single-family dwelling where a resident/owner provides lodging for a daily fee in guest rooms with no in-room cooking facilities, and prepares meals for guests. A bed and breakfast may include dining facilities.

Body Modification Establishment. An establishment that offers tattooing services, body piercing, and/or non-medical body modification. Body modification establishment does not include an establishment that offers only ear piercing as an ancillary service.

Broadcasting Facility - TV/Radio. A facility engaged in broadcasting and information relay services for radio and television signals, including studio facilities. A broadcasting facility may or may not include antennas to broadcast the signal.

Campground. Land used for transient occupancy by camping in tents, camp trailers, travel trailers, motor homes, or similar movable or temporary sleeping quarters.

Car Wash. An establishment for the washing and cleaning of vehicles or other light duty equipment, whether automatic, by hand, or self-service. The car wash facility may be within an enclosed structure, an open bay structure, or similar configurations.

Cemetery. Land and structures reserved for the interring of human remains or the interring of animal remains. Cemeteries may include structures for performing religious ceremonies related to the entombment of the deceased, mortuaries, including the sales of items related to the internment of remains, and related accessory structures, such as sheds for the storage of maintenance equipment. Cemeteries may also include crematoriums and embalming facilities.

Children's Home. An institutional residential facility that provides housing for and care to minors who are wards of the state, whose parents or guardians are deceased or otherwise unable or unwilling to care for them. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Community Center. A facility used as a place of meeting, recreation, or social activity, that is open to the public and is not operated for profit, and offers a variety of educational and community service activities. A community center may serve as a local “food hub” where regionally grown food, including value added food, can be grown and/or brought for distribution and sale.

Community Garden. The cultivation of fruits, flowers, vegetables, or ornamental plants by one or more persons, households, or organizations. Community gardens not include the raising of any livestock or the use of heavy machinery.

Conservation Area. Designated open space that preserves and protects natural features, wildlife, and critical environmental features, as well as undeveloped sites of historical or cultural significance. A conservation area may include opportunities for passive recreation, such as hiking trails and lookout structures, and environmental education.

Country Club. An establishment open to members, their families, and invited guests organized and operated for social and recreation purposes and which has indoor and/or outdoor recreation facilities, restaurants and bars, meeting rooms, and/or similar uses.

Cultural Facility. A facility open to the public that provides access to cultural exhibits and activities including, but not limited to, museums, cultural or historical centers, non-commercial galleries, historical societies, and libraries. A cultural facility may include uses such as, but not limited to, retail sales of related items and restaurants as ancillary uses.

Day Care Center. A facility where, for a portion of a 24 hour day, care and supervision is provided for children or elderly and/or functionally-impaired adults in a protective setting that are not related to the owner or operator. Day care centers within a residential dwelling are prohibited.

Day Care Home. A residential dwelling where care and supervision is provided by a permanent occupant of the dwelling for children or elderly and/or functionally-impaired adults in a protective setting that are not related to the owner or operator of the facility for a portion of a 24 hour day. A child day care home does not include a dwelling that receives children from a single household.

Domestic Violence Shelter. A facility that provides temporary shelter, protection, and support for those escaping domestic violence and intimate partner violence, including victims of human trafficking. A domestic violence shelter also accommodates the minor children of such individuals. The facility may also offer a variety services to help individuals and their children including counseling and legal guidance. Domestic violence shelters may distinguish populations served by age and/or gender.

Drive-Through Facility. That portion of a business where business is transacted directly with customers via a service window that allows customers to remain in their vehicle. A drive through facility must be approved separately as a principal use when in conjunction with another principal uses such as restaurants and financial institutions. A standalone ATM is considered a drive-through facility for the purposes of this definition.

Drug/Alcohol Treatment Facility, Residential. A licensed care facility that provides 24-hour medical and/or non-medical/therapeutic care of persons seeking rehabilitation from a drug and/or alcohol addiction. Such facilities include medical detoxification. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Drug Treatment Clinic. A facility authorized by the state to administer drugs, such as methadone, in the treatment, maintenance, or detoxification of persons.

Dwelling - Above the Ground Floor. Dwelling units located within a single multi-story building located above nonresidential uses on the ground floor or to the rear non-residential uses on the ground floor. In the case of dwelling units located behind non-residential uses on the ground floor, nonresidential uses must front on the primary street frontage.

Dwelling - Accessory Dwelling Unit. An additional dwelling unit associated with and incidental to a principal single-family dwelling on the same lot. An accessory dwelling unit must include separate cooking and sanitary facilities, with its own legal means of ingress and egress, and is a complete, separate dwelling unit. The accessory dwelling unit may be within or attached to the principal dwelling unit structure or within a detached accessory structure, such as a garage, and designed so that the appearance of the principal structure and the lot remains that of a single-family dwelling.

Dwelling - Manufactured Home. A manufactured home dwelling is a prefabricated structure that is regulated by the U.S. Department of Housing and Urban Development (HUD), via the Federal National Manufactured Housing Construction and Safety Standards Act of 1974, rather than local building codes. A manufactured home is built in a factory on an attached chassis before being transported to a site. Manufactured homes include those transportable factory built housing units built prior to the Federal National Manufactured Housing and Safety Standards Act (HUD Code), also known as mobile homes. Modular homes are not considered manufactured homes, and refer to a method of construction.

Dwelling - Multi-Family. A structure containing three or more attached dwelling units used for residential occupancy. A multi-family dwelling does not include a three-family or townhouse dwelling.

Dwelling - Townhouse. A structure consisting of three or more dwelling units, the interior of which is configured in a manner such that the dwelling units are separated by a party wall. A townhouse is typically designed so that each unit has a separate exterior entrance and yard areas. A townhouse dwelling does not include a multi-family dwelling.

Dwelling - Single-Family. A structure containing only one dwelling unit on a single lot.

Dwelling - Two-Family. A structure containing two dwelling units on a single lot.

Educational Facility - Primary or Secondary. A public, private, or parochial facility that offers instruction at the elementary, junior high, and/or high school levels.

Educational Facility - University or College. A facility for post-secondary higher learning that grants associate or bachelor degrees. The institution may also have research facilities and/or professional schools that grant master and doctoral degrees. Educational facilities – university or college include ancillary uses such as dormitories, cafeterias, restaurants, retail sales, indoor or outdoor recreational facilities, and similar uses.

Educational Facility - Vocational. A facility that offers instruction in industrial, clerical, computer, managerial, automotive, repair (electrical, plumbing, carpentry, etc.), or commercial skills, or a business conducted as a commercial enterprise, such as a school for general educational development or driving school. Educational facility-vocational also applies to privately operated schools that do not offer a complete educational curriculum.

Farmers Market. Temporary use of structures and/or land for the sale of a variety of fresh fruits, flowers, vegetables, or ornamental plants, and other locally produced farm and food products, including value-added products, directly to consumers from farmers or vendors that have taken such items on consignment for retail sale.

Financial Institution. A bank, savings and loan, credit union, or mortgage office.

Financial Institution, Alternative (AFS). An alternative financial service (AFS) is a financial service provided outside a traditional banking institution. AFS includes payday loans, tax refund anticipation loans, car title loans, check cashing establishments, and currency exchanges.

Food Bank. A non-profit organization that collects and distributes food to hunger relief organizations. Food is not distributed to those in need from a food bank.

Food Pantry. A non-profit organization that provides food directly to those in need. Food pantries receive, buy, store, and distribute food. Food pantries may also prepare meals to be served at no cost to those who receive them. A food pantry may be an ancillary use of a place of worship, social service center, and/or homeless shelter.

Funeral Home. An establishment where the dead are prepared for burial display and for rituals before burial or cremation, including chapels for the display of the deceased and the conducting of rituals before burial or cremation, and crematoriums.

Gas Station. An establishment where fuel for vehicles is stored and dispersed from fixed equipment into the fuel tanks of motor vehicles. A gas station may also include ancillary retail uses, an ancillary car wash bay, and solar and/or electric charging stations.

Golf Course/Driving Range. A tract of land design with at least nine holes for playing a game of golf and improved with tees, greens, fairways, and hazards. A golf course may include a clubhouse, restrooms, snack-bar, and pro-shop as ancillary uses. A driving range may be designed as a standalone facility or included as part of a golf course, which is defined as a tract of land equipped with distance markers, clubs, balls, and tees for practicing the hitting of golf balls. A country club may include a golf course and/or driving range, in which case the uses together are considered a country club.

Government Office/Facility. Offices owned, operated, or occupied by a governmental agency to provide a governmental service to the public, such as city offices and post offices. Government offices do not include public safety or public works facilities.

Greenhouse/Nursery - Retail. An establishment where flowers, shrubbery, vegetables, trees, and other horticultural and floricultural products are propagated and sold, and may include gardening and landscape supplies and products, such as hardware, garden tools and utensils, paving stones and bricks, and other related items for sale.

Group Home. A group care facility in a residential dwelling for: 1) care of persons in need of personal services or assistance essential for activities of daily living; or 2) care of persons in transition or in need of supervision. Group homes include facilities for drug and alcohol rehabilitation, excluding medical detoxification services. Group home does not include facilities for adults or minors that function as a court ordered alternative to incarceration. Group home does not include group living facilities for persons who have been institutionalized for criminal conduct (see halfway house).

Halfway House. A residential facility for persons who have been institutionalized for criminal conduct and who require a group setting to facilitate the transition to society, which may or may not be court-ordered.

Healthcare Institution. Facilities for primary health services and medical or surgical care to people, primarily in-patient, and including, as an integral part of the institution, related facilities such as laboratories, outpatient facilities, dormitories, or educational facilities, and ancillary uses such as, but not limited to, cafeterias, restaurants, retail sales, and similar uses.

Heavy Retail, Rental, and Service. Retail, rental, and/or service establishments of a heavier and larger-scale commercial character typically requiring permanent outdoor service or storage areas and/or partially enclosed structures. Examples of heavy retail, rental, and service establishments include large-scale home improvement centers (with outdoor storage, display, and rental components), lumberyards, amusement equipment rental, recreational vehicle dealerships, truck rental establishments, and sales, rental, and repair of heavy equipment. Wholesale establishments that sell to the general public, including those establishments where membership is required, are considered heavy retail, rental, and service establishments.

Homeless Shelter. A facility that provides temporary shelter to the homeless in general. Homeless shelters may distinguish populations served by age and/or gender.

Hotel. A commercial facility that provides sleeping accommodations for a fee and customary lodging services. Related ancillary uses include, but are not be limited to, meeting facilities, restaurants, bars, and recreational facilities for the use of guests.

Industrial - General. Manufacturing from processed or unprocessed raw materials, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products. This manufacturing may produce noise, vibrations, illumination, or particulate that is perceptible to adjacent land users. These industrial uses typically have ancillary outdoor storage areas.

Industrial - Light. Research and development activities, and the manufacturing, compounding, processing, packaging, storage, assembly, and/or treatment of finished or semi-finished products from previously prepared materials, where such activities are conducted wholly within an enclosed building. A light industrial use may also include a showroom, ancillary sales of products related to the items manufactured or stored on-site, and/or ancillary outdoor storage.

Industrial Design. An establishment where the design, marketing, and/or brand development of various products are researched and developed typically integrating the fields of art, business, science, and/or engineering. An industrial design establishment may create prototypes and products, but may not mass manufacture products from the premises.

Live Entertainment - Secondary Use. A live performance, performed live by one or more persons including, but not limited to, musical acts, including disc jockeys (DJs), theatrical plays, performance art, stand-up comedy, and magic, included as part of the operation of a bar, restaurant, amusement facility, or similar use. As a secondary use, the other principal use operating on the site must be open to public during hours when no performance is scheduled. Live entertainment - secondary use is approved separately as a principal use. Live entertainment - secondary use does not include:

1. Adult uses.
2. Live performance venue.
3. Periodic performances or entertainment at educational facilities, places of worship, cultural facilities, reception facilities, and performances at weddings and similar events.
4. Incidental entertainment, which is defined as background music provided at a bar or restaurant.

Live Performance Venue. A facility for the presentation of live entertainment, including musical acts, including disc jockeys (DJs), theatrical plays, stand-up comedy, and similar performances. Performances are scheduled in advance and tickets are required for admission and available for purchase in advance, though tickets may be purchased at the venue's box office on the day of the performance. A live performance venue is only open to the public when a live performance is scheduled. A live performance venue may include classroom space utilized during hours it is not open to the public for a performance. A live performance venue may include concession stands, including sale of alcohol, but only when it is open to the public for a performance. A live performance venue does not include any adult use.

Lodge/Meeting Hall. A facility operated by an organization or association for a common purpose, such as, but not limited to, a meeting hall for a fraternal or social organization or a union hall, but not including clubs organized primarily for-profit or to render a service which is customarily carried on as a business.

Medical/Dental Office. A facility operated by one or more physicians, dentists, chiropractors, psychiatrists, physiotherapists, or other licensed practitioners of the healing arts for the examination and treatment of persons solely on an outpatient basis. Medical/dental offices also include alternative medicine clinics, such as acupuncture and holistic therapies, and physical therapy offices for physical rehabilitation.

Micro-Brewery. A facility for the production and packaging of malt beverages of alcoholic content for wholesale distribution, with a capacity of less than 15,000 barrels per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Brewery facilities that exceed this capacity are considered light or general industrial uses.

Micro-Distillery. A facility for the production and packaging of alcoholic spirits in quantities not to exceed twelve 12,000 gallons per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Distillery facilities that exceed this capacity are considered light or general industrial uses.

Micro-Winery. A facility for the production and packaging of any alcoholic beverages obtained by the fermentation of the natural contents of fruits or vegetables, containing sugar, including such beverages when fortified by the addition of alcohol or spirits, in quantities not to exceed 25,000 gallons per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Wineries that exceed this capacity are considered light or general industrial uses.

Mobile Food Sales. A motor vehicle, or a food trailer towed by another vehicle, designed and equipped to sell food and/or beverages directly to consumers. It does not include wholesale food distributors. The vendor physically reports to and operates from an off-site kitchen for servicing, restocking, and maintenance each operating day.

Needle Exchange Service. A facility providing a social service that allows injecting drug users (IDUs) to obtain hypodermic needles and associated paraphernalia at little or no cost.

Neighborhood Commercial Establishment. A commercial use within a residential neighborhood that is nonresidential in its original construction and/or use.

Office. An establishment that engages in the processing, manipulation, or application of business information or professional expertise. Such an office may or may not offer services to the public. An office is not materially involved in fabricating, assembling, or warehousing of physical products for the retail or wholesale market, nor engaged in the repair of products or retail services. An office does not include financial institution, government office/facility, or industrial design.

Outdoor Dining. A seating area that is located outdoors and contiguous to a restaurant or bar, typically in addition to an indoor seating area. Outdoor dining is approved separately as a principal use. Outdoor dining areas may be roofed or covered with an awning.

Parking Lot. An open, hard-surfaced area, excluding a street or public way, used for the storage of operable vehicles, whether for compensation or at no charge.

Parking Structure. A structure used for the parking or storage of operable vehicles, whether for compensation or at no charge.

Personal Service Establishment. An establishment that provides frequent or recurrent needed services of a personal nature. Typical uses include, but are not limited to, beauty shops, barbershops, tanning salons, electronics repair shops, nail salons, laundromats, health clubs, dry cleaners, and tailors.

Place of Worship. A facility where persons regularly assemble for religious purposes and related social events, and may include group housing for persons under religious vows or orders. Places of worship may also include ancillary uses such as day care facilities, meeting rooms, auditoriums, and/or classrooms for weekly religious instruction.

Public Park. A facility that serves the recreational needs of residents and visitors. Public park includes, but is not limited to, playgrounds, ballfields, football fields, soccer fields, basketball courts, tennis courts, dog parks, skateboard parks, passive recreation areas, and gymnasiums. Public parks may also include non-commercial indoor recreation facilities, and zoos and amphitheaters, as well as ancillary uses such as, but not limited to, restaurant and retail establishments, and temporary outdoor uses such as festivals and performances.

Public Safety Facility. A facility operated by and for the use of public safety agencies, such as the fire department and the police department, including the dispatch, storage, and maintenance of police and fire vehicles. Public safety facilities include shelter and training facilities for canine and equine units of public safety agencies.

Public Works Facility. A facility operated by the municipal public works departments to provide municipal services, including dispatch, storage, and maintenance of municipal vehicles.

Real Estate Project Sales Office/Model Unit. A residential unit or other structure within a development that is temporarily used for display purposes as an example of dwelling units available for sale or rental in a residential development and/or sales or rental offices for dwellings within the development.

Reception Facility. A facility that provides hosting and rental services of a banquet hall or similar facilities for private events including, but not limited to, wedding receptions, holiday parties, and fundraisers, with food and beverages that are prepared and served on-site or by a caterer to invited guests during intermittent dates and hours of operation. Live entertainment may be provided as an ancillary use as part of an event. A reception facility is not operated as a restaurant with regular hours of operation.

Recreational Vehicle (RV) Park. Land used for the accommodation of two or more recreational vehicles for transient dwelling purposes.

Research and Development. A facility where research and development is conducted in industries that include, but are not limited to, biotechnology, pharmaceuticals, medical instrumentation or supplies, communication, and information technology, electronics and instrumentation, and computer hardware and software. A research and development establishment may create prototypes of products, but may not manufacture products for direct sale and distribution from the premises.

Residential Care Facility. A licensed care facility that provides 24-hour medical and/or non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living, or for the protection of the individual. A residential care facility includes nursing care, assisted living, hospice care, and continuum of care facilities. Continuum of care facilities may also include independent living facilities as part of the continuum. Residential care facility does not include a residential drug/alcohol treatment facility. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Restaurant. An establishment where food and drinks are provided to the public for on-premises consumption by seated patrons and/or for carry-out service.

Retail Goods Establishment. An establishment that provides physical goods, products, or merchandise directly to the consumer, where such goods are typically available for immediate purchase and removal from the premises by the purchaser. Retail goods establishment do not include specialty food service.

Retail Alcohol Sales. A retail establishment that sells primarily beer, wine, and liquor.

Self-Storage Facility: Enclosed. A facility for the storage of personal property where individual renters control and access individual storage spaces located within a fully enclosed building that is climate controlled. Ancillary retail sales of related items, such as moving supplies, and facility offices may also be included. Rental of vehicles and other equipment for moving is a separate use from self-storage facility. The heavy retail, rental, and service use must be allowed within the district and requires separate approval.

Self-Storage Facility: Outdoor. A facility for the storage of personal property where individual renters control and access individual storage spaces and where each storage unit has individual access from the outdoors. Ancillary retail sales of related items, such as moving supplies, and facility offices may also be included. Rental of vehicles and other equipment for moving is a separate use from self-storage facility. The heavy retail, rental, and service use must be allowed within the district and requires separate approval.

Social Service Center. A service establishment that provides assistance for those recovering from chemical or alcohol dependency; survivors of abuse seeking support; those transitioning from homelessness or prior incarceration; and those with health and disability concerns. It does not include in-patient, overnight, or living quarters for recipients of the service or for the staff. Such service does not include medical examinations or procedures, or medical detoxification, dispensing of drugs or medications, or other treatments normally conducted in a medical office.

Solar Farm. An energy system operated by a public, private, or cooperative company for the generation, transmission, distribution, storage, or processing of solar energy for the purposes of heating and cooling, electricity generation, and/or water heating.

Specialty Food Service. A business that specializes in the sale of certain food products, such as a delicatessen, bakery, candy maker, meat market, catering business, cheesemonger, coffee roaster, or fishmonger, and may offer areas for ancillary retail sales or restaurants that serve the products processed on-site. Specialty food service also includes preparation, processing, canning, or packaging of food products where all processing is completely enclosed and there are no outside impacts.

Storage Yard - Outdoor. The storage of material outdoors as a principal use of land for more than 24 hours.

Temporary Contractor Office and Contractor Yard. A temporary, portable, or modular structure utilized as a watchman's quarters, construction office, or equipment shed during the construction of a new development. This may include a contractor's yard where materials and equipment are stored in conjunction with a construction project.

Temporary Outdoor Entertainment. A temporary live entertainment event, such as the performance of live music, revue, or play within an outdoor space. Temporary outdoor entertainment event includes fireworks shows, horse shows, carnivals/circuses, temporary worship services, and others.

Temporary Outdoor Sales. Temporary uses, which may include temporary structures, where goods are sold, such

as consignment auctions, arts and crafts fairs, flea markets, yard sales, temporary vehicle sales, and holiday sales, such as firework stands, Christmas tree lots, and pumpkin sales lots. This temporary use category does not include outdoor sales related to a retail goods establishment where such goods are part of the establishment's regular items offered for purchase.

Temporary Outdoor Storage Container. Temporary self-storage containers delivered to a residence or business owner to store belongings, and then picked up and returned to a warehouse until called for.

Vehicle Dealership. An establishment that sells or leases new or used automobiles, vans, motorcycles, and/or all-terrain vehicles (ATV) vehicles, or other similar motorized transportation vehicles. A motor vehicle dealership may maintain an inventory of the vehicles for sale or lease either on-site or at a nearby location, and may provide on-site facilities for the repair and service of the vehicles sold or leased by the dealership. Vehicle dealerships do not include truck, trailer, boat, or heavy equipment sales, which are considered heavy retail, rental, and service.

Vehicle Operations Facility. A facility for the dispatch, storage, and maintenance of emergency medical care vehicles, taxicabs and similar vehicles for hire, school buses, utility vehicles, and similar vehicles. Vehicle operations facility does not include a public works or public safety facility.

Vehicle Rental. An establishment that rents automobiles and vans, including incidental parking and servicing of rental vehicles. A motor vehicle rental establishment may maintain an inventory of the vehicles for sale or lease either on-site or at a nearby location, and may provide on-site facilities for the repair and service of the vehicles sold or leased by the dealership. Vehicle rental does not include truck rental establishments or rental of heavy equipment, which is considered part of heavy retail, rental, and service.

Vehicle Repair - Major. A business that provides services in engine rebuilding, major reconditioning of worn or damaged motor vehicles, motorcycles, all-terrain vehicles (ATV), recreational vehicles and trailers, towing and collision service, including body, frame or fender straightening or repair, painting of motor vehicles, interior (upholstery, dashboard, etc.) reconstruction and/or repairs, and restoration services. A major vehicle repair business may also include minor vehicle repair services.

Vehicle Repair – Minor. A business the provides services in minor repairs to motor vehicles, motorcycles, and all-terrain vehicles (ATV) vehicles, including repair or replacement of cooling, electrical, fuel and exhaust systems, brake adjustments, relining and repairs, wheel servicing, alignment and balancing, repair and replacement of shock absorbers, and replacement or adjustment of mufflers and tail pipes, hoses, belts, light bulbs, fuses, windshield wipers/wiper blades, grease retainers, wheel bearings, and the like. Any type of vehicle repair services for recreational vehicles is a major vehicle repair business and does not qualify as minor repair under this Ordinance regardless of the level of repair service.

Warehouse. An enclosed facility for the storage and distribution of manufactured products, supplies, and/or equipment.

Wholesale Establishment. A business where goods are sold to either retailers, or to industrial, commercial, institutional, or other professional business users, or to other wholesalers and related subordinated services.

Wind Energy System. An energy system operated by a public, private, or cooperative company for the generation, transmission, distribution, or processing of wind energy.

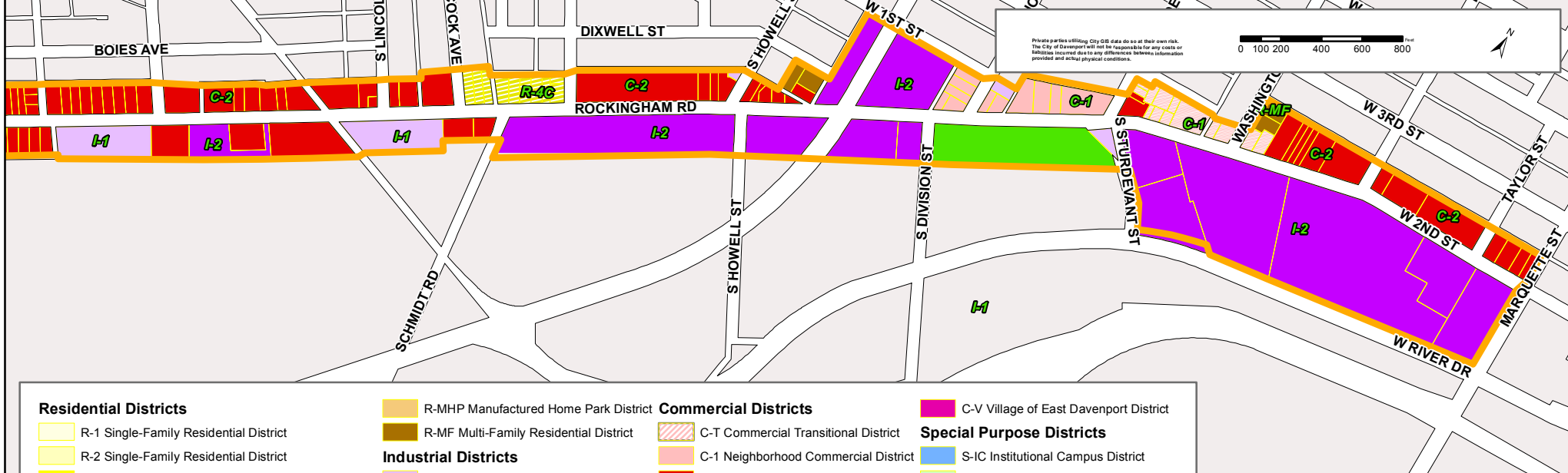
Wireless Telecommunications. Towers, antennas, and facilities used to transmit and receive signals that facilitate wireless telecommunications. The following definitions describe the wireless telecommunications infrastructure described within the general definition for wireless telecommunications:

1. **Antenna.** A specific device, the surface of which is used to transmit and/or receive signals transmitted to or from other antennas. This does not include satellite dish antennae.
2. **Facility.** A structure used to house and protect the equipment necessary for processing telecommunications signals, which may include air conditioning equipment and emergency generators. Facility also includes any necessary equipment that facilitates wireless transmission.

3. Tower. A structure designed and constructed to support one or more wireless telecommunications antennae and including all appurtenant devices attached to it.

4. Distributed Antenna System. A wireless communications network with multiple spatially separated antenna nodes and related equipment mounted on existing infrastructure, typically power, light, and/or telephone poles, all connected to a common source via fiber optic cable or other transport medium, which provides enhanced coverage within a geographic area.

Zoning Map - Case No. ORD18-02



Residential Districts

- R-1 Single-Family Residential District
- R-2 Single-Family Residential District
- R-3 Single + Two-Family Residential District
- R-3C Single + Two-Family Central Residential District
- R-4 Single + Two-Family Residential District
- R-4C Single + Two-Family Central Residential District

- R-MHP Manufactured Home Park District
- R-MF Multi-Family Residential District

Industrial Districts

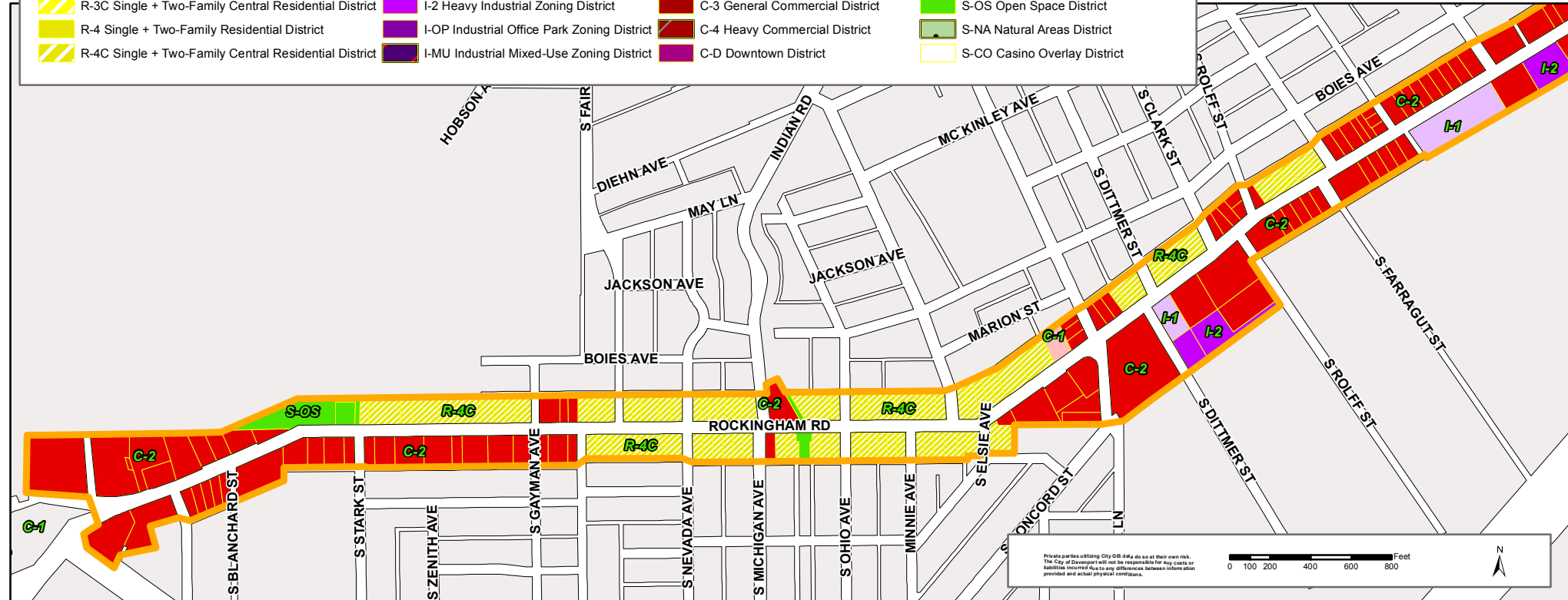
- I-1 Light Industrial Zoning District
- I-2 Heavy Industrial Zoning District
- I-OP Industrial Office Park Zoning District
- I-MU Industrial Mixed-Use Zoning District

Commercial Districts

- C-T Commercial Transitional District
- C-1 Neighborhood Commercial District
- C-2 Corridor Commercial District
- C-3 General Commercial District
- C-4 Heavy Commercial District
- C-D Downtown District

Special Purpose Districts

- C-V Village of East Davenport District
- S-IC Institutional Campus District
- S-AG Agricultural District
- S-OS Open Space District
- S-NA Natural Areas District
- S-CO Casino Overlay District



CHAPTER 4. RESIDENTIAL DISTRICTS

- 4.1 PURPOSE STATEMENTS**
- 4.2 USES**
- 4.3 DIMENSIONAL STANDARDS**
- 4.4 R-MHP DISTRICT STANDARDS**
- 4.5 DESIGN STANDARDS**
- 4.6 GENERAL STANDARDS OF APPLICABILITY**

4.1 PURPOSE STATEMENTS

F. R-4C Single-Family and Two-Family Central Residential Zoning District

The R-4C Single-Family and Two-Family Central Residential Zoning District is intended to preserve and protect Davenport's dense, centrally located, established urban residential neighborhoods. Standards of the R-4C District are intended to ensure that new development is complementary to the existing developed character of these neighborhoods. Limited non-residential uses that are compatible with the surrounding residential neighborhoods may be permitted in the R-4C District.

G. R-MF Multi-Family Residential Zoning District

The R-MF Multi-Family Residential Zoning District is intended to accommodate a high-density neighborhood environment characterized by a mixture of housing types including single-family dwellings, two-family dwellings, townhomes and multi-family dwellings. Limited non-residential uses that are compatible with the surrounding residential neighborhoods may be permitted in the R-MF District.

4.2 USES

Article 8 lists permitted and special principal uses and temporary uses for the residential districts.

4.3 DIMENSIONAL STANDARDS

Table 4-1: Residential Districts Dimensional Standards establishes the dimensional standards for the residential districts. These regulations apply to all uses within each district unless a different standard is listed for a specific use. R-MHP District standards are found in Section 4.4. See Section 2.4 for measurement methodologies.

	R-4C	R-MF
Bulk		
Minimum Lot Area	SF: 4,000sf 2F: 5,500sf Non-Residential: 10,000sf	SF, 2F: 6,000sf TH: 2,000sf/du MF: 1,500sf/du Non-Residential: 10,000sf
Minimum Lot Width	40' Non-Residential: 75'	SF, 2F: 50' TH: 20'/du MF: 80' Non-Residential: 75'
Maximum Building Height	35'	SF, 2F, TH: 35' MF: 70'
Maximum Building Coverage	40% Non-Residential: 35%	SF: 40% 2F: 50% TH, MF: 65%
Maximum Impervious Surface	60% Non-Residential: 70%	SF: 60% 2F: 70% TH, MF: 75% Non-Residential: 75%
Setbacks		
Minimum Front Setback	15' or average of front setback of abutting structures.	25'
Minimum Interior Side Setback	10% of lot width, or 5', whichever is less. In no case shall an interior side setback be less than 4' For dwellings with a detached garage: if not served by an alley or rear service drive, one side setback must be a minimum of 9' in width	10' When abutting a residential district, structures over 45' in height require 1' additional setback for each 3' in height over 45'
Minimum Corner Side Setback	10'	20'
Minimum Reverse Corner Side Setback	15'	25'
Minimum Rear Setback	30' or 20% of lot depth, whichever is less	30' or 20% of lot depth, whichever is less

4.5 DESIGN STANDARDS

In addition to the use standards for dwelling types located in Chapter 8, the following design standards apply to the R-4C District. The standards below are applicable to any new dwelling, or an addition to an existing dwelling that exceeds 25% of the gross floor area or building footprint of the structure as it was on the effective date of this Ordinance.

A. Building Massing and Orientation

1. The scale of new construction must maintain compatibility with adjacent homes and the overall character of the surrounding area.
2. Architectural elements within the design must be in proportion to the overall structure.
3. The scale of additions to existing homes must maintain compatibility with the size of the existing structure and its architectural elements, as well as with the size of adjacent homes and the overall character of the surrounding area.

4. Foundation height must maintain compatibility with adjacent homes, provided adequate drainage can be achieved.
5. Dwellings must be oriented toward the residential street, and must connect to the sidewalk via walkways perpendicular to the street.
6. Where served by an alley or rear service drive, dwellings must orient garages or parking pads for access from the alley or rear service drive.

B. Façade Design

1. All façades that face a street must have articulation in the form of windows, doors, or other significant architectural features that are projected or recessed to create shadow and visual interest.
2. The number and size of façade articulations must be scaled to the size of the façade to balance a home's compatibility within the neighborhood with its own unique character.
3. Additions to existing homes must continue the architectural vocabulary established by the original home, and must be informed by the overall character of the surrounding area.
4. Front porches are encouraged, to add interest and scale to the front of a home. Where provided, porches must maintain compatibility with adjacent homes.
5. The front entry to a home must be a prominent feature, and must be located on the front façade.

C. Fenestration

1. The design of a home's fenestration must reflect a consistent rhythm, repeating elements or groups of elements in a consistent manner across a home's story and between stories. Individual elements may vary in size, but must relate to each other proportionally.
2. Elements of fenestration must relate to each other visually by sharing design features such as vertical or horizontal alignment, depth, or ornamentation such as muntins, mullions, sills, trim, lintels, etc.
3. Façades facing onto immediately adjacent properties must design their fenestration to respect the privacy of neighbors. This may be addressed through the height, size, or proportion of windows, the exclusion of balconies, and the use of opaque or translucent materials.

D. Roof Form

1. Roof forms must be varied through a combination of structural articulations such as gables, hips, valleys, ridges, and saddles that complement the roof form of adjacent homes.
2. Roof pitch should be consistent for all sloped roof faces, and should maintain compatibility with adjacent homes and the overall character of the surrounding area.
3. Definition is encouraged, through integration of architectural features such as dormers, eyebrows, chimneys, and deep eaves, which create shadows across the façade of a structure and create visual interest.

E. Building Materials

Building materials for new homes, or additions to existing homes must maintain compatibility with adjacent homes and the overall character of the surrounding area.

1. Primary Building Materials

Primary building materials are the dominant component of a home's exterior walls, composing 75 to 90 percent of each building face.

- a. No more than two primary building materials are permitted for new homes, not including foundation.

b. For additions to existing homes, no more than two primary building materials are permitted, provided that the total number of primary building materials for the overall structure, including addition, is not more than two.

c. Color, texture, or finish changes within any category of materials count as separate primary building materials.

d. Permitted primary building materials include:

i. Brick and stone

ii. Wood

iii. Vinyl siding

iv. Aluminum Siding

v. Stucco

e. Building materials not listed above may be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

2. Accent Materials

Accent materials are secondary components of a home's exterior walls, typically used to provide architectural detail or visual interest to a façade. Accent materials may not compose more than 25% of each building face.

a. For new construction and additions to existing homes, if one primary building material is used (not including a foundation), a minimum of two but no more than three accent materials are permitted for the overall structure, including any addition.

b. For new construction and additions to existing homes, if two primary building materials are used (not including a foundation), a minimum of one but no more than two accent materials are permitted for the overall structure, including any addition.

c. Color, texture, or finish changes within any category of materials count as separate accent materials.

d. Permitted accent materials include:

i. Brick and stone

ii. Wood

iii. Architectural metal cladding

iv. Concrete masonry units

v. Stucco

e. Accent materials not listed above may be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

3. Roofing Materials

a. Roofing materials should complement the architectural style of a home.

b. A consistent application of one roofing material is required for all roof areas visible from the right of way or any neighboring property.

c. Color, texture, or finish changes within any category of materials listed below count as separate roofing materials.

d. Permitted roofing materials include the following:

- i.** Dimensional asphalt shingles
- ii.** Wood shingles and shakes
- iii.** Slate
- iv.** Ceramic tile
- v.** Metal tiles or standing seam

e. Roofing materials not listed above will be considered on a case-by-case basis, and will be evaluated based upon such factors as durability, maintenance, architectural or design intent, and neighborhood context.

4. Application of Building Materials

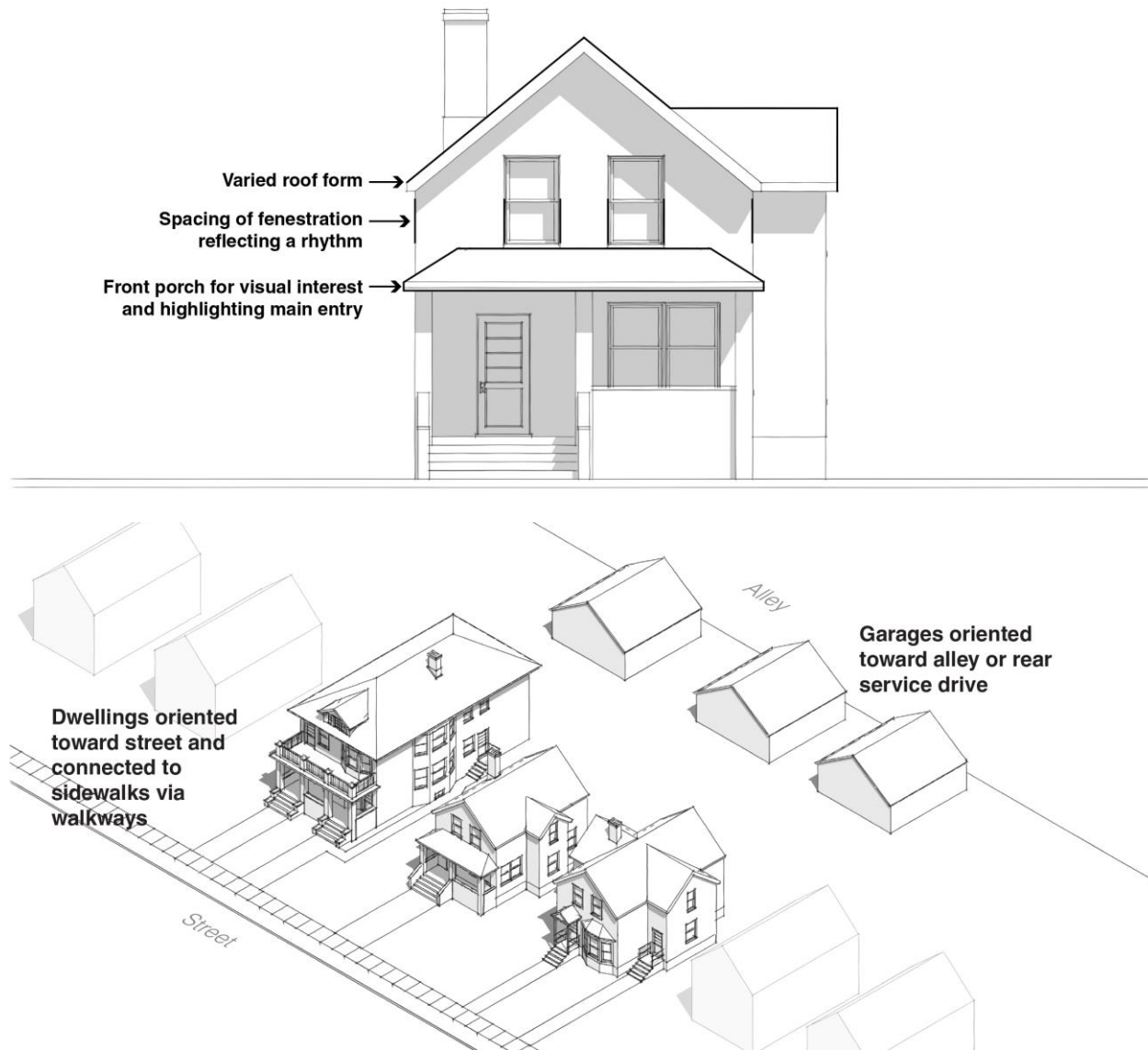
a. Building materials should be consistently applied on all exterior faces of new homes. Elevations of different materials or colors are not permitted, such as brick or stone front facades, with vinyl siding on side and rear elevations.

b. Visual balance should be maintained on each face of a structure. For both new construction and additions to existing homes, if multiple primary building materials are used on the overall structure, those that appear heavier, or that carry more visual weight should be placed toward the bottom of a structure, with materials that appear lighter placed above.

c. Frequent or irrational changes in building materials should be avoided. Change of materials should occur with prominent architectural features or changes in wall plane.

d. Where materials change with a change in wall plane, the material change should occur on the inside corner, not the outside edge.

R-4C DISTRICT DESIGN STANDARDS



CHAPTER 5. COMMERCIAL DISTRICTS

- 5.1 PURPOSE STATEMENTS
- 5.2 USES
- 5.3 DIMENSIONAL STANDARDS
- 5.4 DESIGN STANDARDS
- 5.5 C-D DISTRICT STANDARDS
- 5.7 GENERAL STANDARDS OF APPLICABILITY

5.1 PURPOSE STATEMENTS

A. C-T Commercial Transitional Zoning District

The C-T Commercial Transitional Zoning District is intended to accommodate low intensity limited office, service, and retail uses that may serve as a transition between residential areas and more intensely developed commercial or light industrial areas of the City. Low intensity mixed-use is allowed, with dwellings allowed above the ground floor

B. C-1 Neighborhood Commercial Zoning District

The C-1 Neighborhood Commercial Zoning District is intended to provide for commercial uses that predominantly serve the needs of nearby residential neighborhoods, and that are compatible in scale and character with the surrounding residential area. Low intensity mixed-use is encouraged, with dwellings allowed above the ground floor.

C. C-2 Corridor Commercial Zoning District

The C-2 Corridor Commercial Zoning District is intended to address the commercial corridors that are primarily oriented toward a mix of retail, personal service, and office uses along the minor arterials and collectors in the City. The C-2 District accommodates auto-oriented development – both individual businesses and retail centers – and mixed-use development, with the intent of improving the pedestrian environment along Davenport's commercial corridors.

5.2 USES

- A. Chapter 8 lists permitted and special principal uses and temporary uses for the commercial districts.

5.3 DIMENSIONAL STANDARDS

- A. Table 5-1: Commercial Districts Dimensional Standards establishes the dimensional standards for the commercial districts, with the exception of the C-D District. The dimensional standards for development in the C-D District are found in Sections 5.5 and 5.6 respectively, below. These regulations apply to all uses within each district unless a different standard is listed for a specific use.

- B. In the C-T and C-1 Districts, non-residential development is limited to the maximum gross floor area indicated in Table 5-1. Additional gross floor area may be permitted if, during site plan review, it is found that the development meets the following standards:

1. The development maintains the privacy of adjacent residential lots through techniques such as decreased height, additional landscape and screening measures, building massing and design to mitigate adverse impacts of noise and lighting, and increased setbacks above those required from adjacent residential lots.
2. Building design elements incorporate pedestrian-scale features, such as awnings and storefront windows.
3. The design of the site's circulation system provides adequate and safe access for both motor vehicles and alternate modes of transportation, including pedestrians and bicyclists. The design minimizes potentially dangerous traffic movements and points of conflict between vehicles and pedestrians or bicyclists.

	C-T	C-1	C-2
Bulk			
Minimum Lot Area	10,000sf	None	None
Minimum Lot Width	60'	None	None
Maximum Gross Floor Area of Nonresidential	5,000sf unless meeting the	5,000sf unless meeting the	None

	C-T	C-1	C-2
	standards of Section 5.3.B	standards of Section 5.3.B	
Maximum Building Height	35'	35'	45'
Setbacks			
Minimum Front Setback	Build-to zone of 0' to 20'	Build-to zone of 0' to 15'	None
Front Setback Build-To Percentage	70%	70%	None
Minimum Interior Side Setback	None, unless abutting a residential district then 20'	None, unless abutting a residential district then 10'	None, unless abutting a residential district then 10'
Minimum Corner Side Setback	Build-to zone of 0' to 15'	Build-to zone of 0' to 10'	10'
Corner Side Setback Build-To Percentage	60%	60%	None
Minimum Rear Setback	15', unless abutting a residential district then 25' or 20% of lot depth, whichever is less	None, unless abutting a residential district then 15' or 20% of lot depth, whichever is less	None, unless abutting a residential district then 15'

5.4 Design Standards

The following design standards apply to new construction, substantial repair or rehabilitation meant to remedy damage or deterioration of the exterior façade of an existing structure, and additions to an existing structure in the commercial districts, with the exception of the C-D District. Design standards for development in the C-D District are found in Sections 5.5 and 5.6 respectively, below. Only those standards that relate to the specific repair, rehabilitation, or addition apply. These standards do not apply to interior remodeling.

A. Commercial Districts Design Standards

Table 5-2: Commercial Districts Design Standards establishes the design standards for the commercial districts. In the table, a “•” indicates that the standard is applicable in the district indicated. The absence of a “•” indicates that the standard does not apply to the district.

	C-T	C-1	C-2
Building façades that abut a public right-of-way, excluding alleys, must not contain blank wall areas that exceed 40 linear feet, measured parallel to the street.	•	•	•
Building façades in excess of 100 linear feet that abut a public right-of-way, excluding alleys, must include a repeating pattern with no less than two of the following elements: color change, texture change, material module change, or a wall articulation change of no less than 2 feet in depth or projection, such as a reveal, pilaster, or projecting rib. All elements must repeat at intervals of no more than 40 linear feet.	•	•	•
All buildings must have a public entrance from the sidewalk along the primary building frontage. Public entrances must be visually distinctive from the remaining portions of the façade along which they are located.	•	•	•
Building materials and visual elements used on the façade of the primary building frontage must continue on all building façades that abut a public right-of-way (excluding alleys) and/or the lot line of a residential district.	•	•	•
The ground floor of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 50%, measured between two and ten feet in height from grade.		•	•
The ground floor of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 35%, measured between two and ten feet in height.			
Upper floors of a façade abutting a public right-of-way (excluding alleys) must maintain a transparency of 15% of the wall area of the story.	•	•	•
Rooflines over 100 linear feet in building length must contain variation, and incorporate a major focal point feature, such as a dormer, gable, or projected wall feature. An element of variegation on the roofline must occur at intervals of no more than 75 linear feet.	•	•	•
Parapet walls must feature three-dimensional cornice treatments or other shadow-creating details along their tops to provide visual interest.	•	•	•
Any roof that is visible from a public right-of-way must be shingle or colored standing seam metal roofing.	•	•	•
Green roof, blue roof, and white roof designs are encouraged.	•	•	•
Reflective roof surfaces that produce glare are prohibited, except for solar panels or white roofs intended to radiate absorbed or non-reflected solar energy and reduce heat transfer to the building.	•	•	•
Sites must be designed to ensure safe pedestrian access to the center from the public right-of-way, and safe pedestrian circulation within the development.		•	•
A cohesive character must be established through the use of coordinated hardscape (paving materials, lighting, street furniture, etc.) and landscape treatments within the development.		•	•
Any outlot buildings must meet the minimum transparency requirements of the district on all facades except where such transparency on part or all of a facade would reveal preparation and/or storage areas. Prominent entrances must be oriented toward both the street and the interior parking lot.			
Outlot buildings that are part of a multi-tenant retail center must provide definition along the street frontage of the center by placement of the front building line within 0' to 30' of the front lot line. Outlot buildings may be placed within a required setback to comply with this standard.			
Commercial centers must provide definition along the street frontage by located part of the center or outlot buildings within 0' to 25' of the front lot line for a minimum of 30% of the frontage. The center or any outlot buildings may be placed within a required setback to comply with this standard.			

B. Building Material Restrictions

In commercial districts, the following building materials are prohibited on any façade facing a public right-of-way (excluding alleys) or any façade that abuts the lot line of a residential district. However, such materials may be used as decorative or detail elements for up to 25% of the façade, or as part of the exterior construction that is not used as a surface finish material.

1. Plain concrete block
2. Corrugated metal
3. Aluminum, steel or other metal sidings (does not apply to C-1 and C-2 Districts)
4. Exposed aggregate (rough finish) concrete wall panels
5. T-111 composite plywood siding
6. Plastic
7. Vinyl

C-1 DISTRICT DESIGN STANDARDS



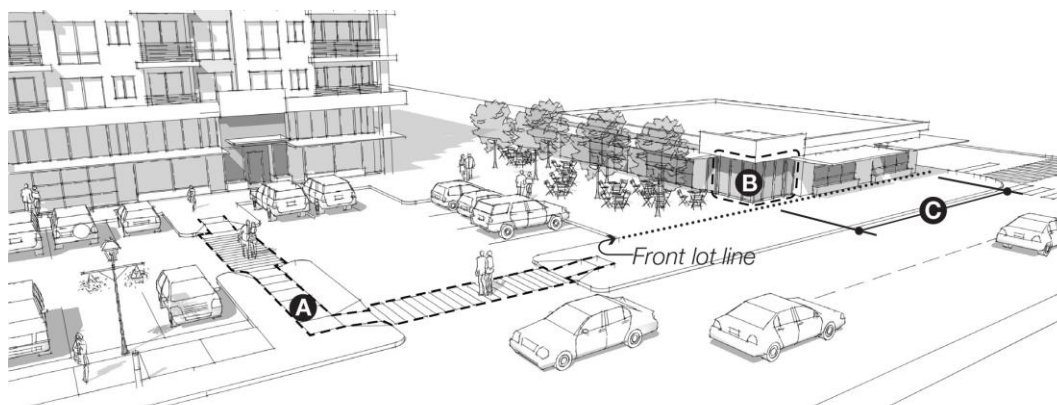
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|----------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|
| A. Blank wall area 40 linear feet or less, measured parallel to the street | E. Upper floor transparency of 15% of the wall area of the story |
| B. Repeating pattern of two elements at an interval of no more than 40 linear feet | F. 100-foot roofline with variations occurring at intervals of no more than 75 linear feet |
| C. A visually distinct public entrance from the sidewalk along the primary building frontage | G. Parapet walls with three-dimensional cornice treatments or other shadow-creating details |
| D. First floor transparency of 50% measured between two and ten feet in height from grade | |

C-2 DISTRICT DESIGN STANDARDS



- A. Blank wall area 40 linear feet or less, measured parallel to the street
- B. Repeating pattern of two elements at an interval of no more than 40 linear feet
- C. A visually distinct public entrance from the sidewalk along the primary building frontage
- D. First floor transparency of 50% measured between two and ten feet in height from grade
- E. Upper floor transparency of 15% of the wall area of the story
- F. 100-foot roofline with variations occurring at intervals of no more than 75 linear feet
- G. Parapet walls with three-dimensional cornice treatments or other shadow-creating details

GENERAL COMMERCIAL SITE DESIGN STANDARDS



- A. Sites must be designed to ensure safe pedestrian access to the center from the public right-of-way, and safe pedestrian circulation within the development.
 - B. Any outlot buildings must meet the minimum transparency requirements of the district, and must include prominent entrances oriented toward both the street and the interior parking lot.
 - C. Outlot buildings that are part of a multi-tenant retail center must provide definition along the street frontage of the center by placement of the front building line within 0' to 30' of the front lot line. Outlot buildings may be placed within a required setback to comply with this standard.
- Retail centers must provide definition along the street frontage by located part of the center or outlot buildings within 0' to 25' of the front lot line for a minimum of 30% of the frontage. The center or any outlot buildings may be placed within a required setback to comply with this standard.

CHAPTER 6. INDUSTRIAL DISTRICTS

- 6.1 PURPOSE STATEMENTS**
- 6.2 USES**
- 6.3 DIMENSIONAL STANDARDS**
- 6.4 DESIGN STANDARDS**
- 6.5 GENERAL STANDARDS OF APPLICABILITY**

6.1 PURPOSE STATEMENTS

A. I-1 Light Industrial Zoning District

The I-1 Light Industrial Zoning District is intended to provide for a variety of light manufacturing, fabricating, processing, distributing, and warehousing uses. Light industrial uses are enclosed, low-intensity uses with minimal if any outside impacts.

B. I-2 Heavy Industrial Zoning District

The I-2 Heavy Industrial Zoning District is intended to provide for a variety of general manufacturing, fabricating, processing, distributing and warehousing uses. Industrial uses in the I-2 District may result in some external effects such as smoke, noise, glare or vibration, and typically include outdoor storage and related outdoor activities.

6.2 USES

Chapter 8 lists permitted and special principal uses and temporary uses for the industrial districts.

6.3 DIMENSIONAL STANDARDS

Table 6-1: Industrial Districts Dimensional Standards establishes the dimensional standards for the industrial districts. These regulations apply to all uses within each district unless a different standard is listed for a specific use. See Section 2.4 for measurement methodologies.

	I-1	I-2
Bulk		
Minimum Lot Area	None	10,000sf
Minimum Lot Width	None	70'
Maximum Building Height	90'	90'
Setbacks		
Minimum Front Setback	25'	25'
Minimum Interior Side Setback	5', unless abutting a residential district then 25'	15', unless abutting a residential district then 25'
Minimum Corner Side Setback	20'	20'
Minimum Rear Setback	15'	25'

6.4 DESIGN STANDARDS

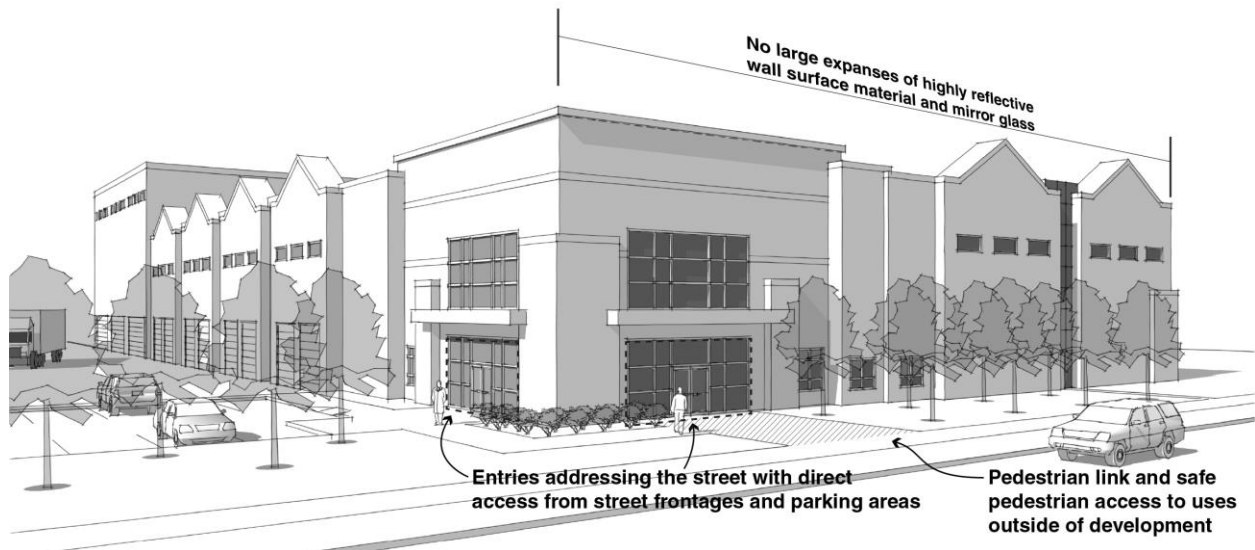
A. The following design standards apply to new construction, substantial repair or rehabilitation meant to remedy damage or deterioration of the exterior façade of an existing structure, and additions to an existing structure. However, only those standards that relate to the specific repair, rehabilitation, or addition apply. These standards do not apply to interior remodeling. Table 6-2: Industrial Building Design Standards indicates the applicability of building design standards to the industrial districts. A “•” indicates that the standard is applicable in the district indicated. The absence of a “•” indicates that the standard is not applicable.

	I-1	I-2
Façade Design		
Large expanses of highly reflective wall surface material and mirror glass on exterior walls are prohibited.	•	•
Buildings with façades over 150 feet in length must incorporate wall projections or recesses, or changes in wall plane a minimum of two feet in depth a maximum of every 75 linear feet.		
Roof Design		
Green roof, blue roof, and white roof designs are encouraged.	•	•
Reflective roof surfaces that produce glare are prohibited, except for solar panels or white roofs intended to radiate absorbed or non-reflected solar energy and reduce heat transfer to the building.	•	•
Entrance Design		
Public entrances and primary building elevations must be oriented toward public streets. Main entrances to the buildings must be well defined.		
Entries to office or guest facilities must address the street, with direct access to office or guest facilities from street frontages and parking areas.	•	
Site Design		
In multi-building complexes, a distinct visual link must be established between various buildings through the use of architectural features or site design elements such as courtyards, plazas, landscape, and walkways to unify the project.		
The parking lot must not be the dominant visual element of the site when viewed from the primary roadway. Multiple smaller lots separated by landscaping and buildings, or placement behind buildings, are required.		
Developments should provide a pedestrian link to adjacent commercial uses to provide safe pedestrian access between the site and commercial uses outside the development.	•	

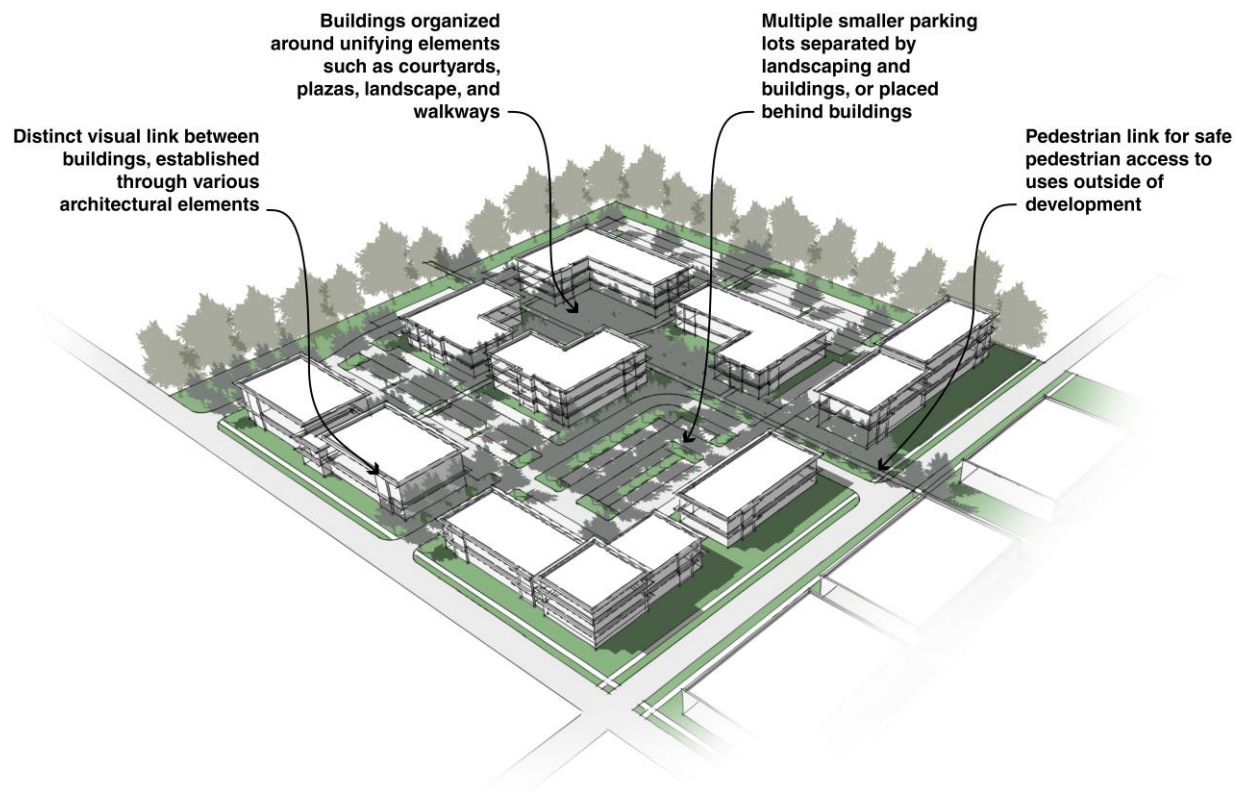
B. In the I-1 District, the following building materials are limited on any façade facing a public right-of-way, excluding alleys, or any façade that abuts a lot in residential district. However, such materials may be used as decorative or detail elements for up to 25% of the facade, or as part of the exterior construction that is not used as a surface finish material.

1. Plain concrete block (only prohibited in the I-OP District)
2. Corrugated metal
3. Aluminum, steel or other metal sidings (only prohibited in the I-OP District)
4. Exposed aggregate (rough finish) concrete wall panels
5. T-111 composite plywood siding
6. Plastic
7. Vinyl

I-1 AND I-2 DISTRICT DESIGN STANDARDS



GENERAL INDUSTRIAL SITE DESIGN STANDARDS



CHAPTER 7. SPECIAL PURPOSE DISTRICTS

7.2 S-OS OPEN SPACE DISTRICT

7.2 S-OS OPEN SPACE DISTRICT

A. Purpose

The S-OS Open Space District is intended to provide and protect larger open space and public recreational facilities, both outdoor and indoor. Larger regional open spaces/parks may include both active and passive recreation areas and certain ancillary uses, such as cultural facilities, performance venues, and eating establishments

B. Uses

Chapter 8 lists permitted and special principal uses and temporary uses for the S-OS District.

C. Dimensional Standards

Table 7-2: S-S-OS District Dimensional Standards establishes the dimensional standards for the S-OS District. See Section 2.4 for measurement methodologies.

7-2: S-OS District Dimensional Standards	
Bulk	
Minimum Lot Area	None
Maximum Building Height	40'
Setbacks (Apply to Principal Structures Only)	
Minimum Front Setback	15'
Minimum Interior Side Setback	25'
Minimum Corner Side Setback	15'
Minimum Rear Setback	25'

CHAPTER 8. USES

- 8.1 GENERAL USE REGULATIONS**
- 8.2 USE MATRIX**
- 8.3 PRINCIPAL USE STANDARDS**
- 8.4 TEMPORARY USE STANDARDS**
- 8.5 USE DEFINITIONS**

8.1 GENERAL USE REGULATIONS

- A.** No structure or land may be used or occupied unless allowed as a permitted or special use within the zoning district.
- B.** All uses must comply with any applicable federal and state requirements, and any additional federal, state, or city ordinances.
- C.** Any use that is not included in the use matrix and cannot be interpreted as part of a use within the matrix is prohibited in all districts.
- D.** A site may contain more than one principal use, so long as each principal use is allowed in the district. Each principal use is approved separately. In certain cases, uses are defined to include ancillary uses that provide necessary support and/or are functionally integrated into the principal use.
- E.** All uses must comply with the use standards of Section 8.3, as applicable, as well as all other regulations of this Ordinance and the City.

8.2 USE MATRIX

- A.** Table 8-1: Use Matrix identifies the principal and temporary uses allowed within each zoning district.
- B.** Uses allowed in the R-4C District are those listed in Table 8-1 for the R-4 District.
- C.** P indicates that the use is permitted by-right in the district. S indicates that the use is a special use in the district and requires special use permit approval. If a cell is blank, the use is not allowed in the district.
- D.** In the case of temporary uses, a T indicates the temporary use is allowed in the district and may require approval of a temporary use permit per the standards of Section 8.4.

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Adult Use						S	S		Sec. 8.3.A
Agriculture									
Amusement Facility - Indoor					P				
Amusement Facility - Outdoor									
Animal Care Facility – Large Animal									
Animal Care Facility – Small Animal			S	S	P				Sec. 8.3.B
Animal Breeder									Sec. 8.3.B
Art Gallery			P	P	P				
Arts and Fitness Studio			P	P	P				
Bar					P				
Bed and Breakfast									Sec. 8.3.C
Body Modification Establishment				S	S				
Broadcasting Facility TV/Radio - With Antennae						P	P		
Broadcasting Facility TV/Radio - No Antennae			P	P	P	P	P		
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Campground								P	Sec. 8.3.D
Car Wash					S				Sec. 8.3.E
Cemetery								P	
Children's Home		P			P				Sec. 8.3.F
Community Center	P	P	P	P	P			P	
Community Garden	P	P	P	P	P			P	Sec. 8.3.G
Conservation Area								P	
Country Club								P	
Cultural Facility			P	P	P			P	
Day Care Center		P	P	P	P				Sec. 8.3.H
Day Care Home	P	P							Sec. 8.3.H
Drive-Through Facility				S	P				Sec. 8.3.I
Drug/Alcohol Treatment Facility, Residential					S				Sec. 8.3.J
Drug Treatment Clinic					S				Sec. 8.3.J
Domestic Violence Shelter				P	P				Sec. 8.3.F
Dwelling – Above the Ground Floor			P	P	P				

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Dwelling – Accessory Dwelling Unit	P								Sec. 8.3.K
Dwelling – Manufactured Home									Sec. 8.3.L
Dwelling - Multi-Family		P	P	P	P				Sec. 8.3.M
Dwelling - Townhouse		P	P	P	P				Sec. 8.3.M
Dwelling - Single-Family	P		P	P	P				Sec. 8.3.N
Dwelling - Two-Family	P		P	P	P				Sec. 8.3.N
Educational Facility - Primary or Secondary	P	P							
Educational Facility - University or College									
Educational Facility - Vocational			S	S	S	P	P		
Financial Institution			P	P	P				
Financial Institution, Alternative					S				Sec. 8.3.O
Food Bank						P			
Food Pantry					S				
Funeral Home					S				
Gas Station					S	P	P		Sec. 8.3.P
Golf Course/Driving Range								P	
Government Office/Facility			P	P	P	P	P		
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Greenhouse/Nursery - Retail									
Group Home	P	P							Sec. 8.3.Q
Halfway House					S				Sec. 8.3.J
Healthcare Institution									
Heavy Retail, Rental, and Service						S			
Homeless Shelter					S				Sec. 8.3.J
Hotel					P				
Industrial - General							P		
Industrial - Light						P	P		
Industrial Design				P	P	P	P		
Live Entertainment - Secondary Use					S				
Live Performance Venue									
Lodge/Meeting Hall	S	S	P	P	P	P	P		Sec. 8.3.R
Manufactured Home Park									
Medical/Dental Office			P	P	P				

TABLE 8-1: USE MATRIX									
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Micro-Brewery/Distillery/Winery					P	P			
Needle Exchange Service					S				Sec. 8.3.J
Neighborhood Commercial Establishment	S	S							Sec. 8.3.S
Office			P	P	P	P	P		
Outdoor Dining			P	P	P				Sec. 8.3.T
Parking Lot (Principal Use)				S	S				Chapter 10
Parking Structure (Principal Use)				S	S				Chapter 10
Personal Service Establishment			P	P	P	P			
Place of Worship	P	P	P	S	P				
Public Park	P	P	P	P	P	P		P	
Public Safety Facility		P	P	P	P	P	P		
Public Works Facility						P	P		
Reception Facility				S	S				Sec. 8.3.U
Recreational Vehicle (RV) Park								S	Sec. 8.3.D
Research and Development						P	P		
Residential Care Facility		P			P				Sec. 8.3.V
Restaurant			P	P	P	P	P		
Retail Goods Establishment			P	P	P	P	P		
Retail Alcohol Sales				S	S	P			
PRINCIPAL USE	R-4	R-MF	C-T	C-1	C-2	I-1	I-2	S-OS	USE STANDARD
Self-Storage Facility: Enclosed					S	P	P		Sec. 8.3.W
Self-Storage Facility: Outdoor						P	P		Sec. 8.3.W
Social Service Center					P				
Solar Farm						P	P		Sec. 8.3.X
Specialty Food Service			S	P	P	P			
Storage Yard - Outdoor						P	P		Sec. 8.3.Y
Truck Stop						P	P		
Vehicle Dealership – Enclosed						S			
Vehicle Dealership – With Outdoor Storage/Display						S			
Vehicle Operation Facility						P	P		
Vehicle Rental – Enclosed						S			
Vehicle Rental – With Outdoor Storage/Display						S			

[illegible]

8.3 PRINCIPAL USE STANDARDS

Where applicable, principal uses are required to comply with all use standards of this section, whether a permitted or special use, in addition to all other regulations of this Ordinance.

A. Adult Use

1. There must be a minimum of 500 feet between adult uses. Only one adult use is allowed per lot.
 - a. An adult use must be a minimum of 1,000 feet from any of the following:
 - b. A residential district
 - c. A primary and/or secondary educational facility
 - d. A day care center
 - e. A place of worship
 - f. A public park
 - g. A conservation area
 - h. A cemetery
2. All distances are measured from a point of the lot line on which such use is proposed to be located to the nearest point on the lot line on which any other of the same use is located. The adult use owner must provide the Zoning Administrator with a survey acceptable and satisfactory to the City that demonstrates the establishment meets the requirements of this section.
3. Any adult use as of the effective date of this Ordinance that does not meet these spacing requirements are deemed conforming. Such deemed conforming status is terminated when the adult use ceases to operate or when any required licenses are revoked or are not renewed. An adult use is not considered to cease operations when it is closed for renovations in conjunction with a lawfully issued building permit.
4. Signs for adult uses must meet the following:
 - a. All signs for adult uses must be flat wall signs.
 - b. The maximum sign area is one square foot of sign area per foot of lot frontage on the street, but cannot exceed 32 square feet.
 - c. The maximum number of signs is one per lot frontage.
 - d. Temporary signs are prohibited.
5. No adult use may be maintained or operated in any manner that causes, creates, or allows public viewing of any adult material, or any entertainment depicting, describing or relating to specified sexual activities or specified anatomical areas, from any public rights-of-way or private property other than the lot on which the licensed adult use is located.
6. Words, lettering, photographs, silhouettes, drawings, or pictorial representations of any manner are prohibited that depict, describe, or relate to specified sexual activities or specified anatomical areas. This applies to any advertisement, display, promotional material, decoration, sign, performance, show, and to any window, door or other opening to the adult use.
7. No portion of the exterior of an adult establishment may utilize or contain any flashing lights, search lights, spotlights, or other similar lighting systems.

B. Animal Care Facility – Small Animal, and Animal Breeder

These standards do not apply to any animal shelters operated by a City agency.

1. Animal care facilities must locate exterior exercise areas in the rear yard only. Exterior exercise areas must provide covered areas over a minimum of 30% of the exterior area to provide shelter against sun/heat and weather. A fence a minimum of six feet and a maximum of seven feet in height is required for all exterior exercise areas.
2. Animal care facilities must locate all overnight boarding facilities indoors. Outdoor boarding facilities for animal breeders are permitted but must be designed to provide shelter against sun/heat and weather.
3. All animal quarters and exterior exercise areas must be kept in a clean, dry, and sanitary condition.

D. Campground and Recreational Vehicle (RV) Park

1. The minimum area for a campground or RV park is three acres.
2. Campgrounds and RV parks must comply with all applicable State and City regulations, including those governing the installation, construction, and/or operation of swimming pools, water supply, sewage disposal, food storage and services, plumbing, structures, electrical wiring, and fire prevention.
3. Management headquarters, recreational facilities, coin operated laundry facilities, cabins for counselors, overnight accommodations, living space, and other uses and structures customarily associated with the operation of a campground or RV park are permitted.
4. Storage of equipment must be within enclosed structures.
5. Year-round residency is prohibited at any campground or RV park. Use of camping units or a recreational vehicles as a principal residence is prohibited. This excludes any structures erected for a caretaker or campground ranger, which may be a year-round residency.
6. A 25 foot perimeter setback from the lot line of the campground or RV park is required. No structures, campsites, or RV pads are allowed within this setback. The perimeter setback must be landscaped with shrubs planted at an interval of one shrub for every three feet of linear yard width, on center, and one shade or evergreen tree planted at an average of one tree for every 25 linear feet. Preservation of existing vegetation is encouraged and may be substituted for the required plantings.

E. Car Wash

When a car wash abuts the lot line of a residential district, it must be screened along the abutting lot line with a solid fence or wall, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot.

F. Children's Home and Domestic Violence Shelter

1. A children's home or domestic violence shelter require a health services and congregate living permit in accordance with Section 15.11.
2. The maximum ratio of staff to residents must be 1:20 or less.

G. Community Garden

1. Community gardens are limited to the cultivation of herbs, fruits, flowers, or vegetables, including the cultivation and tillage of soil and the production, cultivation, growing, and harvesting of any agricultural, floricultural, or horticultural commodity. It may also include community-gathering spaces for active or passive recreation but playground equipment is prohibited.
2. Greenhouses, including high tunnels/hoop-houses, cold-frames, and similar structures, are permitted to extend the growing season. Accessory structures, including but not limited to, sheds, gazebos, and pergolas, are also permitted. All accessory structures must be located a minimum of four feet from any lot line.
3. No livestock is permitted, including the keeping of chickens, fish, and bees.

4. On-site composting is permitted.
5. Farmstands are permitted and are limited to sales of items grown at the site. Farmstands must be removed from the premises during that time of the year when the use is not open to the public. Only one farmstand is permitted per lot.

H. Day Care Center and Day Care Home

1. Each day care must comply with all applicable state and federal regulations, including any licensing and registration.
2. The exterior of a day care home must maintain its original appearance as a single-family dwelling. No visitor/client parking may be located in the front yard.
3. One sign, either freestanding, window, or wall, is permitted for a day care home. Such sign may not exceed six square feet in sign area. Freestanding signs are limited to six feet in height and must be a minimum of five feet from any lot line. (Day care centers are subject to the standards of Article 12.)
4. A day care center must provide a pickup/drop off area. When a day care center is part of a multi-tenant retail center, the pickup/drop off area must not interfere with vehicle circulation in the parking lot, including blocking of the drive aisle.

I. Drive-Through Facility

1. All drive-through facilities must provide a minimum of four stacking spaces per lane or bay, unless additional stacking spaces are specifically required by this Ordinance. Stacking spaces provided for drive-through uses must be:
 - a. A minimum of nine feet in width, as measured from the outermost point of any service window or bay entrance, to the edge of the driveway, and 18 feet in length. In the case of a recessed service window, the measurement is taken from the building wall.
 - b. Stacking spaces must begin behind the vehicle parked at a final point of service exiting the drive through aisle, such as a service window or car wash bay (this does not include a menu board). Spaces must be placed in a single line behind each lane or bay.
2. All drive-through lanes must be located and designed to ensure that they do not adversely affect traffic circulation on adjoining streets. Drive-through lanes on corner lots must not route exiting traffic into adjacent residential neighborhoods.

3. Drive-through facilities must be screened along interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot. This standard does not apply to drive-through facilities within multi-tenant retail centers.

4. A drive through lane must have bail out capability for all vehicles that enter the drive through lane. The bail out lane must be a minimum width of ten feet in width and run parallel to the drive through lane. If a bail out lane is also an interior access drive providing access to parking spaces, the bail out lane is limited to a one-way traffic pattern following the direction of the drive through lane.

J. Drug Treatment Clinic, Drug/Alcohol Treatment Facility - Residential, Halfway House, Homeless Shelter, Needle Exchange Service

1. A drug treatment clinic, drug/alcohol treatment facility, residential, halfway house, homeless shelter, and/or needle exchange service require a health services and congregate living permit in accordance with Section 15.11.

2. For residential facilities, the maximum ratio of staff to residents must be 1:20 or less.

3. For residential facilities, outdoor facilities are limited to the hours between 8:00 a.m. to 8:00 p.m.

4. An enclosed or screened waiting area for intake and/or appointments is required. No queuing may occur on any public right-of-way or any parking lot.

5. Security lighting is required for drug treatment clinics, needle exchange facilities, and halfway houses. The lighting must be stationary, directed away from adjacent properties and public rights-of-way, and of an intensity compatible with the surrounding area.

6. There must be a 1,000 foot separation between the same uses (for example, between two homeless shelters).

7. Unless allowed in a residential district, such uses must be 300 feet from any residential district.

K. Dwelling – Accessory Dwelling Unit

1. One of the dwelling units must be occupied by the owner of the property.

2. No more than one accessory dwelling unit is allowed per lot. When permitted, the accessory dwelling unit does not count toward the maximum number of dwelling units on a lot, including when the accessory dwelling unit is located in a detached structure.

3. Detached accessory dwelling units may only be located in the rear yard. Detached accessory dwelling units must be located ten feet from any lot line and from any principal building.

4. Both the principal dwelling unit and the accessory dwelling unit must maintain separate meter connections.

5. A detached accessory dwelling unit is subject to the height permitted for a detached garage.

6. No accessory dwelling unit may not exceed 800 square feet in gross floor area.

7. When a detached garage is converted to an accessory dwelling unit, the ground floor must be maintained as parking.

8. No additional parking is required for an accessory dwelling unit. Required parking for the principal structure must be maintained.

L. Dwelling – Manufactured Home

Manufactured homes must meet the following design standards when not located within a manufactured home park:

1. The front entry must be a dominant feature on the front elevation of a manufactured home, using features such as porches, raised steps and stoops with roof overhangs, or decorative railings.
2. Windows, entrances, bay windows, or other architectural features are required on any street-facing walls.
3. Each manufactured home must utilize roofing materials such as asphalt shingles or similar material, similar in material and appearance to single-family dwellings.
4. All manufactured homes must be designed with skirting that is constructed of fire-resistant material that meets the requirements of the Building Code
5. The manufactured home must be set on a concrete slab or runway, and such slab or runway must be of a size large enough to accommodate a manufactured home in such a fashion that the concrete will extend at least two inches around the walls of the manufactured home on all sides.

M. Dwelling - Multi-Family or Townhouse

In the case of conflict with any design standards contained within Chapter 4, the standards of Chapter 4 control.

1. Façades must be designed with consistent materials and treatments that wrap around all façades. There must be a unifying architectural theme for the entire multi-family or townhouse development, utilizing a common vocabulary of architectural forms, elements, materials, or colors in the entire structure.
2. Building facades must include windows, projected or recessed entrances, overhangs, and other architectural features. Three-dimensional elements, such as balconies and bay windows, are encouraged to provide dimensional elements on a façade.
3. The following minimum transparency requirements apply to any façade facing a street and are calculated on the basis of the entire area of the façade:
 - a. Townhouse: 15%
 - b. Multi-Family Dwelling: 25%
4. There must be a minimum separation of 15 feet between sidewalls of townhouse buildings. Where the front or rear wall of a townhouse faces the front or rear wall of another townhouse, the minimum required separation between such buildings must be 30 feet. Driveways and parking areas may be located within this minimum separation area.
5. The following building materials are prohibited on any façade. However, such materials may be used as decorative or detail elements for up to 25% of the facade, or as part of the exterior construction that is not used as a surface finish material.
 - a. The following building materials are prohibited on any part of any façade:
 - i. Plain concrete block
 - ii. Plastic
 - iii. Exterior insulating finish systems (EIFS)
 - b. The following building materials are prohibited as a primary surface finish material on any façade but may be used as decorative or detail elements for up to 15% of the façade:
 - i. Corrugated metal
 - ii. Aluminum, steel or other metal sidings
 - iii. Exposed aggregate (rough finish) concrete wall panels

- iv. T-111 composite plywood siding
- v. Vinyl

N. Dwelling - Single-Family or Two-Family

In the case of conflict with any design standards contained within Chapter 4, the standards of Chapter 4 control.

1. A dwelling must have a primary entrance from the façade facing the street. The front entry must be a dominant feature on the front elevation of a home and an integral part of the structure, using features such as porches, raised steps and stoops with roof overhangs, or decorative railings to articulate the front façade.
2. Windows, entrances, porches, or other architectural features are required on all street-facing facades to avoid the appearance of blank walls.
3. A 15% minimum transparency requirement applies to any façade and is calculated on the basis of the entire area of the façade.
4. Front-loaded attached garages are limited to 40% of the width of the front building line or 24 feet, whichever is greater. Garage width is measure between garage doors; in the case of garages designed with multiple garage doors the distance is measure between the edge of the outmost doors.

O. Financial Services, Alternative (AFS)

1. Alternative financial services (AFS) must be located no closer than 1,000 feet from any other AFS, as measured from a point of the lot line on which such use is proposed to be located to the nearest point on the lot line on which any other existing similar use is located.
2. Any existing alternative financial service establishment as of the effective date of this Code that do not meet the spacing requirement is deemed conforming; this applies only to AFS that are allowed as a permitted or special use within the district. If an alternative financial service is no longer allowed within a district as of the effective date of this Code, it is nonconforming use.

P. Gas Station

1. All structures and all pump islands, compressed air connections, and similar equipment must be set back a minimum of 15 feet from interior side and rear lot lines. Structures are exempt from any build-to lines required by the district.
2. The minimum distance a freestanding canopy for gas pumps must be from any street lot line is ten feet and 15 feet from any interior lot line.
3. The ancillary uses of a retail goods establishment and one car wash bay are permitted in connection with the principal gas station use.

Q. Group Home

1. Such uses are subject to all federal, state, and city regulations, and must be licensed.
2. When a group home is located within an existing residential structure, the location, design, and operation of such facility must not alter the residential character of the structure.

R. Lodge/Meeting Hall

1. No more than 30% of the gross floor area may be used as office space for the lodge/meeting hall.
2. Lodges/meeting halls are permitted to serve meals and alcohol on the premises for members and their guests only.
3. Sleeping facilities are prohibited.
4. Lodges/meeting halls leased or used as reception facilities must comply with the requirements for reception facilities.

S. Neighborhood Commercial Establishment

1. Neighborhood commercial establishments are only allowed within existing structures that are nonresidential in their construction and/or use as of the effective date of this Ordinance.
2. The following non-residential uses are permitted within a neighborhood commercial establishment:
 - a. Art gallery
 - b. Arts studio
 - c. Office
 - d. Personal service establishment
 - e. Restaurant (live entertainment - secondary use prohibited and sale of alcohol prohibited)
 - f. Retail goods establishment (retail sales of alcohol prohibited)
3. No off-street parking is required. However, any off-street parking currently provided must be maintained.
4. Drive-through facilities are prohibited.
5. Outside storage or display is prohibited. All business, servicing, processing, and storage uses must be located within the structure.
6. Signs are limited to those allowed in the C-T District.

T. Outdoor Dining

1. Outdoor dining is considered a separate principal use. Outdoor dining may only be established when allowed as a use within a zoning district and in conjunction with another principal use such as a bar or restaurant.
2. Outdoor dining must not interfere with any pedestrian access or parking spaces and aisles.
3. Outdoor dining areas must be located on private property. Outdoor dining on public property is not controlled by this Ordinance.
4. When a structure is required to be constructed at a build-to line, the structure may have up to 50% or 60 linear feet of the applicable façade, whichever is less, designated as outdoor dining maybe setback up to 30 feet from the required build-to line.

U. Reception Facility

A general admission fee or any other monetary donations (payment at the door to the general public) for entrance is prohibited, with the exception of fundraisers or events for bona fide non-profit organizations, places of worship, or educational facilities.

V. Residential Care Facility

1. Residential care facilities are subject to all federal, state, and city regulations, and must be licensed.
2. When located in a nonresidential district, the structure must be designed with a lobby entrance along the primary frontage.

W. Self-Storage Facility: Indoor and Outdoor

1. Storage units cannot be used for residential occupancy or business.
2. No plumbing connections are permitted in self-storage units.
4. Storing hazardous or toxic materials is prohibited.

5. For self-storage facilities that include both indoor and outdoor facilities, both types of uses must be allowed in the district.
6. The following additional standards apply to indoor self-storage facilities:
 - a. All self-storage activities must be contained within a single building and conducted exclusively indoors. Individual storage units may be accessed from inside the building only.
 - b. All facilities must meet the design standards of the district.
 - c. No storage units located on the first floor may be located within the first 50 feet of the front facade. No storage units located on the first floor may be visible from any public right-of-way.
 - d. Access to loading areas must be located to the interior or rear of the building.
7. The following additional permissions apply to outdoor self-storage facilities:
 - a. Outdoor self-storage facilities should be oriented so that storage unit access doors do not face the public right-of-way.
 - b. Outdoor self-storage facilities are allowed to include an area for storage of recreational vehicles. Storage areas for recreational vehicles must be located in the rear yard.
 - c. No storage of recreational vehicles is allowed within 25 feet of any rear lot line. No storage of recreational vehicles is allowed within 30 feet of any interior side lot line. No storage of recreational vehicles is allowed within 50 feet of any front or corner side lot line.
 - d. If storage areas for recreational vehicles are provided, they must be screened along interior side and rear lot lines with a solid fence or wall, a minimum of six feet and a maximum of seven feet in height. One shrub a minimum of three feet in height at time of planting must be planted linearly every three feet on-center along such fence or wall; plantings must be placed inside the face of the fence toward the interior of the lot.

X. Solar Farm

1. Systems, equipment, and structures are limited to the maximum height of the district.
2. All solar farm structures must meet the district setbacks.
3. No grid tied photovoltaic system may be installed until evidence has provided that the owner has been approved by the utility company to install the system.
4. The facility owner and operator must, at their sole expense, complete decommissioning of the solar farm within one year after the end of the useful life of the solar farm. The solar farm is deemed to be at the end of its useful life if it is abandoned for a period for 180 days or more. Decommissioning includes removal of all solar equipment. Decommissioning includes removal of solar arrays, structures, private roads or driveways, and foundations, and any other element constructed by facility owner or operator for the purpose of maintaining or operating the solar farm.

Y. Storage Yard – Outdoor

1. The storage area must be completely enclosed along all lot lines by a solid fence or wall a minimum of six feet and a maximum of eight feet in height, including ingress and egress.
 - a. Fences or walls along the front or corner side lot line must be set back a minimum of ten feet from the lot line. Within that setback, one shrub a minimum of three feet in height must be planted linearly every three feet on-center along such fence or wall, and one evergreen tree every 30 feet planted linearly; plantings must be placed outside the face of the fence facing the right-of-way.
 - b. Fences or walls along the rear or interior side lot line require the planting of shrubs a minimum of three feet in height at time of planting, planted linearly every three feet on-center along such fence or wall;

plantings must be placed inside the face of the fence toward the interior of the lot.

2. Storage of any kind is prohibited outside the fence or wall.
3. No items stored within 25 feet of the fence may exceed the height of the fence or wall for an outdoor storage yard.
4. A salvage yard is not an outdoor storage yard. Salvage yards, an establishment where vehicles or other machinery is broken up and the parts saved and processed for resale, are prohibited.

Z. Vehicle Repair/Service – Major or Minor

1. Vehicle repair/service establishments may not store the same vehicles outdoors on the site for longer than 15 days once repair is complete. Only vehicles that have been or are being serviced may be stored outdoors.
2. Repair of vehicles is prohibited in the front or side yards. Storage of all merchandise, auto parts, and supplies must be within an enclosed structure.
3. Vehicle repair/service establishments that abut a residential district must be screened along interior side and rear lot lines with a solid wall or fence, a minimum of six feet and a maximum of seven feet in height.
4. Outdoor repairs are only allowed in the rear yard and must be screened by a solid fence or masonry wall no less than six feet and no more than eight feet in height.
5. No partially dismantled, wrecked, junked, or discarded vehicles may be stored outdoors on the premises. This standard does not apply to vehicles under repair.
6. The sale of new or used vehicles is prohibited.
7. No motor vehicles may be stored and no repair work may be conducted in the public right-of-way.

AA. Wind Energy System

1. The design of the wind energy system must conform to applicable industry standards as such standards exist as of the date construction is commenced. The facility owner or operator must submit certificates of design compliance obtained by the equipment manufacturers from Underwriters Laboratories, Det Norske Veritas, Germanischer Lloyd Wind Energies, or similar certifying organizations.
2. All wind turbines must be newly manufactured as of the date of installation. Experimental/prototype wind turbines may be approved as a special use.
3. All wind energy system must be equipped with a redundant braking system. This includes both aerodynamic over speed controls (including variable pitch, tip, and other similar systems) and mechanical brakes. Mechanical brakes must be operated in a fail-safe mode. Stall regulation is not considered a sufficient braking system for over speed protection.
4. All electrical components of the wind energy system must conform to applicable local, state, and national codes, and applicable international standards.
5. An engineer's certificate must be completed by a structural engineer, licensed in the State of Iowa, certifying that the tower and foundation of the wind turbines are compatible with, and are appropriate for, the particular model of wind turbine used, and that the specific soils at the site can support the wind turbine.
6. Wind turbines must comply with the following design standards:
 - a. Wind turbines must be a non-obtrusive and non-reflective color. The facility owner or operator must maintain the paint on wind turbines at all times in good repair.
 - b. Wind turbines must not display advertising, except for reasonable identification of the turbine manufacturer, or the facility owner and operator.
 - c. Within the wind energy system, wind turbines must be of a generally consistent size, design, and color,

of similar height and rotor diameter, and rotate in the same direction.

d. Wind turbines must not be artificially lit, except to the extent required by the Federal Aviation Administration or other applicable regulatory authorities.

e. On-site transmission and power lines between wind turbines must, to the maximum extent practicable, be placed underground, reach the property line, and be located and constructed in such a way as to minimize disruption to the property's primary purpose as well as to facilitate the interconnection of other commercial wind power generating facilities.

f. Non-essential appurtenances are prohibited to be affixed to any wind turbine, including, but not limited to, cellular or radio antennae.

g. A clearly visible warning sign advising persons of the presence of high voltage levels must be placed at the base of all pad-mounted transformers and substations.

7. The applicant must commission and submit at the time of permit application a wildlife assessment (impact study), conducted by a qualified wildlife expert, indicating possible risks to local wildlife, habitat, and migratory birds. Additionally, the applicant's wildlife expert must also develop a mitigation plan, if applicable, that addresses/mitigates any risk to wildlife, migratory birds, and affiliated habitat. All wind turbines at time of application must be located out of bird and bat migration pathways/corridors where wind turbine construction would pose a substantial risk.

8. Wind turbines must not be climbable up to a height of at least 15 feet above ground surface. All access doors to wind turbines and electrical equipment must be locked or fenced, as appropriate, to prevent entry by non-authorized persons.

9. Wind turbines must be setback from any existing principal building on the lot and adjacent lots, measured at the nearest external wall or walls, and within the buildable area of any adjacent undeveloped lot, no less than the turbine height. The setback distance is measured from the nearest point on the outside edge of a tower to the nearest point on the foundation of the building.

10. All wind turbines must be set back from the nearest property line a distance of not less than the normal setback requirements for that zoning district or 110% of the turbine height, whichever is greater. The setback distance is measured from the property line to the nearest point on the outside edge of a tower. Operation and maintenance building(s) and substations must be located in accordance with zoning district yard requirements. All wind farm structures, except for wind turbines, must comply with the regulations of the zoning district.

11. All wind turbines must be set back from the nearest public right-of-way a distance of 110% of the turbine height, as measured from the right-of-way line to the nearest point on the outside edge of a tower.

12. The facility owner or operator must comply with all applicable codes regulating sound generation. A predictive sound study of turbine noise must accompany the application to verify that all code requirements can be met for dBA sound levels. In the event that any sound levels from a wind turbine are found to be in excess of permissible levels per the Municipal Code, the facility owner or operator must take necessary measures to bring sound levels down to a level acceptable.

13. A shadow flicker study is required, and must be submitted with the application. A wind turbine's shadow flicker must not fall on any existing structure, measured at the nearest external wall or walls, or within the buildable area of an adjacent vacant lot, as defined by current setback requirements.

14. The facility owner and operator must, at their sole expense, complete decommissioning of the wind energy system, or individual wind turbines, within one year after the end of the useful life of the wind energy system or individual wind turbines. The wind energy system or turbine must be deemed to be at the end of its useful life if it is abandoned for a period of time in excess of 180 days. Decommissioning includes removal of wind turbines, structures, roads and foundations to a depth of 48 inches, and any other element constructed by facility owner or operator for the purpose of maintaining or operating the wind energy system.

BB. Wireless Telecommunications

1. Application Requirements

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

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

2. Setbacks

- a. All wireless telecommunications towers must be set back from any existing principal building on the lot and adjacent lots, measured at the nearest external wall or walls, and within the buildable area of any adjacent undeveloped lot, as defined by current setback requirements no less than the tower height. The setback distance is measured from the nearest point on the outside edge of a tower to the nearest point on the foundation of the building.
- b. All wireless telecommunications facilities must be set back from all property lines in accordance with the minimum setback requirements in the zoning district.

3. Height

The maximum height of a wireless telecommunications tower is the minimum needed to function satisfactorily. The application for approval of a wireless telecommunications tower must demonstrate the minimum height needed for the tower to function, which will be reviewed and approved as part of site plan review. The City has the ability to hire an independent consultant to assist in review of the proposed height, whose fee will be charged to the applicant.

4. Lighting and Marking

Wireless telecommunications systems must not be lit or marked unless required by the Federal Communications Commission (FCC) or the Federal Aviation Administration (FAA).

5. Specific Standards for Wireless Telecommunications Antennas

Wireless telecommunications antennas are a special use in all districts, unless they are stealth design in which case they are a permitted use. Stealth design for wireless antennas is encouraged and is considered a permitted use in all districts, subject to site plan review and approval. All applications for wireless telecommunications antennas must include all information required by this section. In addition to the standards of this section for wireless telecommunications antennas, stealth design must comply with the following regulations:

- a.** To qualify as a stealth design, wireless telecommunications antennas must be enclosed, camouflaged, screened, obscured, or otherwise not readily apparent to a casual observer.
- b.** Wireless telecommunication antennas must be mounted at least 30 feet above grade, as measured from grade to the base of the antenna, to qualify as stealth design, in addition to meeting the other requirements of this section. Wireless telecommunication antennas mounted lower than 30 feet are considered a special use.
- c.** Antennas must be located on or in structures already permitted within zoning districts, such as water towers, clock towers, streetlights, penthouses, parapet walls (must be behind the parapet wall), and steeples, and must be designed to blend in with the structure.
- d.** Antennas that co-locate on existing wireless telecommunications towers are also considered stealth design. However, such antennas cannot increase the overall height of the existing wireless telecommunications tower.
- e.** No antenna may increase the overall height of any structure on which it is mounted by more than 12 feet.

6. Specific Standards for Wireless Telecommunications Facilities

- a.** Any buildings, cabinets, or shelters may house only equipment and supplies for operation of the wireless telecommunication tower. Any equipment not used in direct support of such operation must not be stored on the site.
- b.** Commercial advertising is prohibited. Only signage that is part of the equipment as manufactured or warning signage is permitted.

7. Specific Standards for Wireless Telecommunications Towers

- a.** The use of guyed towers is prohibited. Towers must be monopoles, meaning self-supporting with no wires, cables, or beams.
- b.** Wireless telecommunications towers must be designed to accommodate other telecommunications providers. The area surrounding a tower must be of a sufficient size to accommodate accompanying wireless telecommunications facilities for other telecommunications providers.
- c.** Unless otherwise required by the Federal Communications Commission, the Federal Aviation Administration or the City, towers must have a galvanized silver or gray finish.

8. Specific Standards for Distributed Antenna Systems (DAS)

If a distributed antenna systems (DAS) is installed and entirely enclosed within a principal building, the requirements of this Ordinance do not apply.

- a.** All equipment related to a distributed antenna system must be mounted/co-located on existing poles or other existing structures unless it can be shown that an alternate location will be less obtrusive and/or more beneficial to the public. The design of any new pole requested requires special use approval.

b. An applicant seeking installation of a distributed antenna system must demonstrate that it has made efforts to blend or camouflage the system with existing facilities and surroundings or has otherwise screened or concealed the system from view. Approved blending methods include, but are not limited to, location of equipment other than antennas within a tree canopy or other inconspicuous location, use of green, brown or other colored equipment (if commercially available to the applicant) designed to mimic the colors and/or materials of the tree canopy, co-location structure or other nearby structures, as well as use of textures and shapes as appropriate, all with the intent of minimizing the visual impact of the system. Unnatural colors and exposed cables are prohibited.

c. All pole-mounted distributed antenna systems must be installed at a minimum height of nine feet above the ground. Equipment may be housed in a cabinet at ground level only with the approval of the City as to location and with appropriate screening.

d. Distributed antenna systems may not extend more than seven feet above the height of the existing pole or other structure on which it is installed.

6. Where distributed antenna systems are placed in residential districts, every effort must be made to avoid placement at right of way locations directly in front of a residence. If placement directly in front of a residence is absolutely necessary for technological reasons, the City has the right to require screening or impose other design mitigation requirements.

7. The City may request that a particular node or nodes be placed in an alternative location to that proposed by the applicant. Where a request for an alternative location is unable to be accommodated by an applicant, the applicant must supply an explanation in writing as to why the suggested alternative location will materially compromise the functioning of the system or is otherwise impractical.

9. Abandonment

Any wireless telecommunications system that is not operated for a period of 180 consecutive days is considered abandoned. The owner must immediately remove the tower or facility, and all aboveground equipment and related debris. The City may ensure and enforce removal by means of its existing regulatory authority.

10. Nonconformities

a. Ordinary maintenance, including replacement/upgrading, of antenna equipment may be performed on nonconforming antennas or towers. However, if the proposed alteration intensifies a nonconforming characteristic of the antenna or tower, a variance is required.

b. Co-location of an antenna on an existing nonconforming tower is permitted as a special use, provided that the addition of the antenna and any additional wireless telecommunications facilities do not increase the overall height of the nonconforming tower.

8.4 TEMPORARY USE STANDARDS

Temporary uses are required to comply with the standards of this section, in addition to all other regulations of this Ordinance and any licensing requirements of the Municipal Code. These regulations are for temporary uses located on private property. A temporary use may require a temporary use permit if the requirement is specifically cited in the standards; otherwise the temporary use is exempt from a temporary use permit. Temporary uses do not require additional parking unless specifically cited in the temporary use standards or stipulated as a condition of approval.

A. Farmers' Market

A retail license is required per Chapter 5.17 (Retail Sales and Transient Merchants) of the Municipal Code.

B. Real Estate Project Sales Office/Model Unit

1. A real estate sales office/model unit(s) is allowed for a residential development. Multiple model units are allowed in a multi-family building or a residential subdivision of 20 or more units.

2. No real estate sales office/model unit(s) may be located in a manufactured home or off-site.

3. The real estate sales office must be removed and/or closed within 30 days after the sale or rental of the last unit of the development. The model unit(s) must be closed within 30 days after the sale or rental of the last unit of the development.

4. All activities conducted within real estate sales office/model unit(s) must be directly related to the construction and sale of properties within the particular development. Use as a general office of operation of any firm is prohibited.

C. Temporary Contractor's Office and Contractor's Yard

1. A temporary contractor's office is allowed incidental to a construction project.

2. The temporary contractor's office must be removed within 30 days of completion of the construction project.

3. A contractor's yard is permitted on or adjacent to any construction demolition and can only be used during the life of the construction project.

D. Temporary Outdoor Entertainment

A special event permit from the City is required for temporary outdoor entertainment.

Editor's Note: The special event permit will need to be modified to include such events on private property.

E. Temporary Outdoor Sales

A special event permit from the City is required for temporary outdoor sales.

Editor's Note: The special event permit will need to be modified to include such events on private property.

F. Temporary Outdoor Storage Container

1. Temporary storage containers are permitted in any zoning district when used for loading or unloading. Containers are permitted on site for a period not to exceed 30 days.

2. Temporary storage containers may not be used for permanent storage. They may not serve as a substitute for permanent storage needs on the site on which they are located. Containers may not be permanently attached to the ground, serviced with permanent utilities, or stacked on the site.

3. Temporary storage containers cannot be placed in the public right-of-way or placed on a lot to block ingress/egress or impede right-of-way traffic.

4. Temporary storage containers for residential uses may be placed in a driveway only but cannot block the right-of-way, including sidewalks. No temporary storage containers may be placed within any yard.

8.5 USE DEFINITIONS

All uses within Table 8-1 are defined in this section. Certain uses are defined to be inclusive of many uses. When a use meets a specific definition, it is regulated as such and is not regulated as part of a more inclusive use category.

Adult Use. An adult store, adult cabaret, adult theater, nude model studio, sexual encounter center, adult motel, or escort agency. The following additional definitions apply to adult use:

1. **Adult Booth.** Any area of an adult use that is set off from the remainder of the establishment by one or more walls, partitions, or other dividers and is used to show, exhibit, play, display, or otherwise demonstrate any adult materials or to view any live performance that is distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical areas or the performance or simulation of any specified sexual activities.

2. **Adult Cabaret.** Any establishment that as a substantial or significant portion of its business provides any of the following:

a. Persons who appear nude.

b. Live performances that are distinguished or characterized by an emphasis on the exposure, depiction, or description of a specified anatomical area or the performance or simulation of a specified sexual activity.

c. Films, motion pictures, video or audio cassettes, slides, computer displays, or other visual representations, recordings, imagery, illustration, or depiction of any kind that are distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical area or the performance or simulation of any specified sexual activity.

3. Adult Material. Any of the following, whether new or used:

a. Books, magazines, periodicals, or other printed matter or digitally stored materials, films, motion pictures, video cassettes, audio cassettes, slides, computer displays or other visual or audio representations or recordings of any kind, DVD, CDROM, or similar item that is distinguished or characterized by an emphasis on the exposure, depiction, description, imagery or visual representation of any specified anatomical area or the performance or simulation of any specified sexual activity.

b. Instruments, novelties, devices, or paraphernalia that are designed for use in connection with specified sexual activities or that depict, describe or portray specified anatomical areas; except this does not include those items used for birth control or for the prevention of sexually transmitted diseases.

4. Adult Motel. Any motel, hotel or similar business that either: 1) offers accommodations to the public for any form of consideration, and provides patrons with closed-circuit television transmission, telephones, motion pictures, video cassettes, slides, or other material that is characterized by the depiction or description of any specified anatomical area or any specified sexual activity, and has a sign that is visible from the public right-of-way that advertises the availability of adult materials; 2) offers a room or suite for consideration for a period of time that is less than ten hours; or 3) allows a tenant, occupant or patron of a room or suite to sublet the room or suite for a period of time that is less than ten hours.

5. Adult Store. Any establishment that either: 1) contains one or more adult booths; and/or 2) as a substantial or significant portion of its business offers for sale, rental, exchange, or viewing any adult materials. Adult stores do not include establishments that offer for sale, rental, exchange, or viewing any adult materials as a sideline or adjunct to sales, rentals, exchanges or viewings of materials other than adult materials.

6. Adult Theater. Any establishment that as a substantial or significant portion of its business features or provides films, motion pictures, video or audio cassettes, slides, or other visual representations, recordings, imagery, illustration, or depiction of any kind that are distinguished or characterized by an emphasis on the exposure, depiction, or description of any specified anatomical area or the performance or simulation of any specified sexual activity.

7. Escort. A person who, for pecuniary consideration, agrees or offers to act as a companion, guide, or date for another person, or who agrees or offers to privately model lingerie or to privately perform a striptease dance or otherwise perform or appear before another person while nude in or about any place of public or private resort or any private quarter or business premises.

8. Escort Agency. Any person or business entity furnishing or offering to furnish, or advertising to furnish escorts as one of its business purposes, for a fee, tip or any other form of consideration.

9. Nude Model Studio. Any place where a person who appears nude is provided for the purpose of being sketched, drawn, painted, sculptured, photographed, or similarly depicted by any other person who has paid money or any other form of consideration, barter, or exchange, or for whose benefit someone else has paid money or any other form of consideration, barter or exchange, for the purpose of being allowed to observe the person appearing nude being sketched, drawn, painted, sculptured, photographed, or similarly depicted. Nude model studio does not include public or private colleges or universities licensed by the State of Iowa that offer art, modeling, or anatomical drawing classes.

10. Nude or State of Nudity. A state of dress or undress that exposes to view less than completely and opaquely covered human genitals, pubic region, anus, or female breast below a point immediately above the top of the areola, but not including any portion of the cleavage exhibited by a dress, blouse, shirt, leotard, bathing suit, or other wearing apparel provided the areola is not exposed, or human male genitals in a discernibly turgid state even if completely and opaquely covered, or any device that when worn, simulates human male genitals in a discernibly turgid state.

11. Sexual Encounter Center. Any establishment that, for consideration, offers either: 1) physical contact in the form of wrestling or tumbling between persons of the opposite sex; 2) activities between two or more persons regardless of gender when one or more of the persons is in a nude condition; 3) where two or more persons may congregate, associate or consort in connection with specified sexual activities or specified anatomical areas; or 4) where two persons may congregate, associate, or consort, in a private room, suite, or similar enclosure, with one of the two persons modeling lingerie, dancing in a sexually suggestive manner, or some similar activity for the pleasure or entertainment of the other. Sexual encounter center does not include a gymnastic, acrobatic, athletic, or similar demonstration or show that has been issued and holds a valid public amusement license under Chapter 5.40 of the Code.

12. Specified Anatomical Area. Any of the following:

- a. Less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breast below a point immediately above the top of the areola but not including any portion of the cleavage exhibited by a dress, blouse, shirt, leotard, bathing suit, or other wearing apparel provided the areola is not exposed.
- b. Human male genitals in a discernibly turgid state, even if completely and opaquely covered or any device or covering that when worn, simulates human male genitals in a discernibly turgid state.

13. Specified Sexual Activity. Any of the following:

- a. The fondling or touching of one person's human genitals, pubic region, buttocks, anus, or female breasts by another person.
- b. Sex acts, normal or perverted, actual or simulated, including without limitation, cunnilingus, fellatio, anilingus, bestiality, intercourse, oral copulation or sodomy.
- c. Masturbation, actual or simulated.
- d. Excretory or urinary functions as part of or in connection with any of the activities set forth in this definition.

14. Substantial or Significant Portion of its Business. 10% or more of the establishment's income is derived from the sale, rental, exchange, or viewing of any adult material, or 10% or more of the establishment's stock in trade or floor space is utilized for the display of any adult material, or that one or more persons appearing, performing, or working in a state of nudity constitutes a fundamental or essential part of or attraction of the business. Regardless of the foregoing, any business establishment that advertises or holds itself out as "XXX", "adult", or "sex" in conjunction with adult material and/or nude appearances or performances is deemed to meet the substantial or significant portion of its business standard.

15. Adult Amusement Arcade. An establishment having as one of its principal uses one or more of the following: customer-operated motion picture devices, peep shows, viewing areas, or similar devices either coin, token, or slug operated, or which in consideration of an entrance fee, displays materials distinguished or characterized by an emphasis on depictions of specified sexual acts or specified anatomical areas.

Alternative Correctional Facility. A facility for adults or minors that is required by the courts as an alternative to incarceration, also referred to as community correctional centers.

Amusement Facility - Indoor. A facility for spectator and participatory uses conducted within an enclosed building, such as movie theaters, sports arenas, bowling alleys, tumbling centers, skating centers, roller rinks, escape room/physical adventure game facilities, and pool halls. Indoor amusement facilities do not include live performance venues. An indoor amusement facility may include uses such as, but not limited to, concession stands, restaurants, and retail sales as ancillary uses.

Amusement Facility - Outdoor. A facility for spectator and participatory uses conducted outdoors or within partially enclosed structures, such as outdoor stadiums, fairgrounds, batting cages, and miniature golf courses. An outdoor amusement facility may include uses such as, but not limited to, concession stands, restaurants, and retail sales as ancillary uses.

Animal Care Facility – Large Animal. An establishment that provides care for large animals, such as horses and cattle, including veterinary offices for the treatment of animals, where animals may be boarded during their convalescence. Animal care facilities do not include animal breeders.

Animal Care Facility – Small Animal. An establishment which provides care for domestic animals, including veterinary offices for the treatment of animals, where animals may be boarded during their convalescence, pet grooming facilities, animal training centers and clubs, and pet boarding facilities, where animals are boarded during the day and/or for short-term stays. Animal care facilities do not include animal breeders.

Animal Breeder. An establishment where dogs over six months of age are bred, raised, and trained for commercial gain. Animal breeder does not include animal care facilities or shelter and training facilities for canine or equine units of public safety agencies.

Art Gallery. An establishment that sells, loans and/or displays paintings, sculpture, photographs, video art, or other works of art. Art gallery does not include a cultural facility, such as a library or museum, which may also display paintings, sculpture, photographs, video art, or other works.

Arts and Fitness Studio. An establishment where an art or activity is taught, studied, or practiced such as dance, martial arts, photography, music, painting, gymnastics, pilates, or yoga. An arts studio also includes private exercise studios for private sessions with trainers and/or private classes; health clubs are not an arts and fitness studio, but rather a personal service establishment.

Bar. An establishment where the primary purpose is the sale of alcoholic beverages for consumption on the premises. Snack foods or other prepared food may be available for consumption on the premises as an ancillary use.

Bed and Breakfast. A single-family dwelling where a resident/owner provides lodging for a daily fee in guest rooms with no in-room cooking facilities, and prepares meals for guests. A bed and breakfast may include dining facilities.

Body Modification Establishment. An establishment that offers tattooing services, body piercing, and/or non-medical body modification. Body modification establishment does not include an establishment that offers only ear piercing as an ancillary service.

Broadcasting Facility - TV/Radio. A facility engaged in broadcasting and information relay services for radio and television signals, including studio facilities. A broadcasting facility may or may not include antennas to broadcast the signal.

Campground. Land used for transient occupancy by camping in tents, camp trailers, travel trailers, motor homes, or similar movable or temporary sleeping quarters.

Car Wash. An establishment for the washing and cleaning of vehicles or other light duty equipment, whether automatic, by hand, or self-service. The car wash facility may be within an enclosed structure, an open bay structure, or similar configurations.

Cemetery. Land and structures reserved for the interring of human remains or the interring of animal remains. Cemeteries may include structures for performing religious ceremonies related to the entombment of the deceased, mortuaries, including the sales of items related to the internment of remains, and related accessory structures, such as sheds for the storage of maintenance equipment. Cemeteries may also include crematoriums and embalming facilities.

Children's Home. An institutional residential facility that provides housing for and care to minors who are wards of the state, whose parents or guardians are deceased or otherwise unable or unwilling to care for them. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Community Center. A facility used as a place of meeting, recreation, or social activity, that is open to the public and is not operated for profit, and offers a variety of educational and community service activities. A community center may serve as a local “food hub” where regionally grown food, including value added food, can be grown and/or brought for distribution and sale.

Community Garden. The cultivation of fruits, flowers, vegetables, or ornamental plants by one or more persons, households, or organizations. Community gardens not include the raising of any livestock or the use of heavy machinery.

Conservation Area. Designated open space that preserves and protects natural features, wildlife, and critical environmental features, as well as undeveloped sites of historical or cultural significance. A conservation area may include opportunities for passive recreation, such as hiking trails and lookout structures, and environmental education.

Country Club. An establishment open to members, their families, and invited guests organized and operated for social and recreation purposes and which has indoor and/or outdoor recreation facilities, restaurants and bars, meeting rooms, and/or similar uses.

Cultural Facility. A facility open to the public that provides access to cultural exhibits and activities including, but not limited to, museums, cultural or historical centers, non-commercial galleries, historical societies, and libraries. A cultural facility may include uses such as, but not limited to, retail sales of related items and restaurants as ancillary uses.

Day Care Center. A facility where, for a portion of a 24 hour day, care and supervision is provided for children or elderly and/or functionally-impaired adults in a protective setting that are not related to the owner or operator. Day care centers within a residential dwelling are prohibited.

Day Care Home. A residential dwelling where care and supervision is provided by a permanent occupant of the dwelling for children or elderly and/or functionally-impaired adults in a protective setting that are not related to the owner or operator of the facility for a portion of a 24 hour day. A child day care home does not include a dwelling that receives children from a single household.

Domestic Violence Shelter. A facility that provides temporary shelter, protection, and support for those escaping domestic violence and intimate partner violence, including victims of human trafficking. A domestic violence shelter also accommodates the minor children of such individuals. The facility may also offer a variety services to help individuals and their children including counseling and legal guidance. Domestic violence shelters may distinguish populations served by age and/or gender.

Drive-Through Facility. That portion of a business where business is transacted directly with customers via a service window that allows customers to remain in their vehicle. A drive through facility must be approved separately as a principal use when in conjunction with another principal uses such as restaurants and financial institutions. A standalone ATM is considered a drive-through facility for the purposes of this definition.

Drug/Alcohol Treatment Facility, Residential. A licensed care facility that provides 24-hour medical and/or non-medical/therapeutic care of persons seeking rehabilitation from a drug and/or alcohol addiction. Such facilities include medical detoxification. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Drug Treatment Clinic. A facility authorized by the state to administer drugs, such as methadone, in the treatment, maintenance, or detoxification of persons.

Dwelling - Above the Ground Floor. Dwelling units located within a single multi-story building located above nonresidential uses on the ground floor or to the rear non-residential uses on the ground floor. In the case of dwelling units located behind non-residential uses on the ground floor, nonresidential uses must front on the primary street frontage.

Dwelling - Accessory Dwelling Unit. An additional dwelling unit associated with and incidental to a principal single-family dwelling on the same lot. An accessory dwelling unit must include separate cooking and sanitary facilities, with its own legal means of ingress and egress, and is a complete, separate dwelling unit. The accessory dwelling unit may be within or attached to the principal dwelling unit structure or within a detached accessory structure, such as a garage, and designed so that the appearance of the principal structure and the lot remains that of a single-family dwelling.

Dwelling - Manufactured Home. A manufactured home dwelling is a prefabricated structure that is regulated by the U.S. Department of Housing and Urban Development (HUD), via the Federal National Manufactured Housing Construction and Safety Standards Act of 1974, rather than local building codes. A manufactured home is built in a factory on an attached chassis before being transported to a site. Manufactured homes include those transportable factory built housing units built prior to the Federal National Manufactured Housing and Safety Standards Act (HUD Code), also known as mobile homes. Modular homes are not considered manufactured homes, and refer to a method of construction.

Dwelling - Multi-Family. A structure containing three or more attached dwelling units used for residential occupancy. A multi-family dwelling does not include a three-family or townhouse dwelling.

Dwelling - Townhouse. A structure consisting of three or more dwelling units, the interior of which is configured in a manner such that the dwelling units are separated by a party wall. A townhouse is typically designed so that each unit has a separate exterior entrance and yard areas. A townhouse dwelling does not include a multi-family dwelling.

Dwelling - Single-Family. A structure containing only one dwelling unit on a single lot.

Dwelling - Two-Family. A structure containing two dwelling units on a single lot.

Educational Facility - Primary or Secondary. A public, private, or parochial facility that offers instruction at the elementary, junior high, and/or high school levels.

Educational Facility - University or College. A facility for post-secondary higher learning that grants associate or bachelor degrees. The institution may also have research facilities and/or professional schools that grant master and doctoral degrees. Educational facilities – university or college include ancillary uses such as dormitories, cafeterias, restaurants, retail sales, indoor or outdoor recreational facilities, and similar uses.

Educational Facility - Vocational. A facility that offers instruction in industrial, clerical, computer, managerial, automotive, repair (electrical, plumbing, carpentry, etc.), or commercial skills, or a business conducted as a commercial enterprise, such as a school for general educational development or driving school. Educational facility-vocational also applies to privately operated schools that do not offer a complete educational curriculum.

Farmers Market. Temporary use of structures and/or land for the sale of a variety of fresh fruits, flowers, vegetables, or ornamental plants, and other locally produced farm and food products, including value-added products, directly to consumers from farmers or vendors that have taken such items on consignment for retail sale.

Financial Institution. A bank, savings and loan, credit union, or mortgage office.

Financial Institution, Alternative (AFS). An alternative financial service (AFS) is a financial service provided outside a traditional banking institution. AFS includes payday loans, tax refund anticipation loans, car title loans, check cashing establishments, and currency exchanges.

Food Bank. A non-profit organization that collects and distributes food to hunger relief organizations. Food is not distributed to those in need from a food bank.

Food Pantry. A non-profit organization that provides food directly to those in need. Food pantries receive, buy, store, and distribute food. Food pantries may also prepare meals to be served at no cost to those who receive them. A food pantry may be an ancillary use of a place of worship, social service center, and/or homeless shelter.

Funeral Home. An establishment where the dead are prepared for burial display and for rituals before burial or cremation, including chapels for the display of the deceased and the conducting of rituals before burial or cremation, and crematoriums.

Gas Station. An establishment where fuel for vehicles is stored and dispersed from fixed equipment into the fuel tanks of motor vehicles. A gas station may also include ancillary retail uses, an ancillary car wash bay, and solar and/or electric charging stations.

Golf Course/Driving Range. A tract of land design with at least nine holes for playing a game of golf and improved with tees, greens, fairways, and hazards. A golf course may include a clubhouse, restrooms, snack-bar, and pro-shop as ancillary uses. A driving range may be designed as a standalone facility or included as part of a golf course, which is defined as a tract of land equipped with distance markers, clubs, balls, and tees for practicing the hitting of golf balls. A country club may include a golf course and/or driving range, in which case the uses together are considered a country club.

Government Office/Facility. Offices owned, operated, or occupied by a governmental agency to provide a governmental service to the public, such as city offices and post offices. Government offices do not include public safety or public works facilities.

Greenhouse/Nursery - Retail. An establishment where flowers, shrubbery, vegetables, trees, and other horticultural and floricultural products are propagated and sold, and may include gardening and landscape supplies and products, such as hardware, garden tools and utensils, paving stones and bricks, and other related items for sale.

Group Home. A group care facility in a residential dwelling for: 1) care of persons in need of personal services or assistance essential for activities of daily living; or 2) care of persons in transition or in need of supervision. Group homes include facilities for drug and alcohol rehabilitation, excluding medical detoxification services. Group home does not include facilities for adults or minors that function as a court ordered alternative to incarceration. Group home does not include group living facilities for persons who have been institutionalized for criminal conduct (see halfway house).

Halfway House. A residential facility for persons who have been institutionalized for criminal conduct and who require a group setting to facilitate the transition to society, which may or may not be court-ordered.

Healthcare Institution. Facilities for primary health services and medical or surgical care to people, primarily in-patient, and including, as an integral part of the institution, related facilities such as laboratories, outpatient facilities, dormitories, or educational facilities, and ancillary uses such as, but not limited to, cafeterias, restaurants, retail sales, and similar uses.

Heavy Retail, Rental, and Service. Retail, rental, and/or service establishments of a heavier and larger-scale commercial character typically requiring permanent outdoor service or storage areas and/or partially enclosed structures. Examples of heavy retail, rental, and service establishments include large-scale home improvement centers (with outdoor storage, display, and rental components), lumberyards, amusement equipment rental, recreational vehicle dealerships, truck rental establishments, and sales, rental, and repair of heavy equipment. Wholesale establishments that sell to the general public, including those establishments where membership is required, are considered heavy retail, rental, and service establishments.

Homeless Shelter. A facility that provides temporary shelter to the homeless in general. Homeless shelters may distinguish populations served by age and/or gender.

Hotel. A commercial facility that provides sleeping accommodations for a fee and customary lodging services. Related ancillary uses include, but are not be limited to, meeting facilities, restaurants, bars, and recreational facilities for the use of guests.

Industrial - General. Manufacturing from processed or unprocessed raw materials, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products. This manufacturing may produce noise, vibrations, illumination, or particulate that is perceptible to adjacent land users. These industrial uses typically have ancillary outdoor storage areas.

Industrial - Light. Research and development activities, and the manufacturing, compounding, processing, packaging, storage, assembly, and/or treatment of finished or semi-finished products from previously prepared materials, where such activities are conducted wholly within an enclosed building. A light industrial use may also include a showroom, ancillary sales of products related to the items manufactured or stored on-site, and/or ancillary outdoor storage.

Industrial Design. An establishment where the design, marketing, and/or brand development of various products are researched and developed typically integrating the fields of art, business, science, and/or engineering. An industrial design establishment may create prototypes and products, but may not mass manufacture products from the premises.

Live Entertainment - Secondary Use. A live performance, performed live by one or more persons including, but not limited to, musical acts, including disc jockeys (DJs), theatrical plays, performance art, stand-up comedy, and magic, included as part of the operation of a bar, restaurant, amusement facility, or similar use. As a secondary use, the other principal use operating on the site must be open to public during hours when no performance is scheduled. Live entertainment - secondary use is approved separately as a principal use. Live entertainment - secondary use does not include:

1. Adult uses.
2. Live performance venue.
3. Periodic performances or entertainment at educational facilities, places of worship, cultural facilities, reception facilities, and performances at weddings and similar events.
4. Incidental entertainment, which is defined as background music provided at a bar or restaurant.

Live Performance Venue. A facility for the presentation of live entertainment, including musical acts, including disc jockeys (DJs), theatrical plays, stand-up comedy, and similar performances. Performances are scheduled in advance and tickets are required for admission and available for purchase in advance, though tickets may be purchased at the venue's box office on the day of the performance. A live performance venue is only open to the public when a live performance is scheduled. A live performance venue may include classroom space utilized during hours it is not open to the public for a performance. A live performance venue may include concession stands, including sale of alcohol, but only when it is open to the public for a performance. A live performance venue does not include any adult use.

Lodge/Meeting Hall. A facility operated by an organization or association for a common purpose, such as, but not limited to, a meeting hall for a fraternal or social organization or a union hall, but not including clubs organized primarily for-profit or to render a service which is customarily carried on as a business.

Medical/Dental Office. A facility operated by one or more physicians, dentists, chiropractors, psychiatrists, physiotherapists, or other licensed practitioners of the healing arts for the examination and treatment of persons solely on an outpatient basis. Medical/dental offices also include alternative medicine clinics, such as acupuncture and holistic therapies, and physical therapy offices for physical rehabilitation.

Micro-Brewery. A facility for the production and packaging of malt beverages of alcoholic content for wholesale distribution, with a capacity of less than 15,000 barrels per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Brewery facilities that exceed this capacity are considered light or general industrial uses.

Micro-Distillery. A facility for the production and packaging of alcoholic spirits in quantities not to exceed twelve 12,000 gallons per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Distillery facilities that exceed this capacity are considered light or general industrial uses.

Micro-Winery. A facility for the production and packaging of any alcoholic beverages obtained by the fermentation of the natural contents of fruits or vegetables, containing sugar, including such beverages when fortified by the addition of alcohol or spirits, in quantities not to exceed 25,000 gallons per year and may include a tasting room for consumption on-premises. A tasting room allows customers to taste/consume products manufactured on site and purchase beverages manufactured on site and related items. Wineries that exceed this capacity are considered light or general industrial uses.

Mobile Food Sales. A motor vehicle, or a food trailer towed by another vehicle, designed and equipped to sell food and/or beverages directly to consumers. It does not include wholesale food distributors. The vendor physically reports to and operates from an off-site kitchen for servicing, restocking, and maintenance each operating day.

Needle Exchange Service. A facility providing a social service that allows injecting drug users (IDUs) to obtain hypodermic needles and associated paraphernalia at little or no cost.

Neighborhood Commercial Establishment. A commercial use within a residential neighborhood that is nonresidential in its original construction and/or use.

Office. An establishment that engages in the processing, manipulation, or application of business information or professional expertise. Such an office may or may not offer services to the public. An office is not materially involved in fabricating, assembling, or warehousing of physical products for the retail or wholesale market, nor engaged in the repair of products or retail services. An office does not include financial institution, government office/facility, or industrial design.

Outdoor Dining. A seating area that is located outdoors and contiguous to a restaurant or bar, typically in addition to an indoor seating area. Outdoor dining is approved separately as a principal use. Outdoor dining areas may be roofed or covered with an awning.

Parking Lot. An open, hard-surfaced area, excluding a street or public way, used for the storage of operable vehicles, whether for compensation or at no charge.

Parking Structure. A structure used for the parking or storage of operable vehicles, whether for compensation or at no charge.

Personal Service Establishment. An establishment that provides frequent or recurrent needed services of a personal nature. Typical uses include, but are not limited to, beauty shops, barbershops, tanning salons, electronics repair shops, nail salons, laundromats, health clubs, dry cleaners, and tailors.

Place of Worship. A facility where persons regularly assemble for religious purposes and related social events, and may include group housing for persons under religious vows or orders. Places of worship may also include ancillary uses such as day care facilities, meeting rooms, auditoriums, and/or classrooms for weekly religious instruction.

Public Park. A facility that serves the recreational needs of residents and visitors. Public park includes, but is not limited to, playgrounds, ballfields, football fields, soccer fields, basketball courts, tennis courts, dog parks, skateboard parks, passive recreation areas, and gymnasiums. Public parks may also include non-commercial indoor recreation facilities, and zoos and amphitheaters, as well as ancillary uses such as, but not limited to, restaurant and retail establishments, and temporary outdoor uses such as festivals and performances.

Public Safety Facility. A facility operated by and for the use of public safety agencies, such as the fire department and the police department, including the dispatch, storage, and maintenance of police and fire vehicles. Public safety facilities include shelter and training facilities for canine and equine units of public safety agencies.

Public Works Facility. A facility operated by the municipal public works departments to provide municipal services, including dispatch, storage, and maintenance of municipal vehicles.

Real Estate Project Sales Office/Model Unit. A residential unit or other structure within a development that is temporarily used for display purposes as an example of dwelling units available for sale or rental in a residential development and/or sales or rental offices for dwellings within the development.

Reception Facility. A facility that provides hosting and rental services of a banquet hall or similar facilities for private events including, but not limited to, wedding receptions, holiday parties, and fundraisers, with food and beverages that are prepared and served on-site or by a caterer to invited guests during intermittent dates and hours of operation. Live entertainment may be provided as an ancillary use as part of an event. A reception facility is not operated as a restaurant with regular hours of operation.

Recreational Vehicle (RV) Park. Land used for the accommodation of two or more recreational vehicles for transient dwelling purposes.

Research and Development. A facility where research and development is conducted in industries that include, but are not limited to, biotechnology, pharmaceuticals, medical instrumentation or supplies, communication, and information technology, electronics and instrumentation, and computer hardware and software. A research and development establishment may create prototypes of products, but may not manufacture products for direct sale and distribution from the premises.

Residential Care Facility. A licensed care facility that provides 24-hour medical and/or non-medical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living, or for the protection of the individual. A residential care facility includes nursing care, assisted living, hospice care, and continuum of care facilities. Continuum of care facilities may also include independent living facilities as part of the continuum. Residential care facility does not include a residential drug/alcohol treatment facility. This includes institutions that are located in one or more buildings on contiguous property with one administrative body.

Restaurant. An establishment where food and drinks are provided to the public for on-premises consumption by seated patrons and/or for carry-out service.

Retail Goods Establishment. An establishment that provides physical goods, products, or merchandise directly to the consumer, where such goods are typically available for immediate purchase and removal from the premises by the purchaser. Retail goods establishment do not include specialty food service.

Retail Alcohol Sales. A retail establishment that sells primarily beer, wine, and liquor.

Self-Storage Facility: Enclosed. A facility for the storage of personal property where individual renters control and access individual storage spaces located within a fully enclosed building that is climate controlled. Ancillary retail sales of related items, such as moving supplies, and facility offices may also be included. Rental of vehicles and other equipment for moving is a separate use from self-storage facility. The heavy retail, rental, and service use must be allowed within the district and requires separate approval.

Self-Storage Facility: Outdoor. A facility for the storage of personal property where individual renters control and access individual storage spaces and where each storage unit has individual access from the outdoors. Ancillary retail sales of related items, such as moving supplies, and facility offices may also be included. Rental of vehicles and other equipment for moving is a separate use from self-storage facility. The heavy retail, rental, and service use must be allowed within the district and requires separate approval.

Social Service Center. A service establishment that provides assistance for those recovering from chemical or alcohol dependency; survivors of abuse seeking support; those transitioning from homelessness or prior incarceration; and those with health and disability concerns. It does not include in-patient, overnight, or living quarters for recipients of the service or for the staff. Such service does not include medical examinations or procedures, or medical detoxification, dispensing of drugs or medications, or other treatments normally conducted in a medical office.

Solar Farm. An energy system operated by a public, private, or cooperative company for the generation, transmission, distribution, storage, or processing of solar energy for the purposes of heating and cooling, electricity generation, and/or water heating.

Specialty Food Service. A business that specializes in the sale of certain food products, such as a delicatessen, bakery, candy maker, meat market, catering business, cheesemonger, coffee roaster, or fishmonger, and may offer areas for ancillary retail sales or restaurants that serve the products processed on-site. Specialty food service also includes preparation, processing, canning, or packaging of food products where all processing is completely enclosed and there are no outside impacts.

Storage Yard - Outdoor. The storage of material outdoors as a principal use of land for more than 24 hours.

Temporary Contractor Office and Contractor Yard. A temporary, portable, or modular structure utilized as a watchman's quarters, construction office, or equipment shed during the construction of a new development. This may include a contractor's yard where materials and equipment are stored in conjunction with a construction project.

Temporary Outdoor Entertainment. A temporary live entertainment event, such as the performance of live music, revue, or play within an outdoor space. Temporary outdoor entertainment event includes fireworks shows, horse shows, carnivals/circuses, temporary worship services, and others.

Temporary Outdoor Sales. Temporary uses, which may include temporary structures, where goods are sold, such

as consignment auctions, arts and crafts fairs, flea markets, yard sales, temporary vehicle sales, and holiday sales, such as firework stands, Christmas tree lots, and pumpkin sales lots. This temporary use category does not include outdoor sales related to a retail goods establishment where such goods are part of the establishment's regular items offered for purchase.

Temporary Outdoor Storage Container. Temporary self-storage containers delivered to a residence or business owner to store belongings, and then picked up and returned to a warehouse until called for.

Vehicle Dealership. An establishment that sells or leases new or used automobiles, vans, motorcycles, and/or all-terrain vehicles (ATV) vehicles, or other similar motorized transportation vehicles. A motor vehicle dealership may maintain an inventory of the vehicles for sale or lease either on-site or at a nearby location, and may provide on-site facilities for the repair and service of the vehicles sold or leased by the dealership. Vehicle dealerships do not include truck, trailer, boat, or heavy equipment sales, which are considered heavy retail, rental, and service.

Vehicle Operations Facility. A facility for the dispatch, storage, and maintenance of emergency medical care vehicles, taxicabs and similar vehicles for hire, school buses, utility vehicles, and similar vehicles. Vehicle operations facility does not include a public works or public safety facility.

Vehicle Rental. An establishment that rents automobiles and vans, including incidental parking and servicing of rental vehicles. A motor vehicle rental establishment may maintain an inventory of the vehicles for sale or lease either on-site or at a nearby location, and may provide on-site facilities for the repair and service of the vehicles sold or leased by the dealership. Vehicle rental does not include truck rental establishments or rental of heavy equipment, which is considered part of heavy retail, rental, and service.

Vehicle Repair - Major. A business that provides services in engine rebuilding, major reconditioning of worn or damaged motor vehicles, motorcycles, all-terrain vehicles (ATV), recreational vehicles and trailers, towing and collision service, including body, frame or fender straightening or repair, painting of motor vehicles, interior (upholstery, dashboard, etc.) reconstruction and/or repairs, and restoration services. A major vehicle repair business may also include minor vehicle repair services.

Vehicle Repair – Minor. A business the provides services in minor repairs to motor vehicles, motorcycles, and all-terrain vehicles (ATV) vehicles, including repair or replacement of cooling, electrical, fuel and exhaust systems, brake adjustments, relining and repairs, wheel servicing, alignment and balancing, repair and replacement of shock absorbers, and replacement or adjustment of mufflers and tail pipes, hoses, belts, light bulbs, fuses, windshield wipers/wiper blades, grease retainers, wheel bearings, and the like. Any type of vehicle repair services for recreational vehicles is a major vehicle repair business and does not qualify as minor repair under this Ordinance regardless of the level of repair service.

Warehouse. An enclosed facility for the storage and distribution of manufactured products, supplies, and/or equipment.

Wholesale Establishment. A business where goods are sold to either retailers, or to industrial, commercial, institutional, or other professional business users, or to other wholesalers and related subordinated services.

Wind Energy System. An energy system operated by a public, private, or cooperative company for the generation, transmission, distribution, or processing of wind energy.

Wireless Telecommunications. Towers, antennas, and facilities used to transmit and receive signals that facilitate wireless telecommunications. The following definitions describe the wireless telecommunications infrastructure described within the general definition for wireless telecommunications:

1. **Antenna.** A specific device, the surface of which is used to transmit and/or receive signals transmitted to or from other antennas. This does not include satellite dish antennae.
2. **Facility.** A structure used to house and protect the equipment necessary for processing telecommunications signals, which may include air conditioning equipment and emergency generators. Facility also includes any necessary equipment that facilitates wireless transmission.

3. Tower. A structure designed and constructed to support one or more wireless telecommunications antennae and including all appurtenant devices attached to it.

4. Distributed Antenna System. A wireless communications network with multiple spatially separated antenna nodes and related equipment mounted on existing infrastructure, typically power, light, and/or telephone poles, all connected to a common source via fiber optic cable or other transport medium, which provides enhanced coverage within a geographic area.

City Plan & Zoning Commission Voting Record

Meeting Date: 06-05-18

Meeting Location: Council Chambers-City Hall

APPROVED

Name:	Roll Call	ORD18-04 Sec17.29 DRB	ORD18-02 Rockingham Corridor	P18-03 Pheasant Ridge Subdivision	F18-04 Wedgewood 10th			
Connell	P	Y	Y	Y	Y			
Hepner	P	Y	Y	Y	Y			
Inghram	P							
Johnson	P	Y	Y	Y	Y			
Kelling	P	Y	Y	ABS	Y			
Lammers	P	Y	Y	Y	Y			
Maness	P	Y	Y	Y	Y			
Medd	P	Y	Y	Y	Y			
Quinn	P	Y	Y	ABS	Y			
Reinartz	P	Y	Y	N	Y			
Tallman	P	Y	Y	ABS	Y			
		10-YES 0-NO 0-ABSTAIN	10-YES 0-NO 0-ABSTAIN	6-YES 1-NO 3-ABSTAIN	10-YES 0-NO 0-ABSTAIN			

June 6, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 5, 2018, the City Plan and Zoning Commission considered Case ORD18-02 Ordinance amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [1st & 3rd Wards]

The Commission recommends approval of the ordinance.

Finding:

- Proposed ordinance has undergone a thorough public process including stakeholder input and neighborhood meetings
- Proposed ordinance is largely supported by the majority of the project participants
- Proposed ordinance will serve as an effective tool in the implementation of corridor enhancement by lessening the intensity of use, thus enhancing the environment for neighborhood commercial redevelopment

Conditions:

None.

The Plan and Zoning Commission accepts the finding and forwards Case No. ORD18-02 to the City Council for approval. The vote to approve was 10 – yes, 0 – no and 0 – abstained.

Respectfully submitted,



Robert Inghram, Chairperson
City Plan and Zoning Commission

Overview Map of Rockingham Corridor Area



Thursday, June 07, 2018

Please publish the following public notice in the June 13, 2013 edition of the QC Times.

The PO number for this notice is: 1818247.

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

PUBLIC HEARING NOTICE
WEDNESDAY, JUNE 20, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Ordinance amending various sections of the Davenport Municipal Code, including Section 12.36.060 entitled "Encroachments – Granting of license – Revocation", Section 12.36.020 entitled "Definitions", Section 17.29.070 entitled "Design Review Board", section 17.29.080 entitled "Powers and Duties of the Board", Section 17.29.090.E entitled "Certificate of Design Approval", Section 15.30.180 entitled "Liability Insurance Required" and Chapter 5.02 entitled "Signs and Billboards" to bring uniformity to the process of licensing and permitting for right-of-way encroachments [Wards All]

The Plan and Zoning Commission forwards the Ordinance amendment pertaining to Sections 17.29.090.E

Case No. ORD18-02 Ordinance amending Title 17 to incorporate a zoning component to promote and create a commercial identity for the Rockingham Road corridor through design and use standards. This text amendment will include a map amendment for the area along Rockingham Road from John Fell Drive in the southwest and to Marquette Street in the northeast portion of the corridor. City of Davenport is the Petitioner. Chapter 17.60 of the Davenport Municipal Code allows for text and map amendments. [1st & 3rd Wards]

The property has the following legal description:

Part of the Northwest Quarter of Section 35 and the Northeast, Northwest and Southwest of Section 34, Southeast and Southwest Quarters Section 33 and Southeast Quarter of Section 32, in Township 78 North, Range 3 East of the 5th P.M. and part of the Northwest Quarter of Section 4 and Northeast and Northwest Quarters of Section 5 in Township 77 North, Range 3 East of the 5th P.M., all being in Davenport, Scott County, Iowa, being more particularly described as follows: Commencing as a point of beginning at the northeast corner of Lot 8, Green's First Addition, along the West line of the N Marquette Street right-of-way; Thence, South 01° 40' 36" East a distance of 147.47 feet along the West line of N Marquette Street right-of-way to the North line of the W 2nd Street right-of-way; Thence South 16° 14' 58" West a distance of 68.73 feet to a point on the South line of the W 2nd Street right-of-way; Thence South 01° 32' 53" East a distance of 420.54 feet along the West line of the Marquette Street right-of-way to a point on the North line of the River Drive right-of-way; Thence, South 80° 41' 27" West a distance of 225.01 feet along the North line of the River Drive right-of-way; Thence, South 80° 27' 01" West a distance of 871.64 feet along the North line of the River Drive right-of-way; Thence, South 81° 23' 34" West a distance of 311.08 feet along the North line of the River Drive right-of-way; Thence, North 50° 22' 34" West a distance of 50.78 feet along the

North line of the River Drive right-of-way; Thence, South 75° 57' 56" West a distance of 57.40 feet along the North line of the River Drive right-of-way; Thence, South 73° 15' 45" West a distance of 64.06 feet along the North line of the River Drive right-of-way; Thence, South 71° 08' 56" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 69° 16' 25" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 67° 23' 54" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, South 65° 31' 23" West a distance of 57.32 feet along the North line of the River Drive right-of-way; Thence, North 29° 02' 16" West a distance of 129.80 feet along the East line of the S Sturdevant right-of-way; Thence, North 46° 28' 20" West a distance of 170.38 feet along the East line of the S Sturdevant right-of-way; Thence, South 59° 39' 59" West a distance of 881.76 feet; Thence, South 60° 26' 40" West a distance of 1196.23 feet; Thence, South 57° 07' 56" West a distance of 1074.22 feet to a point on the East line of Schmidt Road right-of-way; Thence, North 07° 37' 22" West a distance of 99.07 feet along the East line of the Schmidt Road right-of-way; Thence, South 56° 42' 18" West a distance of 285.69 feet; Thence, South 33° 19' 42" East a distance of 51.50 feet; Thence, South 56° 42' 18" West a distance of 388.81 feet to a point on the North line of Canadian Pacific DME right-of-way; Thence, South 22° 15' 35" West a distance of 34.93 feet a point on the South line of Canadian Pacific DME right-of-way; Thence, South 56° 42' 19" West a distance of 238.02 feet; Thence, South 56° 42' 19" West a distance of 130.73 feet; Thence, South 57° 03' 35" West a distance of 108.81 feet; Thence, South 57° 05' 04" West a distance of 287.97 feet; Thence, South 58° 27' 03" West a distance of 719.81 feet to a point on South line of the Alley right-of-way South of Rockingham Road and West of S Farragut Street; Thence, North 35° 57' 12" West a distance of 20.03 feet along the East line of the Alley right-of-way; Thence, South 57° 00' 24" West a distance of 1008.32 feet along the North line of the Alley right-of-way to a point on the West line of the S Rolff Street right-of-way; Thence, South 35° 41' 36" East a distance of 266.67 feet along the West line of the S Rolff Street right-of-way; Thence, South 52° 02' 59" West a distance of 605.06 feet a point on the West line of the S Dittmer Street right-of-way; Thence, South 52° 42' 46" West a distance of 179.83 feet; Thence, South 51° 22' 43" West a distance of 177.76 feet to a point on the East line of the Floral Lane right-of-way; Thence, South 78° 54' 57" West a distance of 108.39 feet to a point on the West line of the S Concord Street right-of-way; Thence, South 87° 56' 01" West a distance of 432.45 feet; Thence, South 01° 38' 10" East a distance of 140.00 feet to the North line of the Johnson Avenue right-of-way; Thence, South 87° 56' 01" West a distance of 120.00 feet to a point on the East line of the S Elsie Avenue right-of-way; Thence, South 75° 21' 38" West a distance of 51.32 feet to a point on the West Line of the S Elsie Avenue right-of-way; Thence, South 88° 59' 53" West a distance of 62.00 feet; Thence, South 01° 38' 19" East a distance of 20.00 feet; Thence, South 87° 56' 00" West a distance of 1361.24 feet along the North line of the alley right-of-way South of Rockingham Road and North of Pearl Avenue to a point on the East line of the S Nevada Street right-of-way; Thence, North 70° 11' 18" West a distance of 53.73 feet to a point on the West line of the S Nevada Street right-of-way; Thence, South 87° 56' 01" West a distance of 475.20 feet along the North line of the alley right-of-way South of Rockingham Road and North of Johnson Avenue to a point on the East line of the Fairmount Street right-of-way; Thence, South 53° 29' 41" West a distance of 53.22 feet to a point on the West line of the Fairmount Street right-of-way; Thence, South 87° 42' 33" West a distance of 1032.02 feet along the North line of the alley right-of-way South of Rockingham Road and North of Johnson Avenue to a point on the North line of the alley right-of-way; Thence, North 76° 53' 58" West a distance of 18.84 feet to a point on the East line of the S Stark Street right-of-way; Thence, South 87° 42' 33" West a distance of 398.17 feet; Thence, South 01° 58' 47" East a distance of 66.02 feet; Thence, South 65° 29' 03" West a distance of 503.36 feet to a point on the East line of the S Pioneer Street right-of-way; Thence, North 77° 44' 14" West a distance of 60.19 feet to a point on the West line of the S Pioneer Street right-of-way; Thence, South 71° 15' 45" West a distance of 145.89 feet; Thence, South 16° 22' 43" East a distance of 110.66 feet; Thence, South 77° 25' 34" West a distance of 180.80 feet; Thence, South 22° 21' 13" West a distance of 70.36 feet to a point on the North line of the John Fell Drive right-of-way; Thence, North 55°

24' 13" West a distance of 170.66 feet along the North line of the John Fell Drive right-of-way; Thence, North 12° 26' 29" West a distance of 67.21 feet along the East line of the John Fell Drive right-of-way; Thence, North 54° 00' 51" East a distance of 42.59 feet along the South line of the Rockingham Road right-of-way; Thence, North 56° 39' 42" East a distance of 42.59 feet along the South line of the Rockingham Road right-of-way; Thence, North 59° 18' 33" East a distance of 0.72 feet along the South line of the Rockingham Road right-of-way; Thence, North 20° 56' 45" West a distance of 144.50 feet to a point on the North line of the Rickel Hill Road right-of-way; Thence, North 87° 26' 08" West a distance of 310.03 feet along the North line of the Rickel Hill Road right-of-way; Thence, North 00° 31' 30" West a distance of 284.14 feet; Thence, North 88° 02' 06" East a distance of 95.04 feet; Thence, South 87° 42' 33" East a distance of 689.73 feet; Thence, North 86° 30' 25" East a distance of 85.54 feet; Thence, North 86° 21' 44" East a distance of 85.96 feet; Thence, North 64° 51' 25" East a distance of 412.16 feet; Thence, North 87° 42' 33" East a distance of 1196.86 feet to a point on the East line of the S Gayman Avenue right-of-way; Thence, North 87° 38' 17" East a distance of 374.64 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the West line of the S Fairmount Street right-of-way; Thence, North 87° 56' 00" East a distance of 40.00 feet to a point on the East line of the S Fairmount Street right-of-way; Thence, North 87° 56' 01" East a distance of 290.73 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the West line of the Nevada Street right-of-way; Thence, North 88° 23' 05" East a distance of 49.91 feet to a point on the East line of the Nevada Street right-of-way; Thence, North 87° 53' 05" East a distance of 368.64 feet along the South line of the alley right-of-way between Rockingham Road and Boies Ave to a point on the East line of the Indian Road right-of-way; Thence, North 06° 32' 55" West a distance of 48.43 feet along the East line of the Indian Road right-of-way; Thence, North 63° 16' 30" East a distance of 62.70 feet; Thence, South 31° 54' 08" East a distance of 78.75 feet; Thence, North 87° 56' 01" East a distance of 786.61 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Elsie Avenue right-of-way; Thence, North 68° 20' 32" East a distance of 60.06 feet to a point on the East line of the S Elsie Avenue right-of-way; Thence, North 63° 42' 17" East a distance of 213.46 feet along the South line of the alley right-of-way between Rockingham Road and Marion Street; Thence, South 21° 27' 22" East a distance of 3.75 feet; Thence, North 52° 08' 50" East a distance of 489.79 feet to a point on the West line of the S Concord Street right-of-way; Thence, North 57° 24' 16" East a distance of 59.93 feet to a point on the East line of the S Concord Street right-of-way; Thence, North 52° 12' 56" East a distance of 306.21 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Dittmer Street right-of-way; Thence, North 52° 10' 14" East a distance of 61.20 feet to a point on the East line of the S Dittmer Street right-of-way; Thence, North 52° 10' 56" East a distance of 306.30 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Clark Street right-of-way; Thence, North 39° 14' 13" East a distance of 66.08 feet to a point on the East line of the S Clark Street right-of-way; Thence, North 46° 53' 06" East a distance of 214.99 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Rolff Street right-of-way; Thence, North 85° 49' 33" East a distance of 47.79 feet to a point on the East line of the S Rolff Street right-of-way; Thence, North 56° 47' 39" East a distance of 374.42 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Farragut Street right-of-way; Thence, North 39° 08' 43" East a distance of 62.05 feet to a point on the East line of the S Farragut Street right-of-way; Thence, North 56° 55' 11" East a distance of 300.42 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of the S Birchwood Avenue right-of-way; Thence, North 56° 35' 03" East a distance of 40.04 feet to a point on the East line of the S Birchwood Avenue right-of-way; Thence, North 57° 06' 13" East a distance of 333.26 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 57° 02' 11" East a distance of 189.50 feet along the South line of the alley right-of-way between Rockingham

Road and Boies Avenue to a point on the West line of the S Elmwood Avenue right-of-way; Thence, North 61° 03' 28" East a distance of 261.27 feet; Thence, North 56° 45' 43" East a distance of 251.15 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 63° 42' 11" East a distance of 54.65 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 53° 51' 51" East a distance of 93.18 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue; Thence, North 54° 49' 35" East a distance of 70.52 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of Canadian Pacific DME right-of-way; Thence, North 54° 49' 35" East a distance of 43.89 feet to a point on the East line of the Canadian Pacific DME right-of-way; Thence, North 55° 55' 24" East a distance of 339.85 feet along the South line of the alley right-of-way between Rockingham Road and Boies Avenue to a point on the West line of S Lincoln Avenue; Thence, North 53° 22' 44" East a distance of 60.07 feet to a point on the East line of S Lincoln Avenue; Thence, North 56° 42' 26" East a distance of 159.80 feet to a point on the East line of the alley right-of-way between S Lincoln Avenue and S Hancock Avenue; Thence, North 35° 32' 09" West a distance of 29.90 feet along the East line of the alley right-of-way; Thence, North 52° 57' 52" East a distance of 147.89 feet to a point on the West line of the S Hancock Avenue right-of-way; Thence, North 53° 03' 37" East a distance of 56.00 feet to a point on the East line of the S Hancock Avenue right-of-way; Thence, North 53° 03' 59" East a distance of 132.26 feet to a point on the East line of the alley right-of-way between S Hancock Avenue and S Pine Street; Thence, South 39° 25' 08" East a distance of 42.85 feet along the East line of the alley right-of-way; Thence, North 57° 22' 33" East a distance of 367.70 feet along the South line of the alley right-of-way between Rockingham Road and Dixwell Street to a point on the West line of the S Pine Street right-of-way; Thence, North 39° 00' 16" East a distance of 63.51 feet to a point on the East line of the S Pine Street right-of-way; Thence, North 57° 51' 00" East a distance of 826.83 feet to a point on the West line of the S Howell Street right-of-way; Thence, North 88° 00' 36" East a distance of 197.29 feet to a point on the South line of the alley right-of-way between Rockingham Road and Dixwell Street; Thence, North 01° 53' 12" West a distance of 170.86 feet to a point on the South line of the Dixwell Street right-of-way; Thence, North 88° 00' 36" East a distance of 192.40 feet along the South line of the Dixwell Street right-of-way to a point on the East line of the alley right-of-way between S Howell Street and S Division Street; Thence, North 01° 59' 23" West a distance of 380.49 feet along the East line of the alley right-of-way to a point on the South line of the W 1st Street right-of-way; Thence, North 87° 57' 02" East a distance of 655.00 feet along the South line of W 1st Street right-of-way to a point on the East line of the S Division Street right-of-way; Thence, North 54° 12' 02" East a distance of 71.14 feet to a point on the East line of the S Division Street right-of-way; Thence, North 88° 09' 35" East a distance of 110.00 feet to a point on the West line of the alley right-of-way between S Division Street and N Sturdevant Street; Thence, North 01° 50' 25" West a distance of 84.74 feet along the West line of the alley right-of-way; Thence, North 69° 17' 00" East a distance of 517.58 feet along the North line of the alley right-of-way between Rockingham Road and W 2nd Street to a point on the East line of the N Sturdevant Street right-of-way; Thence, North 01° 56' 20" West a distance of 92.45 feet along the East line of the N Sturdevant Street right-of-way; Thence, North 87° 57' 02" East a distance of 85.16 feet; Thence, North 02° 33' 11" West a distance of 31.17 to a point on the South line of the W 2nd Street right-of-way; Thence, North 87° 49' 16" East a distance of 327.94 feet along the South line of the W 2nd Street right-of-way to a point on the West line of the alley right-of-way between N Sturdevant Street and Washington Street; Thence, South 61° 50' 17" East a distance of 22.80 feet to a point on the East line of the alley right-of-way; Thence, North 75° 10' 39" East a distance of 184.82 feet to a point on the East line of the Washington Street right-of-way; Thence, North 02° 15' 35" West a distance of 170.90 feet along the East line of the Washington Street right-of-way to a point on the South line of the alley right-of-way between Rockingham Road and W 3rd Street; Thence, North 87° 44' 25" East a distance of 600.00 feet along the South line of the alley right-of-way to a point on the West line of the Filmore Street right-of-way; Thence, North 87° 52' 26" East a distance of 704.90 feet along the

South line of the alley right-of-way to a point on the East line of the Taylor Street right-of-way; Thence, North 87° 46' 06" East a distance of 251.57 feet along the South line of the alley right-of-way to the point of beginning. All bearings are based on the NAD83 Iowa State Planes South coordinate system. For purposes of this description the West line of N Marquette Street right-of-way is assumed to bear South 01° 40' 36" East. The land described in this description contains 149.073 acres, more or less.

The City Plan and Zoning Commission forwards Case No. ORD18-02 to the City Council with a recommendation for approval. (not subject to any special conditions)

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, June 20, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1818247.

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

City of Davenport

Agenda Group:
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: All

Action / Date
6/20/2018

Subject:

Third Consideration: Ordinance amending various sections of the Davenport Municipal Code to bring uniformity to the process of licensing and permitting for right-of-way encroachments. [All Wards]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

High performing government.

Background:

This ordinance will bring bring uniformity to the process of licensing and permitting for right-of-way encroachments. The ordinance clarifies the types of encroachments, which require Council approval (i.e., an outdoor seating area) and which encroachments require a staff level permit (i.e., a projecting wall sign).

ATTACHMENTS:

Type	Description
▣ Backup Material	Proposed Ordinance

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Admin, Default	Approved	6/19/2018 - 11:05 AM

ORDINANCE amending various sections of the Davenport Municipal Code, including Section 12.36.060 entitled "Encroachments – Granting of license – Revocation", Section 12.36.020 entitled "Definitions", Section 17.29.070 entitled "Design Review Board", section 17.29.080 entitled "Powers and Duties of the Board", Section 17.29.090.E entitled "Certificate of Design Approval", Section 15.30.180 entitled "Liability Insurance Required" and Chapter 5.02 entitled "Signs and Billboards" to bring uniformity to the process of licensing and permitting for right-of-way encroachments [Wards All]

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

Section 1. That Section 12.36.060 of the Davenport City Code entitled "Encroachments – Granting of license – Revocation" is hereby amended to read as follows:

12.36.060 Encroachments - Granting of Authority - Revocation.

A. Encroachments granted by city council.

1. A license shall be obtained from the city council for an encroachment otherwise prohibited by Section 12.36.040 of the Davenport Municipal Code. Excluded from the license requirement include but are not limited to marquees, canopies, signs, fire escapes, etc., which are not affixed to or rest on the surface of the public ground and do not prohibit or restrict pedestrian access. Also excluded from the license requirement is decorative furniture accessory to and adjacent to a business which rests on the surface of the public ground but does not prohibit or restrict pedestrian access, such as sandwich board signs, a table and chair(s) and flower pots, etc.). Encroachments not requiring a license are subject to the permit requirement and conditions articulated in subsections B and C in this section.
2. The petitioner shall submit an application to the city along with a \$150 application fee. The application shall provide the name and contact information of the petitioner, a conceptual drawing detailing, at a minimum, dimensions, type and placement of materials and a statement of purpose for and use of the encroachment.
3. The application shall be subject to review by any city department for concerns arising from its respective missions. After the initial staff review, the application shall be reviewed by the design review board to determine if the mass, shape, materials, architectural details, and other design elements are compatible with the building and surrounding environs. If the encroachment is attached to a structure under the jurisdiction of the historic preservation commission, the historic preservation commission will perform its design review in lieu of the design review board. The design review board or historic preservation commission shall forward its recommendation to the city council, which shall make the final determination of the encroachment.

4. Licenses granted by city council shall be renewed on an annual basis beginning on the first day of January and terminating on the last day of December. Once approved as prescribed herein, annual license amounts are hereby established as follows:
 - a. \$250 if the area is less than 250 square feet.
 - b. \$350 if the area is at least 250 square feet but less than 500 square feet.
 - c. \$450 if the area is 500 square feet or more; and
 - d. For a new license, the annual license amount shall be prorated quarterly for the quarter in which the license is granted by the city council.

In no event shall the above fees be construed as giving the licensee an interest in the public property.

5. If an encroachment license is granted, the licensee and the city attorney shall execute a written license memorializing the same incorporating the terms of this ordinance and any other terms the city attorney deems reasonable and prudent.

B. Encroachments granted by public works director, or his or her designee.

1. A permit shall be obtained from the public works director, or his or her designee, for an encroachment not subject to an encroachment license from City Council. This permit may be issued in conjunction with a building permit.
2. The petitioner shall submit an application to the city along with a \$50 application fee. The application shall provide the name and contact information of the petitioner, a conceptual drawing detailing, at a minimum, dimensions, type and placement of materials and a statement of purpose for and use of the encroachment. Although a permit is required, no fee is required for decorative furniture accessory to and adjacent to a business which rests on the surface of the public ground but does not prohibit or restrict pedestrian access, such as a table and chair(s) and flower pots, etc.).
3. The application shall be subject to review by any city department for concerns arising from its respective missions. If the encroachment is under the jurisdiction of the design review board, the design review board shall determine if the mass, shape, materials, architectural details, and other design elements are compatible with the building and surrounding environs. If the encroachment is attached to a structure under the jurisdiction of the historic preservation commission, the historic preservation commission will perform its design review in lieu of the design review board. The design review board or historic preservation commission shall forward its recommendation to the public work director, or his or her designee, which shall make the final determination of the encroachment. If the encroachment is not attached to a structure under the jurisdiction of the design review board or historic preservation commission, the public works director, or his or

her designee, shall determine if the mass, shape, materials, architectural details, and other design elements are compatible with the building and surrounding environs.

C. Applicable to Encroachments Licenses and Permits.

1. If community public works director, or his or her designee, determines a hardship variance is necessary to encroach into a required setback, the petitioner must apply to the zoning board of adjustment for any necessary variance first. If a final determination granting any necessary variance is obtained, the petitioner may then apply for the encroachment license or permit.
2. If an encroachment license or permit is granted, the licensee has the obligation and duty to defend and hold harmless the City of Davenport from any claim arising out of or related to its encroachment into and occupation of the public ground; and further, releases the city, its officers, employees, and agents from any damage that may arise from municipal operations. The licensee must obtain and have in place liability insurance of the type and amount specified by the city risk division. The city shall be listed on the liability insurance policy for purposes of receiving notice of its cancellation or expiration not less than thirty days prior to the effective date of the cancellation or expiration.
3. If an encroachment license or permit is granted, the licensee assumes all risks arising from the occupation of the encroachment on the public ground. The City of Davenport may subsequently revoke the encroachment license or permit. The licensee or permittee bears all costs associated with the construction or installation of the encroachment, and any demolition, removal, or restoration associated with the encroachment upon termination of the license or at such times as the city council or public works director, or his or her designee, deems it necessary for city purposes. Licensee or permittee is responsible for all ongoing costs associated with the maintenance or operation of its encroaching object or improvement. In being granted the license or permit, the licensee or permittee acknowledges the City of Davenport may in its sole discretion demolish, in part or in its entirety, any object or improvement within the area of encroachment without any liability or cost whatsoever to the city, and licensee or permittee authorizes the same. Any demolition costs shall be assessed to the property owner.
4. All buildings, structures, parts and appurtenances thereof which, as of the effective date this ordinance, are so located that it is patent from mere observation that they are maintained in, on, over, or under some street, lane, or alley in violation of this ordinance or the agreement shall be subject to immediate removal.

5. No encroachment licenses or permit shall be granted in respect of any public ground or land, the management or control of which by statute or ordinance is placed in another body of the city until any applicable process of that body is completed as well.
6. No encroachment license or permit shall be granted in any case in which the proposed licensed or permitted use substantially interferes with any existing public use in the city council's discretion, and any such license or permit previously issued shall be revoked. Any encroachment license or permit shall be revocable at the pleasure of the city council, with or without notice, in its sole discretion.

Section 2. That section 12.36.020 of the Davenport City Code entitled "Definitions" is hereby amended to read as follows:

12.36.020 Definitions.

- A. "Encroachment" means an object or part of a structure or building secured to, affixed to or extending over, upon or under the surface of public property. An encroachment's invasion of public property is generally permanent in nature, but not necessarily because it is easily movable. "Encroachment" does not include utility structures, newspaper stands, U.S. Postal Service mail boxes that are not monuments and streetscape furniture.
- B. "Obstruction" means an object located upon or above the surface of public property and not secured thereto. An obstruction's invasion of public property is generally stationary and temporary in nature.

Section 3. That section 17.29.070 entitled "Design Review Board" is hereby amended in part to read as follows:

17.29.070 Design review board.

Prior to the issuance of a building permit for the construction of a building, structure, improvement or sign and which affects the exterior appearance, or for any substantial external appearance changes not requiring a building permit where changes are visible from the public right-of-way an applicant must submit plans to the city. The plans shall be reviewed and approved by the design review board (herein referred to as the board), to ensure that the building, structure, improvement, sign, landscape design, site plan, etc. complies with the performance standards and guidelines established in the approved design guidelines. Encroachments into and over the public right-of-way shall be reviewed and recommended by the board in the encroachment license and permit process as set forth in section 12.36.060 of the Davenport Municipal Code. (A section in the district's design standards and downtown davenport streetscape improvement plan further describes what types of encroachments may be appropriate and under what circumstances.) The board shall also review and approve the demolition of structures within the district.

Section 4. That section 17.29.080 entitled "Powers and Duties of the Board" is hereby amended to read as follows:

17.29.080 Powers and duties of the board.

The board shall have the following powers and duties:

- A. To adopt its own administrative and procedural guidelines;
- B. To make recommendations to the city council regarding design guidelines for the downtown design overlay district;
- C. To administer the design guidelines, performance standards and streetscape improvement plans for "DDOD" downtown design overlay district, "HSD" historic shopping district, "HCVOD" hilltop campus village overlay district and "RIDO" residential infill design overlay district. Said design guidelines shall be contained within the adopted district regulations or adopted as a separate document by the city council by resolution. The board, at its discretion, may create a category of "minor reviews" to be approved by staff.
- D. To hold public meetings to consider any action officially before it;
- E. To review and take action on applications for certificates of design approval-and/or certificates of economic hardship (for demolitions);
- F. To review and recommend on applications for encroachments into and over the public right-of-way;
- G. To provide information upon request to the owners of structures within the district regarding the appropriate preservation, rehabilitation and reuse options of older buildings and/or options for new construction.
- H. To review and take action on appeals to administrative decisions of city staff's application of the design criteria for the properties located within the "HCOD" highway corridor overlay district.

Section 5. That Section 17.29.090.E entitled "Certificate of Design Approval" is hereby amended to read as follows:

Section 17.29.090.E Certificate of Design Approval.

- E. Design guidelines. The design guidelines are intended to aid the members of the design review board in their review of certificates of design approval, encroachments and demolition reviews.

Buildings within the "DDOD" downtown design overlay district shall be constructed of quality materials that have strength and permanence. Permanence means that buildings will age without deteriorating, given a minimum level of maintenance. The development shall recognize the strength and permanency of stone, brick, concrete, and steel as opposed to the frailty of light gauge sheet metal and constant maintenance of wood veneer. While no specific materials are disallowed, certain materials will be approved for exterior use only if they are an integral part of a design of unusual merit. Among those materials are architectural metal wall panels, plywood and composition siding such as hardboard. Other materials may be appropriate in one use or situation but be totally inappropriate in another. Where remodeling/renovation of historical structures occurs, the structures shall be reconditioned to original stature wherever possible and financially reasonable.

The board shall also consider the proposed height, proportions, scale and relationship with surrounding structures as discussed in the design guidelines.

The design guidelines for properties zoned "HSD" historic shopping district are enumerated in Chapter 17.27 of the Davenport Municipal Code and are enumerated in Chapter 17.09 of the Davenport Municipal Code for properties located within the "RIDO" residential infill design overlay district.

Section 6. That Section 15.38.180 entitled "Liability Insurance Required" is hereby amended to read as follows:

15.30.180 Liability insurance required.

Contractors Insurance. Any person, firm or corporation desiring to engage in the moving or demolition of buildings shall file with the building official a duplicate copy of a liability insurance policy covering such operations. The licensee must obtain and have in place liability insurance of the type and amount specified by the city risk division. The City of Davenport shall be named in the policy as additionally insured. Said policy shall be issued by a legally authorized surety transacting business in the State of Iowa. Required property damage limits may be increased by the building official.

Section 7. That chapter 5.02 entitled "Signs and Billboards" is hereby amended to read as follows:

Chapter 5.02 Billboards

5.02.010 Billboards.

Every person maintaining any billboard or similar advertising device or structure shall, in addition to complying with all other ordinances regulating such device or structure, obtain a business license for each such device or structure before constructing and maintaining such device or structure.

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

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch
Mayor

Attest: _____

Jackie Holecek, CMC
Deputy City Clerk

Published in the *Quad City Times* on _____

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 888-2286
Wards: 1

Action / Date
CD7/3/2018

Subject:

Second Consideration: Ordinance for Case No. REZ18-06 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

Recommendation:

Adopt the Ordinance

Relationship to Goals:

Welcome Investment
Fiscal Vitality

Background:

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.

This request allows a small business to grow and remain.

Recommendation:

The Plan and Zoning Commission accepted the findings and forwards Case No. REZ18-06 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north property line (four foot height in the required front yard).

The Commission vote was 6-yes, 0-no and 0-abstention.

Protest Rate 0.0 percent.

For further background information please refer to the background materials.

ATTACHMENTS:

Type	Description
□ Resolution Letter	REZ 18-06 Ord Only
□ Backup Material	REZ18-06 Background

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	6/28/2018 - 9:48 AM
Community Development			

Committee
City Clerk

Berger, Bruce
Admin, Default

Approved
Approved

6/28/2018 - 9:49 AM
6/28/2018 - 10:06 AM

ORDINANCE NO.

ORDINANCE for Case No. Case No. REZ18-06 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned. The property has the following legal description:

Part of the Southeast Quarter of the Southeast Quarter of Section 20, Township 78 North Range 3 East of the 5th P.M. being more particularly described as follows:

Commencing in the Southeast Corner of Section 20, Township 78 North Range 3 East of the 5th P.M.; thence West along the south line of said Section 20 to a point of intersection with the east line of North Zenith Avenue as extended southerly; thence North along the east line of said North Zenith Avenue a distance of 95.0 feet to the point of beginning; thence continuing North along the east line of North Zenith Avenue a distance of 60.0 feet, thence East parallel to the south line of said Section 20 a distance of 73.0 feet; thence South parallel to the east line of said North Zenith Avenue a distance of 60.00 feet; thence West parallel to the south line of said Section 20 a distance of 73.0 to the point of beginning. The above described parcel is also known as Scott County Tax Parcel T2057-10.

Said parcel contains 4,380 square feet, more or less.

The City Plan and Zoning Commission accepted the findings and forwards Case No. REZ18-06 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north property line (four foot height in the required front yard).

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful

provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



City of Davenport

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

June 20, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 19, 2018, the City Plan and Zoning Commission considered Case No. REZ18-06 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.
- This request allows a small business to grow and remain.

Recommendation:

Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-06 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north property line (four foot height in the required front yard).

Respectfully submitted,

Robert Inghram, Chairperson
City Plan and Zoning Commission



		APPROVED	APPROVED	APPROVED	APPROVED	APPROVED			
Name:	Roll Call	REZ18-06 Tim Shaffer 1909 N Zenith Ave	REZ18-07 Tim Shaffer 3816 W Locust St	F18-05 Seng Meadows 1st Add'n	F18-06 Crow Valley Plaza 11th Add'n	F18-07 Monarch Hills 1sy Add'n			
Connell	P	Y	Y	Y	Y	Y			
Hepner	P	Y	Y	Y	Y	Y			
Inghram	P								
Johnson	P	Y	Y	Y	Y	Y			
Kelling	EX								
Lammers	P	Y	Y	Y	Y	Y			
Maness	EX								
Medd	EX								
Quinn	P	Y	Y	Y	ABS	Y			
Reinartz	P	Y	Y	Y	Y	Y			
Tallman	P	Y	Y	Y	Y	Y			
		6-YES 0-NO 0-ABSTAIN	6-YES 0-NO 0-ABSTAIN	6-YES 0-NO 0-ABSTAIN	5-YES 0-NO 1-ABSTAIN	6-YES 0-NO 0-ABSTAIN			



City of Davenport
Community Planning & Economic Development Department
STAFF REPORT

Meeting Date: June 19, 2018
Request: R-3 Moderate Density Dwelling to C-2 General Commercial
Address: 1909 North Zenith Avenue (N of W Locust St & E of N Zenith Ave)
Case No.: REZ18-06
Applicant: Tim Shaffer dba Shaffer Automotive/Dales Service

Recommendation:

Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-06 to the City Council for approval subject to the listed conditions.

Introduction:

Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

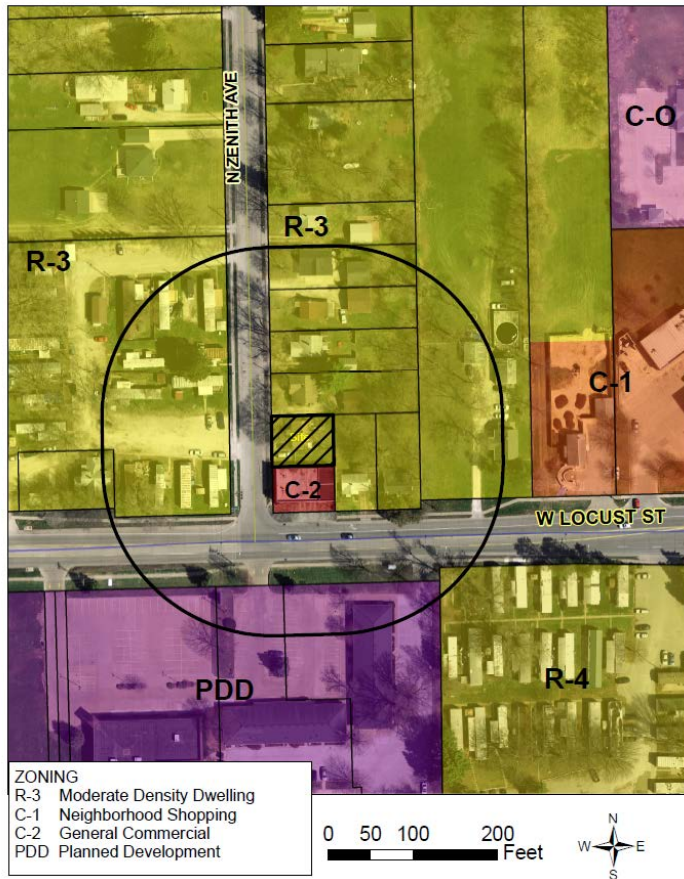
Note: there is a companion zoning request for 3816 West Locust Street. While these are separate requests they act in tandem.

AREA CHARACTERISTICS:

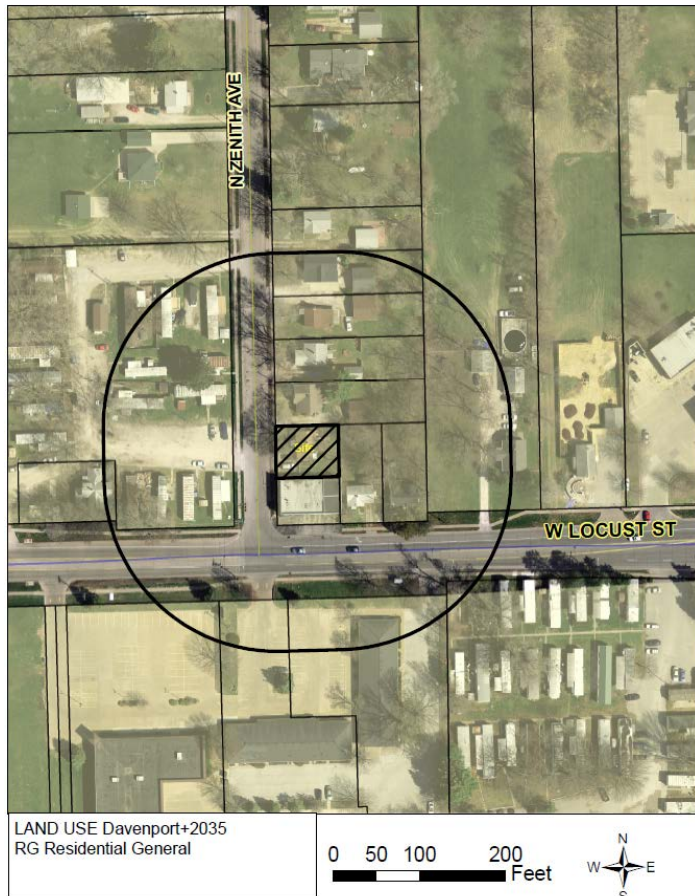
Aerial



Zoning Map



Land Use



Background:
Comprehensive Plan:

Within Urban Service Boundary +2035: Yes

Future Land Use Designation: The property being rezoned and the surrounding properties are designated as Residential General (RG).

Note: The abutting business property, Dales Service Center at 3830 W Locust Street, was zoned to the "C-2" General Commercial classification in 2015. At that time the Davenport 2025 Land Use plan designated the property as CN Commercial Neighborhood.

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

Relevant Goals to be considered in this Case:

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

Zoning:

The subject property is currently zoned "R-3" Moderate Density Dwelling District. The abutting business, Dales Service Center, located at 3830 W Locust Street, is zoned "C-2" General Commercial District. Planned Development (PDD) zoning is located across Locust Street to the south and Neighborhood Commercial (C-1) zoning is located on the two lots west of the Fairmount Street.

Technical Review:

Streets. The property is located on the east side of North Zenith Avenue just north of West Locust Street.

Storm Water. Stormwater infrastructure (inlets) is located in both North Zenith Avenue and West Locust Street at the intersection. Redevelopment of the site may require compliance with the City's stormwater regulations.

Sanitary Sewer. Sanitary sewer service is located within North Zenith Avenue (8-inch line).

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

Emergency Services. The property is located approximately 1-2/3 miles from Fire Stations No. 6 at 1735 West Pleasant Street and approximately 2 miles from Fire Station No. 5 at 2808 Telegraph Road.

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

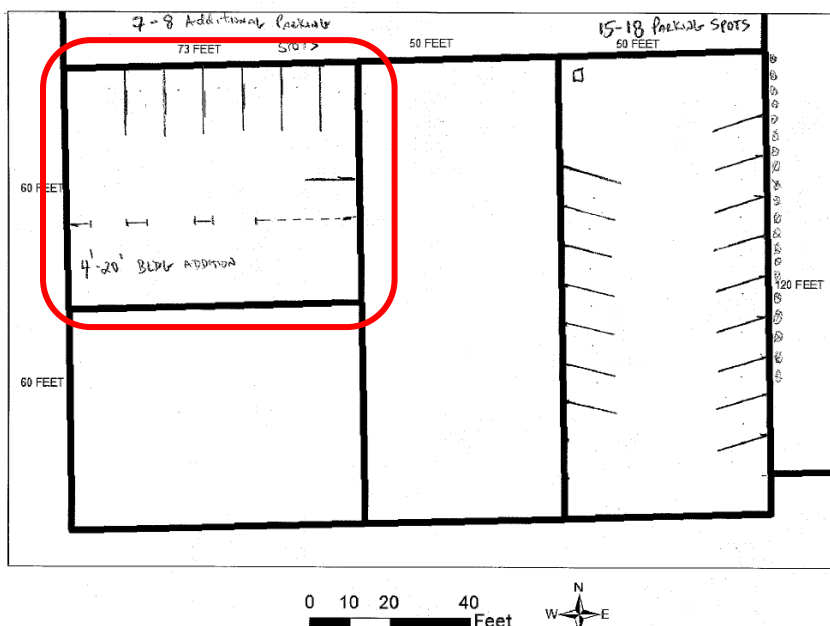
Public Input:

The neighborhood meeting was held on Thursday May 24th at the business location. A larger area was notified north along Zenith Avenue for the neighborhood meeting at the request of the Ward Alderman. Apparently complaints in the past have been received from those residents further north on Zenith Avenue about parking issues associated with Dale's Automotive. According to the Council Office it would seem as though these parking areas would help some of the problems they have had and it would be beneficial for those neighbors who have had problems in the past know what's going on. No one from the public attended though one owner had indicated in his protest that he could not attend. At the public hearing one person spoke regarding the vehicles parked on Zenith and the unloading of vehicles blocking the street and turning movements. Also a concern with the tenants of the owner's rental property in the area was raised which is not directly pertinent to this request.

Discussion:

The rezoning is proposed to allow parking of vehicles to be and those finished being worked on as well as customer parking. The public garage use, currently Dales Service Center, was annexed into the City in 1964 as a non-conforming use and remained a non-conforming use until 2015 when it was zoned to the "C-2" General Commercial classification in 2015. In 2007 the non-conforming building (use) was expanded through Zoning Board of Adjustment (the east side was squared off since a portion already encroached into the east side yard). A service use has been at this location since at least the 1950's. As a use grows there are two options; either expand at the current site or relocate. The current owner has chosen the option to try to expand at the current site by requesting this and the companion rezoning.

The adjacent property would be used to alleviate (mitigate) the congestion at the front (Locust Street side) of the building, thereby opening-up the visibility at the intersection. However, by doing so this may allow traffic to speed into the intersection and cut the corner as many drivers are want to do rather than slowing down due to the visibility being reduced. The added property would be used to allow the current building to be used more efficiently with traffic moving in one direction alleviating backing out onto Locust Street. This property alone will not solve the problem of temporarily blocking Zenith Avenue with a tow vehicle while dropping off a vehicle, some backing movement will need to occur.



If the problem of parking of vehicles on Zenith Avenue that are related to the business persists, the residents do have an option to request "resident only parking" in front of their homes through the City's Traffic Engineer.

Staff Recommendation:

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.
- This request allows a small business to grow and remain.

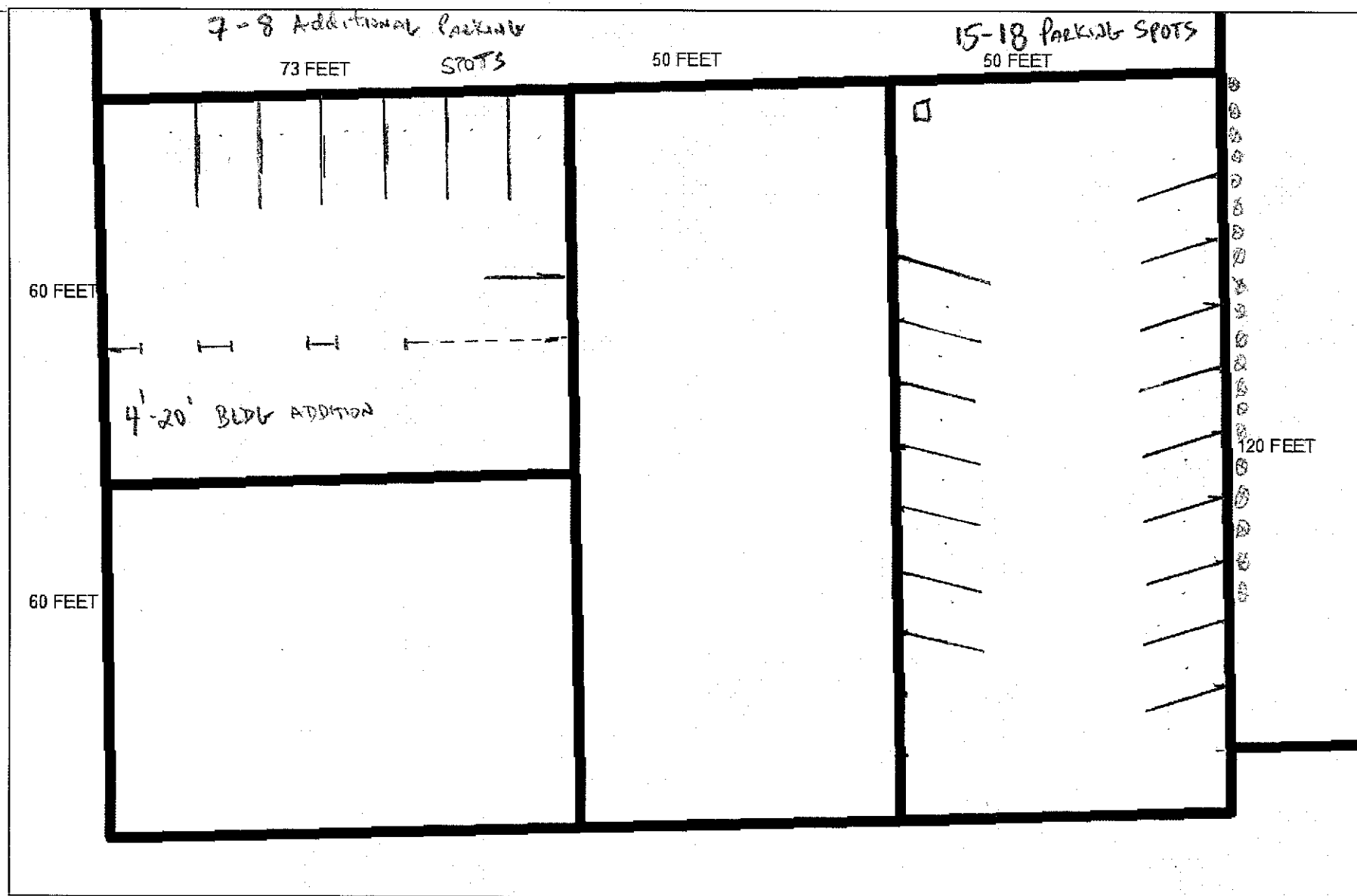
Recommendation:

Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-06 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north property line (four foot height in the required front yard).

Prepared by:

Wayne Wille, CFM - Planner II
Community Planning Division



0 10 20 40 Feet





0 15 30 60 Feet



**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**

Public Hearing Details:

Date: 06/05/2018

Time: 5:00 PM

Location: Council Chambers at City Hall, 226 West 4th Street Davenport, Iowa

Subject: Public hearing for a rezoning (map amendment) before the Plan and Zoning Commission

Case #: REZ18-06 & REZ18-07

To: All property owners within 200 feet of the subject property located at: **1909 North Zenith Avenue** and **3816 West Locust Street**.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a rezoning (map amendment) request. The purpose of the rezoning is to allow residential townhomes on individual lots.

Request Description

- Case No. REZ18-06: Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service Center for a rezoning on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking/storage for the associated business Dales Service. [Ward 1]
- Case No. REZ18-07: Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service Center for a rezoning on 6,000 square feet (0.14) acre of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking/storage for the associated business Dales Service. [Ward 1]

What are the Next Steps after the Public Hearing?

This public hearing is the first step in the review/approval process. The Commission will make its recommendation two weeks following this public hearing which will then be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing as you received this notice. For the specific dates and times of subsequent meetings, please contact the case planner below.

Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if ADA/special accommodations are needed, please contact Wayne Wille, CFM-Planner II, the planner assigned to this project at wtw@ci.davenport.ia.us or 563-326-6172.

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the applicant. If you choose to attend the hearing, you may wish to contact Community Planning prior to your departure to learn of any changes to the agenda.



Case No. REZ18-06
1909 N Zenith Ave

0 37.5 75 150 Feet



Case No. REZ18-07
3816 W Locust St

0 37.5 75 150 Feet



Owner		Address	C-S-Z
RICHARD W SHAFFER	DIANE K SHAFFER	2130 OKLAHOMA AVE	DAVENPORT IA 52804
TIMOTHY SHAFFER	AMANDA SHAFFER	12023 - 70TH AVE	BLUE GRASS IA 52726
GEORGE A MAST	GERALDINE L MAST	806 W BROOKSHIRE	ORANGE CA 92865
WILLIAM JAMES MAST		3822 W LOCUST ST	DAVENPORT IA 52804
DONALD E BRENTISE	KRISTIN K BRENTISE	3804 W LOCUST ST	DAVENPORT IA 52804
B & V PARTNERS LLC		2490 HEATHER GLEN AVE	BETTENDORF IA 52722
IDLE WHEELS MOBILE HOME PARK		1108 WAVERLY RD	DAVENPORT IA 52804
RIGHT ON COOPERATIVE		PO BOX 131	BETTENDORF IA 52722
MCALISTER PROPERTIES LLC		1314 VAIL AVE	DURANT IA 52747
ALL AROUND TOWN ENTERPRISES		PO BOX 5267	DAVENPORT IA 52808
TIM SHAFFER	dba DALES SERVICE	3830 W LOCUST ST	DAVENPORT IA 52804
extra mailing as per Tiffany & Ald Dunn			
LORAS W JAEGER	MARCHETTA JAEGER	2421 HIGH ST	DES MOINES IA 50312
FRANKIE R BENNETT		2036 N ZENITH AVE	DAVENPORT IA 52804
FREDERICK L HIGGINS	DAWN M HIGGINS	2031 N ZENITH AVE	DAVENPORT IA 52804
JACOB R SHAFFER JR		2030 N ZENITH AVE	DAVENPORT IA 52804
ROGER DUGAN	GEORGIA J DUGAN	2018 N ZENITH AVE	DAVENPORT IA 52804
SEAN R CARTER	ROSA M BRIBRIESCO	2017 N ZENITH AVE	DAVENPORT IA 52804
DAVID C BLOOM	LAURA L BLOOM	2015 N ZENITH AVE	DAVENPORT IA 52804
JOHN C COOKSEY		2018 N ZENITH AVE	DAVENPORT IA 52804
REX COOPER	LUCILLE COOPER	126 N IVAN AVE	GALESBURG IL 61401
TLC REAL ESTATE LLC		4319 W 30TH ST	DAVENPORT IA 52804
STEPHEN C CLOUGH	CAROL M CLOUGH	2107 N ZENITH AVE	DAVENPORT IA 52804

EMAIL ONLY

ALD DUNN	rdunn@ci.davenport.ia.us
ALD GRIPP	kgripp@ci.davenport.ia.us
ALD CONDON	jcondon@ci.davenport.ia.us
TIFFANY THORNDIKE	tthorndike@ci.davenport.ia.us
TIM SHAFFER	tim@dalesqc.com
ROBERT INGHAM	binghram@activethermal.net

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

NEIGHBORHOOD MEETING NOTICE

Date – Time - Place

On May 24, 2018 at 5:00 P.M., a neighborhood meeting will be held to introduce you to a project that requires a property to be rezoned. The meeting will be held at Dales Service Center 3830 West Locust Street (northeast corner of Zenith Avenue and Locust Street)

What is it about?

The applicant is proposing to develop parking/storage lots for his business (customers and vehicles to be or having been worked on). The business location is 3830 West Locust Street. The two locations that are subject of the rezoning requests are:

- 1) 1909 North Zenith Avenue being north of and abutting the business property; and
- 2) 3816 West Locust Street being one lot further east.



This is the first step in a rezoning process. Public hearings will be held before both the Plan and Zoning Commission and City Council. You will shortly be receiving notice of the City Plan and Zoning Commission's public hearing scheduled for June 5th at 5:00 P.M. in the Council Chambers at Davenport City Hall.



The proposed schedule is as follows (the remaining meetings are held in the Council Chambers of City Hall at 226 W 4th Street:

- Tuesday – 06/05/2018 at 5:00 P.M. – Plan and Zoning Commission Public Hearing
- Tuesday – 06/19/2018 at 5:00 P.M. – Plan and Zoning Commission regular meeting (recommendation to City Council made)

The City Council requires three readings or considerations for a rezoning to be approved (unless waived by the City Council). (The following is a tentative schedule for the City Council meetings – You will also receive a notice of the public hearing at the City Council).

- Wednesday – 06/20/2018 at 5:30 P.M – Committee of the Whole (City Council public hearing)
- Wednesday – 06/27/2018 at 5:30 P.M. – First consideration by City Council
- Tuesday – 07/03/2018 at 5:30 P.M – Committee of the Whole (date changed due to holiday)
- Wednesday - 07/11/2018 at 5:30 P.M. – Second consideration by City Council
- Wednesday – 07/18/2018 at 5:30 P.M – Committee of the Whole
- Wednesday - 07/25/2018 at 5:30 P.M. – Third & Final consideration by City Council

A tabling (delay) may occur at any point in this process.

If you have any questions, please contact the Community Planning Office at 563-326-7765 or use the office e-mail planning@ci.davenport.ia.us



3816 W Locust Street



1909 N Zenith Avenue



3830 W Locust Street

Bing Maps

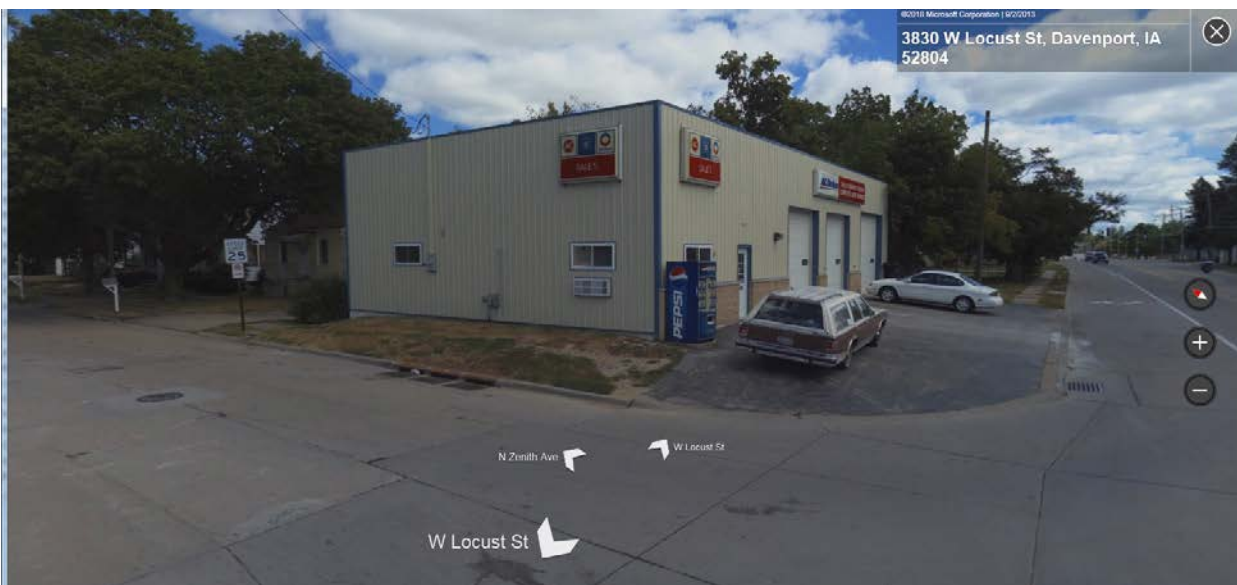


3822 W Locust St

3816 W Locust St



1909 N Zenith Ave



3830 W Locust Street

DATE: May 24, 2018
TO: Community Planning

Please be informed of my opposition to the rezoning of the properties located at 1909 N. Zenith Ave and 3816 W. Locust St.

For the following reasons I am in opposition the rezoning:

1. There is no assertion or indication that encroachment on Zenith Ave. will in anyway help the immediate area or community. Further, there is no assertion or indication that this will help the community in general.
2. If the property on Zenith is rezoned it will increase an already busy intersection (Locust & Zenith) both from Zenith and turning onto Zenith.
 - As the garage business has increased the business has consistently parked vehicles of all types abutting the West Locust Street curb line blocking the needed view of anyone wishing to enter West Locust Street from Zenith Avenue.
3. As sited in # 2 above it is extremely dangerous to enter the intersection from Zenith Avenue onto West Locust Street – turning either way. To look for traffic turning onto Locust Street you must pull into Locust Street beyond the vehicles parked in the right of way, of the Dale's Garage to check for oncoming traffic.
4. Wrecker and flatbed trucks deliver vehicles blocking traffic on West Locust Street which creates traffic flow problems as well as great safety problems for anyone using West Locust Street. Traffic backs up causing further safety problems.
5. Wrecker and flatbed trucks deliver vehicles blocking traffic on Zenith Avenue which creates traffic flow problems as well as great safety problems for anyone using Zenith Avenue or wanting to enter Zenith Avenue from West Locust Street. Traffic backs up in both directions causing further safety problems.
6. To rezone a single family home in a clearly residential strip of homes and to replace it into a dangerous traffic situation for all the reasons above is not warranted or advisable.
7. Dales has clearly outgrown his business location and needs to consider relocating, which is a good thing. What is not good is the unrestricted conversion to a commercial Zenith Avenue.

Should you have any questions regarding this letter or the issues that I have presented please feel free to contact me using the following information.

Regards,

Steve Clough
2107 N. Zenith Ave.
Davenport, Iowa 52804
563-370-4713

From: [Longlett, Eric](#)
To: [Wille, Wayne](#)
Subject: RE: two companion zonings
Date: Friday, May 25, 2018 3:33:20 PM
Attachments: [image002.jpg](#)
[image003.png](#)

With diagonal parking northbound, how would they exit on the 3816 property?

Any drive entrance will need to have the proper permits (drive/excavation and sw) constructed per City SUDAS standards with appropriate inspections.

Eric Longlett
Engineering Manager
City of Davenport, Iowa
Phone: 563-327-5153
Cell: 563-370-3972
CoD logo 322c lrg

From: Wille, Wayne
Sent: Friday, May 25, 2018 9:53 AM
To: Allender, Julie; Berger, Bruce; Carlson, Dawn; Cox, David; Driskill, Amy; DuBois Julie; Fisher, William (Billy); Flynn, Matt; Glessner, Antonio ; Heyer, Brian; Hock, Scott; Jacobsen, Henry; Johnson, Joy ; Kay, Amy; Koops, Scott E.; Kull, David; Lacey, Latrice; Longlett, Eric; Maloney, Mike; McGee, Mike; Miers, Dan; Miller, Nate; Morris, James; Morris, Kathy; Ralfs, Jacob; Rusnak, Ryan; Sim, Nicholas; Tate, Art; Wahlheim, Derek; Wille, Wayne
Subject: two companion zonings
Here are two rezoning requests to create parking for Dales Service Center at 3830 W Locust Street (the sketch is preliminary). These are going to Public Hearing on June 5th. Please respond with comments by Friday the 8th. Thank you
Wayne Wille, CFM - Planner II
Community Planning Division
226 W 4th St - Davenport IA 52801
563-326-6172 - wtw@ci.davenport.ia.us
563-326-7765 - planning@ci.davenport.ia.us
E Plan is now live. Click [here](#) for more information.

From: [Fisher, William \(Billy\)](#)
To: [Wille, Wayne](#)
Cc: [Kay, Amy](#)
Subject: RE: two companion zonings
Date: Friday, June 01, 2018 1:47:38 PM
Attachments: [image001.png](#)

The two properties combine for 10,400 square feet. Depending on how much they decide to pave, they will need to treat the WQv.

Thank you,

[Billy Fisher, CPMSM](#)
[Urban Conservationist](#)
[City of Davenport](#)
[Ph - 563-888-2107](#)
[Fax - 563-327-5182](#)

From: Wille, Wayne

Sent: Friday, May 25, 2018 9:53 AM

To: Allender, Julie; Berger, Bruce; Carlson, Dawn; Cox, David; Driskill, Amy; DuBois Julie; Fisher, William (Billy); Flynn, Matt; Glessner, Antonio ; Heyer, Brian; Hock, Scott; Jacobsen, Henry; Johnson, Joy ; Kay, Amy; Koops, Scott E.; Kull, David; Lacey, Latrice; Longlett, Eric; Maloney, Mike; McGee, Mike; Miers, Dan; Miller, Nate; Morris, James; Morris, Kathy; Ralfs, Jacob; Rusnak, Ryan; Sim, Nicholas; Tate, Art; Wahlheim, Derek; Wille, Wayne

Subject: two companion zonings

Here are two rezoning requests to create parking for Dales Service Center at 3830 W Locust Street (the sketch is preliminary). These are going to Public Hearing on June 5th. Please respond with comments by Friday the 8th. Thank you

Wayne Wille, CFM - Planner II
Community Planning Division
226 W 4th St - Davenport IA 52801
563-326-6172 - wtw@ci.davenport.ia.us
563-326-7765 - planning@ci.davenport.ia.us

E Plan is now live. Click [here](#) for more information.



City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 888-2286
Wards: 1

Action / Date
CD7/3/2018

Subject:

Second Consideration: Ordinance for Case No. REZ18-07 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward 1]

Recommendation:
Adopt the ordinance

Relationship to Goals:
Neighborhood Improvements
Fiscal Vitality

Background:

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.
- This request allows a small business to grow and remain.

Recommendation:

The Plan and Zoning Commission accepted the findings and forwards Case No. REZ18-07 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north and east property lines property lines (four foot height in the required front yard).

The Commission vote was 6-yes, 0-no and 0-abstention.

Protest Rate 0.0 percent

For further background information please refer to the background materials.

ATTACHMENTS:

Type	Description
□ Resolution Letter	REZ18-07 Ord Only
□ Backup Material	REZ18-07 Background 3816 W Locust

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	6/28/2018 - 10:04 AM
Community Development			

Committee
City Clerk

Berger, Bruce
Admin, Default

Approved
Approved

6/28/2018 - 10:04 AM
6/28/2018 - 10:07 AM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-07 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

Part of the Southeast Quarter of the Southeast Quarter of Section 20, Township 78 North Range 3 East of the 5th P.M. being more particularly described as follows: Commencing in the Southeast Corner of Section 20, Township 78 North Range 3 East of the 5th P.M.; thence West along the south line of said Section 20 to a point of intersection with the east line of North Zenith Avenue as extended southerly; North 35.00 feet to the north line of West Locust Street as it currently exists; thence East along the north line of said West Locust Street a distance of 123.0 feet to the point of beginning; thence continuing east along the north line of West Locust Street a distance of 50.0 feet; thence Northparallel to the east line of Zenith Avenue a distance of 120 feet; thence West parallel to the north line of West Locust Street a distance of 50 feet; thence South parallel to the east line of North Zenith Avenue a distance of 120 feet to the point of beginning. The above described parcel is also known as Scott County Tax Parcel T2057-13.

Said parcel contains 6,000 square feet, more or less.

The City Plan and Zoning Commission accepted the findings and forwards Case No. REZ18-07 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north and east property lines property lines (four foot height in the required front yard).

SEVERABILITY CLAUSE. If any of the provisions of this ordinance are for any reason illegal or void, then the lawful provisions of this ordinance, which are separable from said unlawful

provisions shall be and remain in full force and effect, the same as if the ordinance contained no illegal or void provisions.

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



June 20, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 19, 2018, the City Plan and Zoning Commission considered Case No. REZ18-07 being the request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.
- This request allows a small business to grow and remain.

The Plan and Zoning Commission accept the findings and forward Case No. REZ18-07 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north and east property lines property lines (four foot height in the required front yard).

Respectfully submitted,

Robert Inghram, Chairperson
City Plan and Zoning Commission



		APPROVED	APPROVED	APPROVED	APPROVED	APPROVED			
Name:	Roll Call	REZ18-06 Tim Shaffer 1909 N Zenith Ave	REZ18-07 Tim Shaffer 3816 W Locust St	F18-05 Seng Meadows 1st Add'n	F18-06 Crow Valley Plaza 11th Add'n	F18-07 Monarch Hills 1sy Add'n			
Connell	P	Y	Y	Y	Y	Y			
Hepner	P	Y	Y	Y	Y	Y			
Inghram	P								
Johnson	P	Y	Y	Y	Y	Y			
Kelling	EX								
Lammers	P	Y	Y	Y	Y	Y			
Maness	EX								
Medd	EX								
Quinn	P	Y	Y	Y	ABS	Y			
Reinartz	P	Y	Y	Y	Y	Y			
Tallman	P	Y	Y	Y	Y	Y			
		6-YES 0-NO 0-ABSTAIN	6-YES 0-NO 0-ABSTAIN	6-YES 0-NO 0-ABSTAIN	5-YES 0-NO 1-ABSTAIN	6-YES 0-NO 0-ABSTAIN			



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

Meeting Date: June 19, 2018
Request: R-3 Moderate Density Dwelling to C-2 General Commercial
Address: 3816 West Locust Street (N of W Locust St & E of N Zenith Ave)
Case No.: REZ18-07
Applicant: Tim Shaffer dba Shaffer Automotive/Dales Service

Recommendation:

Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-07 to the City Council for approval subject to the listed conditions.

Introduction:

Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service for a rezoning (map amendment) on 6,000 square feet, more or less, of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking for the associated business Dales Service Center. [Ward1]

Note: there is a companion zoning request for 1909 North Zenith Avenue. While separate these two requests work in tandem.

AREA CHARACTERISTICS:

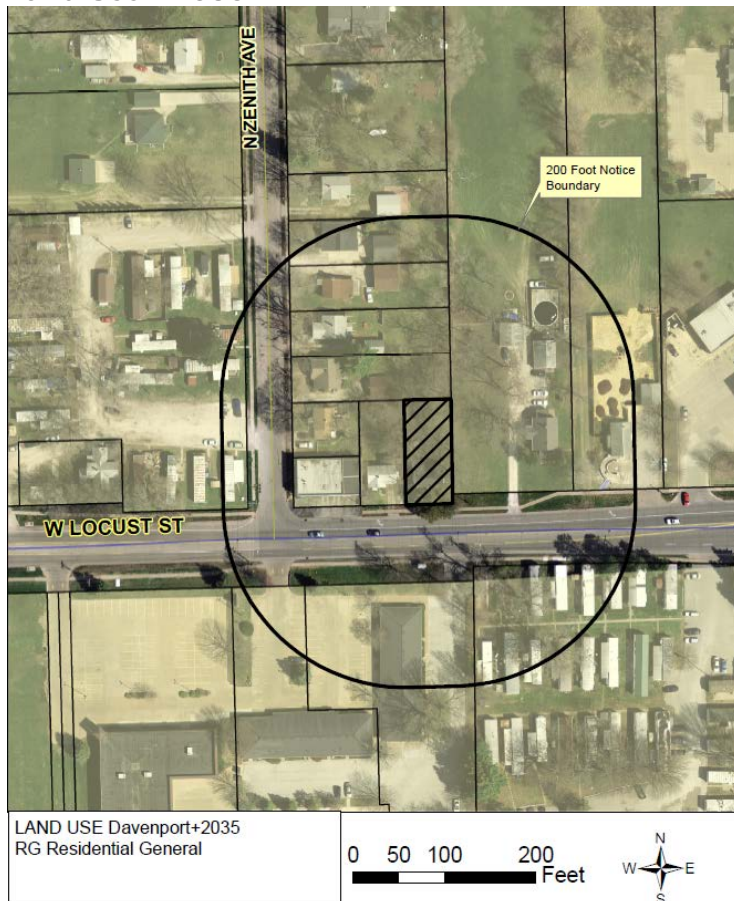
Aerial



Zoning Map



Land Use - 2035



Background:
Comprehensive Plan:

Within Urban Service Boundary +2035: Yes

Future Land Use Designation: The property being rezoned and the surrounding properties are designated as Residential General (RG).

Note: The abutting business property, Dales Service Center at 3830 W Locust Street, was zoned to the "C-2" General Commercial classification in 2015. At that time the Davenport 2025 Land Use plan designated the property as CN Commercial Neighborhood.

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

Relevant Goals to be considered in this Case:

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

Zoning:

The subject property is currently zoned "R-3" Moderate Density Dwelling District. The abutting business, Dales Service Center, located at 3830 W Locust Street, is zoned "C-2" General Commercial District. Planned Development (PDD) zoning is located across Locust Street to the south and Neighborhood Commercial (C-1) zoning is located on the two lots west of the Fairmount Street.

Technical Review:

Streets. The property is located on the east side of North Zenith Avenue just north of West Locust Street.

Storm Water. Stormwater infrastructure (inlets) is located in both North Zenith Avenue and West Locust Street at the intersection. Redevelopment of the site may require compliance with the City's stormwater regulations.

Sanitary Sewer. Sanitary sewer service is located within North Zenith Avenue (8-inch line).

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

Emergency Services. The property is located approximately 1-2/3 miles from Fire Stations No. 6 at 1735 West Pleasant Street and approximately 2 miles from Fire Station No. 5 at 2808 Telegraph Road.

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

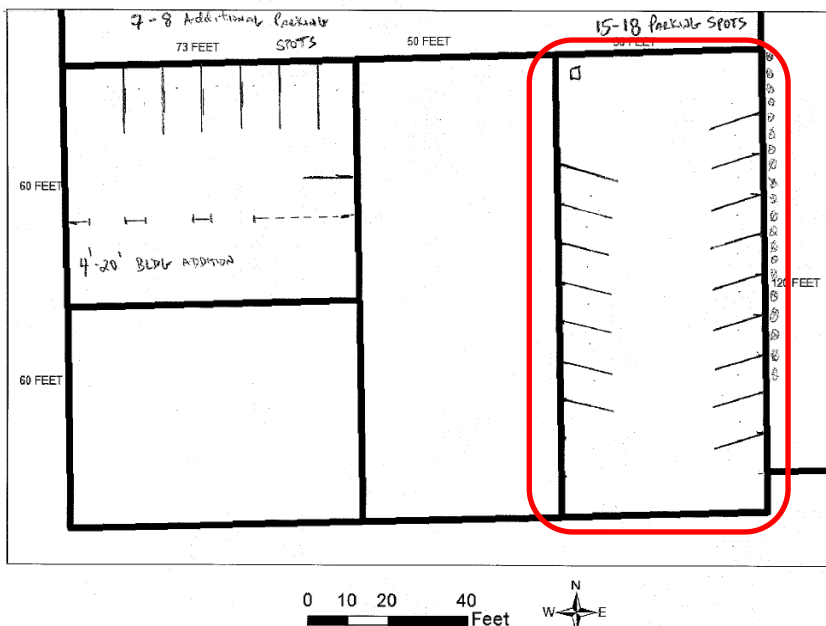
Public Input:

The neighborhood meeting was held on Thursday May 24th at the business location. A larger area was notified north along Zenith Avenue for the neighborhood meeting at the request of the Ward Alderman. Apparently complaints in the past have been received from those residents further north on Zenith Avenue about parking issues associated with Dale's Automotive. According to the Council Office it would seem as though these parking areas would help some of the problems they have had and it would be beneficial for those neighbors who have had problems in the past know what's going on. No one from the public attended though one owner had indicated in his protest that he could not attend. At the public hearing one person spoke regarding the vehicles parked on Zenith and the unloading of vehicles blocking the street and turning movements. Also a concern with the tenants of the owner's rental property in the area was raised which is not directly pertinent to this request

Discussion:

The rezoning is proposed to allow parking of vehicles to be and those finished being worked on as well as customer parking. The public garage use, currently Dales Service Center was annexed into the City in 1964 as a non-conforming use and remained a non-conforming use until 2015 when it was zoned to the "C-2" General Commercial classification in 2015. In 2007 the non-conforming building (use) was expanded through Zoning Board of Adjustment (the east side was squared off since a portion already encroached into the east side yard). A service use has been at this location since at least the 1950's. As a use grows there are two options; either expand at the current site or relocate. The current owner has chosen the option to try to expand at the current site by requesting this and the companion rezoning.

The property east of the business would also be used to alleviate (mitigate) the congestion at the business. This added property would be used to allow the current building to be used more efficiently with this property mitigating problem of temporarily blocking Zenith Avenue with a tow vehicle while dropping off a vehicle. The use of this lot would allow the tow vehicle to drop the vehicle off and turn around to avoid backing out onto Locust Street.



Staff Recommendation:

Findings:

- The request mitigates congestion on the local streets.
- The request mitigates the business impact on the surrounding area.
- This request allows a small business to grow and remain.

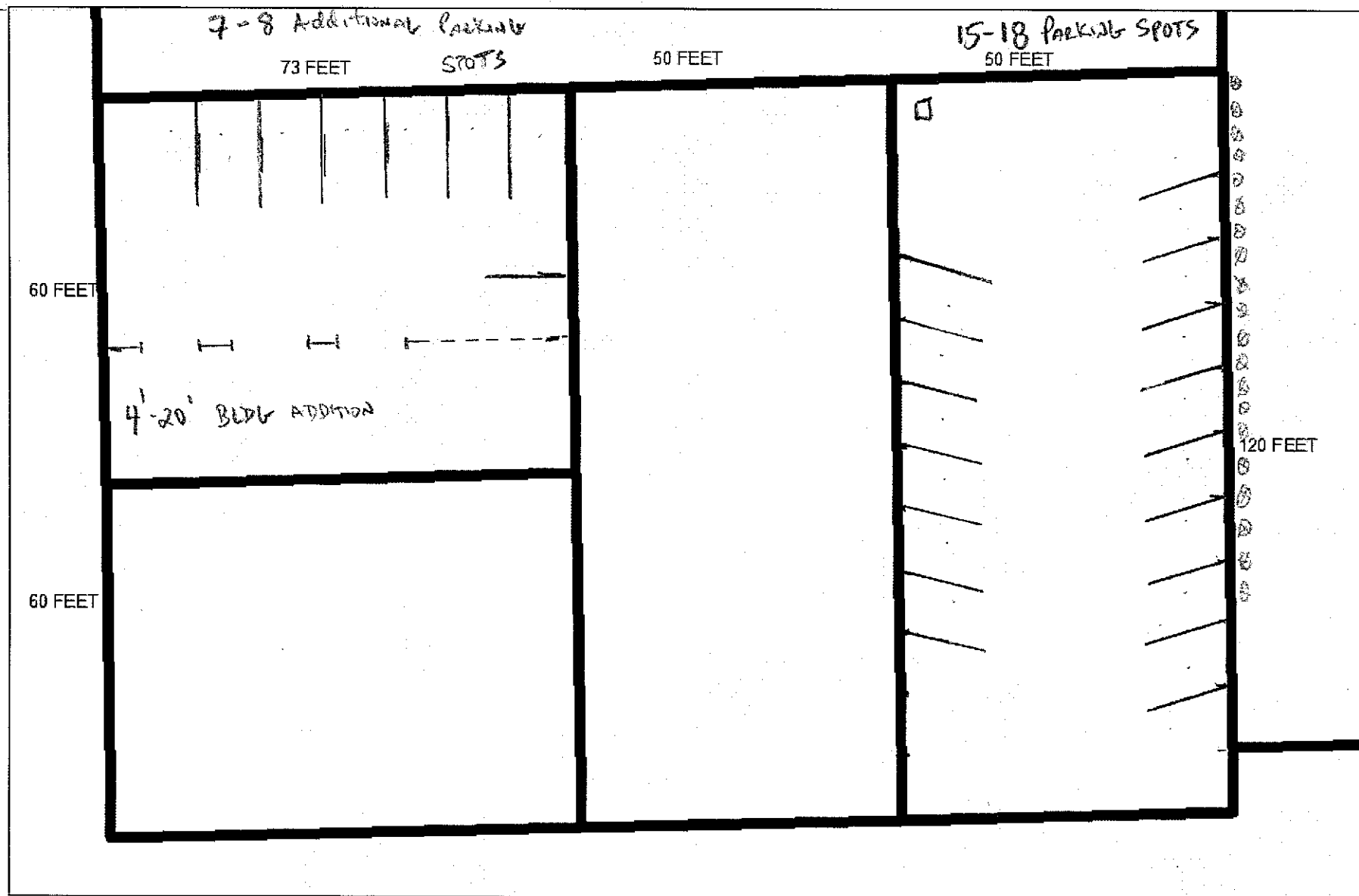
Recommendation:

Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-07 to the City Council for approval subject to the following conditions:

1. That a six foot solid fence be constructed along the north and east property lines property lines (four foot height in the required front yard).

Prepared by:

Wayne Wille, CFM - Planner II
Community Planning Division



0 10 20 40 Feet





0 15 30 60 Feet



**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**

Public Hearing Details:

Date: 06/05/2018

Time: 5:00 PM

Location: Council Chambers at City Hall, 226 West 4th Street Davenport, Iowa

Subject: Public hearing for a rezoning (map amendment) before the Plan and Zoning Commission

Case #: REZ18-06 & REZ18-07

To: All property owners within 200 feet of the subject property located at: **1909 North Zenith Avenue** and **3816 West Locust Street**.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a rezoning (map amendment) request. The purpose of the rezoning is to allow residential townhomes on individual lots.

Request Description

- Case No. REZ18-06: Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service Center for a rezoning on 4,380 square feet (0.10) acre of property known as 1909 North Zenith Avenue located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking/storage for the associated business Dales Service. [Ward 1]
- Case No. REZ18-07: Request of Tim Shaffer of Shaffer Automotive Service LLC dba Dales Service Center for a rezoning on 6,000 square feet (0.14) acre of property known as 3816 West Locust Street located north of West Locust Street and east of North Zenith Avenue. The rezoning is from "R-3" Moderate Density Dwelling District to "C-2" General Commercial District to provide parking/storage for the associated business Dales Service. [Ward 1]

What are the Next Steps after the Public Hearing?

This public hearing is the first step in the review/approval process. The Commission will make its recommendation two weeks following this public hearing which will then be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing as you received this notice. For the specific dates and times of subsequent meetings, please contact the case planner below.

Would You Like to Submit an Official Comment?

As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if ADA/special accommodations are needed, please contact Wayne Wille, CFM-Planner II, the planner assigned to this project at wtw@ci.davenport.ia.us or 563-326-6172.

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the applicant. If you choose to attend the hearing, you may wish to contact Community Planning prior to your departure to learn of any changes to the agenda.



Case No. REZ18-06
1909 N Zenith Ave

0 37.5 75 150
Feet



Case No. REZ18-07
3816 W Locust St

0 37.5 75 150
Feet



Owner		Address	C-S-Z
RICHARD W SHAFFER	DIANE K SHAFFER	2130 OKLAHOMA AVE	DAVENPORT IA 52804
TIMOTHY SHAFFER	AMANDA SHAFFER	12023 - 70TH AVE	BLUE GRASS IA 52726
GEORGE A MAST	GERALDINE L MAST	806 W BROOKSHIRE	ORANGE CA 92865
WILLIAM JAMES MAST		3822 W LOCUST ST	DAVENPORT IA 52804
DONALD E BRENTISE	KRISTIN K BRENTISE	3804 W LOCUST ST	DAVENPORT IA 52804
B & V PARTNERS LLC		2490 HEATHER GLEN AVE	BETTENDORF IA 52722
IDLE WHEELS MOBILE HOME PARK		1108 WAVERLY RD	DAVENPORT IA 52804
RIGHT ON COOPERATIVE		PO BOX 131	BETTENDORF IA 52722
MCALISTER PROPERTIES LLC		1314 VAIL AVE	DURANT IA 52747
ALL AROUND TOWN ENTERPRISES		PO BOX 5267	DAVENPORT IA 52808
TIM SHAFFER	dba DALES SERVICE	3830 W LOCUST ST	DAVENPORT IA 52804
extra mailing as per Tiffany & Ald Dunn			
LORAS W JAEGER	MARCHETTA JAEGER	2421 HIGH ST	DES MOINES IA 50312
FRANKIE R BENNETT		2036 N ZENITH AVE	DAVENPORT IA 52804
FREDERICK L HIGGINS	DAWN M HIGGINS	2031 N ZENITH AVE	DAVENPORT IA 52804
JACOB R SHAFFER JR		2030 N ZENITH AVE	DAVENPORT IA 52804
ROGER DUGAN	GEORGIA J DUGAN	2018 N ZENITH AVE	DAVENPORT IA 52804
SEAN R CARTER	ROSA M BRIBRIESCO	2017 N ZENITH AVE	DAVENPORT IA 52804
DAVID C BLOOM	LAURA L BLOOM	2015 N ZENITH AVE	DAVENPORT IA 52804
JOHN C COOKSEY		2018 N ZENITH AVE	DAVENPORT IA 52804
REX COOPER	LUCILLE COOPER	126 N IVAN AVE	GALESBURG IL 61401
TLC REAL ESTATE LLC		4319 W 30TH ST	DAVENPORT IA 52804
STEPHEN C CLOUGH	CAROL M CLOUGH	2107 N ZENITH AVE	DAVENPORT IA 52804

EMAIL ONLY

ALD DUNN	rdunn@ci.davenport.ia.us
ALD GRIPP	kgripp@ci.davenport.ia.us
ALD CONDON	jcondon@ci.davenport.ia.us
TIFFANY THORNDIKE	tthorndike@ci.davenport.ia.us
TIM SHAFFER	tim@dalesqc.com
ROBERT INGHAM	binghram@activethermal.net

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

NEIGHBORHOOD MEETING NOTICE

Date – Time - Place

On May 24, 2018 at 5:00 P.M., a neighborhood meeting will be held to introduce you to a project that requires a property to be rezoned. The meeting will be held at Dales Service Center 3830 West Locust Street (northeast corner of Zenith Avenue and Locust Street)

What is it about?

The applicant is proposing to develop parking/storage lots for his business (customers and vehicles to be or having been worked on). The business location is 3830 West Locust Street. The two locations that are subject of the rezoning requests are:

- 1) 1909 North Zenith Avenue being north of and abutting the business property; and
- 2) 3816 West Locust Street being one lot further east.



This is the first step in a rezoning process. Public hearings will be held before both the Plan and Zoning Commission and City Council. You will shortly be receiving notice of the City Plan and Zoning Commission's public hearing scheduled for June 5th at 5:00 P.M. in the Council Chambers at Davenport City Hall.



The proposed schedule is as follows (the remaining meetings are held in the Council Chambers of City Hall at 226 W 4th Street:

- Tuesday – 06/05/2018 at 5:00 P.M. – Plan and Zoning Commission Public Hearing
- Tuesday – 06/19/2018 at 5:00 P.M. – Plan and Zoning Commission regular meeting (recommendation to City Council made)

The City Council requires three readings or considerations for a rezoning to be approved (unless waived by the City Council). (The following is a tentative schedule for the City Council meetings – You will also receive a notice of the public hearing at the City Council).

- Wednesday – 06/20/2018 at 5:30 P.M – Committee of the Whole (City Council public hearing)
- Wednesday – 06/27/2018 at 5:30 P.M. – First consideration by City Council
- Tuesday – 07/03/2018 at 5:30 P.M – Committee of the Whole (date changed due to holiday)
- Wednesday - 07/11/2018 at 5:30 P.M. – Second consideration by City Council
- Wednesday – 07/18/2018 at 5:30 P.M – Committee of the Whole
- Wednesday - 07/25/2018 at 5:30 P.M. – Third & Final consideration by City Council

A tabling (delay) may occur at any point in this process.

If you have any questions, please contact the Community Planning Office at 563-326-7765 or use the office e-mail planning@ci.davenport.ia.us



3816 W Locust Street



1909 N Zenith Avenue



3830 W Locust Street

Bing Maps

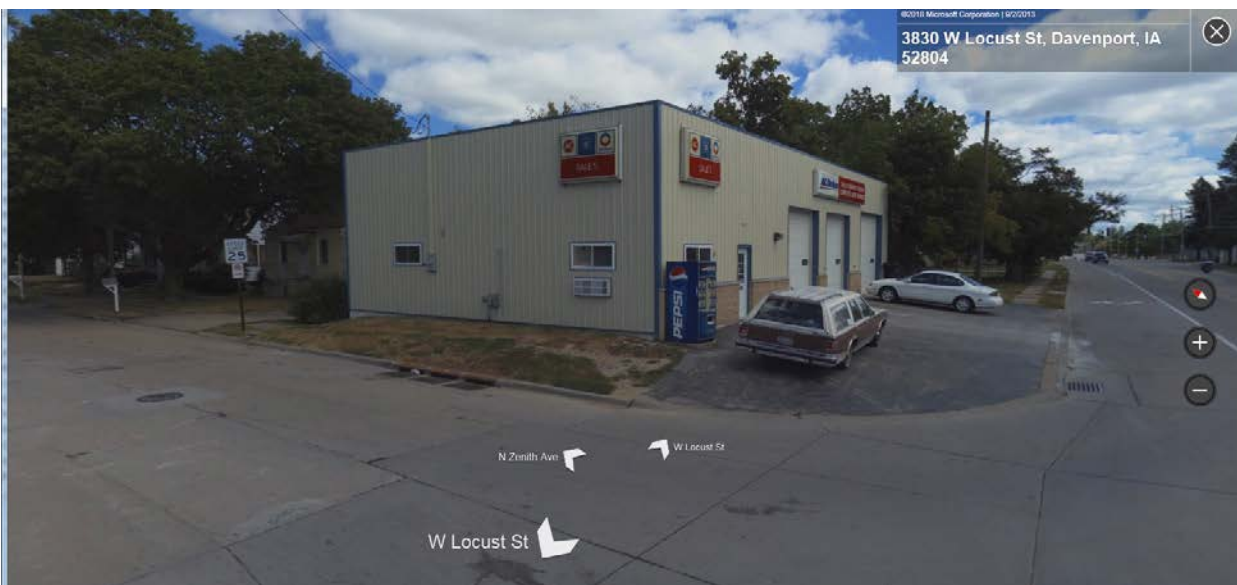


3822 W Locust St

3816 W Locust St



1909 N Zenith Ave



3830 W Locust Street

DATE: May 24, 2018
TO: Community Planning

Please be informed of my opposition to the rezoning of the properties located at 1909 N. Zenith Ave and 3816 W. Locust St.

For the following reasons I am in opposition the rezoning:

1. There is no assertion or indication that encroachment on Zenith Ave. will in anyway help the immediate area or community. Further, there is no assertion or indication that this will help the community in general.
2. If the property on Zenith is rezoned it will increase an already busy intersection (Locust & Zenith) both from Zenith and turning onto Zenith.
 - As the garage business has increased the business has consistently parked vehicles of all types abutting the West Locust Street curb line blocking the needed view of anyone wishing to enter West Locust Street from Zenith Avenue.
3. As sited in # 2 above it is extremely dangerous to enter the intersection from Zenith Avenue onto West Locust Street – turning either way. To look for traffic turning onto Locust Street you must pull into Locust Street beyond the vehicles parked in the right of way, of the Dale's Garage to check for oncoming traffic.
4. Wrecker and flatbed trucks deliver vehicles blocking traffic on West Locust Street which creates traffic flow problems as well as great safety problems for anyone using West Locust Street. Traffic backs up causing further safety problems.
5. Wrecker and flatbed trucks deliver vehicles blocking traffic on Zenith Avenue which creates traffic flow problems as well as great safety problems for anyone using Zenith Avenue or wanting to enter Zenith Avenue from West Locust Street. Traffic backs up in both directions causing further safety problems.
6. To rezone a single family home in a clearly residential strip of homes and to replace it into a dangerous traffic situation for all the reasons above is not warranted or advisable.
7. Dales has clearly outgrown his business location and needs to consider relocating, which is a good thing. What is not good is the unrestricted conversion to a commercial Zenith Avenue.

Should you have any questions regarding this letter or the issues that I have presented please feel free to contact me using the following information.

Regards,

Steve Clough
2107 N. Zenith Ave.
Davenport, Iowa 52804
563-370-4713

From: [Fisher, William \(Billy\)](#)
To: [Wille, Wayne](#)
Cc: [Kay, Amy](#)
Subject: RE: two companion zonings
Date: Friday, June 01, 2018 1:47:38 PM
Attachments: [image001.png](#)

The two properties combine for 10,400 square feet. Depending on how much they decide to pave, they will need to treat the WQv.

Thank you,

[Billy Fisher, CPMSM](#)
[Urban Conservationist](#)
[City of Davenport](#)
[Ph - 563-888-2107](#)
[Fax - 563-327-5182](#)

From: Wille, Wayne

Sent: Friday, May 25, 2018 9:53 AM

To: Allender, Julie; Berger, Bruce; Carlson, Dawn; Cox, David; Driskill, Amy; DuBois Julie; Fisher, William (Billy); Flynn, Matt; Glessner, Antonio ; Heyer, Brian; Hock, Scott; Jacobsen, Henry; Johnson, Joy ; Kay, Amy; Koops, Scott E.; Kull, David; Lacey, Latrice; Longlett, Eric; Maloney, Mike; McGee, Mike; Miers, Dan; Miller, Nate; Morris, James; Morris, Kathy; Ralfs, Jacob; Rusnak, Ryan; Sim, Nicholas; Tate, Art; Wahlheim, Derek; Wille, Wayne

Subject: two companion zonings

Here are two rezoning requests to create parking for Dales Service Center at 3830 W Locust Street (the sketch is preliminary). These are going to Public Hearing on June 5th. Please respond with comments by Friday the 8th. Thank you

Wayne Wille, CFM - Planner II
Community Planning Division
226 W 4th St - Davenport IA 52801
563-326-6172 - wtw@ci.davenport.ia.us
563-326-7765 - planning@ci.davenport.ia.us

E Plan is now live. Click [here](#) for more information.



From: [Longlett, Eric](#)
To: [Wille, Wayne](#)
Subject: RE: two companion zonings
Date: Friday, May 25, 2018 3:33:20 PM
Attachments: [image002.jpg](#)
[image003.png](#)

With diagonal parking northbound, how would they exit on the 3816 property?

Any drive entrance will need to have the proper permits (drive/excavation and sw) constructed per City SUDAS standards with appropriate inspections.

Eric Longlett
Engineering Manager
City of Davenport, Iowa
Phone: 563-327-5153
Cell: 563-370-3972
CoD logo 322c lrg

From: Wille, Wayne
Sent: Friday, May 25, 2018 9:53 AM
To: Allender, Julie; Berger, Bruce; Carlson, Dawn; Cox, David; Driskill, Amy; DuBois Julie; Fisher, William (Billy); Flynn, Matt; Glessner, Antonio ; Heyer, Brian; Hock, Scott; Jacobsen, Henry; Johnson, Joy ; Kay, Amy; Koops, Scott E.; Kull, David; Lacey, Latrice; Longlett, Eric; Maloney, Mike; McGee, Mike; Miers, Dan; Miller, Nate; Morris, James; Morris, Kathy; Ralfs, Jacob; Rusnak, Ryan; Sim, Nicholas; Tate, Art; Wahlheim, Derek; Wille, Wayne
Subject: two companion zonings

Here are two rezoning requests to create parking for Dales Service Center at 3830 W Locust Street (the sketch is preliminary). These are going to Public Hearing on June 5th. Please respond with comments by Friday the 8th. Thank you

Wayne Wille, CFM - Planner II
Community Planning Division
226 W 4th St - Davenport IA 52801
563-326-6172 - wtw@ci.davenport.ia.us
563-326-7765 - planning@ci.davenport.ia.us

E Plan is now live. Click [here](#) for more information.

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
COW7/18/2018

Subject:

First Consideration: Ordinance for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

Welcome investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08.

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer shall contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;

4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

The protest rate is 7.4%.

ATTACHMENTS:

Type	Description
▣ Ordinance	Proposed Ordinance
▣ Backup Material	Proposed PDD Land Use Plan
▣ Backup Material	Plan and Zoning Commission Letter to City Council - 7-3-2018
▣ Backup Material	7-2-2018 - Plan and Zoning Commission Vote Results
▣ Backup Material	Applicant Acceptance of Rezoning Conditions
▣ Backup Material	Plan and Zoning Commission Staff Report - 7-2-2018 Public Meeting
▣ Backup Material	Developer Presentation
▣ Backup Material	Traffic Impact Study
▣ Backup Material	Rezoning Protest List of Property Owners within 200 Feet of the Subject Property
▣ Backup Material	Non-Objection, Protests and Correspondence
▣ Backup Material	Public Hearing and Neighborhood Meeting Notice
▣ Backup Material	Public Hearing Notice - QC Times - 7-10-2018
▣ Backup Material	Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/11/2018 - 3:17 PM
Community Development Committee	Berger, Bruce	Approved	7/11/2018 - 3:17 PM

City Clerk

Admin, Default

Approved

7/11/2018 - 5:04 PM

ORDINANCE NO.

ORDINANCE for Case No. REZ18-08 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby rezoned.

The property has the following legal description:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Addition; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

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

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

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

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

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

First Consideration _____

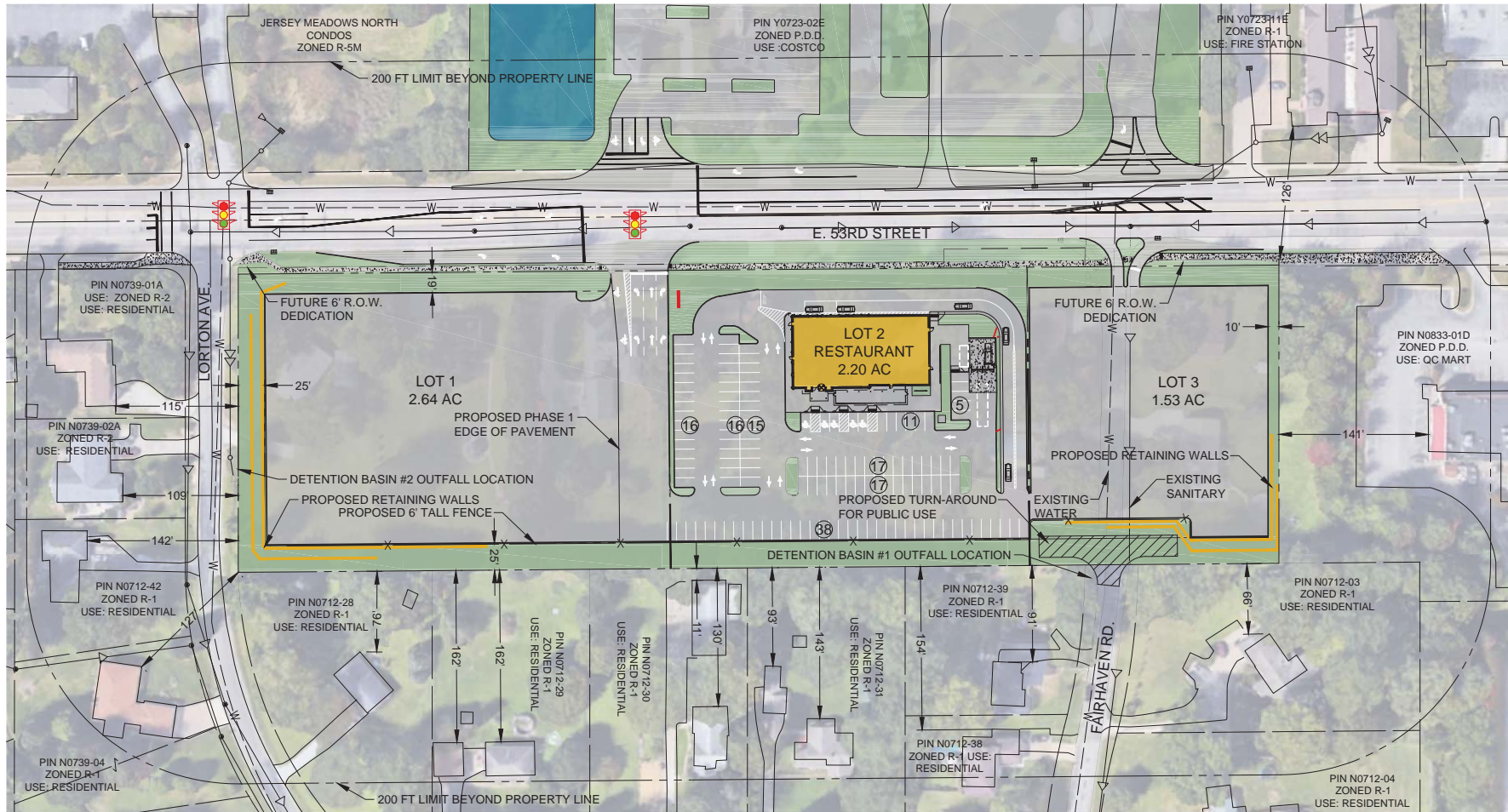
Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____



LAND USE TABLE

	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRE	RESTAURANT/RETAIL/OFFICE	15,000 SF	91,500 SF (79.6%)	1
LOT 2	2.20 ACRE	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRE	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND



	BOUNDARY LINE
	SETBACK LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER
	PROPOSED MONUMENT SIGN

AUSTIN ENGINEERING CO., INC.
 Consulting Engineers / Surveyors
 220 Emerson Place, Suite 305
 Davenport, Iowa 52801
 Certificate No. CS131338



LAND USE PLAN

WCT INVESTMENTS
 DAVENPORT, IOWA

E. 53RD STREET
 DAVENPORT, IA 52807

ISSUED

06-28-18 LAND USE PLAN

LAND USE
 PLAN

PROJECT NO

IA76-18-023

DATE

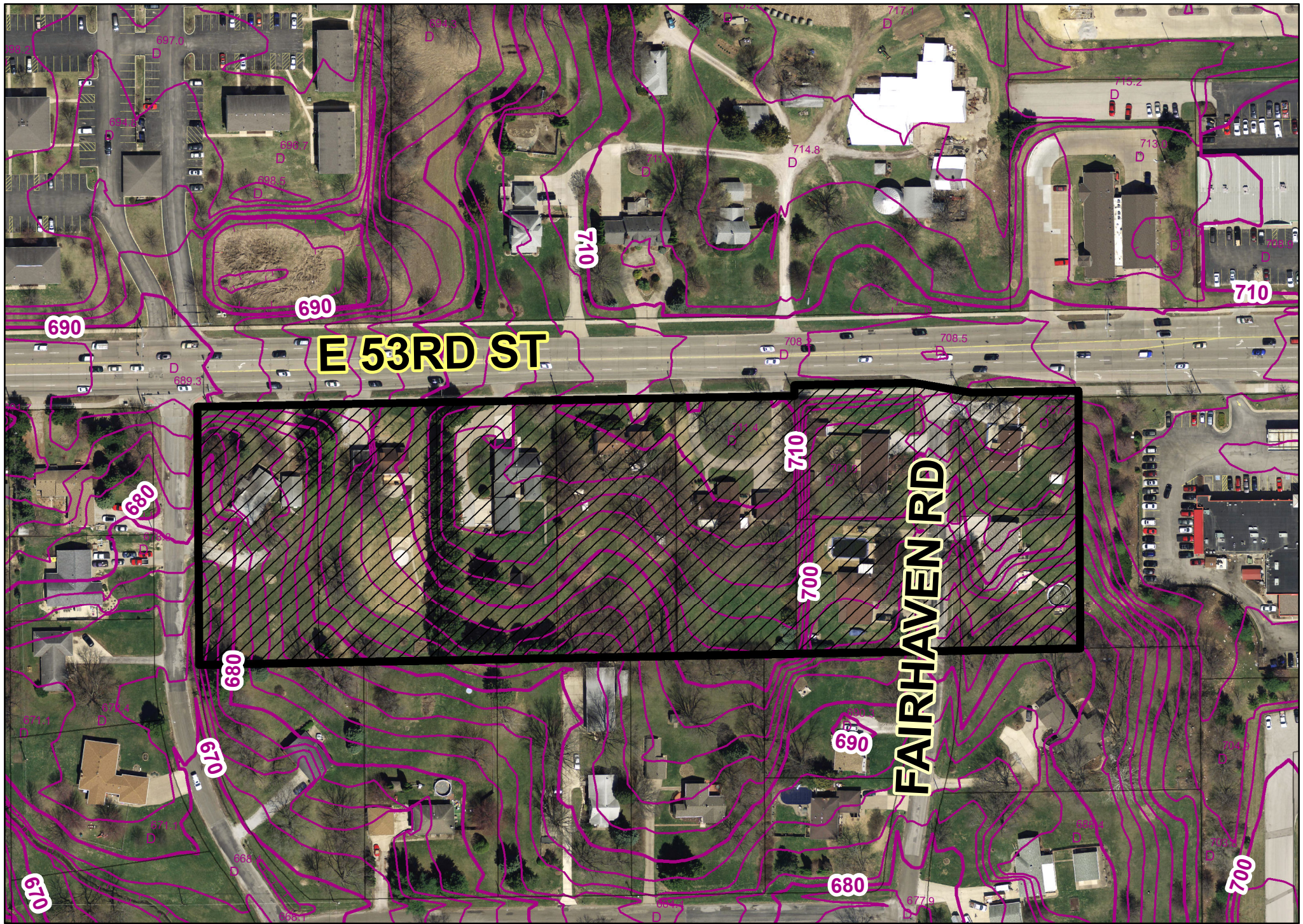
06-28-18

SHEET

C-1



Rendering depicting finished grade of site, retaining walls and fence adjacent to the rear property line.



July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
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9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
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The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

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

Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN

WCT Investments, LLC.
2813 N. Main Street.
East Peoria, Illinois 61611

July 5, 2018

Honorable Mayor and City Council
City Hall
Davenport, Iowa 52801

Honorable Mayor and City Council:

The undersigned, William Torchia on behalf of WCT Investments Davenport Series, LLC, as applicant for the Case No. REZ18-08 does hereby agree and accept the recommended conditions of the rezoning approval listed in the letter of the City Plan and Zoning Commission to the City Council, dated July 3, 2018. This agreement is pursuant to Chapter 414.5, of the Code of Iowa and as set forth by exhibit "A" attached.

By: 
William Torchia

414.5 Changes — protest.

The regulations, restrictions, and boundaries may, from time to time, be amended, supplemented, changed, modified, or repealed. Notwithstanding [section 414.2](#), as a part of an ordinance changing land from one zoning district to another zoning district or an ordinance approving a site development plan, a council may impose conditions on a property owner which are in addition to existing regulations if the additional conditions have been agreed to in writing by the property owner before the public hearing required under [this section](#) or any adjournment of the hearing. The conditions must be reasonable and imposed to satisfy public needs which are directly caused by the requested change. In case, however, of a written protest against a change or repeal which is filed with the city clerk and signed by the owners of twenty percent or more of the area of the lots included in the proposed change or repeal, or by the owners of twenty percent or more of the property which is located within two hundred feet of the exterior boundaries of the property for which the change or repeal is proposed, the change or repeal shall not become effective except by the favorable vote of at least three-fourths of all the members of the council. The protest, if filed, must be filed before or at the public hearing. The provisions of [section 414.4](#) relative to public hearings and official notice apply equally to all changes or amendments.

[C24, 27, 31, 35, 39, §~~64~~56; C46, 50, 54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §414.5]

[84 Acts, ch 1176, §1](#); [85 Acts, ch 9, §2](#); [88 Acts, ch 1246, §8](#)

Referred to in [§657.9](#)

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of June 2, 2018, the City Plan and Zoning Commission considered Case No. REZ18-08: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
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3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
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The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,

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

Robert Inghram, Chairperson
City Plan and Zoning Commission



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

Meeting Date: July 2, 2018

Request: Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

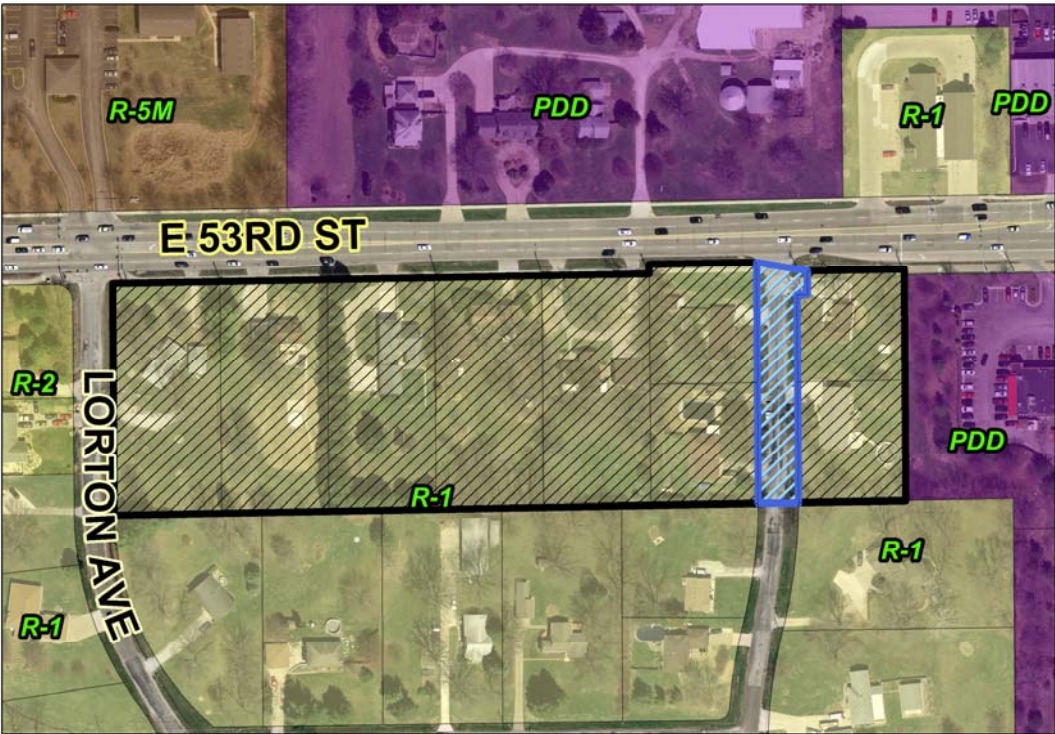
The applicant is requesting to rezone 6.5 acres of property, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District. The purpose of the request is to facilitate commercial development. [Ward 6].



AREA CHARACTERISTICS:

Aerial Map

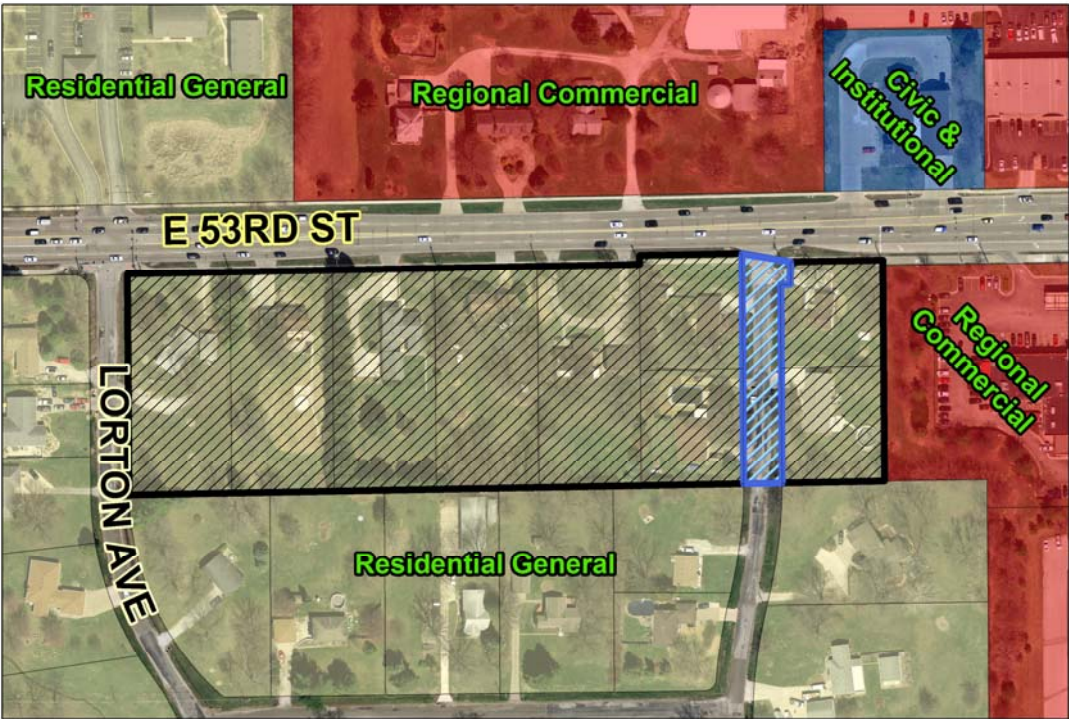




Zoning Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated

Land Use Map



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated

Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: *Residential General*

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.

Discussion:

Request Summary:

The applicant is requesting to rezone to "PDD" Planned Development District and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The development would be subject to "HCOD" Highway Corridor Overlay District regulations.

Comprehensive Plan:

Davenport 2035 currently designates the subject property *Residential General*. After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Davenport 2035 Residential General reads in part,

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.

It is staff's opinion that East 53rd Street is an edge where higher intensity may be considered. Higher intensity contemplates commercial development. If only residential development were contemplated along an edge, the language would read, "higher density may be considered".

Davenport 2035 Residential General also reads in part,

Residential General designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services...

Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor has commercial developments under construction or in design and the roadway is being designed to be expanded to permit better access and traffic control. Construction of the Costco on East 53rd Street immediately north of the subject property is ongoing and the proposed automotive dealership at the southeast corner of East 53rd Street and Eastern Avenue has received zoning approval and is being designed. Costco will be improving East 53rd Street with a signalized intersection with turn lanes into its entrance and two eastbound and two westbound travel lanes. Additionally, East 53rd Street is being designed to be improved to two eastbound and two westbound travel lanes with center turn lanes from Brady Street to west of Elmore Circle.

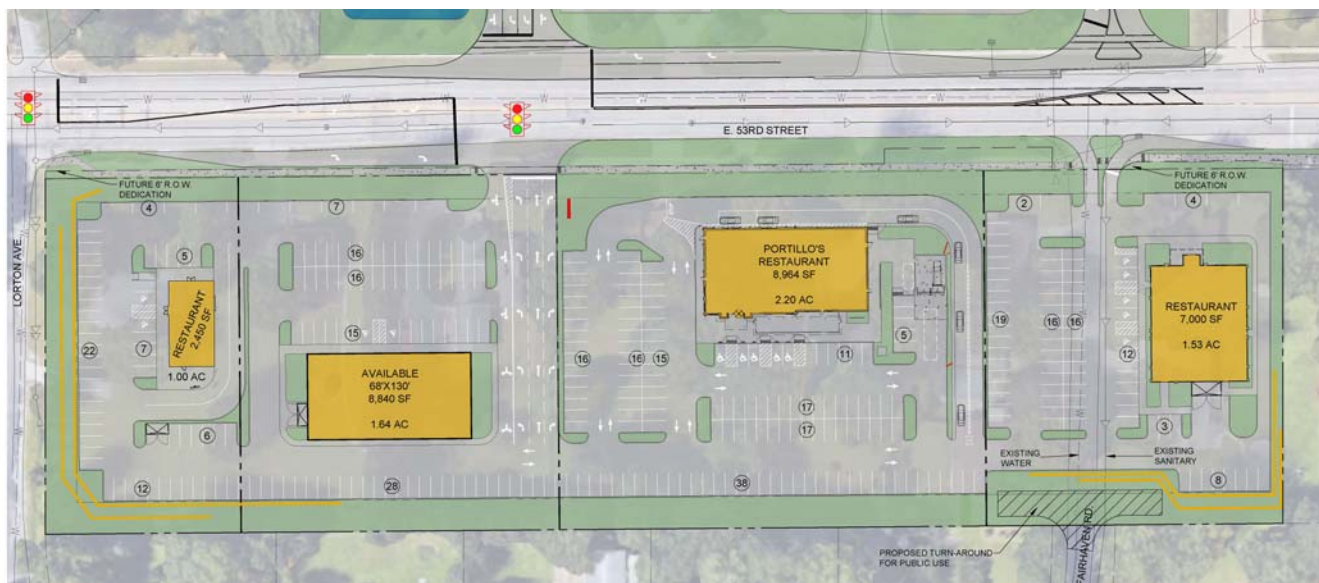
Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from "RG" Residential General to "CC" Commercial Corridor.

Davenport 2035 Commercial Corridor (CC) – Well-established corridors located along high-volume major streets dominated by retail and office uses that serve the greater community. Development is generally newer and redevelopment is not anticipated within the 20 year planning horizon. Improvements should focus on façade and site improvements, including pedestrian circulation systems and consolidated/updated signage.

Proposed Land Use Plan:

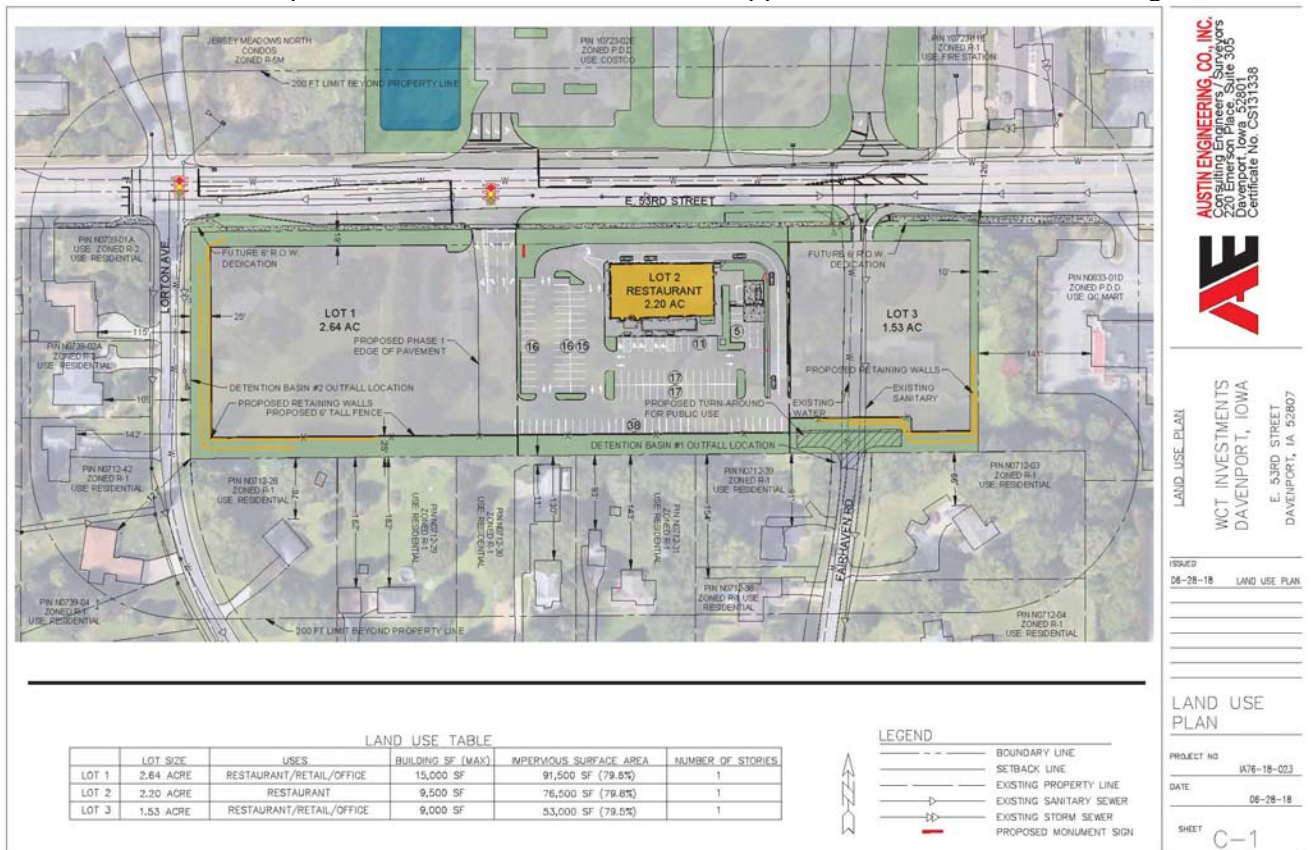
"PDD" Planned Development District requires approval of the zoning and associated Land Use Plan and subsequent (or corresponding) approval of a Final Development Plan.

The concept plan shows two drive-thru restaurants, a dine-in only restaurant, and a retail building with a total of 341 parking spaces. The applicant's representative indicated at the June 19, 2018 Plan and Zoning Commission Public Hearing that the 8,964 square foot drive-thru restaurant would be the initial phase of the development. The rest of the development would be marketed and would be driven by actual tenants. The applicant's representative further indicated some adjustments would be expected, but the overall concept of the plan with respect to the adjacent properties to the west and south would remain the same.



Concept Plan – Revised 6-26-2018.

Understanding the flexibility needed based on future tenants while achieving consistency with the “PDD” Planned Development District Land Use Plan, the applicant submitted the following:

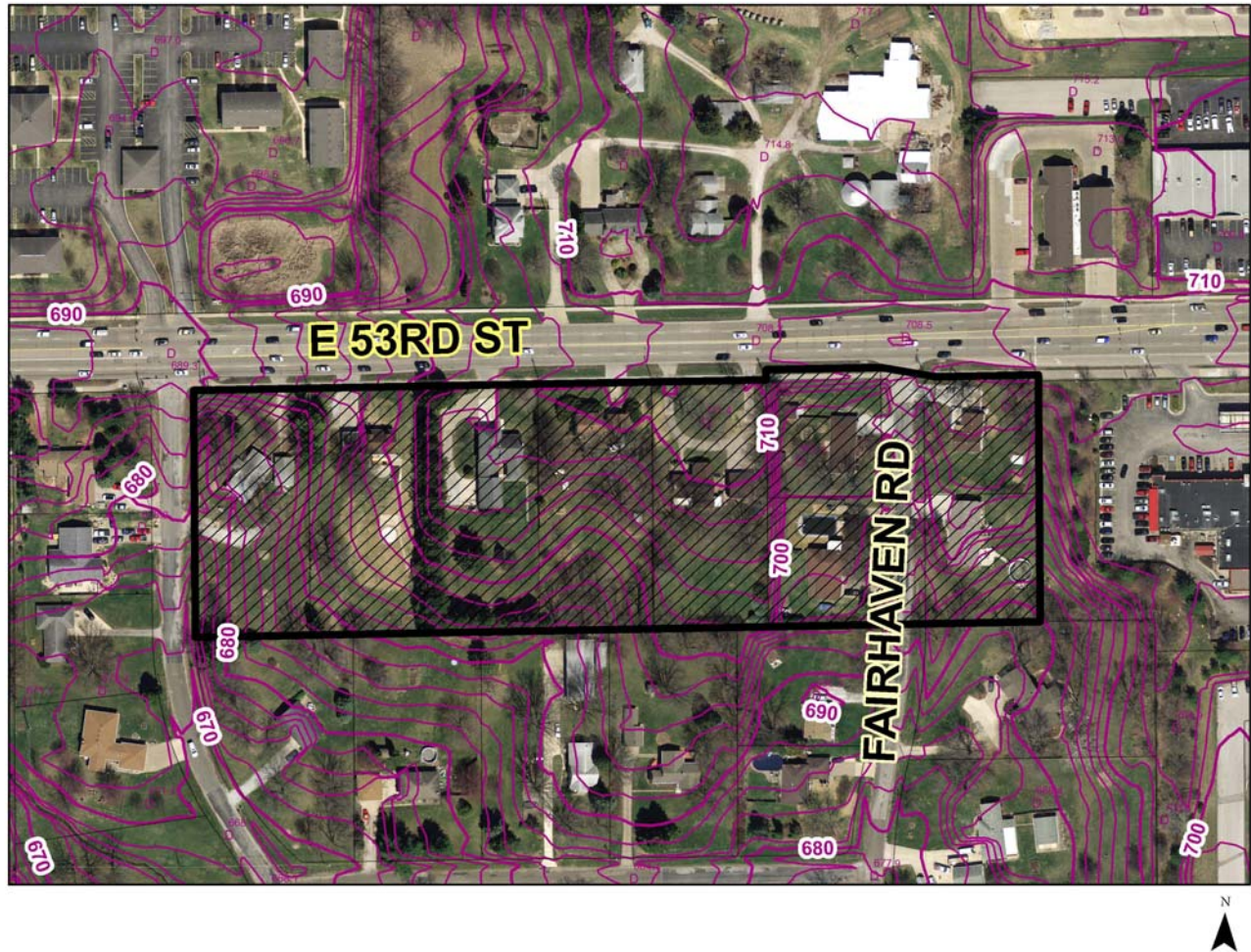


Proposed “PDD” Land Use Plan page 1



Rendering depicting finished grade of site, retaining walls and fence adjacent to the rear property line.

Proposed “PDD” Land Use Plan page 2



Proposed "PDD" Land Use Plan page 3

The "PDD" Planned Development District requires a Land Use Plan to including the following (Section 17.32.050 of the Davenport City Code):

- A. *A drawing or set of drawings and other materials that include, but may not be limited to, the following:*
 - 1. *The existing land use and zoning surrounding the proposed development and the distance from the subject property line to the nearest structures on all abutting properties within two hundred feet of the perimeter of the site.*

Staff commentary: The proposed PDD Land Use Plan depicts the existing land use and zoning surrounding the proposed development.

- 2. *The location of existing services, including: water, sanitary and storm sewer, electric, gas, streets, the capacity of those services and the service requirements of the development.*

Staff commentary: The proposed PDD Land Use Plan depicts the location of existing services. City staff waived the requirement that the capacity of those services and the service requirements of the development be provided as this will be reviewed during administrative site plan review.

3. *The site constraints including:*
a. *Slopes in excess of ten percent;*

Staff commentary: A contour map has been provided.

- b. *Drainage ways that carry water from abutting properties, drainage ways that drain areas on the site in excess of one acre and any area designated as a flood plain or floodway as defined in Chapter 15.44*

Staff commentary: The proposed PDD Land Use Plan depicts the location of drainage ways that will carry stormwater from the development.

- c. *Soils that are unsuitable or require special treatment to support urban development as determined by the Soil Conservation Service Soil Survey. If unsuitable conditions are indicated field testing may be required.*

Staff commentary: A soils maps has not been provided. City staff waived the requirement that unsuitable soils been identified as this will be reviewed during administrative site plan review.

4. *The total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building (impervious surface).*

Staff commentary: The proposed PDD Land Use Plan contains total area in square feet of uses proposed for the site and the percentage of the site that is to be used for parking and building.

5. *A two foot interval topographic map of the site on a scale base of one inch equals fifty feet or other scale as approved by the development official.*

Staff commentary: The proposed PDD Land Use Plan contains a contour map.

6. *A traffic study which analyzes the aggregate trip generation to and from the site and the ability of the existing street system to accommodate the anticipated generation. Specific improvements should be proposed if the development causes the projected level of service to be less than level "C," as defined by the most recent version of the Highway Capacity Manual by the Transportation Research Board of The National Safety Research Council.*

Staff commentary: The submitted traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways.

The city council delegates authority to the city staff's development official to waive, at his or her discretion, any of the required submissions stated in Section 17.32.052A, 1 through Section 17.32.052A, 6 if the scale of the project, topography of the site or other reasons make them unnecessary. The city plan and zoning commission will be notified of any requirements that have been waived.

The proposed "PDD" Land Use Plan depicts three building sites:

Lot 1.

- Area – 2.64 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 15,000 square feet.
- Impervious surface area – 79.6% of the site area.
- Number of stories – one.

Lot 2.

- Area – 2.20 acres.
- Allowable uses – Restaurant.
- Maximum building square footage – 9,500 square feet.
- Impervious surface area – 79.8% of the site area.
- Number of stories – one.

Lot 3.

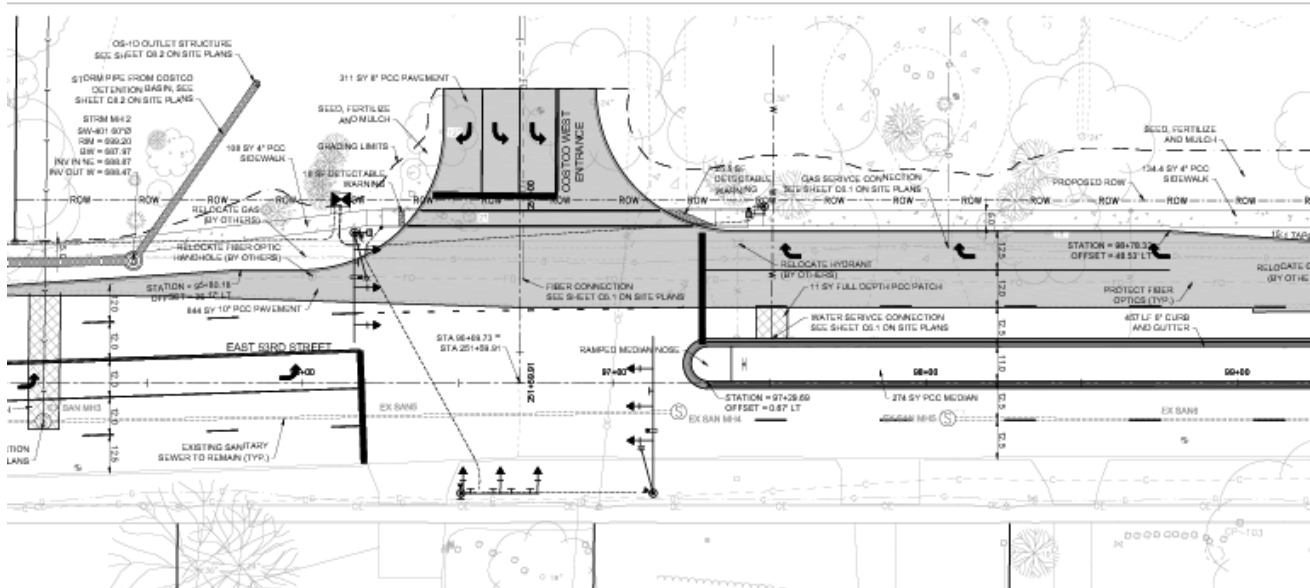
- Area – 1.53 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 9,000 square feet.
- Impervious surface area – 79.5% of the site area.
- Number of stories – one.

The proposed "PDD" Proposed Land Use Plan also depicts a 25 foot landscape buffer with a 6 foot high fence along the south property line and a 25 foot landscape buffer along Lorton Avenue. No access to Lorton Avenue is proposed.

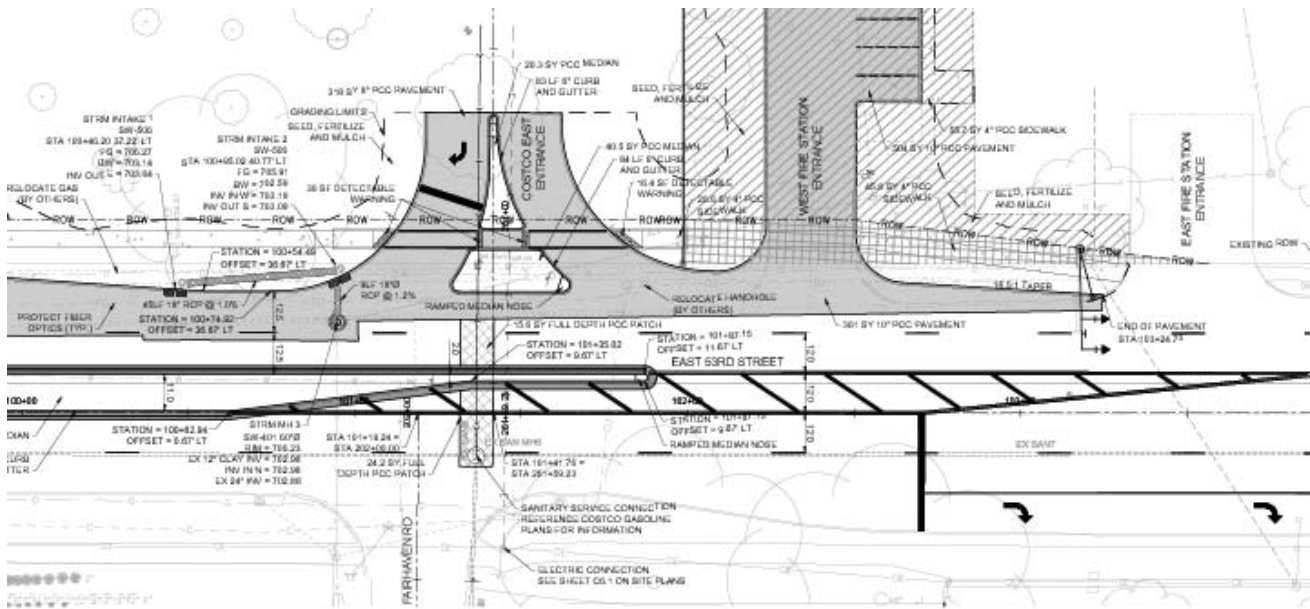
Fairhaven Road would be partially vacated and incorporated into the development. Fairhaven Road would contain a turnaround at the newly terminated roadway. There would be two driveway entrances on East 53rd Street. The primary driveway entrance would be at the new signalized intersection, which would be constructed in conjunction with the Costco development. Due to project phasing, this would be first driveway entrance constructed. The second driveway entrance would be located to the east at the location of the existing East 53rd Street/Fairhaven Road intersection. This would be converted to a right-in/right-out driveway entrance. No driveway entrance on Lorton Avenue is being proposed.

Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. The development would modify the median to allow a left turn at the new signalized intersection.

Approved design improvements to East 53rd Street related to the Costco development are shown below:



Design of the main entrance into Costco.



Design of the right-in/right-out entrance at Costco.

The grade of East 53rd Street increases from west to east until it reaches a high point at Fairhaven Road. The grades of the properties generally follow the grade of East 53rd Street except there is some undulation and the grade decreases from north to south. This will affect the design of the development as stormwater will be directed away from adjacent homeowners and into the Lorton Avenue and Fairhaven Road drainage ways.

The rendering below depicts the finished grade of the site, retaining walls and fence adjacent to the rear property line.



The proposed development looking northeast.

Proposed Traffic Impact from the Development.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

Proposed Storm Water from the Development.

Storm water detention and water quality treatment would be required with the proposed development. The Unified Sizing Criteria from the water quality volume up to the Extreme Flood Protection determines the volumes for stormwater detention. The release rate of the 100 year event shall not exceed the runoff rate from a pre-developed two-year frequency using the runoff coefficient of 0.15. As developed, the 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow.

Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.



Map showing location of drainage ways.

Public Input:

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. Stated concerns include:

- Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A);
- The potential for increased traffic on Lorton Avenue due to the proposed development.
- The potential for increased stormwater drainage along Lorton Avenue;
- Existing condition of stormwater drainage along Lorton Avenue;
- The existing roadway condition of Lorton Avenue and Fairhaven Road;
- The signal at the intersection of Lorton Avenue is not properly timed; and

At the June 19, 2018 Plan and Zoning Commission meeting several residents spoke in regards to the request. Stated concerns include:

- The encroachment of commercial development into the neighborhood and will monetarily devalue property;
- The potential for increased traffic on Lorton Avenue due and Fairhaven Avenue to the proposed development and the adjacent proposed development (Costco).
- The development being inconsistent with the long term plans for Davenport;
- The effect of the existing school bus stop at East 51st Street and Fairhaven Road if Fairhaven Road is partially vacated;
- The potential for increased stormwater drainage along Lorton Avenue; and
- That the projected traffic for Costco may be incorrect.

Homeowners' representative indicated that the clients he represents would withdraw their objection if the following conditions were added to the rezoning request:

- Vacate the area south of the intersection of East 53rd Street and Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter;
- Repaving the blacktop on Lorton Avenue and Fairhaven Road between East 53rd Street and East 36th Street;
- Install a 3-way stop sign at the intersection of East 51st Street and Lorton Avenue;
- Install speed bumps on Lorton Avenue between East 46th Street and East 53rd Street; and
- Disallow commercial trucks on Lorton Avenue and Fairhaven Road.

A written protest was provided from property owners at the following locations:

- 4728 Lorton Avenue
- 5115 Lorton Avenue – located within the 200 foot notification radius
- 4907 Lorton Avenue
- 5112 Lorton Avenue – located within the 200 foot notification radius
- 4921 Fairhaven Road
- 4711 Lorton Avenue
- 4718 Lorton Avenue

A written non protest was provided from property owners located at the following locations:

- 5220 Lorton Avenue – located within the 200 foot notification radius.

City's Response to Stated Concerns.

Concern #1:

Increased traffic on East 53rd Street caused by the proposed development, adjacent proposed development (Costco) and existing development (Chick-fil-A).

City's response:

The traffic impact analysis performed by Traffic Impact Group, LLC, indicates that the 2019 Full Build conditions for all intersections would maintain acceptable levels of service with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified to one left turn lane, one through lane, and a right-turn lane. Additionally, one of the left-turn lanes and the right-turn lane is recommended to extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

Concern #2:

Increased traffic on Lorton Avenue and Fairhaven Road caused by the proposed development, adjacent proposed development and the partial vacation of Fairhaven Road. It was suggested at the June 19, 2018 Plan and Zoning Commission Public Hearing that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and a cul-de-sac with a gate installed allowing only emergency vehicles to enter.

City's response:

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Fire Department has provided an official position that it does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. Furthermore, Davenport Fire Department has indicated that it has several concerns with vacating Lorton Avenue due to accessibility and response times.

Concern #3:

The potential for increased stormwater drainage along Lorton Avenue and Fairhaven Road.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. The 100 year storm event release rate would be the equivalent of a 2 year rain event running off a prairie meadow. Additionally, the water quality volume would provide 100% retention, infiltration or abstraction of the 1.25"/24 hour rainfall.

In order to achieve consistency with these requirements, the development would contain two sub-surface storm water detention systems. One system would outfall to the Lorton Avenue drainage way and the other system would outfall to the Fairhaven Road drainage way. Stormwater is directed south via open drainage ways along Lorton Avenue and Fairhaven Road, which drain into Hamlin's Creek. The first phase of the project would drain into the Fairhaven Road drainage way.

Concern #4:

The existing condition stormwater drainage along Lorton Avenue. See photographs provided by adjacent homeowner.

City's response:

As developed the release rate would be less than the release rate of the properties as currently developed. Therefore, this would not be exasperated by the proposed development. However, there appear to be opportunities to maintain infrastructure. At the June 14, 2018 neighborhood meeting, one homeowner indicated that the culvert under their driveway was blocked.

Concern #5:

The existing roadway condition of Lorton Avenue and Fairhaven Road.

City's response:

These roadways were built when the area was unincorporated, and therefore, not built to current City specifications. Nevertheless, this concern relates to maintenance of existing infrastructure.

Davenport Public Works measured traffic on Lorton Avenue and Fairhaven Avenue to better understand the number of vehicles traveling on the roadways and their traveling speed. Traffic was measured June 20-25, 2018. The results indicate that Lorton Avenue and Fairhaven Road carry only a small amount of traffic. Furthermore, the traffic impact studies projects that the 2019 full build out (includes the Costco development and the subject property fully developed) a small increase in traffic on Lorton Avenue.

Concern #6:

The signal at the intersection of Lorton Avenue is not properly timed.

City's response:

This concern relates to maintenance of existing infrastructure.

Concern #7:

The encroachment of commercial development into the neighborhood and will devalue property.

City's response:

It is staff's opinion that the development as proposed and rezoning conditions recommended by City staff adequately safeguard surrounding properties and would not monetarily devalue property.

Concern #8:

The development being inconsistent with the long term plans for Davenport.

City's response:

After a detailed analysis of the rezoning (REZ18-08) and right-of-way vacation (ROW18-01) requests, staff has concluded that the proposed commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation. This is due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff.

Concern #9:

That the projected traffic for Costco may be incorrect.

City's response:

The Costco traffic impact study was performed using professional traffic engineer standards. The traffic impact study was reviewed and accepted by the City traffic engineer.

Staff Recommendation:

Findings:

1. The commercial use of the property would comply with the Davenport 2035 Future Land Use Map designation due to the proposed scale of the development as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff;
2. The design of the proposed commercial use of the property as depicted on the "PDD" Planned Development District Land Use Plan and the rezoning conditions recommended by City staff help mitigate potential any negative impacts to surrounding residential property owners;
3. The traffic impact study demonstrates that additional traffic caused by the proposed development would not significantly impact adjacent roadways; and
4. Planned improvements to East 53rd Street facilitate commercial development at this location.

Recommendation:

Staff recommends that the Plan and Zoning Commission forward Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

RE-ZONING & FAIRHAVEN ROAD RIGHT OF WAY VACATION REQUESTS

53RD STREET – DAVENPORT, IOWA

PLANS FOR RE-DEVELOPMENT

WCT Investments Davenport Series – Developer

Austin Engineering Company, Inc. – Engineer

PROJECT LOCATION MAP



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WCT
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ABOUT WCT

William (Willie) Torchia, President

Real Estate Developer for 25+ Years

Corporate Office in East Peoria, IL

PAST PROJECTS

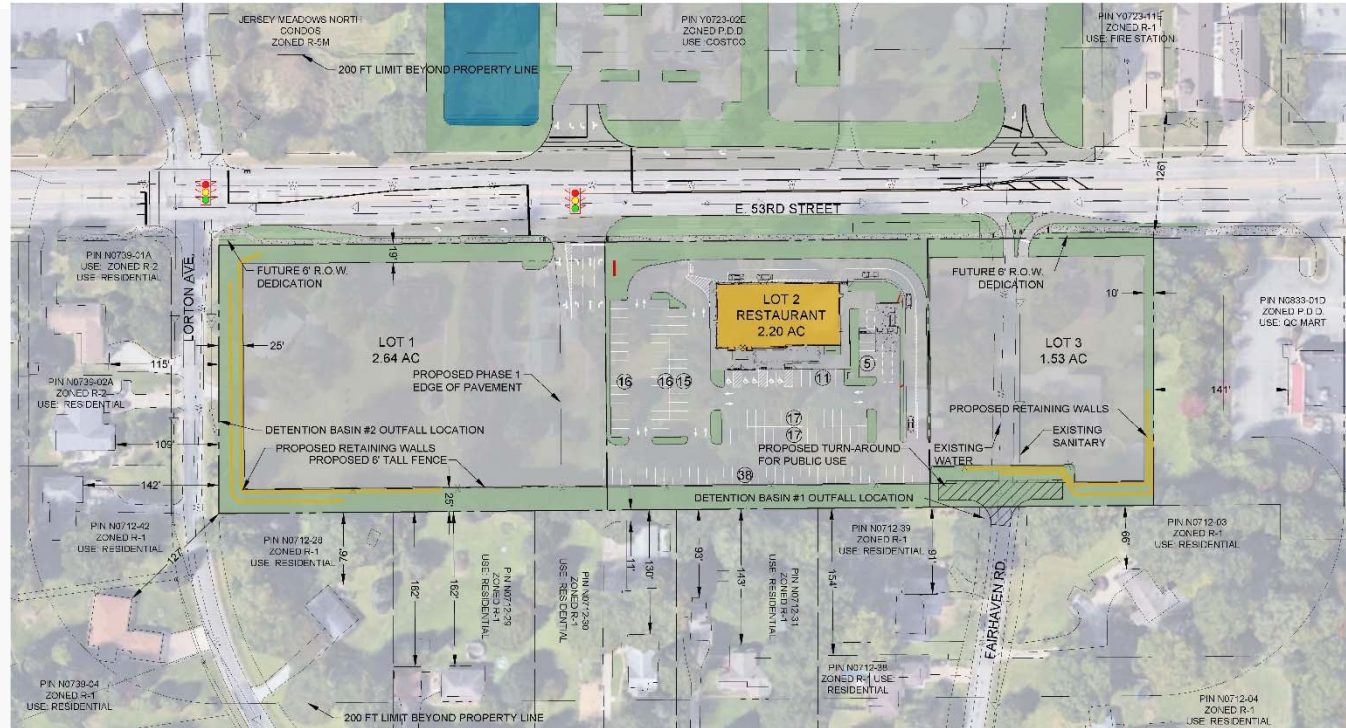
- ❑ 5270 Elmore Ave. – Davenport, IA (Aspen Dental, Chipotle, Vitamin Shoppe)
- ❑ 4770 Elmore Ave. – Davenport, IA (Men's Wearhouse, Sport Clips, All About Eyes, Book Rack)
- ❑ 4730 Elmore Ave. – Davenport, IA (FedEx Office/Athletico)
- ❑ 3805 E. 53rd Street – Davenport, IA (Natural Grocers)
- ❑ Portillo's Restaurant - Peoria, IL (Opened April 2018)



PROPOSED RE-DEVELOPMENT PLAN



PROPOSED LAND USE PLAN



LAND USE TABLE

	LOT SIZE	USE	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRES	RESTAURANT/RETAIL/OFFICE	15,000 SF	81,500 SF (79.6%)	1
LOT 2	2.20 ACRES	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRES	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

LEGEND



DEVELOPMENT DETAILS

- ❑ Request to Re-Zone Property from R-1 to PDD (Planned Development District)
- ❑ Overall Size of Development – 6.5 Acres (6.4 after ROW Dedication)
- ❑ Access to 53rd Street – 1-Full Signalized (COSTCO) & 1-Right In-Out Only
- ❑ Proposed Uses at Time of Request
 - ❑ Four (4) Separate Buildings shown on Conceptual Siteplan
 - ❑ Portillo's Restaurant – 2.20 Acres +/- (135 Parking Spaces)
 - ❑ No other tenants are presently known.
 - ❑ Conceptual Design Plan has an additional Drive-Thru Restaurant, Dine-In Only Restaurant, and a Retail Building. These sites and proposed uses are presently being marketed by Broker Chris Wilkins of Ruhl Commercial. There are 218 parking spaces shown in the current plan for these three buildings (353 Site Total).
 - ❑ Final Layout to be determined by actual tenant buildings. Some adjustments can be expected, but the overall concept of the plan with respect to the adjacent properties to the West and South will remain the same.

ABOUT *Portillo's*®

The first Portillo's hot dog stand known as "The Dog House" opened in 1963 on North Avenue in Villa Park, a Metro-Chicago, IL community. Owner and founder Dick Portillo invests \$1,100 into a 6' x 12' trailer without a bathroom or running water. To get the water he needs, he runs 250 feet of garden hose from a nearby building into the trailer.

In 2017, Portillo's Opened their 50th Location.

Locations in Seven (7) States presently, IL-CA-AZ-WI-MN-IN-FL

DAVENPORT WILL BE THE FIRST PORTILLO'S IN IOWA!

"Bring Portillo's to the Quad Cities" Facebook Community currently has more than 15,500 fans.



Portillo's®

ARTIST RENDERING



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Portillo's®

53RD STREET VIEW



Ⓐ NORTH - DRIVE THRU ELEVATION
Scale: 3/16" = 1'-0"

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Portillo's® FRONT DOOR VIEW



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Portillo's® SIDE VIEWS



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Portillo's® FINISHES



DAVENPORT, IA

EXTERIOR FINISHES



(PT 3)
SW6991 "BLACK MAGIC"
WROUGHT IRON



(PT 9)
SW6979 "ARTICHOKE"
ACCENT PAINT



(PT 11)
SW6979 "ARTICHOKE"
ACCENT PAINT



UNI-CLAD
MATTE BLACK SR.
ALUM. BREAK METAL



UNI-CLAD
CHARCOAL GREY SR.
ALUM. BREAK METAL

CULTURED LIMESTONE



GALVANIZED ROOFING



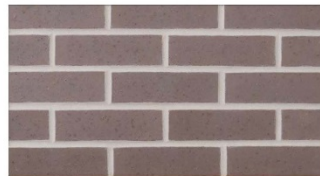
CULTURED STAINLESS STEEL



CLEAR ALUMINUM SIDING



BR-1
SIOUX CITY BRICK - CINNAMON
IRONSPOT SMOOTH



BR-2
SIOUX CITY BRICK - BROWN
SMOOTH



BR-3
SIOUX CITY BRICK - EBONYITE
SMOOTH

Portillo's[®] PEORIA, IL



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Portillo's[®] PEORIA, IL



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DEVELOPMENT TOPICS

The following topics are common among re-development projects like the one WCT Properties is proposing for 53rd Street in Davenport, IA.

- ☐ Storm Water Control and Site Drainage
- ☐ Transitional Buffering to Adjacent Residential Properties.
- ☐ Traffic Impact
- ☐ Lighting

STORM WATER CONTROL & DRAINAGE

Our development will incorporate a Sub-Surface Storm Water Detention System.

- Benefits
 - Reduced Run-off Rates for All Major Storm Events to a Pre-Developed 2-Year Event.
 - Our design will Exceed Davenport's Ordinance Requirements.
 - Re-charge of ground water (Environment Friendly design that meets the new Water Quality regulations.)
 - Proven Design & Reliability with easy maintenance to clean up separated solids and keep runoff clean.
 - Aesthetically Pleasing (No ugly detention basin)
 - Safe (No Standing Water, Mosquitos, etc)
 - Diversion of existing sheet flows from rear yards to the public right of ways.
- There are two separate systems proposed on site, to evenly distribute the post detention flows into two separate discharges to best match the existing flow paths.
 - The first system constructed will handle the East part (+/- 60%) of the Development with post detention flows to the Fairhaven Road right of way ditch.
 - The second system will handle the West part (+/- 40%) of the Development with post detention flows to the Lorton Avenue right of way ditch.

STORMTECH SUB-SURFACE SYSTEM



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STORMTECH SUB-SURFACE SYSTEM



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TRANSITIONAL BUFFERING

It is our goal to be the best neighbor we can be. We are sensitive to the established neighborhood that we are proposing to re-develop, particularly those residents adjacent to our site. We have conceptual design components planned, but we want your input before final design plans are completed.

- Buffer Yard Design Components
 - 25 Foot Setback to the Parking Lot
 - A 6 foot tall privacy fence is planned along the entire South property line
 - Planting materials and ground cover types are open for discussion and will exceed Davenport ordinance requirements
 - Retaining walls are proposed to negotiate grade change and assist with buffering.
 - We are planning a two-tier retaining wall design where grade changes are greater than 5 feet in elevation.
 - Walls are proposed in the Southeast Corner and at the West Side/Southwest Corner
 - The walls are each +/- five (5) feet in height, for a total grade change of +/- ten (10) feet at some points.

AERIAL VIEW RENDERING



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AERIAL VIEW RENDERING



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RENDERING FROM LORTON



WCT
PROPERTIES



RENDERING FROM LORTON



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RENDERING OF VIEW FROM BACKYARDS



WCT
PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



RENDERING OF VIEW FROM BACKYARDS



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PROPERTIES



RENDERING OF VIEW FROM BACKYARDS



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RENDERING OF VIEW FROM BACKYARDS



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RENDERING OF VIEW FROM BACKYARDS



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



RETAINING WALL EXAMPLE



TRAFFIC

A traffic study has been completed by Traffic Impact Group (TIG). TIG specializes in traffic studies and are a national firm.

We will add a fourth leg to the proposed COSTCO signalized entrance, which will have fully dedicated North bound straight through traffic, a dedicated East bound right hand turn que, and a dedicated West bound left hand turn lane along with the inbound lane to line up with COSTCO. Improvements to 53rd street include an East bound right hand turn lane, and a West bound left hand turn lane to provide efficient and safe access to our development from 53rd Street.

Our entrance configuration will closely align with that of the proposed COSTCO entrance directly North.

An alternate entrance to Lorton Avenue was originally considered and planned. After feedback from City Staff and Aldermen, we have agreed that access to Lorton should not be included in our plan.

We have long stacking lines available within our site for drive-thru traffic for Portillo's and for the future restaurants, for both incoming and outgoing vehicles. During the completion of the traffic study by TIG, multiple siteplan revisions were undertaken to provide a continuous improvement to the 53rd Street signalized intersection and our interior traffic flow.

Results from the TIG traffic study show that signal cycle times for the 2019 full development scenario for 53rd Street from the COSTCO traffic study remained at an acceptable level of service after the additional traffic from our proposed development was accounted for.

TRAFFIC

The full detailed traffic study is available for review with the following bullet points highlighted for consideration:

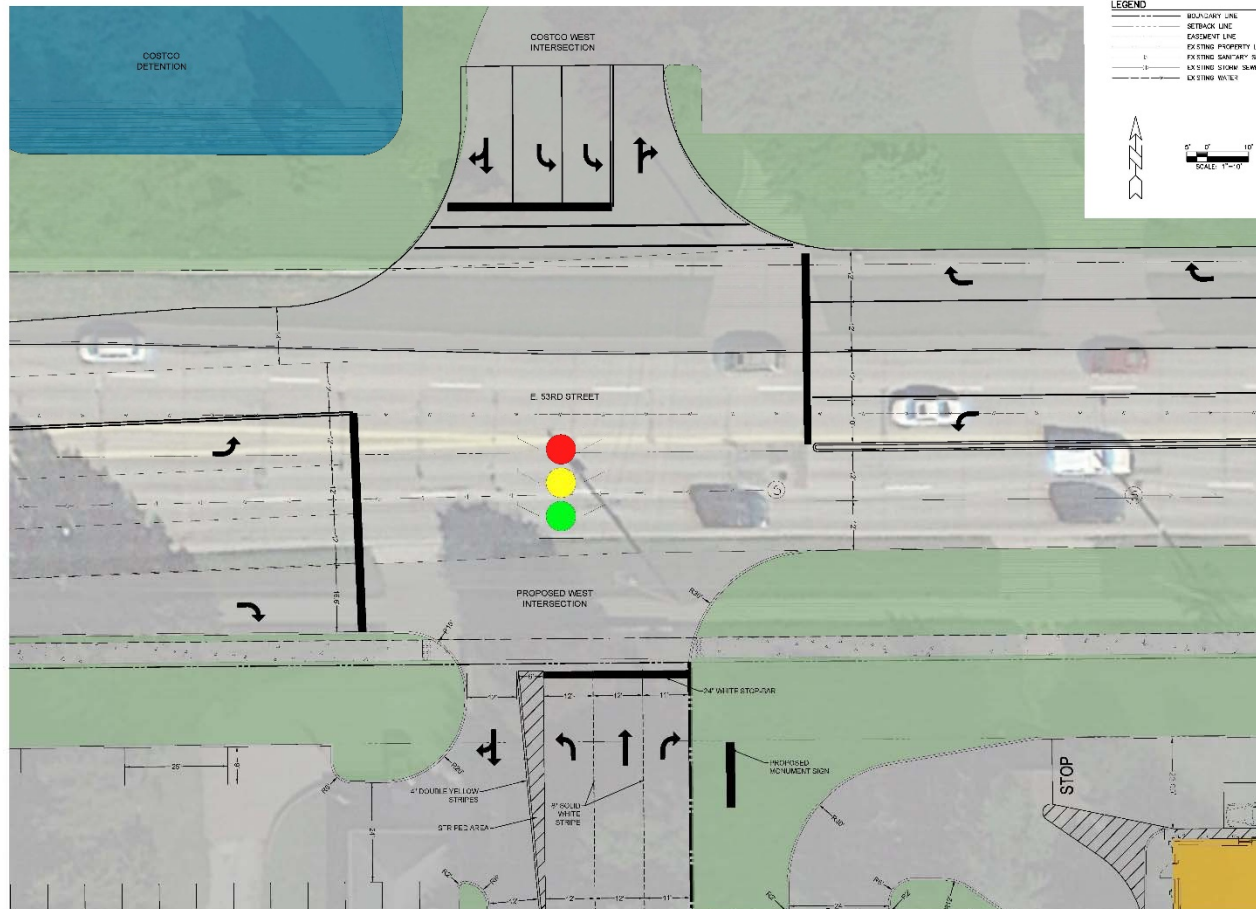
- 53rd Street Traffic Impact

- Pre-Development Traffic Counts (without COSTCO) are 33,100 cars per day on 53rd Street, with 4,971 Weekday PM Peak Hour Trips, and 5,592 Saturday Peak Hour Trips at the 53rd Street & Elmore Ave. Intersection.
- COSTCO will add 593 (12%) cars to the peak hour weekday traffic while WCT will add 204 (3.6% of Total with COSTCO) cars to the same time period.
- COSTCO to add 831 (15%) cars to the peak hour Saturday traffic, while WCT will add 307 (5% of Total with COSTCO) cars to the same time period.

- Lorton Ave. & 53rd Street Intersection Impact

- Currently the Weekday Peak Hour has 37 trips total (in & out). After closure of Fairhaven, this will increase to 56.
- Currently the Saturday Peak Hour has 34 trips total (in & out). After closure of Fairhaven, this will increase to 61.

53RD STREET IMPROVEMENTS



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LIGHTING

Light pollution is often a concern of residents with homes adjacent to commercial developments. The following design options are planned to minimize the impact on our neighbors.

- ❑ LED lighting will be utilized.
 - This provides the design professional the most options to make sure light is directed where it is needed and to help avoid light pollution to neighboring properties.
 - Full cut-off fixtures will be utilized to protect properties to the South and West of the development.
 - When using LED, less lights are needed to provide a safe environment for visitors and workers.
 - “Night Sky Friendly Fixtures” - Reflecting the light down helps to make the ground brighter while reducing the light pollution caused by each bulb.
- ❑ The existing tree canopy to the rear of the development will make the best natural barrier to light pollution.

A SMART GROWTH OPPORTUNITY

Re-Development projects are the “biggest bang” for a community and an opportunity to realize Smart Growth.

- 53rd Street is recognized by the City of Davenport as a Commercial Corridor.
- The vast majority of the project infrastructure will remain privately owned and maintained. Public resources are conserved with only a minor upgrade to 53rd Street ROW required.
- There is no public money in this project.
- The “Highest & Best” use for the land will be realized. All tax dollars generated will be a net gain to the community.
- Re-Development offers an option to avoid urban sprawl.
- An area presently without storm water control facilities will be upgraded and will now provide protection from all major rain events to downstream properties.

THANK YOU FOR YOUR TIME

WCT PROPERTIES

CONTACT INFORMATION:

WILLIE TORCHIA

CELL: (309) 696-7185

EMAIL:

wtorchia@wctproperties.com



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Traffic Impact Study

E 53rd Street Commercial

Davenport, Iowa
WCT Investments

26 June 2018

TRAFFIC IMPACT
GROUP, LLC

1431 Opus Place, Suite 110
Downers Grove, IL 60515
312.343.2151

TRAFFIC IMPACT

GROUP, LLC

E. 53rd Street Commercial, Davenport, WCT Investments

TIG Project Number 18-IA03129-1



I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of Iowa.



(Signature)

6/26/2018

(Date)

Printed Name: Scott P. Israelson, P.E., PTOE

License Number 20363

My license renewal date is December 31, 2018

Pages or sheets covered by this seal: All

Executive Summary

Project Description

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E 53rd Street which will align with the proposed Costco west driveway, and a right-in/right-out driveway to E 53rd Street.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

Trip Generation

The proposed combined developments are expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

Traffic Impacts

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

Analysis of 2019 Full Build conditions for all intersections indicated acceptable levels of service are maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

It is recommended that the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the single/double left-turn lanes, as proposed. This is a change to the preliminary design concept for WCT Commercial Development and the existing design for the Costco project.

For the 2039 Future condition, traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway. If the traffic on E. 53rd Street does not increase at the rate projected, this would provide added intersection capacity and allow additional green time to be assigned to lower level of service turning movements.

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I. Introduction

WCT Investments is proposing to develop a commercial site in Davenport, Iowa. The site is located on the south side of E. 53rd Street between Lorton Avenue and Fairhaven Road.

The development is proposed to consist of three restaurants and a retail building. Access to the property will be via a full-access driveway to E. 53rd Street which will align with the proposed Costco west driveway. There will also be a right-in/right-out driveway to E. 53rd Street on the east side of the property. This right-in/right-out access will be located immediately across from the Costco east driveway, which is also right-in/right-out, and will replace Fairhaven Road which will no longer connect to E. 53rd Street. All Fairhaven Road traffic will reroute to the signalized intersection at E. 53rd Street & Lorton Avenue via E. 51st Street to Lorton Avenue.

The *Costco Traffic Impact Study* was performed in March 2017 to examine impacts from that site. The Costco will be located immediately north of this development. This analysis incorporates those trips and examines the cumulative impacts of the two developments.

The study area included the following intersections:

- E. 53rd Street & Lorton Avenue
- E. 53rd Street & Costco west driveway/West Access
- E. 53rd Street & Costco east driveway/Fairhaven Road (East Access)
- E. 53rd Street & Elmore Circle
- E. 53rd Street & Elmore Avenue

The study analyzed the following scenarios:

- Full Build 2019 Conditions
- Design Year 2039 Conditions

This study does not include an analysis of Existing Conditions or No-Build Conditions because the *Costco Traffic Impact Study* included those scenarios in its document.

The PM peak hour and Saturday peak hour were analyzed.

Figure 1 shows the most recent site plan. **Figure 2** shows the project vicinity map.



PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's

LEGEND

---	BOUNDARY LINE
---	SETBACK LINE
---	EASEMENT LINE
---	EXISTING PROPERTY LINE
---	EXISTING SANITARY SEWER
---	EXISTING STORM SEWER



SITE PLAN

WCT INVESTMENTS
DAVENPORT, IOWA
E. 53RD STREET
DAVENPORT, IA 52807

ISSUED

06-12-18	SITE PLAN
06-15-18	REVISIONS
06-26-18	REVISIONS

SITE PLAN

PROJECT NO. IA76-18-023

DATE 06-26-18

SHEET C-1

AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 305
Davenport, Iowa 52801
Certificate No. CS131338



Site Plan

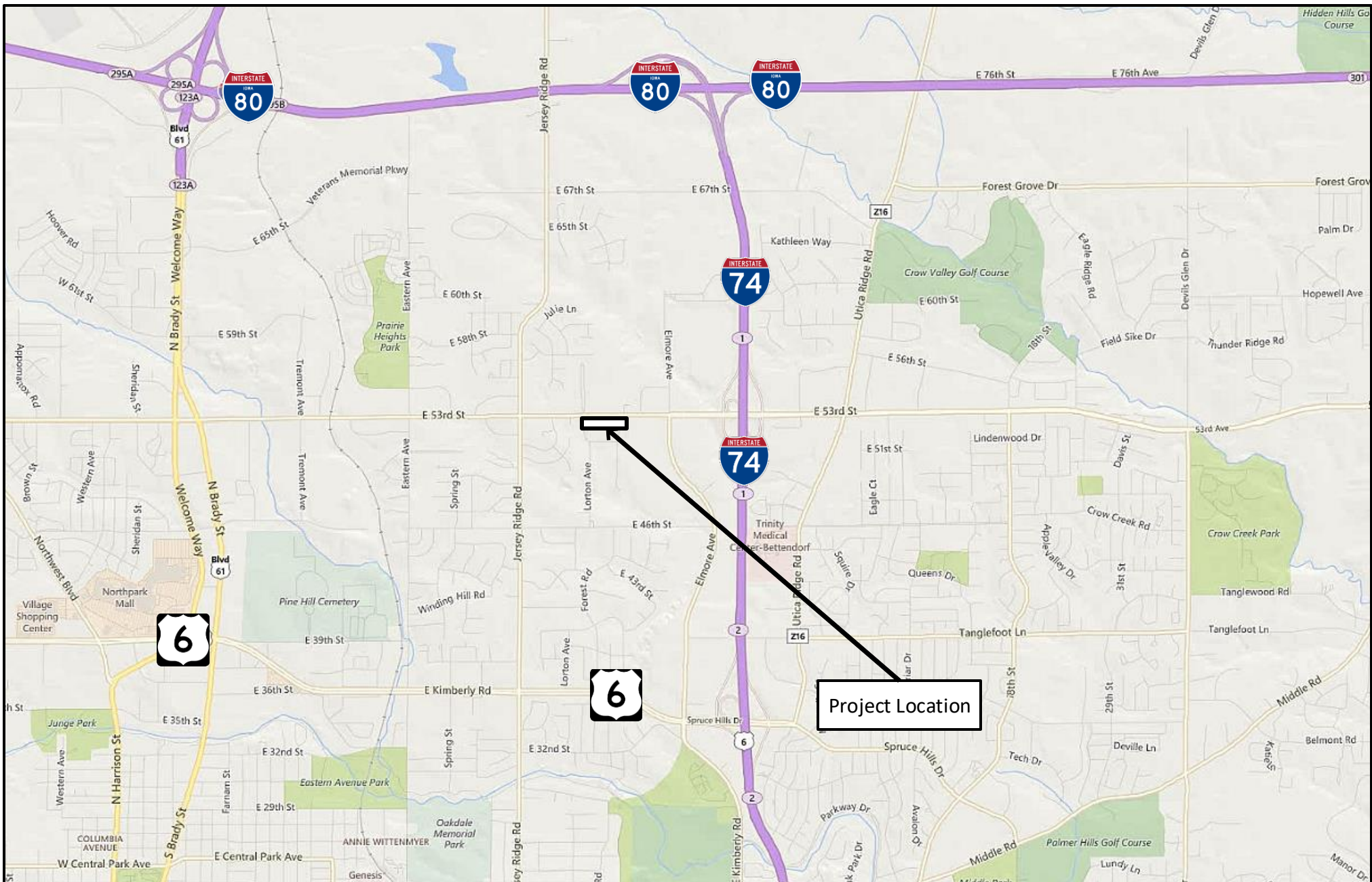
Project No: 18-IA03129-1

Figure 1

Date: 26 June 2018

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E 53rd Street Commercial - Davenport - WCT Investments



Vicinity Map

Project No: 18-IA03129-1

Figure 2

Date: 26 June 2018



E 53rd Street Commercial - Davenport - WCT Investments

II. Existing Conditions

A. EXISTING ROADWAY CONDITIONS

Table 2.1 presents a summary of the existing roadway conditions in the study area. **Figure 3** shows the roadways in the study area.

Table 2.1 - Existing Roadways				
Street Name	Functional Class	Typical Section	Posted Speed	AADT
E. 53rd Street	Minor Arterial	Four-lane undivided	45 mph	33,100
Elmore Avenue	Minor Arterial	Five-lane with two-way left-turn lane (TWLTL)	45 mph	17,100
Elmore Circle	Local street	Two-lane undivided	25 mph	n/a
Lorton Avenue	Local street	two-lane undivided	25 mph	n/a

The *Costco Traffic Impact Study* was completed in March 2017. This site is located immediately north of the E. 53rd Street Commercial development. This study includes trips from the Costco development to determine the cumulative impact of both developments.

B. EXISTING INTERSECTION GEOMETRY

E. 53rd Street & Lorton Avenue is a signalized intersection with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both have a left-turn lane, one through lane, and a shared through-right lane. The northbound approach consists of a single lane. The southbound approach has a left-turn lane and a shared through-right lane. The north leg of the intersection is a driveway for Jersey Meadows Apartments.

The Costco west driveway is proposed to be located approximately 450 feet east of Lorton Avenue. The *Costco Traffic Impact Study* recommended that the intersection operate under signalized control and recommended eastbound left-turn and westbound right-turn lanes on E. 53rd Street, with the southbound approach having dual left-turn lanes and a right-turn lane.

The West Access of the E. 53rd Street Commercial development will align with this signalized intersection.

E. 53rd Street & Fairhaven Avenue is an unsignalized intersection with stop control for northbound Fairhaven Avenue. The Costco east driveway is proposed to be aligned with Fairhaven Avenue. The *Costco Traffic Impact Study* recommended that both the east driveway and Fairhaven Avenue operate as right-in/right-out accesses.

The East Access of the E. 53rd Street Commercial development will align with this intersection. Fairhaven Avenue will be terminated and the right-of-way vacated, to a point south of the property, and all Fairhaven traffic will be rerouted to the E 53rd Street & Lorton Avenue intersection.

E. 53rd Street & Elmore Circle is signalized with protected-permitted phasing for eastbound and westbound left turns and permitted phasing for northbound and southbound left turns. The eastbound and westbound approaches both consist of a left-turn lane, two through lanes, and a right-turn lane. The northbound and southbound approaches both have a left-turn lane and a shared through-right lane.

E. 53rd Street & Elmore Avenue is signalized with protected phasing for all left turns. All approaches have dual left-turn lanes. The eastbound approach has three through lanes, and a right-turn lane, the westbound approach has two through lanes with a shared through-right lane. The northbound and southbound approaches both have two through lanes and right-turn lanes. The northbound right-turn lane connects to an additional eastbound lane which provides free-flow conditions for this movement.

The geometric configuration of all intersections in the study area is shown in **Figure 3**.

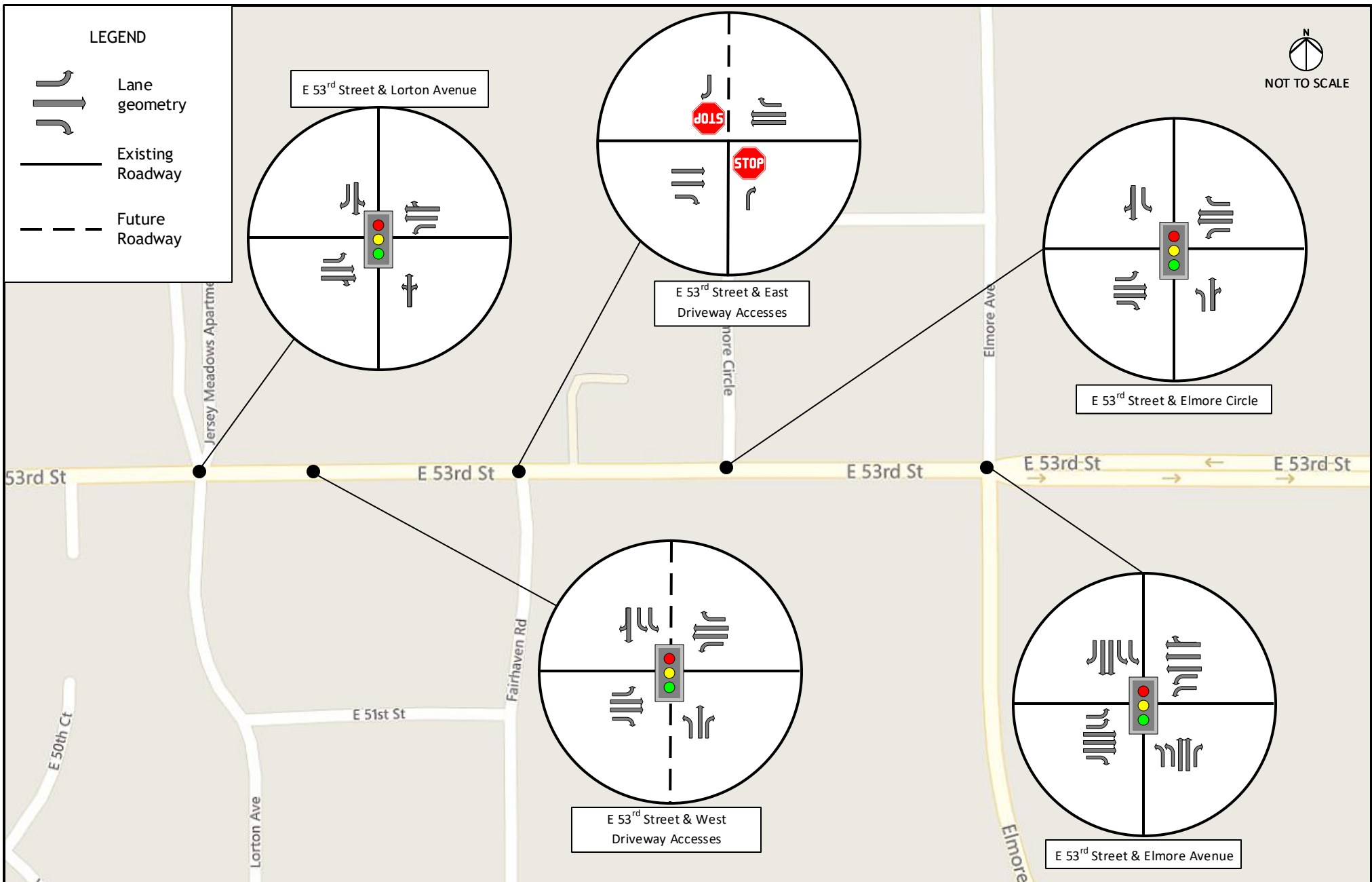
C. TRAFFIC VOLUMES

Traffic data collection for study area intersections was performed in February, 2017 as part of the *Costco Traffic Impact Study*. **Figure 4** displays existing 2018 traffic volumes from the that study. These volumes can be found in the Appendix.

Current Average Annual Daily Traffic (AADT) volumes were retrieved from the Iowa DOT Planning Office website.



Lorton Avenue - Looking South from E. 53rd Street



Study Area Roadways and Intersections

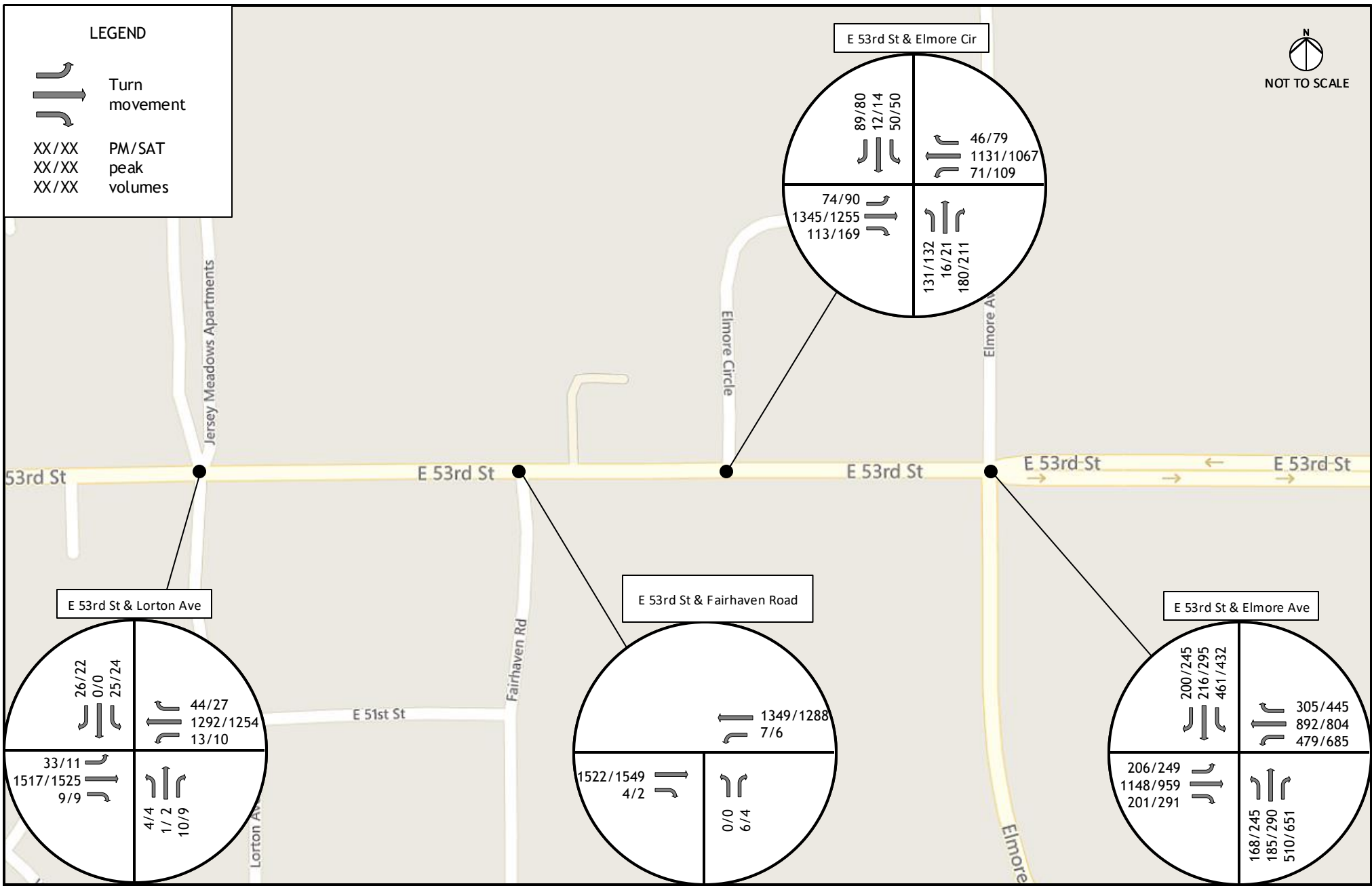
Project No: 18-IA03129-1

Figure 3

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Existing Traffic

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Figure 4

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III. Methodology

A. BASE ASSUMPTIONS

Intersection capacity analysis was conducted using Synchro v10.0. Trip generation was calculated using the 10th edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Signal timing was determined from the City of Davenport traffic engineering department.

B. BACKGROUND GROWTH

The *Costco Traffic Impact Study* assumed a background growth rate of 1.8% per year between 2017 and 2028 and 0.9% per year between 2028 and 2038.

C. TRIP GENERATION

The development is proposed to consist of a 2,450 SF fast food restaurant with drive-through, an 8,840 SF retail building, an 8,964 SF Portillo's, and a 7,000 SF quality restaurant.

The *ITE Trip Generation Manual, 10th Edition* was used to estimate the projected trips by this development.



Costco Construction Entrance

Table 3.1 contains a summary of the land uses and sizes used for trip generation estimates.

Table 3.1 - ITE Trip Generation							
Average Weekday Driveway Volumes				PM Peak Hour		SAT Peak Hour	
Land Use	ITE Code	Size		Enter	Exit	Enter	Exit
E. 53rd Street Commercial Site							
Shopping Center	820	8.8	Th.Sq.Ft. GLA	43	47	47	44
Quality Restaurant	931	7	Th.Sq.Ft. GFA	37	18	44	31
Fast Food Restaurant with Drive-Through Window (Portillo's)	934	8.9	Th.Sq.Ft. GFA	151	140	249	239
Fast Food Restaurant with Drive-Through Window	934	2.5	Th.Sq.Ft. GFA	43	39	70	67
Costco Site							
Discount Club	857	156	Th.Sq.Ft. GLA	327	326	488	507
Gas Station (70% reduction)	944	16	Vehicle Fueling Positions	34	34	31	31
Unadjusted Peak Hour Trips				635	604	929	919
Internal Capture Reduction - from NCHRP No 684							
Internal Capture Reduction		Shopping Center		-10	-9	-10	-7
		Quality Restaurant		-10	-7	-13	-13
		Portillo's		-44	-57	-72	-98
		Fast Food Restaurant with Drive-Through Window		-13	-16	-20	-27
		Discount Club		-70	-58	-128	-98
Driveway Peak Hour Trips				488	457	686	676
Pass-By/Diverted Link Reduction - from ITE Manual							
Pass-By/Diverted Link Reduction		Shopping Center		-12	-12	-10	-10
		Quality Restaurant		-8	-8	-11	-11
		Portillo's		-41	-41	-69	-69
		Fast Food Restaurant with Drive-Through Window		-13	-13	-22	-22
Total New Peak Hour Trips to Adjacent Network				414	383	574	564

Because of the proximity to the Costco site, there will be some driver interaction between the two developments that can be estimated as internal capture as shown in the table above.

Internal capture trip reduction is a method to estimate interaction between different uses within the same development. While each land use in a development generates vehicle trips, some people will visit more than one land use within the development. This phenomenon of multiple land uses adjacent to each other ultimately results in fewer vehicle trips to the external road network, and less impact, than free-standing retail, office, or residential areas. This reduction was calculated in accordance with the *NCHRP Report No. 684, Enhancing Internal Trip Capture for Mixed-use Development*.

In this study, internal capture trips between Costco and the E. 53rd Street Commercial development are not removed from the analysis, but rather will be counted as northbound and southbound through movements at the intersection of E. 53rd Street & the West Access Driveways.

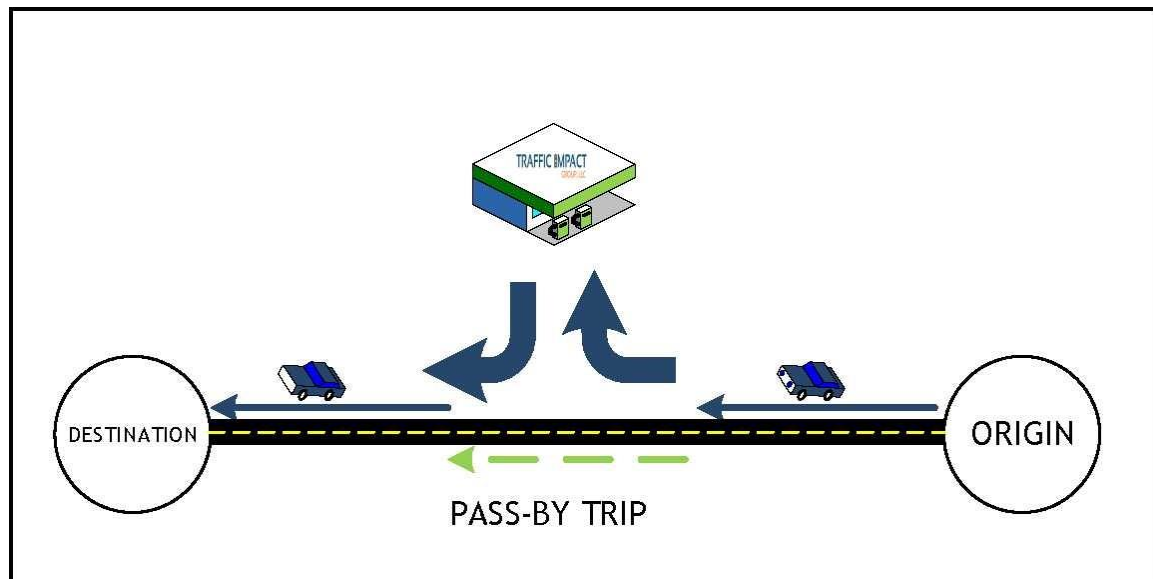
Pass-by reductions are included to account for the phenomenon where land uses such as convenience stores or other similar uses attract vehicles whose ultimate destination is elsewhere. These driveway turning movement trips replace what would otherwise be “through” movements, but do not contribute to “new trips” on the roadway network. This reduction was calculated in accordance with the *ITE Trip Generation Handbook, 3rd Edition*.

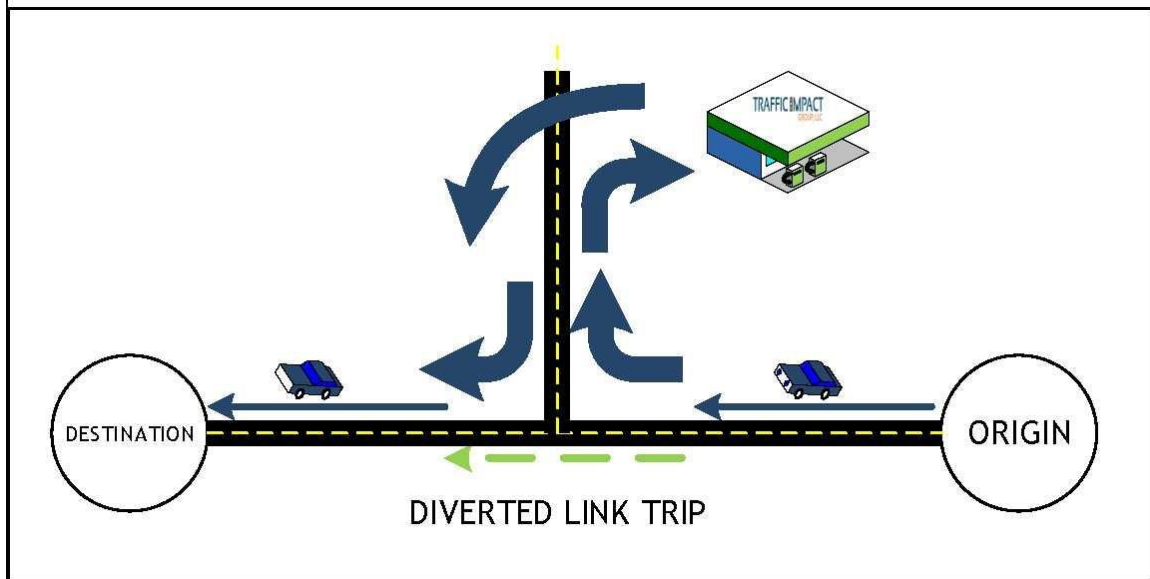
It should be noted that the *Costco Traffic Impact Study* did not apply pass-by trip reductions for the Costco site gas station, but assumed a 70% reduction for what it termed “linked trips”.

The percentages and directionality of pass-by and diverted link trips is based on the count data collected in the PM peak. Table 3.2 summarizes the calculation.

Table 3.2 - Pass-by/Diverted Link Trips							
Roadway	Direction	PM Volume	% of total PM	PM Pass-by Trips	SAT Volume	% of total Sat	SAT Pass-by Trips
E 53rd Street	EB Through	1495	53.0%	39	1522	54.6%	61
	WB Through	1325	47.0%	35	1265	45.4%	51

The following graphic illustrates how pass-by and diverted link trips affect traffic calculations at the project driveways and adjacent intersection.





Pass-by trips are shown in **Figure 5**.

In order to confirm the volume of traffic which will be generated by the Portillo's restaurant, site traffic generation was provided for four restaurants in the suburban Chicago, Illinois area. These included Arlington Heights, Elgin, New Lenox and Willowbrook. These counts were based on transaction data for seven consecutive days. This data indicated good correlation between the ITE *Trip General Manual* values used in this report in table 3.1 above and the actual counts provided. The highest of these counts from the Chicago stores are included in the Appendix.

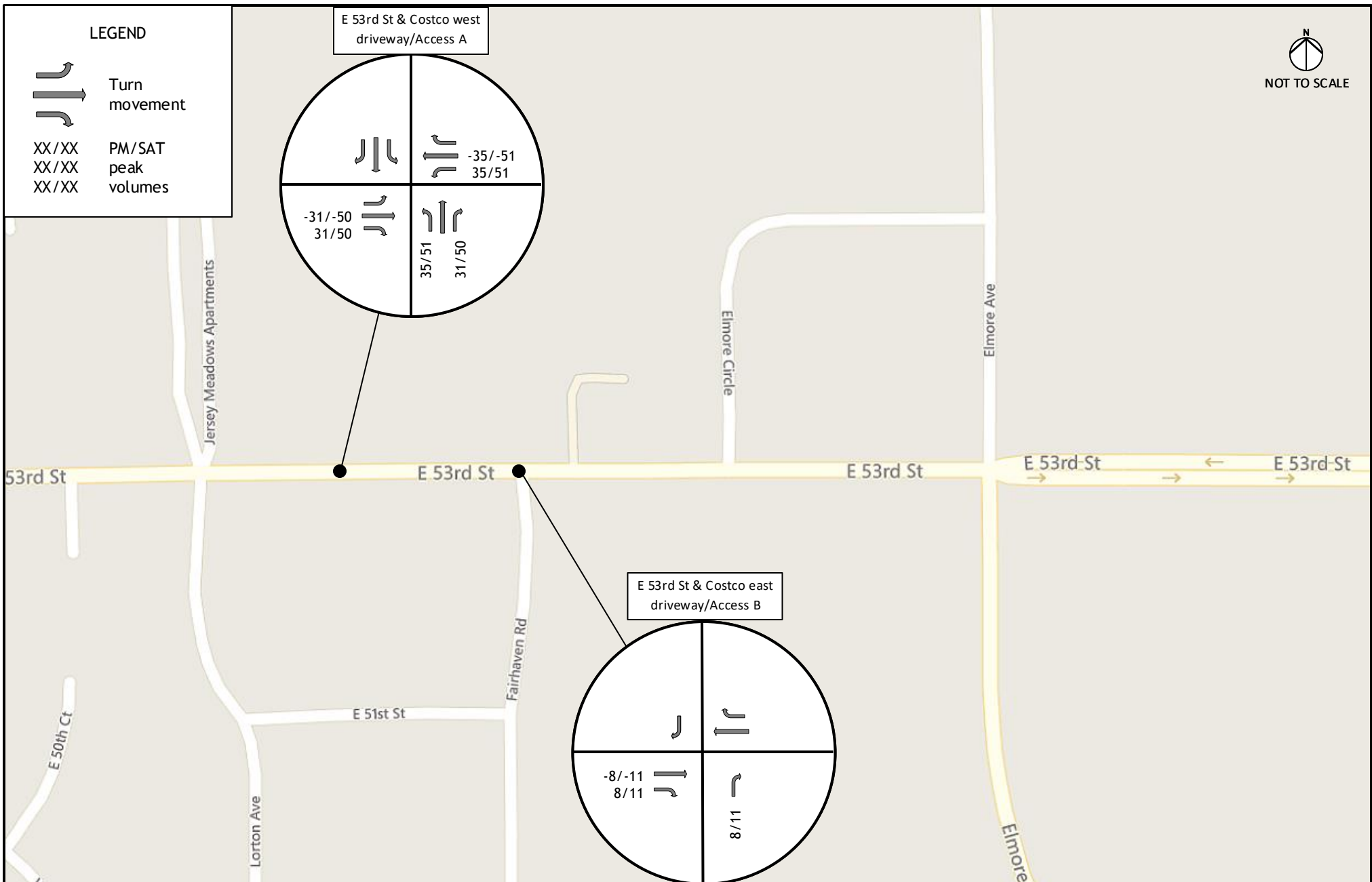
D. TRIP DISTRIBUTION

Trips for this proposed development were assigned to the surrounding roadway network based on the *Costco Traffic Impact Study*. The proposed trip distribution for this project can be found in **Figure 6**, and the projected site trips are shown in **Figure 7**.

Full Build 2019 volumes are shown in **Figure 8** and Future Year 2039 volumes are shown in **Figure 9**.

E. RECOMMENDED OR PROGRAMMED IMPROVEMENTS

The City of Davenport is currently constructing the last phase of the Veterans Memorial Parkway extension project, which is located north of this site at 67th Street. City staff believe this extension will reduce the volume of traffic on E. 53rd Street once it is completed.



Pass-By Trips

Project No: 18-IA03129-1

Figure 5

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Trip Distribution

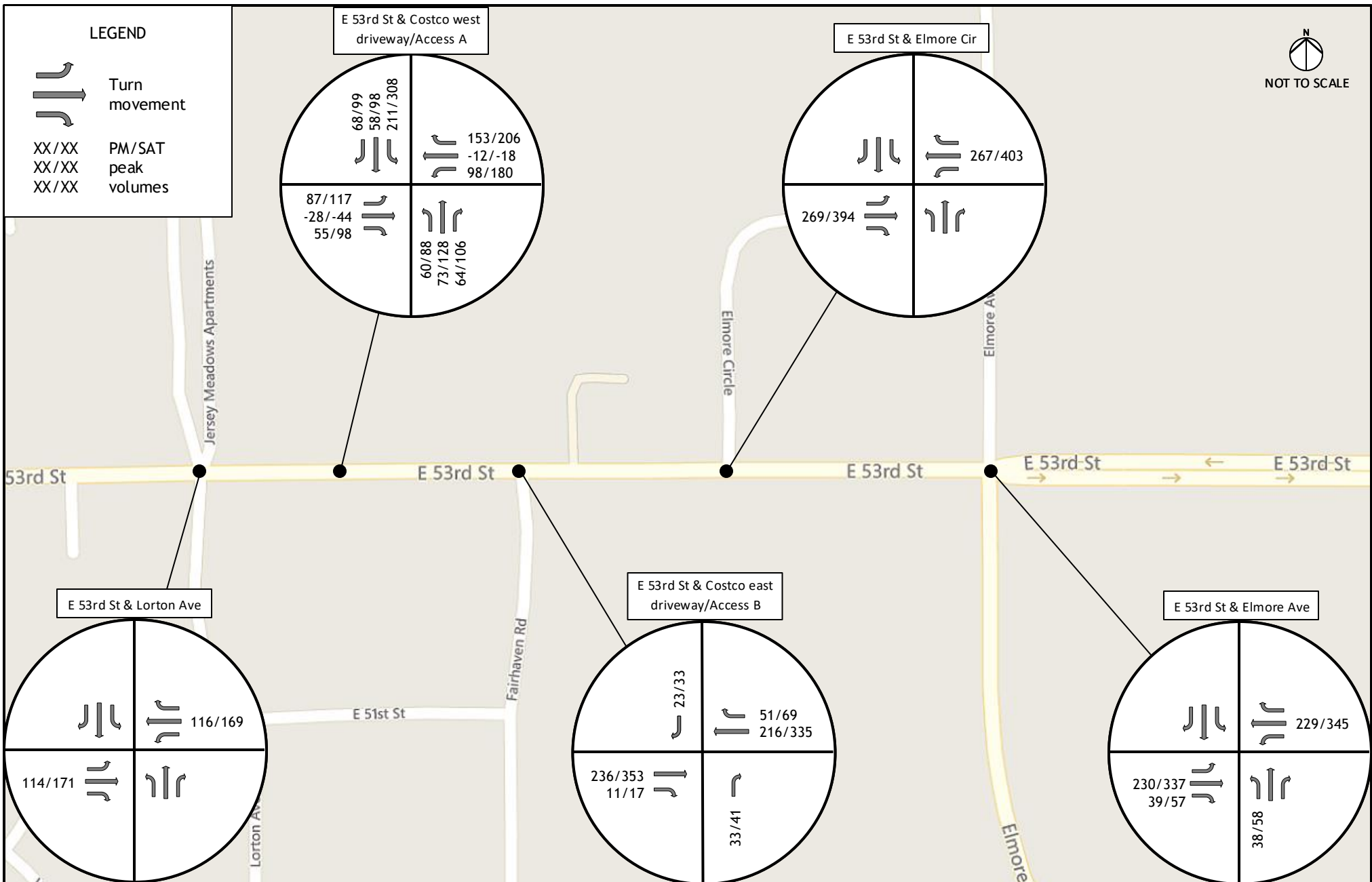
Project No: 18-IA03129-1

Figure 6

Date: 26 June 2018

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Site Trips

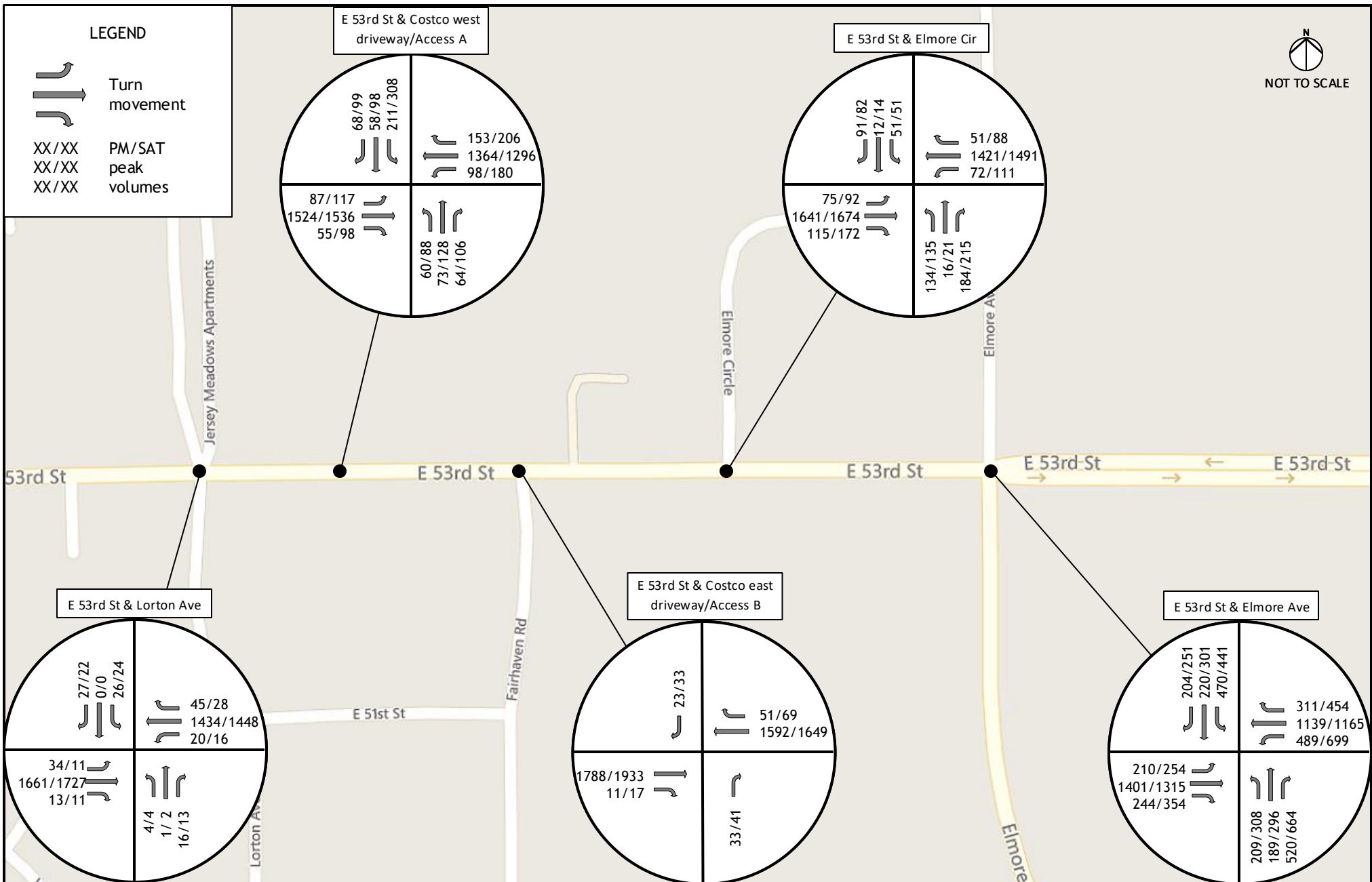
Project No: 18-IA03129-1

Figure 7

Date: 26 June 2018

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E 53rd Street Commercial - Davenport - WCT Investments



Full Build 2019 Traffic

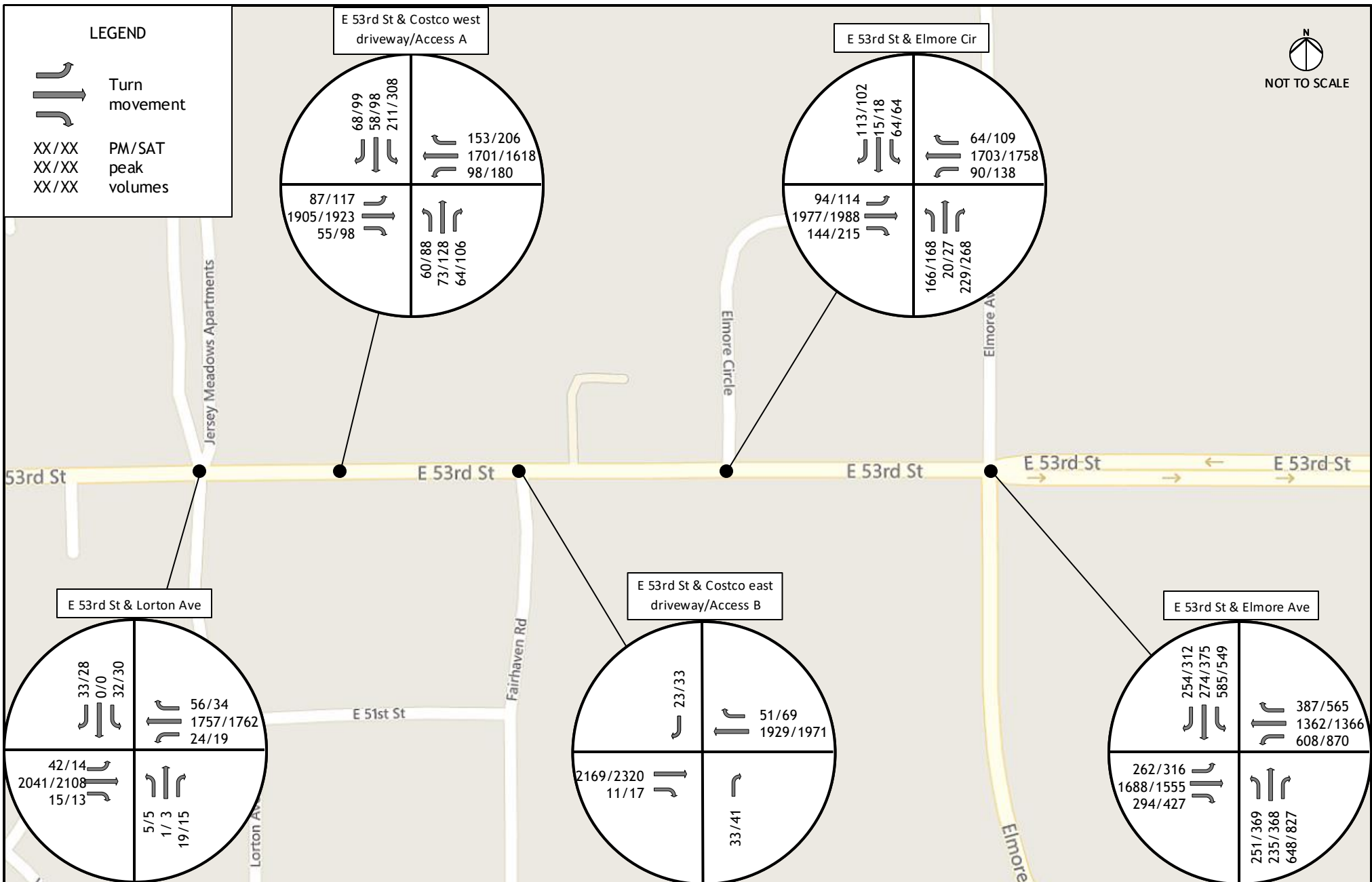
Project No: 18-IA03129-1

Figure 8

Date: 26 June 2018

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Future 2039 Traffic

Project No: 18-IA03129-1

Figure 9

Date: 26 June 2018

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E 53rd Street Commercial - Davenport - WCT Investments

IV. Capacity Analysis

The Transportation Research Board's Highway Capacity Manual (HCM) uses a term "level of service" (LOS) to measure how traffic operates in intersections. There are currently six levels of service ranging from A to F. Level of Service "A" represents the best conditions and Level of Service "F" represents the worst. Synchro software was used to determine the level of service for intersections in the study area. All worksheet reports from the analyses can be found in the Appendix.

Table 4.1 shows the control delay per vehicle associated with LOS A through F for signalized and unsignalized intersections.

Table 4.1 - Highway Capacity Manual Levels of Service and Control Delay			
Signalized Intersection		Unsignalized Intersection	
Level of Service	Control Delay per Vehicle (sec)	Level of Service	Control Delay per Vehicle (sec)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

Full Build 2019 capacity analyses were performed using existing timing on 53rd Street with a 110 second cycle length. It is our understanding that signal coordination east to west on 53rd Street begins at Elmore Avenue, as the western most coordinated signal, and proceeds to the eastern intersections from there. Our analysis was run with the signal timing between Elmore Avenue and Lorton Avenue as actuated/coordinated, holding the 110 second cycle length and optimizing splits at each intersection, which will mimic operation today.

For the 2039 Future analysis, we calculated the optimum intersection timing offsets and optimum cycle length over the range from 50 seconds to 150 seconds. This analysis assumed a fully coordinated signal system from Lorton Avenue through Elmore Avenue. This resulted in a 120 second cycle length as optimum given intersection spacing and projected 2039 traffic volumes. It should be noted that future volumes include a 27% increase in existing on-street traffic volumes, with development volumes remaining the same as full-build conditions. Results at individual intersections are discussed below.

It is difficult to compare the results of this study with the Costco study on an individual approach basis. Differing assumptions in the analyses would result in varying levels of service, delays and queue lengths. Also, the West Access Driveway in the previous study was a tee intersection, which changes operational characteristics dramatically with the added fourth leg for this development.

A. LORTON AVENUE & E. 53RD STREET

Table 4.2 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.2 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	4.1	14'	A	3.3	6'
		TH	A	5.9	368'	A	6.4	364'
		RT						
	WB	LT	A	1.6	1'	A	0.8	0'
		TH	A	1.7	37'	A	0.8	12'
		RT						
	NB	LT	C	29.6	30'	C	32.1	29'
		TH						
		RT						
	SB	LT	A	4.0	0'	A	3.5	0'
		TH						
		RT						
	OVERALL			A (4.1)			A (4.0)	

Table 4.3 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.3 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Lorton Avenue & E. 53 rd Street	EB	LT	A	6.3	15'	A	3.4	7'
		TH	A	9.2	564'	B	10.4	580'
		RT						
	WB	LT	A	1.8	0'	A	1.7	1'
		TH	A	1.4	10'	A	1.2	55'
		RT						
	NB	LT	C	33.7	35'	D	36.0	34'
		TH						
		RT						
	SB	LT	A	9.9	17'	A	7.0	8'
		TH						
		RT						
OVERALL			A (5.8)			A (6.4)		

Analysis shows that acceptable levels of service are maintained on all approaches for 2019 Full Build and 2039 Future conditions. No improvements are recommended at this location.

B. E. 53RD STREET & WEST ACCESS DRIVEWAYS

The West Access of the development is proposed to align with the Costco West Access at a signalized intersection. This access is proposed to have a northbound left-turn lane, one through lane, and a right-turn lane.

Table 4.4 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.4 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
West Access Driveways & E. 53 rd Street	EB	LT	C	31.0	65'	C	28.1	77'
		TH	B	18.0	196'	C	31.0	700'
		RT	A	0.1	0'	A	0.9	5'
	WB	LT	C	26.8	61'	D	55.8	211'
		TH	A	7.3	173'	B	12.9	325'
		RT	A	1.0	5'	A	1.7	8'
	NB	LT	E	55.1	89'	E	56.5	59'
		TH	E	56.7	104'	E	72.5	192'
		RT	A	1.8	0'	A	5.4	16'
	SB	LT	E	62.8	134'	E	65.7	190'
		TH	D	50.6	87'	E	56.0	127'
		RT	A	1.5	0'	A	4.0	10'
	OVERALL		B (17.5)			C (28.0)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. The eastbound through movement 95th percentile queue length is projected to extend past the Lorton Avenue intersection. This occurs due to the 428 ft. intersection spacing and the low volume of traffic on Lorton Avenue. This results in a 20 second difference in allotted green time on E. 53rd Street. Signal timing may need to be adjusted to stop traffic at Lorton to match the green time at the West Access Driveways. No improvements are recommended at this location.

Table 4.5 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.5 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
West Access Driveways & E. 53 rd Street	EB	LT	D	43.6	52'	E	58.9	95'	
		TH	C	23.9	506'	E	61.4	1029'	
		RT	A	0.1	0'	A	0.9	1'	
	WB	LT	D	45.9	50'	F	88.4	210'	
		TH	A	7.9	227'	B	10.2	347'	
		RT	A	0.6	1'	A	0.9	8'	
	NB	LT	E	62.2	96'	E	69.4	148'	
		TH	E	64.1	112'	F	100.3	229'	
		RT	A	2.2	0'	A	7.8	27'	
	SB	LT	E	74.3	153'	F	95.0	229'	
		TH	E	56.4	94'	E	66.7	141'	
		RT	A	1.8	0'	A	6.0	20'	
	OVERALL			C (20.9)			D (43.0)		

Analysis shows that acceptable overall levels of service are maintained on all approaches for the 2039 Future calculation. The eastbound through movement queue length is forecast to increase, making the likelihood of Lorton Avenue intersection blockages more frequent. Signal timing modifications to match green times on E. 53rd Street between the West Access Driveways and Lorton Avenue would alleviate this blockage.

The 90 second green time for the E. 53rd Street through and left phases are the primary cause of the Saturday LOS F on individual movements shown above due to the inherent delay waiting for the side street green. The LOS F movements volume to capacity ratios are between 0.88 and 1.0. Increased Saturday turning volumes are also evident in the results for these specific movements. Traffic volumes should be monitored to determine if the projected increase utilized in this study has been lessened by the connection at Veteran's Memorial Parkway which would provide added intersection capacity and allow additional green time to be assigned to these movements.

It is recommended to construct the northbound, West Access with dual left-turn lanes, one through lane, and a right-turn lane. One of the left-turn lanes and the right-turn lane should extend all the way to the east-west driveway at the south end of the parking lot to avoid being blocked by the through movement queue.

It is also recommended to revise the construction plans for Costco and provide a separate right-turn lane, through lane, double left-turn lane configuration for the southbound approach. This configuration will operate more efficiently, if the change can be accomplished economically.

C. E. 53RD STREET & EAST ACCESS DRIVEWAYS

Table 4.6 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.6 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	C	22.6	13'	C	23.7	18'
	SB	RT	C	18.5	8'	C	19.5	10'

Table 4.7 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.7 - Intersection LOS, Delay, and Queue by Movement - 2039 Future								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
East Access Driveways & E. 53 rd Street	EB	TH	Free					
		RT						
	WB	TH	Free					
		RT						
	NB	RT	D	28.6	18'	D	32.8	23'
	SB	RT	C	23.2	10'	C	24.5	15'

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. No improvements are recommended at this location.

D. E. 53RD STREET & ELMORE CIRCLE

Table 4.8 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.8 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	A	9.1	10'	A	5.2	9'	
		TH	A	4.6	210'	A	3.1	143'	
		RT	A	0.5	3'	A	0.4	4'	
	WB	LT	C	35.0	54'	D	38.4	75'	
		TH	C	22.2	644'	A	3.7	103'	
		RT	A	2.4	10'	A	0.1	1'	
	NB	LT	E	69.4	165'	E	65.2	154'	
		TH	C	28.8	145'	C	22.2	125'	
		RT							
	SB	LT	E	61.0	78'	F	97.1	91'	
		TH	B	12.5	56'	B	13.9	54'	
		RT							
	OVERALL			B (16.0)			A (8.5)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.9 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.9 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Circle & E. 53 rd Street	EB	LT	C	25.7	32'	C	20.6	22'	
		TH	A	8.9	241'	A	6.6	209'	
		RT	A	0.4	2'	A	0.5	4'	
	WB	LT	D	45.9	61'	D	49.3	80'	
		TH	A	6.5	114'	A	5.1	202'	
		RT	A	0.2	0'	A	0.1	0'	
	NB	LT	F	93.7	270'	E	79.8	229'	
		TH	D	45.4	239'	D	43.8	241'	
		RT							
	SB	LT	F	98.7	136'	F	179.6	143'	
		TH	B	13.3	70'	B	13.1	63'	
		RT							
	OVERALL			B (15.0)			B (14.2)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2039 Future design period. Increased Saturday turning volumes do create some increasing delays and pushes the overall intersection utilization above 100%. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.

E. E. 53RD STREET & ELMORE AVENUE

Table 4.10 shows the current LOS, control delay, and 95th percentile queue length for Full Build 2019 conditions.

Table 4.10 - Intersection LOS, Delay, and Queue by Movement - 2019 Full Build								
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Elmore Avenue & E. 53 rd Street	EB	LT	D	48.8	104'	D	37.3	124'
		TH	C	31.1	356'	C	21.9	332'
		RT	A	4.6	86'	B	10.2	174'
	WB	LT	E	55.2	242'	E	55.4	338'
		TH	C	25.6	361'	C	25.7	380'
		RT						
	NB	LT	D	45.3	115'	E	56.7	180'
		TH	E	56.8	112'	E	63.0	171'
		RT	A	0.6	0'	A	0.8	0'
	SB	LT	D	54.3	232'	E	62.0	237'
		TH	D	50.9	120'	D	51.3	151'
		RT	B	12.3	67'	B	14.8	93'
	OVERALL		C (31.9)			C (31.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build calculation. No improvements are recommended for 2019 Full-Build conditions.

Table 4.11 shows the expected LOS, control delay, and 95th percentile queue length for Future 2039 conditions.

Table 4.11 - Intersection LOS, Delay, and Queue by Movement - 2039 Future									
Intersection	Approach	Movement	PM			SAT			
			LOS	Delay	Queue	LOS	Delay	Queue	
Elmore Avenue & E. 53 rd Street	EB	LT	D	50.5	122'	D	47.9	143'	
		TH	C	29.5	526'	C	34.2	519'	
		RT	A	4.9	47'	A	9.8	137'	
	WB	LT	E	75.4	375'	E	76.6	492'	
		TH	C	28.6	481'	C	30.9	521'	
		RT							
	NB	LT	D	54.3	164'	E	63.4	214'	
		TH	E	77.5	172'	F	111.2	264'	
		RT	A	0.8	0'	A	1.2	0'	
	SB	LT	E	77.6	366'	F	91.8	345'	
		TH	E	55.3	155'	E	71.2	233'	
		RT	C	27.2	149'	C	34.0	219'	
	OVERALL			D (38.0)			D (44.6)		

Analysis shows that acceptable levels of service are maintained on all approaches for the 20-year design period. Significant turning volumes are projected at this intersection for the 2039 future conditions. Westbound and Southbound left turns are projected to be 550 up to 800 vehicles. These volumes require considerable amounts of intersection capacity, even utilizing double left-turn lanes. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. No improvements are recommended at this location.



E. 53rd Street - Looking East at Elmore Avenue

V. Summary and Conclusion

This study serves as an analysis of the traffic impacts from the E. 53rd Street Commercial Development in Davenport, Iowa.

This analysis incorporates the trips from the Costco Development, which is located directly north of this property across E. 53rd Street, and examines the cumulative impacts of the two developments.

The proposed development combination is expected to generate 414 entering and 383 exiting trips in the PM weekday peak hour, and 574 entering and 564 exiting trips in the Saturday, mid-day peak hour. This analysis also included pass-by/diverted link trip reductions and internal capture trips between the two projects.

Analysis shows that acceptable levels of service are maintained on all approaches for the 2019 Full Build scenario. Levels of service, seconds of delay and queue lengths are increasing over the 20-year design period. Traffic volumes should be monitored to determine if the projected increase in traffic volumes utilized in this study is lessened by the connection at Veteran's Memorial Parkway. This would result in the ability to adjust traffic signal timing to improve side street and development access capacities due to less demand on E. 53rd Street.

Recommended improvements for the West Access Driveways include the addition of separate right-turn lanes and through lanes at the driveway approaches along with the double left-turn lanes previously proposed.

Appendix

Background Information

Traffic Volumes

Trip Generation

Trip Distribution

Capacity Analysis

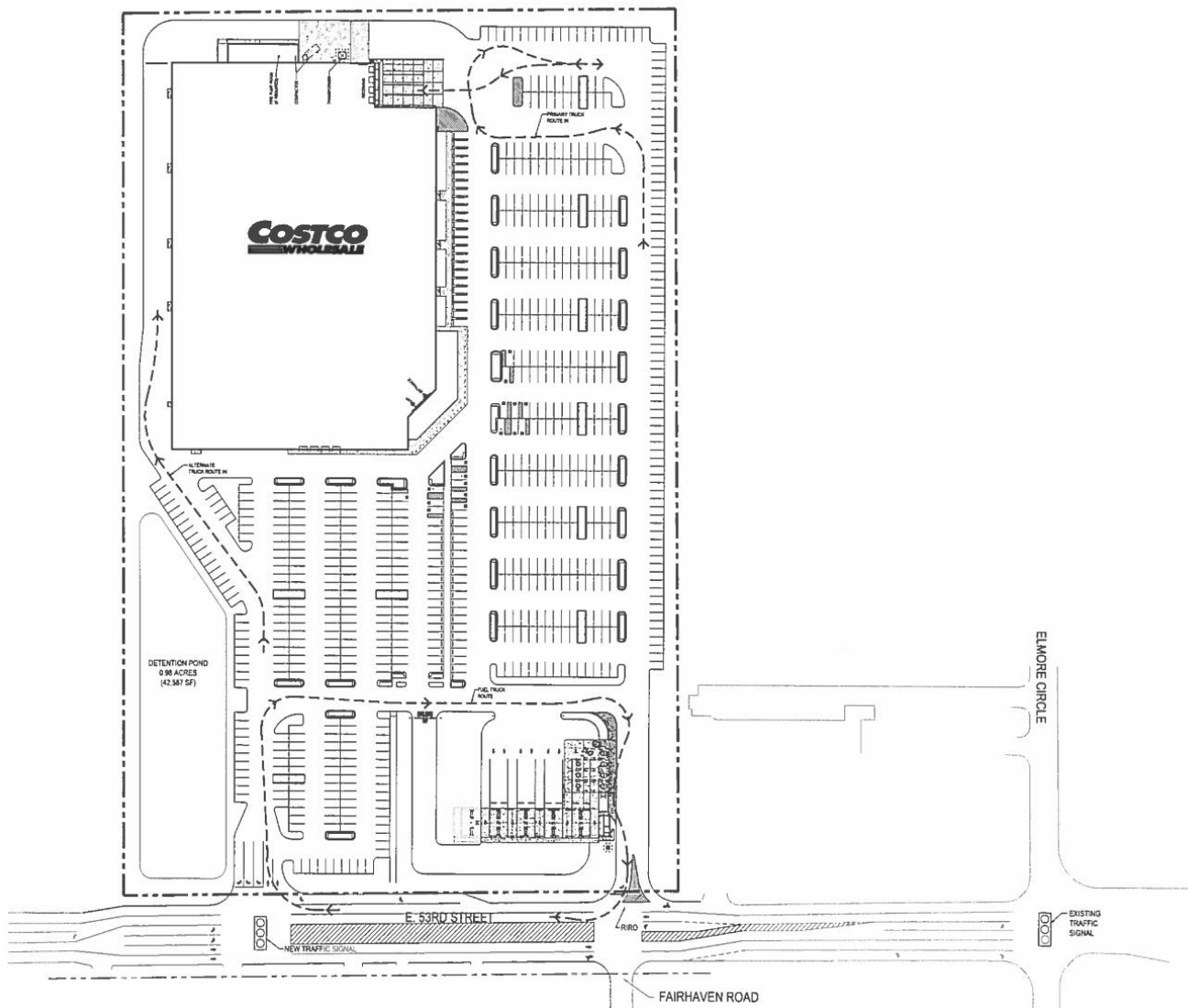
BACKGROUND INFORMATION

Project Description

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

A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



TRAFFIC VOLUMES

Existing and Projected Volumes

(1) 53rd Street & Lorton Avenue/Jersey Meadows Apartments - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Jersey Meadows Apartments			53rd Street			Lorton Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	3	1	2	6	213	1	0	0	5	4	329	2	566
	12:15 - 12:30 PM	5	0	8	4	313	3	1	1	4	4	282	0	625
	12:30 - 12:45 PM	0	0	4	1	304	5	1	0	2	4	267	1	589
	12:45 - 1:00 PM	2	0	1	3	302	1	2	0	2	3	288	1	605
	Existing 2017 Volume	10	1	15	14	1132	10	4	1	13	15	1166	4	2385
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	10	1	15	14	1152	10	4	1	13	15	1187	4	2428
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	12	1	18	17	1377	12	5	1	16	18	1419	5	2902
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	13	1	20	19	1507	13	5	1	17	20	1552	5	3174	
Percent Heavy Vehicle	0%	0%	7%	7%	2%	10%	0%	0%	0%	0%	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM	3	0	4	5	309	5	2	0	4	8	387	5	732
	5:00 - 5:15 PM	4	0	10	2	374	18	1	1	5	8	377	3	803
	5:15 - 5:30 PM	8	0	7	4	279	11	0	0	1	9	359	1	679
	5:30 - 5:45 PM	10	0	5	2	307	9	1	0	0	7	367	0	708
	Existing 2017 Volume	25	0	26	13	1269	43	4	1	10	32	1490	9	2922
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	25	0	26	13	1292	44	4	1	10	33	1517	9	2975
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	30	0	32	16	1544	52	5	1	12	39	1813	11	3556
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	33	0	35	17	1689	57	5	1	13	43	1983	12	3889
	Percent Heavy Vehicle	0%	#DIV/0!	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	-

0.91

Saturday	12:00 - 12:15 PM	4	0	2	4	283	4	1	1	2	1	382	2	686
	12:15 - 12:30 PM	6	0	5	2	298	9	1	0	1	3	386	2	713
	12:30 - 12:45 PM	8	0	6	3	351	11	0	0	4	1	379	3	766
	12:45 - 1:00 PM	6	0	9	1	300	3	2	1	2	6	351	2	683
	Existing 2017 Volume	24	0	22	10	1232	27	4	2	9	11	1498	9	2848
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	24	0	22	10	1254	27	4	2	9	11	1525	9	2899
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	29	0	27	12	1499	33	5	2	11	13	1823	11	3465
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	32	0	29	13	1640	36	5	3	12	15	1994	12	3790
	Percent Heavy Vehicle	0%	#DIV/0!	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	-

0.93

Existing and Projected Volumes

(3) 53rd Street & Fairhaven Road - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		NA			53rd Street			Fairhaven Road			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM				1	212		0		1		334	1	549
	12:15 - 12:30 PM				1	304		1		3		304	2	615
	12:30 - 12:45 PM				1	310		0		1		274	0	586
	12:45 - 1:00 PM				0	296		0		1		279	0	576
	Existing 2017 Volume	0	0	0	3	1122	0	1	0	6	0	1191	3	2326
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	3	1142	0	1	0	6	0	1212	3	2368
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	4	1365	0	1	0	7	0	1449	4	2830
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	0	0	0	4	1493	0	1	0	8	0	1585	4	3096	
Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	2%	#DIV/0!	0%	#DIV/0!	0%	#DIV/0!	2%	0%	-	

0.95

Weekday	4:45 - 5:00 PM				0	313		0		0		396	1	710
	5:00 - 5:15 PM				4	396		0		3		357	1	761
	5:15 - 5:30 PM				0	297		0		1		376	0	674
	5:30 - 5:45 PM				3	319		0		2		366	2	692
	Existing 2017 Volume	0	0	0	7	1325	0	0	0	6	0	1495	4	2837
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	7	1349	0	0	0	6	0	1522	4	2888
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	9	1612	0	0	0	7	0	1819	5	3452
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	9	1763	0	0	0	8	0	1990	5	3776
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	1%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.93

Saturday	12:00 - 12:15 PM				1	289		0		2		378	0	670
	12:15 - 12:30 PM				3	326		0		1		398	1	729
	12:30 - 12:45 PM				0	350		0		0		383	1	734
	12:45 - 1:00 PM				2	300		0		1		363	0	666
	Existing 2017 Volume	0	0	0	6	1265	0	0	0	4	0	1522	2	2799
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	0	0	0	6	1288	0	0	0	4	0	1549	2	2849
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	0	0	0	7	1539	0	0	0	5	0	1852	2	3406
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	0	0	0	8	1684	0	0	0	5	0	2026	3	3725
	Percent Heavy Vehicle	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	0%	#DIV/0!	0%	0%	-

0.95

Existing and Projected Volumes

(4) 53rd Street & Elmore Circle - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Circle			53rd Street			Elmore Circle			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	2	4	30	1	152	27	11	2	52	2	231	73	587
	12:15 - 12:30 PM	11	4	29	22	250	11	49	8	48	16	256	42	746
	12:30 - 12:45 PM	12	4	19	24	249	17	45	5	46	20	211	37	689
	12:45 - 1:00 PM	14	5	18	15	264	3	38	5	51	17	238	34	702
	Existing 2017 Volume	39	17	96	62	915	58	143	20	197	55	936	186	2724
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	40	17	98	63	931	59	146	20	201	56	953	189	2773
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	47	21	117	75	1113	71	174	24	240	67	1139	226	3315
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	52	23	128	83	1218	77	190	27	262	73	1246	248	3625	
Percent Heavy Vehicle	5%	0%	1%	2%	2%	0%	1%	0%	2%	5%	2%	1%	-	

0.91

Weekday	4:45 - 5:00 PM	8	2	15	12	269	10	28	3	50	23	333	33	786
	5:00 - 5:15 PM	22	4	29	18	346	6	23	4	44	11	334	29	870
	5:15 - 5:30 PM	12	4	28	20	254	11	22	6	43	19	339	23	781
	5:30 - 5:45 PM	7	2	15	20	242	18	56	3	40	20	315	26	764
	Existing 2017 Volume	49	12	87	70	1111	45	129	16	177	73	1321	111	3201
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	12	89	71	1131	46	131	16	180	74	1345	113	3259
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	15	106	85	1352	55	157	19	215	89	1607	135	3895
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	16	116	93	1479	60	172	21	236	97	1758	148	4260
	Percent Heavy Vehicle	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	-

0.92

Saturday	12:00 - 12:15 PM	7	5	20	32	258	22	27	7	47	19	313	49	806
	12:15 - 12:30 PM	14	3	16	21	246	22	37	7	69	25	314	43	817
	12:30 - 12:45 PM	14	3	22	33	289	14	30	2	42	30	295	36	810
	12:45 - 1:00 PM	14	3	21	21	255	20	36	5	49	14	311	38	787
	Existing 2017 Volume	49	14	79	107	1048	78	130	21	207	88	1233	166	3220
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	50	14	80	109	1067	79	132	21	211	90	1255	169	3278
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	60	17	96	130	1275	95	158	26	252	107	1500	202	3918
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	65	19	105	142	1395	104	173	28	275	117	1641	221	4285
	Percent Heavy Vehicle	2%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	1%	-

0.99

Existing and Projected Volumes

(5) 53rd Street & Elmore Avenue - All Vehicles

Weekday	15-min Interval	From North (Southbound)			From East (Westbound)			From South (Northbound)			From West (Eastbound)			Intersection Count
		Elmore Avenue			53rd Street			Elmore Avenue			53rd Street			
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
	12:00 - 12:15 PM	101	71	36	119	107	86	40	55	132	54	193	45	1039
	12:15 - 12:30 PM	83	55	37	148	186	79	45	62	125	56	212	49	1137
	12:30 - 12:45 PM	92	69	50	137	199	84	47	58	115	37	179	45	1112
	12:45 - 1:00 PM	99	60	47	125	182	76	41	51	108	49	201	38	1077
	Existing 2017 Volume	375	255	170	529	674	325	173	226	480	196	785	177	4365
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	382	260	173	539	686	331	176	230	489	200	799	180	4444
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	456	310	207	644	820	395	211	275	584	238	955	215	5311
Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	
Projected 2038 Volumes	499	339	226	704	897	433	230	301	639	261	1045	236	5809	
Percent Heavy Vehicle	1%	1%	2%	1%	1%	2%	1%	1%	1%	1%	2%	0%	-	

0.96

Weekday	4:45 - 5:00 PM	105	50	49	134	214	86	37	50	112	56	282	43	1218
	5:00 - 5:15 PM	129	58	69	113	255	69	41	39	141	55	290	44	1303
	5:15 - 5:30 PM	114	47	33	109	204	79	49	51	122	56	288	55	1207
	5:30 - 5:45 PM	105	57	45	115	203	66	38	42	126	35	268	55	1155
	Existing 2017 Volume	453	212	196	471	876	300	165	182	501	202	1128	197	4883
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	461	216	200	479	892	305	168	185	510	206	1148	201	4971
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	551	258	238	573	1066	365	201	221	610	246	1373	240	5942
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	603	282	261	627	1166	399	220	242	667	269	1501	262	6499
	Percent Heavy Vehicle	0%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	-

0.94

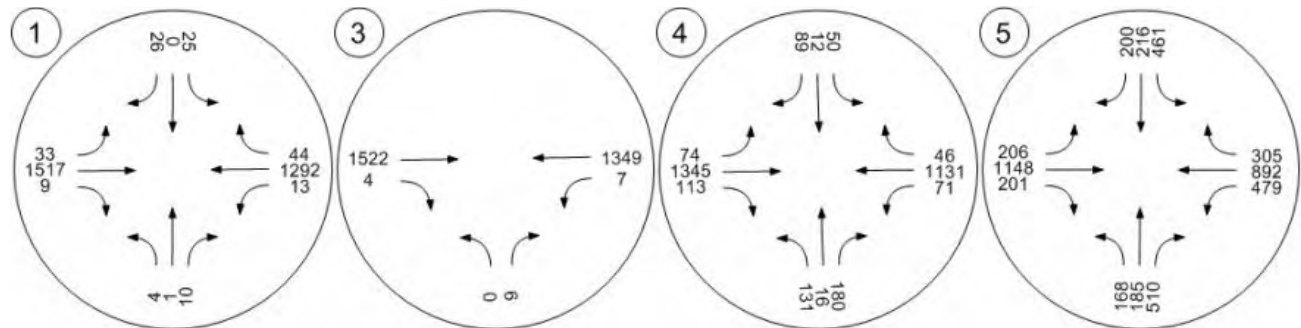
Saturday	12:00 - 12:15 PM	109	71	56	155	214	114	58	65	149	59	233	65	1348
	12:15 - 12:30 PM	87	74	47	182	205	111	54	70	145	62	263	70	1370
	12:30 - 12:45 PM	104	74	79	181	195	94	62	80	166	62	222	73	1392
	12:45 - 1:00 PM	124	71	60	155	176	118	67	70	179	62	224	78	1384
	Existing 2017 Volume	424	290	242	673	790	437	241	285	639	245	942	286	5494
	Growth Factor	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180	1.0180
	Projected 2018 Volumes	432	295	246	685	804	445	245	290	651	249	959	291	5593
	Growth Factor	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953	1.1953
	Projected 2028 Volumes	516	353	294	819	961	532	293	347	778	298	1146	348	6685
	Growth Factor	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937	1.0937
	Projected 2038 Volumes	564	386	322	896	1051	582	321	379	850	326	1254	381	7312
	Percent Heavy Vehicle	1%	1%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	-

0.99

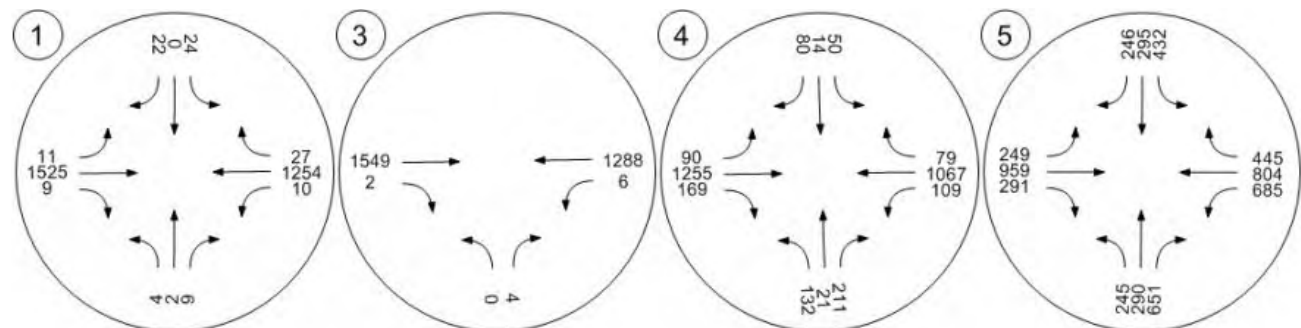
Figure 5 Study Intersections – Projected 2018 Weekday PM and Saturday Midday Peak Hour No Build Volumes



Projected 2018 Weekday PM Peak Hour No Build Volumes:




Projected 2018 Saturday Midday Peak Hour No Build Volumes:



TRIP GENERATION

PERIOD SETTING

DATA PROVIDER

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click  Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: PM Peak

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Weekday, Peak Hour	Best Fit (LOG) $\ln(T) = 0.74\ln(X) + 2.89$	43
944 - Gasoline/Service Station	Vehicle Fueling Position	16	General Urban/Suburban	Weekday, Peak Hour	Average 14.03	112
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Weekday, Peak Hour	Average 4.18	327
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9	General Urban/Suburban	Weekday, Peak Hour	Average 32.67	151
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Weekday, Peak Hour	Average 7.8	37


(0) indicates size out of range.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reduction is applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click  Add Notes above.

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJUSTED EXIT
820 - Shopping Center	0 %	43	0 %	43
944 - Gasoline/Service Station	70 %	34	70 %	34
857 - Discount Club	0 %	327	0 %	327
934 - Fast-Food Restaurant with Drive-Through Window	0 %	43	0 %	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	151	0 %	151
931 - Quality Restaurant	0 %	37	0 %	37

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. The table below displays the total number of trips that have been reduced from a particular Land Use. The total number of Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the previous section. To record any notes, click the  icon above. For recommended values see the [ITE Handbook](#) or [Table 684](#).

820 - Shopping Center				944 - Gasoline/Service Station			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Discount Club			
Exit	47	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	43	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window			
Exit	47	Demand Exit:	6 % (3)	Balanced:	2	Demand Entry:	4 % (2)
Entry	43	Demand Entry:	10 % (4)	Balanced:	2	Demand Exit:	5 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through Window - 1			
Exit	47	Demand Exit:	20 % (9)	Balanced:	6	Demand Entry:	4 % (6)
Entry	43	Demand Entry:	34 % (15)	Balanced:	7	Demand Exit:	5 % (7)

820 - Shopping Center

Exit 47 Demand Exit: % (2)

Entry 43 Demand Entry: % (3)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

944 - Gasoline/Service Station

Exit 34 Demand Exit: % (0)

Entry 34 Demand Entry: % (0)

857 - Discount Club

Exit 326 Demand Exit: % (20)

Entry 327 Demand Entry: % (33)

857 - Discount Club

Exit 326 Demand Exit: % (65)

Entry 327 Demand Entry: % (111)

857 - Discount Club

Exit 326 Demand Exit: % (13)

Entry 327 Demand Entry: % (20)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)

Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window

Exit 39 Demand Exit: % (0)

Entry 43 Demand Entry: % (0)

934 - Fast-Food Restaurant with Drive-Through Window - 1

Exit 140 Demand Exit: % (0)

Entry 151 Demand Entry: % (0)

820 - Shopping Center
INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Inn	Total
Entry	43 (100%)	0 (0%)	0 (0%)	2 (5%)	7 (16%)	1 (2%)	10 (23%)
Exit	47 (100%)	0 (0%)	0 (0%)	2 (4%)	6 (13%)	1 (2%)	9 (19%)
Total	90 (100%)	0 (0%)	0 (0%)	4 (4%)	13 (14%)	2 (2%)	19 (21%)

944 - Gasoline/Service Station
INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Inn	Total
Entry	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	68 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club
TOTAL TRIPS
INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Inn	Total

				with Drive-Through Window	with Drive-Through Window - 1		
Entry	327 (100%)	0 (0%)	0 (0%)	14 (4%)	50 (15%)	6 (2%)	70 (21%)
Exit	326 (100%)	0 (0%)	0 (0%)	11 (3%)	38 (12%)	9 (3%)	58 (18%)
Total	653 (100%)	0 (0%)	0 (0%)	25 (4%)	88 (13%)	15 (2%)	128 (20%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	43 (100%)	2 (5%)	0 (0%)	11 (26%)	0 (0%)	0 (0%)	13 (30%)
Exit	39 (100%)	2 (5%)	0 (0%)	14 (36%)	0 (0%)	0 (0%)	16 (41%)
Total	82 (100%)	4 (5%)	0 (0%)	25 (30%)	0 (0%)	0 (0%)	29 (35%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	151 (100%)	6 (4%)	0 (0%)	38 (25%)	0 (0%)	0 (0%)	44 (29%)
Exit	140 (100%)	7 (5%)	0 (0%)	50 (36%)	0 (0%)	0 (0%)	57 (41%)
Total	291 (100%)	13 (4%)	0 (0%)	88 (30%)	0 (0%)	0 (0%)	101 (35%)


931 - Quality Restaurant






INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	37 (100%)	1 (3%)	0 (0%)	9 (24%)	0 (0%)	0 (0%)	10 (27%)
Exit	18 (100%)	1 (6%)	0 (0%)	6 (33%)	0 (0%)	0 (0%)	7 (39%)
Total	55 (100%)	2 (4%)	0 (0%)	15 (27%)	0 (0%)	0 (0%)	17 (31%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	71	 34 %	24	
944 - Gasoline/Service Station	68	 0 %	0	
857 - Discount Club	525	0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	53	 50 %	27	
934 - Fast-Food Restaurant with Drive-Through Window - 1	190	 43 %	82	
931 - Quality Restaurant	38	 44 %	17	

Print Report

Save Analysis

PERIOD SETTING

DATA PROVI

Specify the Independent Variable, Time Period, and Calculation Method to be used in the calculation of the of Trips generated in the analysis. To record any notes, click Add Notes above.

PROJECT NAME: DAVENPORT WCT

ANALYSIS NAME: **Saturday Peak**

LAND USE	INDEPENDENT VARIABLE	SIZE	LOCATION	TIME PERIOD	METHOD	ENTRY
820 - Shopping Center	1000 Sq. Ft. GLA	8.8	General Urban/Suburban	Saturday, Peak Hou	Best Fit (LOG) $\ln(T) = 0.79\ln(X) + 2.79$	47
944 - Gasoline/Service Station	Vehicle Fueling Pos	16 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 12.77	102 ⁽¹⁾
857 - Discount Club	1000 Sq. Ft. GFA	156.2 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 6.37	488
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	70
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9 ⁽⁰⁾	General Urban/Suburban	Saturday, Peak Hou	Average 54.86	249
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Saturday, Peak Hou	Average 10.68	44

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Specify a percentage by which the Entry Trip and Exit Trip will be reduced for each Land Use. This reduction applied to the Entry Trip and Exit Trip from the previous section. To record any notes, click Add Notes al

LAND USE	ENTRY REDUCTION	ADJUSTED ENTRY	EXIT REDUCTION	ADJ
820 - Shopping Center	0 %	47	0 %	
944 - Gasoline/Service Station	70 %	31	70 %	
857 - Discount Club	0 %	488	0 %	
934 - Fast-Food Restaurant with Drive-Through Window	0 %	70	0 %	
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	249	0 %	
931 - Quality Restaurant	0 %	44	0 %	

INTERNAL TRIPS

Specify the percentage of trips that occur between the Land Use on the left and the Land Use on the right. below displays the total number of trips that have been reduced from a particular Land Use. The total number Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the previous section. To record any notes, click the icon above. For recommended values see the [ITE Handbook](#) or [684](#).

820 - Shopping Center				944 - Gasoline/Serv			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				857 - Disc			
Exit	44	Demand Exit:	0 % (0)	Balanced:	0	Demand Entry:	0 % (0)
Entry	47	Demand Entry:	0 % (0)	Balanced:	0	Demand Exit:	0 % (0)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Throug			
Exit	44	Demand Exit:	6 % (3)	Balanced:	1	Demand Entry:	2 % (1)
Entry	47	Demand Entry:	10 % (5)	Balanced:	2	Demand Exit:	3 % (2)
820 - Shopping Center				934 - Fast-Food Restaurant with Drive-Through 1			
Exit	44	Demand Exit:	20 % (9)	Balanced:	5	Demand Entry:	2 % (5)
Entry	47	Demand Entry:	35 % (16)	Balanced:	7	Demand Exit:	3 % (7)

820 - Shopping Center

Exit 44 Demand Exit: % (1)

Entry 47 Demand Entry: % (2)

Balanced: 1 Demand Entry: % (2)

Balanced: 1 Demand Exit: % (1)

931 - Quality Inn**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

857 - Discount Club**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Thru Window**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window - 1**944 - Gasoline/Service Station**

Exit 31 Demand Exit: % (0)

Entry 31 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**857 - Discount Club**

Exit 507 Demand Exit: % (30)

Entry 488 Demand Entry: % (49)

Balanced: 19 Demand Entry: % (19)

Balanced: 25 Demand Exit: % (25)

934 - Fast-Food Restaurant with Drive-Thru Window**857 - Discount Club**

Exit 507 Demand Exit: % (101)

Entry 488 Demand Entry: % (171)

Balanced: 67 Demand Entry: % (67)

Balanced: 91 Demand Exit: % (91)

934 - Fast-Food Restaurant with Drive-Through Window - 1**857 - Discount Club**

Exit 507 Demand Exit: % (15)

Entry 488 Demand Entry: % (24)

Balanced: 12 Demand Entry: % (12)

Balanced: 12 Demand Exit: % (12)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

934 - Fast-Food Restaurant with Drive-Through Window - 1**934 - Fast-Food Restaurant with Drive-Through Window**

Exit 67 Demand Exit: % (0)

Entry 70 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**934 - Fast-Food Restaurant with Drive-Through Window - 1**

Exit 239 Demand Exit: % (0)

Entry 249 Demand Entry: % (0)

Balanced: 0 Demand Entry: % (0)

Balanced: 0 Demand Exit: % (0)

931 - Quality Inn**820 - Shopping Center**

INTERNAL TRIPS

TOTAL TRIPS		944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	47 (100%)	0 (0%)	0 (0%)	2 (4%)	7 (15%)	1 (2%)	10 (21%)
Exit	44 (100%)	0 (0%)	0 (0%)	1 (2%)	5 (11%)	1 (2%)	7 (16%)
Total	91 (100%)	0 (0%)	0 (0%)	3 (3%)	12 (13%)	2 (2%)	17 (19%)

944 - Gasoline/Service Station

INTERNAL TRIPS

TOTAL TRIPS		820 - Shopping Center	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Exit	31 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Total	62 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

857 - Discount Club

TOTAL TRIPS

INTERNAL TRIPS

		820 - Shopping Center	944 - Gasoline/Service Station	934 - Fast-Food Restaurant	934 - Fast-Food Restaurant	931 - Quality Restaurant	Total
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				with Drive-Through Window	with Drive-Through Window - 1		
Entry	488 (100%)	0 (0%)	0 (0%)	25 (5%)	91 (19%)	12 (2%)	128 (26%)
Exit	507 (100%)	0 (0%)	0 (0%)	19 (4%)	67 (13%)	12 (2%)	98 (19%)
Total	995 (100%)	0 (0%)	0 (0%)	44 (4%)	158 (16%)	24 (2%)	226 (23%)

934 - Fast-Food Restaurant with Drive-Through Window

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window - 1	931 - Quality Restaurant	Total
Entry	70 (100%)	1 (1%)	0 (0%)	19 (27%)	0 (0%)	0 (0%)	20 (29%)
Exit	67 (100%)	2 (3%)	0 (0%)	25 (37%)	0 (0%)	0 (0%)	27 (40%)
Total	137 (100%)	3 (2%)	0 (0%)	44 (32%)	0 (0%)	0 (0%)	47 (34%)

934 - Fast-Food Restaurant with Drive-Through Window - 1

INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	931 - Quality Restaurant	Total
Entry	249 (100%)	5 (2%)	0 (0%)	67 (27%)	0 (0%)	0 (0%)	72 (29%)
Exit	239 (100%)	7 (3%)	0 (0%)	91 (38%)	0 (0%)	0 (0%)	98 (41%)
Total	488 (100%)	12 (2%)	0 (0%)	158 (32%)	0 (0%)	0 (0%)	170 (35%)


931 - Quality Restaurant


INTERNAL TRIPS

	TOTAL TRIPS	820 - Shopping Center	944 - Gasoline/Service Station	857 - Discount Club	934 - Fast-Food Restaurant with Drive-Through Window	934 - Fast-Food Restaurant with Drive-Through Window - 1	Total
Entry	44 (100%)	1 (2%)	0 (0%)	12 (27%)	0 (0%)	0 (0%)	13 (30%)
Exit	31 (100%)	1 (3%)	0 (0%)	12 (39%)	0 (0%)	0 (0%)	13 (42%)
Total	75 (100%)	2 (3%)	0 (0%)	24 (32%)	0 (0%)	0 (0%)	26 (35%)

EXTERNAL TRIPS

Specify the percentage of Pass-by Trips for each Land Use. The percentage will be reduced from the total External Trips from the previous section. To record any notes, click  Add Notes above.

The  icon preceding the Pass-by% value indicates data provided by ITE. Clicking the icon changes a cus by% value to data provided by ITE.

LAND USE	EXTERNAL TRIPS	PASS-BY%	PASS-BY TRIPS	NO
820 - Shopping Center	74	 26 %	19	
944 - Gasoline/Service Station	62	0 %	0	
857 - Discount Club	769	0 %	0	
934 - Fast-Food Restaurant with Drive-Through Window	90	50 %	45	
934 - Fast-Food Restaurant with Drive-Through Window - 1	318	43 %	137	
931 - Quality Restaurant	49	44 %	22	

Print Report

Save Analysis

Table 1 shows the projected new trips to be generated by the proposed Portillo's restaurant.

Table 1
ESTIMATED PEAK HOUR TRAFFIC VOLUMES

Land-Use	Size	Midday		P.M.	
		In	Out	In	Out
Portillo's Restaurant	10,507 s.f.	258	258	124	124

It is important to note that due to the following, the traffic to be generated by the restaurant will not be all new traffic to the existing roadway system.

- Surveys conducted by the Institute of Transportation Engineers (ITE) have shown that a considerable number of trips made to drive-through restaurants are diverted from existing passing traffic. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by traffic. These surveys indicate that, on average, 60 percent of the peak hour trips generated by a drive-through restaurant are diverted from existing traffic on adjacent roadways.
- It is expected that the number of trips generated by the restaurant will be reduced due to the interaction (multipurpose trips) between the other uses in the immediate area (i.e., office buildings).

However, in order to provide a conservative analysis, the new traffic that will be generated by the Portillo's restaurant was not adjusted to reflect pass-by trips or interaction with other uses.

Site Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed restaurant (Table 1) were assigned to the access drives based on the directional distribution analysis (Figure 4) and are shown in **Figure 5**.

TRIP DISTRIBUTION

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 1 2019 PM Peak

Report File: C:\...\pm.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	1	16	26	0	27	34	1661	13	20	1434	45	3281

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1524	55	98	1364	153	3815

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	1788	11	0	1592	51	3498

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	134	16	184	51	12	91	75	1641	115	72	1421	51	3863

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	209	189	520	470	220	204	210	1401	244	489	1139	311	5606

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 2 2019 Sat Peak

Report File: C:\...\sat.pdf

6/20/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	2	13	24	0	22	11	1727	11	16	1448	28	3306

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1536	98	180	1296	206	4260

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.02	1.00	1.00	1.02	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	1933	17	0	1649	69	3742

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	135	21	215	51	14	82	92	1674	172	111	1491	88	4146

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	308	296	664	441	301	251	254	1315	354	699	1165	454	6502

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 3 2039 PM Peak

Report File: C:\...\2039 pm.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	1	10	25	0	26	33	1517	9	13	1292	44	2974
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	6	0	0	0	0	0	4	7	0	0	17
		Net New Trips	0	0	0	0	0	0	0	114	0	0	116	0	230
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	1	19	32	0	33	42	2041	15	24	1757	56	4025

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	60	73	64	211	58	68	87	-28	55	98	-12	153	887
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	60	73	64	211	58	68	87	1905	55	98	1701	153	4533

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1522	0	0	1349	0	2871
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	33	0	0	23	0	236	11	0	216	51	570
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	33	0	0	23	0	2169	11	0	1929	51	4216

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	131	16	180	50	12	89	74	1345	113	71	1131	50	3262
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	269	0	0	267	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	166	20	229	64	15	113	94	1977	144	90	1703	64	4679

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	168	185	510	461	216	200	206	1148	201	479	892	305	4971
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	38	0	0	0	0	0	0	230	39	0	229	0	536
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	251	235	648	585	274	254	262	1688	294	608	1362	387	6848

E 53rd St Commercial - Davenport

Vistro File: C:\...\Davenport vistro.vistro

Scenario 4 2039 Sat Peak

Report File: C:\...\2039 sat.pdf

6/22/2018

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	E 53rd St & Lorton Ave	Final Base	4	2	9	24	0	22	11	1525	9	10	1254	27	2897
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	4	0	0	0	0	0	2	6	0	0	12
		Net New Trips	0	0	0	0	0	0	0	171	0	0	169	0	340
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	5	3	15	30	0	28	14	2108	13	19	1762	34	4031

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	E 53rd St & Costco west/access a	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	88	128	106	308	98	99	117	-44	98	180	-18	206	1366
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	88	128	106	308	98	99	117	1923	98	180	1618	206	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	1.00	1.27	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	41	0	0	33	0	353	17	0	335	69	848
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	0	41	0	0	33	0	2320	17	0	1971	69	4451

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4	E 53rd St & Elmore Cir	Final Base	132	21	211	50	14	80	90	1255	169	109	1067	86	3284
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	394	0	0	403	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	168	27	268	64	18	102	114	1988	215	138	1758	109	4969

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	E 53rd St & Elmore Ave	Final Base	245	290	651	432	295	246	249	959	291	685	804	445	5592
		Growth Rate	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	1.27	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	58	0	0	0	0	0	0	337	57	0	345	0	797
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	369	368	827	549	375	312	316	1555	427	870	1366	565	7899



















CAPACITY ANALYSIS

E. 53rd Street & Lorton Avenue

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Future Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.894			0.931	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1561	0	0	1726	0
Flt Permitted	0.112			0.102				0.947			0.832	
Satd. Flow (perm)	213	3606	0	194	3592	0	0	1492	0	0	1472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			18			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	37	1825	14	22	1576	49	4	1	18	29	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	1839	0	22	1625	0	0	23	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	87.0		10.0	87.0		13.0	13.0		13.0	13.0	
Total Split (%)	9.1%	79.1%		9.1%	79.1%		11.8%	11.8%		11.8%	11.8%	
Maximum Green (s)	5.0	82.0		5.0	82.0		8.0	8.0		8.0	8.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build PM
06/25/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	89.7	89.7		87.3	87.3			6.3			6.3	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.06			0.06	
v/c Ratio	0.15	0.63		0.10	0.57			0.23			0.30	
Control Delay	4.1	5.8		1.6	1.5			29.6			3.9	
Queue Delay	0.0	0.1		0.0	0.2			0.0			0.1	
Total Delay	4.1	5.9		1.6	1.7			29.6			4.0	
LOS	A	A		A	A			C			A	
Approach Delay		5.9			1.7			29.6			4.0	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	3	134		1	33			3			0	
Queue Length 95th (ft)	14	368		m1	37			30			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	255	2940		226	2851			125			217	
Starvation Cap Reductn	0	0		0	382			0			0	
Spillback Cap Reductn	0	274		0	0			0			8	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.15	0.69		0.10	0.66			0.18			0.28	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.1

Intersection LOS: A

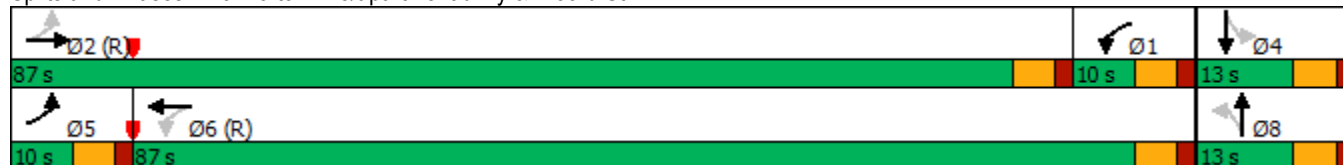
Intersection Capacity Utilization 61.4%

ICU Level of Service B

Analysis Period (min) 15



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St


2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Future Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.905			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1702	0	0	1732	0
Flt Permitted	0.123			0.094				0.947			0.826	
Satd. Flow (perm)	234	3606	0	179	3599	0	0	1628	0	0	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			14			119	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	1857	12	17	1557	30	4	2	14	26	0	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1869	0	17	1587	0	0	20	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	88.0		10.0	88.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.1%	80.0%		9.1%	80.0%		10.9%	10.9%		10.9%	10.9%	
Maximum Green (s)	5.0	83.0		5.0	83.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	89.9	89.9		91.9	91.9			6.1			6.1	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2019 Full Build SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.82	0.82		0.84	0.84			0.06			0.06	
v/c Ratio	0.04	0.63		0.08	0.53			0.19			0.26	
Control Delay	3.3	5.7		0.8	0.7			32.1			3.2	
Queue Delay	0.0	0.7		0.0	0.1			0.0			0.2	
Total Delay	3.3	6.4		0.8	0.8			32.1			3.5	
LOS	A	A		A	A			C			A	
Approach Delay		6.4			0.8			32.1			3.5	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	1	138		0	3			4			0	
Queue Length 95th (ft)	6	364		m0	12			29			0	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	267	2947		223	3007			116			204	
Starvation Cap Reductn	0	0		0	278			0			0	
Spillback Cap Reductn	0	648		0	0			0			20	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.04	0.81		0.08	0.58			0.17			0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 63 (57%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 4.0

Intersection LOS: A

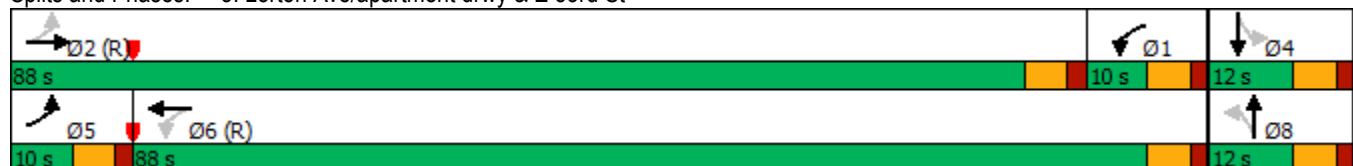
Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15








m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St




Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Future Volume (vph)	42	2041	15	24	1757	56	5	1	19	32	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.995			0.895			0.932	
Flt Protected	0.950			0.950				0.991			0.976	
Satd. Flow (prot)	1805	3606	0	1805	3592	0	0	1564	0	0	1728	0
Flt Permitted	0.063			0.051				0.915			0.830	
Satd. Flow (perm)	120	3606	0	97	3592	0	0	1444	0	0	1470	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8			21			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%
Adj. Flow (vph)	46	2243	16	26	1931	62	5	1	21	35	0	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	2259	0	26	1993	0	0	27	0	0	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	11.0	98.0		10.0	97.0		12.0	12.0		12.0	12.0	
Total Split (%)	9.2%	81.7%		8.3%	80.8%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	6.0	93.0		5.0	92.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	97.8	97.8		95.1	95.1			6.2			6.2	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.05			0.05	
v/c Ratio	0.26	0.77		0.18	0.70			0.29			0.40	
Control Delay	6.3	8.7		1.8	1.2			33.7			9.7	
Queue Delay	0.0	0.5		0.0	0.2			0.0			0.2	
Total Delay	6.3	9.2		1.8	1.4			33.7			9.9	
LOS	A	A		A	A			C			A	
Approach Delay		9.1			1.4			33.7			9.9	
Approach LOS		A			A			C			A	
Queue Length 50th (ft)	7	439		0	8			5			0	
Queue Length 95th (ft)	15	564		m0	10			35			17	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	182	2940		147	2847			104			188	
Starvation Cap Reductn	0	0		0	243			0			0	
Spillback Cap Reductn	0	270		0	0			0			7	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.25	0.85		0.18	0.77			0.26			0.39	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 5.8

Intersection LOS: A

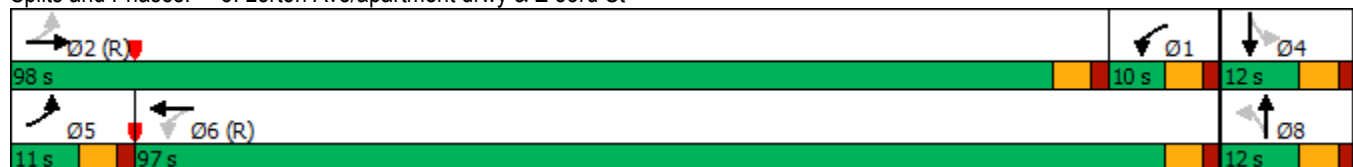
Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15



















m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St













2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Future Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	55		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.997			0.910			0.935	
Flt Protected	0.950			0.950				0.990			0.975	
Satd. Flow (prot)	1805	3606	0	1805	3599	0	0	1712	0	0	1732	0
Flt Permitted	0.076			0.049				0.925			0.825	
Satd. Flow (perm)	144	3606	0	93	3599	0	0	1599	0	0	1466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			16			109	
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		636			428			357			303	
Travel Time (s)		9.6			6.5			9.7			8.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	2267	14	20	1895	37	5	3	16	32	0	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	2281	0	20	1932	0	0	24	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	25.0		10.0	10.0		10.0	10.0	
Total Split (s)	10.0	98.0		10.0	98.0		12.0	12.0		12.0	12.0	
Total Split (%)	8.3%	81.7%		8.3%	81.7%		10.0%	10.0%		10.0%	10.0%	
Maximum Green (s)	5.0	93.0		5.0	93.0		7.0	7.0		7.0	7.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		Min	Min		Min	Min	
Act Effect Green (s)	99.8	99.8		99.8	99.8			6.2			6.2	

Lanes, Volumes, Timings
3: Lorton Ave/apartment drwy & E 53rd St

2039 Future SAT

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.83	0.83		0.83	0.83			0.05			0.05	
v/c Ratio	0.08	0.76		0.14	0.65			0.25			0.35	
Control Delay	3.4	7.8		1.7	1.1			36.0			6.6	
Queue Delay	0.0	2.7		0.0	0.1			0.0			0.3	
Total Delay	3.4	10.5		1.7	1.2			36.0			7.0	
LOS	A	B		A	A			D			A	
Approach Delay		10.4			1.2			36.0			7.0	
Approach LOS		B			A			D			A	
Queue Length 50th (ft)	1	226		0	3			6			0	
Queue Length 95th (ft)	7	580		m1	55			34			8	
Internal Link Dist (ft)		556			348			277			223	
Turn Bay Length (ft)	250			55								
Base Capacity (vph)	193	2999		148	2993			108			188	
Starvation Cap Reductn	0	0		0	183			0			0	
Spillback Cap Reductn	0	581		0	0			0			16	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.08	0.94		0.14	0.69			0.22			0.36	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 78 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 6.4

Intersection LOS: A

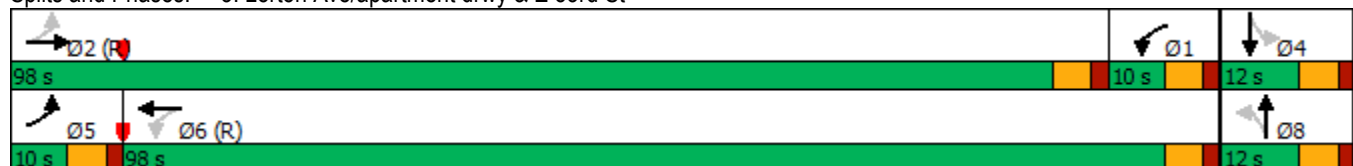
Intersection Capacity Utilization 74.1%

ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Lorton Ave/apartment drwy & E 53rd St



























**E. 53rd Street & Costco West Driveway/West
Access**

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2019 Full Build PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Future Volume (vph)	87	1524	55	98	1364	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.073			0.073			0.950			0.950		
Satd. Flow (perm)	137	3574	1599	137	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			119			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	1657	60	107	1483	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	13.0	68.0	68.0	12.0	67.0	67.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	11.8%	61.8%	61.8%	10.9%	60.9%	60.9%	13.6%	13.6%	13.6%	13.6%	13.6%	13.6%
Maximum Green (s)	8.0	63.0	63.0	7.0	62.0	62.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	63.0	63.0	63.0	62.5	62.5	62.5	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.57	0.57	0.57	0.57	0.57	0.57	0.09	0.09	0.09	0.09	0.12	0.12
v/c Ratio	0.50	0.81	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22
Control Delay	31.0	17.4	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	18.0	0.1	26.8	7.3	1.0	55.1	56.7	1.8	62.8	50.6	1.5
LOS	C	B	A	C	A	A	E	E	A	E	D	A
Approach Delay	18.1			7.9			38.3			48.3		
Approach LOS	B			A			D			D		
Queue Length 50th (ft)	25	463	0	25	84	1	44	54	0	82	43	0
Queue Length 95th (ft)	m65	196	m0	m61	173	5	89	104	0	#134	87	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	198	2046	966	183	2031	960	162	172	299	315	224	338
Starvation Cap Reductn	0	118	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.86	0.06	0.58	0.73	0.17	0.40	0.46	0.23	0.73	0.28	0.22

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.5

Intersection LOS: B

Intersection Capacity Utilization 72.7%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build SAT













06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Future Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.085			0.085			0.950			0.950		
Satd. Flow (perm)	160	3574	1599	160	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			138			169			169
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1670	107	196	1409	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	16.0	61.0	61.0	15.0	60.0	60.0	15.0	16.0	16.0	18.0	19.0	19.0
Total Split (%)	14.5%	55.5%	55.5%	13.6%	54.5%	54.5%	13.6%	14.5%	14.5%	16.4%	17.3%	17.3%
Maximum Green (s)	11.0	56.0	56.0	10.0	55.0	55.0	10.0	11.0	11.0	13.0	14.0	14.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2019 Full Build SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	56.4	56.4	56.4	57.1	57.1	57.1	11.9	10.8	10.8	12.8	11.7	11.7
Actuated g/C Ratio	0.51	0.51	0.51	0.52	0.52	0.52	0.11	0.10	0.10	0.12	0.11	0.11
v/c Ratio	0.58	0.91	0.12	0.85	0.76	0.25	0.50	0.75	0.37	0.83	0.53	0.34
Control Delay	28.1	27.6	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
Queue Delay	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	31.0	0.9	55.8	12.9	1.7	56.5	72.5	5.4	65.7	56.0	4.0
LOS	C	C	A	E	B	A	E	E	A	E	E	A
Approach Delay	29.2			16.2			46.1			51.7		
Approach LOS	C			B			D			D		
Queue Length 50th (ft)	36	550	2	84	257	3	64	97	0	120	73	0
Queue Length 95th (ft)	m79	#700	m5	#214	325	8	#129	#192	16	#190	127	10
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100				
Base Capacity (vph)	244	1831	877	230	1854	896	193	190	312	409	241	351
Starvation Cap Reductn	0	102	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.97	0.12	0.85	0.76	0.25	0.50	0.73	0.37	0.82	0.44	0.31

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 83 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 28.0

Intersection LOS: C

Intersection Capacity Utilization 86.2%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2039 Future PM

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Future Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.058			0.058			0.950			0.950		
Satd. Flow (perm)	109	3574	1599	109	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			109			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	2071	60	107	1849	166	65	79	70	229	63	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	10.0	80.0	80.0	10.0	80.0	80.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (%)	8.3%	66.7%	66.7%	8.3%	66.7%	66.7%	12.5%	12.5%	12.5%	12.5%	12.5%	12.5%
Maximum Green (s)	5.0	75.0	75.0	5.0	75.0	75.0	10.0	10.0	10.0	10.0	10.0	10.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future PM
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	75.0	75.0	75.0	75.0	75.0	75.0	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.08	0.08	0.08	0.08	0.11	0.11
v/c Ratio	0.69	0.93	0.06	0.78	0.83	0.16	0.44	0.50	0.25	0.80	0.31	0.24
Control Delay	43.6	19.9	0.1	45.9	7.8	0.6	62.2	64.1	2.2	74.3	56.4	1.8
Queue Delay	0.0	4.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.6	23.9	0.1	45.9	7.9	0.6	62.2	64.1	2.2	74.3	56.4	1.8
LOS	D	C	A	D	A	A	E	E	A	E	E	A
Approach Delay	24.1			9.2			43.3			56.5		
Approach LOS	C			A			D			E		
Queue Length 50th (ft)	25	702	0	31	127	1	49	60	0	91	47	0
Queue Length 95th (ft)	m52	506	m0	m50	227	m1	96	112	0	#153	94	0
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100		100		
Base Capacity (vph)	138	2233	1040	138	2233	1040	148	158	275	288	205	311
Starvation Cap Reductn	0	117	0	0	18	0	0	0	0	0	0	0
Spillback Cap Reductn	0	56	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.98	0.06	0.78	0.83	0.16	0.44	0.50	0.26	0.80	0.31	0.24

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 88 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 20.9

Intersection LOS: C

Intersection Capacity Utilization 83.3%

ICU Level of Service E

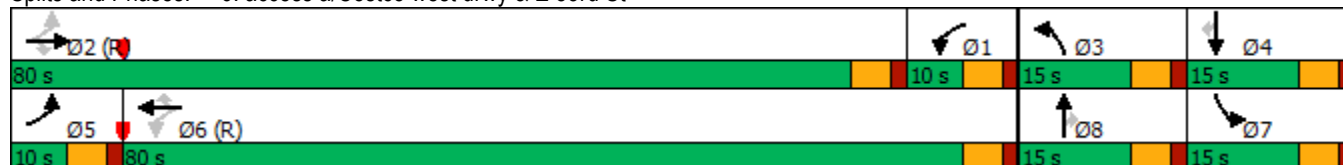
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

























Splits and Phases: 6: access a/Costco west drwy & E 53rd St



Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St













2039 Future SAT

06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Future Volume (vph)	117	1923	98	180	1618	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		200	250		150	100		0	100		0
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3574	1599	1787	3574	1599	1787	1900	1599	3467	1900	1599
Flt Permitted	0.063			0.063			0.950			0.950		
Satd. Flow (perm)	119	3574	1599	119	3574	1599	1787	1900	1599	3467	1900	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			127			155			155
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		428			425			208			202	
Travel Time (s)		6.5			6.4			5.7			5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	0%	1%	1%	0%	1%
Adj. Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	2090	107	196	1759	224	96	139	115	335	107	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	11.0	74.0	74.0	14.0	77.0	77.0	15.0	15.0	15.0	17.0	17.0	17.0
Total Split (%)	9.2%	61.7%	61.7%	11.7%	64.2%	64.2%	12.5%	12.5%	12.5%	14.2%	14.2%	14.2%
Maximum Green (s)	6.0	69.0	69.0	9.0	72.0	72.0	10.0	10.0	10.0	12.0	12.0	12.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Min	Min	None	Min	Min

Lanes, Volumes, Timings
6: access a/Costco west drwy & E 53rd St

2039 Future SAT
06/26/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	69.0	69.0	69.0	72.0	72.0	72.0	10.8	10.0	10.0	12.0	11.2	11.2
Actuated g/C Ratio	0.58	0.58	0.58	0.60	0.60	0.60	0.09	0.08	0.08	0.10	0.09	0.09
v/c Ratio	0.84	1.02	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.60	0.37
Control Delay	58.9	41.3	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
Queue Delay	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	61.4	0.9	88.4	10.2	0.9	69.4	100.3	7.8	95.0	66.7	6.0
LOS	E	E	A	F	B	A	E	F	A	F	E	A
Approach Delay	58.5			16.3			61.4			72.0		
Approach LOS	E			B			E			E		
Queue Length 50th (ft)	43	~902	1	~105	201	3	73	108	0	135	80	0
Queue Length 95th (ft)	m#95	#1029	m5	m#210	347	m8	#148	#229	27	#229	141	20
Internal Link Dist (ft)	348			345			128			122		
Turn Bay Length (ft)	135	200		250	150		100	100				
Base Capacity (vph)	151	2055	965	196	2144	1010	159	158	275	346	190	299
Starvation Cap Reductn	0	103	0	0	7	0	0	0	0	0	0	0
Spillback Cap Reductn	0	51	0	0	0	0	0	0	2	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.07	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.56	0.36

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 43.0

Intersection LOS: D

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: access a/Costco west drwy & E 53rd St



**E. 53rd Street & Costco East Driveway/East
Access**

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Future Vol, veh/h	0	1877	11	0	1592	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2018	12	0	1712	55	0	0	35	0	0	25

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1015
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	240
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	240
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	22.6	18.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	240	-	-	-	-	292
HCM Lane V/C Ratio	0.148	-	-	-	-	0.085
HCM Control Delay (s)	22.6	-	-	-	-	18.5
HCM Lane LOS	C	-	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	-	0.3

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↗			↗
Traffic Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Future Vol, veh/h	0	1933	17	0	1649	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2035	18	0	1736	73	0	0	43	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1027	-	-	905
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	235	0	0	283
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	235	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			23.7			19.5		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	235	-	-	-	-	283						
HCM Lane V/C Ratio	0.184	-	-	-	-	0.123						
HCM Control Delay (s)	23.7	-	-	-	-	19.5						
HCM Lane LOS	C	-	-	-	-	C						
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4						

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Future Vol, veh/h	0	2169	11	0	1929	51	0	0	33	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	2332	12	0	2074	55	0	0	35	0	0	25

Major/Minor	Major1		Major2		Minor1		Minor2	
Conflicting Flow All	-	0	0	-	-	0	-	1172
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	188
Stage 1	0	-	-	0	-	-	0	-
Stage 2	0	-	-	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	188
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.6	23.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	188	-	-	-	-	222
HCM Lane V/C Ratio	0.189	-	-	-	-	0.111
HCM Control Delay (s)	28.6	-	-	-	-	23.2
HCM Lane LOS	D	-	-	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	-	0.4























Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑				↑			↑
Traffic Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Future Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2442	18	0	2075	73	0	0	43	0	0	35
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1230	-	-	1074
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.9	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.3	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	172	0	0	219
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	172	-	-	219
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			32.8			24.5		
HCM LOS							D			C		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1						
Capacity (veh/h)	172	-	-	-	-	219						
HCM Lane V/C Ratio	0.251	-	-	-	-	0.159						
HCM Control Delay (s)	32.8	-	-	-	-	24.5						
HCM Lane LOS	D	-	-	-	-	C						
HCM 95th %tile Q(veh)	0.9	-	-	-	-	0.6						

E. 53rd Street & Elmore Circle

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St













2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Future Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.108			0.067			0.639			0.343		
Satd. Flow (perm)	205	3610	1615	127	3574	1615	1214	1638	0	652	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			69		108			99	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	82	1784	125	78	1545	55	146	17	200	55	13	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1784	125	78	1545	55	146	217	0	55	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	72.0	72.0	11.0	72.0	72.0	27.0	27.0		27.0	27.0	
Total Split (%)	10.0%	65.5%	65.5%	10.0%	65.5%	65.5%	24.5%	24.5%		24.5%	24.5%	
Maximum Green (s)	6.0	67.0	67.0	6.0	67.0	67.0	22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	79.9	74.1	74.1	79.9	74.1	74.1	17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.73	0.67	0.67	0.73	0.67	0.67	0.16	0.16		0.16	0.16	
v/c Ratio	0.35	0.73	0.11	0.44	0.64	0.05	0.77	0.62		0.54	0.33	
Control Delay	9.1	4.6	0.5	35.0	21.1	2.4	69.4	28.8		61.0	12.5	
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.1	4.6	0.5	35.0	22.2	2.4	69.4	28.8		61.0	12.5	
LOS	A	A	A	C	C	A	E	C		E	B	
Approach Delay		4.5			22.1			45.1			28.5	
Approach LOS		A			C			D			C	
Queue Length 50th (ft)	5	102	1	23	588	3	99	70		36	8	
Queue Length 95th (ft)	m10	210	m3	m54	644	m10	165	145		78	56	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	236	2431	1128	183	2407	1110	242	414		130	408	
Starvation Cap Reductn	0	0	0	0	569	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.35	0.73	0.11	0.43	0.84	0.05	0.60	0.52		0.42	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 86.7%

ICU Level of Service E

Analysis Period (min) 15























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Future Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.863			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1640	0	1770	1657	0
Flt Permitted	0.145			0.060			0.679			0.258		
Satd. Flow (perm)	273	3610	1599	114	3610	1615	1290	1640	0	481	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			89		162			83	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	93	1691	174	112	1506	89	136	21	217	52	14	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1691	174	112	1506	89	136	238	0	52	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	11.0	70.0	70.0	14.0	73.0	73.0	26.0	26.0		26.0	26.0	
Total Split (%)	10.0%	63.6%	63.6%	12.7%	66.4%	66.4%	23.6%	23.6%		23.6%	23.6%	
Maximum Green (s)	6.0	65.0	65.0	9.0	68.0	68.0	21.0	21.0		21.0	21.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	71.0	71.0	71.0	75.1	75.1	75.1	16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.65	0.65	0.65	0.68	0.68	0.68	0.15	0.15		0.15	0.15	
v/c Ratio	0.36	0.73	0.16	0.57	0.61	0.08	0.72	0.63		0.74	0.31	
Control Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.2	3.1	0.4	38.4	3.7	0.1	65.2	22.2		97.1	13.9	
LOS	A	A	A	D	A	A	E	C		F	B	
Approach Delay		3.0			5.8			37.8			43.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	2	73	0	37	72	0	92	48		35	9	
Queue Length 95th (ft)	m9	m143	m4	m75	103	m1	154	125		#91	54	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	258	2330	1094	217	2463	1130	246	444		91	383	
Starvation Cap Reductn	0	0	0	0	76	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.36	0.73	0.16	0.52	0.63	0.08	0.55	0.54		0.57	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 75 (68%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 91.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Future Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.862			0.867	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3610	1615	1805	3574	1615	1805	1638	0	1805	1647	0
Flt Permitted	0.059			0.056			0.570			0.257		
Satd. Flow (perm)	112	3610	1615	106	3574	1615	1083	1638	0	488	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157			64		81			117	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	102	2149	157	98	1851	70	180	22	249	70	16	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	2149	157	98	1851	70	180	271	0	70	139	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	82.0	82.0	10.0	80.0	80.0	28.0	28.0		28.0	28.0	
Total Split (%)	10.0%	68.3%	68.3%	8.3%	66.7%	66.7%	23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	7.0	77.0	77.0	5.0	75.0	75.0	23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	77.8	77.8	77.8	76.1	76.1	76.1	21.9	21.9		21.9	21.9	
Actuated g/C Ratio	0.65	0.65	0.65	0.63	0.63	0.63	0.18	0.18		0.18	0.18	
v/c Ratio	0.60	0.92	0.14	0.69	0.82	0.07	0.91	0.74		0.80	0.35	
Control Delay	25.7	8.6	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.7	8.9	0.4	45.9	6.5	0.2	93.7	45.4		98.7	13.3	
LOS	C	A	A	D	A	A	F	D		F	B	
Approach Delay		9.0			8.2			64.6			41.9	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	25	132	1	30	91	0	136	140		52	14	
Queue Length 95th (ft)	m32	241	m2	m61	114	m0	#270	239		#136	70	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	171	2341	1102	142	2267	1048	207	379		93	410	
Starvation Cap Reductn	0	20	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.93	0.14	0.69	0.82	0.07	0.87	0.72		0.75	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 90 (75%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 99.8%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St















Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Future Volume (vph)	114	1988	215	138	1758	109	168	27	268	64	18	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		330	160		0	85		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.864			0.872	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	3610	1599	1805	3610	1615	1805	1642	0	1770	1657	0
Flt Permitted	0.077			0.058			0.610			0.190		
Satd. Flow (perm)	145	3610	1599	110	3610	1615	1159	1642	0	354	1657	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			217			101		112			103	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		533			675			291			199	
Travel Time (s)		8.1			10.2			6.6			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%
Adj. Flow (vph)	115	2008	217	139	1776	110	170	27	271	65	18	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	2008	217	139	1776	110	170	298	0	65	121	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8			4		
Detector Phase	5	2	2	1	6	6	8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	25.0	25.0	10.0	25.0	25.0	15.0	15.0		15.0	15.0	
Total Split (s)	12.0	79.0	79.0	12.0	79.0	79.0	29.0	29.0		29.0	29.0	
Total Split (%)	10.0%	65.8%	65.8%	10.0%	65.8%	65.8%	24.2%	24.2%		24.2%	24.2%	
Maximum Green (s)	7.0	74.0	74.0	7.0	74.0	74.0	24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min		Min	Min	

Lanes, Volumes, Timings
12: Elmore Cir & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	76.3	76.3	76.3	77.0	77.0	77.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.18	0.18		0.18	0.18	
v/c Ratio	0.61	0.87	0.20	0.78	0.77	0.10	0.84	0.78		1.07	0.32	
Control Delay	20.6	6.2	0.5	49.3	4.9	0.1	79.8	43.8		179.6	13.1	
Queue Delay	0.0	0.4	0.0	0.0	0.2	0.0	0.0	0.0		0.0	0.0	
Total Delay	20.6	6.6	0.5	49.3	5.1	0.1	79.8	43.8		179.6	13.1	
LOS	C	A	A	D	A	A	E	D		F	B	
Approach Delay		6.7			7.8			56.9			71.3	
Approach LOS		A			A			E			E	
Queue Length 50th (ft)	20	192	4	52	172	0	125	136		50	11	
Queue Length 95th (ft)	m22	m209	m4	m#80	202	m0	#229	241		#143	63	
Internal Link Dist (ft)		453			595			211			119	
Turn Bay Length (ft)	150		330	160			85			100		
Base Capacity (vph)	188	2295	1095	178	2315	1071	231	418		70	413	
Starvation Cap Reductn	0	59	0	0	99	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.61	0.90	0.20	0.78	0.80	0.10	0.74	0.71		0.93	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 105.6%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: Elmore Cir & E 53rd St


























E. 53rd Street & Elmore Avenue

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St













2019 Full Build PM

06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Future Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	5000	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119		78				430			217
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675		735				586			551	
Travel Time (s)		10.2		11.1				8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	223	1490	260	520	1212	331	222	201	553	500	234	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	1490	260	520	1543	0	222	201	553	500	234	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24		24				24			24	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	43.0	17.0	26.0	52.0		17.0	15.0		26.0	24.0	24.0
Total Split (%)	15.5%	39.1%	15.5%	23.6%	47.3%		15.5%	13.6%		23.6%	21.8%	21.8%
Maximum Green (s)	12.0	38.0	12.0	21.0	47.0		12.0	10.0		21.0	19.0	19.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	12.0	40.7	57.3	19.8	48.6		16.6	10.0	110.0	19.4	12.8	12.8
Actuated g/C Ratio	0.11	0.37	0.52	0.18	0.44		0.15	0.09	1.00	0.18	0.12	0.12
v/c Ratio	0.58	0.78	0.29	0.82	0.69		0.42	0.61	0.34	0.81	0.56	0.57
Control Delay	48.8	31.1	4.6	55.2	25.4		45.3	56.8	0.6	54.3	50.9	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.1		0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	48.8	31.1	4.6	55.2	25.6		45.3	56.8	0.6	54.3	50.9	12.3
LOS	D	C	A	E	C		D	E	A	D	D	B
Approach Delay		29.6			33.0			22.3			43.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	70	245	34	180	304		72	73	0	173	83	0
Queue Length 95th (ft)	m104	356	m86	242	361		115	112	0	232	120	67
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	382	1920	898	670	2250		528	328	1615	668	617	455
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	126		0	0	0	0	0	12
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.78	0.29	0.78	0.73		0.42	0.61	0.34	0.75	0.38	0.49

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 31.9

Intersection LOS: C

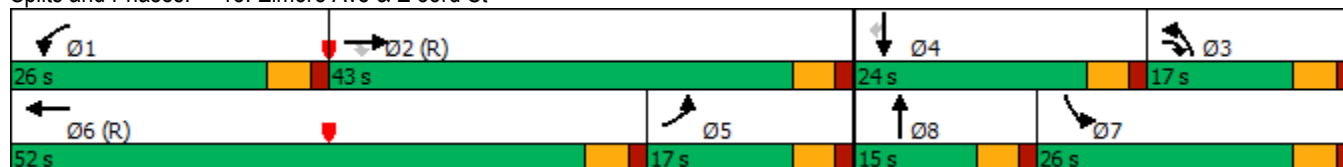
Intersection Capacity Utilization 79.4%

ICU Level of Service D

Analysis Period (min) 15
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Future Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.958				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4955	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			69		113				523			230
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	257	1328	358	706	1177	459	311	299	671	445	304	254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1328	358	706	1636	0	311	299	671	445	304	254
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	18.0	40.0	17.0	31.0	53.0		17.0	17.0		22.0	22.0	22.0
Total Split (%)	16.4%	36.4%	15.5%	28.2%	48.2%		15.5%	15.5%		20.0%	20.0%	20.0%
Maximum Green (s)	13.0	35.0	12.0	26.0	48.0		12.0	12.0		17.0	17.0	17.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2019 Full Build SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	13.0	36.6	50.4	25.0	48.6		13.7	11.8	110.0	16.6	14.6	14.6
Actuated g/C Ratio	0.12	0.33	0.46	0.23	0.44		0.12	0.11	1.00	0.15	0.13	0.13
v/c Ratio	0.62	0.77	0.46	0.89	0.73		0.71	0.78	0.42	0.85	0.64	0.62
Control Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	21.9	10.2	55.4	25.7		56.7	63.0	0.8	62.0	51.3	14.8
LOS	D	C	B	E	C		E	E	A	E	D	B
Approach Delay		21.8			34.7			28.9			46.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	88	284	123	246	321		110	110	0	158	107	15
Queue Length 95th (ft)	m124	332	174	#338	380		#180	#171	0	#237	151	93
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	413	1727	776	827	2253		436	389	1615	535	552	441
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.77	0.46	0.85	0.73		0.71	0.77	0.42	0.83	0.55	0.58

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 31.6

Intersection LOS: C

Intersection Capacity Utilization 82.9%

ICU Level of Service E

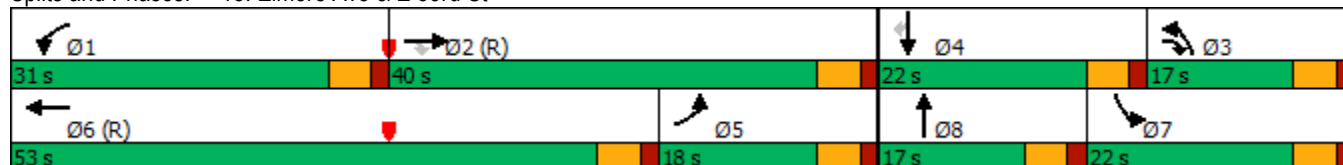
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Future Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	245		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.967				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4994	0	3502	3610	1615	3502	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		80				403			190
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675			735			586			551	
Travel Time (s)		10.2			11.1			8.9			8.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	1%
Adj. Flow (vph)	279	1796	313	647	1449	412	267	250	689	622	291	270
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1796	313	647	1861	0	267	250	689	622	291	270
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	17.0	50.0	17.0	28.0	61.0		17.0	15.0		27.0	25.0	25.0
Total Split (%)	14.2%	41.7%	14.2%	23.3%	50.8%		14.2%	12.5%		22.5%	20.8%	20.8%
Maximum Green (s)	12.0	45.0	12.0	23.0	56.0		12.0	10.0		22.0	20.0	20.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future PM
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	12.0	45.0	61.4	23.0	56.0		16.4	10.0	120.0	22.0	15.6	15.6
Actuated g/C Ratio	0.10	0.38	0.51	0.19	0.47		0.14	0.08	1.00	0.18	0.13	0.13
v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.63	0.73
Control Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.5	29.5	4.9	75.4	28.6		54.3	77.5	0.8	77.6	55.3	27.2
LOS	D	C	A	E	C		D	E	A	E	E	C
Approach Delay	28.8			40.7			28.6			60.6		
Approach LOS	C			D			C			E		
Queue Length 50th (ft)	105	415	44	258	417		101	102	0	248	113	57
Queue Length 95th (ft)	m122	m#526	m47	#375	481		#164	#172	0	#366	155	149
Internal Link Dist (ft)	595			655			506			471		
Turn Bay Length (ft)	270		270	350			180		180	245		150
Base Capacity (vph)	350	1945	879	671	2373		479	300	1615	642	595	424
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.49	0.64

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 91.6%

ICU Level of Service F

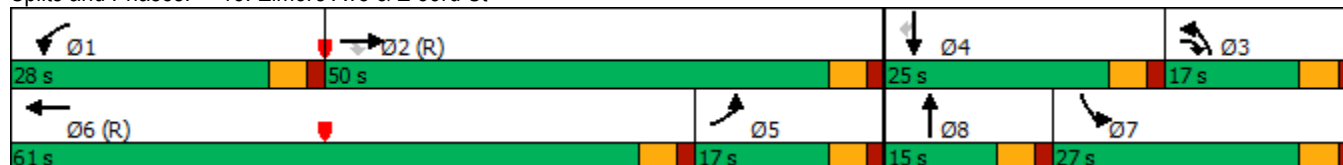
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
























m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St















Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Future Volume (vph)	316	1555	427	870	1366	565	369	368	827	549	375	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		270	350		0	180		180	250		150
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	60			60			60			60		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	0.91	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850		0.956				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	5187	1615	3502	4944	0	3502	3574	1615	3467	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			64		115				505			217
Link Speed (mph)		45		45				45			45	
Link Distance (ft)		675		735				586			551	
Travel Time (s)		10.2		11.1				8.9			8.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%	0%	1%	0%	1%	1%	1%
Adj. Flow (vph)	319	1571	431	879	1380	571	373	372	835	555	379	315
Shared Lane Traffic (%)												
Lane Group Flow (vph)	319	1571	431	879	1951	0	373	372	835	555	379	315
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24		24				24			24	
Link Offset(ft)		0		0				0			0	
Crosswalk Width(ft)		16		16				16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	Free	Prot	NA	Perm
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases			2						Free			4
Detector Phase	5	2	3	1	6		3	8		7	4	4
Switch Phase												
Minimum Initial (s)	10.0	20.0	10.0	10.0	20.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	15.0	25.0	15.0	15.0	25.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	19.0	44.0	21.0	35.0	60.0		21.0	17.0		24.0	20.0	20.0
Total Split (%)	15.8%	36.7%	17.5%	29.2%	50.0%		17.5%	14.2%		20.0%	16.7%	16.7%
Maximum Green (s)	14.0	39.0	16.0	30.0	55.0		16.0	12.0		19.0	15.0	15.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	None	None	C-Max		None	Min		None	Min	Min

Lanes, Volumes, Timings
15: Elmore Ave & E 53rd St

2039 Future SAT
06/25/2018

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effect Green (s)	14.0	39.0	55.2	30.0	55.0		16.2	12.0	120.0	19.0	14.8	14.8
Actuated g/C Ratio	0.12	0.32	0.46	0.25	0.46		0.14	0.10	1.00	0.16	0.12	0.12
v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.86	0.81
Control Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	34.2	9.8	76.6	30.9		63.4	111.2	1.2	91.8	71.2	34.0
LOS	D	C	A	E	C		E	F	A	F	E	C
Approach Delay		31.6			45.1			41.8			71.0	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	121	405	128	~355	452		146	~164	0	~227	153	73
Queue Length 95th (ft)	m143	m#519	m137	#492	521		#214	#264	0	#345	#233	#219
Internal Link Dist (ft)		595			655			506			471	
Turn Bay Length (ft)	270		270	350			180		180	250		150
Base Capacity (vph)	408	1685	777	875	2328		472	357	1615	548	446	389
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.85	0.81

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 44.6

Intersection LOS: D

Intersection Capacity Utilization 97.4%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

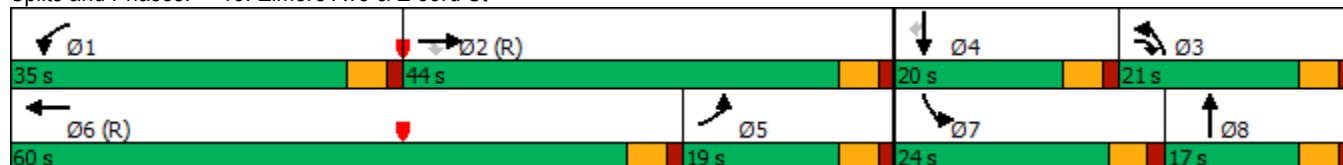
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Elmore Ave & E 53rd St



REZ18-08 - Rezoning Protest List

PARCEL NUMBER	NOTICE AREA	NOTICE E	PROTEST T	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
N0712-03	43552.8703	6.9%	NO	0.0%	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-04	9943.06847	1.6%	NO	0.0%	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
N0712-28	32457.4134	5.1%	Yes	5.1%	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
N0712-29	29801.3422	4.7%	NO	0.0%	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
N0712-30	29801.4156	4.7%	NO	0.0%	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
N0712-31	29806.5998	4.7%	NO	0.0%	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST	2742 E 51ST ST	DAVENPORT IA 52807-3085
N0712-38	8769.89604	1.4%	NO	0.0%	5102 FAIRHAVEN RD	TIMOTHY KLUDY TAMMY KLUDY	5102 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-39	22911.1943	3.6%	NO	0.0%	5106 FAIRHAVEN RD	GABRIEL COUSSENS SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
N0712-42	17835.2571	2.8%	NO	0.0%	5120 LORTON AV	JAMES VICTOR	6113 LAKESHORE CR	DAVENPORT IA 52807
N0739-01A	21130.0884	3.3%	NO	0.0%	2643 E 53RD ST	RICHARD JONES LYNN JONES	2643 E 53RD ST	DAVENPORT IA 52807
N0739-02A	14213.893	2.2%	NO	0.0%	5220 LORTON AV	ERIC WILSON COURTNEY WILSON	5220 LORTON AV	DAVENPORT IA 52807-3026
N0739-04	14713.2174	2.3%	Yes	2.3%	5112 LORTON AV	DONALD ANGERER DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
N0833-01D	58597.5453	9.2%	NO	0.0%	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
N0833-02H	4507.35171	0.7%	NO	0.0%	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
Y0723-11E	20697.639	3.3%	NO	0.0%	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
Y0817-09G	1423.0326	0.2%	NO	0.0%	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
	38100.2392	6.0%	NO	0.0%		JERSEY MEADOWS NORTH CONDOS	2702 E 53RD ST	DAVENPORT IA 52807
Y0723-02E	78605.5585	12.4%	NO	0.0%	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027
PARCELS	476,867.6	75.1%						
ROW	157,894.9	24.9%					Alderman:	Clewell
TOTAL NOTICE AREA	634,762.5	100%	7.4%	PROTEST RATE	Protests: 2		Properties:	18

Rusnak, Ryan

From: Courtney Wilson <courtneywilson08@outlook.com>
Sent: Monday, June 18, 2018 11:54 AM
To: Planning Division – CPED
Cc: Rusnak, Ryan
Subject: 53rd street & Lorton Ave. commercial development

To Whom It May Concern,

6/18/2018

Regarding the rezoning of the property on 53rd Street, between Lorton Ave. and Fairhaven.

We emailed you last week with some questions prior to the meeting last Thursday regarding how this property development would affect us directly. After hearing what the developer had to say regarding the 25-foot area of green space with landscaping surrounding the new property with retaining walls, and an entrance/exit only from 53rd street, we are allot more optimistic about this being approved. Their willingness to take input from the residents surrounding the area was good to hear from the developers.

Another resident, much further down on Lorton Ave., has hired a lawyer and has been canvassing the neighborhood for donations and support against this development. My family lives directly across from the proposed property and will be affected much more than this resident, and yet we do not agree with his position. One of the main points that he is asking for, is to have Lorton Ave. become a cul-de-sac at 53rd street. We strongly oppose this as it creates a safety issue for the residents above 51st street, both on Fairhaven and Lorton Ave. The safety issue is that it would create only 1 exit/entrance for all the residents in this neighborhood at 46th street. Another reason we oppose this is we already receive a lot of turnaround traffic in our driveway and the driveway across the street from us (which will be gone with the new development). If Lorton Ave. was turned into a cul-de-sac I see this creating even more turnaround from neighbors and city residents that don't know that it is no longer a thoroughfare.

To summarize, we would just like you to know and understand two things.

1. We are optimistic about the new development after attending the last meeting.
2. We very much oppose the thoughts and ideas that are being brought forth by another resident much further down the street. He does not speak for everyone on Lorton Ave.

I thank you for your time, and hope that our concerns and opinions will heard at the next meeting tomorrow evening.

Mr. and Mrs. Wilson
5220 Lorton Ave.
Davenport, IA 52807

MELOY LAW OFFICE

Michael J. Meloy
Attorney at Law
2535 Tech Drive, Suite 206
Bettendorf, Iowa 52722
Telephone 563-359-3959
Fax 563-359-3953

Letter of objection
4728 Lorton Avenue
5115 Lorton Avenue
4907 Lorton Avenue
5112 Lorton Avenue
4921 Fairhaven Road
4711 Lorton Avenue
4718 Lorton Avenue

Michael J. Meloy
mike@meloylaw.com
Attorney at Law

Molly Bonderer
molly@meloylaw.com
Paralegal

June 19, 2018

Bob Inghram
Chairman, Davenport Plan & Zone Commission
City Hall
226 West 4th Street
Davenport, IA 52801

HAND DELIVERED ON JUNE 19, 2018 TO THE PLAN & ZONE COMMISSION

*Re. Portillo's Rezoning of Property South of 53rd Street between
Lorton Avenue and Fairhaven Road*

Dear Chairman Inghram,

I represent Craig McManus and other residents who live directly south of the proposed rezoning of this property from a "R-1" Residential District to a "PDD" Planned Development Commercial District. We are opposed to this rezoning because it will encroach on the peaceful enjoyment of the neighborhood and be detrimental to the residential use of the property and will monetarily devalue residential real properties.

My clients would consider withdrawing our opposition to the rezoning if the following conditions were added subject to approval of the rezoning request:

1. Vacate the area south of the intersection at 53rd & Lorton Avenue and install a cul-de-sac with a gate allowing only emergency vehicles to enter.

2. Repaving of the blacktop on Lorton Avenue and Fairhaven Road between 53rd Street and 46th Street. The surface presently is a deteriorated surface that has not been properly maintained and clearly needs repaving.

3. Install a 3-way stop sign at the intersection of 51st Street and Lorton Avenue.

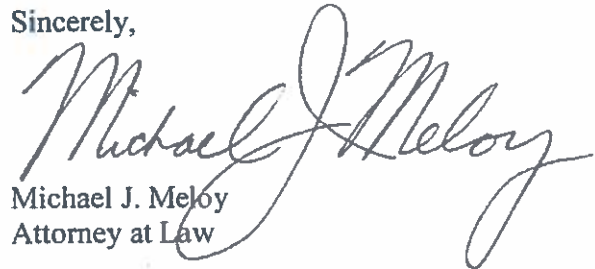
4. Install speed bumps on Lorton Avenue between 46th Street and 53rd Street.

5. No commercial trucks allowed on Lorton Avenue or Fairhaven Road.

These conditions will alleviate residential concerns of the homeowners and neighbors on this matter.

We request that the Plan & Zone Commission approve a recommendation with these conditions attached to the Davenport City Council.

Sincerely,

A handwritten signature in black ink, reading "Michael J. Meloy". The signature is fluid and cursive, with the first name "Michael" and last name "Meloy" clearly legible. The middle initial "J." is smaller and less distinct.

Michael J. Meloy
Attorney at Law

cc: Craig McManus
Patricia & Paul Jimenez
Debbie & Kenneth Ralfs
Don Angerer & Dolores Angerer
Bob Schickling
Casey Caroths
Zachary & Jeanette Richards

Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



Photograph submitted at the June 19, 2018
Plan and Zoning Commission Public Hearing



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Plan and Zoning Commission Public Hearing



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Plan and Zoning Commission Public Hearing



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Plan and Zoning Commission Public Hearing





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Plan and Zoning Commission Public Hearing




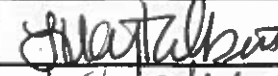

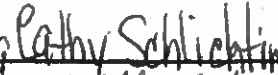




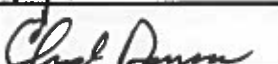
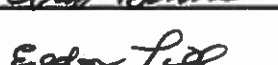

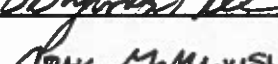
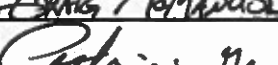
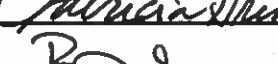
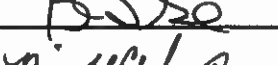

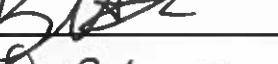
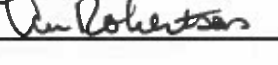


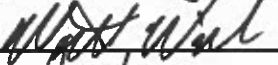
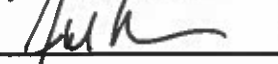
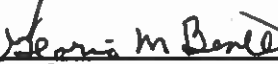

Photograph submitted at the July 2, 2018
Plan and Zoning Commission meeting
2771 E 51st St. Looking south.





We, the undersigned citizens of Davenport, call on our city officials to make Lorton Avenue a cul-de-sac at 53rd with restricted access limited to emergency vehicles and school bus traffic only. Without such modification, we object to the proposed zoning change along 53rd from residential to commercial.

The alternative vision we are proposing will reduce impact on surrounding businesses, neighborhoods and commuters; increase traffic safety on 53rd and Lorton Avenue; reduce congestion during peak travel times; resolve residential traffic concerns and preserve the quiet, family friendly neighborhoods to the south.

	Name	Signature	Street Address	Email Address	Phone
1	Jeffrey L. Talbert		4822 Fairhaven Ct	jefftalbert@msn.com	563.505.1856
2	LUCY TALBERT		4822 FAIRHAVEN	ZAMFAN 82@YAHOO.COM	499-6894
3	Aericka Alatorre		4810 Fairhaven	aericka.alatorre@yahoo.com	563-529-2403
4	Cathy Schlichting		4921 Fairhaven	Bengoe77@msn.com	563-570-069
5	Robert Schlichting		4921 Fairhaven	" " "	" " "
6	Rachelle Hynes		4802 Fairhaven	rhyness2@msn.com	563 3228697
7	Tom Hynes		"	"	"
8	Mike Williams		4829 Fairhaven	lwzejw@mchsi.com	322-1253
9	Chad Dorrance		4829 Fairhaven	chaddorrance@gmail.com	528-9938
10	Eldon Lill		2840 E 46th	eldonlill@msn.com	424-5282
11	Virginia Lill		2840 E 46th	" "	424-5282
12	Carla Norman		2510 Edgemond		359-4179
13	PATRICIA GRIMA		2510 EDGEMOND	DAVEUPRIZEA	359-4180
14	Bill Duke		4805 Fairhaven		340-5992
15	Nicky Hand		4816 Fairhaven Ct.	Doungort, IA	508-3461
16	Bryan Mertz		1110 W. 17th St	Dau, IA	940-9643
17	Ann Robertson		5120 Lorton Ave	Dau IA	20-309-2861
18	Dor Angerer		5112 Lorton Ave		
19	Dolores Angerer		5112 Lorton Ave	dangerer@mchsi.com	563 324778
20	Matt Wilson		5030 Lorton		355-0871
21	Julie Wilson		5030 Lorton		355-0871
22	Gloria Bentley		5001 Lorton		515-451-0382
23	Julie Lyle		5002 Lorton	rslyle@mchsi.com	563-676-977
24	Hal Reed		4919 Lorton	Halreedblues@yahoo.com	563-650-773
25	Sarah Petersen		4920 Lorton	harahgrace1025@yahoo.com	319-570-0250

	Name	Signature	Street Address	Email Address	Phone
26	Kris Kleinsmith	Kris Kleinsmith	4920 Lorton Dan. IA 52509	KristyKleinsmith@gmail.com	563-449-4572
27	Ken Ralf	Ken Ralf	4907 Lorton Ave	N/A	726-1988
28	Drake Decker	Drake Decker	5014 Lorton Ave	drakudeck@gmail.com	506-8424
29	Alyssa Edwards	Alyssa Edwards	5014 Lorton Ave	drake deck@gmail.com	506-8429
30	Greg Judge	Greg Judge	2705 E 51st ST	g.judge@mchsi.com	563 320 8163
31	Dianne Siefers	Dianne Siefers	4920 Fairhaven Rd.	dianne.siefers@gmail.com	563 326 5265
32	Bear Groo	Bear Groo	2131 E 18th St	boggygroo@gmail.com	563 521-9860
33	Ray Henry	Ray Henry	4202 MARQUETTE	RHEUM13PGMAIL	563-271-9916
34	Nick VanDoord	Nick VanDoord	2624 51st	NVanDoord@gmail.com	563-676-967
35	Brian Zegg	Brian Zegg	1916 W 38th	BZ Zegg@gmail.com	563-386-988
36	Dan Krutzfeldt	Dan Krutzfeldt	116 Hillcrest	dkrutzfeldt@gmail.com	563-691-9910
37	Jessica Wilhelm	Jessica Wilhelm	1233 Eastern	enijwilhelm@phos.com	563-5517
38	Ethel Banda	Ethel Banda	2744 E. 46th	N/A	259-3337
39	John Chapman	John Chapman	4624 Lorton Ave		563 370 3596
40	Dennis + Patty Gamble	Dennis + Patty Gamble	4744 Lorton Ave	pattygamble510@gmail.com	563-340-283
41	Bruce + Carol Hansen	Bruce + Carol Hansen	4908 Fairhaven Rd		563-359-861
42	Kristine Bennett	Kristine Bennett	4919 Lorton Ave	Kristy@maddy5111.com	563 349-0544
43	Peg Neilson	Peg Neilson	4838 Lorton Ave	flutterby4838@usm.com	563 3956221
44	Robert Herrmann	Robert Herrmann	5105 Fairham	hbs@rehepc.com	563-529-646
45	Lisa VanDanne	Lisa VanDanne	2771 E. 51st ST	grandhair99@gmail.com	563 322 000
46	Patricia Brunner	Patricia Brunner	4840 Fairhaven Ct	PattyLake25@gmail.com	309-368 0166
47					
48					
49					
50					

Rusnak, Ryan

From: Nancy Busch <happyinia@yahoo.com>
Sent: Monday, July 09, 2018 1:16 PM
To: Rusnak, Ryan
Subject: Fwd: rezoning of fairhaven and lorton/ Ryan Rusnak

Ryan will u pls confirm u received thx so much

Sent from my iPhone

Begin forwarded message:

From: Nancy Busch <happyinia@yahoo.com>
Date: June 26, 2018 at 12:31:23 PM CDT
Cc: <happyinia@yahoo.com>
Subject: rezoning of fairhaven and lorton/ Ryan Rusnak
Reply-To: Nancy Busch <happyinia@yahoo.com>

To whom it may concern;

My name is Nancy J. Busch, residing at 5119 Fairhaven Road, Davenport, Iowa. I have a few questions and concerns about the proposal of rezoning fairhaven and lorton. I'm not sure if the questions should be directed to the rezoning committee or the developer. I wanted to go on record with my questions and hopefully will get some answers.

1. Do I have the right to ask for an appraisal before and after this project? To be paid by the city or the developer. Any decrease in property value will be paid for by city or developer.
2. I would like to request someone from the rezoning office come to my property and show me exactly where the proposed walls, fences, or landscaping will be with regard to my property line. How far away from the wall will the buildings be? Will the developers maintain the landscape after the buildings are complete?
3. Will there be a guarantee in writing that any debris will be constantly monitor and disposed of at the expense of the developer?
4. Will there be a guarantee in writing that my landscaping will not be damaged during the construction of the buildings and after the completion?
5. Will there be a guarantee in writing that the noise level will remain the same if not decreased when all the buildings are occupied?
6. If there is any water overage with regard to sewer lines and damage to my property happens will city or developer pay? Or have an insurance that will pay my damages.
7. Will the lights that will be used for the parking interfere with my well being?
8. Will I get an offer on my house that is double the appraised value?
9. Will I get to select the barriers from the buildings to my property?
10. If a bar goes in one of the building will I be assured there is proper security in place? What will be the closing hours of the businesses?
11. Any chance this area could be converted to a gated community to ensure our safety?
12. Will the city or developer pay for wear and tear of my driveway after its been used to turn around in when people get lost or make the wrong turn?
13. What are some legitimate reasons why land can not be rezoned in a residential area? (beside

soil samples)

14. When I purchased this home I did so because it was residential if that changes and I don't agree with the change what is my recourse?

I'm sure I'll have more questions in the future, but for now if you could answer these it will give me a good start. I know no one is interested in my opinion or why I moved to Fairhaven so I'll save those details for later. For now I would appreciate some attention to these questions.

Thanks so much for your time,

Nancy J. Busch, BES, MBA, MOL

5119 Fairhaven Road

Davenport, Iowa 52807



DAVENPORT FIRE DEPARTMENT

331 Scott Street, Davenport, Iowa 52801
Tel 563.326.7906 Fax 563.328.7232

June 27, 2018

TO: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

FROM: Assistant Chief James Morris, Fire Marshal

RE: Case No. REZ18-08 and ROW18-01

The Fire Department has reviewed the request to partially vacate Fairhaven Road to facilitate redevelopment of nine home sites as commercial. The Fire Department does not have any concerns related to access based on the conceptual drawing or the partial vacation of Fairhaven Road. The Fire Department has several concerns with vacating Lorton Ave due to accessibility and response times.

Regards,

A handwritten signature in black ink, appearing to read "James Morris", is written over a horizontal line.

James Morris, Fire Marshal



City of Davenport
Community Planning & Economic Development Department
Memorandum

To: Captain James Morris, Fire Marshal
Davenport Fire Department

From: Ryan Rusnak, AICP Planner III
Community Planning and Economic Development Department

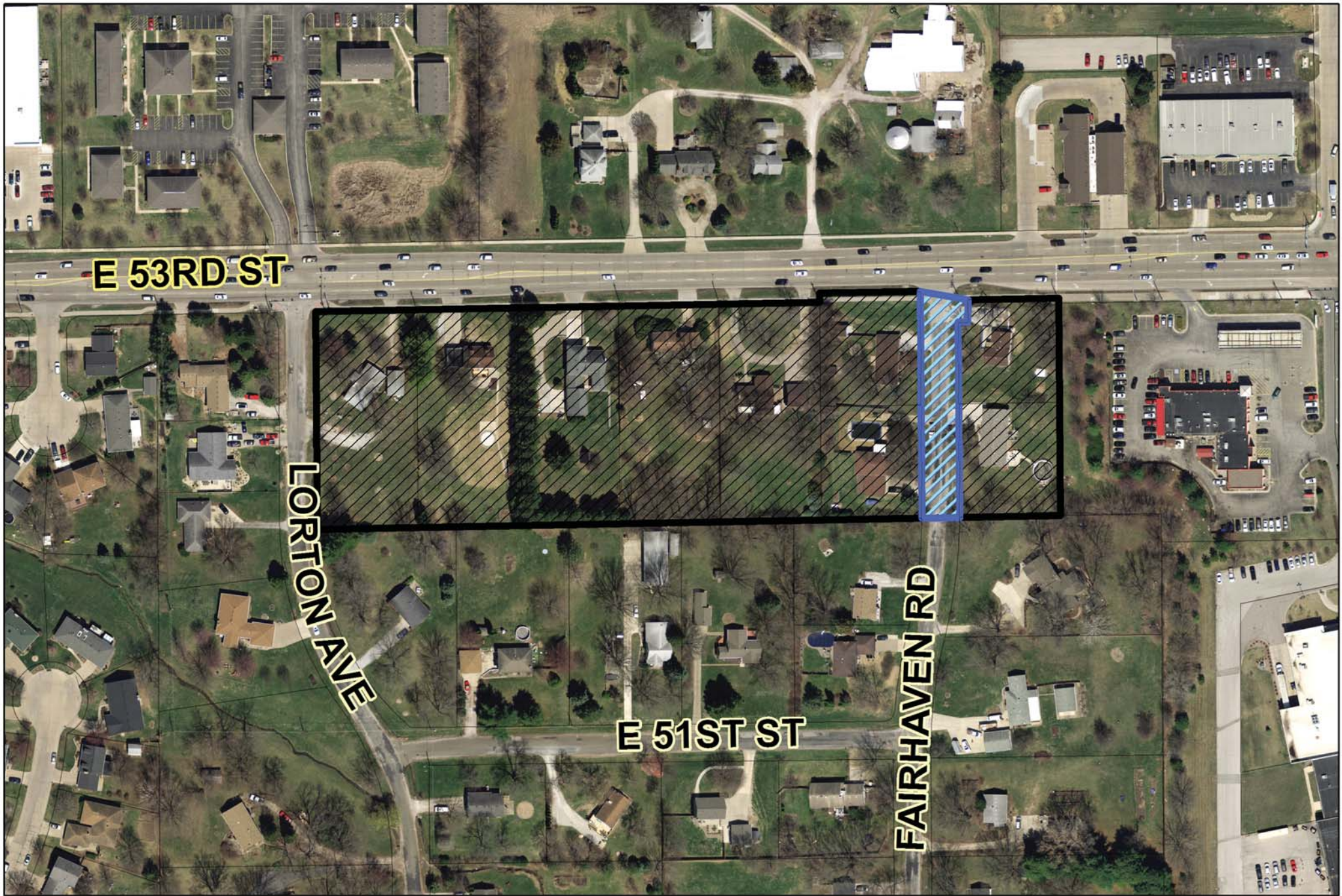
Subject: Case No. REZ18-08 and ROW18-08



Date: June 21, 2018

The City has received a request to rezone property and partially vacate Fairhaven Road to facilitate redevelopment of the nine home sites as commercial. The development would be located along East 53rd Street east of Lorton Avenue (see attached locational map and conceptual plan for the proposed development). Access to and from the development would be at the newly created signalized intersection at the Costco entrance. The other access would be at the location of the existing Fairhaven Road. Please note that a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only (see plan design for improvements along East 53rd Street adjacent to the proposed development). This Department would appreciate Davenport Fire Department's position on the following so it can be incorporated into rezoning and vacation request case files:

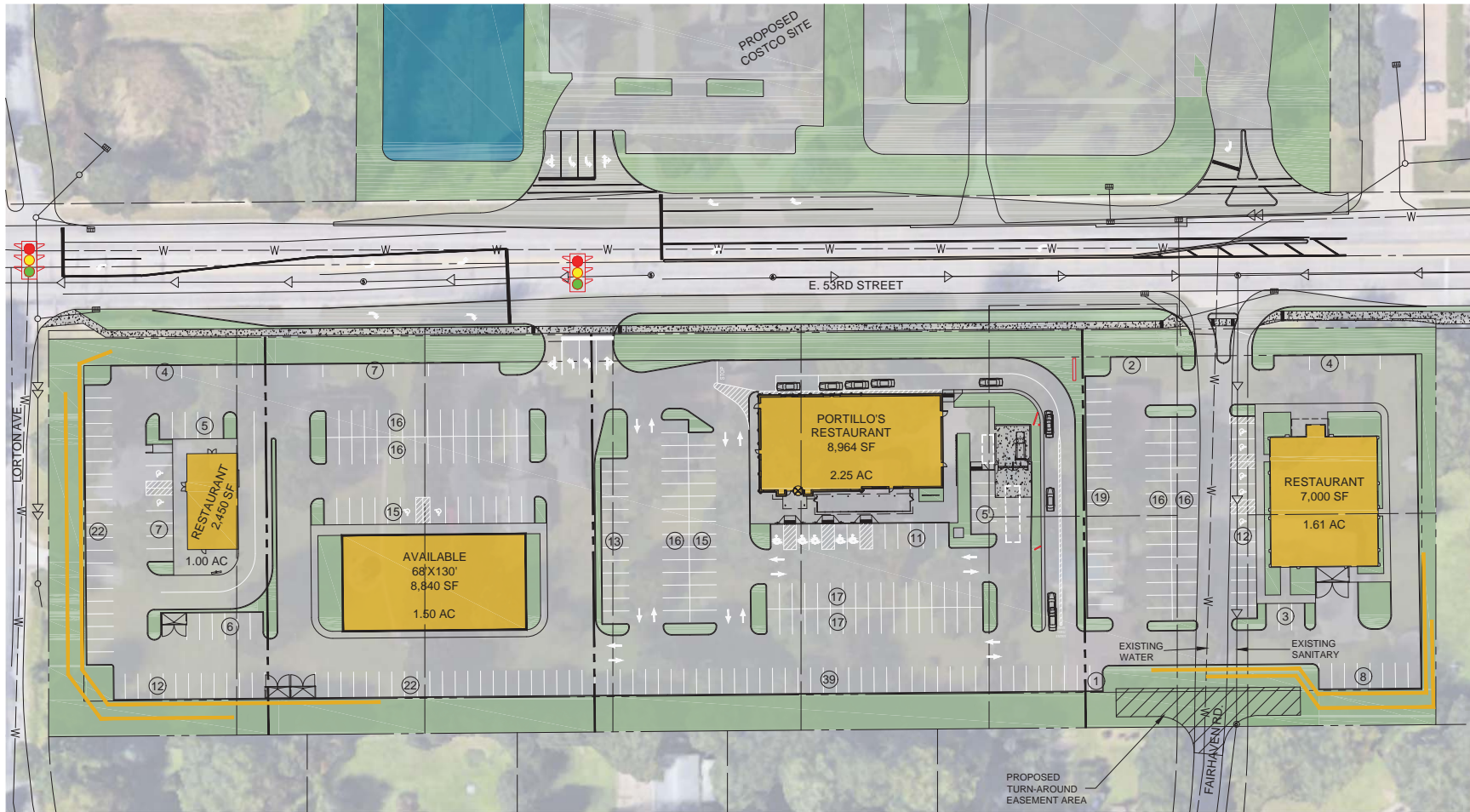
1. Does Davenport Fire Department have any concerns related to access to and from based on the conceptual drawing that was provided?
2. Does Davenport Fire Department have any concerns related to the partial vacation of Fairhaven Road? Please note a median is designed and will be installed within East 53rd Street, thus making Fairhaven Road a right-in/right-out only.
3. During the June 19, 2018 Plan and Zoning Commission public hearing homeowners' representative suggested that the area south of the intersection of East 53rd Street and Lorton Avenue should be vacated and reconstructed as a cul-de-sac and a gate installed allowing only emergency vehicles to enter. Does the Davenport Fire Department have any concerns related to this suggestion?

Attachments:
Locational Map
Conceptual Plan for the Proposed Development
Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated





PROPOSED SITE PLAN W/ ADJACENT LOTS

SCALE: N.T.S.



PORTILLO'S HOT DOGS, LLC

Portillo's

LEGEND

	BOUNDARY LINE
	SETBACK LINE
	EASEMENT LINE
	EXISTING PROPERTY LINE
	EXISTING SANITARY SEWER
	EXISTING STORM SEWER



AUSTIN ENGINEERING CO., INC.
 Consulting Engineers / Surveyors
 220 Emerson Place, Suite 305
 Davenport, Iowa 52801
 Certificate No. CS131338



SITE PLAN

WCT INVESTMENTS
 DAVENPORT, IOWA

E. 53RD STREET
 DAVENPORT, IA 52807

ISSUED

06-12-18

SITE PLAN

SITE PLAN

PROJECT NO

IA76-18-023

DATE

06-12-18

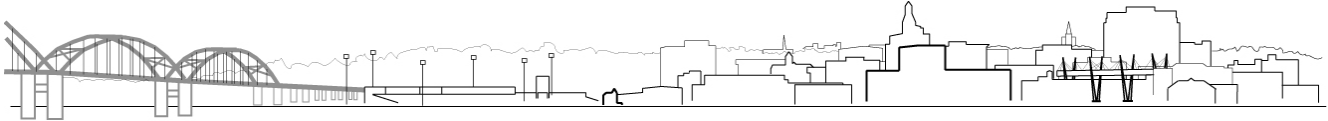
SHEET

C-1

[illegible]

Design of the right-in/right-out entrance at Costco.

**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018

Ward: **6th**

Time: 5:00 PM

Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.

Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.

Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

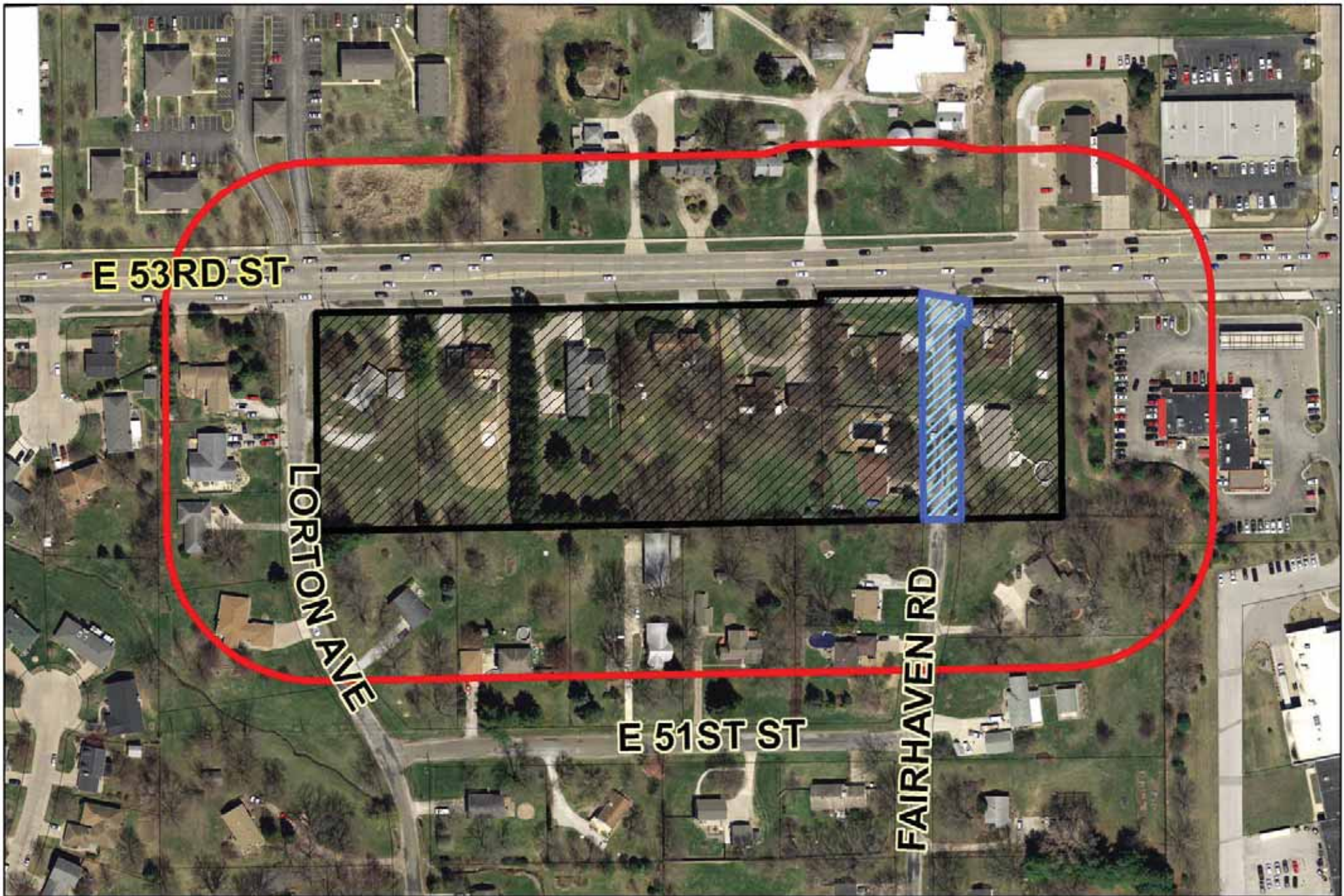
Would You Like to Submit an Official Comment?



As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
1	SINGLE	N0712-03	43552.87026	5119 FAIRHAVEN RD	NANCY J BUSCH	5119 FAIRHAVEN RD	DAVENPORT IA 52807
2	SINGLE	N0712-04	9943.068475	5105 FAIRHAVEN RD	JEWELL CHANIN	5105 FAIRHAVEN RD	DAVENPORT IA 52807-3078
3	SINGLE	N0712-28	32457.41339	5115 LORTON AV	APOLINAR JIMENEZ	5115 LORTON AV	DAVENPORT IA 52807
4	SINGLE	N0712-29	29801.34219	2714 E 51ST ST	TIMOTHY REDMOND	2714 E 51ST ST	DAVENPORT IA 52807
5	SINGLE	N0712-30	29801.41561	2728 E 51ST ST	MARY HOLCK	2728 E 51ST ST	DAVENPORT IA 52807-3085
6	SINGLE	N0712-31	29806.59985	2742 E 51ST ST	DAVID & ELLEN ODEAN TRUST TIMOTHY KLUDY	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TAMMY KLUDY GABRIEL COUSSENS	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR RICHARD JONES	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	LYNN JONES ERIC WILSON	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	COURTNEY WILSON DONALD ANGERER	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
13	SINGLE	N0833-01D	58597.54531	2843 E 53RD ST	BETHANY ENTERPRISES INC	5 HIGHLAND GREEN CT	BETTENDORF IA 52722
14	SINGLE	N0833-02H	4507.35171	5250 ELMORE AV	FALLS PLAZA LLC	3044 VILLAGE PARK DR	PLOVER WI 54467
15	SINGLE	Y0723-11E	20697.639	2802 E 53RD ST	CITY OF DAVENPORT	226 W 4TH ST	DAVENPORT IA 52801
16	SINGLE	Y0817-09G	1423.032604	2820 E 53RD ST	TORIA SQUARE INC	4928 WOODY CREEK CR	BETTENDORF IA 52722
17	MULTIPLE		38100.23924		JERSEY MEADOWS NORTH CONDOS	2700 E 53RD ST	DAVENPORT IA 52807
18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027



*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

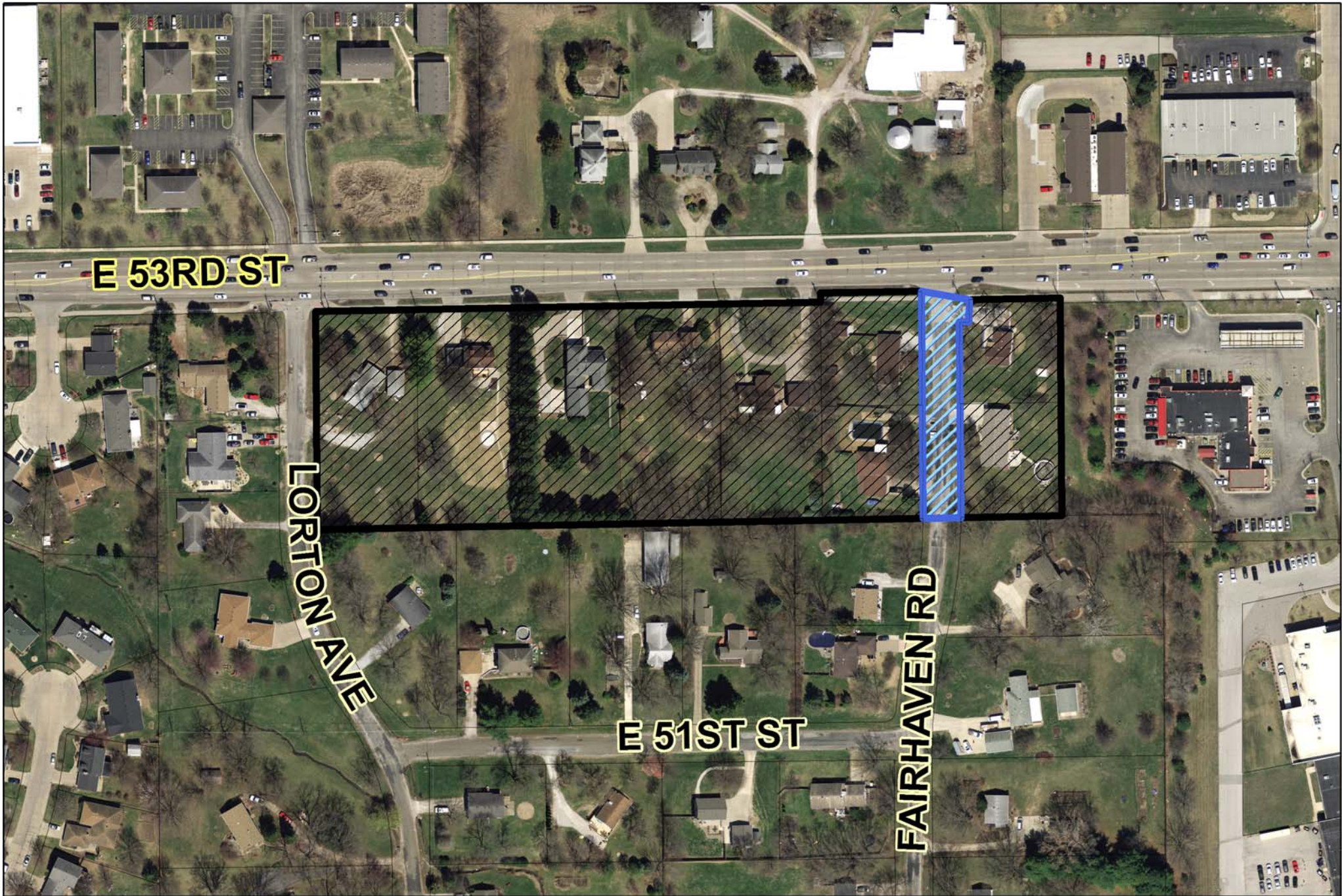
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1 Low Density Dwelling District to “PDD” Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated



FID	TAX_RECORD	Parcel	Land_Area	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
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12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DOLORES ANGERER	5112 LORTON AVE	DAVENPORT IA 52807
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18	SINGLE	Y0723-02E	78605.5585	2790 E 53RD ST	COSTCO WHOLESALE CORPORATION	999 LAKE DR	ISSAQUAH WA 98027

To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

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



Property Address* See attached EXHIBIT A

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

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: willtorchia@aol.com

Application Form Type:

Plan and Zoning Commission

- LLC Rezoning (Zoning Map Amendment) ☒
 Zoning Ordinance Text Amendment ☐
 Right-of-way or Easement Vacation ☐
 Final Development Plan ☐
 Voluntary Annexation ☐
 Subdivision ☐

Owner (If different from Applicant)

Name: See attached EXHIBIT B
 Company:
 Address:
 City/State/Zip:
 Phone:
 Email:

Zoning Board of Adjustment

- Appeal from an Administrative Decision ☐
 Special Use Permit - New Cell Tower ☐
 Home Occupation Permit ☐
 Special Exception ☐
 Special Use Permit ☐
 Hardship Variance ☐

Engineer (If applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- Certificate of Design Approval ☐
 Demolition Request in the Downtown ☐

Historic Preservation Commission

- Certificate of Appropriateness ☐
 Landmark Nomination ☐
 Demolition Request ☐

Architect (If applicable)

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

Administrative

- Floodplain Development ☐
 Cell Tower Co-Location ☐
 Identification Signs ☐
 Site Plan ☐

Attorney (If applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request:Existing Zoning: Proposed Zoning Map Amendment:

*with the option to convert to C-3 (excluding HCOD requirements) when new zoning ordinance is approved.

Total Land Area: AcresDoes 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.

\$5.00 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) Public Notice for the Plan and Zoning Commission public hearing:

- After submitting the application the applicant shall post notification sign(s) supplied by the City on property at least two weeks prior to 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. Failure to post signs as required may result in a delay of the request.
- The applicant shall hold a neighborhood meeting as per the attached meeting guidelines.
- Planning staff will send a public hearing notice 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 hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

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

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, 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: WCT Investments Davenport Series, LLC

Date: 5/29/18

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: Ryan Rusnak

Date: 5/29/2018

Planning staff

Date of the Public Hearing: 6/19/2018

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

Authorization to Act as Applicant

I, William Torchia
authorize Thomas J. Pastrank
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the
property located at see attached EXHIBIT A.



Signature(s)*

*Please note: original signature(s) required.

EXHIBIT A

Addresses:

**2701 E. 53rd St.
Davenport, IA 52807**

**2719 E. 53rd St.
Davenport, IA 52807**

**2733 E. 53rd St.
Davenport, IA 52807**

**2745 E. 53rd St.
Davenport, IA 52807**

**2757 E. 53rd St.
Davenport, IA 52807**

**5222 Fairhaven Rd.
Davenport, IA 52807**

**5221 Fairhaven Rd.
Davenport, IA 52807**

**5207 Fairhaven Rd.
Davenport, IA 52807**

**5206 Fairhaven Rd.
Davenport, IA 52807**

LEGAL DESCRIPTION OF PARCELS TO BE RE-ZONED PDD

PIN N0712-02A DOC. #: 2018-2034:

A PART OF LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA; COMMENCING AT THE SOUTHEAST CORNER OF LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 2 IN HANLIN'S ADDITION; THENCE NORTH 288 FEET ALONG THE EAST LINE OF SAID LOTS 1 & 2, TO THE POINT OF BEGINNING; THENCE NORTH 12 FEET; THENCE WEST 133.4 FEET; THENCE SOUTH 32 FEET; THENCE IN A NORTHEASTERLY DIRECTION ON A CURVE CONCAVE TO THE SOUTHEAST AND HAVING A RADIUS OF 20 FEET, AN ARC DISTANCE OF 31.42 FEET; THENCE EAST 113.4 TO THE POINT OF BEGINNING.

PIN N0712-02B DOC #: 2003-27869:

LOT 2 FINAL PLAT OF REPLAT OF LOT 2 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, IOWA.

PIN N0712-33B DOC #: 2014-19371:

LOT 2 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION, IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA. EXCEPT THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED SEPTEMBER 8TH, 1977, AND RECORDED DOCUMENT NO. 19435-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-33A DOC #: 31513-96:

LOT 1 OF THE FINAL PLAT OF THE REPLAT OF LOT 3 IN HANLIN'S ADDITION IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

PIN N07102-34 DOC #: 22654-95:

LOT 4 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA, BY WARRANTY DEED DATED FEBRUARY 16TH, 1979 AND RECORDED AS DOCUMENT #2348-79 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-35:

LOT 5 OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGE 4 EAST OF THE 5TH P.M., NOW IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

EXCEPT THAT PORTION THEREOF CONVEYED TO THE CITY OF DAVENPORT, IOWA.

PIN N0712-36 DOC #: 2010-7488:

LOT 6 OF HANLIN'S ADDITION OF TH NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPTING THEREFROM THE TRACT CONVEYED TO THE CITY OF DAVENPORT, IOWA BY WARRANTY DEED DATED

MAY 3RD, 1977 AND RECORDED DOCUMENT #8216-77 IN THE OFFICE OF THE RECORDER OF SCOTT COUNTY, IOWA.

PIN N0712-37 DOC #: 2002-29237:

LOT 7, OF HANLIN'S ADDITION TO THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH RANGER 4 EAST OF THE 5TH P.M., SITUATED IN SCOTT COUNTY, IOWA, SUBJECT TO ALL EASEMENTS, EXCEPT. THAT PART CONVEYED TO THE CITY OF DAVENPORT, IOWA IN WARRANTY DEED FILED MAY 10, 1977 AND RECORDED AS DOCUMENT NO. 8730-77, IN THE RECORDER'S OFFICE OF SCOTT COUNTY, IOWA.

PIN N0712-27 DOC #: 2017-23401:

LOT 8 OF HANLIN'S ADDITION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA, EXCEPT PART TO THE CITY.

EXHIBIT B

List of Owners:

**Kurt, Shana & Tina Schindler
2701 E. 53rd St.
Davenport, IA 52807**

**Kurt, Shana & Tina Schindler
2719 E. 53rd St.
Davenport, IA 52807**

**June M. Schindler
2733 E. 53rd St.
Davenport, IA 52807**

**Gary L. White
2745 E. 53rd St.
Davenport, IA 52807**

**Charlotte A. Powers
2757 E. 53rd St.
Davenport, IA 52807**

**Johnny S. & Ann L. Martin
5222 Fairhaven Rd.
Davenport, IA 52807**

**Jerry & Marcia Ludden
5221 Fairhaven Rd.
Davenport, IA 52807**

**Donald Smith
5207 Fairhaven Rd.
Davenport, IA 52807**

**Lyle & Christine Swanson
5206 Fairhaven Rd.
Davenport, IA 52807**

City of Davenport

Agenda Group: Community Development
Department: Community Planning & Economic Development
Contact Info: Matt Flynn 563.888.2286
matt.flynn@ci.davenport.ia.us
Wards: 6

Action / Date
CD7/18/2018

Subject:

First Consideration: Ordinance for Case No. ROW18-01 being the request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

Welcome Investment.

Background:

Please see attached documentation for background information.

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01.

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

The Plan and Zoning Commission accept the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

ATTACHMENTS:

Type

Description

- ▣ Ordinance
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material

Ordinance
 Plan and Zoning Commission Letter to City Council - 7-3-2018
 7-2-2018 - Plan and Zoning Commission Vote Results
 Staff Report to Plan and Zoning Commission - 7-2-2018 Meeting
 Public Hearing and Neighborhood Meeting Notice
 Public Hearing Notice - QC Times - 7-10-2018
 Application

REVIEWERS:

Department	Reviewer	Action	Date
Community Planning & Economic Development	Berger, Bruce	Approved	7/11/2018 - 3:18 PM
Community Development Committee	Berger, Bruce	Approved	7/11/2018 - 3:19 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 5:04 PM

ORDINANCE NO.

ORDINANCE for Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

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

Section 1. The following described unit of Scott County, Iowa real estate is hereby vacated.

The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

Section 2. That the following findings and conditions are hereby imposed upon said right-of-way vacation:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

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

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch, Mayor

Attest: _____
Jackie Holecek, CMC, Deputy City Clerk

Published in the *Quad City Times* on _____

July 3, 2018

Honorable Mayor and City Council
City Hall
Davenport IA 52801

Honorable Mayor and City Council:

At its regular meeting of July 2, 2018, the City Plan and Zoning Commission considered Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

Respectfully submitted,



Robert Inghram, Chairperson
City Plan and Zoning Commission

City Plan & Zoning Commission Voting Record
Meeting Date: 7-2-2018
Meeting Location: Council Chambers-City Hall

		APPROVED	APPROVED	APPROVED	APPROVED
Name:	Roll Call	REZ18-08	CP18-02	ROW18-01	F18-08
Connell	P	Y	Y	Y	Y
Hepner	P	N	N	N	Y
Inghram	P				
Johnson	P	Y	Y	Y	Y
Kelling	P	N	N	N	Y
Lammers	P	N	N	N	Y
Maness	EX				
Medd	P	Y	Y	Y	Y
Quinn	P	Y	Y	Y	Y
Reinartz	P	N	N	N	Y
Tallman	P	Y	Y	Y	Y
		5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	5-YES 4-NO 0-ABSTAIN	9-YES 0-NO 1-ABSTAIN



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

Meeting Date: July 2, 2018

Request: Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate commercial development. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

The petitioner is requesting to rezone and partially vacate Fairhaven Road to facilitate redevelopment of the property as commercial.

AREA CHARACTERISTICS:

Aerial Map



 Subject Property

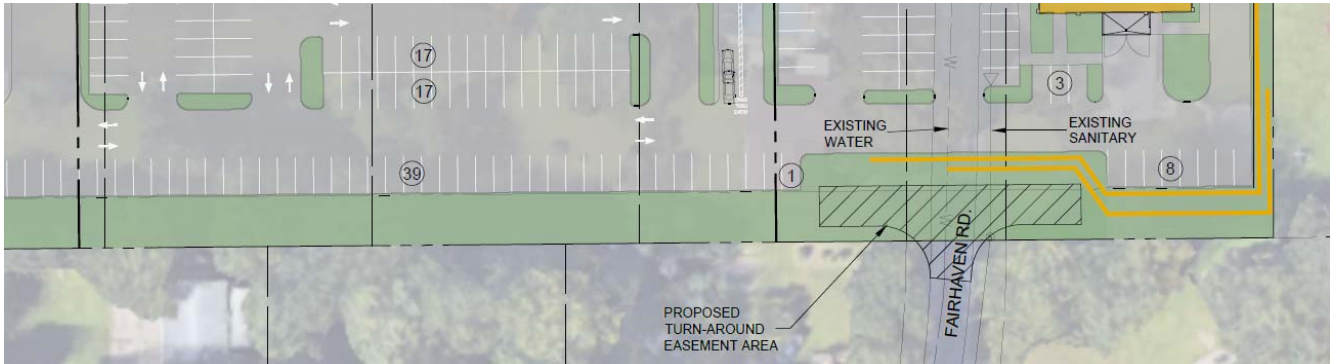


Discussion:

Request Summary:

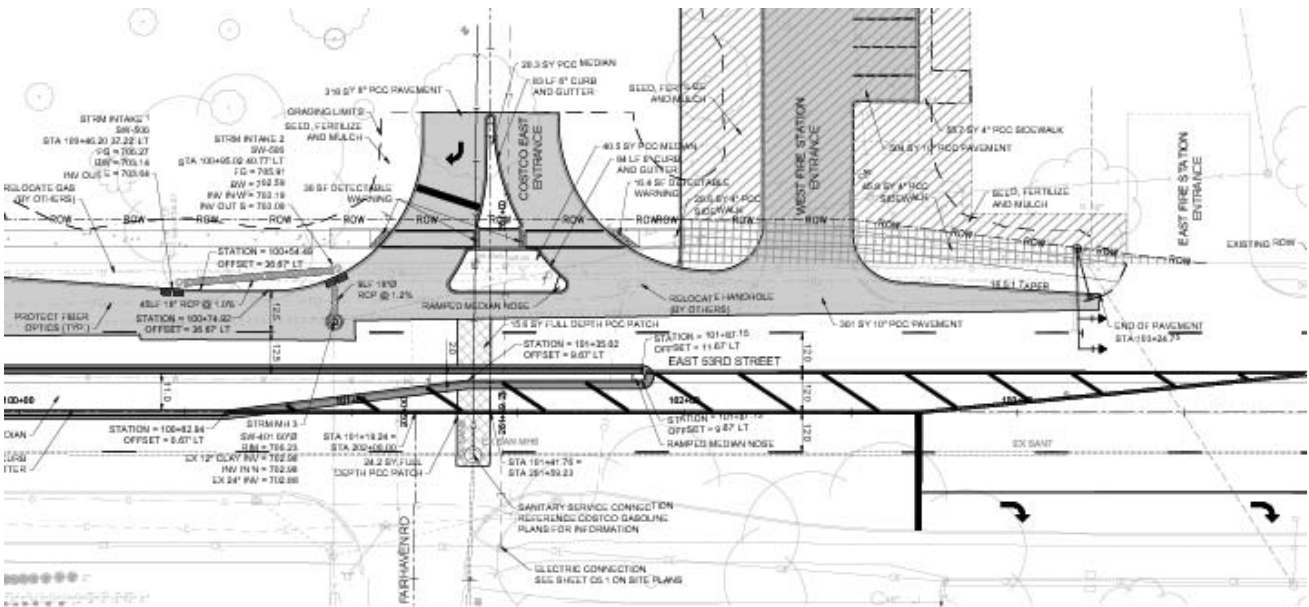
The applicant is requesting to rezone (REZ18-08) to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The right-of-way vacation is to allow a portion of Fairhaven Road to be incorporated into the development.

A turnaround would be constructed at the applicant expense at the newly terminated roadway.



Concept Plan depicting the turnaround at the newly terminated roadway.

Fairhaven Road is in the location of the proposed development's second driveway entrance. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only.



Design of the right-in/right-out entrance at Costco.

The applicant hired Traffic Impact Group, LLC, which completed a traffic study on June 26, 2018. A summary of the results are as follows:

The purpose of utilizing PM and Saturday Peak time measurements is because that is the time period, which the most cars will travel the roadway.

The proposed development is expected to generate 414 new entering trips and 383 new exiting trips in the PM peak hour, and 574 new entering and 564 new exiting trips in the Saturday peak hour. This site will also experience pass-by and diverted link trips, which have also been included in the driveway analysis.

The study area included the following intersections:

- East 53rd Street & Lorton Avenue;
- East 53rd Street & Costco west driveway/West Access;
- East 53rd Street & Costco east driveway/Fairhaven Road (East Access);
- East 53rd Street & Elmore Circle; and
- East 53rd Street & Elmore Avenue.

Analysis of 2019 full build conditions for all intersections indicated acceptable levels of service would be maintained with existing intersection configurations. Some signal timing adjustments may be needed for the added traffic volumes.

The traffic impact study is recommending that the west driveway access be modified such that the turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue.

These changes have been partially incorporated into the Land Use Plan.

The traffic impact study was reviewed and accepted by the City traffic engineer.

Proposed Traffic Impact to Fairhaven Road.

The traffic impact study shows that existing northbound Fairhaven Road traffic entering the East 53rd Street intersection is 6 vehicles during the PM peak and 4 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Fairhaven Road is 11 vehicles during the PM peak and 8 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Fairhaven Road is 17 vehicles during the PM peak and 12 vehicles during the Saturday peak.

In response to concerns regarding increased traffic and raised at the June 14, 2018 Neighborhood Meeting and the June 19, 2018 Plan and Zoning Commission Public Hearing Davenport Public Works measured traffic on Fairhaven Road to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Fairhaven Road north of East 51st Street

- Averaged 140 vehicles per day.

Additionally, there was one reported crash on Fairhaven Road within the past seven years. A parked car was sideswiped in 2013.

Proposed Traffic Impact to Lorton Avenue.

The traffic impact study shows that existing northbound Lorton Avenue traffic entering the East 53rd Street intersection is 15 vehicles during the PM peak and 15 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 22 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue is 37 vehicles during the PM peak and 34 vehicles during the Saturday peak.

The traffic impact study projects that 2019 full build northbound Lorton Avenue traffic entering the East 53rd Street intersection would be 21 vehicles during the PM peak and 19 vehicles during the Saturday peak. The traffic impact study shows that existing East 53rd Street turning southbound onto Lorton Avenue is 33 vehicles during the PM peak and 27 vehicles during the Saturday peak. The traffic impact study shows the total number of vehicles (both direction) on Lorton Avenue would be 54 vehicles during the PM peak and 46 vehicles during the Saturday peak.

The 2019 full build out (includes the Costco development and the subject property fully developed) projects an increase on Lorton Avenue of 17 vehicles (both directions) during the PM peak and 12 vehicles (both directions) during the Saturday peak.

Davenport Public Works measured traffic on Lorton Avenue to better understand the number of vehicles traveling on the roadway and their traveling speed. Traffic was measured June 20-25, 2018. A summary of the results are as follows:

Three day count on Lorton Avenue just south of 53rd St

- Averaged 377 vehicles per day.

Three day count on Lorton Avenue at a point approximately half way between East 46th Street and East 51st Street

- Averaged 420 vehicles per day. *Please note that traffic measured in October 2017 was 482 vehicles per day.*
- Average speed was 27.6 mph and 85th percentile was 33 mph.

Additionally, there was one reported crash on Lorton Avenue between East 46th and East 53rd Streets within the past seven years. A parked car was sideswiped in 2015.

There are utilities (water, sewer and electric) located within the existing Fairhaven Road right-of-way. Therefore, a utility easement would be to be retained.

Public Input (related to the Fairhaven Road right-of-way vacation):

A neighborhood meeting was held on June 14, 2018 at the Eastern Avenue Library. Approximately 55 people attended. The Plan and Zoning Commission held a public hearing on June 19, 2018. Stated concerns include related to the condition of Fairhaven Road and the potential for increased traffic on Lorton Avenue if Fairhaven Road is closed.

Staff Recommendation

Findings:

1. Approved design improvements to East 53rd Street related to the Costco development include a median at the intersection of East 53rd Street and Fairhaven Road, which would convert Fairhaven Road to right-in/right-out only. This would reduce the number of vehicles entering and exiting the East 53rd Street/Fairhaven Road intersection;
2. The traffic impact study demonstrates that additional traffic caused by the proposed development, which includes partially vacating and incorporating Fairhaven Road into the development, would not significantly impact adjacent roadways; and
3. Partially vacating and incorporating Fairhaven Road into the proposed development would allow for a more efficient design of the commercial development.

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

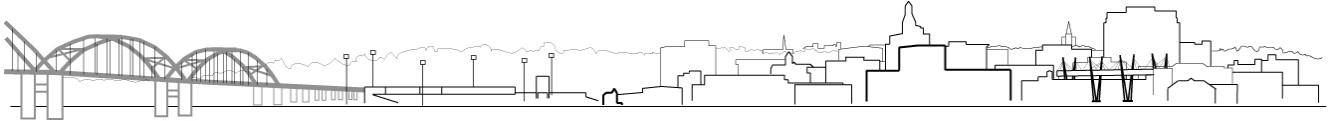
1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Prepared by:

A handwritten signature in blue ink, appearing to read 'Ryan Rusnak', with a stylized flourish at the end.

Ryan Rusnak, AICP
Planner III

**PUBLIC HEARING NOTICE
CITY COUNCIL
CITY OF DAVENPORT**



Public Hearing Details:

Date: 7/18/2018 Ward: **6th**
Time: 5:30 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
Right-of-way vacation (abandonment): Fairhaven Road extending approximately 285 feet south from East 53rd Street.
Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the City Council.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
10. In the event that the "PDD" Planned Development District and/or "HCOD" Highway Corridor Overlay District are supplanted by new zoning ordinance classifications and regulations, the City or property owner shall rezone the property to a commercial classification most consistent with the proposed development. Undeveloped portions of the property shall adhere to the new zoning ordinance classification and regulations. Existing portions of the property rendered non-conforming by the new zoning ordinance classifications and regulations shall be considered legally established non-conformities.

The Commission vote was 5 yes, 4 no and 0 abstention.

- Case No. ROW18-01: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for the vacation (abandonment) of 0.34 acre (14,812 square feet), more or less, of right-of-way known as Fairhaven Road extending approximately 285 feet south from East 53rd Street to facilitate redevelopment of the property as commercial. [Ward 6]

The Plan and Zoning Commission accepted the listed findings and forwards Case No. ROW18-01 to the City Council with a recommendation for approval subject to the following conditions:

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

The Commission vote was 5 yes, 4 no and 0 abstention.

What are the Next Steps after the Public Hearing?

The 7/18/2018 public hearing is the first step in the review/approval process by the City Council. For the specific dates and times of subsequent meetings, please contact the case planner on the next page.

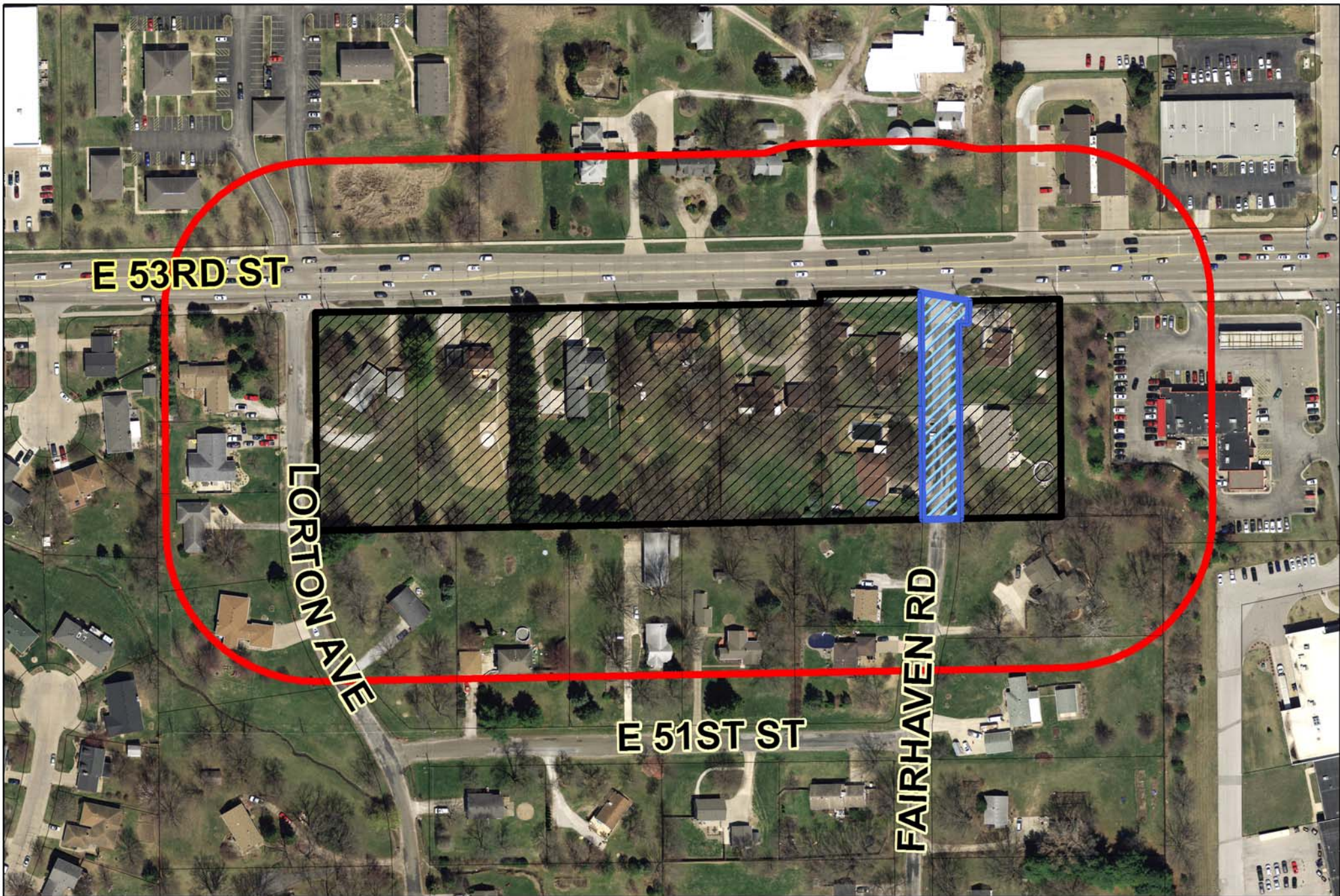
Would You Like to Submit an Official Comment?



As a neighboring property owner, you may have an interest in commenting on the proposed request either in writing/email or in person at the public hearing. If you intend to send in written comments, it is appreciated if those comments could be received by Community Planning no later than 12:00 PM *one day before* the public hearing. Send comments to planning@ci.davenport.ia.us or CPED, 226 W 4th St, Davenport IA 52801.

Do You Have Any Questions?

If you have any questions on this request, or if you need accommodations for any reason, please contact Ryan Rusnak, AICP, the case planner assigned to this project at rrusnak@ci.davenport.ia.us or 563-888-2022. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.

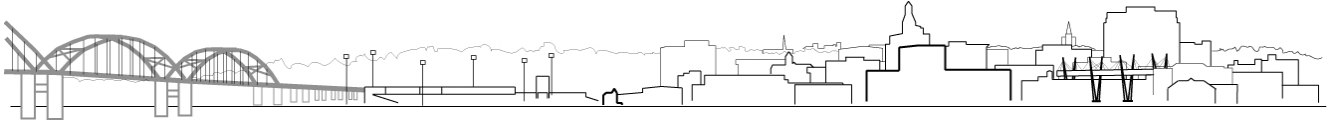


-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



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**PUBLIC HEARING NOTICE
PLAN AND ZONING COMMISSION
CITY OF DAVENPORT**



Public Hearing Details:

Date: 6/19/2018 Ward: **6th**
Time: 5:00 PM
Location: Rezoning: South side of East 53rd Street east of Lorton Avenue.
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Subject: Public hearing to rezone property and partially vacate (abandon) right-of-way before the Plan and Zoning Commission.
Case #: REZ18-08 and ROW18-01

To: All property owners within 200 feet of the subject property.

What is this All About?

This notice is being sent to inform you that a public hearing will be held for a request to rezone property and partially vacate (abandon) right-of-way. The purpose of the request is to facilitate redevelopment of the property as commercial.

Request Description

- Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1" Low Density Dwelling District to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. [Ward 6]
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What are the Next Steps after the Public Hearing?

The 6/19/2018 public hearing is the first step in the review/approval process. The Plan and Zoning will meet on 7/2/2018 to vote (provide its recommendation) on the request. The Commission's recommendation will be forwarded to the City Council which will then hold its own public hearing. You will receive a notice of the City Council's public hearing. For the specific dates and times of subsequent meetings, please contact the case planner below.

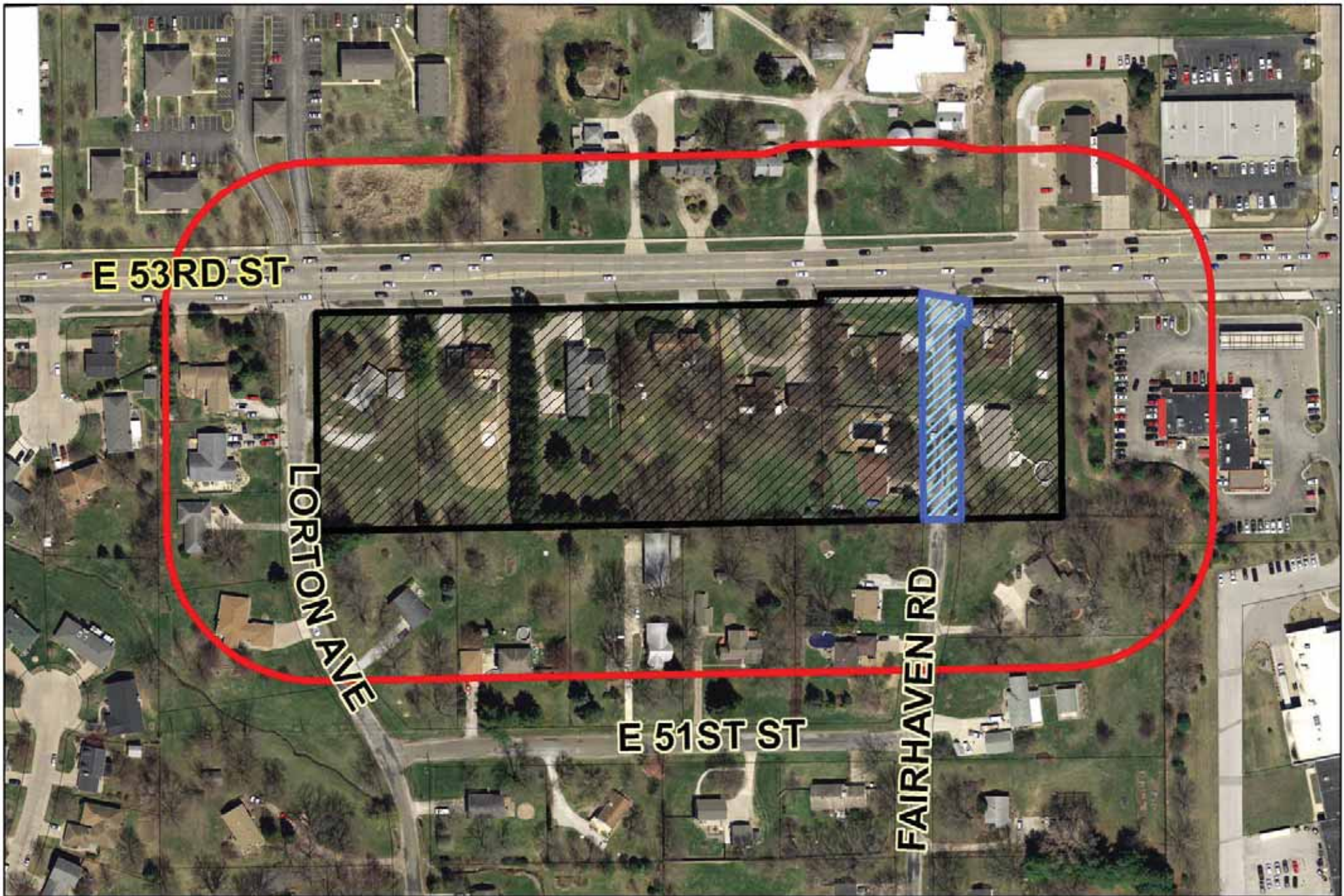
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Please note that items may be removed from the agenda or tabled to a future hearing date at the request of the Petitioner or Commission/Board. If you are interested in the current schedule and outcome of this case, please contact the Community Planning Office at 563-326-7765 or planning@ci.davenport.ia.us for updates.



-  Property Requested to be Rezoned
-  Right-of-Way Requested to be Vacated
-  200 Foot Notification Radius



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*Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: 563-326-7765
www.cityofdavenportiowa.com*

**NOTICE
NEIGHBORHOOD MEETING – PROPOSED DEVELOPMENT
THURSDAY, JUNE 14 2018 – 6:00 P.M.
DAVENPORT PUBLIC LIBRARY – EASTERN BRANCH, 6000 EASTERN
AVENUE**

You are invited to a neighborhood meeting regarding the following request:

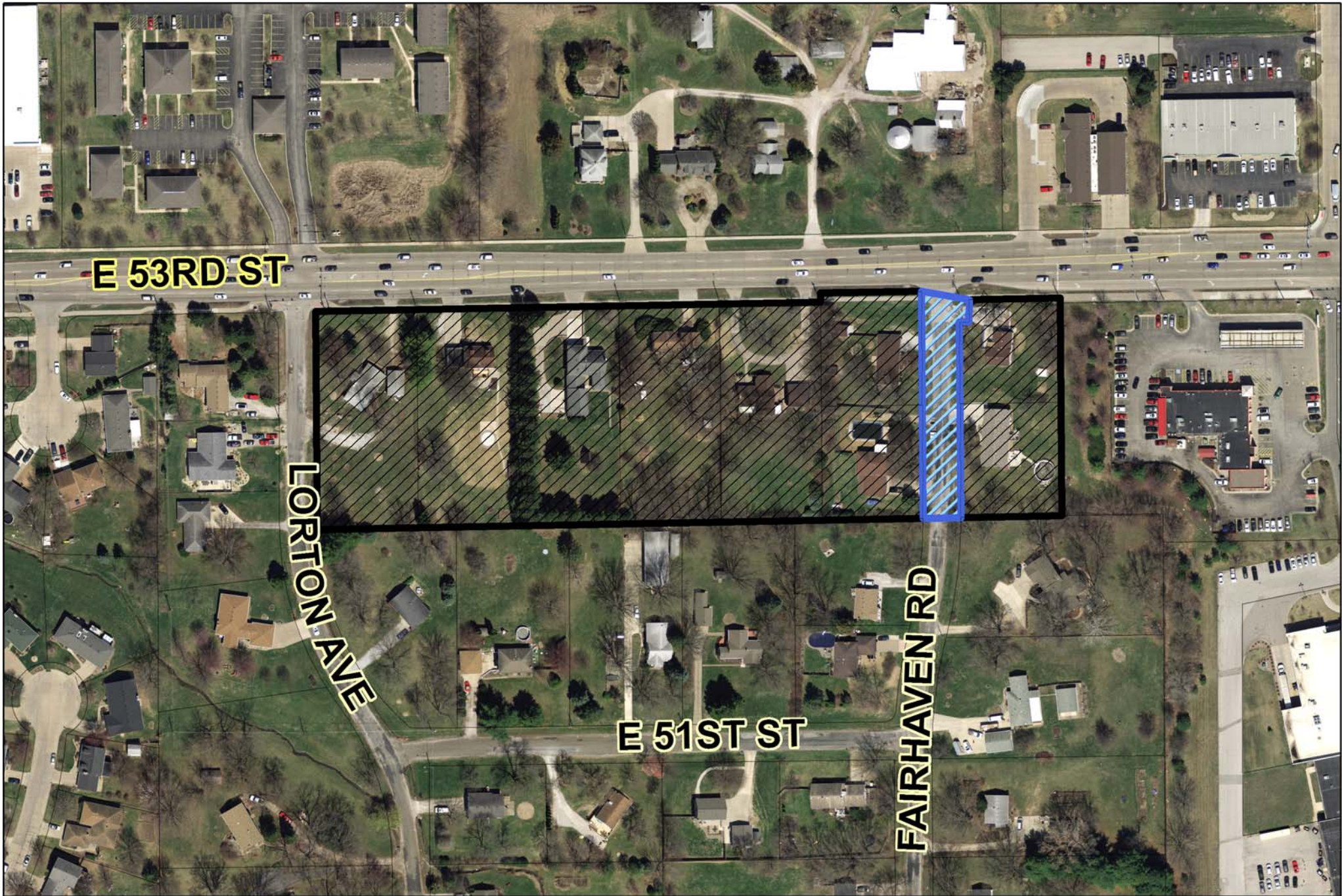
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from “R-1 Low Density Dwelling District to “PDD” Planned Development District and partially vacate (abandon) Fairhaven Road to facilitate redevelopment of the property as commercial. [Ward 6]

Please see map on the back for the location of the proposed development.

The purpose of the meeting is to allow the developer to describe the proposed development, answer any questions you have and hear any concerns about the proposed development.

The City of Davenport will send additional notices informing you of the date, time and location of public hearings for the rezoning request.

City of Davenport
Community Planning and Economic Development Department
Phone 563-326-7765, email planning@ci.davenport.ia.us



Property Requested to be Rezoned



Right-of-Way Requested to be Vacated

N



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To: Accounting/Public Notices

Re: Public Notice

Please publish the following Committee of the Whole public hearing notice in the July 10, 2018 edition of the Quad City Times.

The PO number for this notice is PO1900159.

We would appreciate receiving proof of publication for our records. If you have any questions, please contact me at the same email address this was sent with or at my phone number listed in my email.

NOTICE
PUBLIC HEARING
WEDNESDAY, July 18, 2018, 2018 5:30 PM
CITY OF DAVENPORT COMMITTEE OF THE WHOLE
COUNCIL CHAMBERS - DAVENPORT CITY HALL
226 WEST 4th STREET – DAVENPORT, IOWA

There are on file in the City of Davenport Community Planning and Economic Development Department the following petitions:

Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series for a rezoning on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District to facilitate commercial development. [Ward 6]

The legal description of the proposed rezoning is as follows:

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

A part of lots four (4) through eight (8) in Hanlin's Addition, the plat of which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 2 in Hanlin's Addition, the plat of which is recorded in document number 9727-76 in the office of the Scott County Recorder of Deeds, a part of lot 1 and all of lot 2 in the final plat of the Replat of lot 3 in Hanlin's Addition, the plat of which is recorded in document number 13789-75 in the office of the Scott County Recorder of Deeds and a part of Fairhaven Road lying adjacent to said final plat of the Replat of lot 2 and said final plat of the Replat of lot 3, being more particularly described as follows:

Beginning at the southwest corner of said lot eight (8) of said Hanlin's Addition, thence northerly along the east right of way line of Lorton avenue 288 feet, more or less, to the south right of way line of east 53rd street; thence east along said south right of way line 667 feet, more or less, to the west line of lot two (2) of the final plat of the Replat of lot 3 in Hanlin's Addition; thence north, along said west line of said lot two (2) 12 feet, more or less, to the northwest corner of said lot two (2) and said south right of way line of east 53rd street; thence east along said south right of way line 133 feet, more or less, to the west right of way line of Fairhaven road; thence south along said west right of way line 18 feet, more or less; thence east 55 feet, more or less, to said south right of way line of east 53rd street; thence in a northeasterly direction, along a curve to the right, having a radius of 20 feet, for an arc distance of 15.9 feet more or less; thence east along said south right of way line 113 feet, more or less, to the east line of lot one (1) of the final Replat of lot 2 in Hanlin's Addition; thence south along

said east line 288 feet, more or less, to the southeast corner of lot two (2) of the final Replat of lot 2 in Hanlin's Additio; thence west, 984 feet more or less to the point of beginning. Said tract contains 6.5 acres, more or less.

The Plan and Zoning Commission forwards Case REZ18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the property be substantially developed in accordance with the "PDD" Planned Development District Land Use Plan;
2. That a 25 foot wide landscape buffer be maintained along the south property line. This landscape buffer has contain a 6 foot high fence along the northern portion of the landscape buffer;
3. That a 25 foot wide landscape buffer be maintained along the west property line;
4. That there be no vehicular access to Lorton Avenue;
5. That the following uses be prohibited because the potential for incompatibility with the surrounding residential properties: carryout sales of alcoholic beverages; gasoline stations and car washes;
6. That any dumpsters be located at least 60 feet from the south and west property line;
7. That parking lot lighting be shielded and directed away from the residential properties to the south and west;
8. That a sidewalk be installed from the East 53rd Street sidewalk into the proposed development to facilitate pedestrian access to the commercial development;
9. That the west driveway access to East 53rd Street turn and through lanes extend to the southernmost east-west driveway to avoid being blocked by the through movement queue; and
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The legal description of the proposed rezoning is as follows:

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

A part of Fairhaven Road as shown on the plat of Hanlin's Addition, which is recorded in book 65, at page 123 in the office of the Scott County Recorder of Deeds, being more particularly bounded and described as follows:

Beginning at the southeast corner of lot 3 in said Hanlin's Addition, thence north, along the east line of said lot 3, to the intersection of said east line and the south right of way line of east 53rd street; thence east along said south right of way line to the intersection of said south right of way line and the west line of lot 2 in said Hanlin's Addition; thence south along the said west line of lot 2 to the southwest corner of said lot 2; thence west to the point of beginning. Said tract contains 14,898 square feet, more or less.

The Plan and Zoning Commission forwards Case ROW18-01 to the City Council with a recommendation for approval subject to the following conditions.

1. That the right-of-way vacation be subject to the approval and adoption of the rezoning ordinance for Case No. REZ18-08;
2. That a utility easement be provided in the location existing utilities; and
3. That the area for the Fairhaven Road turnaround be dedicated to the City of Davenport as public right-of-way.

Public hearing(s) on the above matter(s) are scheduled for 5:30 p.m. or as soon thereafter as possible on Wednesday, July 19, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s). PO No 1900159.

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



285

Property Address* [redacted] feet on Fairhaven Road, Davenport, IA 52807

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

Applicant (Primary Contact)

Name: William Torchia
 Company: WCT Investments Davenport Series, LLC
 Address: 2813 N. Main St.
 City/State/Zip: Peoria, IL 61611
 Phone: (309) 696-7185
 Email: wiltorchia@aol.com

Application Form Type:

Plan and Zoning Commission

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

Owner (if different from Applicant)

Name: [redacted]
 Company: City of Davenport
 Address: 226 W. 4th St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 326-7711
 Email: [redacted]

Zoning Board of Adjustment

- ☐ Appeal from an Administrative Decision
☐ Special Use Permit - New Cell Tower
☐ Home Occupation Permit
☐ Special Exception
☐ Special Use Permit
☐ Hardship Variance

Engineer (if applicable)

Name: Devin Birch
 Company: Austin Engineering Company, Inc.
 Address: 220 Emerson Place, Ste. 305
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 207-4605
 Email: dbirch@austinengineeringcompany.com

Design Review Board

- ☐ Certificate of Design Approval
☐ Demolition Request In the Downtown

Historic Preservation Commission

- ☐ Certificate of Appropriateness
☐ Landmark Nomination
☐ Demolition Request

Architect (if applicable)

Name: N/A
 Company: [redacted]
 Address: [redacted]
 City/State/Zip: [redacted]
 Phone: [redacted]
 Email: [redacted]

Administrative

- ☐ Floodplain Development
☐ Cell Tower Co-Location
☐ Identification Signs
☐ Site Plan

Attorney (if applicable)

Name: Thomas J. Pastmak
 Company: Pastmak Law Firm, P.C.
 Address: 313 W. 3rd St.
 City/State/Zip: Davenport, IA 52801
 Phone: (563) 323-7737
 Email: tpastmak@pastmak.com

Request: 285

Vacation of [REDACTED] of Fairhaven Road, beginning at the corner of 53rd St. and Fairhaven Rd. and continuing south approximately twenty-five (25) feet. Engineer will provide a legal description.

Total Land Area: 0.34, +/- Acres

Submittal Requirements:

- The completed application form.
- Required fee: \$400.

The Applicant hereby acknowledges and agrees to the following procedure and requirements:

(1) Application:

- Prior to submission of the application for the right-of-way or easement vacation, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the right-of-way or easement vacation process.
- Applications and supporting documentation should be submitted to planning@ci.davenport.ia.us for review.
- 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) Public Notice for the Plan and Zoning Commission public hearing:

- Planning staff will send a public hearing notice to surrounding property owners.

(3) Plan and Zoning Commission's consideration of the right-of-way or easement vacation:

- 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 hold a public hearing on the request. Subsequently, the Plan and Zoning Commission will vote to provide its recommendation to the City Council. The Plan and Zoning Commission's recommendation is forwarded to the City Council.

(4) City Council's consideration of the right-of-way or easement vacation:

- Planning staff will send a public hearing notice to surrounding property owners.
- The Committee of the Whole (COW) will hold a public hearing on the request. Subsequently, the City Council will vote on the request. For a right-of-way or easement vacation 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: WCT Investments Davenport Series, LLC

Date: 5/29/18

By typing your name, you acknowledge and agree to the aforementioned submittal requirements and formal procedure.

Received by: Ryan Rusnak

Date: 5/29/2018

Planning staff

Public Hearing: 6-19-2018

GENERAL NOTES

1. EXISTING ZONING = R-1
2. PROPOSED ZONING = PUD
3. TOTAL AREA = 6.38 ACRES
4. BEARINGS ARE BASED ON THE FINAL PLAT OF HAMILT'S ADDITION BOOK 66, PAGE 123

JEREMY MEADOWS NORTH
CONDOMS
ZONED R-3M

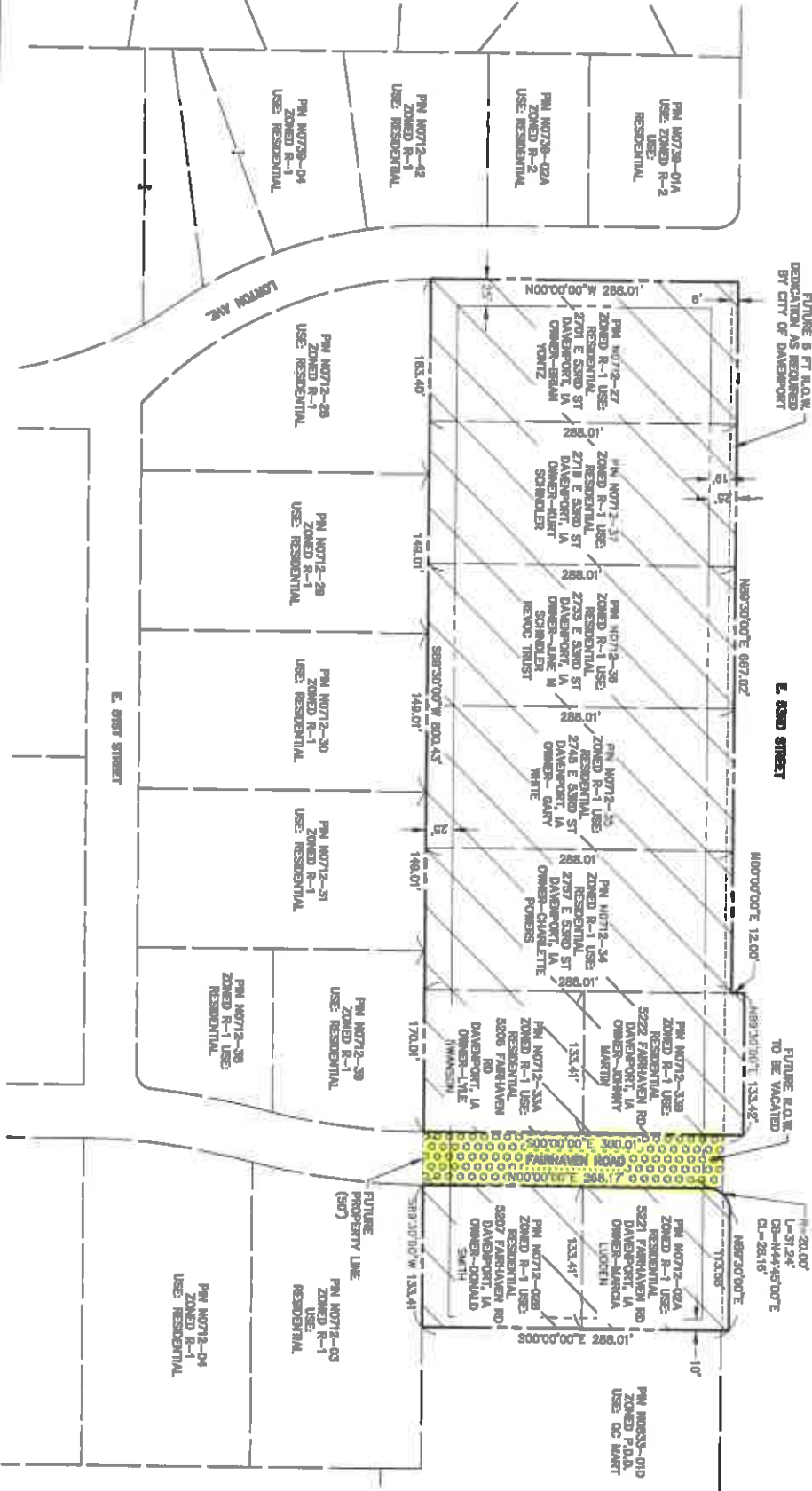
PM 10723-02E
ZONED P.D.U.
USE: COUNTRY



LEGEND

	BOUNDARY PROPOSED REZONING
	SETBACK LINE
	EXISTING PROPERTY LINE

PM 10723-11E
ZONED R-1
USE: FIRE STATION



ZONING EXHIBIT PLAT

**WCT INVESTMENTS
DAVENPORT, IOWA**

**E. 53RD STREET
DAVENPORT, IA 52807**



AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 306
Davenport, Iowa 52801
Certificate No. CS131338

ZONING EXHIBIT PLAT

PROJECT NO: W78-18-023
DATE: 05-25-18
SHEET: E-1

City of Davenport

Agenda Group: Public Safety
Department: Public Safety
Contact Info: Gary Statz (563) 326-7754
Wards: 2

Action / Date
PS7/3/2018

Subject:

Second Consideration: Ordinance amending Schedule VII of Chapter 10.96 entitled "No Parking" by adding Pine Street along the east side from Hickory Grove Road north 150 feet. [Ward 2]

Recommendation:

Adopt the ordinance.

Relationship to Goals:

Welcoming Neighborhoods

Background:

This portion of Pine Street has a tight curve coming off of Hickory Grove Road before the road straightens out at the north driveway of Automotive Central, which is on the west side of Pine Street. When vehicles are parked on both sides of the street, it can be difficult to maneuver, especially if there is oncoming traffic. I have spoken with both the owner of Automotive Central and the people in the neighborhood regarding this issue. They agreed to proceed with this proposed no parking zone.

ATTACHMENTS:

Type	Description
▣ Ordinance	PS_ORD_Pine St no parking_pg 2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	6/28/2018 - 10:07 AM
Public Works Committee	Lechvar, Gina	Approved	6/28/2018 - 10:08 AM
City Clerk	Admin, Default	Approved	6/28/2018 - 10:08 AM

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 10.96 ENTITLED SCHEDULES OF THE MUNICIPAL CODE OF DAVENPORT, IOWA, BY AMENDING SCHEDULE VII NO PARKING THERETO BY ADDING PINE STREET ALONG THE EAST SIDE FROM HICKORY GROVE ROAD NORTH 150 FEET.

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

Section 1. That Schedule VII No Parking of the Municipal Code of Davenport, Iowa, be and the same is hereby amended by adding the following:

Pine Street along the east side from Hickory Grove Road north 150 feet.

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

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

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

First Consideration _____

Second Consideration _____

Approved _____

Frank Klipsch
Mayor

Attest: _____
Jackie Holecek, MMC
Deputy City Clerk

City of Davenport

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

Action / Date
7/3/2018

Subject:

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

Third Missionary Church, Gospel Explosion Weekend Hoopfest, August 10-11, beginning Friday at 1:00 PM to Sunday at 5:00 PM, Closure Location: East 14th Street between Harrison and Main Streets [Ward 5]

Recommendation:

Approve the resolution.

Relationship to Goals:

Vibrant Region and Support Small Business

ATTACHMENTS:

Type	Description
▢ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/9/2018 - 10:43 AM

RESOLUTION NO. 2018-

Resolution offered by Alderman Rawson

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

RESOLVED by the City Council of the City of Davenport.

Whereas, the City through its Special Events Policy has accepted the following application(s) to hold an outdoor event(s) on the following date(s), and

Whereas, upon review of the application(s) it has been determined that the street(s), lane(s) or public grounds listed below will need to be closed, and

NOW, THEREFORE, BE IT RESOLVED that the City Council approves and directs the staff to proceed with the temporary closure of the following street(s), lane(s) or public grounds on the following date(s) and time(s):

Entity: Third Missionary Church

Event: Gospel Explosion Weekend Hoopfest

Date: August 10 - 11

Time: Beginning Friday at 1:00 PM to Sunday at 5:00 PM

Closure Location: East 14th Street between Harrison and Main

Ward: 5

Approved this 25th day of July, 2018.

Approved:

Attest:



Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

City of Davenport

Agenda Group: Public Safety
Department: Public Safety
Contact Info: Jackie E Holecek
Wards: 7th

Action / Date
COW7/18/2018

Subject:

Motion approving the request of Novak Construction on behalf of Costco for a noise variance beginning July 27 - August 11, 2018 from 10:00 PM to 6:00 AM, Monday - Friday to allow the pouring of the concrete floor slab for the new Costco Wholesale Warehouse located at 2790 East 53rd Street.

Recommendation:

Consider the request.

Relationship to Goals:

Vibrant Region

Background:

On July 3, 2018 the attached request was received from Novak Construction on behalf of Costco. See attached letter for more information.

ATTACHMENTS:

Type	Description
▣ Cover Memo	Letter of Request Novak Construction

REVIEWERS:

Department	Reviewer	Action	Date
Public Safety	Admin, Default	Approved	7/3/2018 - 5:14 PM



July 3, 2018

Ms. Jackie Holecek, Deputy City Clerk
City of Davenport
226 West Fourth Street
Davenport, IA 52801

RE: **Request for Variance to Noise Ordinance**
Costco Wholesale Construction Project

Dear Ms. Holecek:

Novak Construction Company formally requests a variance to Municipal Code Chapter 8.19 Noise Abatement, Section 8.19.070.E. We request this variance from 10:00 PM to 6:00 AM, Monday through Friday, from approximately July 27th through August 11th, 2018. We are requesting this variance in order to pour the concrete floor slab of the new Costco Wholesale Warehouse located at 2790 E. 53rd Street.

By pouring the concrete floor slab at night when the ambient temperatures are lower, we gain additional time to place a uniform, level slab that is clear of defects that is otherwise unachievable when pouring during the daytime hours. The higher daytime temperatures cause the concrete to cure (harden) more rapidly, which dramatically reduces the time we have to level and finish the slab and ultimately leads to a discolored, un-level floor slab. This variance will allow us to deliver a superior product to the citizens of the City of Davenport.

It is worth mentioning that the metal wall panels of the west-side of the warehouse will be erected prior to the concrete floor slab pours. There are condominiums to the west of the Costco property, but these wall panels will act as a buffer to the noise of concrete buggies within the warehouse. During concrete floor slab pours, the most noise is typically generated during the concrete trucks backing-up to leave the site, and during the saw-cutting of crack-isolation joints. The concrete plant trucks back-up alarm are generally between 80-90 dB and will be contained within the building. Saw-cutting activities will not be performed during the hours of this requested variance – the joints will be cut during daytime hours, so we do not anticipate generating much noise overnight.

Sincerely,

NOVAK CONSTRUCTION CO.

A handwritten signature in blue ink that reads "Blake Harmon".

Blake Harmon
Assistant Project Manager

Cc A. Nandula – NCC
M. Novak – NCC
E. Piper – NCC
S. Foss – NCC
T. Atamian - NCC
File

City of Davenport

Agenda Group: Public Safety
Department: Public Works - Engineering
Contact Info: Gary Statz (563) 326-7754
Wards: 4

Action / Date
PS7/17/2018

Subject:

Motion for approving the petition for an alley light behind 1421 W 14th Street. [Ward 4]

Recommendation:

Approve the Motion.

Relationship to Goals:

Sustainable Infrastructure

Background:

A petition was received and reviewed for the location on this motion. The new light will be on an existing power pole behind the address.

To alleviate the lighting issue, Traffic Engineering will recommend an alley light to be installed behind 1421 W 14th Street.

ATTACHMENTS:

Type	Description
Backup Material	PS_MOT_1421 W 14th St alley light petition

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 9:40 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:37 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:25 AM



City of Davenport

PETITION FOR PUBLIC LIGHTING

Date

6/29/2018

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

STREET LOCATION

or

ALLEY LOCATION

Behind 1421 W. 14th st - pole on south
side of alley

REASON FOR LIGHT

Area not lit and very dark - I've had cars broken
into and last winter my house was broken in to.

RESIDENT(S) SIGNATURE

ADDRESS

PHONE NUMBER

Justin Dille

1421 W. 14th st

319-217-8367

[Signature]

1421 1/2 aka 1423 (Duplex) W. 14th

563 676 6524

[Signature]

1429 W. 14th st.

563-349-2966

[Signature]

1430 W. 13th st.

563-217-8834

[Signature]

1416/1418 W. 13th st.

563-424-8667

[Signature]

1436 W. 13th st.

563-949-6197

Please include all residents near the proposed light location.

[Signature] 1418 W. 13th

563-676-1763

PETITIONER/CONTACT PERSON

SIGNATURE OF PETITIONER

[Signature]

PRINT NAME

PAUL SWANSON

ADDRESS

1421 1/2 W. 14th st. DAV. IA.

ZIP CODE

52804

PHONE NUMBER

563 676 6524

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

For Questions, call:
563-326-7754

City of Davenport

Agenda Group: Public Works
Department: Public Works Committee
Contact Info: Helen Keys: (563) 326-7965
Wards: All

Action / Date
PW7/3/2018

Subject:

Second Consideration: Ordinance amending Chapter 13.16 entitled "Wastewater Facilities" to include changes needed per the EPA pre-treatment streamlining rule. [All Wards]

Recommendation:

Approve the ordinance.

Relationship to Goals:

Sustainable Infrastructure

Background:

Updates to Chapter 13.16 of the municipal code are needed per the EPA pre-treatment streamlining rules. These changes have been approved by the Iowa DNR and the EPA.

ATTACHMENTS:

Type	Description
▣ Ordinance	ORD

REVIEWERS:

Department	Reviewer	Action	Date
Public Works Committee	Admin, Default	Approved	7/12/2018 - 11:27 AM

ORDINANCE amending Chapter 13.16 entitled "Wastewater Facilities" by amending various sections of the municipal code of Davenport, Iowa.

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

That Chapter 13.16 of the Municipal Code of Davenport, Iowa, is hereby modified and reads as follows:

Chapter 13.16 WASTEWATER FACILITIES*

Sections:

I. General Provisions

- 13.16.010 General Adoption.**
- 13.16.015 Intent and construction.**
- 13.16.020 Purpose and policy.**
- 13.16.025 Jurisdiction.**
- 13.16.030 Severability.**
- 13.16.031 Discharge of sewage prohibited —Exception.**
- 13.16.032 Construction of privies, etc.—Prohibited.**
- 13.16.033 Discharge of surface waters.**
- 13.16.034 Discharge of storm water and unpolluted drainage.**
- 13.16.035 Abbreviations.**
- 13.16.040 Interpretation.**
- 13.16.045 Definitions.**

**II. Wastewater Treatment and
Pretreatment Regulations**

- 13.16.050 User requirements.**
- 13.16.055 Discharge prohibitions.**
- 13.16.060 Local limits for specific pollutants.**
- 13.16.065 National categorical pretreatment standards.**
- 13.16.070 State requirements.**
- 13.16.075 City's right of revision.**
- 13.16.080 Pretreatment.**
- 13.16.085 Dilution prohibited.**
- 13.16.090 Slug/spill control.**
- 13.16.095 Treatment upsets.**
- 13.16.100 Treatment by bypass.**
- 13.16.105 Comprehensive sewer service charges—Enumerated.**
- 13.16.106 Rates.**
- 13.16.107 Rates—Amount.**
- 13.16.108 Unpaid fees.**
- 13.16.109 Fees—Exempt.**

III. Wastewater Discharge Permits and Reporting Requirements

- 13.16.110 Class of Permit—Reserved.**
- 13.16.115 Permit requirements.**
- 13.16.120 Permit applications—Baseline monitoring reports.**
- 13.16.125 Categorical industries—Report on compliance.**
- 13.16.130 Permit contents.**
- 13.16.135 Permit duration and renewal.**
- 13.16.140 Continuation of expired permits.**
- 13.16.145 Permit modifications.**
- 13.16.150 Permit transfer.**
- 13.16.155 Denial of permit.**
- 13.16.160 Permit violations.**
- 13.16.165 Periodic compliance reports.**
- 13.16.170 Certification and signatory requirements.**
- 13.16.175 Monitoring facilities.**
- 13.16.180 Inspection, sampling, and recordkeeping authority.**
- 13.16.185 Confidential information.**

IV. Building Sewers and Connections

- 13.16.190 Permits required.**
- 13.16.195 Classes of permits and fees.**
- 13.16.200 Building lateral permit—When granted.**
- 13.16.205 Building lateral permit—Industrial user—Nontransferability.**
- 13.16.210 Bond—Required.**
- 13.16.215 Permit—Revocation.**
- 13.16.220 Specifications.**
- 13.16.225 Separate laterals.**
- 13.16.230 Old building laterals.**
- 13.16.235 Costs and expenses.**

V. Sewer Connection Fees

- 13.16.240 Required—Special rate.**
- 13.16.250 Unpaid sewer connection fees—Property lien.**

VI. Enforcement Procedures

- 13.16.255 Public notification of significant noncompliance.**
- 13.16.260 Significant noncompliance (SNC).**
- 13.16.265 Administrative actions.**
- 13.16.270 Actions authorized.**
- 13.16.275 Civil penalties.**
- 13.16.280 Criminal penalties.**
- 13.16.285 Performance bonds.**
- 13.16.290 Revocation of permit.**

- 13.16.300 Reinstatement of service.**
- 13.16.305 Emergency disconnection service.**
- 13.16.310 Elimination of discharge and reinstatement.**
- 13.16.315 Additional remedies.**

I. GENERAL PROVISIONS

13.16.010 GENERAL ADOPTION.

The provisions of this chapter are enacted to aid in the enforcement of the pretreatment regulations set forth herein and may be placed in a separate portion of the municipal code of any Joint Contract Sewerage Committee (JCSC) constituent community. Each Joint Contract Sewerage Committee (JCSC) constituent community designates the city of Davenport as the enforcement agency under this chapter. Employees, agents and officers of the city of Davenport while acting to enforce the provisions of this chapter for the Joint Contract Sewerage Committee are empowered to make such inspections, issue such orders or permits and take such actions within the boundaries of the JCSC as are authorized by this chapter.

No unauthorized person shall in any manner break, damage, destroy, or tamper with any structure, appurtenance, or equipment, which is part of the wastewater facilities or the public sanitary sewer system.

13.16.015 INTENT AND CONSTRUCTION.

This chapter seeks to implement provisions of the Act, the General Pretreatment Regulations, and the Iowa Administrative Code, Chapter 567, Sections 62.4 and 62.8. This chapter is to be construed and applied in accordance with the Clean Water Act Amendments, the General Pretreatment Regulations, the Iowa Administrative Code and the purpose and policy provision set forth in section 13.16.020 below.

13.16.020 PURPOSE AND POLICY.

This chapter regulates the use of sewers, private wastewater disposal, the installation and connection of building sewers, the discharge of water and waste into the sewers and drains of the JCSC system, the discharge of water and waste into the sewers and drains of the Davenport Sewage System systems, and the discharge to the Davenport JCSC POTW. This chapter sets forth uniform requirements for dischargers into the wastewater collection and treatment systems of Davenport and the JCSC constituents.

The objectives of this chapter are:

- (1) To prevent the introduction of pollutants into the POTW that may interfere with the operation of the system or interfere with sludge management and disposal;
- (2) To prevent the introduction of pollutants into the POTW that may pass through the system inadequately treated and ultimately into receiving water, the atmosphere, or otherwise be incompatible with the system;
- (3) To protect workers' safety and health and to protect against damage to the POTW;
- (4) To provide for equitable distribution of treatment and industrial pretreatment costs resulting from pollutants introduced into the POTW.
- (5) To enable the POTW to comply with its NPDES permit conditions, sludge use and disposal requirements, and any other Federal or State laws to which the POTW is subject.

13.16.025 JURISDICTION.

The provisions of this chapter are applicable in their entirety to all users and contributors of wastewater, directly or indirectly, into the wastewater treatment works of the city of Davenport or into the wastewater collection and treatment system of the city of Davenport or the JCSC without regard to whether the physical facilities of such contributors, or the physical portion of the wastewater collection system is situated within or outside the corporate limits of the city of Davenport.

Unless otherwise expressly provided by contract providing for extension of service by the city outside of the city, such city extended services and each particular thereof shall be subject to the provisions of this chapter.

The city of Davenport requests each municipality in which users or contributors to the Davenport POTW are located adopt this chapter in its entirety. Failure of any contributing municipalities to so act shall not diminish the jurisdiction of the city of Davenport under this chapter.

13.16.030 SEVERABILITY.

If any provision of this chapter or the application thereof to any particular person or particular circumstance is held invalid, the invalidity shall not affect other provisions or application of this chapter which can be given effect without the invalid provision or application. To this end the provisions of this chapter are severable.

13.16.031 DISCHARGE OF SEWAGE PROHIBITED – EXCEPTION.

It is unlawful to discharge to any natural outlet within the city or in any area under the jurisdiction of the city any sewage or other polluted waters, except where suitable treatment has been provided in accordance with subsequent provisions of this chapter.

13.16.032 CONSTRUCTION OF PRIVIES, ETC. - PROHIBITED.

Except as provided in this chapter, it is unlawful to construct, use, or maintain any privy, privy vault, septic tank, cesspool, or other facility intended or used for the disposal of sewage.

13.16.033 DISCHARGE OF SURFACE WATERS.

It is unlawful for any person to make any connection of roof downspouts, exterior or interior foundation drains, driveway drains, garage drains, or other sources of surface water, groundwater, storm water, roof runoff, or subsurface drainage to a building sewer or lateral which is connected directly or indirectly to a public sanitary sewer.

13.16.034 DISCHARGE OF STORM WATER AND UNPOLLUTED DRAINAGE.

Storm water, industrial cooling water, unpolluted process waters and all other unpolluted drainage shall be discharged to such sewers or natural outlets as are specifically designated and approved by the Water Pollution Control Plant Manager.

13.16.035 ABBREVIATIONS.

The following abbreviations shall have the designated meanings:

BETX	Benzene, Ethylbenzene, Toluene, and Xylene
BOD/CBOD	Biochemical Oxygen Demand / Carbonaceous BOD
BMR	Baseline Monitoring Report
C	Celsius
CFR	Code of Federal Regulations
COD	Chemical Oxygen Demand
EPA	Environmental Protection Agency
F	Fahrenheit
GPD	Gallons per day
IDNR	Iowa Department of Natural Resources
lb/day	Pounds per day
MGD	Million Gallons per Day
mg/l	Milligrams per liter
NCPS	National Categorical Pretreatment Standards or Categorical Standards
NH ₃ -N	Ammonia Nitrogen
NPDES	National Pollution Discharge Elimination System
O&G	Oil and Grease
POTW	Publicly Owned Treatment Works
SCP	Spill Control Plan
SIC	Standard Industrial Classification
SNC	Significant Non-compliance
RCRA	Resource Conservation & Recovery Act
TCLP	Toxicity Characteristic Leaching Procedure
TFE	Trichlorotrifluoroethane
TKN	Total Kjeldahl Nitrogen
TOH	Total Organic Hydrocarbons
TPH	Total Purgeable Hydrocarbons
TRC	Technical Review Criteria

TSS	Total Suspended Solids
TTO	Total Toxic Organics
USC	United States Code
USEPA	United States Environmental Protection Agency

13.16.040 INTERPRETATION.

This chapter shall be construed and interpreted to conform with 40 CFR Chapter I and it is the intent of this chapter that it comply with said federal regulations.

13.16.045 DEFINITIONS.

"Act" or **"Clean Water Act"** means the 1972 Federal Water Pollution Control Act, the 1977 Clean Water Act, and the 1987 Water Quality Act, as amended.

"Approval Authority" means the Iowa Department of Natural Resources.

"Authorized Representative" or "Duly Authorized Representative of the User" means:

- (1) If the User is a corporation:
 - (a) The president, secretary, treasurer or a vice-president of the corporation in charge of a principle business function, or any other person who performs similar policy or decision-making functions for the corporation; or
 - (b) The manager of one or more manufacturing, production, or operating facilities, provided the manager is authorized to make management decisions that govern the operation of the regulated facility including having the explicit or implicit duty of making major capital investment recommendations, and initiate and direct other comprehensive measures to assure long-term environmental compliance with environmental laws and regulations; can ensure that the necessary systems are established or actions taken to gather complete and accurate information for individual wastewater discharge permit requirements; and where authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures.
- (2) If the User is a partnership or sole proprietorship: a general partner or proprietor, respectively.
- (3) If the User is a Federal, State, or local governmental facility: a director or highest official appointed or designated to oversee the operation and performance of the activities of the government facility, or their designee.
- (4) The individuals described in paragraphs 1 through 3, above, may designate a Duly Authorized Representative if the authorization is in writing, the authorization specifies the individual or position responsible for the overall operation of the facility from which the discharge originates or having overall responsibility for environmental matters for the company, and the written authorization is submitted to the City of Davenport Pretreatment Office.

"Baseline Monitoring Report" means the report required by 40 CFR Part 403.12 (b) (1-7).

"Biochemical Oxygen Demand (BOD)" means the analysis of BOD as described in EPA Methods or other methods approved by 40 CFR 136.

"Building Drain" means that part of the lowest horizontal piping of a drainage system which receives the discharge from waste and other drainage pipes inside the wall of the building and conveys it to the building sewer, beginning five (5) feet outside the building wall.

"Building Lateral" means the extension from the building sewer, beginning five feet (one and one-half meters) out-side the inner face of the building wall and extending to the public sewer or other place of disposal.

"Building Sewer" means that part of the lowest piping of a drainage system which receives the discharge from soil, waste, and other drainage pipes inside the walls of the building and conveys it to the building lateral or other approved point of discharge.

"Bypass" means the intentional diversion of wastestreams from any portion of an industrial user's pretreatment facility.

"Categorical User" means a user subject to NCPS.

"Chemical Oxygen Demand (COD)" means a measure of the oxygen required to oxidize all compounds, both organic and inorganic, in water.

"City" means the city of Davenport as operating agency and enforcement agency of the JCSC both within its own corporate boundaries and within all territory encompassed by the JCSC.

"City Council" means the city of Davenport City Council.

"City Water Pollution Control Plant Manager" means the Davenport City Water Pollution Control Plant Manager.

"Combined Sewer" means a sewer which is designed and intended to receive wastewater, storm water, surface water and ground water drainage.

"Comprehensive Sewer Service Charge" means the charge per quarter or month levied on all users of the waste-water system.

"Combined Waste Stream Formula" means the formula as found in 40 CFR Part 403.6 (e).

"Composite Sample" means a representative sample using a minimum of four grab sample aliquots obtained over a period of time and mixed using either a flow proportional or time proportional method.

"Conventional Pollutant" means BOD, COD, O&G, suspended solids, pH, ammonia nitrogen, total kjeldahl nitrogen and fecal coliform bacteria.

"Discharge" or **"Indirect Discharge"** means the introduction of treated or untreated wastewater into the POTW.

"Dissolved Solids" means the concentration of residue left in an evaporating dish after evaporation and drying at defined temperatures using EPA methods or other methods approved in 40 CFR 136.

"Domestic sewage" shall mean all household-type waste discharged from places of human habitation including sanitary convenience, kitchen and laundry waste.

"Domestic strength" is a term used to evaluate the strength of wastewater and equals a strength of BOD of 250 mg/l and TSS of 300 mg/l.

"Domestic user" means all users discharging only domestic sewage from premises consisting of any building or parts of building designed for or occupied by one or more persons as a single housekeeping unit, including such units within multifamily dwellings, flats and apartment buildings.

"EPA Methods" means the USEPA approved standard procedures for wastewater analysis as prescribed in 40 CFR Part 136 and shall include alternate methods approved by the approval authority.

"Fecal coliform" means bacteria common to the intestinal tracts of humans and animals whose presence in water is an indication of pollution.

"Garbage" means solid waste from the domestic and commercial preparation, cooking and dispensing of food, and from the commercial handling, storage and sale of produce.

"Grab Sample" means a single aliquot sample collected, either directly or by means of a mechanical device, without regard to the flow in the waste stream.

"Headworks" means the main wet well at the POTW treatment plant prior to any treatment process.

"Industrial User" see **"User"**.

"Industrial Waste" means the liquid waste from industrial users as distinct from domestic sewage.

"Interference" means a discharge which, alone or in conjunction with a discharge or discharges from other sources, both:

- (1) Inhibits or disrupts the POTW, its treatment processes or operations, or its sludge processes, use or disposal; and
- (2) Causes a violation of any requirement of the POTW's NPDES permit (including an increase in the magnitude or duration of a violation) or prevents sewage sludge use or disposal in compliance with any federal, state or local regulations or permits.

"JCSC" means the Joint Contract Sewerage Committee consisting of the JCSC constituent communities who are by joint government action, as defined in the JCSC 28E agreements as from time to time amended, are committed to utilize the wastewater treatment plant (POTW) and certain outfall and interception sewers of the wastewater treatment system and to support the operating and capital costs thereof through payments to the city of Davenport.

"Limit" means the maximum allowable discharge of a given pollutant as in the following definitions:

- (1) **"Daily Maximum Limit"** means the maximum allowable discharge of pollutant during a calendar day. Where daily maximum limits are expressed in units of mass, the daily discharge is the total mass discharged over the course of the day. Where daily maximum

limits are expressed in terms of concentration, the daily discharge is the arithmetic average measurement of the pollutant concentration derived from all measurements taken that day.

- (2) **"Monthly Average Limit"** means The maximum allowable average of "daily discharges" over a calendar month, calculated as the sum of all "daily discharges" measured during a calendar month divided by the number of "daily discharges" measured during that month.

"Local Limit" means a specific discharge limit developed and enforced by the city upon industrial facilities to implement the general and specific discharge prohibitions listed in 40 CFR 403.5 (a)(1) and (b).

"May" confers a power (permissive).

"Must" states a requirement.

"National Categorical Pretreatment Standards (NCPS)" or "Categorical Standards" Any regulation containing pollutant discharge limits promulgated by EPA in accordance with Section 307(b) and (c) of the Act (33 U.S.C. § 1317) which apply to a specific category of users and which appear in 40 CFR Chapter I, Subchapter N, 405-471.

"National Pollution Discharge Elimination System (NPDES) Permit" means a permit issued pursuant to the Act.

"New source" shall be as defined by 40 CFR 403.3(k).

"Nonconventional Pollutants" means all pollutants, which are not included in the definition of conventional pollutants.

"NH₃-N" means the ammonia nitrogen concentration in mg/l as determined using EPA methods.

"Oil and Grease (O&G)" means any material recovered as a substance that is soluble in n-Hexane and which may further be divided into a mineral and non-mineral fraction using EPA approved methods or standard methods.

"Pass Through" means a discharge which exits the POTW into water of the state in quantities or concentrations which, alone or in conjunction with a discharge or discharges from other sources, is a cause of a violation of any requirement of the POTW's NPDES permit (including an increase in the magnitude or duration of a violation) or other permit issued to the POTW by IDNR or USEPA.

"Person" means any individual, partnership, co-partnership, firm, company, association, Joint-stock Company, society, corporation trust, estate, municipality, governmental entity, group, or any other legal entity, or their legal representatives, agents, or assigns.

"pH" means A measure of the acidity or alkalinity of a solution, expressed in standard units (su). The measurement used is the logarithm of the reciprocal of the weight of hydrogen ions in grams per liter of solution.

"Pollution" means the alteration of chemical, physical, biological, or radiological integrity of water as a result of human activity or enterprise.

"City of Davenport POTW Treatment Plant" means that portion of the POTW, which is designed to provide treatment (including recycling and reclamation) of municipal sewage and industrial waste.

"Pretreatment" means the reduction, elimination, or alteration of the nature of pollutant properties in wastewater prior to or in lieu of discharging or otherwise introducing such pollutants into the POTW.

"Pretreatment Facility" means the equipment used to accomplish pretreatment.

"Pretreatment Requirements" means any substantive or procedural requirement related to pretreatment imposed on an industrial user.

"Pretreatment Standards" means for any specified pollutant, the city of Davenport prohibitive discharge standards as set forth in section 13.16.055, the city's local limits for specific pollutants as set forth in section 13.16.060 of this chapter, the State of Iowa pretreatment standards or the NCPS. The most stringent standard will be applied per pollutant.

"Properly Shredded Garbage" means the waste from the preparation, cooking and dispensing of food that have been shredded to such a degree that all particles are carried freely under the flow conditions normally prevailing in the POTW, with no particle greater than one-half inch in any dimension.

"Publicly Owned Treatment Works (POTW)" means a treatment works as defined by Section 212 of the Act, and shall include the POTW owned by the JCSC and operated by the City of Davenport as operating agency pursuant to the JCSC Agreement, and shall include all waste water treatment facilities of the city of Davenport and of the JCSC constituent communities. This definition includes any devices and systems used in the storage, treatment, conveying, recycling and reclamation of municipal sewage or industrial waste of a liquid nature or that convey wastewater to a POTW, regardless of ownership.

"Radiological Waste" means any prohibited radiological waste as defined in IAC 641-40.72, 641-40.88 and 641-40 Appendix B, Table III.

"Sampling Chamber" or **"Sampling Maintenance Hole"** means a device or structure suitable and appropriate to permit sampling and flow measurement of a wastewater stream to determine compliance with this ordinance.

"Severe Property Damage" means substantial physical damage to property, damage to a pretreatment facility causing it to become inoperable, or substantial and permanent loss of natural resources, which can reasonably be expected to occur in the absence of a Bypass. Severe property damage does not mean economic loss caused by delays in production.

"Sewage" means and includes wastewater.

"Sewage System" means sewers, intercepting sewers, pipes or conduits, pumping stations, force mains, and all other constructions, devices and appliances appurtenant thereto used for collecting or conducting sewage to a point of treatment or ultimate disposal.

"Shall" imposes a duty.

"Significant Industrial User / Significant User" means:

Except as provided in paragraphs (4) of this Section

(1) An Industrial User subject to categorical pretreatment standards:

(2) All waste haulers

(3) An industrial user that:

(a) Discharges an average of 25,000 gallons per day or more of process wastewater (excludes sanitary, non-contact cooling water and boiler blowdown water);

(b) Contributes a process wastestream which makes up five (5) percent or more of the average dry weather hydraulic or organic capacity of the POTW treatment plant or;

(c) Is designated as such by the city on the basis that it contributes a discharge that has a reasonable potential to adversely affect any of the POTW operations by causing interference or pass through at the POTW, violates any pretreatment standard, or violates any pretreatment requirements.

(4) The city may determine that an Industrial user subject to categorical Pretreatment Standards is a Non-Significant Categorical Industrial User rather than a Significant Industrial User on a finding that the Industrial User never discharges more than 100 gallons per day (gpd) of total categorical wastewater (excluding sanitary, non-contact cooling and boiler blowdown wastewater, unless specifically included in the Pretreatment Standard) and the following conditions are met:

(a) The industrial user, prior to the city finding, has consistently complied with all applicable categorical pretreatment standards and requirements;

(b) The industrial user annually submits the certification statement required in Section 13.16.170 of this chapter or 40CFR403.12(q), together with any additional information necessary to support the certification statement; and

(c) The industrial user never discharges any untreated concentrated wastewater.

"Sludge" means the solids separated from the liquids during the wastewater treatment process.

"Slug" or **"Slug Load"** means any discharge of water or wastewater which in concentration of any pollutant, measured using a grab or composite sample, is more than five (5.0) times the allowable concentration as set forth in sections 13.16.055 and 13.16.060 of this chapter or in a user's most recent wastewater discharge permit or exceeds a slug concentration level specified in a wastewater discharge permit. A discharge with pH outside the allowable range by more than one standard unit (S.U.) or a flow rate in excess of two (2.0) times the maximum flow limit established in a wastewater discharge permit shall also be a slug.

"State" means State of Iowa.

"Standard Industrial Classification (SIC)", means a classification pursuant to the Standard Industrial Classification Manual issued by the Executive Office of the President, Office of Management and Budget, most recent edition.

"Standard Methods" means the laboratory procedures set forth in the latest edition of Standard Methods for the Examination of Wastewater prepared and published jointly by the American Public Health Association, the American Water Works Association, and the Water Environment Federation.

"Storm Sewer" means a sewer, which carries stormwater, surface water and drainage but excludes sewage and industrial waste other than unpolluted cooling water.

"T" when used as a portion of a chemical name, shall designate "total" such as in "cyanide-T" where "T" means "total" cyanide.

"TKN" shall mean the total kjeldahl nitrogen concentration expressed in mg/l as determined using EPA methods or standard methods.

"Total Metals" means the sum of the concentration of metals specified in a wastewater discharge permit.

"Total Suspended Solids (TSS)" shall mean the portion of total solids retained by a filter using EPA methods or standard methods.

"Total Toxic Organics" means the summation of all quantified values greater than 0.01 milligrams per liter for the toxic organics as specified in the applicable regulation.

"Toxic Pollutant" means any pollutant or combination of pollutants listed in 40 CFR Part 403 Appendix B.

"Unpolluted Water" shall mean water containing none of the following: free or emulsified oil and grease; substances that may impart taste, odor or color characteristics; volatile, explosive, toxic or poisonous substances in suspension or solution; explosive, odorous or otherwise obnoxious gases. Such water shall not contain more than 25 mg/l of suspended solids, and not more than 25 mg/l of BOD.

"Upset" shall mean an exceptional incident in which there is unintentional and temporary noncompliance with pretreatment standards because of factors beyond the reasonable control of the user. An Upset does not include noncompliance to the extent caused by operational error, improperly designed pretreatment facilities, inadequate pretreatment facilities, lack of preventive maintenance, or careless or improper operation.

"User" or **"Industrial User"** shall mean a source of discharge into a POTW from any source other than a domestic user.

"Waste Hauler" means a private contractor licensed by the State of Iowa and permitted by the city to deliver wastewater to the POTW.

"Wastewater", also termed **"Sewage"**, means a combination of the liquid and water carried waste from residences, commercial buildings, institutions and industrial establishments, together with such groundwater, surface water, and stormwater as may be present, whether treated or untreated, which is contributed into or permitted to enter the POTW.

"Wastewater Discharge Permit" means the document or documents issued to a user by the city in accordance with the terms of this chapter.

"Water of the State" shall mean all streams, lakes, ponds, marshes, water courses, waterways, wells, springs, reservoirs, aquifers, irrigation systems, drainage systems and all other bodies or accumulations of water, surface or underground, natural or artificial, public or private, which are contained within, flow through or border upon the State of Iowa or any portion thereof.

"Water Pollution Control Plant Manager" means the Water Pollution Control Plant Manager of the Davenport Wastewater Facilities or his or her authorized deputy, agent, or representative.

II. WASTEWATER TREATMENT AND PRETREATMENT REGULATIONS.

13.16.050 USER REQUIREMENTS.

The following requirements shall apply to all users of the POTW:

- (1) All users shall promptly notify the POTW in advance of any substantial change in the volume or character of pollutants in their discharge.
- (2) New or increased contributions of pollutants or changes in the nature of pollutant discharged to the POTW shall require prior approval by the Water Pollution Control Plant Manager.
- (3) Industrial users shall notify the POTW, the EPA Regional Waste Management Division Director, and state hazardous waste authorities in writing of any discharge into the POTW of a substance, which if otherwise disposed of, would be a hazardous waste under 40 CFR part 261. The notification shall comply with the requirements set forth in 40 CFR 403.12(p)
- (4) Introduction or contribution of any pollutants without the notice and approval required by this section is prohibited. Upon the receipt of notice required by this section the Water Pollution Control Plant Manager shall within 180 days or less approve the discharge if he finds the

proposed discharge meets applicable pretreatment standards and requirements and would not cause the POTW to violate its NPDES permit. The Water Pollution Control Plant Manager shall deny permission for the discharge if he finds applicable pretreatment standards and requirements are not met or the discharge would cause the POTW to violate its NPDES permit. In lieu of denial of permission the Water Pollution Control Plant Manager may allow such contribution or discharge upon conditions, which would not violate applicable pretreatment standards or requirements and would not cause the POTW to violate its NPDES permit.

Any part of this section notwithstanding, upon receipt of the notice required by this section the Water Pollution Control Plant Manager may require, in addition to the requirements of this section, that an industrial user obtain a permit under this chapter.

13.16.055 DISCHARGE PROHIBITIONS.

The following prohibitions shall apply to all users of the POTW unless the user is subject to a more restrictive NCPS, IDNR, or wastewater discharge permit limit. The following substances are prohibited from discharge to the POTW:

- A. General Prohibitions: No user shall introduce or cause to be introduced into the POTW any pollutant or wastewater which causes pass through or interference. These general prohibitions apply to all users of the POTW whether or not they are subject to categorical pretreatment standards or any other National, State or local pretreatment standards or requirements.
- B. Specific prohibitions: No user shall introduce or cause to be introduced into the POTW the following pollutants, substances, or wastewater:
 - (1) Pollutants that create a fire or explosion hazard in the POTW, including, but not limited to, wastestreams with a closed cup flashpoint of less than 140°F (60°C) using test methods referenced in 40 CFR 261.21. At no time shall two successive readings on a meter capable of reading L.E.L. (lower explosive limit) at the nearest accessible point to the POTW, at the point of discharge into the POTW, or at any point in the POTW be more than five percent (5%) nor any single reading greater than ten percent (10%);
 - (2) Pollutants which will cause corrosive structural damage to the POTW, but in no case discharges with pH lower than 5.5 or greater than 12;
 - (3) Solid or viscous pollutants which will cause obstruction to the flow in the POTW resulting in interference. Such pollutants include, but are not limited to: grease, garbage with particles greater than one-half (1/2) inch any dimension, animal tissues, paunch manure, bones, hair, hides or fleshings, entrails, whole blood, feathers, ashes, cinders, sand, spent lime, stone or marble dust, metal, glass, straw, shavings, grass clippings, rags, spent grains, spent hops, waste paper, wood, plastics, tar, asphalt residues from refining or processing of fuel or lubricating oil, mud or glass grinding or polishing waste, or tumbling and de-burring stones, and wastewater containing fat, wax, O&G, or other substances which may solidify or become viscous at temperatures between 32°F and 150° F (0°C and 65°C);
 - (4) Any pollutant, including oxygen demanding pollutants (BOD, etc.) released in a discharge at a flow rate or pollutant concentration which will cause interference or pass through at the POTW or which constitutes a slug load as defined in this chapter;
 - (5) Heat in amounts which will inhibit biological activity in the POTW resulting in interference, but in no case wastewater or vapor having a temperature higher than 150°F (65°C) at the point of introduction into the POTW; and in no case waste water or vapor which alone or in concert with other discharges produces a temperature at the POTW treatment plant greater than 104°F (40°C);
 - (6) Petroleum oil, nonbiodegradable cutting oil, or products of mineral oil origin in amounts that will cause interference or pass through;
 - (7) Pollutants which result in the presence of toxic gases, vapors, or fumes within the POTW in a quantity that may cause acute worker health and safety problems or a public nuisance;
 - (8) Any trucked or hauled pollutants, except at discharge points designated by the POTW;
 - (9) Radioactive wastes unless they comply with IAC 641-40.72, 641-40.88 and 641-40 Appendix B, Table III,

- (10) Pollutants causing excessive discoloration (such as, but not limited to, dye waste and vegetable tanning solutions);

13.16.060 LOCAL LIMITS FOR SPECIFIC POLLUTANTS.

A. General Provisions.

- (1) **Dilution.** Users shall not increase the use of process water or, in any way; attempt to dilute a discharge as a partial or complete substitute for adequate pretreatment to achieve compliance with the limitations contained in the NCPS, or with any other pollutant-specific limitation developed by the city.
- (2) **Sample Location.** Measurement of pollutant concentrations to determine compliance shall be made at the point immediately following the pretreatment facility and before mixture with other waters, unless another point is designated by the Water Pollution Control Plant Manager. If necessary, the concentrations so measured shall be recomputed to exclude the effect of any dilution that is improper using the combined wastestream formula.

- B. **Headworks Limits - Average Mass.** The average composite loading of all users contributing the following specific pollutants to the POTW shall not exceed the allowable total pounds. The allocation of pollutants between industrial and non-industrial sources may be adjusted by the Water Pollution Control Plant Manager provided that allowable total loading for any pollutant at the headworks of the POTW treatment plant is not exceeded.

Table 1 Davenport Water Pollution Control Plant 2606 South Concord Street Head Works Allowable Loading	
Pollutant	30 Day Average
Al	7895.243 Pounds
As	3.229 Pounds
Ba	NA
Cd	9.676 Pounds
Total Cr	157.626 Pounds
Cu	61.823 Pounds
Fe	255.992 Pounds
Pb	17.432 Pounds
Hg	0.473 Pounds
Mo	44.749 Pounds
Ni	34.532 Pounds
Se	3.828 Pounds
Ag	25.139 Pounds
Zn	125.628 Pounds
Total Phenols	1891.512 Pounds
Total Cyanide	8.408 Pounds

Table 2 Davenport Water Pollution Control Lagoon West Locust Street Head Works Allowable Loading	
Pollutant	30 Day Average
Al	NA
As	NA
Ba	NA
Cd	0.002 Pounds
Total Cr	0.062 Pounds
Cu	0.084 Pounds
Fe	NA
Pb	0.011 Pounds
Hg	NA
Mo	NA
Ni	0.072 Pounds
Se	NA
Ag	0.002 Pounds
Zn	8.338 Pounds
Total Phenols	NA s
Total Cyanide	0.002 Pounds

Table 3 Davenport Water Pollution Control Plant 2606 South Concord Street Tier 1 Significant Industrial User Local Limits			
	Kraft Oscar Mayer	Leiner Davis	Nestle Purina
Pollutant	30 Day Average	30 Day Average	30 Day Average
Al	NA	NA	NA
As	0.715 Pounds	0.86 Pounds	0.172 Pounds
Ba	NA	NA	NA
Cd	0.745 Pounds	0.89 Pounds	0.179 Pounds
Total Cr	14.89 Pounds	17.87 Pounds	3.57 Pounds
Cu	7.87 Pounds	9.45 Pounds	1.89 Pounds
Fe	NA	NA	NA
Pb	2.69 Pounds	3.22 Pounds	0.64 Pounds
Hg	NA	NA	NA
Mo	NA	NA	NA
Ni	4.17 Pounds	5.00 Pounds	1.00 Pounds
Se	0.596 Pounds	0.71 Pounds	0.143 Pounds
Ag	0.993 Pounds	1.19 Pounds	0.238 Pounds
Zn	12.40 Pounds	14.68 Pounds	6.84 Pounds
Total Phenols	49.64 Pounds	59.57 Pounds	11.914 Pounds
Total Cyanide	0.496 Pounds	0.596 Pounds	0.119 Pounds

Table 4 Davenport Water Pollution Control Plant 2606 South Concord Street Tier 2 Significant Industrial User Local Limits	
Pollutant	30 Day Average
Al	NA
As	0.065 mg/l
Ba	NA
Cd	0.458 mg/l
Total Cr	7.014 mg/l
Cu	2.131 mg/l
Fe	NA
Pb	0.298 mg/l
Hg	NA
Mo	NA
Ni	1.321 mg/l
Se	0.120 mg/l
Ag	1.359 mg/l
Zn	4.295 mg/l
Total Phenols	108.834 mg/l
Total Cyanide	0.433 mg/l

Table 5 Davenport Water Pollution Control Lagoon West Locust Street Significant Industrial User Local Limits	
Pollutant	30 Day Average
Al	NA
As	NA
Ba	NA
Cd	0.024 mg/l
Total Cr	0.942 mg/l
Cu	1.282 mg/l
Fe	NA
Pb	0.173 mg/l
Hg	NA
Mo	NA
Ni	1.099 mg/l
Se	NA
Ag	0.029 mg/l
Zn	5.00 mg/l
Total Phenols	NA
Total Cyanide	0.027 mg/l

C. Discharge Concentration Limits and Review Criteria.

- (1) The admission into the POTW of any materials, water or waste having a pollutant concentration or poundage greater than the limits in Tables 1 through 5 above, or containing pollutants not listed herein, shall be subject to the review and approval of the Water Pollution Control Plant Manager. After review of the proposed discharges, the Water Pollution Control Plant Manager may:
 - (i) Reject the waste for reasons consistent with section 13.16.020.
 - (ii) Require pre-treatment to an acceptable pollutant concentration for discharge to the POTW.
 - (iii) Require control of the quantities and rates of discharge of the water or waste.
 - (iv) Require payment to cover the added cost of handling and treatment of water and waste or any combination thereof.
 - (v) Reduce the maximum or average mass loading of present and prospective individual users on any reasonable prorated basis to meet headworks loading limits at the POTW treatment plant.
 - (vi) Require the user to obtain a wastewater discharge permit and be subject to any of the rules and regulations contained therein.
 - (vii) Require the user to meet local limits or NCPS in cases where local limits are more restrictive than NCPS provided that headworks loading limits are met.
 - (viii) Initiate enforcement action in response to any non-compliance with this ordinance using the enforcement procedures outlined in this ordinance.
 - (ix) Take any combination of steps (i) through (viii) as appropriate.
- (2) Users discharging wastewater to the POTW having pollutant concentrations or flows greater than the limits in table 8 shall be considered non-domestic for purposes of sewer charges and may be regulated or permitted by the Water Pollution Control Plant Manager as appropriate:

Table 8	
Domestic Pollutant Limits	
Pollutant	Domestic Limit
BOD	250 mg/l
TSS	300 mg/l

- D. No provision of this section shall be construed to provide lesser discharge standards than are presently or may hereafter be imposed and required by USEPA or IDNR, nor to allow the average allowable total loading for any pollutant at the headworks of the POTW treatment plant to be exceeded.

13.16.065 NATIONAL CATEGORICAL PRETREATMENT STANDARDS.

- A. Users subject to National Categorical Pretreatment Standards (NCPS) as contained in 40 CFR Chapter I, Subchapter N, Parts 405-471 or future promulgated regulations shall comply with the standards and applicable reporting requirements under 40 CFR 403.12.
- B. New sources of categorical discharge shall meet NCPS in the shortest feasible time but in no case longer than 90 days from the commencement of discharge. Failure to comply shall be a violation of this ordinance and subject the user to enforcement action.
- C. The POTW shall notify all known affected categorical users of the applicable reporting requirements under 40 CFR 403.12. Failure of the POTW to notify the User shall not relieve the user of the duty, if any, to comply with NCPS.
- D. Where a categorical Pretreatment Standard is expressed only in terms of either the mass or the concentration of a pollutant in wastewater, the Water Pollution Control Plant Manager may impose equivalent concentrations or mass limits in accordance with 40 CFR 403.6 (c).
- E. When the limits in a categorical Pretreatment Standard are expressed only in terms of mass of pollutant per unit of production, the Water Pollution Control Plant Manager may convert the limits to equivalent limitations expressed either as mass of pollutant discharge per day or effluent concentration for purposes of calculating effluent limitations applicable to individual Industrial Users in accordance with 40 CFR 403.6 (c) (3) and (4).
- F. When wastewater subject to a categorical Pretreatment Standard is mixed with wastewater not regulated by the same Standard, the Water Pollution Control Plant Manager shall impose an alternate limit in accordance with 40 CFR 403.6 (e).
- G. A Categorical User may obtain a net/gross adjustment to a categorical Pretreatment Standard in accordance with 40 CFR 403.15

13.16.070 STATE REQUIREMENTS.

State requirements and limitations on discharges shall apply in any case where they are more stringent than USEPA or city requirements and limitations unless allowed by the state.

13.16.075 CITY'S RIGHT OF REVISION.

The city reserves the right to establish more stringent limitations or requirements on discharges to the POTW than those contained in this chapter if deemed necessary to comply with the purpose and policy objectives presented in section 13.16.020.

13.16.080 PRETREATMENT.

- A. A user discharging, or with potential to discharge, any waste into the POTW as set forth in section 13.16.055, 13.16.060, 13.16.065, 13.16.070 or 13.16.075 shall be required by the Water Pollution Control Plant Manager to construct, install and operate, at the user's sole expense, such pretreatment facilities as may be required in order to:
 - (1) Reduce the objectionable characteristics or constituents to within the maximum limits provided for in sections 13.16.055, 13.16.060, 13.16.065, and 13.16.070;
 - (2) Control the quantities and rates of discharge of such wastewater;

- (3) Reduce the pollutants to such concentration and flows as may be contained in the user's wastewater discharge permit;
 - (a) New industrial users discharging into the POTW will be required to design and operate their pretreatment facilities to meet the domestic pollutant limits in Table 8.
 - (b) Existing industrial users planning significant modifications to their facility or discharge to the POTW will be required to install and operate pretreatment facilities to meet the domestic pollutant limits in Table 8.
 - (4) Prevent the discharge of liquid waste containing O&G, sand in excessive amounts, any flammable waste, or other harmful pollutants. All traps or similar devices shall be of a type and capacity needed to perform effectively and shall be readily and easily accessible for cleaning and inspection. All traps or devices shall be provided and maintained in efficient operating condition at all times. Materials removed from traps shall be considered unacceptable for disposal at the POTW treatment plant unless specifically approved by the Water Pollution Control Plant Manager.
- B. All plans, specifications, technical operating data and other information pertinent to the proposed operation and maintenance of pretreatment facilities shall be reviewed and approved by the Water Pollution Control Plant Manager prior to construction. Design and installation of such facilities shall be subject to the requirements of all applicable codes, chapters and laws, including local zoning regulations. The review and approval of such plans and operating procedures shall, in no way, relieve the user from the responsibility of modifying the facility as necessary to produce an effluent acceptable to the Water Pollution Control Plant Manager under the provisions of this chapter. Any subsequent changes in the pretreatment facilities or method of operations shall be reported to and be acceptable to the Water Pollution Control Plant Manager prior to the user's initiations of the changes.
- C. Users shall continuously maintain all pretreatment facilities required by this chapter in satisfactory and effective operating condition at the sole expense of such user.
- D. No provision contained in this chapter shall be construed to prevent or prohibit a separate or special agreement between the city and any user whereby wastewater containing waste of unusual strength, character or composition may be accepted by the city for treatment, subject to additional payment by such user: provided however, that such agreement shall have the prior approval of the Water Pollution Control Plant Manager, shall not conflict with IDNR and USEPA requirements, and shall be consistent with sections 13.16.060(b), 13.16.065, 13.16.070 and 13.16.080(f) of this chapter.
- E. The Water Pollution Control Plant Manager may reject any waste, which, in the opinion of the Water Pollution Control Plant Manager, may cause interference or pass through.
- F. Users shall obtain the specific approval of the Water Pollution Control Plant Manager prior to discharging any waste resulting from a pretreatment facility to the POTW. The Water Pollution Control Plant Manager may develop a documentation system to track the transportation and final disposition of any pretreatment waste. Pretreatment waste regulated by this paragraph shall include waste generated as a result of pretreatment processes used to comply with NPDES permits, air pollution permits, wastewater discharge permits, soil/ groundwater reclamation processes, and pollutants resulting from a spill of any liquid or solid material or the clean-up of any such spill. Pretreatment waste is prohibited from disposal to the water of the state except as specifically permitted by IDNR.

13.16.085 DILUTION PROHIBITED.

Users shall not increase the use of process water or, in any way, attempt to dilute a discharge as a partial or complete substitute for adequate pretreatment to achieve compliance with the limitations contained in the NCPS, or with any other pollutant-specific limitation developed by the city.

13.16.090 SLUG / SPILL CONTROL.

- A. Users, who upon internal review by the user personnel or upon review by the Water Pollution Control Plant Manager, are determined to have the ability to cause interference or pass through at the POTW or to discharge a slug shall provide protection from accidental discharge to the POTW of prohibited materials or other substances regulated by this chapter. Facilities to prevent accidental discharge of prohibited materials shall be at the user's cost and expense.

- B. Slug / Spill Control Plan (SCP). Users meeting the criteria in subsection A. thereof shall develop a SCP and implement the plan after approval by the Water Pollution Control Plant Manager. The plan shall contain the following:
- (1) A description of discharge practices, including non- routine batch discharges;
 - (2) A description of stored chemicals;
 - (3) Procedures for immediately notifying the POTW of slug discharges, including any that would violate the discharge prohibitions in section 13.16.055 of this chapter. Notification procedures shall comply with paragraphs (c) and (d) of this subsection;
 - (4) A description of procedures and structures necessary to prevent adverse POTW impact from accidental spills including inspection and maintenance of storage areas, handling and transfer of materials, loading and unloading operations, control of plant site run-off, worker training, building of containment structures or equipment, measures for containing toxic organic pollutants (including solvents), and/or measures and equipment for emergency response.
 - (5) A schedule for the completion or implementation of necessary procedures and structures. Complete implementation and installation of any procedures or structures shall be according to the shortest possible schedule but in no case longer than one year. Review and approval of such plans and operating procedures shall not relieve the User from the responsibility to modify and operate its facility as necessary to meet the requirements of this chapter.
- C. Users shall immediately telephone and notify the POTW in the case of
- (1) Any discharge, including, but not limited to, accidental discharges, discharges of a non-routine episodic nature, a non-customary batch discharge, or a slug discharge that may cause potential problems for the POTW.
 - (2) Any discharge, which violates section 13.16.055 of this chapter.
 - (3) Any discharge into the POTW of a substance which is a listed or characteristic waste under 40 CFR 261. This type of discharge will also be require additional immediate reporting to the USEPA Regional Director and IDNR.
- D. Immediate notification requirements shall include the name of caller, location and time of discharge, pollutant concentration, volume and the corrective actions taken.
- E. Users shall submit a written report to the Water Pollution Control Plant Manager within five (5) days following such an accidental or deliberate discharge describing the cause of the discharge and the measures to be taken by the user to prevent similar future occurrences. Users shall submit follow up reports as may be required by the Water Pollution Control Plant Manager. Such report, or reports, shall not relieve the User of any expense, loss, damage or other liability which may be incurred as a result of damage to the POTW, fish kills, or any other damage to person or property; nor shall such report relieve the user of any fines, civil penalties, or other liability which may be imposed by this chapter or otherwise. Failure to report accidental or deliberate discharges may, in addition to any other remedies available to the city, result in the revocation of the discharger's wastewater discharge permit.
- F. Users shall control production or all discharges to the extent necessary to maintain compliance with all applicable regulations upon reduction, loss, or failure of its pretreatment facility until the facility is restored or an alternative method of pretreatment is provided. This requirement applies in the situation where, among other things, the primary source of power to the user's pretreatment facility is reduced, lost or fails.
- G. Users required to have a SCP must permanently post a notice in English and the language of common use on the user's bulletin board or other prominent place advising employees whom to call should a prohibited discharge occur. Users shall insure that all employees who are in a position to cause, discover, or observe such an accidental discharge are advised of the emergency notification procedures.

13.16.095 TREATMENT UPSETS.

- A. For the purposes of this section, Upset means an exceptional incident in which there is unintentional and temporary noncompliance with categorical Pretreatment Standards because of factors beyond the reasonable control of the User. An Upset does not include noncompliance to the extent caused by operational error, improperly designed treatment facilities, inadequate treatment facilities, lack of preventive maintenance, or careless or improper operation.

- B. An Upset shall constitute an affirmative defense to an action brought for noncompliance with categorical Pretreatment Standards if the requirements of paragraph (c) are met.
- C. An User who wishes to establish the affirmative defense of Upset shall demonstrate, through properly signed, contemporaneous operating logs, or other relevant evidence that:
 - (1) An Upset occurred and the User can identify the cause(s) of the Upset;
 - (2) The facility was at the time being operated in a prudent and workman- like manner and in compliance with applicable operation and maintenance procedures;
 - (3) The User has submitted the following information to the POTW within 24 hours of becoming aware of the Upset (if this information is provided orally, a written submission must be provided within five days):
 - (a) A description of the Indirect Discharge and cause of noncompliance;
 - (b) The period of noncompliance, including exact dates and times or, if not corrected, the anticipated time the noncompliance is expected to continue;
 - (c) Steps being taken and/or planned to reduce, eliminate and prevent recurrence of the noncompliance.
- D. In any enforcement proceeding the Industrial User seeking to establish the occurrence of an Upset shall have the burden of proof.
- E. Users will have the opportunity for a judicial determination on any claim of upset only if an enforcement action brought for noncompliance with categorical pretreatment.
- F. The User shall control production or all discharges to the extent necessary to maintain compliance with categorical pretreatment standards upon reduction, loss, or failure of its treatment facility until the facility is restored or an alternative method of treatment is provided. This requirement applies in the situation where, among other things, the primary source of power of the treatment facility is reduced, lost or fails

13.16.100 TREATMENT BYPASS.

- A. Bypass is prohibited unless it is unavoidable to prevent loss of life, personal injury, or severe property damage or no feasible alternatives exist such as the use of auxiliary treatment facilities, retention of untreated waste, or maintenance during normal periods of equipment downtime.
- B. The user may allow a bypass to occur which does not cause a violation of pretreatment standards, but only if it is for essential maintenance to assure efficient operation.
- C. Notification of Bypass:
 - (1) Anticipated Bypass. If the user knows in advance of the need for a bypass, it shall submit prior written notice, at least ten (10) days before the date of the bypass, to the Water Pollution Control Plant Manager.
 - (2) Unanticipated Bypass. The user shall immediately notify the Water Pollution Control Plant Manager and submit a written notice to the POTW within five (5) days. This report shall specify:
 - (a) A description of the bypass, its cause, and the duration;
 - (b) Whether the bypass has been corrected;
 - (c) The steps being taken or to be taken to reduce, eliminate and prevent a reoccurrence of the bypass.
- D. Proper notification shall not relieve the user of liability for treatment costs and fees or other remedies as provided for in section 13.16.080.

13.16.105 COMPREHENSIVE SEWER SERVICE CHARGES - ENUMERATED.

Every person whose premises are served by connection to the sanitary sewer system of the city either directly or indirectly, shall pay to the city a comprehensive sewer service charge for the use of and for services supplied by the wastewater facilities of the city, which charges shall consist of:

- (1) A basic user charge;
- (2) A surcharge for the O & M of the wastewater treatment plant for wastes contributed of strengths greater than domestic wastewater. All users contributing wastewater in excess of the

concentrations hereafter listed shall be assessed a surcharge, which shall be in addition to the rates and charges ordinarily billed to such users for sewer use:

Table 10
Surcharged Pollutants
Pollutant
BOD
TSS

- (3) A customer charge.

13.16.106 RATES.

The rates for the comprehensive sewer service charges shall be reviewed annually and established from time to time by city council ordinance and shall be as follows:

- A. For Basic User Charge. The basic user charge shall be based on the quantity of flow estimated or actual flow of wastewater recorded by meters. The unit charge for wastewater measured in one hundred cubic feet shall be computed as follows:
- (1) Unit Cost. The unit cost per one hundred cubic feet shall be determined by dividing the anticipated budget for operation and maintenance of the wastewater treatment plant and the sanitary sewer system including debt service and anticipated, current year capital improvements by the estimated quantity of flow billed to all users of the sanitary sewer system.
- B. For Surcharge. The surcharge for the O & M cost of the wastewater treatment plant shall be collected from those users who contribute wastes which strengths are greater than domestic wastewater. These users shall be sampled, and the sample analyzed at least once per month.
- (1) Monthly Excess BOD. The monthly excess BOD, expressed in milligrams per liter, shall be calculated by subtracting the BOD of domestic wastewater (two hundred fifty milligrams per liter) from the monthly average BOD of a user. If the value is less than zero, zero shall be used to compute the average of excess BOD.
 - (2) BOD Surcharge Amount. The surcharge for BOD shall be calculated by multiplying the excess BOD value by the unit BOD cost per pound.
 - (3) Monthly Excess SS. The monthly excess SS, expressed in milligrams per liter, shall be calculated by subtracting the SS of domestic wastewater (three hundred milligrams per liter) from the monthly average SS of a user. If the value is less than zero, zero shall be used to compute the average of excess SS.
 - (4) SS Surcharge Amount. The surcharge for SS shall be calculated by multiplying the excess SS value by the unit SS cost per pound. The total surcharge shall then be a summation of the surcharge for BOD and the surcharge for SS.
- C. For the Customer Charge.
- (1) The cost of determining the amount due from each user and the collecting of same shall be borne by the user. Each user shall be billed on a regular basis, i.e., monthly or quarterly, for the amount of the comprehensive sewer service charges.
 - (2) Each regular bill shall be increased by a charge to defray the cost of computing and mailing the bill. The cost per bill will be determined by dividing the anticipated budget, including the portion of the debt service and the anticipated current year capital improvements, by the total number of bills mailed to the users.
- D. For single-family detached residential customers who are billed quarterly, the basic user charge shall be computed using the rate as determined in subsection A of this section, multiplied by the actual amount of water supplied by the water company (Iowa-American Water Company) as shown by the water meter readings of that company or fifty ccf, whichever is less. All other customers shall pay a basic user charge based upon the amount of water supplied by the water company as shown by the water meter readings of that company.

- E. Special Rates. Grounds; Approval. Where, in the judgment of the Council, special conditions surround the use of water to the extent that the application of the comprehensive sewer user charge or method of measurement would be inequitable or unfair to either the city or the user, a special rate or method of measurement shall be established by the city. Such rates or methods of measurement shall be subject to approval by resolution of the Council. In such cases, the city council may require that water consumed on the premises concerned shall be separately metered at the expense of the user, who shall also pay the cost of the reading resulting there from. In all cases, the comprehensive sewer user charge resulting shall be on an equal basis as nearly as may be with charges which would apply to an equal quantity and character of waste of other users of the wastewater system.
- F. Replacement Component. Calculation; Use. The replacement component shall be fifteen percent of the operation and maintenance (O & M) budget approved for the wastewater treatment plant in each fiscal year. The replacement component shall be calculated in each fiscal year and shall be added to the total O & M budget for the wastewater treatment plant for such year. Any portion of a replacement component which has not been used in a fiscal year shall not lapse but shall be retained, together with any interest accrued thereon; shall be carried forward and combined with any unused portion of any other replacement component for the current fiscal year, to be used to replace equipment at the wastewater treatment plant. A replacement component and any unused portion of a prior replacement component, plus any interest thereon, which has been carried forward as herein provided, shall be used only to replace equipment at the wastewater treatment plant. The O & M budget for the wastewater treatment plant plus the replacement component for the current fiscal year shall be used as the anticipated budget for calculating comprehensive sewer service charges for the use of the wastewater treatment plant.

13.16.107 RATES – AMOUNT.

The rates for comprehensive sewer service supplied by the wastewater facilities of the city shall be as follows:

- A. 1. Effective July 1, 2018. (Ord. 2018-87 § 1). 445.00 cents per one hundred cubic feet of water use as determined by water readings.
- 2. Effective July 1, 2019. (Ord. 2018-87 § 3). 476.00 cents per one hundred cubic feet of water use as determined by water meter readings.
- 3. Effective July 1, 2020. (Ord. 2018-87 § 5). 509.00 cents per one hundred cubic feet of water use as determined by water meter readings.
- 4. Effective July 1, 2021. (Ord. 2018-87 § 7). 545.00 cents per one hundred cubic feet of water use as determined by water meter readings.
- B. 1. Effective July 1, 2018. (Ord. 2018-87 § 2).
 - a. 1698.00 cents per bill for monthly billed commercial customers,
 - b. 1715.00 cents per bill for monthly billed residential customers,
 - c. 2283.00 cents per bill for quarterly commercial billed customers,
 - d. 2333.00 cents per bill for quarterly residential billed customers.
- 2. Effective July 1, 2019. (Ord. 2018-87 § 4).
 - a. 1817.00 cents per bill for monthly billed commercial customers,
 - b. 1834.00 cents per bill for monthly billed residential customers,
 - c. 2443.00 cents per bill for quarterly billed commercial customers,
 - d. 2493.00 cents per bill for quarterly billed residential customers.
- 3. Effective July 1, 2020. (Ord. 2018-87 § 6).
 - a. 1944.00 cents per bill for monthly billed commercial customers,
 - b. 1961.00 cents per bill for monthly billed residential customers,
 - c. 2614.00 cents per bill for quarterly commercial billed customers,
 - d. 2664.00 cents per bill for quarterly residential billed customers.

4. Effective July 1, 2021. (Ord. 2018-87 § 8).
 - a. 2080.00 cents per bill for monthly billed commercial customers,
 - b. 2097.00 cents per bill for monthly billed residential customers,
 - c. 2797.00 cents per bill for quarterly commercial billed customers,
 - d. 2847.00 cents per bill for quarterly residential billed customers.
 - C. 8.08 cents per pound of excess "BOD" over domestic strength wastewater.
 - D. 17.61 cents per pound of excess suspended solids over domestic strength wastewater.
 - E. 15,000 CCF Maximum Flow Per Day. The average flow shall be determined by dividing the total flow in the billing period by the number of days in the billing period. If the average flow exceeds 15,000 ccf per day, the quantity of 15,000 ccf multiplied by the number of days in the billing period shall be substituted in the calculation.
 - F. 1. Effective July 1, 2018. (Ord. 2018-87 § 9). 50.00 cents of rates established in Section B for residential customers per quarter to fund the no-fault sewer backup reimbursement program.
- (Ord. 2018-87 §§ 1-9; Ord. 2016-160 §§ 1-3; Ord. 2014-85 §§1-4; Ord. 2013-277; Ord. 2012-49 §§ 1-4; Ord. 2010-60 § 1-4; Ord. 2008-155 § 1; Ord. 2007-91 § 1; 2003-27 § 1 (part)).

13.16.108 PROPERTY LIEN FOR UNPAID FEES

The city treasurer shall certify to the county treasurer any comprehensive sewer user charge which is owing after the thirty day payment period. All certified charges constitute a lien upon the premises served by the sanitary sewer sys-tem for which the charges were made and shall be collected in the same manner as taxes. Failure to send or receive a bill for comprehensive sewer user charges is not a defense to the collection of the charges.

The city council may order suspension of service to those premises for which the comprehensive sewer user charge is delinquent.

13.16.109 Fees

Reserved

III. WASTEWATER DISCHARGE PERMITS AND REPORTING REQUIREMENTS

13.16.110 Class of Permit.

Reserved

13.16.115 PERMIT REQUIREMENTS.

All new industrial users shall notify the Water Pollution Control Plant Manager of the nature and characteristics of their proposed discharge 180 days prior to commencing discharge. A notification form prescribed by the city shall be used for this purpose.

Significant users shall discharge wastewater, either directly or indirectly, into the POTW only after obtaining a wastewater discharge permit from the Water Pollution Control Plant Manager. Obtaining a wastewater discharge permit does not relieve a User of the obligation to obtain other permits required by federal, state, or local law.

Other Users, including waste haulers, shall obtain permits as required by the Water Pollution Control Plant Manager.

13.16.120 PERMIT APPLICATIONS - BASELINE MONITORING REPORTS.

Users applying for a wastewater discharge permit or submitting a baseline monitoring report shall submit the following information as required by 40 CFR 403.12 or by the Water Pollution Control Plant Manager:

- A. Users applying for a wastewater discharge permit must submit an application form prescribed by the city and accompanied by the application fee. All new significant users must submit such application 180 days prior to the date of any wastewater discharge. Existing users subject to new NCPS must,

within 180 days after the effective date of the standard, submit such an application. The following information is required:

- (1) Name, address, and location of facility (if different from the mailing address);
- (2) Name of a person or agent authorized to accept legal service of process;
- (3) Standard Industrial Classification (SIC) code of both the industry as a whole and any processes for which NCPS have been promulgated and a list of any environmental control permits held by or for the facility;
- (4) Wastewater constituents and characteristics including any pollutants in the discharge which are limited by any federal, state, or local standards with sampling and analysis performed in accordance with EPA approved methods, and meeting the following requirements:
 - (a) The user shall identify the pretreatment standards applicable to each regulated process if the user is a categorical user.
 - (b) All samples shall be representative of daily operations.
 - (c) A minimum of six (6) grab samples must be used for pH, cyanide, total phenols, oil and grease, sulfide and volatile organics. For all other pollutants, 24-hour composite samples must be obtained through flow-proportional composite sampling techniques where feasible. The Water Pollution Control Plant Manager may waive flow-proportional composite sampling for any user that demonstrates that flow-proportional sampling is not feasible. In such cases, samples may be obtained through time-proportional techniques or through a minimum of four (4) grab samples where the User demonstrates that such sampling will provide a representative sample of the effluent being discharged.
 - (d) Where the flow of the stream being sampled is less than or equal to 250,000 gpd, the User must analyze three samples within a two-week period. Where the flow of the stream being sampled is greater than 250,000 gpd, the user must analyze six samples within a two-week period.
 - (e) Samples must be taken immediately downstream from pretreatment facilities if such exist or immediately downstream from the regulated process if no pretreatment exists and prior to mixing with other waste. If non-regulated wastewater is mixed with regulated wastewater prior to pretreatment, the user must measure the flows and concentrations necessary to allow use of the combined wastestream formula of 40 CFR 403.6(e) in order to evaluate compliance with pretreatment standards. Where an alternate concentrations or mass limit has been calculated in accordance with 40 CFR 403.6(e), this adjusted limit along with supporting data shall be submitted to the Water Pollution Control Plant Manager. Users not subject to categorical standards shall submit analysis of wastewater representative of the effluent discharged to the POTW.
 - (f) The Water Pollution Control Plant Manager may allow the submission of an application which utilizes only historical data so long as the data provides information sufficient to determine the need for pretreatment.
 - (g) A statement indicating the time, date and place of sampling, methods of analysis, and certifying that such sampling and analysis is representative of normal work cycles and expected pollutant discharges to the POTW shall accompany each Application/Baseline Monitoring Report unless such sampling and analysis was performed by the city.
- (5) Time and duration of all discharges;
- (6) Daily maximum, daily average, and monthly average wastewater flow rates, including daily, monthly, and seasonal variations, if any;
- (7) Description of activities, facilities, and plant processes at the site, including a list of all raw materials and chemicals used at the facility which are or could accidentally or intentionally be discharged to the POTW;
- (8) The site plans, floor plans and mechanical and plumbing plans and details to show all sewers, floor drains, and appurtenances by size, location and elevation. The plans shall include a schematic process diagram which indicates all points of discharge to the POTW. All plans must be certified for accuracy by a professional engineer registered in the state of Iowa;
- (9) Each product produced by type, amount, process or processes and rate of production;
- (10) Type and amount of raw materials processed (average and maximum per day);

- (11) Number and type of employees, and hours of operation, and proposed or actual hours of operation of the pretreatment facility;
- (12) A statement, reviewed by an authorized representative of the user (as defined in section 13.16.170) and certified to by a professional engineer registered in the state of Iowa, indicating whether pretreatment standards are being met on a consistent basis and if not whether additional operation and maintenance (O&M) or additional pretreatment is required for the user to meet pretreatment standards and requirements;
- (13) If additional pretreatment or O&M will be required to meet pretreatment standards or requirements, then the user shall supply a compliance schedule indicating the shortest time schedule necessary to accomplish installation or adoption of such additional pretreatment or O&M. The completion date in this schedule shall not be longer than the compliance date established for the applicable pretreatment standard. The following conditions apply to this schedule:
 - (a) The schedule shall contain increments of progress in the form of dates for the commencement and completion of major events leading to the construction and operation of additional pretreatment required for the user to meet the applicable pretreatment standards (such schedule shall include, where applicable, but not limited to, dates for the hiring of an engineer, completing preliminary plans, executing contracts for major components, commencing construction, beginning operation, and conducting routine operations);
 - (b) No increment referred to in paragraph (A) above, shall exceed nine (9) months, nor shall the total compliance period exceed eighteen (18) months;
 - (c) No later than fourteen (14) days following each date in the schedule and the final date for compliance, the user shall submit a progress report to the Water Pollution Control Plant Manager, including, as a minimum, whether or not it complied with the increment of progress, the reason for any delay, and if appropriate, the steps being taken by the user to return to the established schedule. In no event shall more than nine (9) months elapse between such progress reports to the Water Pollution Control Plant Manager.
- (14) Any additional information required by the Water Pollution Control Plant Manager to evaluate a permit application;
- B. All applications and reports must contain the certification statement and be signed in accordance with section 13.16.170.
- C. Any requests for a monitoring waiver (or a renewal of an approved monitoring waiver) for a pollutant neither present nor expected to be present in the discharge based on 40 CFR 403.12(e)(2).

13.16.125. CATEGORICAL INDUSTRIES - REPORT ON COMPLIANCE.

Users subject to NCPS shall submit a report to the Water Pollution Control Plant Manager containing the information described in section 13.16.120 subsections (1)(iii),(iv), (v) and (xi) within 90 days following the date for final compliance with applicable NCPS or, in the case of a new source, following commencement of discharge. Users subject to equivalent mass or concentration limits shall provide a reasonable measure of the user's long term production rate. For all other users subject to NCPS expressed in terms of allowable pollutant discharge per unit of production (or other measure of operation), this report shall include the user's actual production during the appropriate sampling period. All reports must contain the certification statement and be signed in accordance with section 13.16.170 of this chapter.

13.16.130 PERMIT CONTENTS.

Wastewater discharge permits shall include such conditions as are reasonably deemed necessary by the Water Pollution Control Plant Manager to prevent pass through or interference, protect the quality of the water body receiving the POTW's effluent, protect worker health and safety, facilitate POTW sludge management and disposal, protect ambient air quality, and protect against damage to the POTW collection system or plant.

- A. The conditions may include, but need not be limited to, the following:
 - (1) Limits on the average or maximum rate of discharge, time of discharge, or requirements for flow regulation and equalization;
 - (2) Limits on the average or maximum concentration, mass, or other measure of identified wastewater constituents or properties;

- (3) Requirements for the installation of pretreatment technology or construction of appropriate containment devices, etc., designed to reduce, eliminate, or prevent the introduction of pollutants into the POTW;
- (4) Requirements for the development and implementation of spill control plans or other special conditions including additional management practices necessary to adequately prevent accidental, unanticipated, or prohibited discharges;
- (5) The unit charge or schedule of user charges and fees for the management of the wastewater discharged to the POTW;
- (6) Requirements for installation and maintenance of inspection, sampling, and flow monitoring facilities and equipment for each separate discharge into the POTW;
- (7) Specifications for monitoring programs which may include sampling locations, frequency of sampling, number, types, and standards for tests, and reporting schedules;
- (8) Compliance schedules;
- (9) Requirements for submission of technical reports or discharge reports and which may include production data;
- (10) Requirements for maintaining and retaining plant records relating to wastewater discharge as specified by the Water Pollution Control Plant Manager and affording the Water Pollution Control Plant Manager or the Water Pollution Control Plant Manager's representatives, access thereto;
- (11) Requirements for the notification of any substantial change in the manufacturing processes, pretreatment processes, quantity or quality of waste discharged to the POTW 90 days prior to such change. The Water Pollution Control Plant Manager shall approve, deny or condition a changed discharge prior to a change occurring in accordance with the provisions of section 13.16.050(4) of this chapter;
- (12) A statement that compliance with the permit does not relieve the permittee of responsibility for compliance with all applicable federal pretreatment standards, including those which become effective during the term of the permit.
- (13) Other conditions as deemed appropriate by the Water Pollution Control Plant Manager to ensure compliance with this chapter, and state and federal laws, rules, and regulations;

13.16.135 PERMIT DURATION AND RENEWAL.

Permits shall be issued for a specified time period, not to exceed five (5) years. Permitted users shall apply for a new permit by submitting a completed permit application a minimum of ninety (90) days prior to the expiration of the user's existing permit.

13.16.140 CONTINUATION OF EXPIRED PERMITS.

Expired permits shall remain effective and enforceable until the permit is reissued unless the user is notified of permit termination by the city.

13.16.145 PERMIT MODIFICATIONS.

The Water Pollution Control Plant Manager may modify the permit for good cause including, but not limited to, the following:

- (1) To incorporate any new or revised federal, state, or local pretreatment standard or requirement (after becoming aware of more stringent standards or requirements, the POTW will update permits within 90 days);
- (2) Material or substantial alterations or additions to the discharger's operation processes, or discharge volume or character which were not considered in drafting the effective permit;
- (3) A change in any condition in either the industrial user or the POTW that requires either a temporary or permanent reduction or elimination of the authorized discharge;
- (4) Information indicating that the permitted discharge poses a threat to the POTW, POTW personnel or the receiving water;
- (5) Violation of any terms or conditions of the permit;
- (6) Misrepresentation of or grant of variance from such categorical standards pursuant to 40 CFR 403.13;
- (7) To correct typographical or other errors in the permit;
- (8) To reflect transfer of the facility ownership or operation to a new owner/operator;

- (9) Upon request of the permittee, provided such request does not create a violation of any applicable requirements, standards, laws, or rules and regulations.

The filing of a request by the permittee for permit modification, revocation and re-issuance, termination, or a notification of planned changes or anticipated noncompliance, does not stay any permit condition.

13.16.150 PERMIT TRANSFER.

Users shall not reassign or transfer a wastewater discharge permit to a new owner. New owners must apply for a new wastewater discharge permit thirty (30) days prior to a change in ownership.

13.16.155 DENIAL OF PERMIT.

The Water Pollution Control Plant Manager may deny a permit to any user whose discharge of material to POTW, whether shown upon application or determined after inspection and testing conducted by the city, is not in conformity with this chapter or whose application is incomplete or does not comply with the requirements of section 13.16.120.

13.16.160 PERMIT VIOLATIONS.

Any violations of the terms, conditions, or limits of a user's wastewater discharge permit shall be deemed a violation of this chapter and subject the User to all enforcement procedures outlined in this chapter.

13.16.165 PERIODIC COMPLIANCE REPORTS.

A. Periodic compliance reports are required as follows:

- (1) Significant users shall submit to the Water Pollution Control Plant Manager no less than twice per year, a report indicating the nature, concentration, and flow of pollutants in the effluent which are limited by permit or pretreatment standards for the reporting period. This report shall include a record of the monthly average flows and the daily flow for each analysis date during the reporting period. At the discretion of the Water Pollution Control Plant Manager and in consideration of such factors as local high or low flow rates, holidays, budget cycles, etc., the Water Pollution Control Plant Manager may agree to alter the months during which the above reports are to be submitted.
- (2) The Water Pollution Control Plant Manager may impose mass limitations on users. In such cases, the report required by the above paragraph shall indicate the mass of pollutants regulated by pretreatment standards in the effluent of the user. All analysis shall be performed using EPA approved methods using sampling techniques approved by IDNR.
- (3) Users shall meet the certification and signatory requirements in section 13.16.170 for each report submitted under this section. Where the city itself collects all the information required for the report, including flow data, the industrial user will not be required to submit a periodic compliance report.
- (4) Users must notify the POTW of all violations identified as a result of self monitoring to the POTW by telephone, during normal business hours, within 24 hours of the time the User becomes aware of such violation. The user must also submit the results of repeat analyses to the POTW within thirty (30) days after becoming aware of the violation together with a complete report on all steps taken to resolve the violation. The user need not repeat the analyses if:
 - (a) The POTW performs sampling of the industrial user at a frequency of at least once per month, or
 - (b) The POTW performs sampling of the user between the time when the user performs its initial sampling and the time when the user receives the results of this sampling; or
 - (c) The POTW has performed the sampling and analysis in lieu of the user, the POTW will perform the repeat sampling and analysis unless it notifies the user of the violation and requires the user to perform the repeat sampling and analysis. [per 40 CFR 403.12(g) (2)]
- (5) If the user monitors any pollutant more frequently than required, using test procedures prescribed in 40 CFR Part 136 or amendments thereto, or otherwise approved by EPA or as specified by the Water Pollution Control Plant Manager, the results of such monitoring shall be included in any calculations of actual daily maximum or monthly average pollutant discharge and results shall be reported in the monthly report.

- (6) If the user utilizes a laboratory other than the Davenport Water Pollution Control Plant Laboratory to sample or analyze any pollutant, the Davenport Water Pollution Control Plant Manager must be informed in writing. All external sampling plans must be approved prior to uses of the third-party data in the monitoring reports.
- (7) The Davenport Water Pollution Control Plant manager has selected the Davenport Water Pollution Control Plant Laboratory as the primary laboratory for all Biochemical Oxygen Demand, Total Suspended Solids and pH sample analyses for regulatory compliance and Combined Sewer Service Charge billing. The user can request a different laboratory be used by writing the Davenport Water Pollution Control Pretreatment Office listing the reasons for the request and the alternatives the permittee would like. The permittee will be notified in writing within thirty (30) calendar days of receipt if the request or parts of the request was approved.
- B. The Water Pollution Control Plant Manager may authorize a user subject to a categorical Pretreatment Standard to forego sampling of a pollutant regulated by a categorical Pretreatment Standard if the user has demonstrated through sampling and other technical factors that the pollutant is neither present nor expected to be present in the discharge, or is present only at background levels from intake water and without any increase in the pollutant due to activities of the user. This authorization is subject to the conditions set forth in 40 CFR 403.12 (e)(2).
- C. The Water Pollution Control Plant Manager may reduce the requirements for periodic compliance reports to a requirement to report no less frequently than once a year, unless required more frequently in the Pretreatment Standard or by the State for those users determined to be a Non-Significant Categorical Industrial User per 40 CFR 403.3(v)(2).
 - (1) Reduced reporting is not available to users that have in the last two (2) years been in Significant Noncompliance.
 - (2) Reduced reporting is not available to a user with daily flow rates, production levels, or pollutant levels that vary so significantly that, in the opinion of the Water Pollution Control Manager, decreasing the reporting requirements for this user would result in data that are not representative of conditions occurring during the reporting period.

13.16.170 CERTIFICATION AND SIGNATORY REQUIREMENTS.

All applications and reports shall be signed by an authorized representative of the user as defined in section 13.16.045. Users shall maintain a current and accurate authorization on file with the Water Pollution Control Plant Manager.

A. Certification of Permit Applications, User Reports and Initial Monitoring Waiver

All permit applications, baseline monitoring reports, reports on compliance with the categorical Pretreatment Standard deadlines, periodic compliance reports and initial requests to forego sampling of a pollutant not present submitted by a user shall contain the following certification statement:

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

B. Annual Certification for Non-Significant Categorical Industrial Users

A facility determined to be a Non-Significant Categorical Industrial User by the Water Pollution Control Plant Manager must annually submit the following certification statement signed in accordance with the signatory requirements in 40 CFR 403.120(I). This certification must accompany an alternative report required by the city:

"Based on my inquiry of the person or persons directly responsible for managing compliance with the categorical Pretreatment Standards under 40 CFR _____, I certify that, to the best of my knowledge and belief that during the period from _____, _____ to _____, _____ (months, days, year):

(a) The facility described as _____ (facility name) met the definition of a Non-Significant Categorical Industrial User as described in 40 CFR 403.3 (v) (2);

(b) The facility complied with all applicable Pretreatment Standards and requirements during this reporting period; and

(c) The facility never discharged more than 100 gallons of total categorical wastewater on any given day during this reporting period.

This compliance certification is based on the following information.

”.

C. Certification of Pollutants Not Present

Users that have an approved monitoring waiver must certify on each report with the following statement that there has been no increase in the pollutant in its wastestream due to activities of the user.

“Based on my inquiry of the person or persons directly responsible for managing compliance with the Pretreatment Standard for 40 CFR_____, I certify that, to the best of my knowledge and belief, there has been no increase in the level of _____[list pollutant(s)] in the wastewaters due to the activities at the facility since filing of the last periodic report under section 13.16.165.”

13.16.175 MONITORING FACILITIES.

A. Permitted Users, when required by the Water Pollution Control Plant Manager, shall provide and operate monitoring facilities to allow inspection, sampling, and flow measurement of the building sewer, or internal drainage systems at their own expense. The Water Pollution Control Plant Manager may require the placement of such monitoring facilities at the end of each process where pollutants are used, produced, or treated. The monitoring facility should normally be situated on the user's premises and located so that it will not be obstructed by landscaping or parked vehicles.

B. When required by permit and within 90 days of written notification, Users shall install a sampling chamber for each separate discharge of the building sewer in accordance with plans and specification approved by the city. Users shall provide ample room in or near such sampling chamber to allow accurate sampling and preparation of samples for analysis. Users shall maintain all sampling and measuring equipment in a safe and proper operating condition at all times and at the expense of the user which shall be safely, easily and independently accessible to authorized representatives of the city. Users shall certify all flow measuring devices to be in proper working condition once per year using a qualified technician acceptable to the Water Pollution Control Plant Manager.

(1) Each sampling chamber shall contain a flume unless another device is approved by the city, with a recording and totalizing device for measurement of the liquid quantity.

(2) At the discretion of the Water Pollution Control Plant Manager, metered water supply to a user may be used as the volume quantity where it is substantiated that the metered water supply and waste quantities are approximately the same, or where a measurable adjustment agreed to by the Water Pollution Control Plant Manager is made in the metered water supply to determine the liquid waste quantity. Separate meters may be used to subtract water which is not discharged to the POTW or is discharged to a sewer other than the sampled location.

(3) Samples shall be taken at a frequency and volume determined by the Water Pollution Control Plant Manager, and shall be properly refrigerated and preserved in accordance with EPA approved methods. The sample shall be composited in proportion to the flow for a representative 24 hour sample. A time proportioned 24 hour sample may be used if flow proportioned sampling is determined by the city to be impractical. Grab samples shall be used where appropriate.

C. Users must inform the Water Pollution Control Plant Manager prior to breaking a sampler seal, used by the city to detect sample tampering, unless necessary to prevent loss of life, personal injury, or severe property damage. Users must not place additional seals or locks upon a sampler which may be used by the city without first obtaining approval from the Water Pollution Control Plant Manager.

13.16.180 INSPECTION, SAMPLING, AND RECORD KEEPING AUTHORITY.

Users shall give the following authorities to the city:

- (1) Users shall permit authorized representatives or agents of the city to enter upon all properties and all parts of the premises within the corporate limits of the city, within the extended jurisdiction of the city, or upon properties of users with wastewater discharge permits for the purposes of inspection, sampling, records examination, records copying, or the performance of any of their duties. This shall include the right to set up, on the user's property, such devices as are necessary to conduct sampling, inspection, compliance monitoring, or metering operations as may be required in pursuance of the implementation and enforcement of this chapter.
- (2) Where a user has security measures in force which would require proper identification and clearance before entry into their premises, the user shall make necessary arrangements in the security measures so that, upon presentation of suitable identification, personnel from the city will be permitted to enter, without delay, for the purposes of performing their specific responsibilities.
- (3) All users subject to any of the reporting requirements of this chapter shall maintain copies of reports and records of all information as required in 40 CFR 403.12(o) resulting from any monitoring activities required by this chapter for a minimum of five (5) years and shall make such records available for inspection and copying by the city. This period of retention shall be extended until the completion of any unresolved negotiation, hearing, or litigation involving a purported violation.

13.16.185 CONFIDENTIAL INFORMATION.

- A. Except as herein provided, information and data obtained from user reports, questionnaires, permit applications and inspections, shall be made available to the public or other governmental agencies without restriction. If the user specifically requests and is able to demonstrate that the release of such information would divulge information concerning processes or methods of production entitled to protection under law as trade secrets of the User or would give advantage to competitors and serve no public purpose the Water Pollution Control Plant Manager shall not make such information available to the public but such information shall be available to the USEPA or IDNR.
- B. In determining whether information is confidential, the provision of 561-2 of the Iowa Administrative Code shall prevail.
- C. Effluent data and city enforcement actions will not be considered confidential records or information.

IV. BUILDING SEWERS AND CONNECTIONS

13.16.190 Permits Required.

No unauthorized person shall uncover, make any connections with or opening into, use, alter, or disturb any public sewer or appurtenance thereof without first obtaining a written permit from the city engineer.

13.16.195 Classes of permits and fees.

- A. There shall be two classes of building lateral permits, namely:
 - (1) For nonindustrial users, residential, and commercial service; and
 - (2) For industrial users.
- B. In either case, the owner or his agent shall make application on a special form furnished by the city. The permit application shall be supplemented by any plans, specifications, or other information considered pertinent in the judgment of the City Engineer.
- C. A permit and inspection fee of ten dollars for nonindustrial building lateral permit and fifteen dollars for an industrial building lateral permit shall be paid to the city at the time the application is filed.

13.16.200 Building lateral permit —When granted.

A building lateral permit will only be issued and a sewer connection shall only be allowed if it can be demonstrated that the downstream wastewater facilities, including sewers, pump stations, and wastewater treatment facilities, have sufficient reserve capacity to adequately and efficiently handle the additional anticipated waste load.

13.16.205 Building lateral permit —Industrial user — Nontransferability.

A building lateral permit for an industrial user shall not be transferred or sold to a new owner, new industrial user, different premises or a new or changed operation without the approval of the city engineer.

13.16.210 Bond — Required.

Every person, company, or corporation to whom a permit is granted, shall, at the time of receiving the same, file a bond approved by the city engineer in the sum of five thousand dollars, conditioned to indemnify and save the city harmless against all losses or damages that may arise from or be occasioned by the making of connections with the public sewers or the excavations therefore or by any carelessness, negligence, or unskillfulness in making the same.

13.16.215 Permit — Revocation.

All permits to connect with sewers shall be given upon the express condition that the city engineer may at any time before the work is completed revoke and annul the same and no party interested shall have the right to claim damages in consequence of any such permits being revoked or annulled. At no time shall a person connect a sewer lateral into a manhole, unless a special permit is obtained from the city engineer, stating how work shall be done, if granted.

13.16.220 Specifications.

- A. The size, slope, alignment, materials of construction of a building lateral and the methods to be used in excavating, placing of the pipe, jointing, testing, connection to the public sewer and backfilling the trench, shall all conform to the specifications and regulations of the city engineer.
- B. Whenever possible, the building lateral shall be brought to the building at an elevation below the basement floor. In all buildings in which any building sewer is too low to permit gravity flow to the public sewer, sanitary sewage carried by such building sewer shall be lifted by a means which is approved by the city engineer and discharged to the building lateral.
- C. The applicant for the building lateral permit shall notify the city engineer when the building sewer is ready for inspection and connection to the public sewer. The connection shall be made under the supervision of the city engineer or his representative.
- D. All excavations for building sewer installation shall be adequately guarded with barricades and lights so as to protect the public from hazard. Excavations within public easements and right-of-way shall conform to the requirements of Chapter 12.40. Streets, sidewalks, parkways, and other public property disturbed in the course of the work shall be restored in a manner satisfactory to the city..

13.16.225 Separate laterals.

A separate and independent building lateral shall be provided for every building; except that where one building stands at the rear of another on an interior lot and no private sewer is available or can be constructed to the rear building through an adjoining alley, court, yard, or driveway, the building lateral from the front building may be extended to the rear building and the whole considered as one building lateral, but the city shall not be liable for any damage caused by or resulting from any such single connection.

13.16.230 Old building laterals.

Old building laterals shall not be used in connection with new buildings unless they are found, on examination and test by the director to meet all requirements of this chapter.

13.16.235 Costs and expenses.

All costs and expenses incident to the installation, ownership, use, operation, maintenance, and connection of the building lateral shall be borne by the owner of the property served thereby. The owner of the property served thereby shall indemnify the city from all loss, cost, or damage that may directly or indirectly be occasioned by the use, ownership, operation, maintenance, or installation of the building lateral.

V. SEWER CONNECTION FEES**13.16.240 Required — Special rate.**

- A. For the purpose of providing for the construction, extension, or enlargement of the main sewers of the city for which none or only a portion of the costs thereof, are assessed against the abutting or adjacent property, at the time the application is made for a building lateral permit, the applicant shall pay to the city treasurer a sewer connection fee as follows:

- (1) The fee for a sewer connection for one-family or two-family residence, regardless of area of the lot or tract upon which the dwelling is located, shall be one hundred dollars.
 - (2) The fee for all other uses shall be the product of a cent per square foot multiplied by the area of the lot or tract of land occupied by the building, including accessory buildings and related facilities, including parking lots, to be served by the sewer connection, provided the minimum fee shall be one hundred dollars. The director is authorized and directed to determine and fix the amount of land to be included in each calculation attributable to the uses of the building for which the sewer connection fee is sought.
 - (3) In the event any applicant feels the fee as so established is unfair or inequitable, the applicant may appeal to the construction and engineering committee of the city council and the fee shall then be established as set forth in subsection B of this section.
- B. Where, in the judgement of the construction and engineering committee of the city council, special conditions make the application of the sewer connection charge inequitable or unfair, either to the city or to the owner of the property, a special rate shall be established by the city. Such charge shall be subject to approval by resolution of the city council and may be considered inequitable or unfair where the charge would represent an unduly inequitable proportion of the cost of the main sewer to the owner or to the city because of the type of building to be erected or the area involved.

13.16.250 UNPAID SEWER CONNECTION FEES – PROPERTY LIEN.

- A. Any unpaid sewer connection fees shall be certified to the county treasurer after they have been due and owing after the 30-day payment period. All certified charges constitute a lien upon the premises served and shall be collected in the same manner as taxes.
- B. The city council may order suspension of service to those premises for which the sewer connection fee is delinquent.

VI. ENFORCEMENT PROCEDURES

13.16.255 PUBLIC NOTIFICATION OF SIGNIFICANT NONCOMPLIANCE.

The city shall at a minimum annually publish, in a newspaper of general circulation that provides meaningful public notice within the JCSC community, a list of users which at any time during the previous calendar year, were in significant noncompliance as defined in section 13.16.260 of this chapter.

13.16.260. SIGNIFICANT NONCOMPLIANCE (SNC).

- A. Any violation of pretreatment requirements (i.e., but not limited to: limits, sampling, analysis, reporting, meeting compliance schedules, and regulatory deadlines) is an instance of noncompliance for which the user is liable for enforcement, including penalties and injunctive relief. Instances of SNC are user violations which meet one or more of the following criteria:
 - (1) Violations of wastewater discharge limits.
 - (a) Chronic violations. Sixty-six percent (66%) or more of all the measurements taken for the same pollutant parameter taken during a 6-month period exceed (by any magnitude) a numeric Pretreatment Standard or Requirement, including instantaneous limits as defined in section 13.16.055 of this chapter.
 - (b) Technical Review Criteria (TRC) violations. Thirty-three percent (33%) or more of the measurements taken for each pollutant parameter during a 6-month period equals or exceeds the product of the numeric Pretreatment Standard or Requirement including Instantaneous limits as defined in section 13.16.055 of this chapter multiplied by the applicable criteria:
 - (i) BOD, TSS, Fats, Oil and Grease Criteria =1.4
 - (ii) All other pollutants except pH Criteria =1.2
 - (c) Any other violation(s) of a Pretreatment Standard or Requirement as defined by 40 CFR 43.3(l) (daily maximum, monthly average, instantaneous limit, or narrative Standard) that the Water Pollution Control Plant Manager believes has caused, alone or in combination with other discharges, interference (including slug loads) or pass through; or endangered the health of city personnel or the public.

- (d) Any discharge of a pollutant that has caused imminent endangerment to human health/welfare or to the environment and has resulted in the city's exercise of its emergency authority to halt or prevent such a discharge.
 - (e) Failure to meet, within 90 days of the scheduled date, any compliance schedule milestones, contained in a wastewater discharge permit or enforcement order, for starting construction, completing construction, and attaining final compliance.
 - (f) Failure to provide within 45 days after the due date, any required reports, including baseline monitoring reports, reports on compliance with categorical Pretreatment Standard deadlines, periodic self-monitoring reports, and reports on compliance with compliance schedules.
 - (g) Failure to accurately report noncompliance.
 - (h) Any other violations or group of violations, which may include a violation of Best Management Practices, which the Water Pollution Control Plant Manager determines will adversely affect the operation or implementation of the local pretreatment program.
- B. When a user is in SNC, the Water Pollution Control Plant Manager is directed to:
- (1) Report the information to IDNR as part of the annual pretreatment performance summary of permitted user non-compliance;
 - (2) Include the user in the annual public notification according to section 13.16.255;
 - (3) Address SNC through appropriate enforcement actions.

13.16.265 ADMINISTRATIVE ACTIONS.

- A. The Water Pollution Control Plant Manager may issue a written notice to the user giving specific nature of violations which shall include the frequency, magnitude and impact of the violation upon the POTW. The notice may also include the following:
 - (1) An order requiring a plan of action for preventing reoccurrence of the violation;
 - (2) An order requiring specific action for accomplishing remediation;
 - (3) An order requiring the User to respond in writing within 30 days.
- B. The Water Pollution Control Plant Manager is empowered to enter into consent orders, assurances of voluntary compliance, or other similar documents establishing an agreement with the user responsible for any non-compliance. Such orders will include specific action to be taken by the user to correct non-compliance within a time period specified by the order.
- C. The Water Pollution Control Plant Manager may issue enforceable orders or schedules to require compliance with pretreatment standards including appropriate interim limits. Such orders and schedules may be incorporated into a revised wastewater discharge permit and shall not require the consent of the user.

13.16.270. ACTIONS AUTHORIZED.

Where there has been noncompliance with any provision of this chapter the Water Pollution Control Plant Manager may request, and corporation counsel (or any attorney representing the city) is authorized to bring an action in equity or at law to seek the issuance of a preliminary or permanent injunction or both or such other relief as may be appropriate to compel compliance by the user with this chapter. No other authorization from the city council for the bringing of such action shall be required.

In addition to other remedies provided under this or other provisions of this chapter, in any action brought to enforce the provisions of this chapter the city council authorizes and directs corporation counsel to seek to recover all actual damages suffered by the city including all actual damages and losses related to costs of repair and remediation of the POTW, costs of administration reasonably related to any particular violation and attorneys fees.

13.16.275 CIVIL PENALTIES.

- A. Each violation of any provision of this chapter or of a permit issued under this chapter is declared to be a municipal infraction. Each day that a violation of a provision of this chapter continues and each day that a violation of permit issued under this chapter continues shall be considered a separate municipal infraction.
- B. Any person who knowingly makes a false statement, representation or certification in any application, record, report, plan or other document filed or required to be maintained pursuant to this chapter or a

wastewater discharge permit or who falsifies, tampers with or knowingly renders inaccurate any monitoring device or method required under this chapter commits a municipal infraction.

- C. A user who has violated, or continues to violate, any provision of this ordinance, a wastewater discharge permit, or order issued hereunder, or any other pretreatment standard or requirement shall be liable for a maximum civil penalty not to exceed \$1,000 of per violation, per day. In the case of a monthly or other long-term average discharge limit, penalties shall accrue for each day during the period of the violation
- D. In addition to the penalties established in this section for municipal infractions, corporation counsel shall seek all other appropriate remedies allowed by law in regard to the abating correction or discontinuance of activities which constitute municipal infractions under this chapter.

13.16.280 CRIMINAL PENALTIES.

Any industrial user who willfully or negligently violates any provision of this chapter or any orders or permits issued here under shall, upon conviction, be guilty of a misdemeanor, punishable by a fine not to exceed one hundred dollars per each violation per day or imprisonment for not more than thirty days per violation or both. Any industrial user who knowingly makes any false statements, representations, or certifications in any application, record, report, plan or other document files or required to be maintained pursuant to this chapter, or wastewater discharge permit, or who falsifies, tampers with, or knowingly renders inaccurate any monitoring device or method required under this chapter shall, upon conviction, be punished by a fine of not more than one hundred dollars per violation per day or imprisonment for not more than thirty days or both.

13.16.285 PERFORMANCE BONDS.

The Water Pollution Control Plant Manager may decline to reissue a permit to any user who has failed to comply with the provision of this chapter or any order or previous permit issued here under unless such user first files a satisfactory bond payable to the city in a sum not to exceed the value determined by the Water Pollution Control Plant Manager to be necessary to achieve compliance giving due consideration to the number and magnitude of previous violations, potential need for remediation and stating the reasons which support the amount of bond in a written order directed to the user, but in no case shall said bond be required to be greater than \$25,000. The user shall use a bond form approved by the city.

13.16.290 REVOCATION OF PERMIT.

- A. Conditions for Revocation. Any user who violates this chapter, any condition of its wastewater discharge permit, or any of the following, is subject to having its permit revoked in accordance with the procedures of this Section:
 - (1) Failure to accurately report the wastewater constituents and characteristics of its discharge;
 - (2) Failure of the user to report substantial changes in process activity or in volume or character of pollutants being introduced into the POTW at least 90 days prior to such change;
 - (3) Tampering with monitoring equipment;
 - (4) Refusal of reasonable access to the user's premises for the purpose of inspection, monitoring, or sampling;
 - (5) Violation of permit conditions;
 - (6) Failure to report an upset, failure, or bypass of user's pretreatment facilities;
 - (7) Failure to pay fines, fees, or sewer User charges;
 - (8) Failure to follow enforcement orders or compliance schedules;
 - (9) Failure to correct a condition that impedes or alters the POTW's ability to monitor the user's discharge or has the potential to cause interference or pass through;
- B. Procedures for Revocation
 - (1) Any permit issued to a user pursuant to this chapter may be revoked for any action which is subject to revocation under section 13.16.290(a). No revocation shall issue except upon notice delivered to the user by mailing the notice in the regular mail addressed to the user at the address listed on the wastewater discharge permit, a minimum of ten (10) days prior to the date set for hearing before the Water Pollution Control Plant Manager or his or her designee. Such notice shall inform the user of the time, date and place of the hearing, the purpose of the hearing, and shall set out the reasons therefore.

- (2) If, after such a hearing, the Water Pollution Control Plant Manager or his or her designee makes a finding based on substantial evidence that actions subject to revocation under section 13.16.290(a) have occurred as alleged, the Water Pollution Control Plant Manager or his or her designee may continue suspension of or revoke the permit; the determination of whether to revoke such permit shall be in the discretion of the Water Pollution Control Plant Manager or his or her designee and shall be dependent upon the circumstances surrounding violations by the user of section 13.16.290(a) and their severity.
- (3) A user whose permit has been revoked shall not be eligible for another permit until 30 days after the violating conditions have been corrected to the satisfaction of the Water Pollution Control Plant Manager.

13.16.300 REINSTATEMENT OF SERVICE.

In the event of severance of service, the service may be reinstated in the following manner:

- (1) Upon payment to the city of any delinquency in full, plus penalties, plus the cost of the disconnection and the one hundred dollar (\$100.00) city supervision fee, and an inspection by the Water Pollution Control Plant Manager to determine whether the original cause for termination has been corrected, the city will issue a permit for reconnection of the building service line to the POTW. Such reconnection costs, plus inspection fees for the city in accordance with city chapters, shall be at the sole expense of the user.
- (2) Upon reconnection and payment of all costs described above, the city through its agents, shall remove the red-tag from the building and the building shall, so far as the city is concerned, be "fit for human occupancy."

13.16.305 EMERGENCY DISCONNECTION OF SERVICE.

- A. Conditions for Immediate Disconnection of Service: The Water Pollution Control Plant Manager may, after informal notice, suspend the wastewater treatment service or wastewater permit of a user whenever such suspension is necessary in order to stop an actual or threatened discharge presenting or causing an imminent or substantial endangerment to the health or welfare of persons, the POTW, or the environment.
- B. Procedures for Immediate Disconnection
 - (1) When the Water Pollution Control Plant Manager determines that a discharge as described in paragraph a exists, a verbal order shall be issued (followed immediately by a written order) to the user stating the problem and requiring immediate cessation of the discharge. Users verbally notified of a suspension of the wastewater treatment service or the wastewater permit shall immediately stop or eliminate all discharges. In the event of a user's failure to immediately comply voluntarily with the suspension order, the Water Pollution Control Plant Manager shall take immediate action to eliminate the discharge including disconnection from the POTW. Methods of informal notice to a user shall include, but not be limited to, any of the following; personal conversations between user and city personnel, telephone calls, letters, hand delivered messages or notices posted at the user's premises or point of discharge.
 - (2) Users responsible, in whole or in part, for imminent endangerment shall submit a detailed written report describing the causes of the endangerment and the measures taken to prevent any future occurrence to the Water Pollution Control Plant Manager prior to the hearing described in section 13.16.290(b).

13.16.310 ELIMINATION OF DISCHARGE/REINSTATEMENT.

Users notified of a disconnection of wastewater treatment service under sections 13.16.290 or 13.16.305 shall immediately stop or eliminate the discharge. In the event of a failure of the user to comply voluntarily with the disconnection or revocation order, the city shall take such steps as are deemed necessary, including immediate severance of the sewer connection. The Water Pollution Control Plant Manager shall reinstate the wastewater discharge permit or the wastewater treatment service upon proof of the elimination of the non-complying discharge.

13.16.315 ADDITIONAL REMEDIES.

- A. In addition to remedies available to the city set forth elsewhere in this chapter, if the city is fined by IDNR or USEPA for violations of the city NPDES permit or violations of water quality standards as the

result of a discharge of pollutants by identifiable user(s), then the fine, including all city legal, sampling, analytical testing costs and any other related costs shall be charged to the responsible user(s). Such charge shall be in addition to any other remedies the city may have under this chapter, at law or in equity.

- B. If the discharge from any User results in a deposit, obstruction, damage or other impairment to the POTW, the user shall become liable to the city for any expense, loss, or damage caused by the violations or discharge. The city may add to the user's charges and fees the costs assessed for any cleaning, repair, or replacement work caused by the violations or discharge.
- C. The remedies provided in this chapter shall not be exclusive and the city may seek whatever other remedies are authorized by ordinance, statute, at law or in equity against any persons violating the provisions of this chapter.
- D. In addition to any other remedies provided in this chapter, the city may initiate an action, either in law or in equity, to obtain an injunction against further violations of this chapter, and for judgement for all costs incurred by the city occasioned by the user's violation of any requirements of this chapter.

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

REPEALER. All ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed. The requirements of this ordinance do not supersede conditions on plats previously approved by council.

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

First Consideration _____,

Second Consideration _____,

Third Consideration _____,

Frank Klipsch
Mayor

Attest: _____
Jackie E. Holecek, MMC
Deputy City Clerk

Published in the *Quad City Times* on _____

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nic Johnson; (563)327-5161
Wards: 1

Action / Date
PW7/18/2018

Subject:

Resolution accepting the sanitary sewer, storm sewer, and pavement associated with the Westport Addition site improvements. [Ward 1]

Recommendation:

Pass the resolution.

Relationship to Goals:

Sustainable Infrastructure

Background:

The Westport Addition subdivision is located west of Wisconsin Avenue just south of Locust Street and east of Jenna Drive (connecting to Alec Avenue and Shawnee Drive). The developer is MCB Development Corporation. The plans for the subdivision were prepared by Missman, Inc. of Rock Island IL a Division of IMEG Corp. The contractor who performed the construction was Hawkeye Paving Corp. of Bettendorf, IA.

This subdivision included 8,955 square yards of pavement (completing Alec Avenue, Carson Drive, Austin Place, Shawnee Drive and Westport Drive), 40 new sewer structures, and 4,766 linear feet of new storm and sanitary sewer pipe. The contractor also installed new sanitary laterals to serve development of Lots 1 through 54.

The Davenport Department of Public Works has inspected the work and found it to be acceptable according to City of Davenport specifications. The sanitary sewer, storm sewer, and pavement has been satisfactorily completed and is hereby formally accepted, and, as of this date, considered public infrastructure.

ATTACHMENTS:

Type	Description
□ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 10:21 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:38 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:27 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution accepting the sanitary sewer, storm sewer, and paving associated with the Westport Addition.

Whereas, a new subdivision is being developed by MCB Development Corporation;

Whereas, 2,546 linear feet of sanitary main and fourteen (14) new manholes were constructed by Hawkeye Paving Corp. of Bettendorf, IA.

Whereas, 2,220 linear feet of storm sewer main and one (1) new manhole, twenty-four (24) new storm intakes were constructed by Hawkeye Paving Corp. of Bettendorf, IA with one (1) flared end sections discharging to on-site detention;

Whereas, 8,955 square yards of six (6)-inch concrete pavement was constructed by Hawkeye Paving Corp. of Bettendorf, IA completing construction of Alec Avenue, Carson Drive, Austin Place, Shawnee Drive (east and west of Westport Drive) and Westport Drive;

Whereas, the sewer and pavement installation has been satisfactorily completed:

Now, therefore, be it resolved, by the City Council of the City of Davenport that Westport Addition, which work was completed by Hawkeye Paving Corp. of Bettendorf, IA, having been satisfactorily completed, is hereby formally accepted. The City has four year bond in the amount of \$1,411,565 (paving & sewer) on file.

Passed and approved this 25th day of July 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 8

Action / Date
PW7/18/2018

Subject:

Resolution approving the plans, specifications, forms of contract and estimated cost for the Miracle Field of the Quad Cities, CIP #64030. [Ward 8]

Recommendation:

Pass the resolution.

Relationship to Goals:

Welcoming Neighborhoods

Background:

This project is intended to provide accessible recreation opportunities to the Quad Cities regional population with special needs. The proposed Miracle Field will provide a combined accessible ballfield complete with an alternate sports field configuration.

The project is scheduled to be bid yet this summer with grading and flatwork construction complete prior to the end this years' construction season. Construction will resume as weather allows in the spring of 2019 with final completion set for the end of spring 2019. Funding for the Miracle Field of the Quad Cities is established within CIP #64030. The current estimate for the complete project is \$920,000.

ATTACHMENTS:

Type	Description
▢ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 10:43 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:43 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:27 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution approving the plans, specifications, form of contract and estimated cost for the Miracle Field of the Quad Cities, CIP #64030.

WHEREAS, on the 5th day of July, 2018, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the Miracle Field of the Quad Cities, CIP #64030.

WHEREAS, Notice of Hearing on plans, specifications and form of contract was published as required by law:

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that said plans, specifications, form of contract, and estimate of cost are hereby approved as the plans, specifications, form of contract, and estimate of cost for said Miracle Field of the Quad Cities, CIP #64030.

Passed and approved this 25th day of July, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Nick Schmuecker; (563) 327-5162
Wards: 1 & 4

Action / Date
PW7/18/2018

Subject:

Resolution approving the plans, specifications, forms of contract and estimated cost for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP #35037. [Wards 1 & 4]

Recommendation:

Pass the resolution.

Relationship to Goals:

Sustainable Infrastructure

Background:

The program is scheduled to be bid yet this summer with construction completed towards late summer. Funding for the 2018 Myrtle St and Johnson Ave Resurfacing Project is established within CIP #35037. The current estimate is \$215,000.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 10:01 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:38 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:26 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

Resolution approving the plans, specifications, form of contract and estimated cost for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP #35037.

WHEREAS, on the 5th day of July, 2018, plans, specifications, form of contract and an estimate of cost were filed with the City Clerk of Davenport, Iowa, for the 2018 Myrtle St and Johnson Ave Resurfacing Project, CIP Project #35037.

WHEREAS, Notice of Hearing on plans, specifications and form of contract was published as required by law:

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that said plans, specifications, form of contract, and estimate of cost are hereby approved as the plans, specifications, form of contract, and estimate of cost for said 2018 Myrtle St and Johnson Ave Resurfacing Project.

Passed and approved this 25th day of July, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Thomas Vesalga; (563) 326-7783
Wards: 8

Action / Date
PW7/18/2018

Subject:

Resolution accepting the grant offer of \$6,357,536 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33 at the Davenport Municipal Airport, FY2019 CIP # 20010. [Ward 8]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

The Runway 15/33 pavement dates back to 1947 and given the age of the existing pavement and the severity of the distress, it has served beyond its intended life. The airport has historically performed panel replacements on a regular basis in order to maintain the pavement at a serviceable level. However, the pavement has deteriorated to a point where it is no longer cost effective to continue with panel replacements. A comprehensive pavement analysis shows that a full reconstruction is needed to maintain the continued functionality of the airport. This \$6,357,536 Grant Offer and associated Grant Agreement will constitute the federal share of the funding needed to complete the Reconstruction of Runway 15/33 to the specifications designed during previous project phases.

In addition, the existing Runway 15/33 edge lighting and airport signage systems need to be replaced as they no longer meet Federal Aviation Standards and regular outages occur. This project will replace the Runway 15/33 edge lighting and airport signage systems in conjunction with the pavement reconstruction.

The source of funding is through the FAA Airport Improvement Program grant of \$6,357,536 (87%) and the CIP #20010 of \$980,710 (13%).

ATTACHMENTS:

Type	Description
▣ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/12/2018 - 10:15 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:38 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:26 AM

Resolution No. _____

RESOLUTION offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport

RESOLUTION accepting the grant offer of \$6,357,536 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33 at the Davenport Municipal Airport, FY2019 CIP # 20010.

WHEREAS, project funding has been budgeted for in the City Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davenport, Iowa, that the acceptance of the Federal Aviation Administration Grant Offer of \$6,357,536 and the approval of the associated Grant Agreement are hereby formally approved.

Passed and approved this 25th day of July, 2018

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Thomas Vesalga; (563) 326-7783
Wards: 8

Action / Date
PW7/18/2018

Subject:

Resolution accepting the grant offer of \$76,547 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33, Visual Approach Slope Indicator Power Cabling Relocation at the Davenport Municipal Airport, FY2019 CIP # 20010. [Ward 8]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

The Runway 15/33 pavement dates back to 1947 and given the age of the existing pavement and the severity of the distress, it has served beyond its intended life. The airport has historically performed panel replacements on a regular basis in order to maintain the pavement at a serviceable level. However, the pavement has deteriorated to a point where it is no longer cost effective to continue with panel replacements. A comprehensive pavement analysis shows that a full reconstruction is needed to maintain the continued functionality of the airport.

In addition, shoulder regrading will be required to affect better stormwater drainage away from the new runway surface. This regrading will encompass the areas currently occupied by the Federal Aviation Administration owned Visual Approach Slope Indicator power supply cabling. Because of the required grading, it will be necessary to relocate the power supply cables. This \$76,547 Grant Offer and Grant Agreement will constitute the federal share of the funding needed to complete the relocation of the Visual Approach Slope Indicator power cabling.

The source of funding is through the FAA Airport Improvement Program grant of \$76,547 (90%) and the CIP #20010 of \$8,506 (10%).

ATTACHMENTS:

Type	Description
□ Resolution Letter	PW_RES pg2

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/12/2018 - 10:18 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:38 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:26 AM

Resolution No. _____

RESOLUTION offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport

RESOLUTION accepting the grant offer of \$76,547 and approval of the associated Grant Agreement between the City of Davenport and the Federal Aviation Administration in connection with the funding of the Reconstruction of Runway 15/33, Visual Approach Slope Indicator Power Cabling Relocation at the Davenport Municipal Airport, FY2019 CIP # 20010.

WHEREAS, project funding has been budgeted for in the City Capital Improvement Program.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Davenport, Iowa, that the acceptance of the Federal Aviation Administration Grant Offer of \$76,547 and the approval of the associated Grant Agreement are hereby formally approved.

Passed and approved this 25th day of July, 2018

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy (563) 327-5105
Wards: 7

Action / Date
PW7/18/2018

Subject:

Resolution of acceptance for the 14th District Interceptor Sewer Project, completed by Valley Construction Company with a final cost of \$1,016,834.67 budgeted in CIP #00165. [Ward 7]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

Work has been completed to construct a new, 30" bypass sewer that connects the 14th District Basin sanitary sewer to the Duck Creek South interceptor sewer. This project has been completed with a total cost of \$1,016,834.67 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	RES_14th Dist Interceptor Sewer Acceptance

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 9:56 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:38 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:26 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the 14th District Interceptor Sewer Project, completed by Valley Construction Company with a final cost of \$1,016,834.67 budgeted in CIP #00165.
[Ward 7]

WHEREAS, the City of Davenport entered into a contract with Valley Construction Company of Rock Island, IL

WHEREAS, work on the project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the 14th District Interceptor Sewer Project, with a total cost of \$1,016,834.67, is hereby accepted.

Passed and Approved this 25th day of July, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Engineering
Contact Info: Brad Guy (563) 327-5105
Wards: 7

Action / Date
PW7/18/2018

Subject:

Resolution of acceptance for the Kimberly Road Sewer Replacement Project, completed by Needham Excavating Inc. with a final cost of \$236,703.21 budgeted in CIP #30028. [Ward 7]

Recommendation:

Pass the Resolution

Relationship to Goals:

Sustainable Infrastructure

Background:

Work has been completed to remove and replace a structurally deficient sanitary sewer main located near W. Kimberly Road and Harrison Street. The project has been constructed with a total cost of \$236,703.21 and accepted by the Engineering Division.

ATTACHMENTS:

Type	Description
▣ Resolution Letter	RES_Kimberly Rd Sewer Acceptance

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Engineering	Lechvar, Gina	Approved	7/12/2018 - 10:22 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:39 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:27 AM

Resolution No. _____

Resolution offered by Alderman Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION of acceptance for the Kimberly Road Sewer Replacement Project, completed by Needham Excavating Inc. with a final cost of \$236,703.21 budgeted in CIP #30028.
[Ward 7]

WHEREAS, the City of Davenport entered into a contract with Needham Excavating, Inc. of Walcott, Iowa

WHEREAS, work on the project has been satisfactorily completed and accepted by the Engineering Division

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the Kimberly Road Sewer Replacement Project, with a total cost of \$236,703.21, is hereby accepted.

Passed and Approved this 25th day of July, 2018.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, Deputy City Clerk

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Nicole Gleason 327-5150
Wards: 8

Action / Date
PW7/18/2018

Subject:

Resolution awarding a contract for the Northwest Blvd & Hillandale Intersection - Rise Project: RMX-1827(662)-9E-82, to Hawkeye Paving Corporation of Bettendorf, IA in the amount of \$357,974.26 budgeted in CIP #35029. [Ward 8]

Recommendation:

Adopt the Resolution.

Relationship to Goals:

Fiscal Vitality.

Background:

An Invitation to Bid was issued on June 5, 2018, and sent to 143 vendors. On June 29, 2018, the Purchasing Division opened and read three responsive and responsible bids. See attached bid tab.

These street intersection improvements are required by the Sterilite development agreement. Improvements are needed for the additional traffic. This work includes the furnishing of all labor, materials, equipment, and services necessary for the construction of the intersection of Northwest Blvd. & Hillandale.

Hawkeye Paving Corporation is the lowest responsive and responsible bid.

Funding for this project is from the RISE PROJECT NO. RMX-1827(662)-9E-82. The City applied for assistance through the Rise grants, and was awarded \$1.75M to assist in three intersection improvements. This is one of those intersections. This is CIP #35029.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW_RES_Northwest Blvd & Hillandale Intersection
▣ Cover Memo	Bid Tab - Northwest Blvd & Hillandale Intersection

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/12/2018 - 9:53 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:37 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:25 AM

Resolution No. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the Northwest Blvd & Hillandale Intersection RISE RMX 1827(682)-9E-82 to Hawkeye Paving Corporation of Bettendorf IA, in the amount of \$357,974.26, and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to improve the intersection at Northwest Blvd and Hillandale;

WHEREAS, Hawkeye Paving Corporation was the lowest responsive and responsible bidder;

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

1. the signing of the contract by Hawkeye Paving Corporation of Bettendorf IA in the amount of \$357,974.26; and
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

CITY OF DAVENPORT, IOWA
TABULATION OF BIDS

DESCRIPTION: NORTHWEST BLVD & HILLANDALE INTERSECTION
RISE RMX-1827(682)—9E-82

BID NUMBER: 18-101

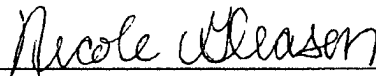
OPENING DATE: JUNE 29, 2018

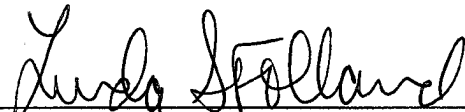
GL ACCOUNT NUMBER: 70052698 530350 35029


RECOMMENDATION: AWARD THE CONTRACT TO HAWKEYE
PAVING CORPORATION OF BETTENDORF

<u>VENDOR NAME</u>	<u>PRICE</u>
Hawkeye Paving Corporation of Bettendorf	\$357,974.26
Valley Construction Company of Rock Island IL	\$413,657.42
Langman Construction Inc. of Rock Island IL	\$414,215.54

Approved By 
Purchasing

Approved By 
Director

Approved By 
Budget/CIP

Approved By 
CFO

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Nicole Gleason 327-5150
Wards: All

Action / Date
PW7/18/2018

Subject:

Resolution awarding a contract for the Digester #4 Reconstruction project at the Water Pollution Control Plant to General Constructors Inc.of Bettendorf, in the amount of \$253,800. [All Wards]

Recommendation:

Adopt the Resolution.

Relationship to Goals:

Sustainable Infrastructure

Background:

An Invitation to Bid was issued on June 7, 2018 and sent to 392 vendors. On July 3, 2018, the Purchasing Division opened and read two responsive and responsible bids. See attached bid tab.

Digester #4 was damaged during a storm. This bid is to reconstruct and repair the digester.

General Constructors Inc. of the Quad Cities was the lowest responsible and responsive bid.

Funding for this project is from CIP #39007.

ATTACHMENTS:

Type	Description
▢ Cover Memo	PW_RES_Digester No. 4 Reconstruction
▢ Cover Memo	Bid Tab - Digester #4 Reconstruction

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/12/2018 - 9:44 AM
Public Works Committee	Lechvar, Gina	Approved	7/12/2018 - 10:37 AM
City Clerk	Admin, Default	Approved	7/12/2018 - 11:25 AM

Resolution No. _____

Resolution offered by Alderman Ambrose.

RESOLVED by the City Council of the City of Davenport.

RESOLUTION approving the contract for the Digester #4 Reconstruction to General Constructors Inc. of the Quad Cities, of Bettendorf IA, in the amount of \$253,800, and authorizing Mayor Frank Klipsch or designee to sign and manage any related agreements.

WHEREAS, the City needs to repair and reconstruct Digester #4 at the Water Pollution Control Plant;

WHEREAS, General Constructors Inc. of the Quad Cities was the lowest responsive and responsible bidder;

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

1. the signing of the contract by General Constructors Inc. of the Quad Cities, of Bettendorf IA in the amount of \$253,800; and
2. Mayor Frank Klipsch or designee is authorized to sign and manage any related agreements;

Attest:

Approved:

Jackie E. Holecek, CMC
Deputy City Clerk

Frank Klipsch
Mayor

CITY OF DAVENPORT, IOWA
TABULATION OF BIDS

DESCRIPTION: DIGESTER NO. 4 RECONSTRUCTION

BID NUMBER: 18-120

OPENING DATE: JULY 3, 2018

GL ACCOUNT NUMBER: 71607675 530350 39007

RECOMMENDATION: AWARD THE CONTRACT TO GENERAL
CONSTRUCTORS INC. OF THE QUAD CITIES

<u>VENDOR NAME</u>	<u>PRICE</u>
General Constructors Inc. of the Quad Cities of Bettendorf	\$253,800
TriCon General Construction of Dubuque IA	\$316,400

Approved By Kristi Keller
Purchasing

Approved By Nicole Gleason
Director

Approved By Linda Stollard
Budget/CIP

Approved By BH
CFO

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
7/18/2018

Subject:

Resolution assessing the cost of boarding up building at various lots and tracts of real estate. [All Wards]

Recommendation:

Approve the Resolution

Relationship to Goals:

Welcoming Neighborhoods.

Background:

The buildings were boarded up at the following locations and billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW RES - BOARD UP BUILDING

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/10/2018 - 3:11 PM
Public Works Committee	Lechvar, Gina	Approved	7/10/2018 - 3:11 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 9:49 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of boarding up building at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of boarding up building on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Board Up Building Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
810001872	JK RESTORE LLC	W0422-19	80019677	644.92
000066780	RESIDENTIAL EQUITY PARTNERS LL	G0046-26	80019857	107.44
000075117	PFM III LC	H0042-14	80019869	369.28
120202197	MORELAND, KENNETH C	H0064-02	80019880	93.64
000151057	HICKMAN, ALBERTA	F0037-07	80020043	442.76
120144072	BURNS, JAMES A	G0052-30	80020055	107.44
300240475	LACINA, WILLIAM T	C0062-40	80020113	151.08
<hr/>				
Number of Accounts to Levy		7	Total Balance Outstanding:	\$1,916.56

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
7/18/2018

Subject:

Resolution assessing the cost of brush and debris removal at various lots and tracts of real estate.
[All Wards]

Recommendation:

Approve the resolution.

Relationship to Goals:

Welcoming Neighborhoods.

Background:

The brush and debris was removed at the following locations and were billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW RES - BRUSH & DEBRIS

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/10/2018 - 4:10 PM
Public Works Committee	Lechvar, Gina	Approved	7/10/2018 - 4:12 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 9:49 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of brush and debris removal at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of brush and debris removal on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Brush and Debris Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
000071183	PEIRSON FRANCHOT	C0064-35	80019624	59.50
000059532	WHITE, NIKE	F0034-07	80019634	58.25
000077931	PHAN TU THI	H0009-36	80019642	58.25
000058221	NATHAN VALENTINE	H0010-07	80019644	58.25
300200440	BERRY, MECIAELA	H0012-34	80019648	74.00
000056301	ERNEST ARKU	H0025-14	80019650	55.00
000026297	YAUDAS, BETTY L	H0055-27	80019652	206.25
300211187	BLACKHAWK FOUNDRY & MACHINE C	J0028-32A	80019654	83.00
300211187	BLACKHAWK FOUNDRY & MACHINE C	J0029-06B	80019656	178.00
000053216	TRAN, DUNG	Non-Asset	80019666	107.75
300264418	BURTON, ROBERT	R0416-41	80019674	90.25
810001872	JK RESTORE LLC	W0422-19	80019679	82.25
000049745	SHAWN BAINTER	A0001A33	80019726	169.75
300002172	POWERS, JULIE S	A0036-27	80019728	178.00
000049993	US BANK HOME MORTGAGE	E0031-23	80019737	74.75
810004405	ZEILNER MICHAEL	G0019-21	80019750	156.00
300246625	BAYSIDE LLC	K0015-40	80019762	66.50
000069923	BUY QC, HOMES LLC	K0032-37	80019766	58.25
300248684	WRIGHT, DONALD E	O2107A13	80019771	267.25
000054173	NORTH SHORE ESTATES LC	W1003C07	80019797	241.50
810001315	GEARHEAD PROPERTIES LC	X0235C19	80019802	128.00
810001315	GEARHEAD PROPERTIES LC	X0251B34	80019806	153.25
000010259	RIDGE, MICHAEL J	C0050-04	80019823	74.75
400001301	NGUYEN INC	G0036-19	80019855	224.00
810001232	FOUR SEASONS PROPERTY	H0056-57	80019876	186.25
000073400	SUSAN PEROUTKA	I0004A15	80019884	169.00
300245231	ARONSON, NIKKI	J0021-27	80019888	178.00
000022972	DEBOURCY, SKI	P1113D31	80019901	193.50
300247715	J P RENTALS LLC	P1413A02	80019908	169.75
300247715	J P RENTALS LLC	P1413A05	80019912	179.75
400004440	BRONTE ESTATES LC	W1019C41A	80019928	181.75
000014712	NINO, KIM C	S2923-02A	80019949	178.00
120247594	PEACOCK, GREGORY A	F0032-31	80020062	76.00
300173480	CARR, LEROY	F0048-12	80020099	66.50
300206276	BLOCKER, MICHAEL	K0012-29A	80020107	187.25

300253462	BEAM, JAMES	K0018-35	80020121	59.50
400000838	RAY, TONY	J0026-04	80020131	66.50
800003562	JACKSON, JCHEMA	G0028-13	80020146	194.50

Number of Accounts to Levy	38	Total Balance Outstanding:	\$4,989.00
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City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
7/18/2018

Subject:
Resolution assessing the cost of replacing sidewalk at various lots and tracts of real estate. [All Wards]

Recommendation:
Approve the resolution.

Relationship to Goals:
Welcoming Neighborhoods.

Background:
The sidewalk was replaced at the following lots and tracts of real estate and was billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▣ Cover Memo	PW RES - REPLACE SIDEWALK

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/10/2018 - 4:12 PM
Public Works Committee	Lechvar, Gina	Approved	7/10/2018 - 4:14 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 9:49 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of replacing sidewalk at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of replacing sidewalk on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Sidewalk Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
300262709	NOWACHEK, BRYAN	D0062-31B	01314125	1,470.00
120167872	FIRST FINANCIAL GROUP LC	W0439-08C	01314126	283.50
300259943	WAHLHEIM, MICHAEL	P1111D02	01314127	2,392.50
000150281	FISHER, DAVID M	C0032-21	01314128	855.00
000078953	KCP RE LLC	D0062-32A	01314129	4,656.00
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Number of Accounts to Levy		5	Total Balance Outstanding:	\$9,657.00

City of Davenport

Agenda Group: Public Works
Department: Public Works - Admin
Contact Info: Brian Krup
Wards: All

Action / Date
7/18/2018

Subject:

Resolution assessing the cost of weed cutting at various lots and tracts of real estate. [All Wards]

Recommendation:

Approve the resolution.

Relationship to Goals:

Welcoming Neighborhoods.

Background:

The weeds were cut at various lots and tracts of real estate and were billed to the property owners. The bills have not been paid and now are to be levied against the properties.

ATTACHMENTS:

Type	Description
▢ Cover Memo	PW RES - WEED CUTTING

REVIEWERS:

Department	Reviewer	Action	Date
Public Works - Admin	Lechvar, Gina	Approved	7/10/2018 - 4:13 PM
Public Works Committee	Lechvar, Gina	Approved	7/10/2018 - 4:14 PM
City Clerk	Admin, Default	Approved	7/11/2018 - 9:49 AM

Resolution No. _____

Resolution offered by Alderman Ray Ambrose

RESOLVED by the City Council of the City of Davenport.

RESOLUTION assessing the cost of weed cutting at various lots and tracts of real estate.

WHEREAS, that the following lots or tracts of real estate situated in the City of Davenport, and the owners, thereof, be hereby assessed the amounts set forth, and the same being the cost of weed cutting on said lots or tracts.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Davenport that the City treasurer be and is hereby ordered to collect the same as ordinary taxes to-wit.

BE IT FURTHER RESOLVED: If any amount assessed against property herein does not exceed \$500.00, such assessment must be made in 1 annual payment; if amount assessed exceeds \$500.00, such assessment may be in 10 annual installments; in the manner and with the same interest rate provided for assessment against benefited property under the State Code of Iowa as amended with the current interest rate of 9%. All assessments bear interest at the current rate of 9%.

Approved:

Attest:

Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk

Weed Cutting Invoices for Levy

<u>CUST ACCT</u>	<u>NAME</u>	<u>PARCELID</u>	<u>INVOICE</u>	<u>BALANCE</u>
300226758	MCDANEL, ANDREA	20607-25	80019814	125.00
000073947	DEVELOPMENT LLC, CJ	E0032-12	80019835	125.00
120102187	KOSTH, TERRI L	F0025-07	80019840	125.00
000047918	AURELIO, ELIAH	G0020-20	80019851	125.00
000066780	RESIDENTIAL EQUITY PARTNERS LL	G0030-30	80019853	125.00
300120624	ALCALA, MARK	G0051-30	80019859	125.00
300021877	FRUEH, JOHN L	G0051-52	80019861	125.00
000013822	VANDERTUIG, DAWN M	H0005-14	80019863	125.00
120163008	BENSON, GERALD A	H0011-07	80019867	125.00
000019818	MAY, THIRI	H0054-01	80019872	125.00
000060818	HUEBBE, CLAY K	H0062-03	80019878	125.00
300239607	MEISENBURG, DENNIS	H0064-48	80019882	125.00
000016036	DIEFENBACH, JEFFREY E	J0018-22	80019886	125.00
000049993	US BANK HOME MORTGAGE	O2110D31	80019895	409.84
300247715	J P RENTALS LLC	P1413A02	80019906	125.00
300247715	J P RENTALS LLC	P1413A05	80019910	125.00
300247715	J P RENTALS LLC	P1413A06	80019914	125.00
300247715	J P RENTALS LLC	P1413A06A	80019916	125.00
300247715	J P RENTALS LLC	P1413A08	80019918	125.00
300247715	J P RENTALS LLC	P1413A09	80019920	125.00
300247715	J P RENTALS LLC	P1413A10	80019922	125.00
000066325	W & Y LLC	X0251D03	80019941	125.00
300159272	CUEVAS, XAVIER	X0253C38	80019945	125.00
000002441	BROWN, MARK	F0003-42	80019947	125.00
000015549	HIBBS, MICHAEL A	G0035-11	80019951	125.00
000036225	TAYLOR, SANDY	G0046-42	80019957	634.74
000043161	STAHL, MATTHEW	G0036-07	80019959	125.00
000043161	STAHL, MATTHEW	G0036-08	80019961	125.00
000047983	CARLSON, BRYAN L	G0008-17	80019963	125.00
000049745	SHAWN BAINTER	A0001A33	80019965	125.00
000055952	BAYVIEW LOAN SERVICING LLC	G0041-30	80019974	125.00
000056721	CAHILL, JAMES T	G0036-18	80019976	125.00

000060742	JOHNSON, TAMARA R	F0017-05	80019980	125.00
000063811	KATHERINE OESTREICH	B0022-43	80019987	125.00
000063811	KATHERINE OESTREICH	B0022-43	80019989	125.00
000064002	D&B MANAGEMENT CO	G0018-09	80019991	125.00
000064068	BRIDGET BOWLING	B0048-13	80019993	125.00
000066780	RESIDENTIAL EQUITY PARTNERS LL	G0046-26	80019998	125.00
000068753	RVFM 13 SERIES LLC	G0019-10	80020000	125.00
000073637	PROPERTIES LLC, RICHBRIDGE	F0063-13	80020003	125.00
000073637	PROPERTIES LLC, RICHBRIDGE	F0063-14	80020005	125.00
000073947	DEVELOPMENT LLC, CJ	E0018-03	80020010	125.00
000073963	HOLDINGS 10 LLC, VINMAK RE	B0004-26	80020012	125.00
000075605	CALVIN CLEVINGER	F0033-25	80020019	125.00
000078968	SAMUEL, MICHAEL	G0046-27	80020035	125.00
000078971	WILMINGTON SAVINGS FUND	M1509B05	80020039	125.00
000151725	STEVERSON, MARVELL	G0043-28	80020047	125.00
810002416	KATHLEEN LONGSHORE	F0017-04	80020049	125.00
000152069	LOVE, ZONA R	H0039-09	80020051	409.84
120136461	WYATT, DARIN A	G0043-25	80020053	125.00
120144072	BURNS, JAMES A	G0052-30	80020057	125.00
120188485	CYCLONE DEVELOPMENT	H0052-68	80020059	125.00
300021999	MORINING, GUNNIE JR	G0043-15	80020065	125.00
300029609	NORVELL, JOHN T	W0423-32	80020067	125.00
300030042	WALLACE, JEAN	W0318-46	80020069	125.00
300111234	BALLARD, LUCINDA	G0045-07	80020078	125.00
300118262	BROWN, W L	G0027-38	80020080	125.00
300119182	HIEBING, PAUL	B0035-17	80020082	125.00
300123539	OEHRLEIN, PAUL G	B0010-22	80020084	125.00
300129898	WARRINGTON, MARV G	G0045-38	80020088	125.00
300141740	COHEN, JACK	F0021-07	80020090	125.00
300158688	NGUYEN, XEP THI	F0015-21	80020093	125.00
300158878	BOMKAMP, KATHRYN E	M1511B07	80020095	125.00
300172161	MOSLEY, LATANYA	F0045-31	80020097	634.74
300200878	HAWLEY, WALTER C	J0036-10	80020101	125.00
300203114	RASCHER, MICHAEL	G0043-21	80020103	125.00
300203558	COTTON, JULIE	F0004-38	80020105	125.00
300213863	MCCRACKEN, GREGORY S	G0046-25	80020111	125.00
300240475	LACINA, WILLIAM T	C0062-40	80020115	125.00
300249078	HARVEY, JOSH	J0053-18	80020117	125.00
300251017	CUMMINGS, PAUL M	M1515A09	80020119	125.00
300263372	CLAUSS, STEPHANIE M	G0037-34	80020127	125.00
400001861	PLAMBECK, CLARK	C0015-25	80020135	125.00

400003029	UNITED NEIGHBORS	G0043-29	80020138	125.00
400004156	PRICE, HELEN	F0028-20	80020141	125.00
800002029	NISLY, JOHN	P1213-02A	80020144	125.00
810001434	GREENE BRENDA N	F0031-29	80020151	125.00

Number of Accounts to Levy	77	Total Balance Outstanding:	\$11,214.16
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City of Davenport

Agenda Group: Finance
Department: Finance
Contact Info: Jeff Holle - 888-2115
Wards: All

Action / Date
FIN7/18/2018

Subject:

Motion awarding a contract to repair and replace a digester feed pipe at the Water Pollution Control Plant to Hometown Plumbing & Heating Co., Inc. of Davenport in the amount of \$53,860.
[All Wards]

Recommendation:

Approve the motion.

Relationship to Goals:

Sustainable Infrastructure.

Background:

A Request for Bid was issued on June 21, 2018 and was sent to 300 contractors. On July 12, 2018 the Purchasing Division received and opened one responsive and responsible bid.

The project includes the provision and installation of 200 feet of pressure pipe for sludge application installing pipe. The project includes all manpower, equipment, trench box, safety devices, new pipe, pipe fittings, excavation, directional boring, core drilling of existing walls for pipe openings, new leak seal in wall penetrations, back fill material, pipe bedding material, compaction of back fill and pipe bedding, incidentals to complete new pipe runs usable for application intended and pressure testing pipe.

Funding for the project is from 51151975-520226.

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/12/2018 - 4:28 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/12/2018 - 4:28 PM
City Clerk	Admin, Default	Approved	7/12/2018 - 5:30 PM

City of Davenport

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

Action / Date
FIN7/18/2018

Subject:

1. QC Area Labor Management - FY19 support/workforce training - Amount: \$10,000
2. Gillig Corp. - Bus seating - Amount: \$10,445
3. River Action, Inc. - FY19 Catalyst for Change support - Amount: \$13,000
4. Bi-State Regional Commission - FY19 support/RIA Lobbying - Amount: \$17,400
5. Tyler Technologies - Annual Munis maintenance support - Amount: \$17,725
6. Ion Wave Technologies - Ebidding site annual maintenance - Amount: \$18,500
7. Iowa League of Cities - FY19 dues - Amount: \$19,333
8. Communications Engineering - PW annual radio maintenance - Amount: \$39,374
9. Integrated Data Products - OnBase annual maintenance - Amount: \$41,859
10. Atlantic Diving - Body armor for PD - Amount: \$46,118

REVIEWERS:

Department	Reviewer	Action	Date
Finance	Watson-Arnould, Kathe	Approved	7/12/2018 - 1:54 PM
Finance Committee	Watson-Arnould, Kathe	Approved	7/12/2018 - 1:55 PM
City Clerk	Admin, Default	Approved	7/12/2018 - 5:29 PM

City of Davenport

Agenda Group: Committee of the Whole

Department: City Clerk

Contact Info: Jackie E Holecek

Wards: 4th

Action / Date

7/18/2018

Subject:

Motion to suspend the rules to add and vote on the following item:

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/17/2018 - 3:50 PM

City of Davenport

Agenda Group: Committee of the Whole
Department: City Clerk
Contact Info: Jackie E Holecek
Wards: 4

Action / Date
7/18/2018

Subject:

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

Quad Cities Convention and Visitors Bureau, July 20th at 8:00 AM to Saturday, July 21st at 9:00 AM, closing Beiderbecke Drive between Gaines and Marquette Streets [Ward 3] and Saturday, July 21st 4:30 AM to 9:00 AM closing Gaines Street between Locust Street and Lombard and Lombard between Gaines and Harrison Streets [Ward 4].

ATTACHMENTS:

Type	Description
▯ Cover Memo	Resolution

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Admin, Default	Approved	7/17/2018 - 4:03 PM

RESOLUTION NO. 2018-

Resolution offered by Alderman Rawson

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

RESOLVED by the City Council of the City of Davenport.

Whereas, the City through its Special Events Policy has accepted the following application(s) to hold an outdoor event(s) on the following date(s), and

Whereas, upon review of the application(s) it has been determined that the street(s), lane(s) or public grounds listed below will need to be closed, and

NOW, THEREFORE, BE IT RESOLVED that the City Council approves and directs the staff to proceed with the temporary closure of the following street(s), lane(s) or public grounds on the following date(s) and time(s):

Entity: Quad Cities Convention and Visitors Bureau

Event: RAGBRAI

Date: July 20-21

Time & Closure Location: July 20th at 8:00 AM to Saturday, July 21st at 9:00 AM, closing Beiderbecke Drive between Gaines and Marquette Streets [Ward 3] and Saturday, July 21st 4:30 AM to 9:00 AM closing Gaines Street between Locust Street and Lombard and Lombard between Gaines and Harrison Streets [Ward 4]

Ward: 3 and 4

Approved this 25th day of July, 2018.

Approved:

Attest:



Frank Klipsch, Mayor

Jackie E. Holecek, MMC, Deputy City Clerk