PLAN AND ZONING COMMISSION MEETING

CITY OF DAVENPORT, IOWA

MONDAY, JULY 2, 2018; 5:00 PM

CITY COUNCIL CHAMBERS

COMBINED PUBLIC HEARING & REGULAR MEETING

I. Next Public Hearing

A. July 17, 2018

REGULAR MEETING AGENDA

I. Roll Call

II. Report of the City Council Authority

A. Adopted Resolution 2018-280 approving Case No. F18-04 being the request of Pine Partners LLC for the final plat of Wedgewood 10th Addition on 0.92 acre, more or less, located west of Division Street at the 5600 and 5700 containing four (4) residential lots.

III. Secretary's Report

A. Consideration of the June 19, 2018 meeting minutes.

IV. Report of the Comprehensive Plan Committee

A. Comprehensive Plan amendment will be considered under Zoning Activity.

V. Zoning Activity

A. Old Business

B. New Business

i. 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]

ii. Case No. CP18-02: Request of the City of Davenport to amend the Davenport 2035 Future Land Use Designation from “RG” Residential General to Commercial Corridor on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue. [Ward 6]

iii. Case No. REZ18-09: Request to rezone 8.134 acres, more or less, of property located east of Utica Ridge Road and north of East 56th Street from C-O, Office Shop District to C-2, General Commercial District. Jerod Engler, McCarthy Bush Co., petitioner [Ward 6]

VI. Subdivision Activity

A. Old Business

B. New Business

i. 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]

ii. Case No. F18-08: Request of Ted Johnson on behalf of Costco Real Estate for a final plat of Costco Addition, being a one lot subdivision on 17.33 acres, more or less, located at 2790 and 2784 East 53rd Street. [Ward 6]

VII. Future Business

A. Case No. REZ18-10: Request to rezone 24.5 acres, more or less, of property located south of east 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company, petitioner. [Ward 6]

B. Case No. REZ18-11: Request to rezone 13 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, petitioner. [Ward 6]

C. Case No. F18-09 being the request of O'Bros. LLC a final plat of Eastern Avenue Farms Fifth Addition located generally north of East 60th Street between Eastern Avenue and Jersey Ridge Road containing 47 residential lots on 18.39 acres, more or less. The property is zoned "R-2" Low Density Dwelling District.

VIII. Communications

IX. Other Business

X. Adjourn

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Department

Date
7/17/2018

Contact Info: Ryan Rusnak 563-888-2022
rrusnak@ci.davenport.ia.us

Subject:
July 17, 2018

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 5:26 PM

City of Davenport
Plan and Zoning Commission

Department: Community Planning & Economic Development **Date**
Contact Info: Matt Flynn 888-2286 **7/2/2018**

Subject:
Adopted Resolution 2018-280 approving Case No. F18-04 being the request of Pine Partners LLC for the final plat of Wedgewood 10th Addition on 0.92 acre, more or less, located west of Division Street at the 5600 and 5700 containing four (4) residential lots.

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Wille, Wayne	Approved	6/28/2018 - 11:14 AM

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Consideration of the June 19, 2018 meeting minutes.

Recommendation:
Approve the minutes.

Background:
Please see attached minutes.

ATTACHMENTS:

	Type	Description
	Backup Material	6-19-2018 Minutes

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 5:24 PM

CITY PLAN AND ZONING COMMISSION
CITY OF DAVENPORT, IOWA

TUESDAY JUNE 19, 2018 • 5:00 PM
COUNCIL CHAMBERS – DAVENPORT CITY HALL
226 W 4TH STREET DAVENPORT, IA

MINUTES

PUBLIC HEARING AGENDA

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

OLD BUSINESS –

NEW BUSINESS –

- 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]

- 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]

  The above two public hearings were combined: concerns raised were primarily related to increased traffic in the area including the adjacent local streets and its impact; stormwater was mentioned by a few people; and the general impact of rezoning commercial further on 53rd Street.

- Case No. REZ18-09: Request of Jerod Engler on behalf of McCarthy Improvement Co. for the rezoning of 8.83 acres, more or less, located along the north side of East 56th Street east of Utica Ridge Road from "C-O" Office Shop District to "C-2" General Commercial District to facilitate commercial development. [Ward 6]

  Concerns about the future uses and change in uses once the property is sold abd McCarthy-Bush is no longer in control; the general commercial (C-2) not in keeping with the area north of 56th Street; and the current C-O zoning allows for the proposed salon use.

The public hearing was closed at 6:52 P.M.

Next Public Hearing: Note Day Change

Monday, July 02, 2018 at 5:00 P.M. in the Council Chambers of Davenport City Hall – 226 West 4th Street.

REGULAR MEETING AGENDA

The regular meeting was called to order at 6:52 P.M. following the public hearing.

I. Roll Call of the Membership

Present: Connell, Hepner, Inghram, Johnson, Lammers, Medd, Quinn, Reinartz and Tallman
Excused: Kelling, Maness and Medd
Absent: None
Staff: Flynn, Koops, Longlett, Rusnak, Statz, Wille and attorney Heyer

II. Report of the City Council Activity – as presented

III. Secretary's Report - the minutes of the June 05, 2018 meeting were approved

IV. Report of the Comprehensive Plan Committee

V. Zoning Activity

A. Old Business

B. New Business -

1. 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 for the associated business Dales Service. [Ward 1]

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).

A motion by Tallman, seconded by Lammers, to accept the findings and forward Case No. REZ18-06 to the City Council for approval subject to the above stated condition was unanimously approved, 6-yes, 0-no and 0-abstention.

2. 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 for the associated business Dales Service. [Ward 1]

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).

A motion by Tallman, seconded by Lammers, to ccept the findings and forward Case No. REZ18-07 to the City Council for approval subject to the above stated conditions was unanimously approved 6-yes, 0-no and 0-abstention.

VI. Subdivision Activity

A. Old Business –

B. New Business –

1. Case No. F18-05: Request of Seng Meadows LLC for a final plat of Seng Meadows First Addition on 14.15 acres, more or less, located west of Northwest Blvd. and north or West 46th Street containing 40 single family lots. [Ward 7] The preliminary plat was approved in April. The area is zoned "R-3" Moderate Density Dwelling District. [Ward 7]

Findings:

- The plat conforms to the Comprehensive Plan land use map.
- The plat proposes infill residential development.

Recommendation:
Staff recommends the Plan and Zoning Commission accept the findings and forward Case No F18-05 to the City Council for approval subject to the following conditions:

1. The surveyor and utility companies will need to sign the plat.
2. No access to Northwest Boulevard allowed for Lots 1, 11, 12 and 13;
3. Due to the intersection configuration of Seng Court, Warren Sreet and Northwest Boulevard that access to Lots 10 and 11 being as far southerly along Warren Street as practical, and access to Lot 1 should be located at least 150 feet westerly of Northwest Boulevard.
4. West 48th Street shall end in a turn-around acceptable to the City, culdesac ot hammerhead.
5. Lots abutting the detention area or abutting/adjacent to drainage easements shall have water entry levels for structures established as one foot above the one hundred-year flood elevation for the basin.
6. Easements for excess stormwater passage with note for future maintenance need to be shown.
7. The notes should reference meeting SUDAS and City Supplemental Specifications

8. As per Section 534.6 of the State Code Outlot A shall have is proposed use designated on the plat.The notes shall also list the ownership and maintenance responsibility of the outlots

A motion by Connell, seconded by Lammers, to accept the findings and forward Case No F18-05 to the City Council for approval subject to the above stated conditions was unanimously approved 6-yes, 0-no and 0-abstention.

Quinn abstained from the following case.

2. Case No. F18-06: Request of Bush Construction for a final plat of Crow Valley Plaza Eleventh Addition on 8.13 acres, more or less, being a replat of Lot 2 of Crow Valley Plaza Tenth Addition located along the north side of East 56th Street and east of Utica Ridge Road containing two (2) lots. [Ward 6]

Findings:

- The proposed plat facilitates the sale and proposed development of the property.
- The proposed plat generally complies with the land use portion of Davenport+2035: Comprehensive Plan for the City.

Recommendation:
Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. F18-06 to the City Council for approval, subject to meeting Municipal Code Chapter 13.34. Stormwater Management.

A motion by Connell, seconded by Hepner, to accept the findings and forward Case No. F18-06 to the City Council for approval, subject to the above stated condition was apperoved on a split vote of 5-yes, 0-no and 1—abstention (Quinn).

3. Case No. F18-07: Request of Richard Pierce for a final plat of Monarch Hills First Addition on 9.39 acres, more or less, being a replat of Lot 1 of Richard Pierce Subdivision, east of Vermont Avenue and north of Telegraph Road (405 North Vermont Avenue) containing two agricultural lots. [Ward 1]

Findings:

- The plat conforms to the comprehensive plan.
- The plat facilitates housing choice.

Recommendation:
Staff recommends the Plan and Zoning Commission accept the findings and forward Case No F18-07 to the City Council for approval.

1. Plat needs to be signed by surveyor and utilities.
2. Sidewalks along Vermont Avenue shall be installed when so required by the City.
3. Remove the note stating “no detention” (site improvements could require detention/water quality per storm water ordinance).

A motion by Connell, seconded by Hepner to accept the findings and forward Case No F18-07 to the City Council for approval subject to the above stated conditions was unanimously approved 6-yes, 0-no and 0-abstention.

VII. Other Business – Wille was recognized for his faithful service and congragulated upon his retirement.

VIII. Future Business – Preview of items for the *July 2nd* public hearing and/or regular meeting *(note-not all items to be heard may be listed)*:

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

X. Adjourn – The meeting was adjourned at 7:20 P.M.

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

Next Public Hearing/Regular Plan & Zoning Meeting:

Monday, July 02, 2018 at 5:00 P.M. in the Council Chambers of Davenport City Hall 226 West 4th Street.

City of Davenport
Plan and Zoning Commission

Department: Community Planning and Economic Development
Department

Date
7/2/2018

Contact Info: Ryan Rusnak 563-888-2022
rrusnak@ci.davenport.ia.us

Subject:
Comprehensive Plan amendment will be considered under Zoning Activity.

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 5:27 PM

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
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]

Background:
Please see attached staff report for background information.

ATTACHMENTS:

Type	Description
Backup Material	Final Staff Report
Backup Material	Application
Backup Material	PDD Land Use Plan
Backup Material	Public Hearing and Neighborhood Meeting Notice
Backup Material	Correspondence - Protest, Non-Protest and Fire Department
Backup Material	Photographs provided at 6-19-2018 Public Hearing
Backup Material	Revised Developer Presentation
Backup Material	Traffic Impact Study

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	6/28/2018 - 4:38 PM

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:

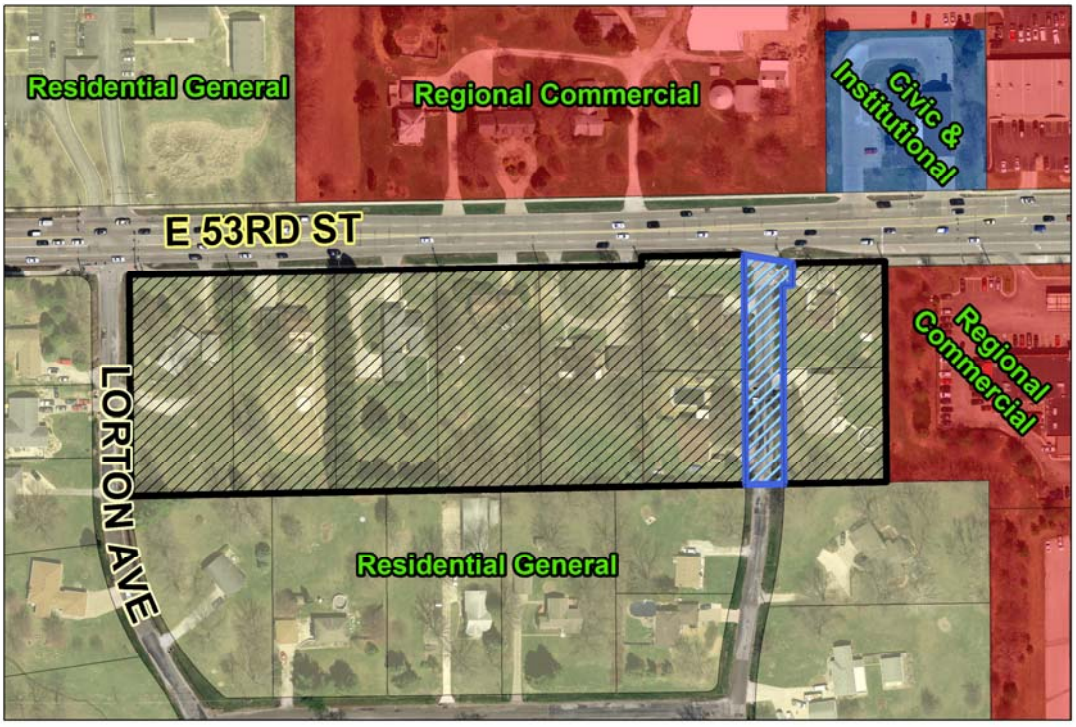
The applicant is requesting to rezone 6.5 acres of property, more or less, located along the south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District. The purpose of the request is to facilitate commercial development. [Ward 6].

AREA CHARACTERISTICS:

Aerial Map

Zoning Map

Land Use Map



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.

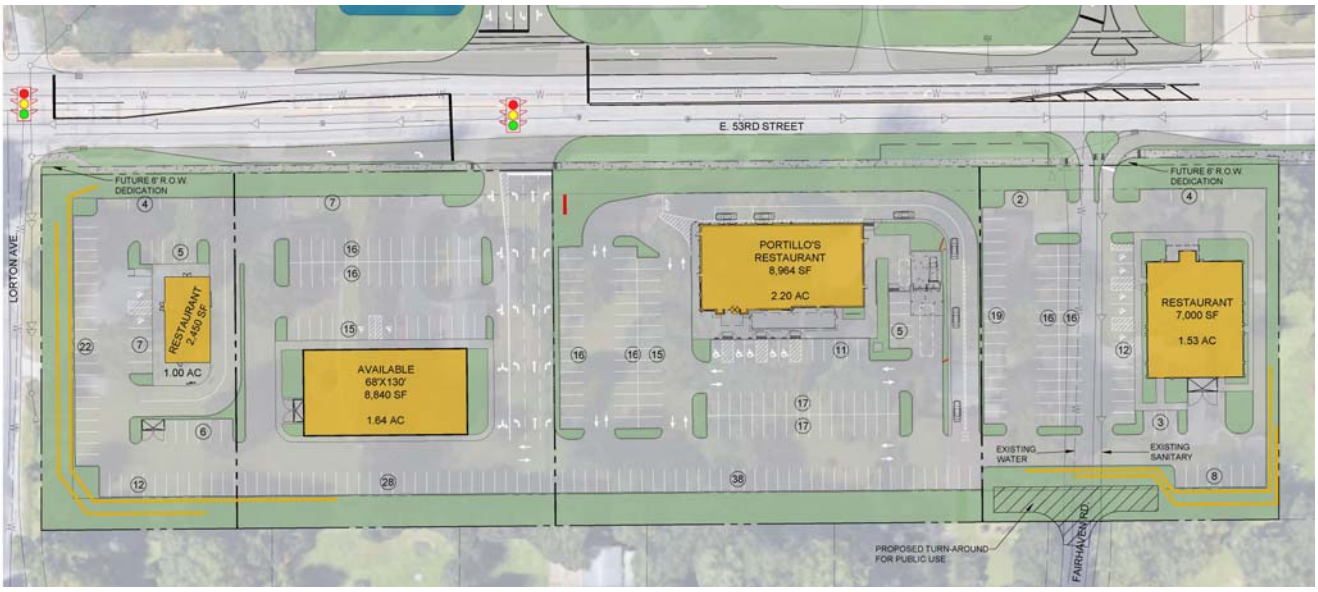
Therefore, in order for the Davenport 2035 Future Land Use Map to better reflect the commercial development of the property and the commercial corridor, staff initiated an amendment from "RG" Residential General to "CC" Commercial Corridor.

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:

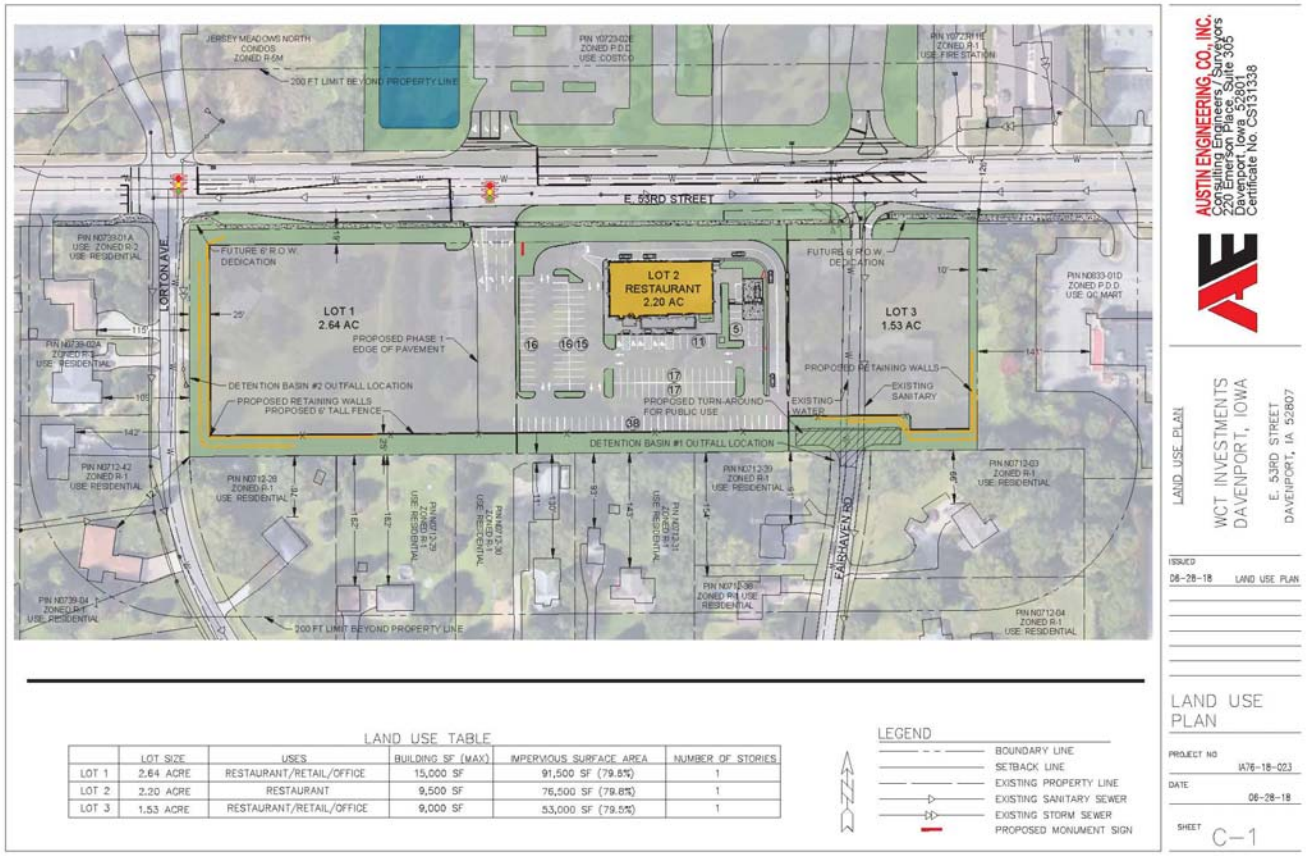
"PDD" Planned Development District requires approval of the zoning and associated Land Use Plan and subsequent (or corresponding) approval of a Final Development Plan.

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:

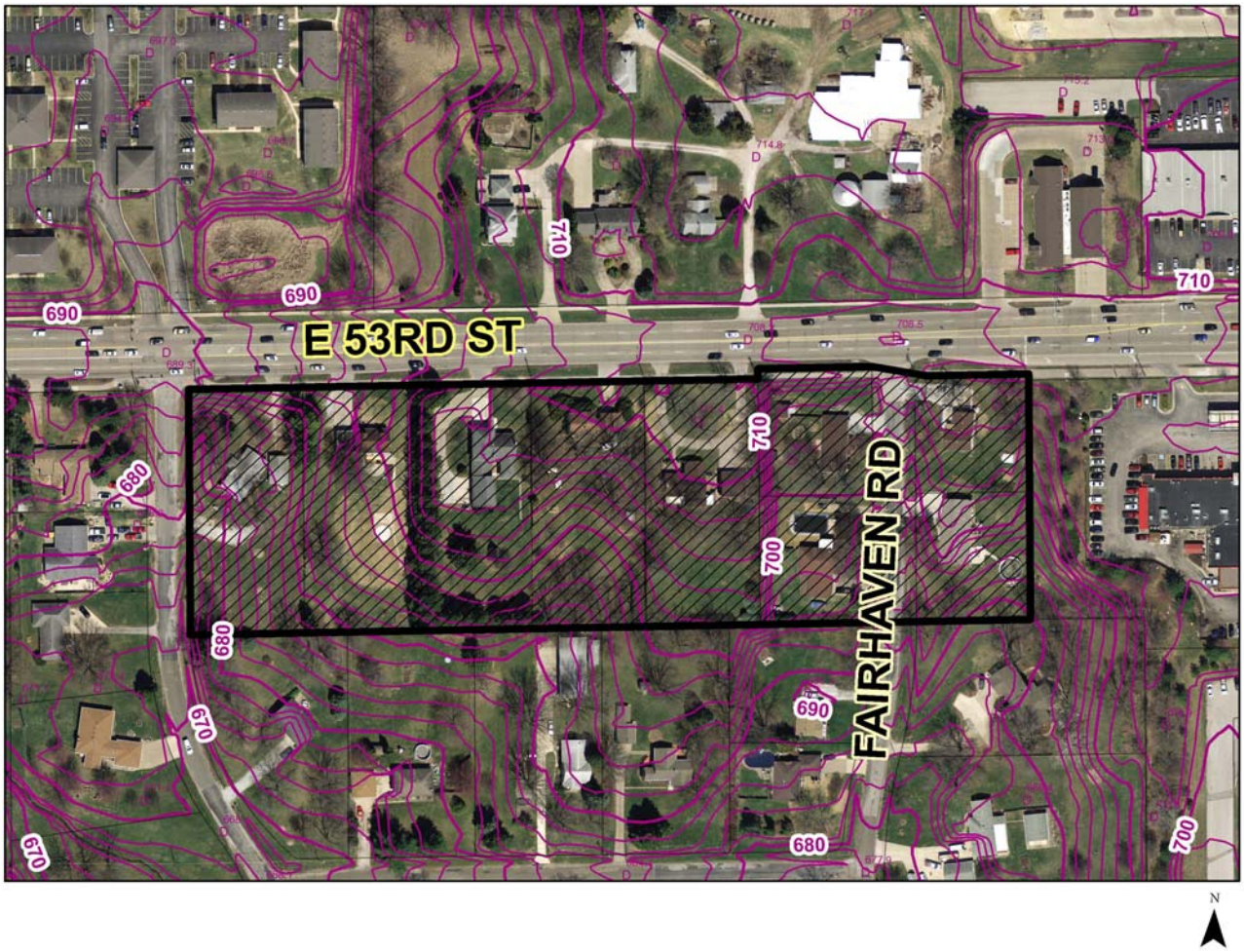


	LOT SIZE	USES	BUILDING SF (MAX)	IMPERVIOUS SURFACE AREA	NUMBER OF STORIES
LOT 1	2.64 ACRE	RESTAURANT/RETAIL/OFFICE	15,000 SF	91,500 SF (79.6%)	1
LOT 2	2.20 ACRE	RESTAURANT	9,500 SF	76,500 SF (79.8%)	1
LOT 3	1.53 ACRE	RESTAURANT/RETAIL/OFFICE	9,000 SF	53,000 SF (79.5%)	1

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.

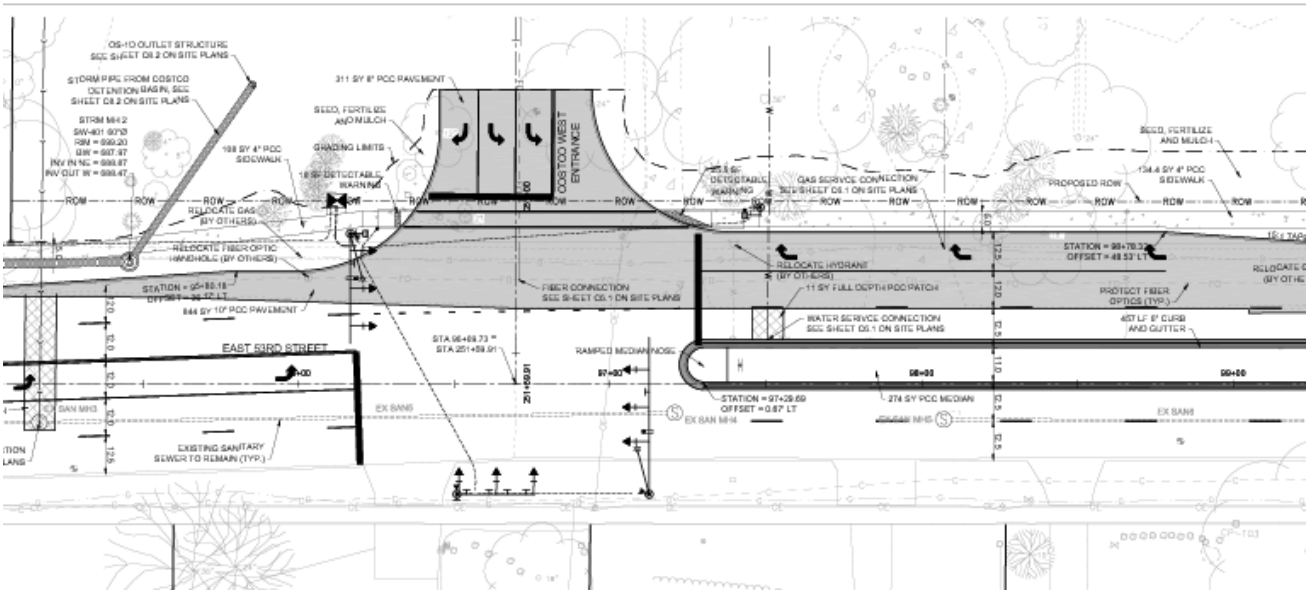
- Area – 1.53 acres.
- Allowable uses – Restaurant/retail/office.
- Maximum building square footage – 9,000 square feet.
- Impervious surface area – 79.5% of the site area.
- Number of stories – one.

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.

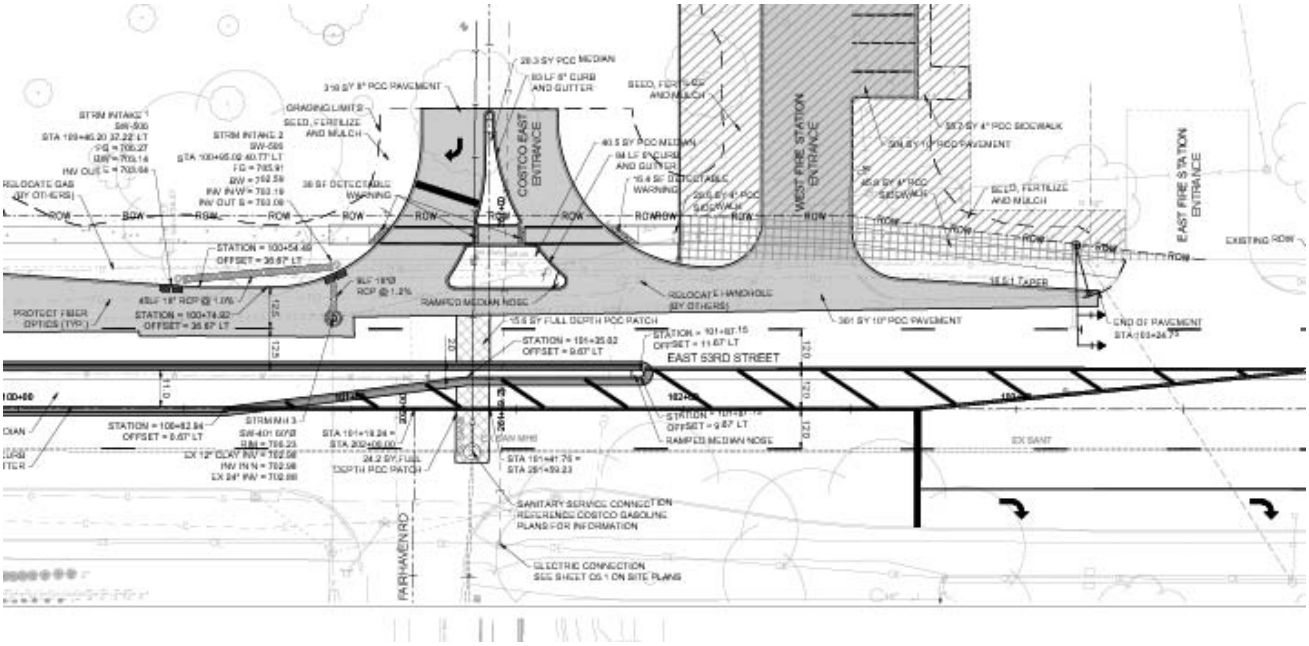
Fairhaven Road would be partially vacated and incorporated into the development. Fairhaven Road would contain a turnaround at the newly terminated roadway. There would be two driveway entrances on East 53rd Street. The primary driveway entrance would be at the new signalized intersection, which would 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.

<u>Proposed Storm Water from the Development.</u>

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:

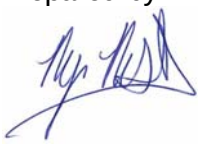
Findings:

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:



Ryan Rusnak, AICP
Planner III

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: wiltorchia@aol.com

Owner (If different from Applicant)
Name: See attached EXHIBIT B
Company:
Address:
City/State/Zip
Phone:
Email:

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

Architect (If applicable)
Name: N/A
Company
Address:
City/State/Zip:
Phone:
Email:

Attorney (If applicable)
Name: Thomas J. Pastrnak
Company: Pastrnak Law Firm, P.C.
Address: 313 W. 3rd St.
City/State/Zip: Davenport, IA 52801
Phone: (563) 323-7737
Email: tpastrnak@pastrnak.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 ☐

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 ☐

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

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

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

Request:

Existing Zoning: R-1

Proposed Zoning Map Amendment: PDD *

Total Land Area: 6.5 , +/- Acres

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

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

Submittal Requirements:

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

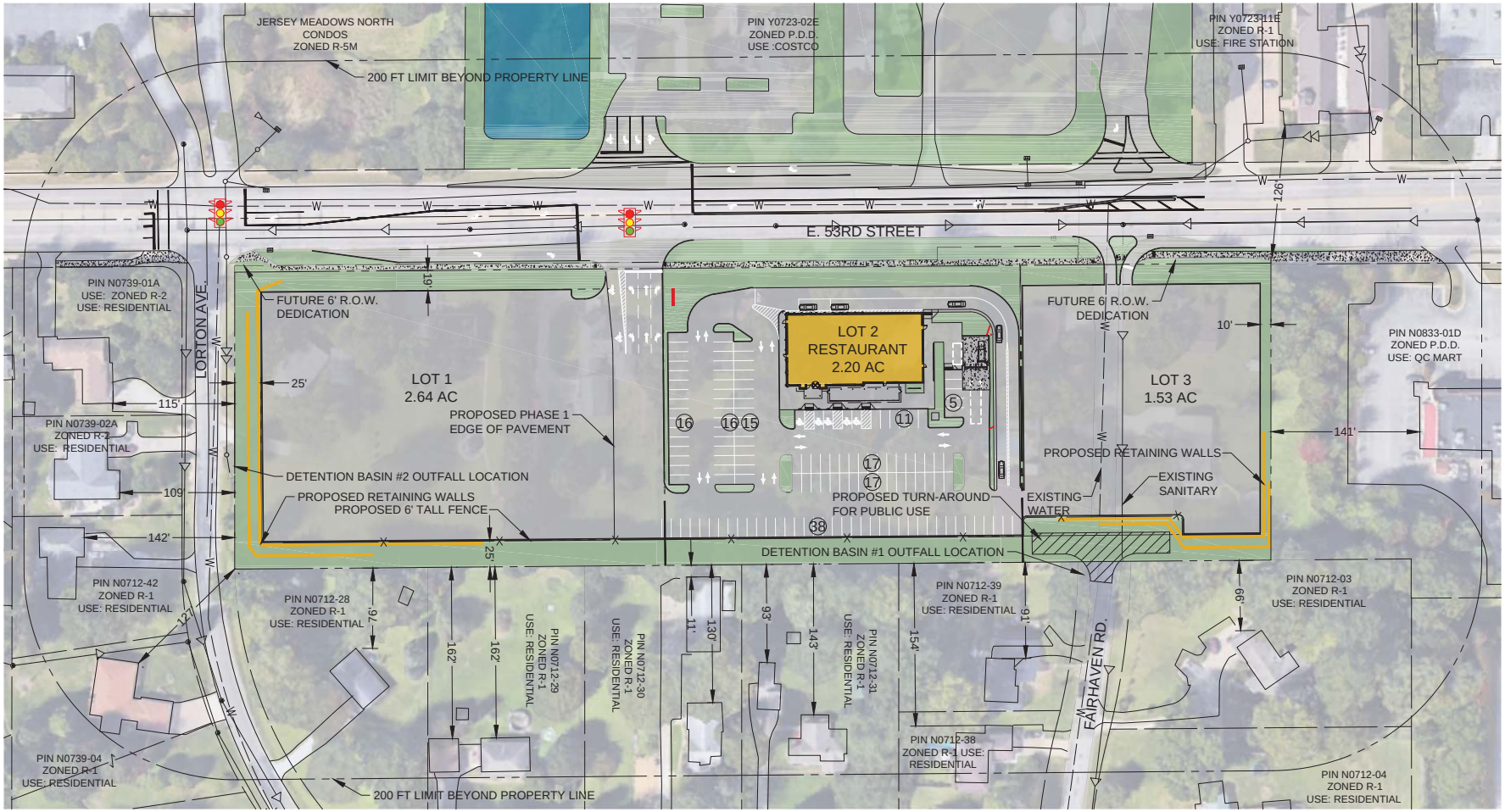
Charlotte A. Powers
2757 E. 53rd St.
Davenport, IA 52807

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



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

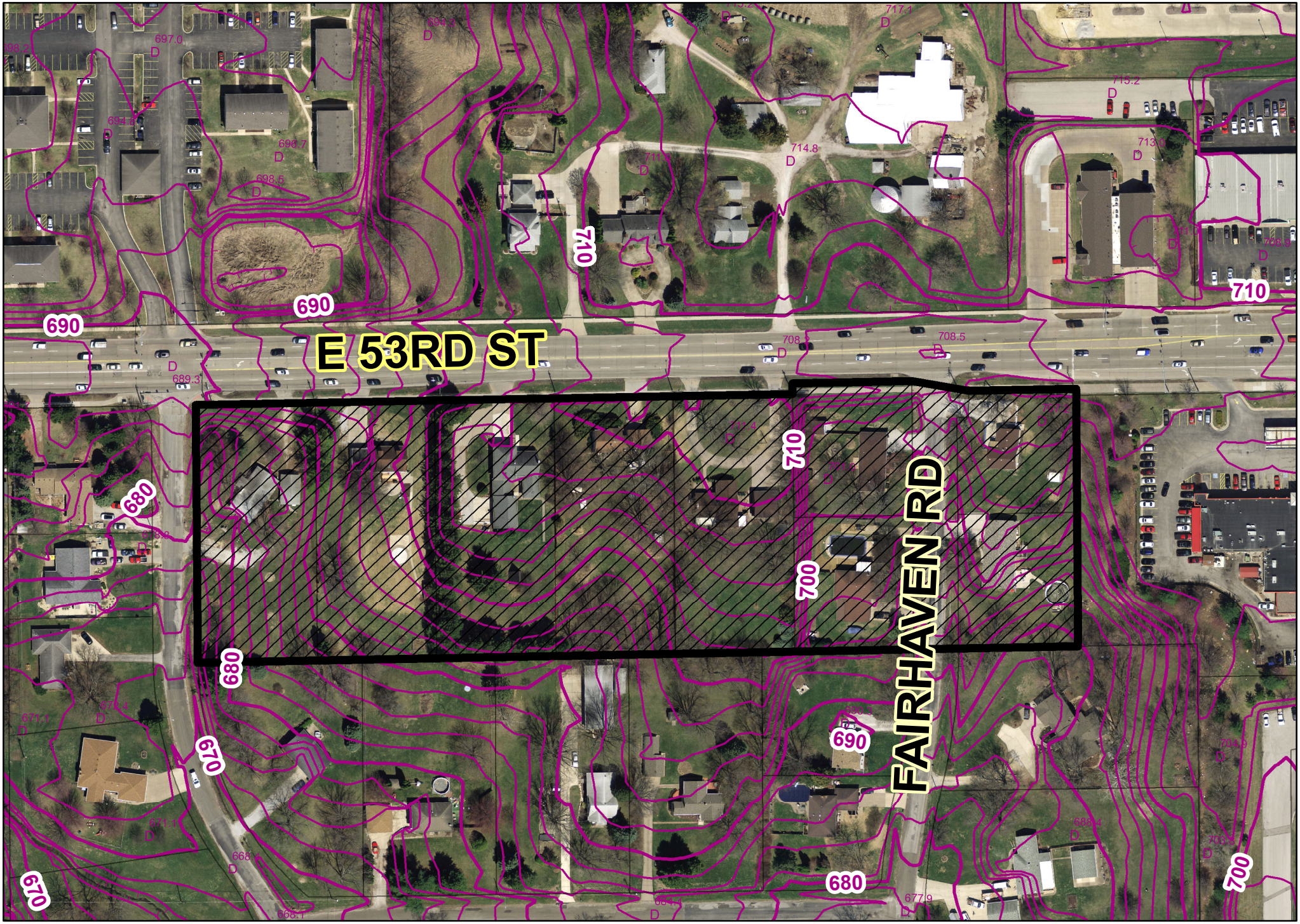
LAND USE PLAN

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.


E 53RD ST
FAIRHAVEN RD
690
710
680
700
670
N

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.

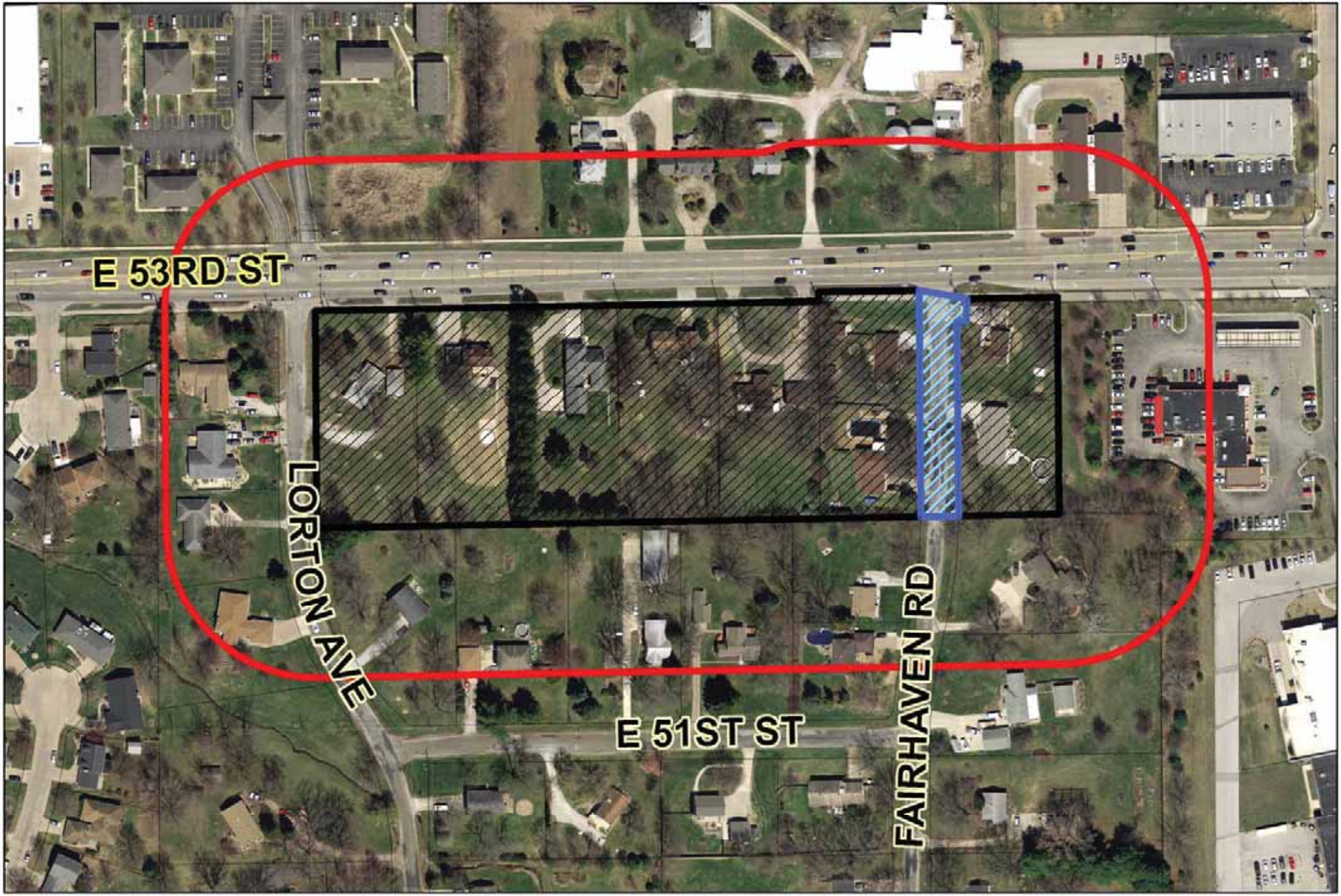
Would You Like to Submit an Official Comment?

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 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.


E 53RD ST
LORTON AVE
E 51ST ST
FAIRHAVEN RD
Property Requested to be Rezoned
Right-of-Way Requested to be Vacated
200 Foot Notification Radius
N

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	2742 E 51ST ST	DAVENPORT IA 52807-3085
7	SINGLE	N0712-38	8769.896041	5102 FAIRHAVEN RD	TIMOTHY KLUDY TAMMY KLUDY	5102 FAIRHAVEN RD	DAVENPORT IA 52807
8	SINGLE	N0712-39	22911.19434	5106 FAIRHAVEN RD	GABRIEL COUSSENS SHELLY COUSSENS	5106 FAIRHAVEN RD	DAVENPORT IA 52807
9	SINGLE	N0712-42	17835.25712	5120 LORTON AV	JAMES VICTOR	6113 LAKESHORE CR	DAVENPORT IA 52807
10	SINGLE	N0739-01A	21130.08836	2643 E 53RD ST	RICHARD JONES LYNN JONES	2643 E 53RD ST	DAVENPORT IA 52807
11	SINGLE	N0739-02A	14213.89297	5220 LORTON AV	ERIC WILSON COURTNEY WILSON	5220 LORTON AV	DAVENPORT IA 52807-3026
12	SINGLE	N0739-04	14713.21736	5112 LORTON AV	DONALD ANGERER 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

City of Davenport

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:

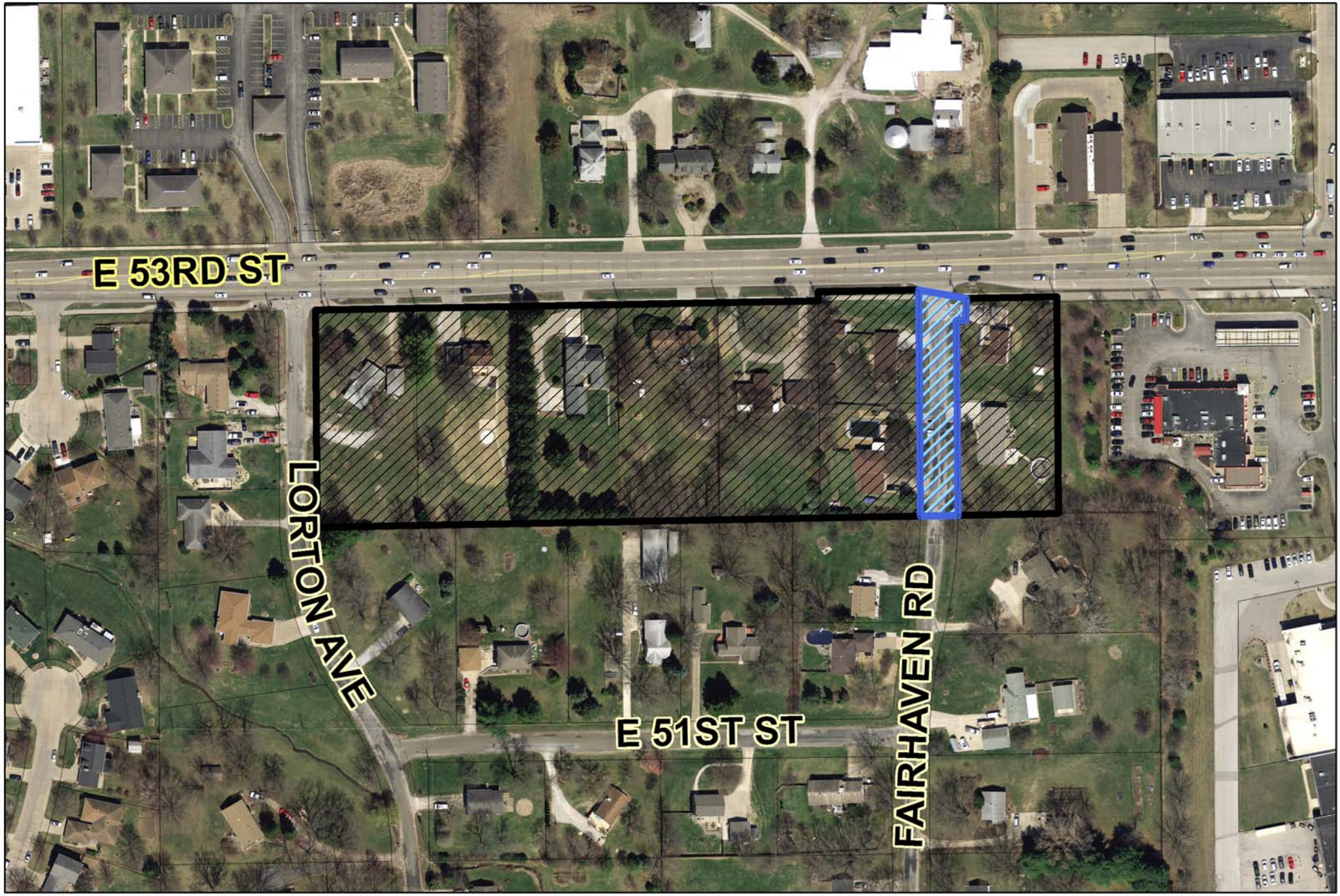
Case No. REZ18-08: Request of William Torchia on behalf of WCT Investments Davenport Series, LLC for a rezoning on 6.5 acres, more or less, located south of East 53rd Street and east of Lorton Avenue from "R-1 Low Density Dwelling District to "PDD" Planned Development District and partially vacate (abandon)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


E 53RD ST
LORTON AVE
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Property Requested to be Rezoned
Right-of-Way Requested to be Vacated
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Letter of non-objection
5220 Lorton Avenue

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

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

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

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.

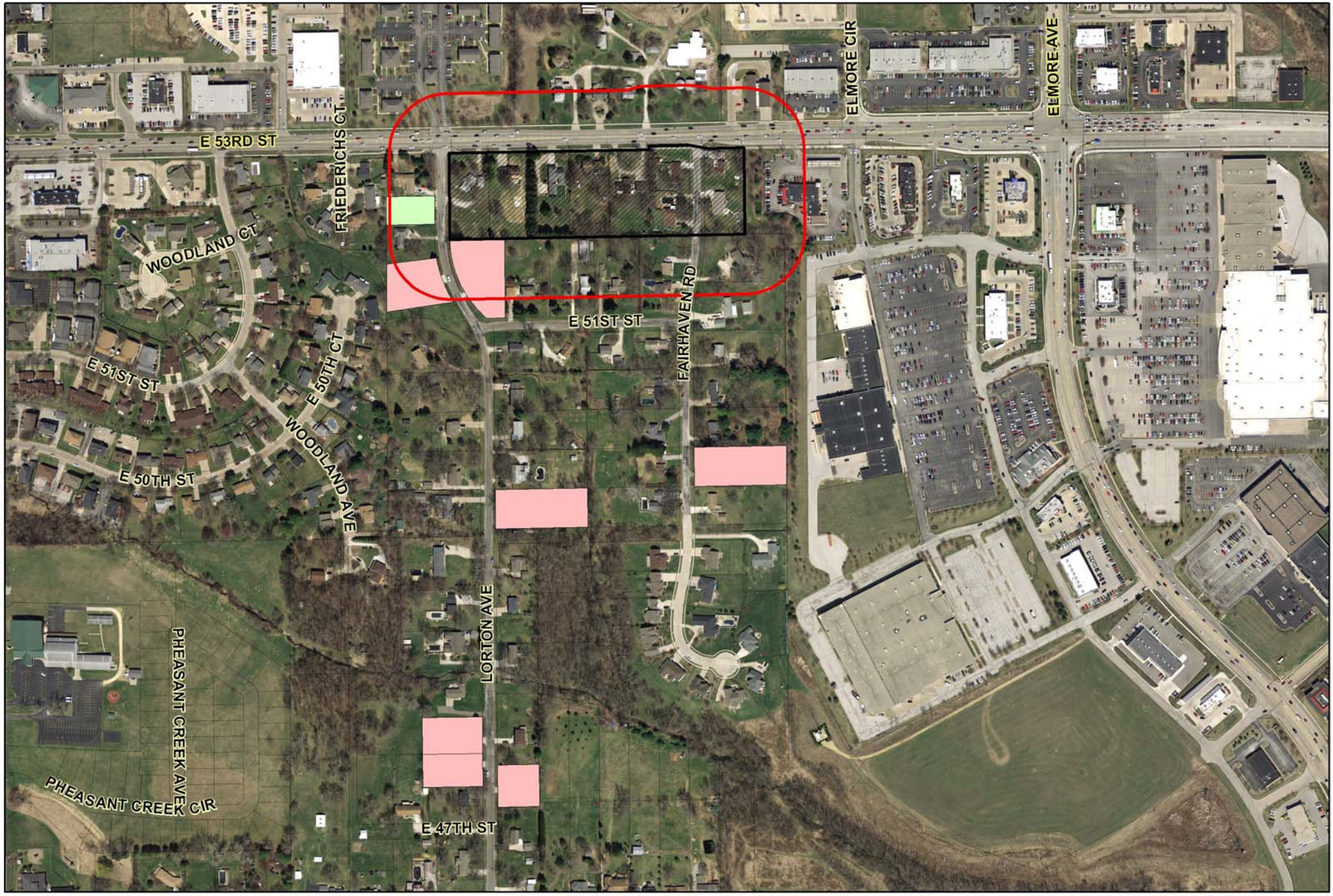
These conditions will alleviate residential concerns of the homeowners and neighbors on this matter.

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

Sincerely,

Michael J. Meloy
Attorney at Law

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



Property Requested to be Rezoned

Written Protest

Written Non Protest

N

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,

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

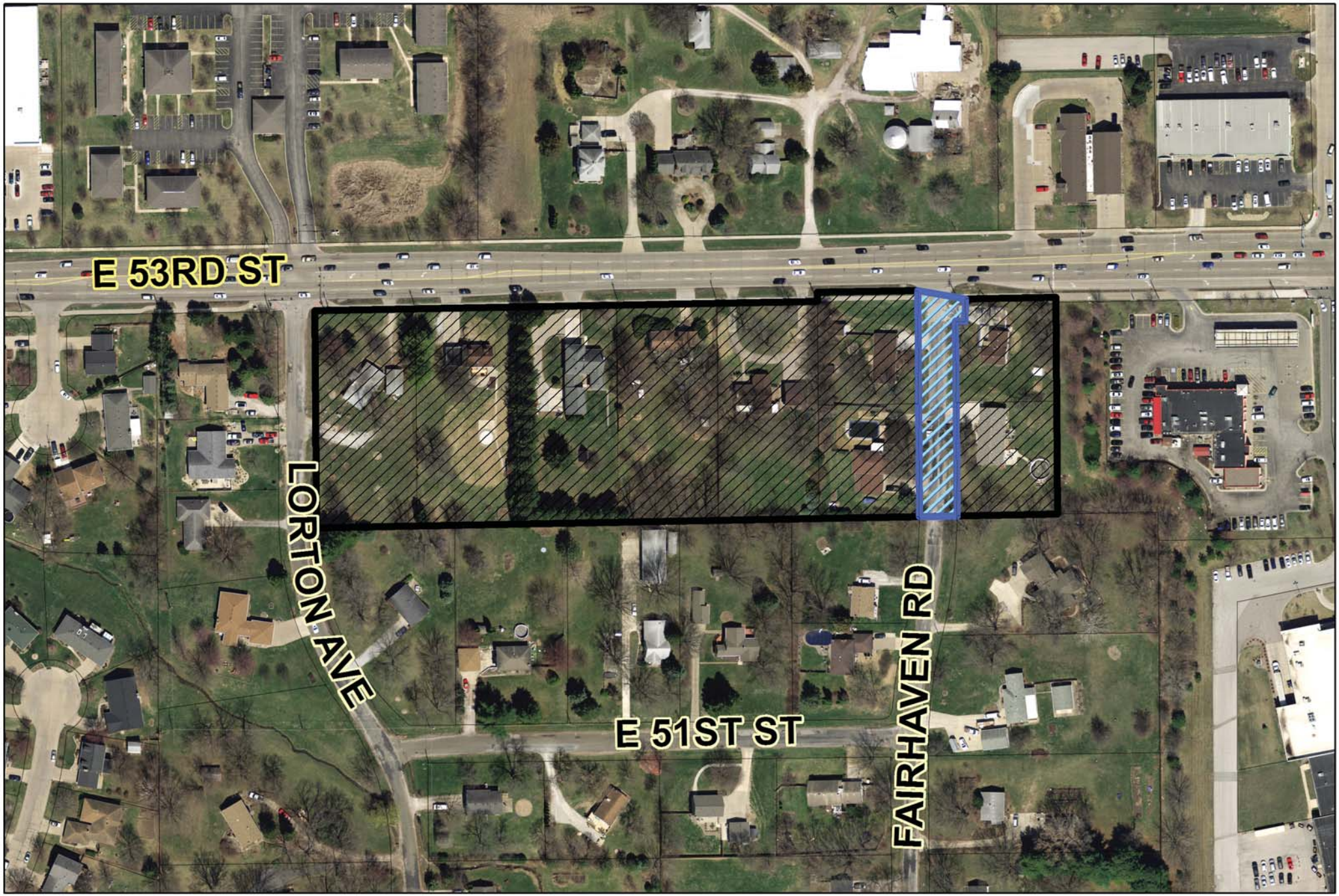
The City has received a request to rezone property and partially vacate Fairhaven Road to facilitate redevelopment of the nine home sites as commercial. The development would be located along East 53rd Street east of Lorton Avenue (see attached locational map and conceptual plan for the proposed development). 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?

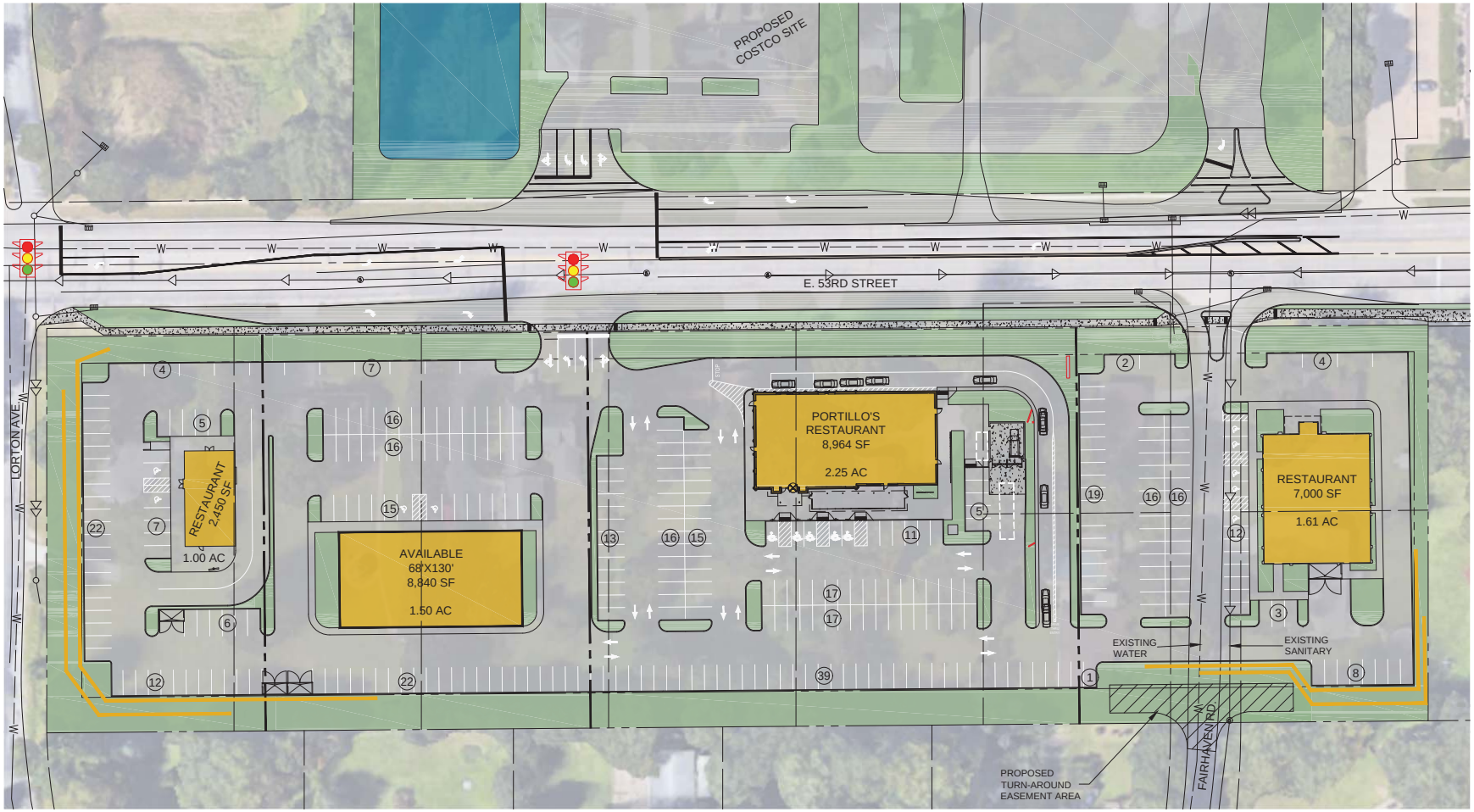
Attachments:
Locational Map
Conceptual Plan for the Proposed Development
Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development



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

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

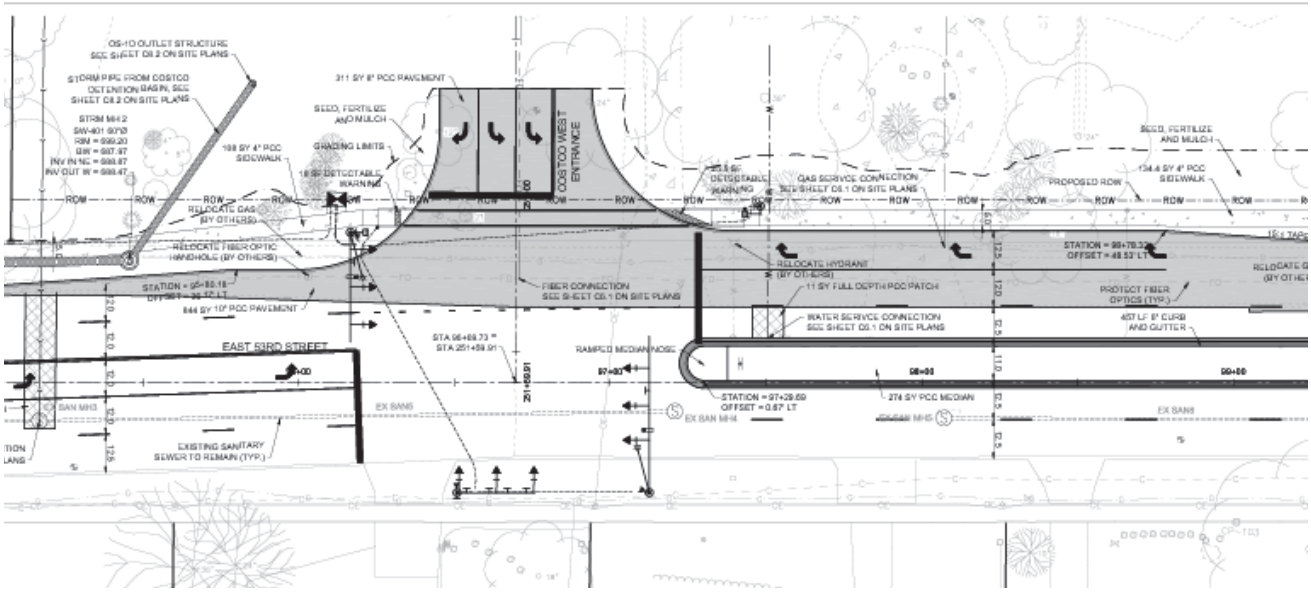
SITE PLAN

PROJECT NO IA76-18-023

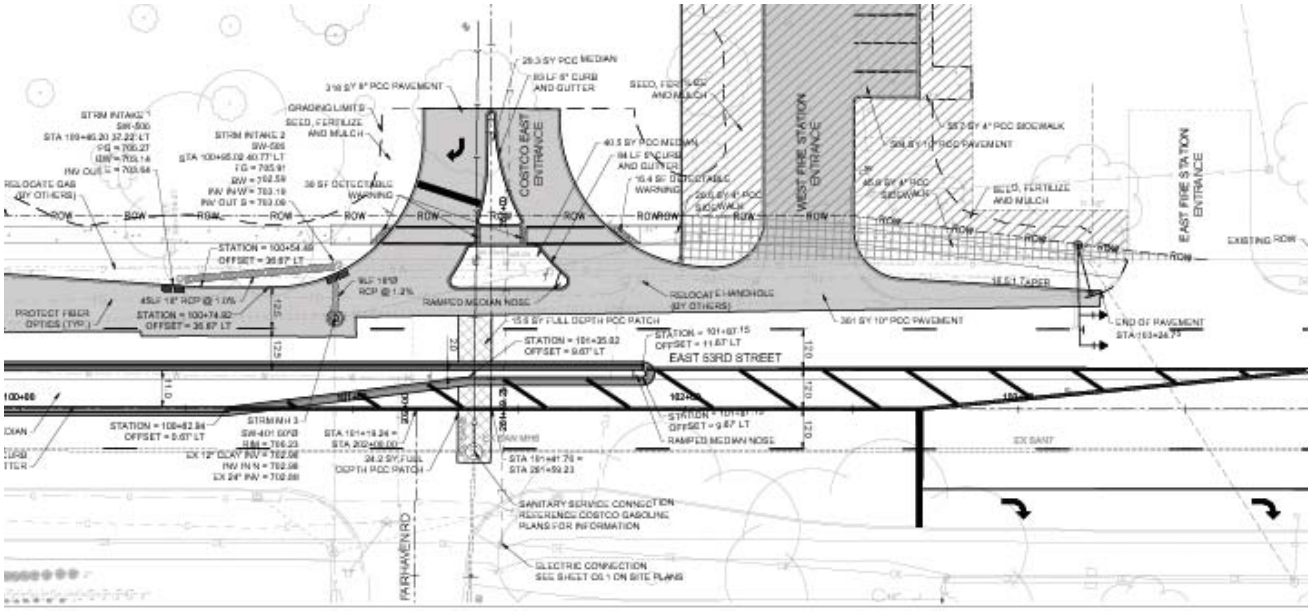
DATE 06-12-18

SHEET C-1

Plan Design for Improvements along East 53rd Street Adjacent to the Proposed Development



Design of the main entrance into Costco.



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

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

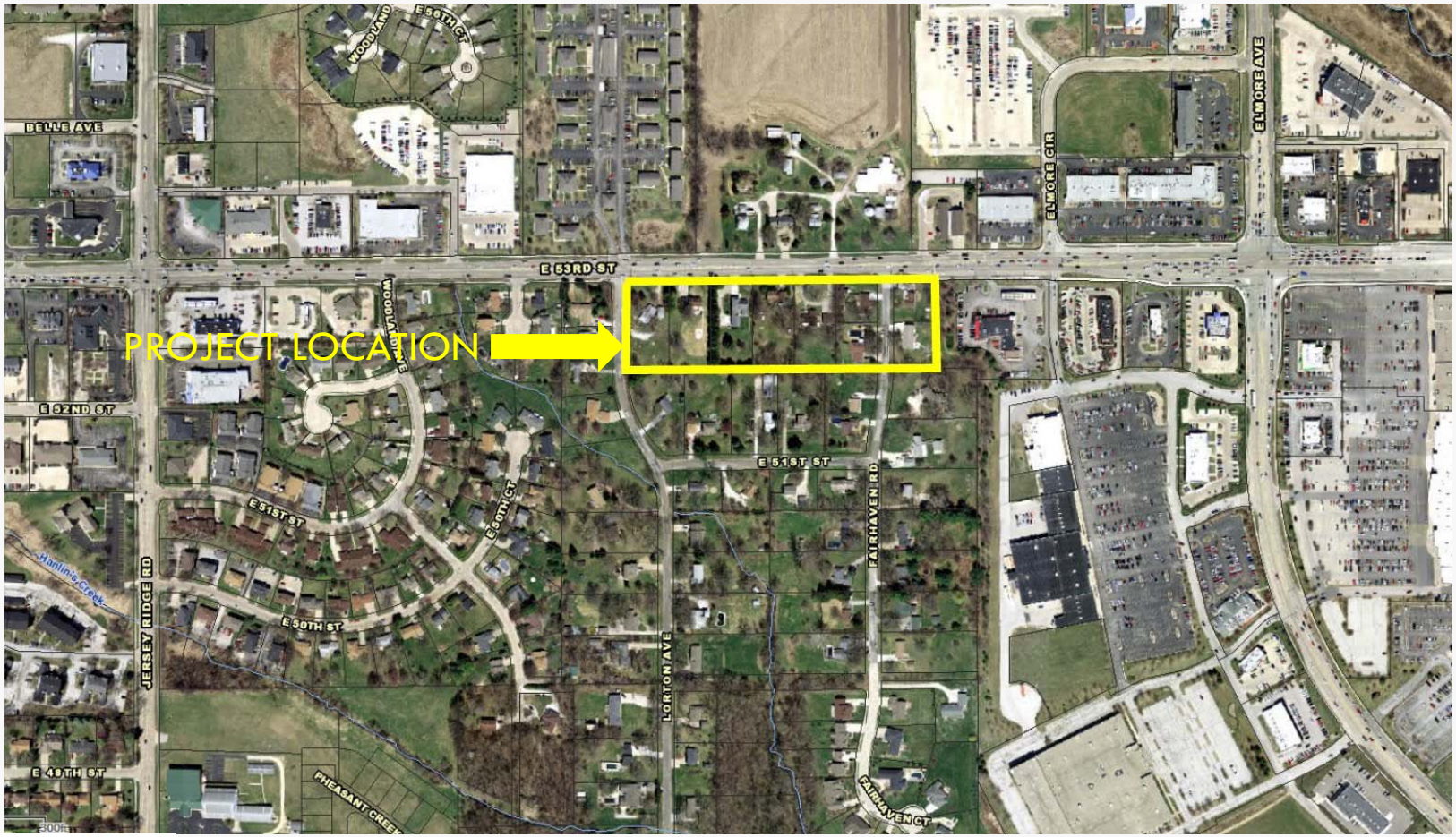
WCT PROPERTIES

AUSTIN ENGINEERING
Consulting Engineers / Surveyors

PROJECT LOCATION MAP

WCT PROPERTIES

GIS MAP



WCT PROPERTIES

ABOUT WCT

William (Willie) Torchia, President

Real Estate Developer for 25+ Years

Corporate Office in East Peoria, IL

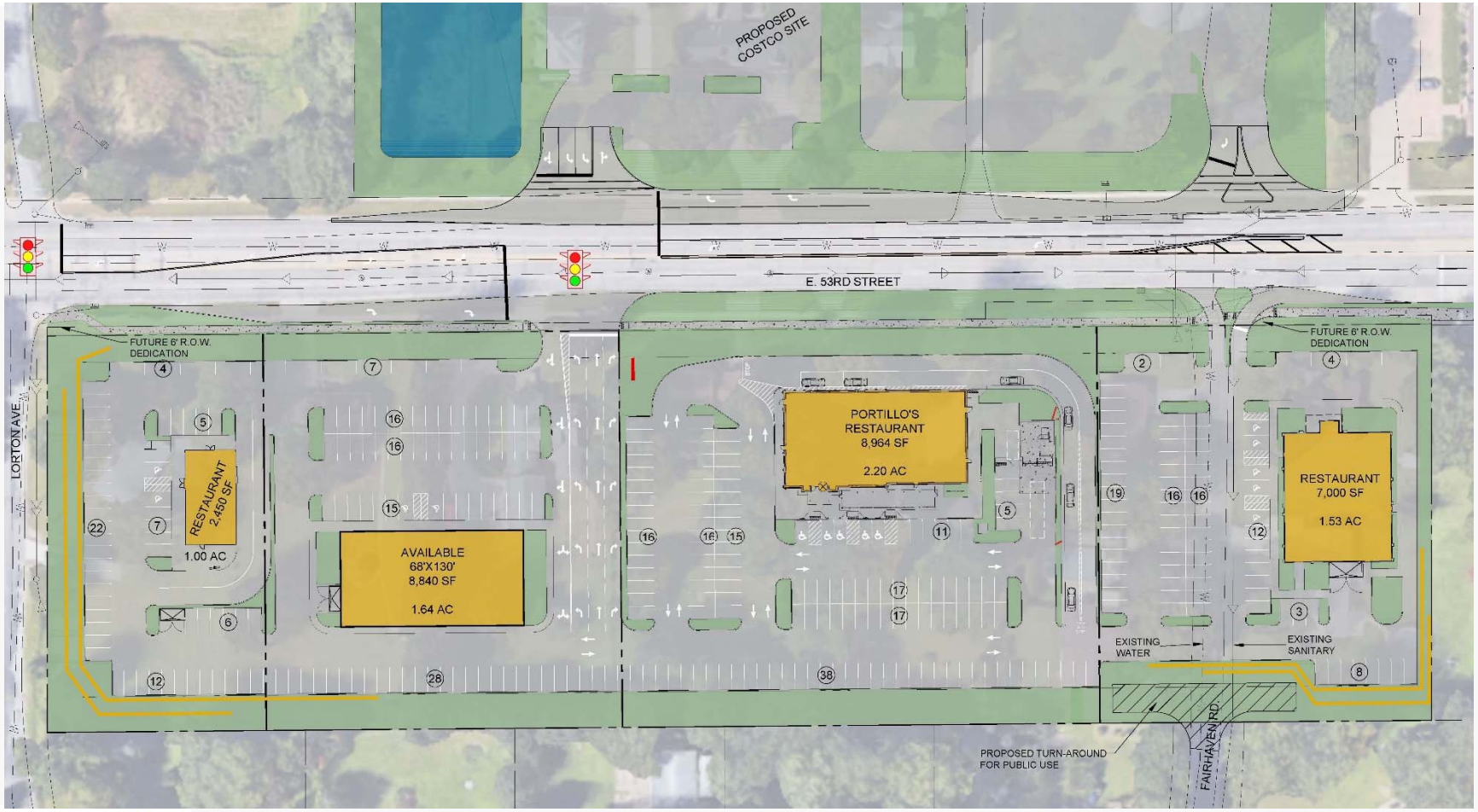
PAST PROJECTS

- 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)

WCT PROPERTIES

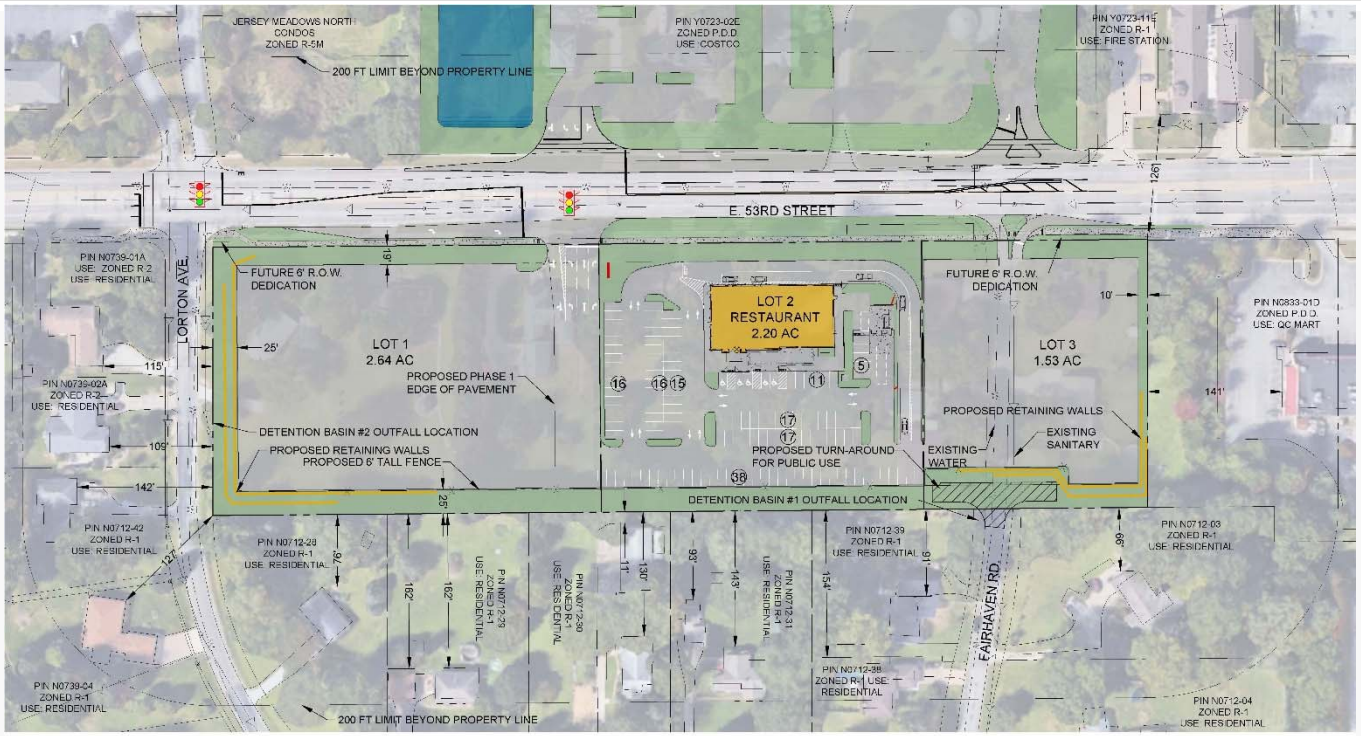
AE

PROPOSED RE-DEVELOPMENT PLAN



WCT PROPERTIES

PROPOSED LAND USE PLAN



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	81,500 SF (79.8%)	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 (79.8%)	1

LEGEND

- BOUNDARY LINE
- SET BACK LINE
- EXISTING PROPERTY LINE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED MONUMENT SIGN

WCT PROPERTIES

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.

WCT PROPERTIES

AE

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.

WCT PROPERTIES

AE

Portillo's® ARTIST RENDERING

WCT PROPERTIES

AE

53RD STREET VIEW

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

WCT PROPERTIES

Portillo's® FRONT DOOR VIEW

WCT PROPERTIES

AE

Portillo's® SIDE VIEWS

WEST - PATIO ELEVATION

EAST - REAR ELEVATION

WCT PROPERTIES

AE

Portillo's® FINISHES

Portillo's

DAVENPORT, IA

EXTERIOR FINISHES

(PT 3)
SW6991 "BLACK MAGIC"

WROUGHT IRON

(PT 9)
SW6979 "ARTICHOKE"

ACCENT PAINT

(PT 11)
SW6979 "ARTICHOKE"

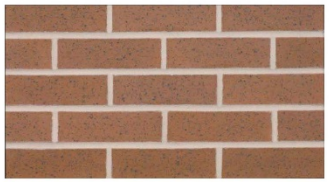
ACCENT PAINT

UNI-CLAD
MATTE BLACK SR
ALUM. BREAK METAL

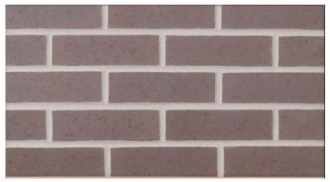
UNI-CLAD
CHARCOAL GREY SR
ALUM. BREAK METAL

CULTURED LIMESTONE

GALVANIZED ROOFING



BR-1
SIOUX CITY BRICK - CINNAMON
IRONSPOT SMOOTH



BR-2
SIOUX CITY BRICK - BROWN
SMOOTH

BR-3
SIOUX CITY BRICK - EBONITE
SMOOTH

WCT PROPERTIES

AE

Portillo's® PEORIA, IL

WCT PROPERTIES

Portillo's® PEORIA, IL

WCT PROPERTIES

AE

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

WCT PROPERTIES

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.

WCT PROPERTIES

AE

STORMTECH SUB-SURFACE SYSTEM

WCT
PROPERTIES

STORMTECH SUB-SURFACE SYSTEM

WCT PROPERTIES

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.

WCT PROPERTIES

AE

AERIAL VIEW RENDERING

WCT PROPERTIES

AERIAL VIEW RENDERING

WCT PROPERTIES

RENDERING FROM LORTON

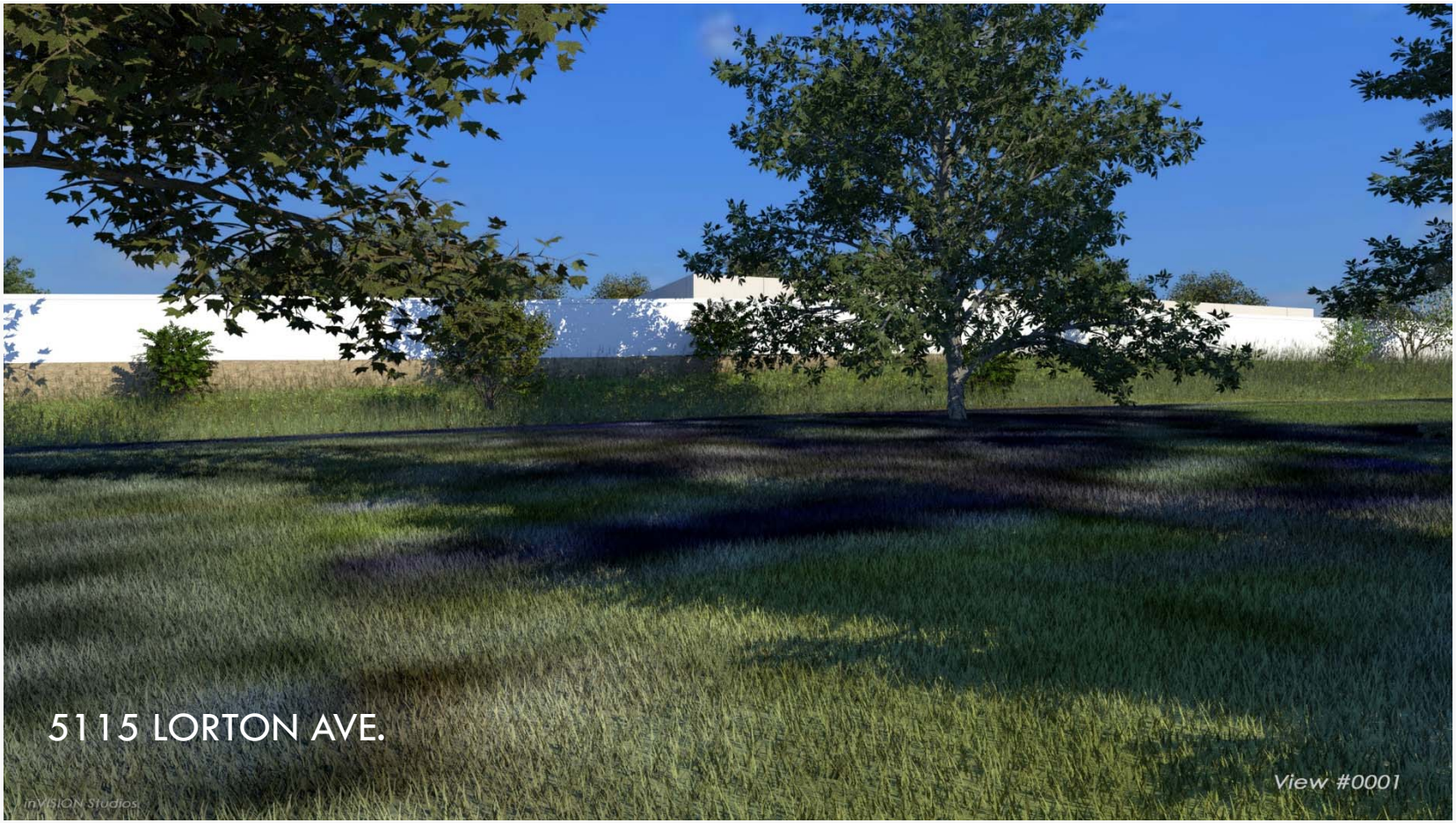
WCT PROPERTIES

AE

RENDERING FROM LORTON

WCT PROPERTIES

RENDERING OF VIEW FROM BACKYARDS



WCT PROPERTIES

RENDERING OF VIEW FROM BACKYARDS

WCT PROPERTIES

RENDERING OF VIEW FROM BACKYARDS

WCT PROPERTIES

AE

RENDERING OF VIEW FROM BACKYARDS

WCT PROPERTIES

AE

RENDERING OF VIEW FROM BACKYARDS

WCT PROPERTIES

AE

RENDERING OF VIEW FROM BACKYARDS

WCT PROPERTIES

RETAINING WALL EXAMPLE

WCT PROPERTIES

RETAINING WALL EXAMPLE

WCT
PROPERTIES

RETAINING WALL EXAMPLE

WCT PROPERTIES

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.

WCT PROPERTIES

AE

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.

WCT PROPERTIES

AE

53RD STREET IMPROVEMENTS

WCT PROPERTIES

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.

WCT PROPERTIES

AE

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.

WCT PROPERTIES

AE

THANK YOU FOR YOUR TIME

WCT PROPERTIES

CONTACT INFORMATION:

WILLIE TORCHIA

CELL: (309) 696-7185

EMAIL:
wtorchia@wctproperties.com

WCT PROPERTIES

Traffic Impact Study

E 53rd Street Commercial

Davenport, Iowa
WCT Investments

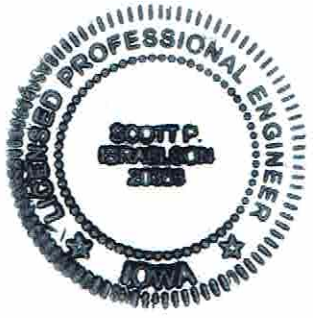
26 June 2018

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

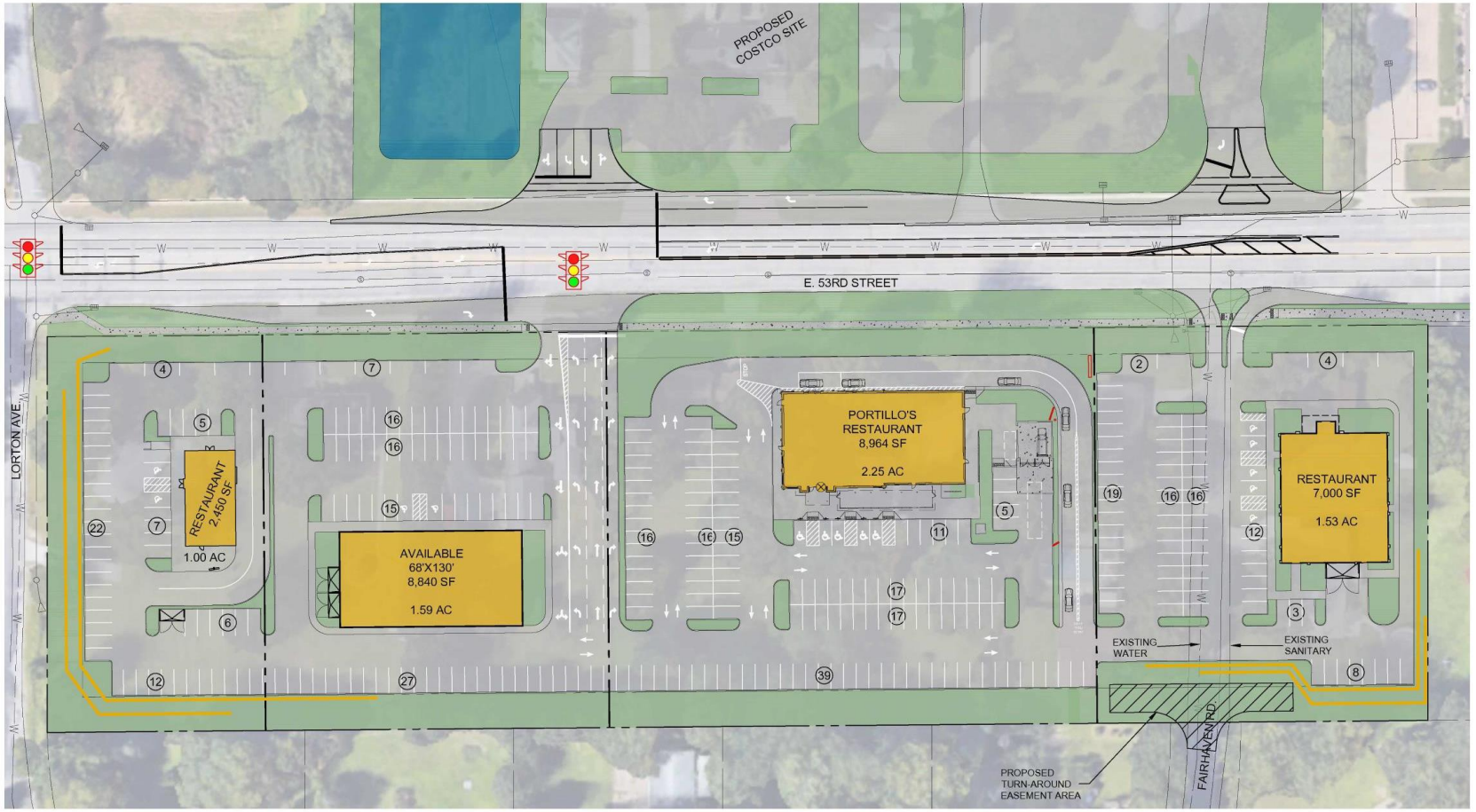
The study analyzed the following scenarios:

- 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

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
06-15-18	REVISIONS
06-26-18	REVISIONS

SITE PLAN

PROJECT NO IA76-18-023

DATE 06-26-18

SHEET C-1

Site Plan

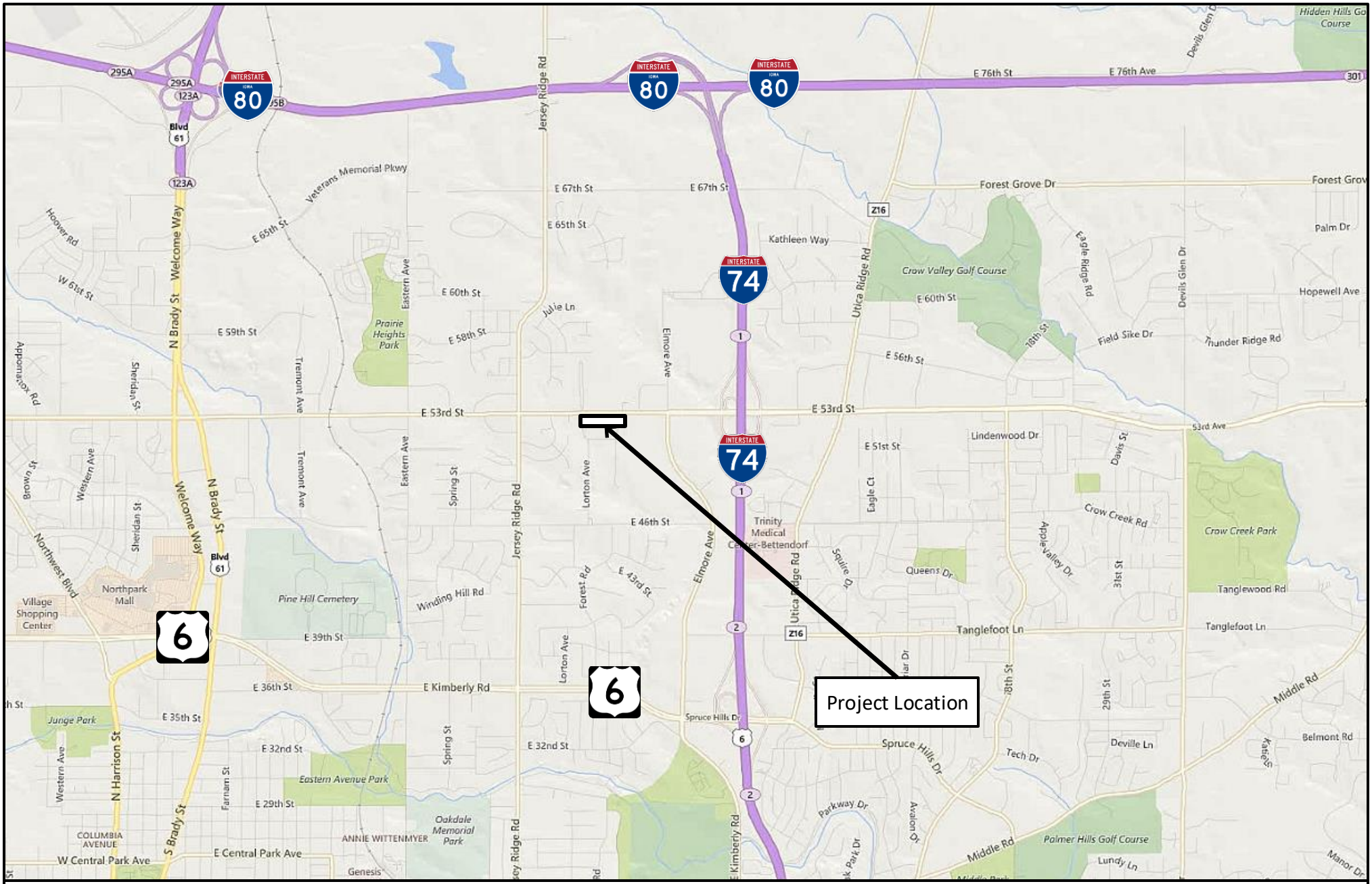
Project No: 18-IA03129-1

Figure 1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC

E 53rd Street Commercial – Davenport – WCT Investments



Vicinity Map

Project No: 18-IA03129-1

Figure 2

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC

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.

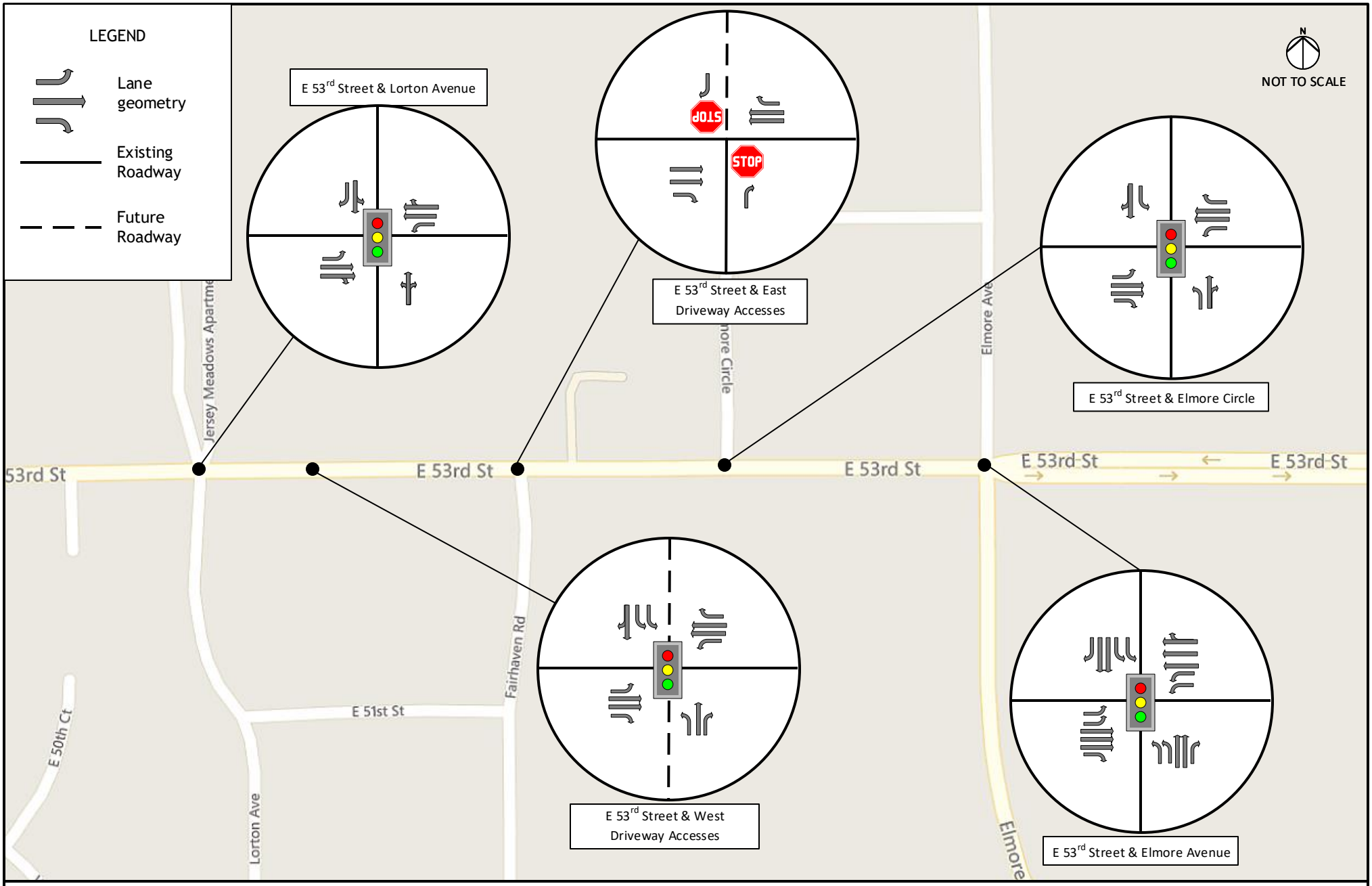
The geometric configuration of all intersections in the study area is shown in **Figure 3**.

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

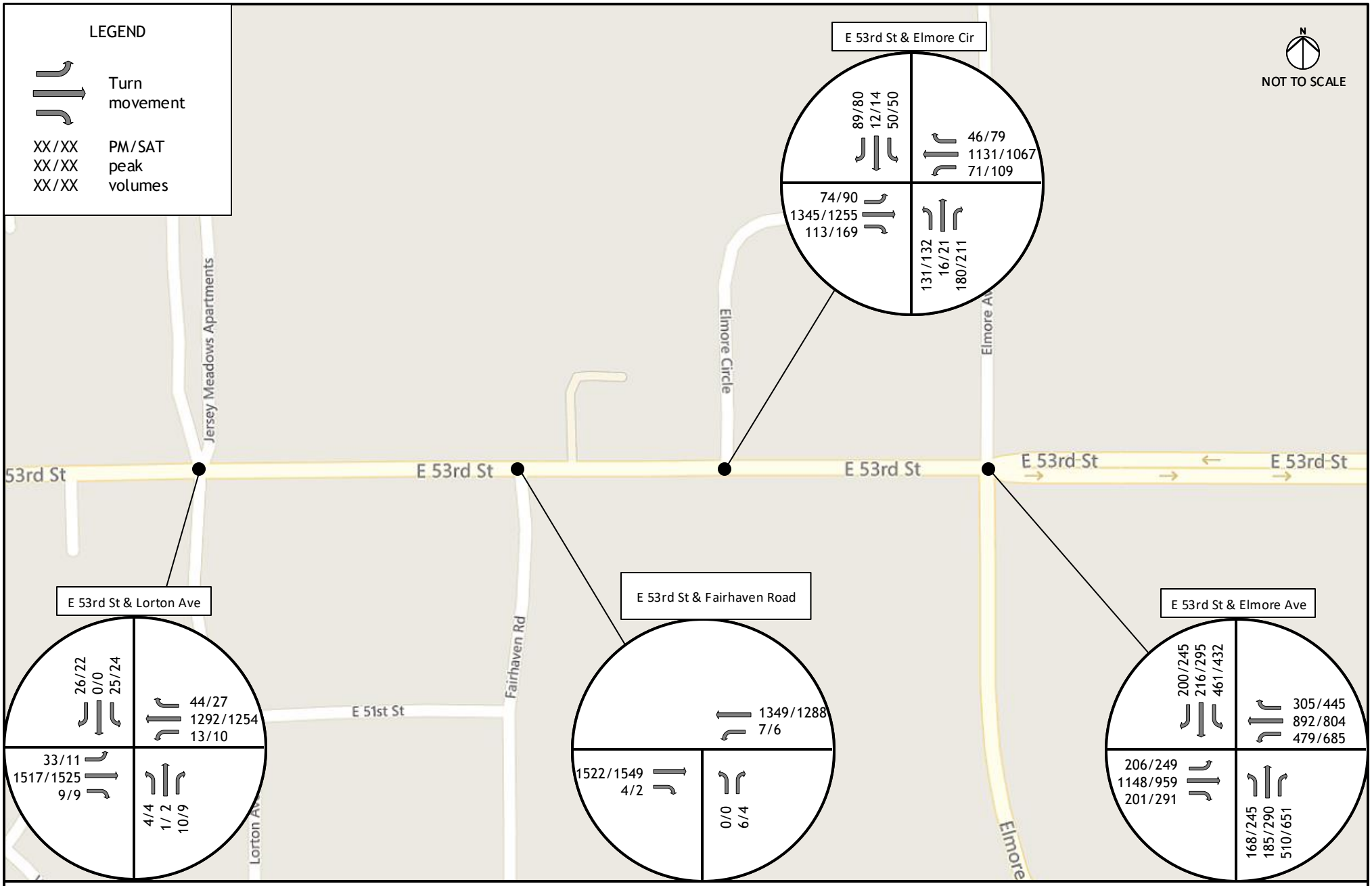
Figure 3

E 53rd Street Commercial – Davenport – WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC



Existing Traffic

Figure 4

E 53rd Street Commercial – Davenport – WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC

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*.

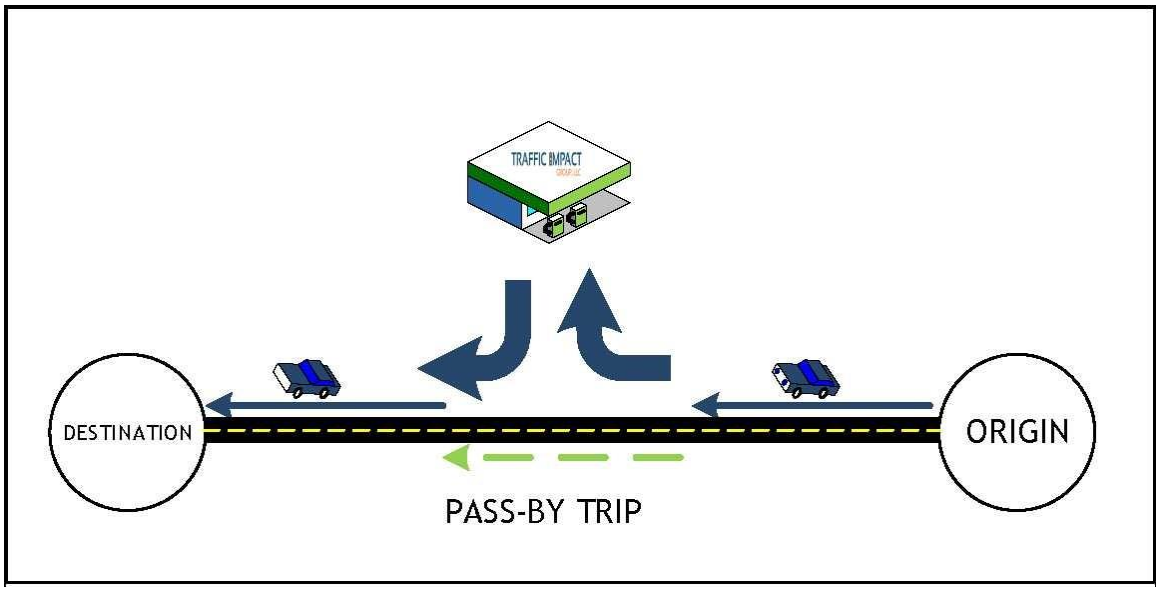
It should be noted that the *Costco Traffic Impact Study* did not apply pass-by trip reductions for the Costco site gas station, but assumed a 70% reduction for what it termed "linked trips".

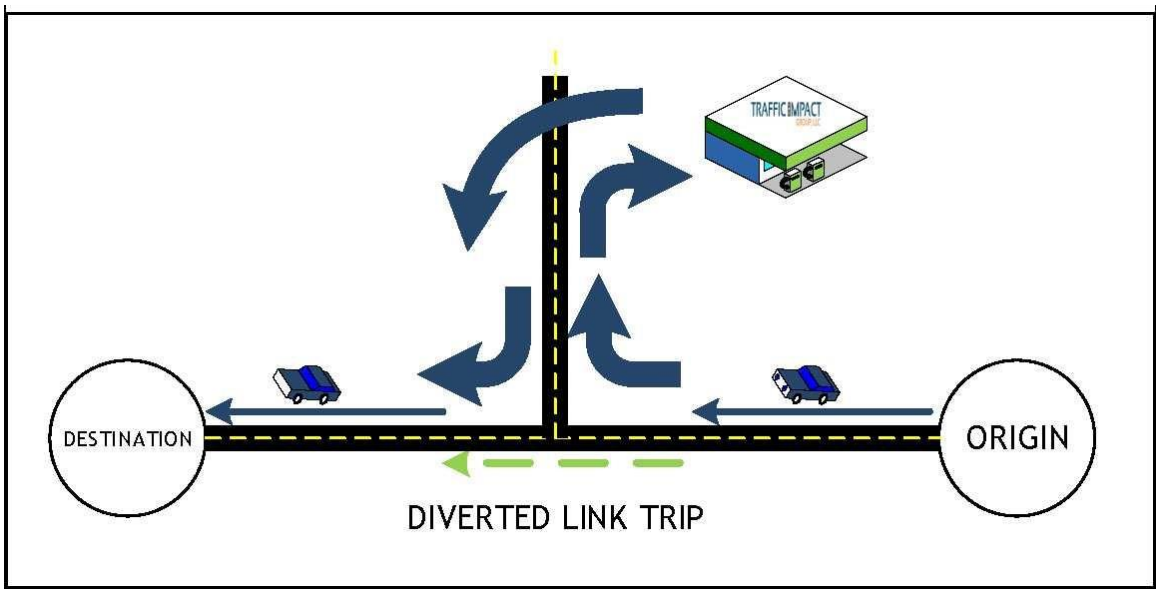
The percentages and directionality of pass-by and diverted link trips is based on the count data collected in the PM peak. Table 3.2 summarizes the calculation.

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.

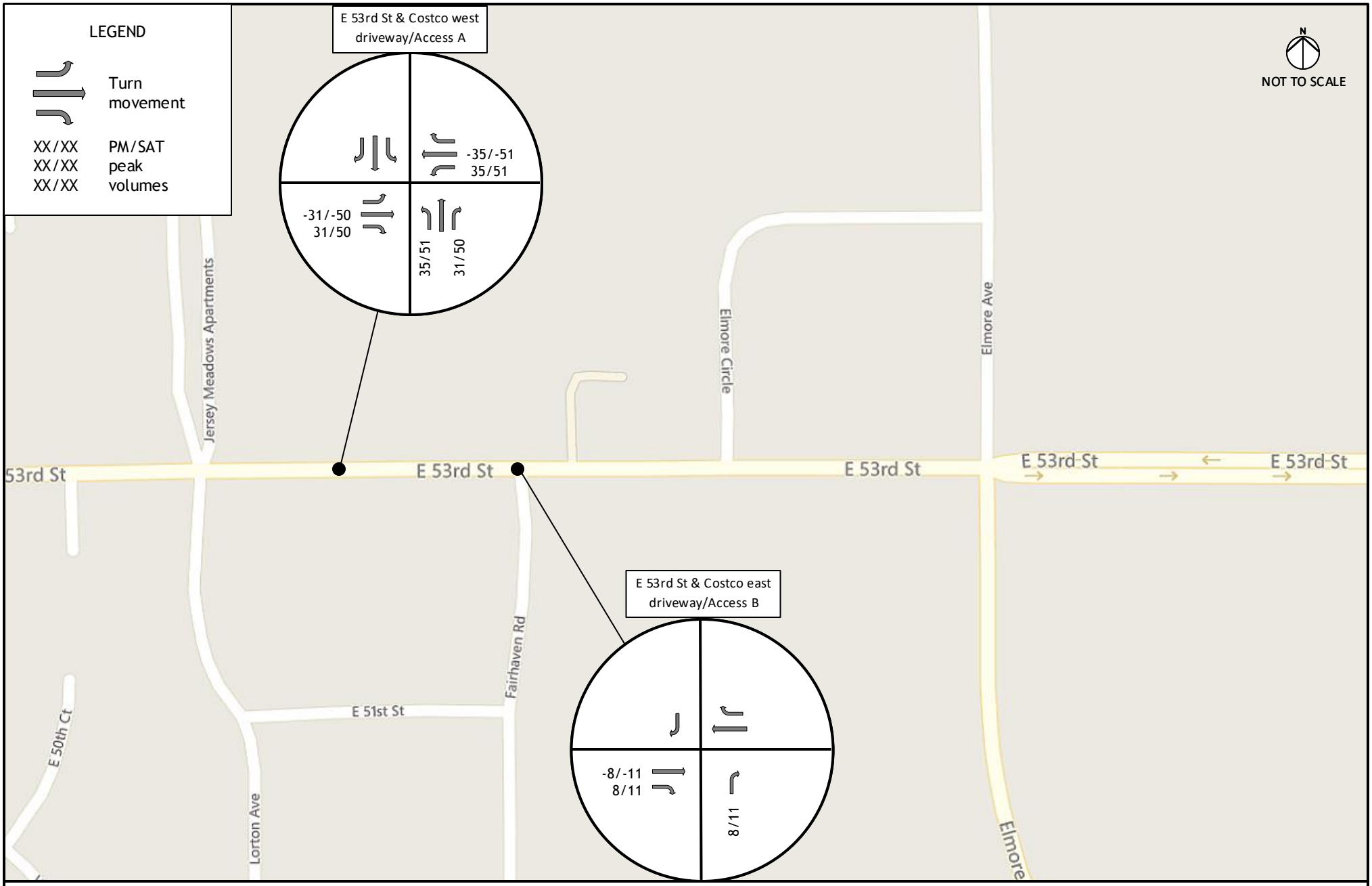
D. TRIP DISTRIBUTION

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

Figure 5

E 53rd Street Commercial – Davenport – WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC

Trip Distribution

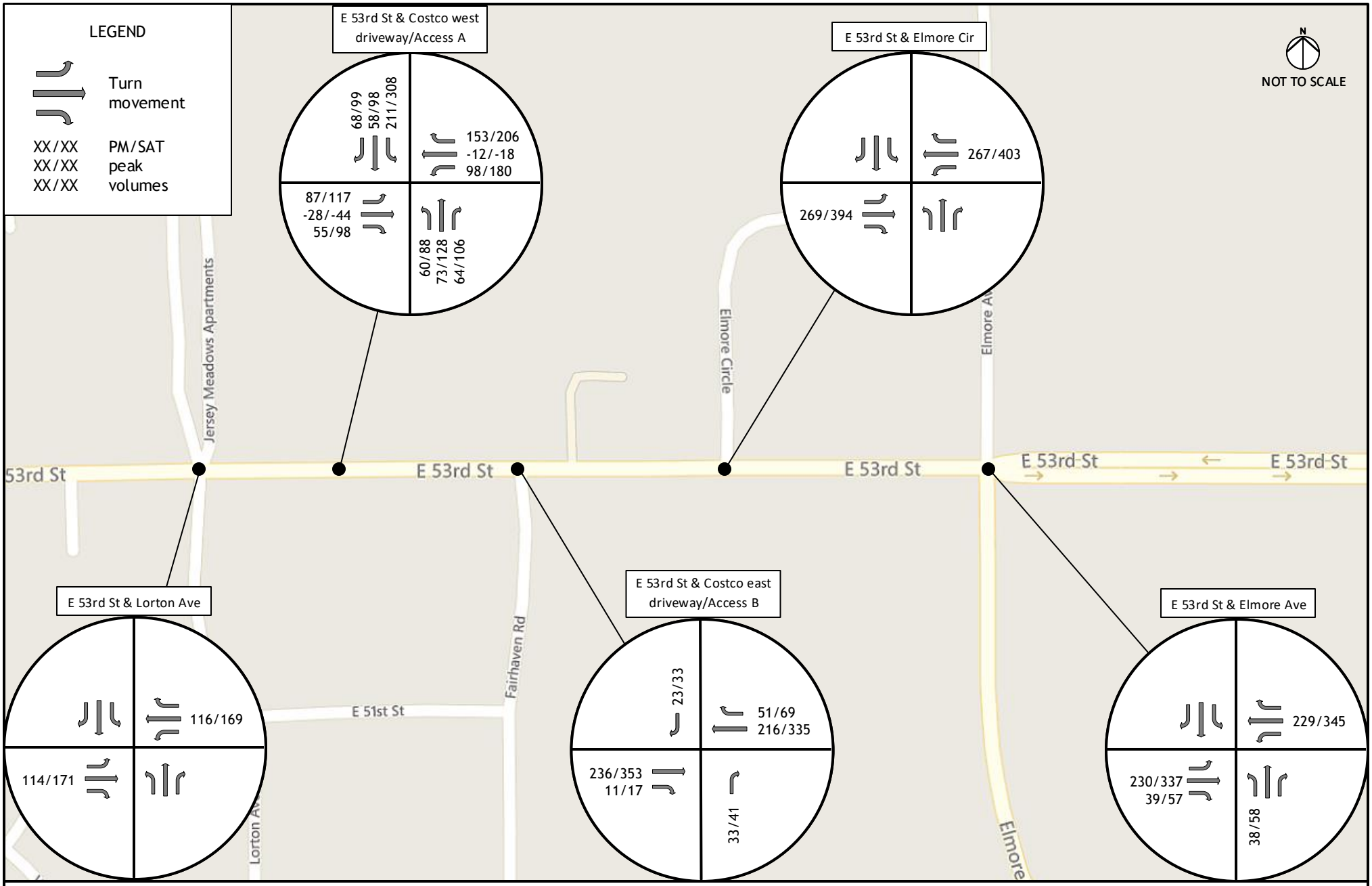
Figure 6

E 53rd Street Commercial – Davenport – WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC



Site Trips

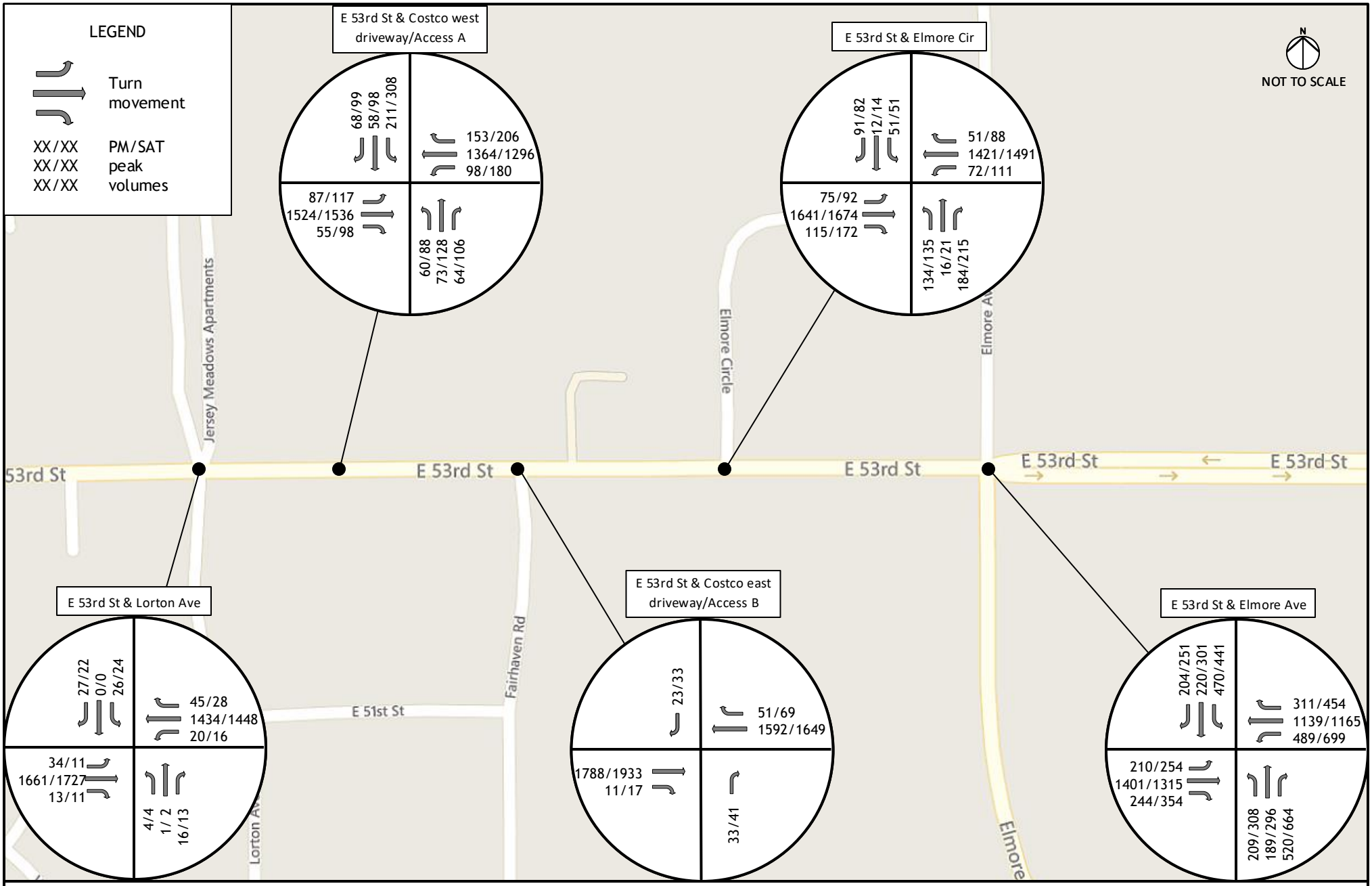
Figure 7

E 53rd Street Commercial – Davenport – WCT Investments

Project No: 18-IA03129-1

Date: 26 June 2018

TRAFFIC IMPACT GROUP, LLC



Full Build 2019 Traffic

Figure 8

E 53rd Street Commercial – Davenport – WCT Investments

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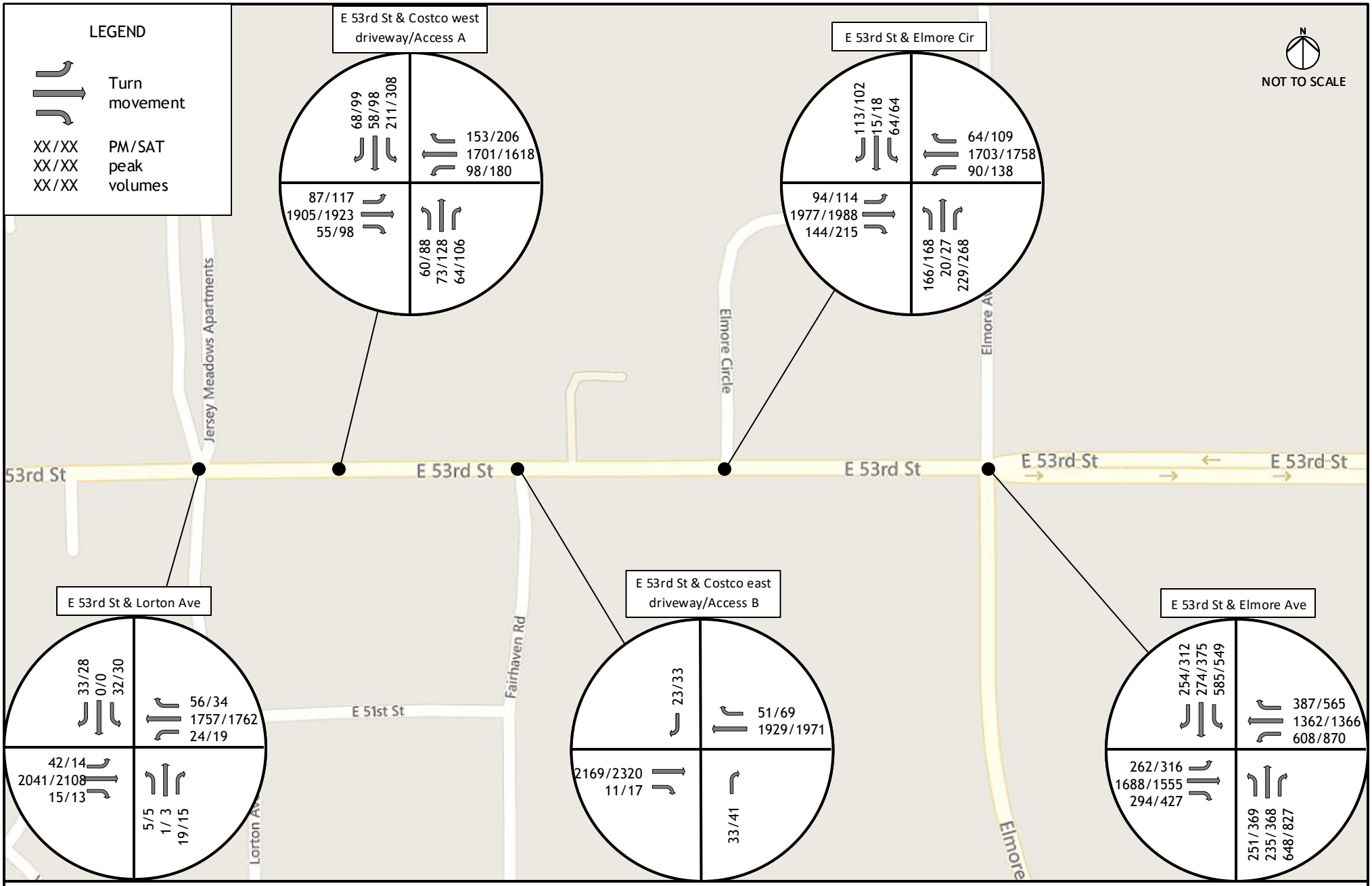

Future 2039 Traffic

Figure 9

E 53rd Street Commercial – Davenport – WCT Investments

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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. 53rd 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. 53rd 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. 53rd 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. 53rd 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. 53rd 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. 53rd 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. 53rd 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. 53rd 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

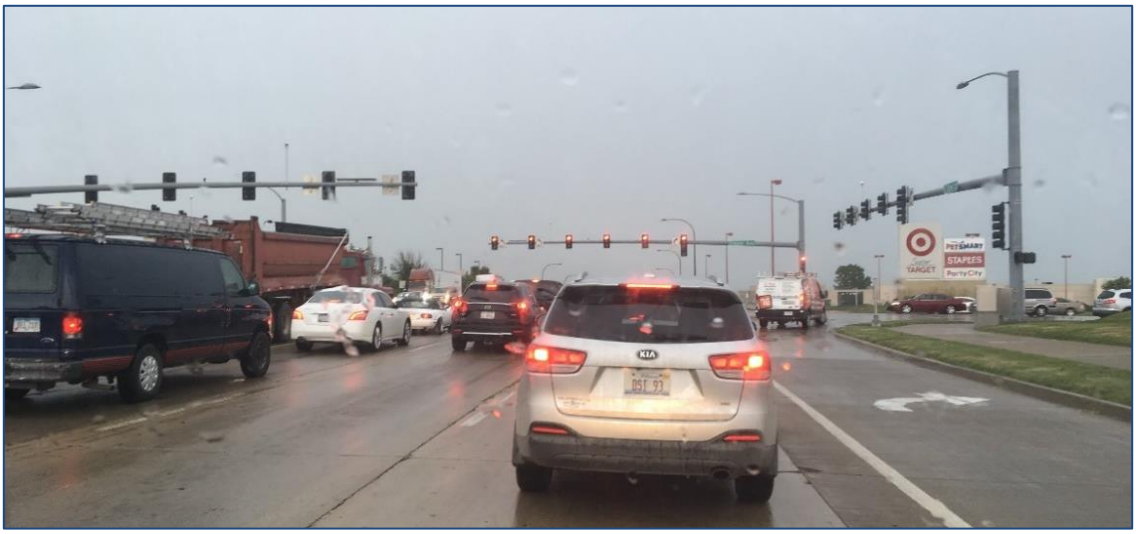
Intersection	Approach	Movement	PM			SAT		
			LOS	Delay	Queue	LOS	Delay	Queue
Elmore Avenue & E. 53rd Street	EB	LT	D	48.8	104'	D	37.3	124'
		TH	C	31.1	356'	C	21.9	332'
		RT	A	4.6	86'	B	10.2	174'
	WB	LT	E	55.2	242'	E	55.4	338'
		TH	C	25.6	361'	C	25.7	380'
		RT						
	NB	LT	D	45.3	115'	E	56.7	180'
		TH	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. 53rd 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

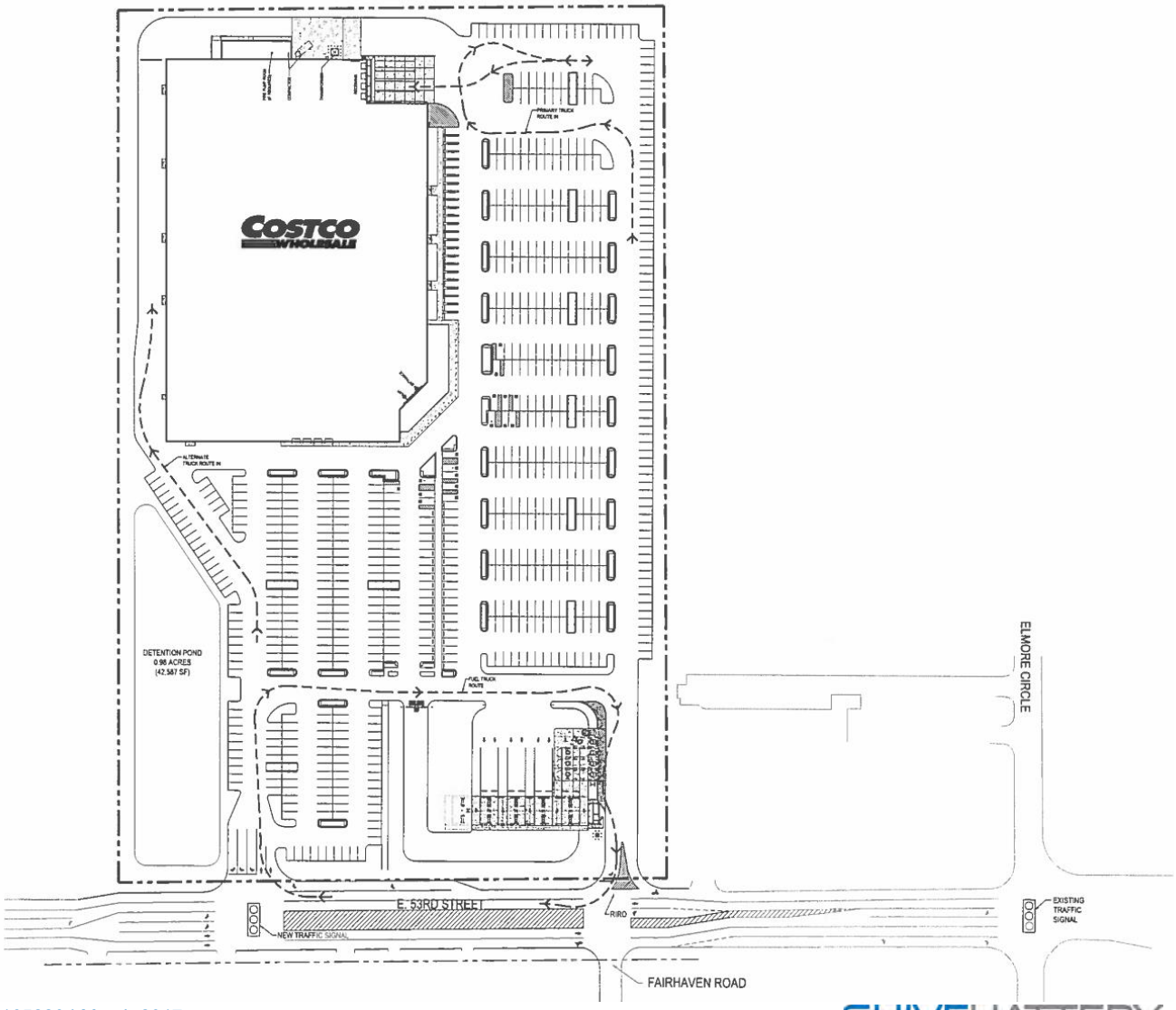
Background Information

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 located between Lorton Avenue and Fairhaven Road. This access point will be a full access point, meaning there will not be any restricted turning movements. The second access point will become the southbound approach to the intersection of 53rd Street and Fairhaven Road, which will restrict southbound left-turn, eastbound and westbound left-turn, and northbound through and left-turn movements. Costco anticipates having to install a traffic control signal at the full access point between Lorton Avenue and Fairhaven Road (West Access). Sight visibility zones corresponding to intersection sight distance calculations as defined through AASHTO should be identified and maintained at these access points. These zones should not contain structures or plantings that would preclude unobstructed views of oncoming traffic. Current designs for the development do not indicate obstructions within the sight visibility zones.

A preliminary site plan is provided in Figure 2.

Figure 2 Preliminary Site Plan



SHIVEHATTERY ARCHITECTURE + ENGINEERING

Traffic Volumes

Existing and Projected Volumes

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

	15-min Interval	From North (Southbound) Jersey Meadows Apartments			From East (Westbound) 53rd Street			From South (Northbound) Lorton Avenue			From West (Eastbound) 53rd Street			Intersection Count
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Weekday	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

	15-min Interval	From North (Southbound) NA			From East (Westbound) 53rd Street			From South (Northbound) Fairhaven Road			From West (Eastbound) 53rd Street			Intersection Count
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Weekday	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

	15-min Interval	From North (Southbound) Elmore Circle			From East (Westbound) 53rd Street			From South (Northbound) Elmore Circle			From West (Eastbound) 53rd Street			Intersection Count
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Weekday	**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

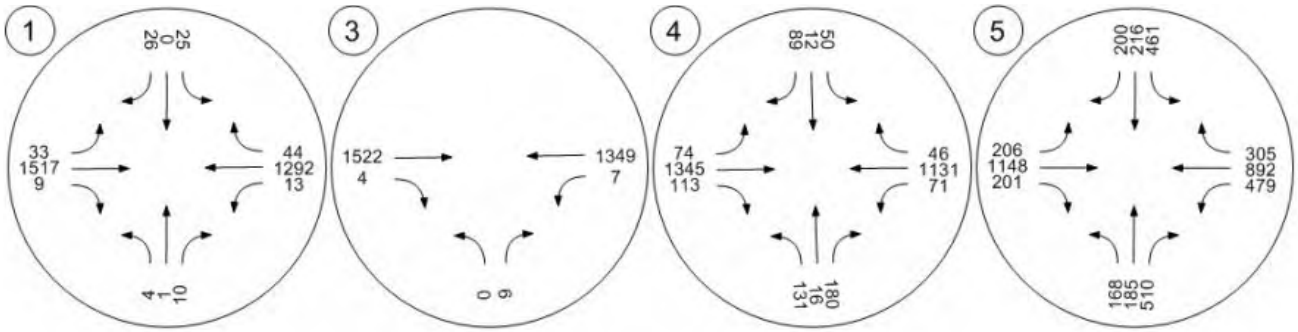
Existing and Projected Volumes

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

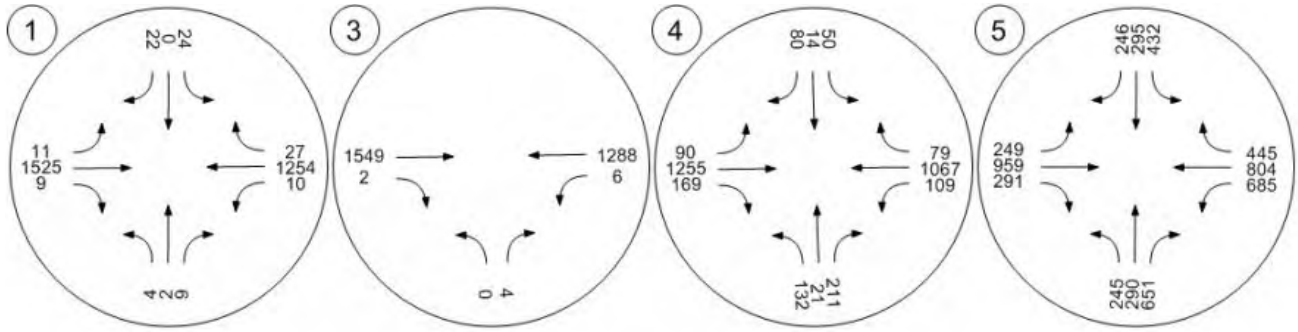
	15-min Interval	From North (Southbound) Elmore Avenue			From East (Westbound) 53rd Street			From South (Northbound) Elmore Avenue			From West (Eastbound) 53rd Street			Intersection Count
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Weekday	**12:00 - 12:15 PM**	101	71	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:



SHIVEHATTERY ARCHITECTURE + ENGINEERING

Trip Generation

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: 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 Hou	Best Fit (LOG) Ln(T) = 0.74Ln(X) + 2.89	43
944 - Gasoline/Service Station	Vehicle Fueling Pos	16	General Urban/Suburban	Weekday, Peak Hou	Average 14.03	112
857 - Discount Club	1000 Sq. Ft. GFA	156.2(0)	General Urban/Suburban	Weekday, Peak Hou	Average 4.18	327
934 - Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	2.5	General Urban/Suburban	Weekday, Peak Hou	Average 32.67	43
934 - Fast-Food Restaurant with Drive-Through Window - 1	1000 Sq. Ft. GFA	8.9	General Urban/Suburban	Weekday, Peak Hou	Average 32.67	151
931 - Quality Restaurant	1000 Sq. Ft. GFA	7	General Urban/Suburban	Weekday, Peak Hou	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 reductic 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 %	43	0 %	
944 - Gasoline/Service Station	70 %	34	70 %	
857 - Discount Club	0 %	327	0 %	
934 - Fast-Food Restaurant with Drive-Through Window	0 %	43	0 %	
934 - Fast-Food Restaurant with Drive-Through Window - 1	0 %	151	0 %	
931 - Quality Restaurant	0 %	37	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 numb Internal Trips for each Land Use will be deducted from the adjusted Entry Trips and Exit Trips from the pre section. To record any notes, click the icon above. For recommended values see the ITE Handbook or N 684.

820 - Shopping Center

Exit 47 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0)

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

944 - Gasoline/Serv

820 - Shopping Center

Exit 47 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0)

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

857 - Disc

820 - Shopping Center

Exit 47 Demand Exit: 6 % (3) Balanced: 2 Demand Entry: 4 % (2)

Entry 43 Demand Entry: 10 % (4) Balanced: 2 Demand Exit: 5 % (2)

934 - Fast-Food Restaurant with Drive-Throug

820 - Shopping Center

Exit 47 Demand Exit: 20 % (9) Balanced: 6 Demand Entry: 4 % (6)

Entry 43 Demand Entry: 34 % (15) Balanced: 7 Demand Exit: 5 % (7)

934 - Fast-Food Restaurant with Drive-Through W

820 - Shopping Center — **931 - Quality I**

Exit	47	Demand Exit:	4 % (2)	Balanced: 1	Demand Entry:	4 % (1)	
Entry	43	Demand Entry:	6 % (3)	Balanced: 1	Demand Exit:	5 % (1)	

944 - Gasoline/Service Station — **857 - Disc**

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

944 - Gasoline/Service Station — **934 - Fast-Food Restaurant with Drive-Throug**

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

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

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

944 - Gasoline/Service Station — **931 - Quality I**

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

857 - Discount Club — **934 - Fast-Food Restaurant with Drive-Throug**

Exit	326	Demand Exit:	6 % (20)	Balanced: 11	Demand Entry:	25 % (11)	
Entry	327	Demand Entry:	10 % (33)	Balanced: 14	Demand Exit:	36 % (14)	

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

Exit	326	Demand Exit:	20 % (65)	Balanced: 38	Demand Entry:	25 % (38)	
Entry	327	Demand Entry:	34 % (111)	Balanced: 50	Demand Exit:	36 % (50)	

857 - Discount Club — **931 - Quality I**

Exit	326	Demand Exit:	4 % (13)	Balanced: 9	Demand Entry:	25 % (9)	
Entry	327	Demand Entry:	6 % (20)	Balanced: 6	Demand Exit:	36 % (6)	

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

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

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

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

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

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

820 - Shopping Center

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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) = 0.79Ln(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 reductic 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 numb 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 N 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 W**

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 — **931 - Quality I**

Exit	44	Demand Exit:	3 % (1)	Balanced: 1	Demand Entry:	5 % (2)	
Entry	47	Demand Entry:	5 % (2)	Balanced: 1	Demand Exit:	3 % (1)	

944 - Gasoline/Service Station — **857 - Disc**

Exit	31	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	31	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

944 - Gasoline/Service Station — **934 - Fast-Food Restaurant with Drive-Throug**

Exit	31	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	31	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

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

Exit	31	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	31	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

944 - Gasoline/Service Station — **931 - Quality I**

Exit	31	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	31	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

857 - Discount Club — **934 - Fast-Food Restaurant with Drive-Throug**

Exit	507	Demand Exit:	6 % (30)	Balanced: 19	Demand Entry:	27 % (19)	
Entry	488	Demand Entry:	10 % (49)	Balanced: 25	Demand Exit:	38 % (25)	

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

Exit	507	Demand Exit:	20 % (101)	Balanced: 67	Demand Entry:	27 % (67)	
Entry	488	Demand Entry:	35 % (171)	Balanced: 91	Demand Exit:	38 % (91)	

857 - Discount Club — **931 - Quality I**

Exit	507	Demand Exit:	3 % (15)	Balanced: 12	Demand Entry:	27 % (12)	
Entry	488	Demand Entry:	5 % (24)	Balanced: 12	Demand Exit:	38 % (12)	

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

Exit	67	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	70	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

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

Exit	67	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	70	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

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

Exit	239	Demand Exit:	0 % (0)	Balanced: 0	Demand Entry:	0 % (0)	
Entry	249	Demand Entry:	0 % (0)	Balanced: 0	Demand Exit:	0 % (0)	

820 - Shopping Center

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

	TOTAL TRIPS	INTERNAL 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

		Midday		P.M.	
Land-Use	Size	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
Report File: C:\...\pm.pdf

Scenario 1 2019 PM Peak
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
Report File: C:\...\sat.pdf

Scenario 2 2019 Sat Peak
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
Report File: C:\...\2039 pm.pdf

Scenario 3 2039 PM Peak
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
Report File: C:\...\2039 sat.pdf

Scenario 4 2039 Sat Peak
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**

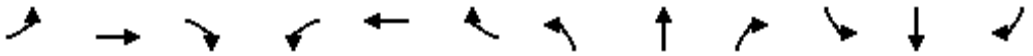
ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
3	E 53rd St & Costco east/access b	Final Base	0	0	0	0	0	0	0	1549	0	0	1288	0	2837
		Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.27	1.00	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



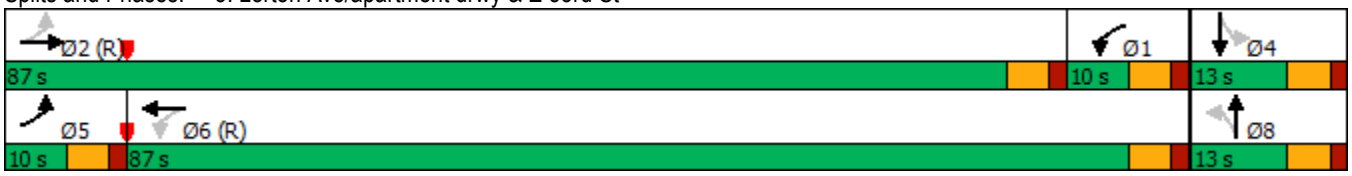
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Future Volume (vph)	34	1661	13	20	1434	45	4	1	16	26	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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	

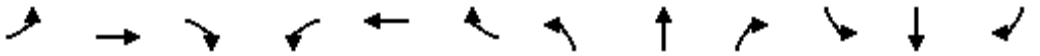
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	89.7	89.7		87.3	87.3			6.3			6.3	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.06			0.06	
v/c Ratio	0.15	0.63		0.10	0.57			0.23			0.30	
Control Delay	4.1	5.8		1.6	1.5			29.6			3.9	
Queue Delay	0.0	0.1		0.0	0.2			0.0			0.1	
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



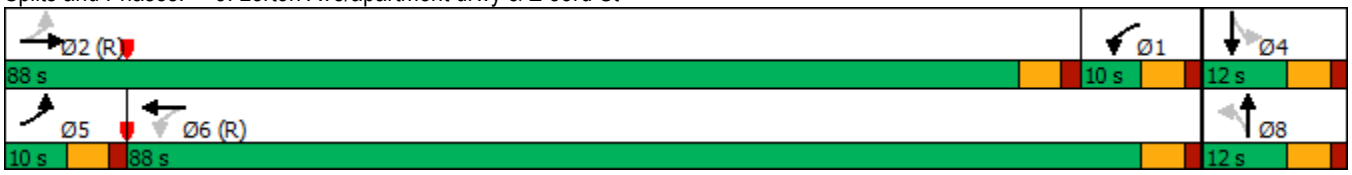


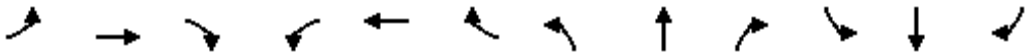
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Future Volume (vph)	11	1727	11	16	1448	28	4	2	13	24	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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 Effct Green (s)	89.9	89.9		91.9	91.9			6.1			6.1	

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





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	

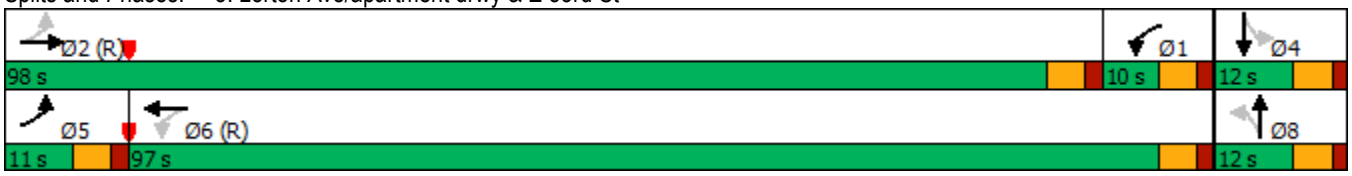
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	97.8	97.8		95.1	95.1			6.2			6.2	
Actuated g/C Ratio	0.82	0.82		0.79	0.79			0.05			0.05	
v/c Ratio	0.26	0.77		0.18	0.70			0.29			0.40	
Control Delay	6.3	8.7		1.8	1.2			33.7			9.7	
Queue Delay	0.0	0.5		0.0	0.2			0.0			0.2	
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	

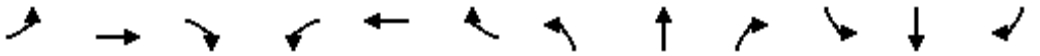
Intersection Summary

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



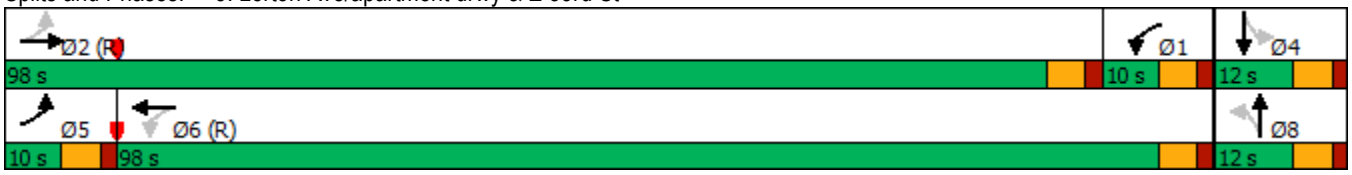


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Future Volume (vph)	14	2108	13	19	1762	34	5	3	15	30	0	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	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 Effct Green (s)	99.8	99.8		99.8	99.8			6.2			6.2	

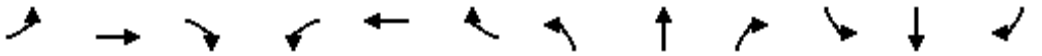
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.83	0.83		0.83	0.83			0.05			0.05	
v/c Ratio	0.08	0.76		0.14	0.65			0.25			0.35	
Control Delay	3.4	7.8		1.7	1.1			36.0			6.6	
Queue Delay	0.0	2.7		0.0	0.1			0.0			0.3	
Total Delay	3.4	10.5		1.7	1.2			36.0			7.0	
LOS	A	B		A	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



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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct 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		
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

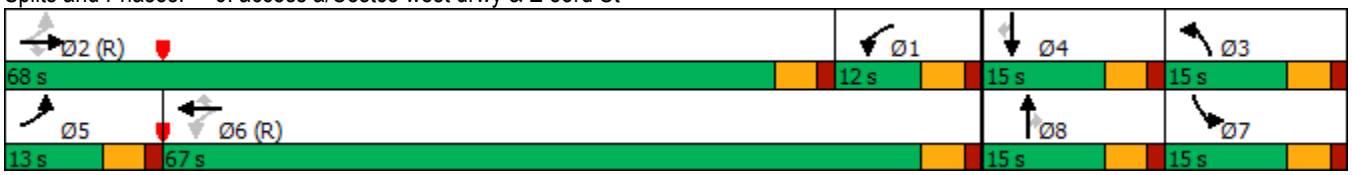
Intersection Summary

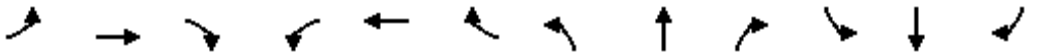
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 72.7% 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





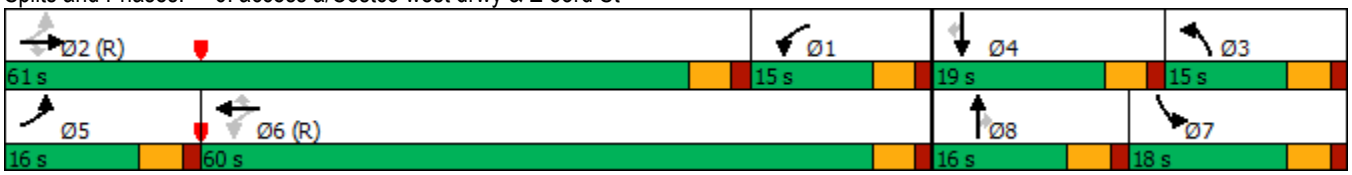
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Future Volume (vph)	117	1536	98	180	1296	206	88	128	106	308	98	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct 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



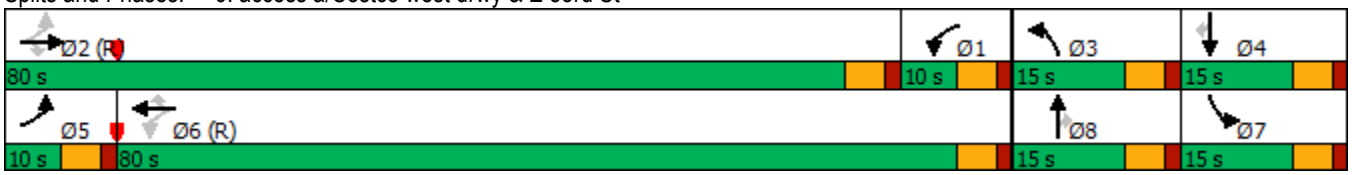
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Future Volume (vph)	87	1905	55	98	1701	153	60	73	64	211	58	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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

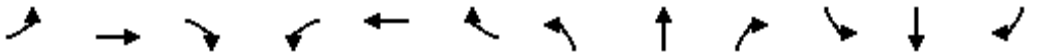
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	75.0	75.0	75.0	75.0	75.0	75.0	10.0	10.0	10.0	10.0	13.0	13.0
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.62	0.62	0.08	0.08	0.08	0.08	0.11	0.11
v/c Ratio	0.69	0.93	0.06	0.78	0.83	0.16	0.44	0.50	0.25	0.80	0.31	0.24
Control Delay	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		
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





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

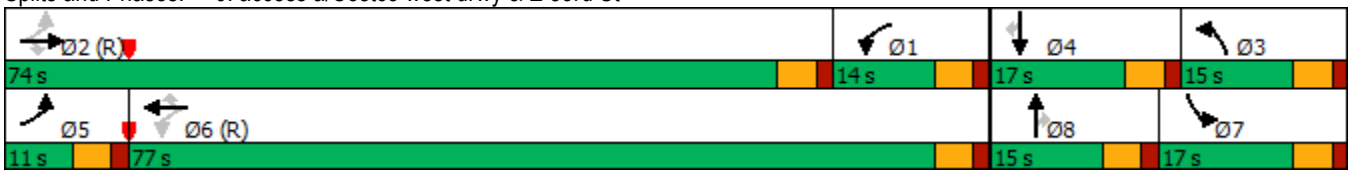
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	69.0	69.0	69.0	72.0	72.0	72.0	10.8	10.0	10.0	12.0	11.2	11.2
Actuated g/C Ratio	0.58	0.58	0.58	0.60	0.60	0.60	0.09	0.08	0.08	0.10	0.09	0.09
v/c Ratio	0.84	1.02	0.11	1.00	0.82	0.22	0.60	0.88	0.42	0.97	0.60	0.37
Control Delay	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	-	-	884
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	240	0	0	292
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	240	-	-	292
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	-	-	1065
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	188	0	0	222
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	188	-	-	222
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

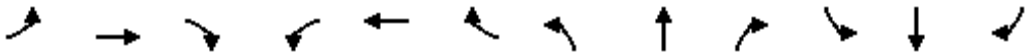
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↱			↑↑↱				↱			↱
Traffic Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Future Vol, veh/h	0	2320	17	0	1971	69	0	0	41	0	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	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



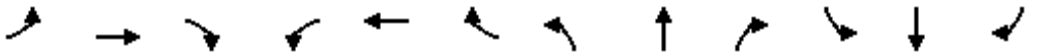
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Future Volume (vph)	75	1641	115	72	1421	51	134	16	184	51	12	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct 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



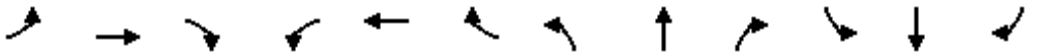
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Future Volume (vph)	92	1674	172	111	1491	88	135	21	215	51	14	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct 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



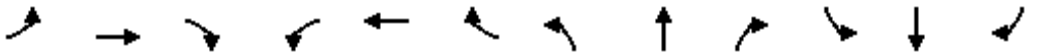
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Future Volume (vph)	94	1977	144	90	1703	64	166	20	229	64	15	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage 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	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct 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



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	

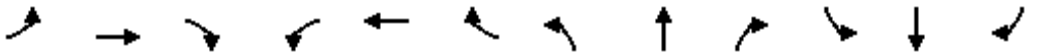
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	76.3	76.3	76.3	77.0	77.0	77.0	21.0	21.0		21.0	21.0	
Actuated g/C Ratio	0.64	0.64	0.64	0.64	0.64	0.64	0.18	0.18		0.18	0.18	
v/c Ratio	0.61	0.87	0.20	0.78	0.77	0.10	0.84	0.78		1.07	0.32	
Control Delay	20.6	6.2	0.5	49.3	4.9	0.1	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



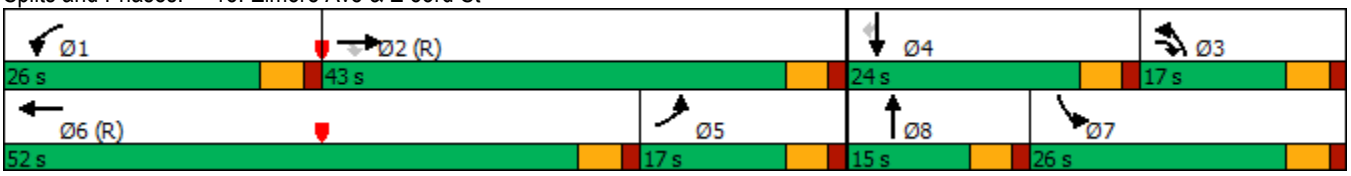
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Future Volume (vph)	210	1401	244	489	1139	311	209	189	520	470	220	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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

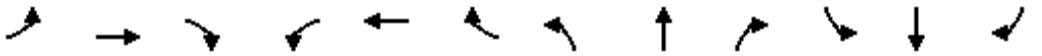
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	12.0	40.7	57.3	19.8	48.6		16.6	10.0	110.0	19.4	12.8	12.8
Actuated g/C Ratio	0.11	0.37	0.52	0.18	0.44		0.15	0.09	1.00	0.18	0.12	0.12
v/c Ratio	0.58	0.78	0.29	0.82	0.69		0.42	0.61	0.34	0.81	0.56	0.57
Control Delay	48.8	31.1	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





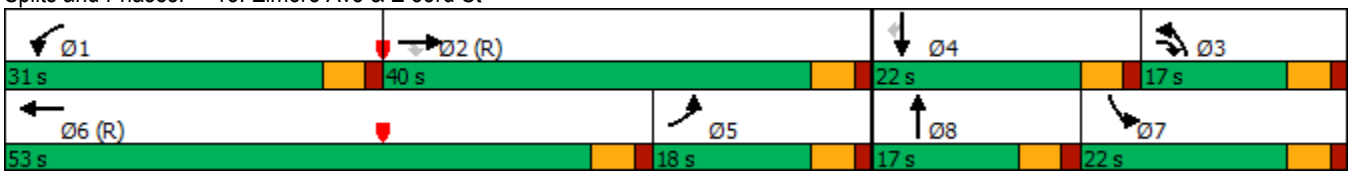
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Future Volume (vph)	254	1315	354	699	1165	454	308	296	664	441	301	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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

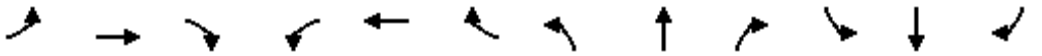
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	13.0	36.6	50.4	25.0	48.6		13.7	11.8	110.0	16.6	14.6	14.6
Actuated g/C Ratio	0.12	0.33	0.46	0.23	0.44		0.12	0.11	1.00	0.15	0.13	0.13
v/c Ratio	0.62	0.77	0.46	0.89	0.73		0.71	0.78	0.42	0.85	0.64	0.62
Control Delay	37.3	21.9	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





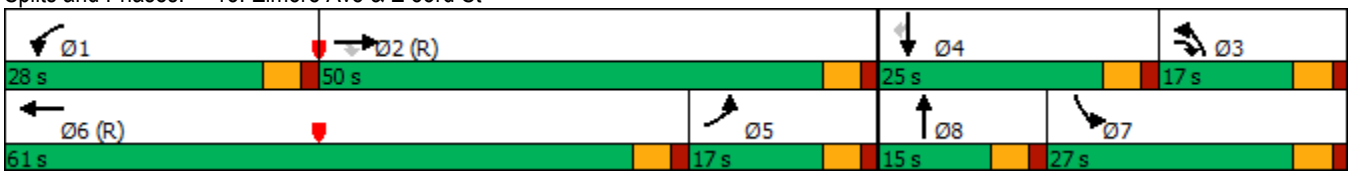
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Future Volume (vph)	262	1688	294	608	1362	387	251	235	648	585	274	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	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

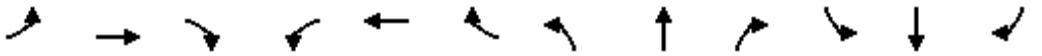
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	12.0	45.0	61.4	23.0	56.0		16.4	10.0	120.0	22.0	15.6	15.6
Actuated g/C Ratio	0.10	0.38	0.51	0.19	0.47		0.14	0.08	1.00	0.18	0.13	0.13
v/c Ratio	0.80	0.92	0.36	0.96	0.78		0.56	0.83	0.43	0.97	0.63	0.73
Control Delay	50.5	29.5	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





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

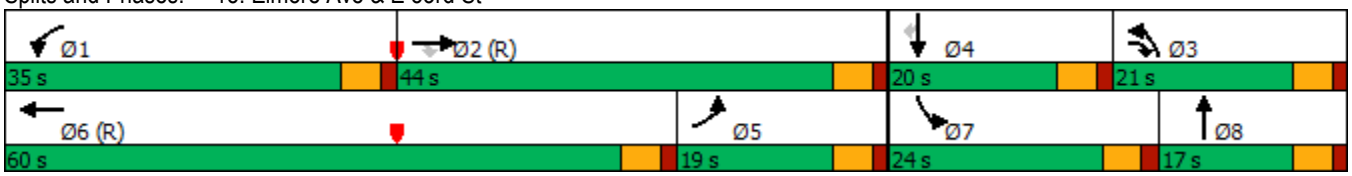
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	14.0	39.0	55.2	30.0	55.0		16.2	12.0	120.0	19.0	14.8	14.8
Actuated g/C Ratio	0.12	0.32	0.46	0.25	0.46		0.14	0.10	1.00	0.16	0.12	0.12
v/c Ratio	0.78	0.93	0.55	1.00	0.84		0.79	1.04	0.52	1.01	0.86	0.81
Control Delay	47.9	34.2	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



City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Case No. CP18-02: Request of the City of Davenport to amend the Davenport 2035 Future Land Use Designation from “RG” Residential General to Commercial Corridor on 6.5 acres, more or less, located along the south of East 53rd Street and east of Lorton Avenue. [Ward 6]

Recommendation:
Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. CP18-02 to the City Council with a recommendation for approval.

Relationship to Goals:
Strengthen the existing built environment.

Background:
Please see attached staff report for background information.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Final Staff Report

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	6/28/2018 - 4:30 PM

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

Meeting Date: July 2, 2018
Request: Case No. CP18-02: Request of the City of Davenport to amend the Davenport 2035 Future Land Use Map Designation from "RG" Residential General to "CC" Commercial Corridor on 6.5 acres of property, more or less, located along the south side of East 53rd Street east of Lorton Avenue. [Ward 6]

Recommendation:

Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. CP18-02 to the City Council with a recommendation for approval.

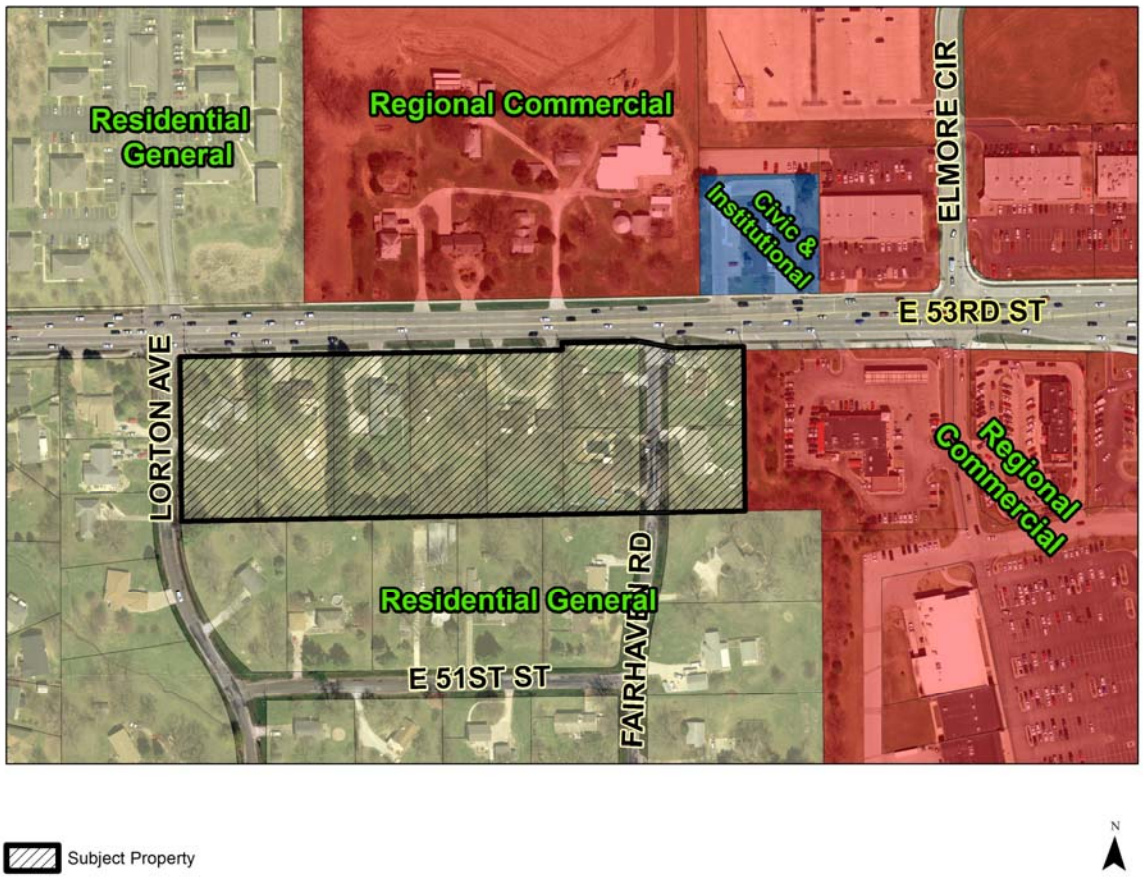
Introduction:

The City is requesting that the Davenport 2035 Future Land Use Map Designation be amended from "RG" Residential General to "CC" Commercial Corridor on 6.5 acres of property located along the south side of East 53rd Street east of Lorton Avenue.

AREA CHARACTERISTICS:

Aerial Map

Land Use Map



Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Map Designation: *Residential General*

Davenport 2035 Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc. generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Discussion:

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.

Public Input:

The Davenport 2035 Land Use Designation amendment is associated with Cases REZ18-08 and ROW18-01. A neighborhood meeting for those requests was held on June 14, 2018 at the Eastern Avenue Library. The Plan and Zoning Commission held a public hearing for these requests on June 19, 2018.

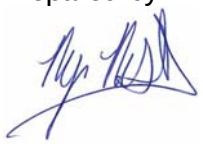
Staff Recommendation:

Findings:

1. Since the adoption of Davenport 2035 Land Use Plan Update in 2016, the East 53rd Street corridor continues to develop commercially (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 is being designed);
2. 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 and 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; and
3. The Davenport 2035 Future Land Use Map designation "CC" Commercial Corridor would better reflect the commercial development of the property and the commercial corridor.

Recommendation:
Staff recommends that the Plan and Zoning Commission accept the listed findings and forward Case No. CP18-02 to the City Council with a recommendation for approval.

Prepared by:



Ryan Rusnak, AICP
Planner III

City of Davenport
Plan and Zoning Commission

Department: CPED **Date**
Contact Info: Matt Flynn, 888-2286 **7/2/2018**

Subject:
Case No. REZ18-09: Request to rezone 8.134 acres, more or less, of property located east of Utica Ridge Road and north of East 56th Street from C-O, Office Shop District to C-2, General Commercial District. Jerod Engler, McCarthy Bush Co., petitioner [Ward 6]

Recommendation:
Staff recommends the Plan and Zoning Commission forward Case No. REZ18-09 to the City Council withy a recommendation for denial.

Relationship to Goals:
Fiscal Vitality

Background:
See attachments for Final Staff Report, Background Information and Public Engagement Summary

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Final Staff Report Plus Attachments
🗋	Backup Material	Public Engagement Summary

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 4:10 PM

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

PLAN AND ZONING COMMISSION

Meeting Date:	**July 2, 2018**
Request:	**Request to rezone 8.134 acres, more or less, of property located east of Utica Ridge Road and north of East 56th Street from C-O, Office Shop District to C-2, General Commercial District.**
Case No.:	**REZ18-09**
Applicant:	**Jerod Engler, McCarthy Bush Co. (Bush Construction)**
Ward:	**Ward 6**
Contact:	**Matthew G. Flynn, AICP** **Senior Planning Manager** **matt.flynn@ci.davenport.ia.us** **563-888-2286**

Recommendation:

Staff recommends the Plan and Zoning Commission accepts the findings and forward Case No. REZ18-09 to the City Council with a recommendation for denial.

Background:

Site Characteristics:

Comprehensive Plan: The property is designated RG on the Future Land Use Map and is within the Urban Service Area.

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.

Adjacent to the site, to the south, is property designated RC.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some

residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Also see the Future Land Use Map attached to this report.

Existing Zoning: The intent and use regulations of the C-O, Office Shop District is as follows:

17.26.010 Intent.

This district is intended to provide for commercial uses of such character that may utilize existing residential structures of sound quality and condition located in areas that were originally residential but are now preponderantly of mixed residential-commercial uses, and such new commercial uses will be harmonious with the surrounding development. (Prior code § 42-53).

17.26.030 Use regulations.

A building, lot or tract within the C-O office-shop district shall be used only for the following purposes, unless otherwise provided in this chapter:

A. Any use permitted in the R-6M high density dwelling district;
B. Apothecaries;
C. Barber shops and beauty parlors;
D. Business, charitable, finance, professional and consulting office or office buildings;
E. Business or commercial school;
F. Dressmaking or tailor shop;
G. Medical or dental clinic;
H. Studio of an artist, photographer, sculptor, or musician;
I. Undertaking establishment or mortuary;
J. Accessory building or use customarily incidental to any of the above uses.

Proposed Zoning: The intent and use regulations of the C-2, General Commercial District, are as follows:

17.30.010 Intent.

This district is intended to provide for commercial activities of a more general retail and wholesale nature, and of service facilities serving a larger community trade, the size and location of such district shall be based upon relationship to the total community need and economy. (Prior code § 42-63).

17.30.030 Use regulations.

A building or premises shall be used only for the following purposes:

A. Any use permitted in the C-1 neighbor-hood shopping district *(Permitted Uses are as follows:*

A. Any use permitted in the C-O office shop district;
B. Bakery whose products are sold at retail on the premises;
C. Bank;
D. Catering establishment;
E. Repair shops for household items including clothing;
F. Filling stations (See Chapter 5.24 of this code);
G. Hospitals and clinics for animals, but not open kennels or yards where animals are confined or exercised;
H. Interior decorating shop;
I. Messenger or telegraph service station:
J. Restaurant;
K. Public garage; no lot or portion thereof shall be used for the display of used cars, provided that no public garage shall be within one hundred twenty-five feet of the boundary of any residential district;
L. Garage, storage, and parking lots;
M. Salesroom and showroom;
N. Store or shop for the conduct of a retail business;
O. Store for the collection and distribution of laundry and dry cleaning articles, but not for the treatment, cleaning or processing of such article;
P. Theater, except open air drive-in theaters; provided, however, that no theater shall be erected or reconstructed unless there is provided on the same lot, or within three hundred feet thereof, a space for off-street parking which contains an area adequate to accommodate one automobile for every six seats in the theater;
Q. Motel;
R. Undertaking establishment;
S. Service establishments only when totally enclosed within a structure, including coin-operated laundromats and cleaning establishments when nonflammable cleaning fluids are used;
T. Taverns, brew pubs, beer and wine gardens;
U. Accessory buildings and uses customarily incidental to the above uses.)

B. Advertising signs and bulletin boards, except that along the interstate highway systems, such advertising signs and bulletin boards shall be limited to advertising the products produced and/or services available on the premises;
C. Bakery;
D. Dyeing and cleaning works, providing that cleaning fluid used has a base which is of a material other than petroleum or one of its derivatives;
E. Hotel;
F. Laundry;
G. Plumbing, printing, sheet metal, and similar shops, providing there is no outdoor storage of materials or fabrication for other than custom retail purposes;
H. Public garage and automobile salesroom;
I. Used car sales or storage lots;
J. Radio broadcasting and telecasting stations, studios, and offices.

Generally speaking, the C-2 District allows a much wider range of commercial uses than C-O. See attached Zoning Map for more detail.

Technical Review:

No concerns have been expressed by any technical review team member regarding the provision of public services to this site.

Iowa American Water provided this comment: We have an 8" DI water main on the north side of 56th and a 16" on the east side of Utica, there is no main in 58th from Utica to Crow Valley Park Dr.

Fire Station 8, located at 2802 East 53rd Street, is approximately 1.25 miles from the site.

Discussion:

As noted, C-2 allows for a much wider variety of commercial uses that the existing C-O classification.

While the Comprehensive Plan calls for the property to be "mostly residential", it does note that higher intensity uses can be located on the edges of these areas.

The Comprehensive Plan Future Land Use Map envisions a transition from the intense commercial areas south of 56th Street to medium density residential areas north of property on the north side of 56th Street. Therefore, staff believes the proposed rezoning is inconsistent with the Comprehensive Plan.

In this case, unrestricted C-2 uses directly adjacent to existing residential can be problematic and unpredictable. Modest, well designed retail commercial and restaurants can be neighborhood amenities but the scale, hours of operation, level of traffic, etc. cannot be guaranteed.

Several dozen neighbors to the north have expressed opposition to the rezoning, many citing the existing C-O district and the expectation the property be developed at a less intense level as factors in their decision to purchase homes there.

Vacant property zoned C-2 exists south of 56th Street, in close proximity to the site.

For these reasons, staff cannot support the proposed rezoning.

Public Input:

See Public Engagement Summary, attached to this report.

Recommendation:

Findings:

1. The uses allowed in C-2 are in an order of magnitude more intense and broad than the current C-0.
2. If the property is rezoned, inadequate safeguards exist to ensure that any development would be compatible with the existing residential to the north.
3. The proposed rezoning is inconsistent with the Comprehensive Plan.

Conditions: N/A

Final Recommendation: Staff recommends the Plan and Zoning Commission accept the findings and forward Case No. REZ18-09 to the City Council with a recommendation for denial.

Property Address* Lot 2 of Crow Valley Plaza 10th Addition
***If no property address, please submit a legal description of the property.**

Applicant (Primary Contact)**

Name:	Jerod Engler
Company:	McCarthy Improvement Co. (Bush)
Address:	5401 Victoria Avenue
City/State/Zip:	Davenport, IA 52807
Phone:	(563) 344-3791
Email:	jengler@bushconstruct.com

Owner (if different from Applicant)

Name:	
Company:	McCarthy Improvement Co.
Address:	5401 Victoria Avenue
City/State/Zip	Davenport, IA 52807
Phone:	(563) 344-3791
Email:	

Engineer (if applicable)

Name:	Michael Richmond
Company:	Townsend Engineering
Address:	2224 East 12th Street
City/State/Zip	Davenport, IA 52803
Phone:	(563) 386-4236
Email:	mrichmond@townsendengineering.net

Architect (if applicable)

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

Attorney (if applicable)

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

Application Form Type:

Plan and Zoning Commission
- [x] Rezoning (Zoning Map Amendment)
- [ ] Zoning Ordinance Text Amendment
- [ ] Right-of-way or Easement Vacation
- [ ] Final Development Plan
- [ ] Voluntary Annexation
- [ ] Subdivision

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

Design Review Board
- [ ] Certificate of Design Approval
- [ ] Demolition Request in the Downtown

Historic Preservation Commission
- [ ] Certificate of Appropriateness
- [ ] Landmark Nomination
- [ ] Demolition Request

Administrative
- [ ] Floodplain Development
- [ ] Cell Tower Co-Location
- [ ] Identification Signs
- [ ] Site Plan

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

Request:

Existing Zoning: CO-Office Shop District

Proposed Zoning Map Amendment: C2-General Commercial District

Total Land Area: 8.134 Acres

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

Submittal Requirements:

- The following items should be submitted to Planning@ci.davenport.ia.us for review:
- 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: Jerod Engler Date: 05/29/2018

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

Received by: _____ Date: _____

Planning staff

Date of the Public Hearing: _____

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

Authorization to Act as Applicant

I, _____
authorize _____
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the property located at _____.

_____

_____

Signature(s)*

*Please note: original signature(s) required.

City of Davenport
Neighborhood Meeting Guidelines

Purpose:

The purpose of requiring applicants to conduct neighborhood meetings is to offer an opportunity for both applicant and neighboring residents/property owners to share ideas, offer suggestions, and air concerns in advance of the formal public hearing process.

Procedure:

1. The neighborhood meeting should be held at least one week before the scheduled public hearing for the case.

2. It is the responsibility of the applicant to coordinate the meeting date, time and location. It is necessary to coordinate with the Ward Alderman and both Alderman at Large prior to scheduling the meeting. Please note that Wednesday evenings should be avoided due to conflicting with City Council meetings. The Case Manager will provide you a map and mailing list of surrounding property owners, neighborhood representatives, and the Ward Alderman and both Alderman at Large. The applicant is responsible for the cost of the mailing and facility rental, if any.

3. The neighborhood meeting notice should include the meeting date, location and time, the map provided by the City and the applicant's contact information in case someone is unable to attend the meeting. Every effort should be made to contact all residents within the area as well as owners. If renters are assumed at a property, a notice should be sent to the address labeled, "Resident". Please provide the Case Manager with a copy of neighborhood meeting notice. The Case Manager or another member of City Staff will make every effort to attend the meeting, however, the primary purpose for attending is to be simply an observer and resource for factual information, if requested.

4. Following the meeting, the applicant shall compile a list of attendees as well as a meeting summary and submit it to the Case Manager by Thursday preceding the public hearing. Please include all handouts distributed at the meeting.

Neighborhood Meeting Attendance List

Case: _____

Date: _____

	Name	Address	Phone	Email
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
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21				
22				

Neighborhood Meeting Ground Rules

1. **Fact-finding and issue-identification are the primary reasons for this meeting. It should be informative, not argumentative. Ask questions, express concerns, but keep in mind this meeting is not a public hearing and no decision-makers are in attendance.**

2. **Allow time for everyone to speak.**

3. **Refrain from overly-critical remarks ("I hate this idea") and personal attacks ("You are trying to ruin the neighborhood").**

2018 PLAN & ZONING COMMISSION CALENDAR

CITY PLAN & ZONING COMMISSION SCHEDULE				CITY COUNCIL SCHEDULE		
COMMISSION PUBLIC HEARING *REZONING & ROW VACATION* SUBMITTAL DEADLINE (5:00 PM - Monday)	*DEVELOPMENT PLANS, SUBDIVISION PLATS* SUBMITTAL DEADLINE (5:00 PM - Monday)	CITY PLAN & ZONING COMMISSION PUBLIC HEARING (Preview for plats & plans) (5:00 PM - Tuesday)	CITY PLAN & ZONING COMMISION MEETING (5:00 PM - Tuesday)	SUBMISSION DEADLINE FOR COUNCIL ITEMS (Noon - Monday)	COMMITTEE OF THE WHOLE MEETING (PUBLIC HEARING) (5:30 PM - Wednesday)	CITY COUNCIL MEETING (5:30 PM - Wednesday)
11/13/17	11/27/17	12/05/17	12/19/17	12/22/17	01/03/18	01/10/18
11/27/17	12/11/17	12/19/17	01/02/18	01/08/18	01/17/18	01/24/18
12/11/17	12/21/17	01/02/18	01/16/18	01/29/18	02/07/18	02/14/18
12/26/17	01/08/18	01/16/18	02/06/18	02/12/18	02/21/18	02/28/18
01/16/18	01/19/18	02/06/18	02/20/18	02/26/18	03/07/18	03/14/18
01/29/18	02/12/18	02/20/18	03/06/18	03/12/18	03/21/18	03/28/18
02/12/18	02/26/18	03/06/18	03/20/18	03/26/18	04/04/18	04/11/18
02/26/18	03/12/18	03/20/18	04/03/18	04/09/18	04/18/18	04/25/18
03/12/18	03/26/18	04/03/18	04/17/18	02/23/18	05/02/18	05/09/18
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04/09/18	04/23/18	05/01/18	05/15/18	05/25/18	06/06/18	06/13/18
04/23/18	05/07/18	05/15/18	06/05/18	06/11/18	06/20/18	06/27/18
05/14/18	05/29/18	06/05/18	06/19/18	06/25/18	07/04/18	07/11/18
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06/11/18	06/25/18	07/03/18	07/17/18	07/23/18	08/01/18	08/08/18
06/25/18	07/09/18	07/17/18	07/31/18	08/06/18	08/15/18	08/22/18
07/09/18	07/23/18	07/31/18	08/14/18	08/27/18	09/05/18	09/12/18
07/23/18	08/06/18	08/14/18	09/04/18	09/10/18	09/19/18	09/26/18
08/13/18	08/27/18	09/04/18	09/18/18	09/24/18	10/03/18	10/10/18
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10/15/18	10/29/18	11/06/18	11/20/18	11/26/18	12/05/18	12/12/18
10/29/18	11/13/18	11/20/18	12/04/18	12/10/18	12/19/18	12/26/18
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11/26/18	12/10/18	12/18/18	01/01/19	01/07/19	01/16/19	01/23/19
12/10/18	12/21/18	01/01/19	01/15/19	01/28/19	02/06/19	02/13/19
12/21/18	01/07/19	01/15/19	02/05/19	02/11/19	02/20/19	02/27/19

1 SUBMISSION & MEETING DATES MAY BE CHANGED DUE TO HOLIDAY MARKED IN RED

2 ORDINANCES REQUIRE THREE CONSIDERATIONS BEFORE CITY COUNCIL

3 DATES SUBJECT TO CGHHANE DUE TO HOLIDAYS MARKED IN RED

4 DELAYS MAY OCCUR UPON THE PETITION REACHING THE CITY COUNCIL'S AGENDA

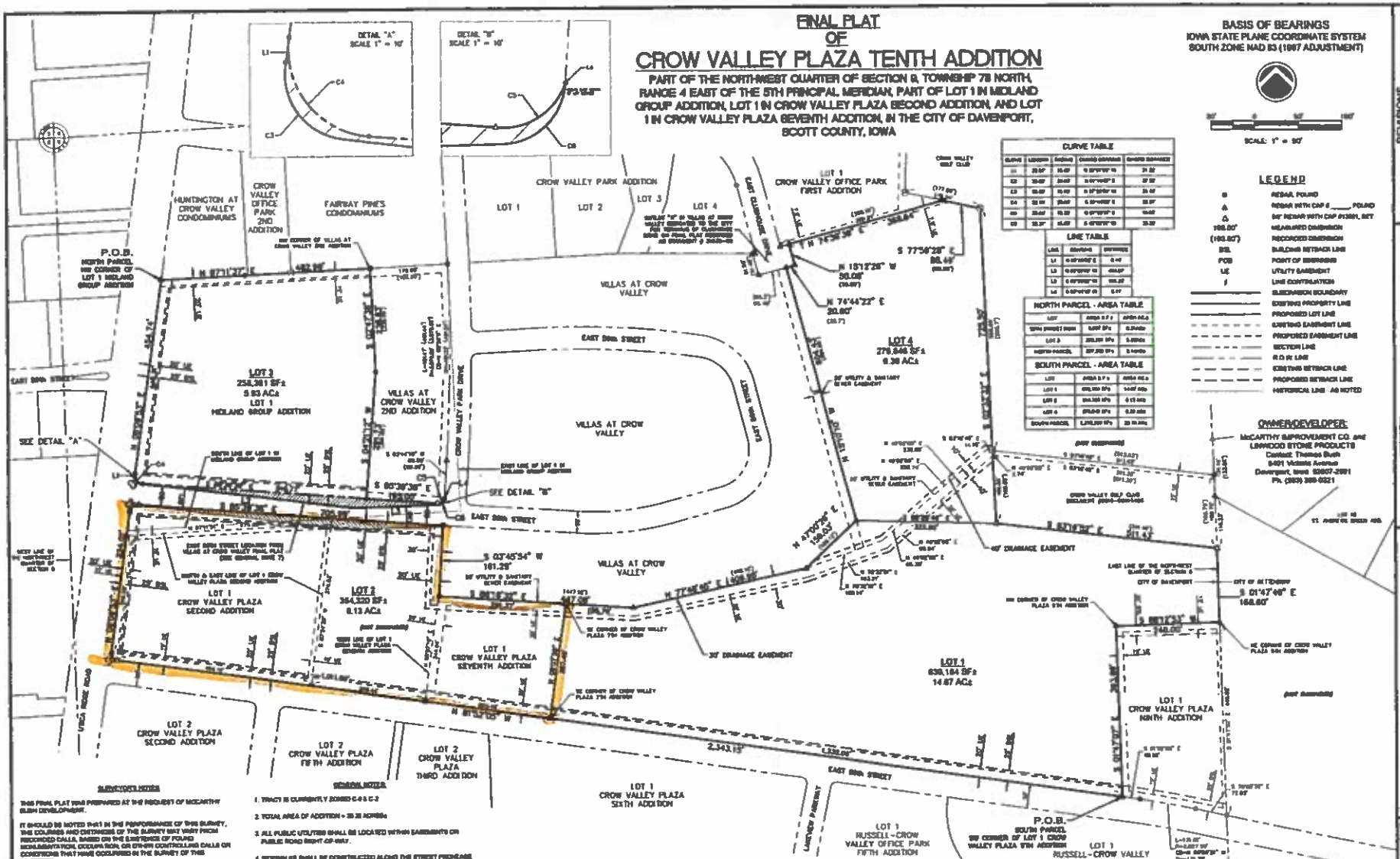
Re-Zoning Request Explanation

We are requesting that Lot 2 of Crow Valley Plaza 10th Addition be re-zoned from C-0: Office Shop District to C-2: General Commercial District designation to accommodate the development of Retail and/or Restaurant/Bar space in the Lot. We are requesting the change for the entire Lot as currently recorded. The Lot is currently being subdivided into two lots and has been submitted to the City as Crow Valley Plaza Eleventh Addition.

2017-00020314

FINAL PLAT
OF
CROW VALLEY PLAZA TENTH ADDITION

PART OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN, PART OF LOT 1 IN MIDLAND GROUP ADDITION, LOT 1 IN CROW VALLEY PLAZA SECOND ADDITION, AND LOT 1 IN CROW VALLEY PLAZA SEVENTH ADDITION, IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA



BASIS OF BEARINGS
IOWA STATE PLANE COORDINATE SYSTEM
SOUTH ZONE NAD 83 (1997 ADJUSTMENT)

SCALE: 1" = 50'

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	23.56'	15.00'	S 29°15'56" W	21.22'
C2	23.56'	15.00'	S 60°44'04" E	21.22'
C3	63.48'	15.00'	S 29°15'56" W	29.42'
C4	22.19'	15.00'	S 30°59'01" E	20.27'
C5	23.56'	15.00'	S 59°44'04" E	21.22'
C6	23.37'	15.00'	S 29°15'56" W	21.05'

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 87°31'37" W	0.41'
L2	S 87°31'37" W	100.00'
L3	S 87°31'37" W	0.41'

NORTH PARCEL - AREA TABLE

LOT	AREA S.F.±	AREA AC.±
59th STREET ROW	5,497 SF±	0.13 AC±
LOT 3	258,361 SF±	5.93 AC±
NORTH PARCEL	267,858 SF±	6.15 AC±

SOUTH PARCEL - AREA TABLE

LOT	AREA S.F.±	AREA AC.±
LOT 1	630,184 SF±	14.47 AC±
59th STREET ROW	364,320 SF±	8.13 AC±
LOT 4	276,846 SF±	6.36 AC±
SOUTH PARCEL	1,271,350 SF±	29.19 AC±

LEGEND

●	REBAR FOUND
▲	REBAR WITH CAP # _____ FOUND
△	5/8" REBAR WITH CAP #13591, SET
100.00'	MEASURED DIMENSION
(100.00')	RECORDED DIMENSION
BSL	BUILDING SETBACK LINE
POB	POINT OF BEGINNING
UE	UTILITY EASEMENT
℄	LINE CONTINUATION
	SUBDIVISION BOUNDARY
	EXISTING PROPERTY LINE
	PROPOSED LOT LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	SECTION LINE
	R.O.W. LINE
	EXISTING SETBACK LINE
	PROPOSED SETBACK LINE
	HISTORICAL LINE - AS NOTED

OWNER/DEVELOPER:
McCARTHY IMPROVEMENT CO. and
LEMARGO STONE PRODUCTS
Contact: Thomas Bush
8491 Victoria Avenue
Davenport, Iowa 52807-2691
Ph. (563) 388-8221

SURVEYOR'S NOTES

THIS FINAL PLAT WAS PREPARED AT THE REQUEST OF McCARTHY BUSH DEVELOPMENT.

IT SHOULD BE NOTED THAT IN THE PERFORMANCE OF THIS SURVEY, THE COURSES AND DISTANCES OF THE SURVEY MAY VARY FROM RECORDED CALLS, BASED ON THE EXISTENCE OF FOUND MONUMENTATION, OCCUPATION, OR OTHER CONTROLLING CALLS OR CONDITIONS THAT HAVE OCCURRED IN THE SURVEY OF THIS PROPERTY.

NO INVESTIGATION CONCERNING ENVIRONMENTAL AND SUBSURFACE CONDITIONS, OR FOR THE EXISTENCE OF UNDERGROUND CONTAINERS, STRUCTURES OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.

NO INVESTIGATION WAS MADE AS A PART OF THIS SURVEY TO DETERMINE OR SHOW DATA CONCERNING EXISTENCE, SIZE, DEPTH, CONDITION, CAPACITY, OR LOCATION OF ANY UTILITIES OR MUNICIPAL FACILITIES, EXCEPT AS NOTED. CALL IOWA ONE CALL AT 1-800-292-8989 FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES.

DISTANCES ARE LISTED IN FEET AND DECIMAL PART OF A FOOT.

ALL MONUMENTS HAVE BEEN FOUND OR SET AS SHOWN ON THIS PLAT.

GENERAL NOTES

1. TRACT IS CURRENTLY ZONED C-0 & C-2
2. TOTAL AREA OF ADDITION = 29.32 ACRES±
3. ALL PUBLIC UTILITIES SHALL BE LOCATED WITHIN EASEMENTS OR PUBLIC ROAD RIGHT-OF-WAY.
4. SIDEWALKS SHALL BE CONSTRUCTED ALONG THE STREET FRONTAGE OF THIS LOTS.
5. LOTS 2 AND 3 SHALL HAVE NO DIRECT ACCESS TO VIOLA RIDGE ROAD. ACCESS SHALL BE PROVIDED VIA EAST 59TH STREET
6. DEVELOPMENT WITHIN THE ADDITION SHALL BE SUBJECT TO THE REQUIREMENTS OF CHAPTER 17.41 OF THE DAVENPORT MUNICIPAL CODE ENTITLED "HOOD" HILLSIDE EXPANSION OVERLAY DISTRICT.
7. HATCHED PART OF EAST 59TH STREET WITHIN THE SOUTH PARCEL WAS CONVEYED BY THE CITY OF DAVENPORT TO THE OWNER BY CITY CLAIM DEED DOCUMENT # 2005-00040040. HATCHED PART OF EAST 59TH STREET WITHIN PROPOSED NORTH PARCEL IS HEREBY DEDICATED FOR EAST 59TH STREET RIGHT OF WAY = 0.21 ACs

PLANNING AND ZONING
BY: _____
DATE: JUL 17 2017

CITY OF DAVENPORT, IOWA
BY: _____
ATTEST: _____
DATE: JUL 26 2017

IOWA-AMERICAN WATER CO.
BY: _____
DATE: 7-7-17

MEDIACOM
BY: _____
DATE: 7-6-17

MID AMERICAN ENERGY CO.
BY: _____
DATE: 7/19/17

CENTURY LINK
BY: _____
DATE: 7-6-17

DAVID A. BRICKNER
13591
IOWA

I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Iowa.

David A. Brickner, PLS No. 13591
My license renewal date is December 31, 2017
No. of sheets covered by this seal: 1

7/6/17

REVISIONS		
NO.	DESCRIPTION	DATE
1	REVISED PER CITY COMMENTS	7/19/17

missman, inc.
Professional Engineers & Land Surveyors
Rock Island, IL • Davenport, IA • Dubuque, IA
(309) 793-7844 • (563) 344-6460 • (815) 745-5040
www.missman.com

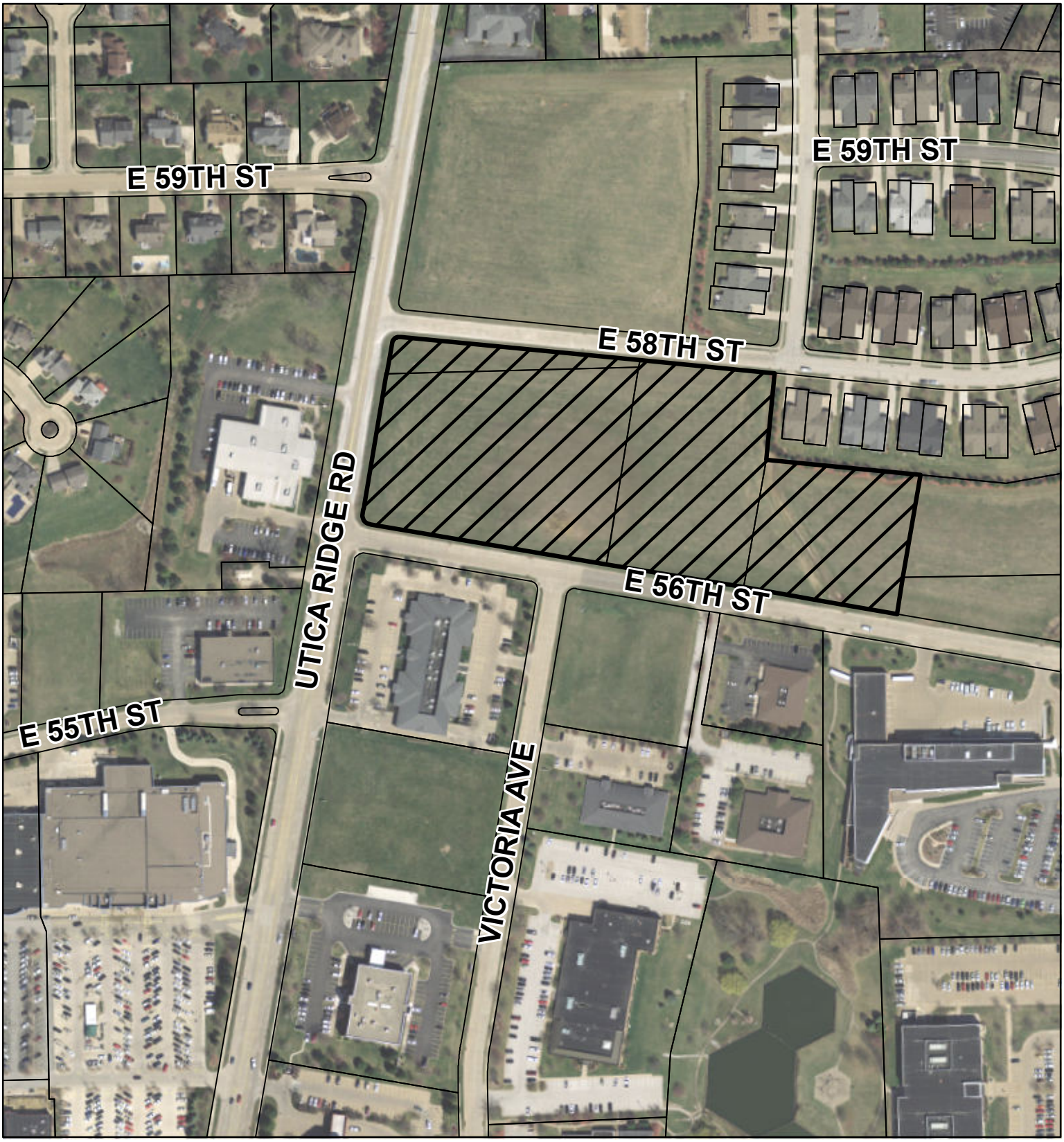
CROW VALLEY PLAZA TENTH ADDITION
DAVENPORT, IOWA
FINAL PLAT

Missman Project No: C16L041C
File Name: [illegible]
© COPYRIGHT 2017 ALL RIGHTS RESERVED
Field Book No:
Drawn By: DAB
Checked By: BDO
Date: 6/1/2017

Sheet 1 of 1

File Number: 2017-00020314 Seq: 13

Aerial Photo



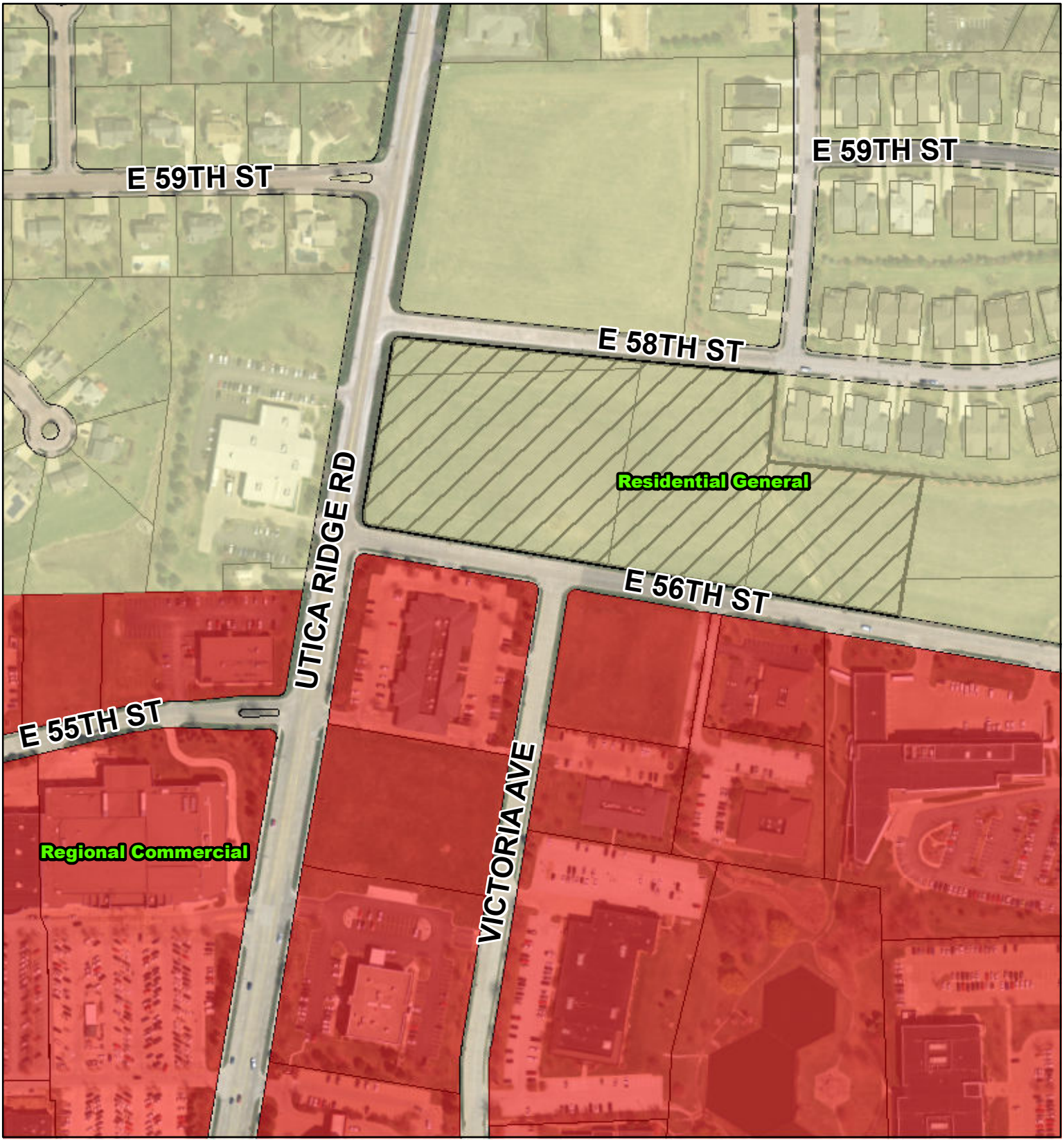
Private parties utilizing City GIS data do so at their own risk. The City of Davenport will not be responsible for any costs or liabilities incurred due to any differences between information provided and actual physical conditions.

Legend

REZ18-09 Subject Property

N

Future Land Use +2035 Map



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Legend

REZ18-09 Subject Property

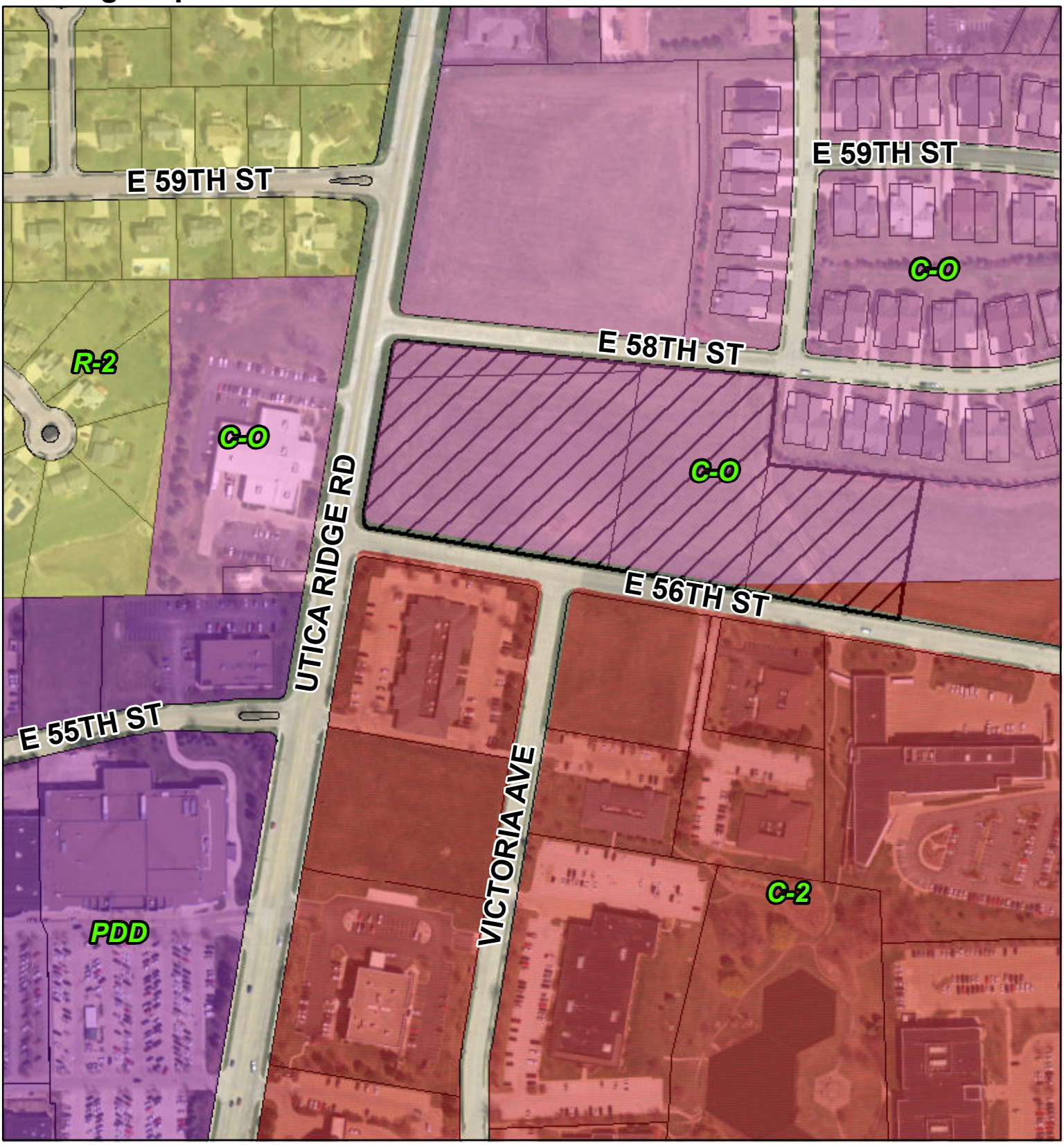
Land Use +2035

Regional Commercial

Residential General

N

Zoning Map



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

Legend

- REZ18-09 Subject Property
- R-2 Low Density Dwelling District
- C-O Office Shop District
- C-2 General Commercial District
- PDD Planned Development District

N

From: Flynn, Matt
To: "cothoms@mchsi.com"
Subject: RE: Case No. REZ18-19
Date: Wednesday, June 13, 2018 3:04:59 PM
Attachments: image001.png

Thank you Ms. Thoms – I will make sure your comments are entered into the record. Please contact me directly if you have additional comments or concerns.

Matt Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa
Direct Phone: 563.888.2286

Visit our new website!
www.cityofdavenportiowa.com

City of Davenport

From: cothoms@mchsi.com [mailto:cothoms@mchsi.com]
Sent: Wednesday, June 13, 2018 2:52 PM
To: Planning Division – CPED
Subject: Case No. REZ18-19

I do not wish to protest the proposed zoning change but to ask that if this zoning change goes through, that the City look at the traffic flow on Utica Ridge, specifically when turning from 56th St onto Utica Ridge. I'd also like to request a sidewalk on the east side of Utica to mirror the one on the west side of the street. It's very difficult to turn south off 58th St or to cross Utica on foot. I would like the City to support a more pedestrian and bicycle friendly environment in our area, especially with the increased traffic flow headed north.

Thank you,

Cosette Thoms
4202 E 58th St
(309) 269-8198

City of Davenport

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

NOTICE
PUBLIC MEETING
MONDAY, JUNE 11, 2018, 5:30 PM
MCCARTHY BUSH CORPORATION
5401 VICTORIA AVENUE, DAVENPORT, IOWA 52807

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

According to the applicant: ***Our team is working with a local small business owner to build a hair salon and spa at the corner of 56th and Utica with an additional, unfinished space in the building for a future tenant.***

A rezoning to C2 will allow the new building's owner/operator greater flexibility in identifying a tenant that would fit the neighborhood and provide an additional amenity. There have been discussions with possible future tenants but at this time, only the salon space will be finished and the rest of the building left as spec space.

The current C-O designation generally limits uses to offices and personal service businesses.

One of the first steps in the rezoning process is to hold a public meeting, which provides an opportunity for the petitioner to explain the request further and for City staff to outline the formal process to come.

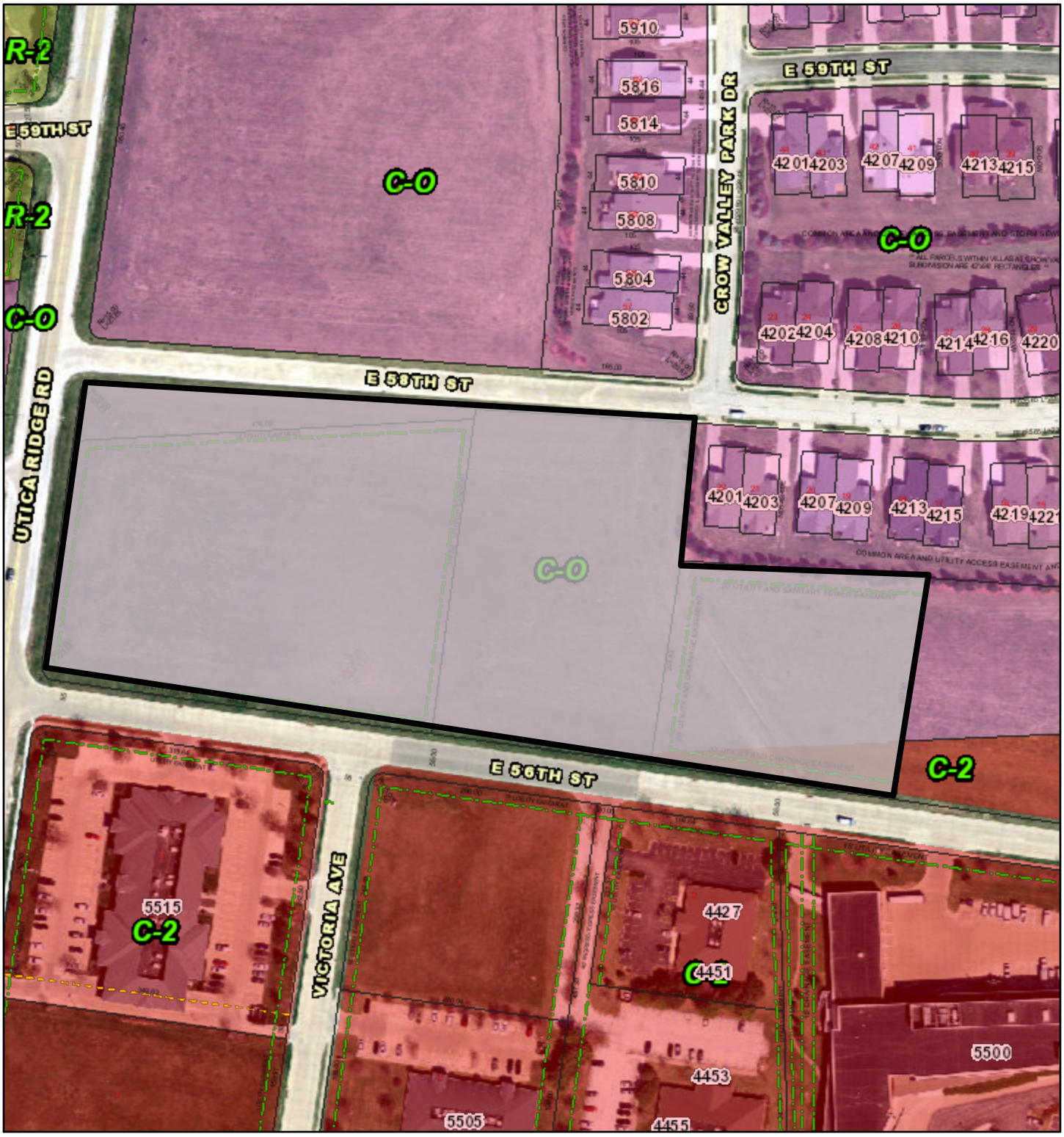
The public meeting will be held at the McCarthy Bush offices on the date and time listed above. Victoria Avenue is located one block east of Utica Ridge Road.

Public hearings before both the Plan and Zoning Commission and City Council will be forthcoming; you will be notified of these meetings as well. The public hearing before the Plan and Zoning Commission is tentatively set for Tuesday, June 19, 5:00 pm at City Hall.

The City welcomes public participation in the rezoning process and your comments are important. We notify property owners within 200 feet of proposed rezonings. Please let your neighbors know of this who may have received this notice. If you cannot attend the public meeting and have questions or concerns, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us Phone: (563) 326-7765

REZ18-09 Location Map



May 30, 2018

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

- Platted Lot Lines
- Easement
- Parks
- Parcels
- Street Centerline (Labels only)

Creeks
- Named Creeks
- Unnamed Tributaries
- Piped Creeks
- City Limit
- Address Points

Zoning Districts
- A-1 Agricultural

Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS
Scott County Iowa, Bi-State Regional Commission | Copyright:© 2014 Esri |

Neighborhood Meeting Attendance List

Case: REZ18-09 McCarthy Bush

Date: 06-11-18

	Name	Address	Phone	Email
1	Barbara Hansen	5858 Crow Valley Pk Dr	359-4061	
2	JEROME HANSEN	" " " "		JRYHANSEN1@GMAIL.COM
3	Doug Koester	4228 E. 59th St	940-3118	dougkoesterer@mchsi.com
4	Tom Freiburger	4226 E 58th St		
5	Jay Willis	4261 E. 58th St	563-508-6363	BJWillis@revealed.net
6	Carol Kramer	4233 E. 58th St.	(563)355-0796	
7	Connie Jones	4237 E 58TH ST.		
8	Dick Moore	4222 E. 58 ST		
9	Lucia Moore	4222 E. 58 ST.		
10	Sue & Craig Gabel	5967 Utica Ridge Rd		
11	Teresa Docherty	4109 E. 60TH St Davenport		
12	Teanne Docherty	4109 E. 60TH ST Davenport		
13	Dan Jauth	5905 Utica Ridge Rd.		
14	Rod Johnson	5802 Crow Valley Pk Dr.		
15	Kelly Johnson	5802 Crow Valley Pk Dr		
16	Jim Payne	4204 E 58th ST.		
17	Steve Frels	4203 E 58th ST		stevefrels@msn.com
18	Julie Miller	5816 Crow Valley pk Dr.		
19	Bill Miller	" " " "		
20	Ron Rickman	4208 E 58th ST		
21	JJ Condon	ALDERMAN		
22	Steve/Rene' Jacobs	4209 E 58th	Davenport	

Neighborhood Meeting Attendance List

Case: _____

Date: _____

	Name	Address	Phone	Email
1	Don Ramon	4226 E 59	563-505-5875	
2	Sue Quail	4213 E 58th	563-359-4803	SQuail06177@gmail.c
3	Kurt Zimmerman	4225 E. 58th st	563-639-2648	kmzimm@hotmail.com
4	Cosette Thoms	4202 E. 58th St	249-8198 (Dav)	cothoms@mchsi.com
5	Jim Shraden	6401 Utica Ridge Rd #36	563/940 1968	
6	Bob/Peggy Arnold	4228 E 59th St.	563-355-1531	
7	Sue Gabel	5907 Utica Ridge Rd Dav	5635059846	csgabe@aol.com
8	Patricia Harris	4219 E 58th St. Davenport		patricia_harris_2008@yahoo.
9	Chris Townsend	2224 E. 12th St. Davenport IA		chris@townsendengineering.net com
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City of Davenport

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

NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

The current C-O designation generally limits uses to offices and personal service businesses. C-2 allows for a variety of commercial and retail uses, including eating and drinking establishments.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us **Phone: (563) 326-7765**

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-09

I/we _____ who own property located at (be specific as possible)

_____

_____

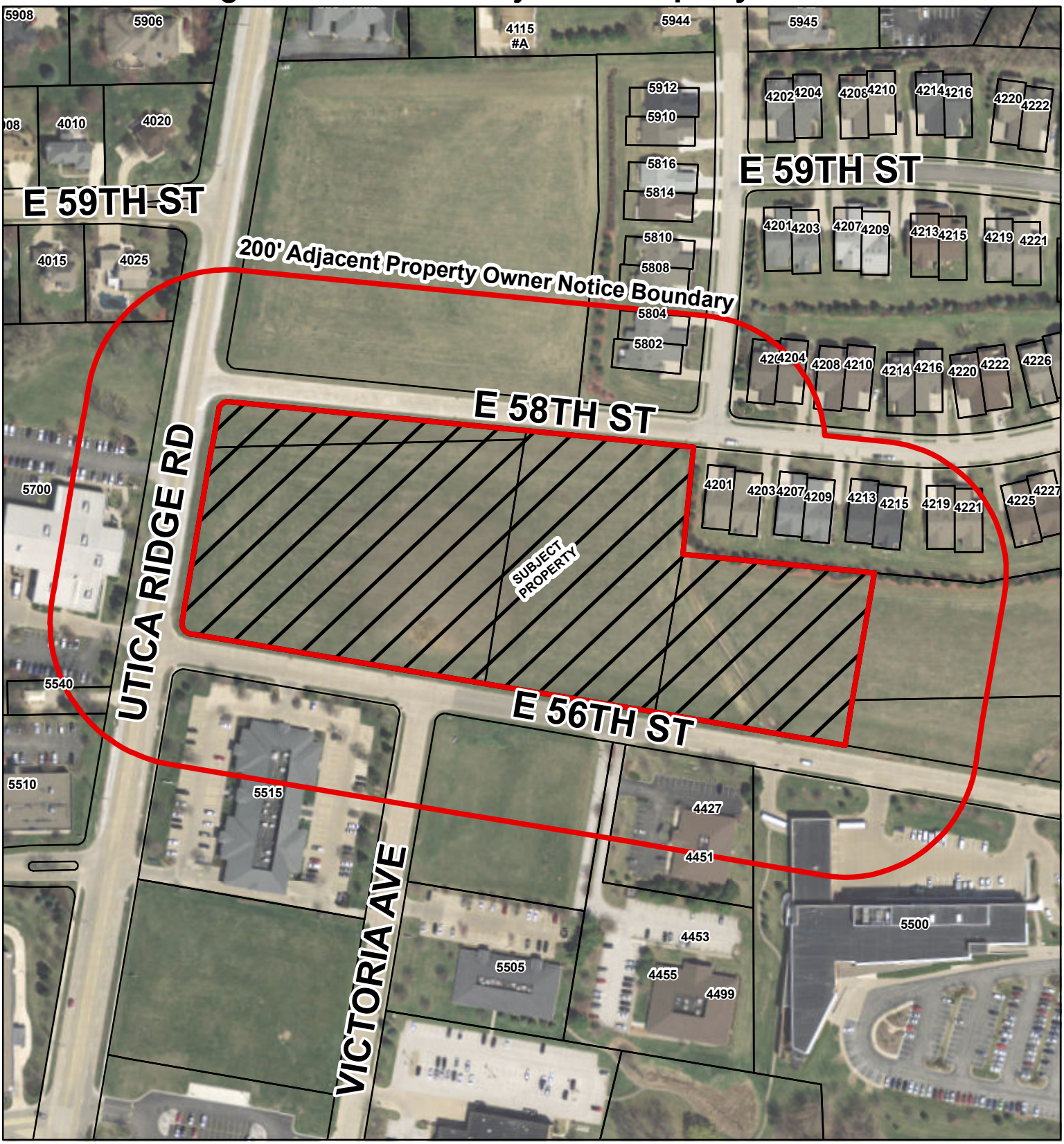
Hereby protest the proposed creation of the Elmore Corners Overlay District

Signed: _____ _____

Date : _____

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Plan & Zoning Commission: Adjacent Property Owner Notice Area



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

Legend

REZ18-09 Subject Property

N

PUBLIC ENGAGEMENT SUMMARY

Case No's. REZ18-09

Signs Posted: 2 signs were posted on June 1

Public Meeting: 29 notices mailed June 5. A public meeting was held on June 11 at McCarthy Bush Offices. Approximately 30 people attended

Public Hearing Notice: The notice was sent to the QCT for publication on June 15.

Public Hearing Mailing: Mailed to 29 neighbors on June 7.

P&Z Public Hearing: Held on June 19. Approximately 6 people spoke against the proposal citing potential incompatible uses, traffic and noise.

P&Z Recommendation:

COW Neighbor Mailing:

COW Public Hearing Notice:

Protest Rate: To date, 12 protests have been filed (4.1%).

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

NOTICE
PUBLIC MEETING
MONDAY, JUNE 11, 2018, 5:30 PM
MCCARTHY BUSH CORPORATION
5401 VICTORIA AVENUE, DAVENPORT, IOWA 52807

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

According to the applicant: ***Our team is working with a local small business owner to build a hair salon and spa at the corner of 56th and Utica with an additional, unfinished space in the building for a future tenant.***

A rezoning to C2 will allow the new building's owner/operator greater flexibility in identifying a tenant that would fit the neighborhood and provide an additional amenity. There have been discussions with possible future tenants but at this time, only the salon space will be finished and the rest of the building left as spec space.

The current C-O designation generally limits uses to offices and personal service businesses.

One of the first steps in the rezoning process is to hold a public meeting, which provides an opportunity for the petitioner to explain the request further and for City staff to outline the formal process to come.

The public meeting will be held at the McCarthy Bush offices on the date and time listed above. Victoria Avenue is located one block east of Utica Ridge Road.

Public hearings before both the Plan and Zoning Commission and City Council will be forthcoming; you will be notified of these meetings as well. The public hearing before the Plan and Zoning Commission is tentatively set for Tuesday, June 19, 5:00 pm at City Hall.

The City welcomes public participation in the rezoning process and your comments are important. We notify property owners within 200 feet of proposed rezonings. Please let your neighbors know of this who may have received this notice. If you cannot attend the public meeting and have questions or concerns, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us Phone: (563) 326-7765

City of Davenport

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

NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL, 226 WEST 4TH STREET, DAVENPORT, IOWA 52801

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If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us **Phone: (563) 326-7765**

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-09

I/we _____ who own property located at (be specific as possible)

_____

_____

Hereby protest the proposed creation of the Elmore Corners Overlay District

Signed: _____ _____

Date : _____

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

Neighborhood Meeting Attendance List

Case: REZ18-09 McCarthy Bush

Date: 06-11-18

	Name	Address	Phone	Email
1	Barbara Hansen	5856 Crow Valley Pk Dr	359-4061	
2	JEROME HANSEN	" " " "		JRYHANSEN1@GMAIL.COM
3	Doug Koester	4228 E. 59th St	940-3118	dougkoester@mchsi.com
4	Tom Freiburger	4226 E 58th St		
5	Jay Willis	4261 E. 58th St	563-508-6363	BJWillis@revealed.net
6	Carol Kramer	4233 E. 58th St.	(563)355-0796	
7	Connie Jones	4237 E 58TH ST.		
8	Vicki Moore	4222 E. 58 ST		
9	Lucia Moore	4222 E. 58 ST.		
10	Sue & Craig Gabel	5967 Utica Ridge Rd		
11	Teresa Docherty	4309 E. 60TH St Davenport		
12	Teanne Docherty	4109 E. 60TH ST Davenport		
13	Fran Jauth	5905 Utica Ridge Rd.		
14	Rod Johnson	5802 Crow Valley Pk Dr.		
15	Kelly Johnson	5802 Crow Valley Pk Dr		
16	Jim Payne	4204 E 58th St.		
17	Steve Frels	4203 E 58th ST		stevefrels@msn.com
18	Julie Miller	5816 Crow Valley pk Dr.		
19	Bill Miller	" " " "		
20	Ron Rickman	4208 E 58th St		
21	JJ Condon	ALDERMAN		
22	Steve/Rene' Jacobs	4209 E 58th Davenport		

Neighborhood Meeting Attendance List

Case: _____

Date: _____

	Name	Address	Phone	Email
1	Don Barnes	4226 E 59	563-505-5875	
2	Sue Quail	4213 E 58th	563-359-4803	SQuail06177@gmail.com
3	Kurt Zimmerman	4225 E. 58th St	563-639-2648	kmzimm@hotmail.com
4	Cosette Thoms	4202 E. 58th St	(309) 269-8198	cothoms@qconchs.com
5	Jim Shrader	6401 Utica Ridge Rd #36	563/940/1968	
6	Bob/Peggy Arriand	4228 E 59th St.	563-355-1531	
7	Sue Gabel	5907 Utica Ridge Rd Dav	5635059846	csgabe@aol.com
8	Patricia Harris	4219 E 59th St. Davenport		patricia_harris_2008@yahoo.com
9	Chris Townsend	2224 E. 12th St. Davenport IA		chris@townsendengineering.net
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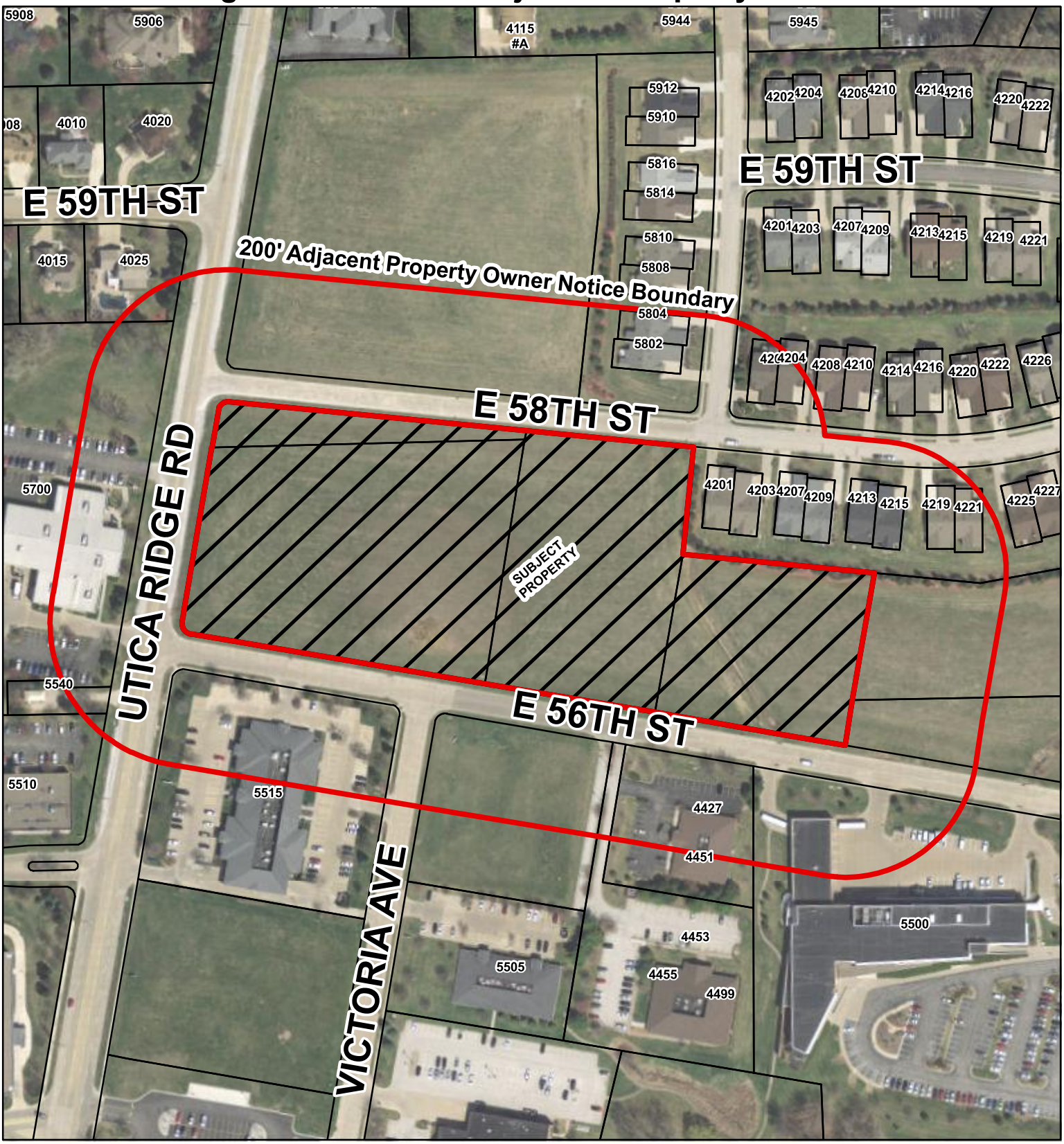
Plan & Zoning Commission: Adjacent Property Owner Notice Area



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

Legend

REZ18-09 Subject Property

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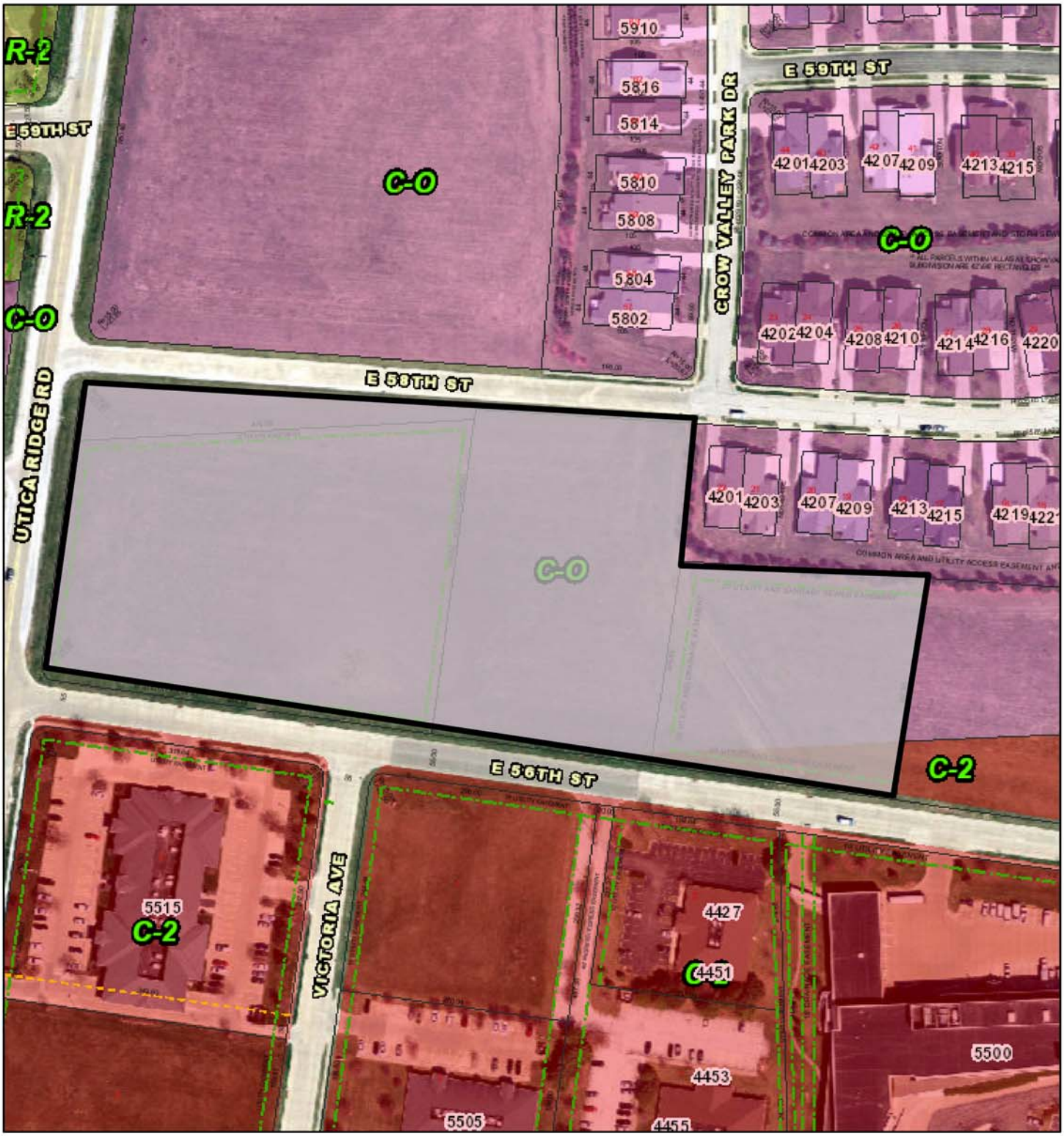
REZ18-09 Location Map



May 30, 2018

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

- Platted Lot Lines
- Easement
- Parks
- Parcels
- Street Centerline (Labels only)

Creeks
- Named Creeks
- Unnamed Tributaries
- Piped Creeks
- City Limit
- Address Points

Zoning Districts
- A-1 Agricultural

Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS
Scott County Iowa, Bi-State Regional Commission | Copyright:© 2014 Esri |

From:	Connie R. Jones
To:	Planning Division – CPED
Subject:	REZ 18-09
Date:	Tuesday, June 26, 2018 7:20:50 AM
Attachments:	ObjectionlettertozoingrequestJune2018.docx

Please see my attached letter objecting to this request to rezone.

Connie R. Jones
Resident of the Villas at Crow Valley

From:	Robert Huber
To:	Planning Division – CPED
Cc:	Bob & Trish Huber
Subject:	CASE # REZ 18-09
Date:	Tuesday, June 26, 2018 11:37:32 AM

Drear Mr. Flynn,

Please accept this correspondence as our feedback to you that we do not support the proposed rezoning of the subject property listed in REZ 18-09.
Rezoning this property from C-O to C-2, as proposed by the McCarthy Bush Corp., would have a high probabilty of devaluation of the properties located in (or near) the Crow Valley Villas.

Additionally, the rezoning of this land (from C-0 to C-2) has a high likelihood that the businesses that could locate there would have an adverse affect on the quite comfort and solitude currently enjoyed by the residents of Crow Valley Villas.

Best Regards,
Robert & Patricia Huber (563-355-0756)
4203 E. 59th. St. Street

From:	Shirley Wilkins
To:	Planning Division – CPED
Subject:	Rezoning of parcel Utica Ridge Rd. & 56th St./Crow Valley Villas
Date:	Tuesday, June 26, 2018 10:48:06 AM

Please consider this e-mail our formal objection to the Proposed rezoning of the property Adjacent to Crow Valley Villas, Utica Ridge Rd. and 56th Street.

Thank you,

Julius H. Lindner Trust and Shirley Wilkins

NOTES

6/25/18

DAVENPORT PLANNING & COMMUNITY DEVELOPMENT
ROOM 2004
226 W. 4th ~~St~~.

CASE ~~#~~ REZ 18-09

I am John W. Fahl and have lived at 4234 E. 59th St. for 15 years.

I do not agree with the proposed change in the use of the above land. This area is inhabited with retired people who are looking for a quiet environment which is unlikely with bars or games so close to their homes.

Thank you,
John W. Fahl

From:	Pat/Tom Freiburger
To:	Planning Division – CPED
Subject:	Rezoning Case Number REZ 18-09
Date:	Saturday, June 23, 2018 8:05:03 PM

Matt Flynn, Director of Community Planning

As residents of the Villas of Crow Valley, we strongly object to rezoning from C-0 to C-2 of the property south and west of our subdivision. We urge the Planning Commission to recommend against the zoning change.

Sincerely,
Tom & Pat Freiburger
4226 East 58th St

From:	Dick Moore
To:	Planning Division – CPED
Subject:	Rezoning Request for REZ 18.09
Date:	Sunday, June 24, 2018 3:35:53 PM

To Whom it may Concern:

We are writing this note in protest to the above noted request for change of zoning for the Bush property located at 56th Street and Utica Ridge Road. We would be prepared to discuss our concern over this matter if requested.

Respectfully,

Richard L. and Lucia E. Moore
4222 E. 58th Street,
Davenport, Iowa 52807

From: Dennis Kramer
To: Planning Division – CPED
Subject: Rezoning Case REZ 18-09
Date: Monday, June 25, 2018 12:17:42 AM

Dear Mr. Flynn,

My wife and I live in the Villas of Crow Valley, on the south side of E. 58th St. We respectfully, yet strongly, want to express our opposition to the rezoning of this 8+ acres of land from C0 to C2.

Before we decided to invest and build here in 2005, our ***one and only concern*** was the zoning around us . . . behind us on 56th St. and into our 58th St. entrance. After doing significant investigation with our builder and city zoning, we felt we could live with the types of businesses planned at these locations and made the major investment to build our home here. We trusted that our city planners had a sound strategic plan for residents and businesses in this area with the zoning. Utica Ridge Rd. north of 53rd St. and E. 56th St. would not become anything like a 'commercial corridor' with the retail noise, lights, sounds, hours, and traffic that a C2 obviously brings, and likely reduce our investment/home value and a peaceful residence.

We have no problem with the "Pure" salon business where they wish to build. They appear to be good people. We respect and encourage their spirit and quest for success. Their business is the type we expected and actually desire. However, their business appears to already fit the C0 zoning. So we have yet to hear and know what the true reason and need is for the zoning request to C2. It opens the door to bring the wrong types of businesses to this neighborhood atmosphere.

Who ***really*** wants and will benefit by this change? It appears not really Pure, if C0 already fits their salon business. Is it really for the benefit of the land sellers' profit? We already know there is plenty of nearby land available in existing C2 zones.

We know of a few residents in the Villas of Crow Valley neighborhood who are "for" or "not opposed to" the zoning change. From the names and relationships of these people, it appears that they likely have a personal financial benefit in the sale of this land. Please consider their motives versus the desires of the majority of neighbors.

Matt, we know that you have a tough job, and we respect that. Hopefully, you can see it from the residents' view to not allow this change to proceed.

Thank you,
Dennis and Carol Kramer

From: robert mcgee
To: Planning Division – CPED
Subject: rez 18-09
Date: Monday, June 25, 2018 8:18:03 AM

From: robert mcgee <rjm1948@gmail.com>
To: "planning@ci.davenport.ia.use" <planning@ci.davenport.ia.use>
Cc:
Bcc:
Date: Sun, 24 Jun 2018 11:27:59 -0500
Subject: REZ 18-09
We are asking that you not allow the rezoning from a C-O to a C-2 in order to remain consistent with what is already on the corridor.
Thank you for your consideration.
Robert and Joan McGee
4207 E 58th

From: Robert Heaps
To: Planning Division – CPED
Subject: In Protest of REZ 18-09.
Date: Monday, June 25, 2018 10:07:51 AM

I live @ 4245 E. 58th Street, in the Villas of Crow Valley. I am in strong opposition to the changing of zoning from C-0 to C-2. The differences were explained to me by the planning dept and I like the quite of C-0 as to the more noise and buslsle of C-2. Also I see this as a first step in changing from the request to change the land behind 5 units on 58th street to more units east and North of 58th street.

Sent from Mail for Windows 10

From: Robert Willis
To: Planning Division – CPED
Subject: Rezoning
Date: Monday, June 25, 2018 11:38:34 AM

Bob and I are not in favor of rezoning the property bordering Utica Ridge and 56th St. in Davenport. We feel this would open the potential for businesses that would not be compatible with our neighborhood. We would like to see a plan formulated that uses the current zoning which still allows new growth such as Pure Hair Salon. There is already so much traffic that left turns are difficult and this should be taken into consideration when thinking about adding new businesses.

We appreciate you taking a close look at this proposal and see that keeping the zoning as is can still be a win-win.

Bob and Joy Willis
4261 E. 58th St.
Davenport, Iowa

Sent from my iPadRobert J Willis

Henry G. Neuman*
Steven H. Jacobs
Mark A. Woollums*
Martha L. Shaff*
Jean Z. Dickson*
Peter J. Thill*
Edward J. Rose*
Amanda M. Richards*
Jordan A. Kaplan*
Benjamin J. Samuelson*
Cristy Tackett-Hunt*
Lori N. Scardina Utsinger*
Paul M. Powers*
Brandon W. Lobberecht*

* Also admitted in Illinois
A registered L.L.C. in Illinois

BNM

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Established in 1907
ATTORNEYS AT LAW
www.bettylawfirm.com

June 25, 2018

Writer's E-Mail Address:
shj@bettylawfirm.com

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa

Re: REZ-18-09

Dear Mr. Flynn:

My wife and I are homeowners within the two hundred foot notice area for the above proposed rezoning. I have previously submitted my protest in opposition to the request. I now amend my protest to include the following and request that my letter be included in the materials presented to the commission:

1. THE CURRENT ZONING IS INCOMPATIBLE WITH THE SURROUNDING AREA AND SHOULD BE CHANGED. It is my understanding the Davenport Land Use Master Plan has designated the area in question as residential. North of 56th street is residential and south towards 53rd street is commercial. I believe considerable funds and time went into the planning and preparation of the overall plan. While overall plans can be modified and adjusted, they deserve more than just "Lip Service." I assume there was a good reason for the plan and it should not be disregarded lightly. 53rd street is a major corridor in Davenport. Three blocks exist between 53rd and 56th street. Clearly this is a sufficient area within which commercial users can reside and it is not necessary to increase the creep and scrawl of commercial into residential areas based upon lack of developable and available space.

   The developer has requested rezoning. The proper zoning is before the commission. The commission has the power and right to recommend the appropriate zoning for the property. It is appropriate to now recommend that the property be changed from C-0 to residential.

2. THE CURRENT ZONING IS COMPATIBLE WITH THE BUILDING AND PROPOSED USE AND REZONING IS NOT NEEDED. The current zoning allows the building and use as proposed and described by the developer. The drawing of the building seems to be compatible with the other office type buildings in the immediate vicinity. The proposed use is specifically allowed by the current zoning. If it conforms

why is rezoning necessary? An argument could be put forth saying this is no more than a ruse to get the rezoning of the whole so that the developer can sell and use the whole of the property for whatever use or purpose the developer chooses without oversight or review. An innocuous proposal opens the door for all other uses. What other uses does the developer have for the whole of the property that have not been disclosed? A hotel? A Bakery? A sheet metal shop?

3. THE POSSIBLE USE OF PART OF THE PROPOSED BUILDING DOES NOT JUSTIFY THE REZONING OF THE WHOLE. The developer and prospective owner have stated that perhaps 3 or 4 thousand feet of the building might be rented to others whose possible use may not be compatible with C-0 zoning. The operative words are "perhaps", "might", and "possible use.' Nothing definitive. Nothing certain. Nothing locked in and signed. Notwithstanding, you are asked to rezone 354,317 square feet of property because 4,000 feet might, maybe or possibly be used for purposes outside those permitted by C-0 zoning. A one percent possible use dictates the use of the whole?

4. THE ZONING REQUEST IS NOT LIMITED TO THE AREA ADJACENT TO UTICA RIDGE ROAD. The request of the developer is for the rezoning of the whole and is not limited in scope to the area adjacent to Utica Ridge Road. For the sake of argument, perhaps good reasons might be offered to justify a minor relaxation of the limitations of C-0 along Utica. However, this is not what is being asked. The developer wants it all and is not limiting the request to the Utica Ridge corridor. What might be tolerated in the front would be a disaster if located to the rear of the property and next to a highly desirable residential development.

5. NO PLAN HAS BEEN SUBMITTED FOR THE WHOLE AND IF REZONING IS APPROVED THE DEVELOPER HAS THE UNLIMITED RIGHT TO DESIGNATE LAND USE WITHOUT REVIEW. The developer has submitted one drawing of a building. Thousands of square feet of additional space is available. No plans, drawings, or proposals have been submitted for this additional space. What is planned and who determines what a compatible use for the additional property is? A C-2 rezoning of the whole gives the developer the unlimited and non-reviewable right to determine the use of the entire property. Is this fair and wise with respect to the adjacent home owners?

6. C-2 ZONING IS TOTALLY INAPPROPRIATE. I did not write the Davenport Zoning Code. I did not write what is or is not allowed in certain zones. I can only read it and attempt to apply it with reason to facts and circumstances in front of me. A C-2 zone allows real property to be used for a bakery, a hotel, a pluming, printing, sheet metal and similar shops and for used car sales and storage lots. Logic here is compelling. How could anyone say that after reviewing the real estate and surrounding areas that the foregoing uses are compatible? C-2 says they are. C-2 says they can be built. Logic and common sense says they are not and should not be allowed! Voting to approve C-2 says in fact that these uses are suitable for the area. There are no limitations to C-2 as written.

7. C-1 ZONING IS ALSO INAPPROPRIATE. C-1 zoning use is included within uses allowed in C-2. Permitted uses in C-1 are also inappropriate. Allowed C-1 uses include, filling stations, restaurants, motels, taverns, brew pubs, beer and wine gardens. How could a fast food restaurant and/or tavern within feet of the established neighborhoods be fair to those who have lived there for over 10 to 15 years? A change to either C-2 or C-1 is at best a perfect example of spot zoning.

8. C-1 ZONING IS NOT NEEDED. Section 17.28.010 of the Code provides a C-1 district is intended to provide for individual or small groups of retail and customer service establishments serving primarily the convenience of a local neighborhood, and the character, appearance, and operation of which are compatible with the character of the surrounding area. For the convenience of those who live in the neighborhoods near the real estate under review there is nothing or at best very few if any establishments that are needed for their convenience. A short walk or drive to 53rd street provides them all and then some. Additional commercial is not needed for the convenience of the surrounding neighborhoods.

For these reasons the requested rezoning should be summarily rejected.

Sincerely yours,

Steven H. Jacobs

From: cothoms@mchsi.com
To: Planning Division – CPED
Subject: Protest Rezoning 18-19
Date: Monday, June 25, 2018 12:48:50 PM

Please consider this email as my official protest to the rezoning REZ 18-09 from C-O to C-2. As a resident of the Villas of Crow Valley, I'm very concerned about the increased traffic and types of businesses that the C-2 designation would allow. It's already difficult to turn onto Utica Ridge from 58th St, and the traffic on 56th is also very heavy. I'd like a sidewalk on the east side of Utica so I don't have to do the death run across Utica to get to Hy-Vee. My understanding is that the C-O zoning allows for the proposed expanded Pure salon and would allow for other offices and service businesses as well, just not establishments that serve food or alcohol. I think that is more than sufficient. Additional condos would also be an option for this land. We have enough half-empty strip malls and office space in Davenport and certainly don't need any more.
Thank you for your consideration,
Cosette Thoms
4202 E 58th St
Davenport, IA 52807
(309) 269-8198

From: John Mouw
To: Planning Division – CPED
Subject: Rezoning request REZ18-09
Date: Monday, June 25, 2018 1:27:55 PM

I fully support the objection submitted by Patricia Harris concerning the rezoning of the 8 plus acres adjacent to the Villas of Crow Valley. We purchased our condo after checking the zoning of the land behind our condo. Seeing that it was zoned for primarily offices and small buisiness as C-0 was a major factor in our decision. This rezoning could impact our privacy and liveability that we so wanted when we made the move.

John Mouw
4227 E 58th St
Davenport, IA 52807

From: Robert Andriano
To: Planning Division – CPED
Subject: Rezoning
Date: Monday, June 25, 2018 2:28:06 PM

I object to the proposed rezoning as pointed out in case# Rez 18-09

From:	Chris Rayburn
To:	Planning Division – CPED
Subject:	Response to McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
Date:	Monday, June 25, 2018 3:34:09 PM

I am writing this email as a combined response for two property owners who own homes in the Villas at Crow Valley. My wife Mary and I own a villa at 5814 Crow Valley Park Drive and my parents, Harold and Patricia Rayburn, live at 4202 East 59th Street.

All four of us respectfully, and strongly, request that the City of Davenport, deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2. Our 5814 Crow Valley Park Drive property abuts other property zoned C-0. The properties of Villas of Crow Valley were marketed as being protected from heavier commercial used by being surrounded by the zoning class of C-0. We purchased our property with this understanding and would be very strongly against any rezoning of those parcels. Allowing the current request would set a very negative precedent and greatly change the potential character and potential value of the adjacent properties. All units in the subdivision were developed and sold with the expressed understanding that the vacant and adjacent land would be developed as restricted commercial property under the zoning classification of C-0.

Thank you very much for your understanding and consideration.

Sincerely,

Chris and Mary Rayburn
5814 Crow Valley Park Drive
Davenport, IA 52807

And

Harold and Patricia Rayburn
4202 East 59th Street
Davenport, IA 52807

From:	Patrick VAN NEVEL
To:	Planning Division – CPED
Cc:	Jim Payne; Susan Quail; Patricia Harris; Honorary Consulate Of Belgium
Subject:	REZ 18-09
Date:	Monday, June 25, 2018 4:15:57 PM

Dear Planning and Zoning Commission,
Dear Mr. Flynn,

As recent purchasers of a Villa at Crow Valley, we are asking your full review of the objections provided by Patricia Harris and request the rezoning from C-0 to C-2 be turned down.

All the items pointed out by Ms Harris deserve your full consideration.

We also have a personal sensitivity in this matter related to inadequate drainage.
As we considered the purchase
of 4227 E. 59th Street, we were very concerned about the past evidence of drainage problems and after assurances that all past issues had been addressed, we have now a concern about new issues that may arise.

We would like to be present to voice our concern in person. However, we are currently overseas and will not be back in time for the hearing.

With kind regards,
Patrick and Barbara Van Nevel.

Sent from my iPhone

Fahl; Lloyd Fox; Thomas Freiburger; Ann Fuller; Mary Hammes; Jerry Hansen; Robert Heaps; John Howes; Patrick Irving; Rod Johnson; Doug Koester; Dennis Kramer; Margaret Lake; Bill Miller; Dick Moore; John Mouw; Steve Powell; Marilyn Quijas; Harold Rayburn; Ronald Rickman; Beverly Ryan; Joe and Lori Smazal; Janet Van Ert; Craig Van Hook; Jeffery West; Bob Willis; Kurt Zimmerman; Cris Wendling; Jim Rice; Mardi Burmeister; Steven Frels; Robert Huber; Bob and Peggy Andriano; Robert and Joan McGee; Christopher Rayburn; Paul and Andrea Gullickson; Cosette Thoms; Ken and Sharon Sanyi; Dave Ceurvorst; Sue Quail; Jan Vrablec; Melvin and Dale Martens; Julius Lindner; Daryl Ann Moore; Robert Mitchum; Mary Walsh; Patrick and Barbara Van Nevel; Ken Vandersnick; Krieder Gunderson

Subject: rezoning letter from VCV Board

Hello, Neighbors! Attached is a letter from Jim Payne concerning the proposed rezoning decision that is coming in the next few weeks. Sue Quail

Community Planning and Economic Development Department
City Hall - 226 West Fourth Street - Davenport, Iowa 52801
Telephone: (563) 326-7765

NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL COUNCIL CHAMBERS
226 WEST 4TH STREET, DAVENPORT, IOWA 52801

Please be aware of possible zoning changes that may impact your property or neighborhood.

A petition to rezone 8.134 acres of property has been filed by McCarthy Bush from C-O Office Shop District to C-2 General Commercial District. (See map of the affected property on reverse side of this notice).

The current C-O designation generally limits uses to offices and personal service businesses. C-2 allows for a variety of commercial and retail uses, including eating and drinking establishments.

A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please fill out and return the form below. You may also send an email to the Community Planning Division Staff, and your protest will be registered.

If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us **Phone: (563) 326-7765**

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-09

I/we Ann & James Payne who own property located at (be specific as possible)
4204 E 58th hereby Protest the rezoning of the Property located at 56th, 58th & Utica Road to a C-2 district

Hereby protest the Rezoning Case No. REZ18-09

Signed: James A. Payne Ann L Payne

Date: 15 June 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

June 24, 2018

To: Mr. Matt Flynn, Director of Community Planning

From: Doug and Sandy Koester, 4228 E. 59th St., Davenport, Iowa 52807

RE: REZ 18-09

Dear Mr. Flynn:

I wish to object to this rezoning proposal. Even though I live outside the 200 feet of the proposed rezoning, I do live in the affected neighborhood.

My objection concerns that jump from CO to C2. I would not object to a jump from CO to C1. The current development on 56th Street east of Utica Ridge has consistently been business offices and personnel service businesses to this point. My wife and I are in favor of keeping this development plan in place.

I have personal experience with what happens after the initial sale is made on a parcel of property. As General Manger of the American Honda Distribution Center on west Locust in the 70's, I was involved with the purchase of 12 Acres from Rich Foods in 1978 which at that time was in Scott County. Rich Foods owned all the property on Westlake Blvd and Louis Rich Dr and we felt comfortable that Louis Rich and American Honda shared the ideals regarding the quality of buildings within the industrial park. Louis Rich was then purchased by Oscar Mayer followed by General Foods purchasing Oscar Mayer, followed by the City of Davenport annexing the industrial park.

I invite you to drive out to the Honda Distribution Center today and witness the number of metal buildings north of Honda with outside storage. This is what happens when the initial owners sell to secondary owners who do not share the same commitment to high standards of quality.

Please keep the rezoning request at a maximum of C1. Bars and restaurants should not belong next to long standing residences.

Respectfully submitted,

Doug and Sandy Koester
4228 East 59th St.
Davenport, Iowa 52807

June 26, 2018

Matthew G. Flynn, AICP
Senior Planning Manager
City of Davenport, Iowa

Re: REZ-18-09

Dear Mr. Flynn:

My wife and I are homeowners within the 200 ft. notice area for the subject proposed rezoning. We have previously submitted our protest in opposition to the request.

We strongly support the written documents submitted by Patricia Harris and Steven Jacobs and are in total agreement that the requested rezoning be summarily rejected. We endorse the suggestion that the land use be residential in accordance with the Davenport Land Use Master Plan. We support progressive development and feel it wise to have a well thought out plan and design to encourage the best opportunities for development.

The proposed use on the table is allowed by current zoning. Changing the zoning provides the developer carte blanche to sell and use the much larger portion of the parcel for potentially undesirable uses. This proposal is totally inappropriate. Our home looks directly out at this unspoken-for area.

Currently our neighborhood is very desirable because amenities are close by but not in our backyards. Let's keep it that way thereby adding to the desirability of the entire area.

Sincerely yours,

Rodney Johnson

Rodney Johnson
5802 Crow Valley Park Dr
Davenport, IA 52807
Rodjohnson624@gmail.com

From: Andrea Heitman
To: Planning Division – CPED
Subject: case #REZ18-09
Date: Tuesday, June 26, 2018 6:41:50 PM

Dear Matt Flynn,

I am writing to formally protest the rezoning of the land directly behind my house from C-O to C-2. I live at 4239 E 58th St in Davenport. This change will most likely negatively effect the value of my home, by bringing nuisances to our neighborhood not consistent with the current attributes. With a C-2 zoning designation I am concerned about noise, garbage, lighting, and the like.

I am also concerned that a large structure directly behind my home will block sunlight and cause the ground to not be able to hold the moisture. This could cause water back-up into my basement.

Please do not approve anything other than a C-O rezoning for this land.

Thanks for your consideration of this matter that will possibly negatively effect me and the nice neighborhood we have here.

Thanks.
Andrea Heitman

4239 E 58th St
Davenport
563-650-5366

City of Davenport

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

NOTICE
PUBLIC HEARING
TUESDAY, JUNE 19, 2018, 5:00 PM
CITY OF DAVENPORT PLAN AND ZONING COMMISSION
CITY HALL COUNCIL CHAMBERS
226 WEST 4TH STREET, DAVENPORT, IOWA 52801

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If you have any questions regarding the proposal, please contact the Community Planning Division.

Case No. REZ18-09
EMAIL: planning@ci.davenport.ia.us **Phone: (563) 326-7765**

Please fill out and return this form if you elect the protest the proposed Rezoning Case No. REZ18-09

I/we Patricia Harris who own property located at (be specific as possible)
4219 E. 58th Street, Davenport, IA 52807

Hereby protest the Rezoning Case No. REZ18-09

Signed: Patricia M. Harris

Date : 19 June 2018

Please return this form to the email address above or mail/drop off at CPED, 226 West 4th Street, Davenport, IA 52801

OBJECTIONS TO PROPOSED REZONING CASE NUMBER REZ18-09

(PROPOSAL TO REZONE 8.134 ACRES
ON UTICA RIDGE BETWEEN E 53RD AND 56TH STREETS
FROM C-0 OFFICE SHOP DISTRICT TO C-2 GENERAL COMMERCIAL DISTRICT)

RESPECTFULLY SUBMITTED BY:

PATRICIA HARRIS
4219 E 58TH STREET
DAVENPORT IA

24 JUNE 2018

REQUESTED ACTION

- I respectfully request that the City of Davenport, for the reasons set out in this presentation:
  - Deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
    - At a minimum, defer the proposal to allow for more thoughtful evaluation and discussion with residents
  - Evaluate drainage issues at the Villas at Crow Valley

OBJECTION NO. 1

EXISTING C-0 DESIGNATION IS APPROPRIATE FOR NEARBY RESIDENTIAL NEIGHBORHOODS

1. Current C-0 designation is appropriate for the area in question

    1.1. Proposed rezoning is near three residential areas (refer to Exhibits A-1 and A-2)

    1.2. Office of rkdixon (to the west) is closed on evenings and weekends

    1.3. Consistent with the C-0 zoning ordinance:

        1.3.1. District is a transition between commercial and residential

        1.3.2. Activities should not generate heavy traffic, noise or glare

        1.3.3. Examples: small offices under 5,000 feet (business, consulting, medical, professional, etc.); beauty shops; library; activity center

OBJECTION NO. 2

PROPOSED C-2 DESIGNATION WOULD BE DETRIMENTAL TO NEARBY RESIDENTIAL NEIGHBORHOODS

2. Would permit:

    2.1. Any C-1 designation, including

        2.1.1. Restaurant, bakery, tavern, brew pub

        2.1.2. Filling station

        2.1.3. Undertaking, etc.

    2.2. In addition, all C-2 designations, including

        2.2.1. Auto, used car sales; hotel; laundry

OBJECTION NO. 3

THE EXISTING C-0 DESIGNATION INTEGRATES WELL WITH SURROUNDING NON-RESIDENTIAL DEVELOPMENT

3. The C-2 area along East 56th has largely developed into offices, banks, and other businesses that the C-0 designation (refer to Exhibits B-1, B-2, B-3 and B-4)

3.1. Many are professional offices and banks consistent with a C-0 designation

3.2. Most of the rest are small shops and businesses that are generally quiet during business hours, and closed on evenings and weekends

3.3. There are **no** restaurants or gyms **except** Dunn Brothers Coffee, Orangetheory Fitness and Your Pie (pizzeria) between 53rd and 56th Streets

3.3.1. Crowded even on a Sunday morning (refer to Exhibit B-5)

3.3.2. Orangetheory audible from a parking lot away

3.3.3. Offices and distance, however, form an acceptable buffer to residents

3.4. For these reasons, the Davenport City Council should consider rezoning the undeveloped plot immediately south of Villas at Crow Valley from C-2 to C-0

OBJECTION NO. 4

PURE HAIR STUDIO HAS NOT MADE A PERSUASIVE, MUCH LESS COMPELLING, ARGUMENT FOR REZONING

4. Stacey and Chris Spillum, the owners of the Pure Hair Studio, propose to occupy 4,000 square feet and lease 4,000 square feet to C-2 business, citing synergies between "like businesses"

    4.1. Pure falls within the existing C-0 designation; C-2 businesses are not "like" or "complimentary"

    4.2. The ideas offered — a clothing shop, small restaurant, bakery, wine bar — have no apparent synergies with a hair salon; a salon is a final destination, usually by appointment

    4.3. Other options exist for Pure, including the lot for sale near Pure (Exhibit B-3)

    4.4. It is also suggested C-2 zoning would allow for "amenities that will meet the growing neighborhood's needs"

        4.4.1. The neighborhoods are fully developed

        4.4.2. There are numerous restaurants and other businesses on Utica Ridge and East 53rd that offer amenities without disrupting quiet enjoyment of our property

        4.4.3. There are other options south of East 56th Street (already zoned C-2) for development of more amenities

OBJECTION NO. 5

MCCARTHY BUSH HAS NOT JUSTIFIED THE REZONING

5. McCarthy Bush Corporation has asserted has been difficult to locate a C-0 buyer

5.1. Property development is a long-term proposition, largely influenced by price suitable for the zoning and demand

5.2. The area along East 56th Street has experienced steady development in the last several years, in fact, the area is nearly built out; recent examples:

5.2.1. Neurology QC's new office at 4700 E 56th Street (Exhibit B-5)

5.2.2. Next door to that construction is underway for the corporate headquarters of The Riverstone Group

5.2.3. Across the street are relatively new offices (Regus, Deere, and Russell)

5.3. It would be helpful to have market information from the McB realtor on this

OBJECTION NO. 6

MCCARTHY BUSH AND PURE HAVE NOT, AND PERHAPS CANNOT, OFFER ASSURANCES OF "ACCEPTABLE" C-2 USES

6. At a Neighborhood Meeting on 11 June 2018, McCarthy Bush and Pure expressed receptivity to restrictive covenants that capture their intentions

    6.1. To date, there has been no progress on this issue; it may not even be feasible or viable to:

        6.1.1. Meaningfully describe suitable "high end" amenities acceptable to residents;

        6.1.2. Still allow for the desired flexibility on the Spillums' part; and

        6.1.3. Avoid leaving residents vulnerable to unanticipated and detrimental changes in businesses (changing owners, relocating or failing) and costly legal challenges

    6.2. There is good will on both sides, but a rezoning from C-0 to C-2 cannot be undone

    6.3. It also seems inevitable this will be used to justify also rezoning the area immediately north from C-0 to C-2, which compounds the adverse impact on us

    6.4. At a minimum, the process be deferred until this issue can be discussed further

OBJECTION NO. 7

AT THIS TIME, AND PRIOR TO ANY RE-DESIGNATION, THE CITY SHOULD UNDERTAKE A DRAINAGE STUDY

7. The City of Davenport should undertake a study to evaluate drainage problems at Villas at Crow Valley

   7.1. The Association has installed tiles to absorb storm water runoff

   7.2. There is excessive runoff that the tiles, even as recently expanded, cannot reasonably absorb, causing pooling

   7.3. This raises a question about the origin of, and responsibility for, runoff beyond the Association and its grounds

   7.4. This is an issue we anticipate further development will exacerbate

   7.5. The City of Davenport should undertake a study of this issue prior to making any decision about the rezoning or any future development

REQUESTED ACTION

- I respectfully request that the City of Davenport:
  - Deny McCarthy Bush's petition to rezone the 8.134 acres of property east of Utica Ridge Road between East 56th and East 58th from C-0 to C-2
    - At a minimum, defer the proposal to allow for more thoughtful evaluation and discussion with residents
  - Evaluate re-designating the undeveloped area immediately south of the Villas at Crow Valley from C-2 to C-0
  - Evaluate drainage issues at the Villas at Crow Valley

EXHIBITS

PROPOSED REZONING AREA NORTH OF EAST 56TH STREET

EXHIBIT A-1

VILLAS AT CROW VALLEY

LAKEHURST SUBDIVISION

EXHIBIT A-2 RKDIXON AT 5700 UTICA RIDGE ROAD

C-O LOT PROPOSED FOR REZONING
(VIEWED FROM E. 56TH ST:
RK DIXON AT FAR LEFT AND VILLAS AT FAR RIGHT

ADJACENT AREA SOUTH OF EAST 56TH STREET: CURRENT PURE SALON LOCATION, OTHER BUSINESSES

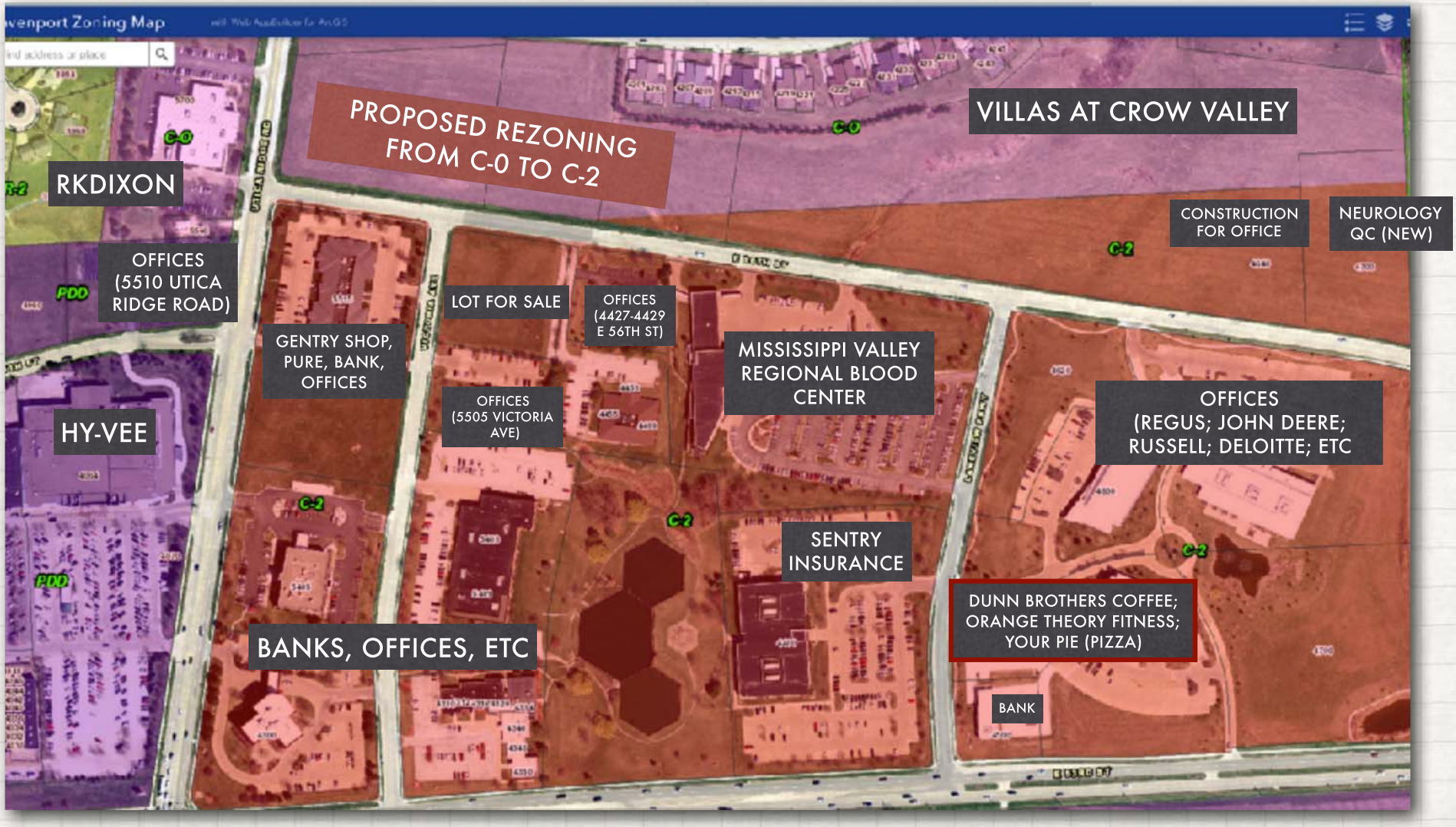


EXHIBIT B-1

FRONT OF GENTRY SHOP, PURE, ETC.
(VIEWED FROM UTICA RIDGE ROAD)

5510 UTICA RIDGE ROAD
(FACING FRONT OF GENTRY SHOP)

EXHIBIT B-2

5505 VICTORIA AVE
(FACING REAR OF GENTRY SHOP COMPLEX)

REAR OF GENTRY SHOP, PURE, ETC.
(VIEWED FROM VICTORIA AVE AND EAST 56TH ST)

LOT FOR SALE AT E 56TH ST AND VICTORIA AVE
(IMMEDIATELY EAST OF GENTRY SHOP)

4427-4429 E 56TH ST

EXHIBIT B-3

SENTRY INSURANCE

OFFICES BETWEEN E 53-56 ST BY LAKEVIEW PKWY
(REGUS; RUSSELL; JOHN DEERE; DELOITTE, ETC)

NEW NEUROLOGY QC OFFICE AT 4770 E 56TH ST

NEW CONSTRUCTION (FUTURE HOME OF THE CORPORATE OFFICES OF THE RIVERSTONE GROUP) IMMEDIATELY WEST OF NEUROLOGY QC ON EAST 56TH ST

EXHIBIT B-4

DUNN BROTHERS COFFEE; ORANGETHEORY FITNESS AND YOUR PIE
(FACING E 53RD ST, EAST OF LAKEVIEW PKWY)
TAKEN ON A SUNDAY AT 8:30 AM
AEROBIC MUSIC AUDIBLE FROM THIS DISTANCE

EXHIBIT B-5

From:	Carol Kramer
To:	Planning Division – CPED
Subject:	Rezoning Case REZ 18-09
Date:	Wednesday, June 27, 2018 5:52:45 PM

Dear Mr. Flynn,

I am a resident of the Villas of Crow Valley and have been for 13 years. I was very disheartened to see there is a request for rezoning to C2 from C0 on Utica Ridge Road between East 56th Street and East 58th Street, and I am strongly against the change.

When we built our home here, we built it solely on the fact that any commercial building behind and around our property would be under the C0 zoning code -- low-density buildings, one-to-two stories only, no bright lighting at night or noise from public grocery stores, movie houses, retail stores, gas stations, restaurants with patios, smoking clientele, and loud music till late hours, etc. We were told by -- and believed -- our city leaders that the commercial buildings around us would be doctors' offices or law practices whose hours would end at 5:00, a normal work day, that they would most likely tie in with Trinity Terrace Park Hospital nearby.

There would also be a dividing border of some land with protective landscaping done by the businesses between them and our properties as a gesture of their being a good neighbor. This was all fine with us, and we proceeded to build.

Now, if the rezoning request to C1 or C2 is voted in, our quiet way of life and the value of the home we worked many years for is in jeopardy. Will financial profit trump the integrity of the original city's plans? It is just not right!

While this area is more of a retirement community, many of our residents are younger, and there are some young families in here. We are not all going to be gone in five years, as was suggested to me after our neighborhood meeting at the McCarthy-Bush office recently by Lynn of Bush Construction.

I implore you and the committee to do the right thing and vote down this request to rezone. There are ample building areas available around Davenport, and the neighbors that we have talked with are not in agreement with a "walking" community offering retail C2-type businesses at the entrance to our neighborhood, as was posited to us.

Thank you for your consideration.

Carol Kramer

Sent from my Verizon, Samsung Galaxy smartphone

Sent from my Verizon, Samsung Galaxy smartphone

REZ18-09 Rezoning Protest List

PARCEL NUMBER	NOTICE AREA	NOTICE %	PROTEST (YES/NO)	PROTEST %	PROPERTY ADDRESS	PROPERTY OWNER(S)	OWNER ADDRESS	OWNER CITY/STATE/ZIP
Y0807-14B	59222.42	5.5%		0.0%	5700 UTICA RIDGE RD	DIXON PROPERTIES LLC	5700 UTICA RIDGE RD	DAVENPORT IA 52807
Y0807-23C	2226.71	0.2%		0.0%	5540 UTICA RIDGE RD	QWEST CORP	PO BOX 2599	OLATHE KS 66063
Y0823-02	610.08	0.1%		0.0%	5510 UTICA RIDGE RD	LEVERAGED HOLDINGS LLC	3245 E 35TH ST CT	DAVENPORT IA 52807
Y0901-01B	79431.19	7.4%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0901-13	3351.83	0.3%		0.0%	4025 E 59TH ST	GREGORY A DESMET	4025 E 59TH ST	DAVENPORT IA 52807
Y0901-15	3969.76	0.4%		0.0%	4221 E 58TH ST	LLOYD & DOROTHY FOX REVOC TRUS	4221 E 58TH ST	DAVENPORT IA 52807
Y0901-16	4032.00	0.4%	Yes	0.4%	4219 E 58TH ST	PATRICIA M HARRIS DECLARIATION TRUST	4219 E 58TH ST	DAVENPORT IA 52807
Y0901-17	4034.63	0.4%	Yes	0.4%	4215 E 58TH ST	JOE SMAZAL	4215 E 58TH ST	DAVENPORT IA 52807
Y0901-18A	4029.52	0.4%	Yes	0.4%	4213 E 58TH ST	SUSAN R QUAIL REVOCABLE TRUST	4213 E 58TH ST	DAVENPORT IA 52807
Y0901-19A	4032.01	0.4%	Yes	0.4%	4209 E 58TH ST	STEVEN H JACOBS REVOCABLE TRUST	4209 E 58TH ST	DAVENPORT IA 52807
Y0901-20A	4031.97	0.4%	Yes	0.4%	4207 E 58TH ST	JOAN W MCGEE TRUST	4207 E 58TH ST	DAVENPORT IA 52807
Y0901-21A	4032.01	0.4%	Yes	0.4%	4203 E 58TH ST	STEVEN E FRELS REVOCABLE TRUST	4203 E 58TH ST	DAVENPORT IA 52807
Y0901-22A	4032.00	0.4%	Yes	0.4%	4201 E 58TH ST	MARILYN QUIJAS	4201 E 58TH ST	DAVENPORT IA 52807
Y0901-23A	3974.57	0.4%	Yes	0.4%	4202 E 58TH ST	COSETTE N.F. THOMS	4202 E 58TH ST	DAVENPORT IA 52807
Y0901-24A	2692.96	0.3%	Yes	0.3%	4204 E 58TH ST	JAMES A PAYNE TRUST	4204 E 58TH ST	DAVENPORT IA 52807
Y0901-25	91.22	0.0%	Yes	0.0%	4208 E 58TH ST	RONALD L RICKMAN	4208 E 58TH ST	DAVENPORT IA 52807
Y0901-57	4573.10	0.4%	Yes	0.4%	5802 CROW VALLEY PARK DR	RODNEY B JOHNSON	21730 BELVEDERE LN	ESTERO FL 33928
Y0901-58A	4572.37	0.4%	Yes	0.4%	5804 CROW VALLEY PARK DR	NORMA J CASSIDY TRUST	5804 CROW VALLEY PARK DR	DAVENPORT IA 52807
Y0917-01	37784.40	3.5%		0.0%	5500 LAKEVIEW PKWY	MISSISSIPPI VALLEY REGIONAL	5500 LAKEVIEW PKWY	DAVENPORT IA 52807
Y0917-02C	39285.39	3.7%		0.0%		MCCARTHY IMPROVEMENT CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0917-12J	50454.31	4.7%		0.0%	5515 UTICA RIDGE RD	56 UTICA LLC	5515 UTICA RIDGE RD	DAVENPORT IA 52807
Y0917-12M	30112.32	2.8%		0.0%	4427 E 56TH ST	GSTA HOLDINGS	25380 VALLEY DR	BETTENDORF IA 52722
Y0917-12N	2886.30	0.3%		0.0%	4453 E 56TH ST	AA56 LLC	20813 E 550th STREET	COLONA IL 61241
Y0919-01C	59405.14	5.6%		0.0%	4650 E 53RD ST	BIRCHWOOD III LLC	4600 E 53RD ST	DAVENPORT IA 52807
Y0919-03D	78025.21	7.3%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0903-58A	128212.49	12.0%		0.0%		MCCARTHY IMPROVEMENT CO LINWOOD STONE PRODUCTS CO	5401 VICTORIA AV	DAVENPORT IA 52807
Y0451-24E	3121.64	0.3%		0.0%	6300 UTICA RIDGE RD	CROW VALLEY GOLF CLUB	4315 E 60TH ST	DAVENPORT IA 52807
FID28	7378.29	0.7%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722
FID29	44332.14	4.1%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722
FID30	17598.89	1.6%		0.0%		VILLAS AT CROW VALLEY 2ND ADD	4555 UTICA RIDGE RD	BETTENDORF IA 52722

PARCELS 691,536.8 64.7%
ROW 377,080.9 35.3%

Alderman: CLEWELL

TOTAL NOTICE AREA 1,068,617.7 100%

4.1% PROTEST RATE

Protests: 12

Properties: 30

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
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]

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 three listed conditions.

Relationship to Goals:
Strengthen the existing built environment.

Background:
Please see attached staff report for background information.

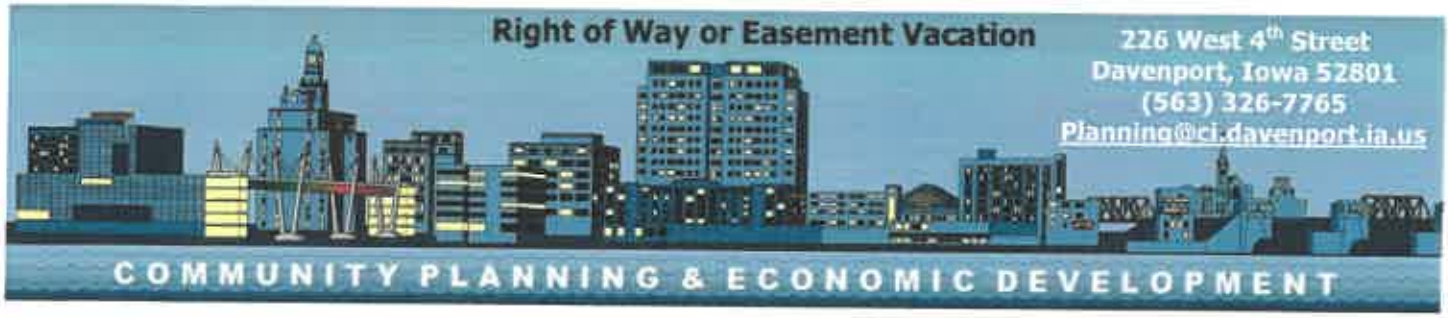
ATTACHMENTS:

	Type	Description
🗋	Backup Material	Application
🗋	Backup Material	Final Staff Report

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	6/28/2018 - 4:52 PM



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

Owner (If different from Applicant)

Name:	
Company:	City of Davenport
Address:	226 W. 4th St.
City/State/Zip	Davenport, IA 52801
Phone:	(563) 326-7711
Email:	

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

Architect (If applicable)

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

Attorney (If applicable)

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

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 ☐

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

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

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

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.

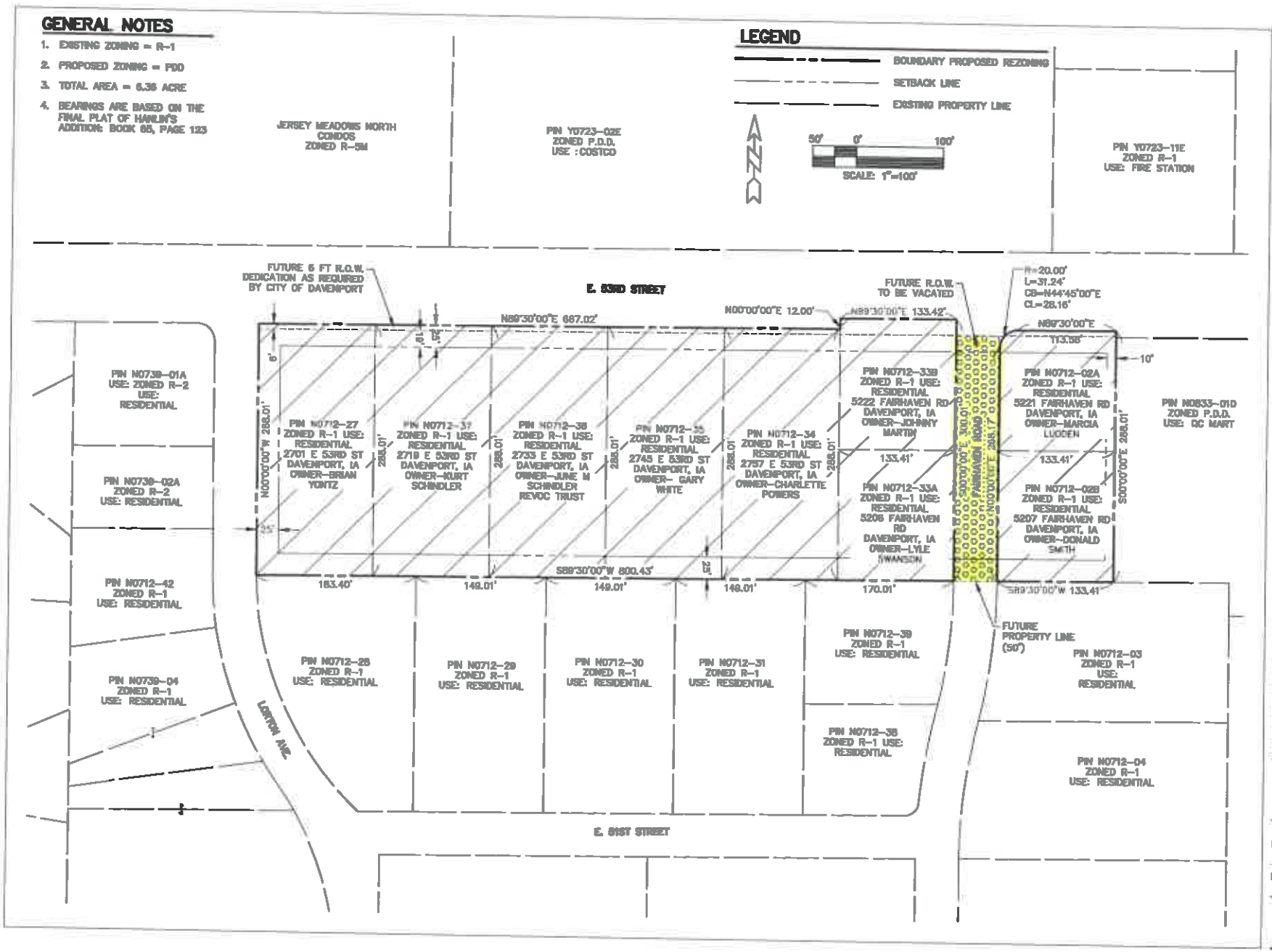
Received by: Ryan Rusnak Date: 5/29/2018

Planning staff

Public Hearing: 6-19-2018

GENERAL NOTES

1. EXISTING ZONING = R-1
2. PROPOSED ZONING = PDD
3. TOTAL AREA = 6.36 ACRE
4. BEARINGS ARE BASED ON THE FINAL PLAT OF HAHLIN'S ADDITION: BOOK 68, PAGE 123



AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Place, Suite 306
Davenport, Iowa 52801
Certificate No. CS131338

ZONING EXHIBIT PLAT

WCT INVESTMENTS
DAVENPORT, IOWA

E. 53RD STREET
DAVENPORT, IA 52807

ISSUED	
05-25-18	EXHIBIT PLAT

ZONING EXHIBIT PLAT

PROJECT NO M18-18-023

DATE 05-25-18

SHEET E-1

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:

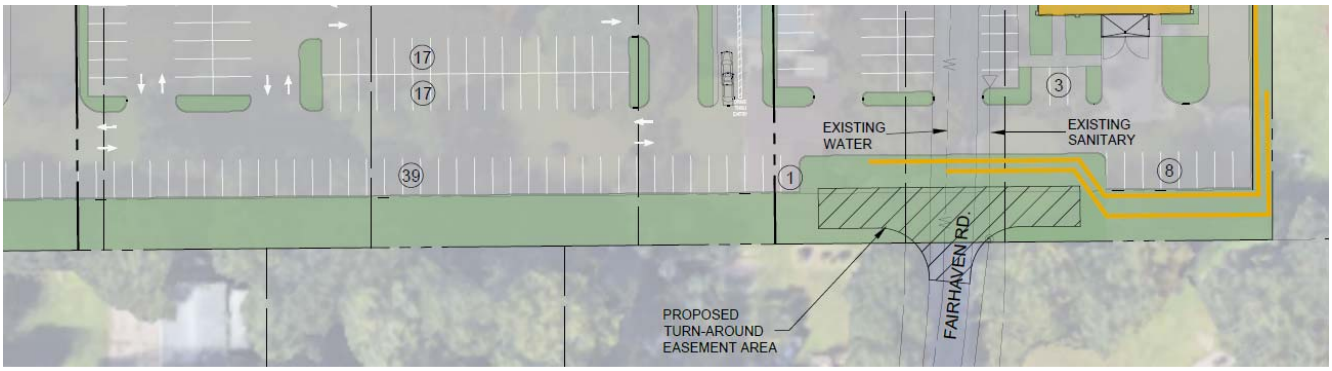
Aerial Map

Discussion:

Request Summary:

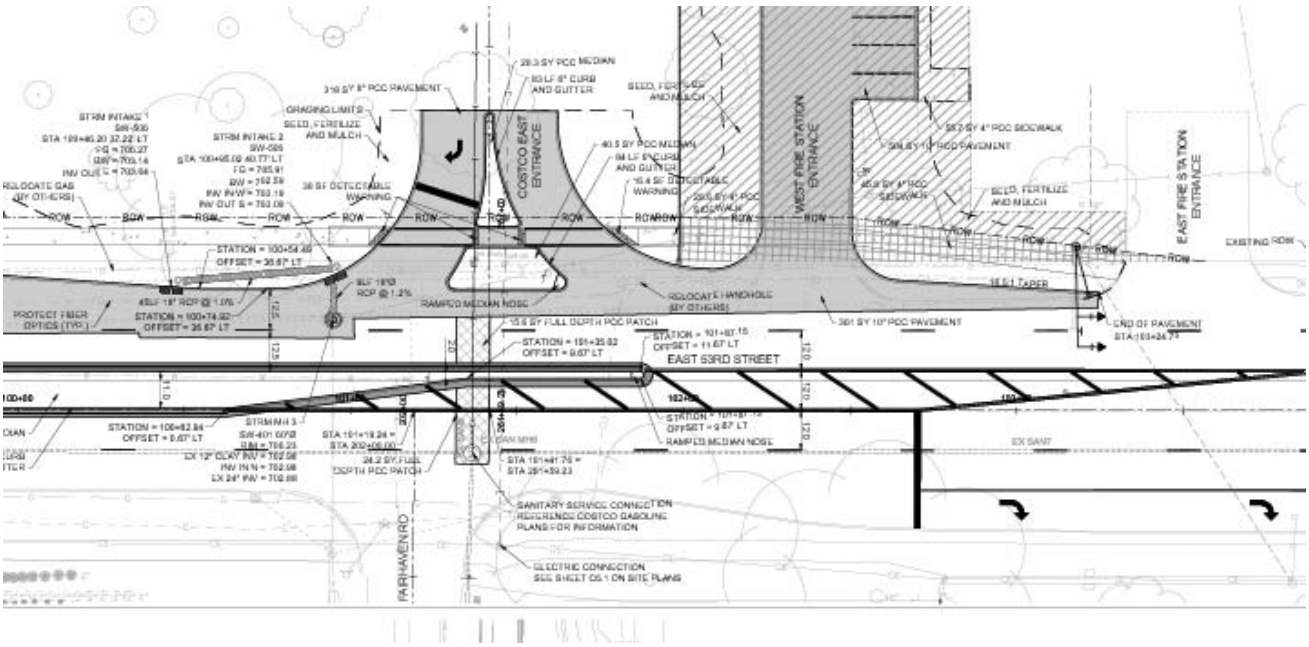
The applicant is requesting to rezone (REZ18-08) to "PDD" Planned Development District to facilitate redevelopment of the property as commercial. Nine properties would be acquired for the redevelopment. The right-of-way vacation is to allow a portion of Fairhaven Road to be incorporated into the development.

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.

<u>Proposed Traffic Impact to Fairhaven Road.</u>
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

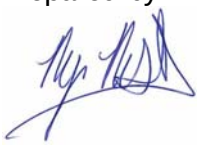
Findings:

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:



Ryan Rusnak, AICP
Planner III

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Case No. F18-08: Request of Ted Johnson on behalf of Costco Real Estate for a final plat of Costco Addition, being a one lot subdivision on 17.33 acres, more or less, located at 2790 and 2784 East 53rd Street. [Ward 6]

Recommendation:
Staff recommends the City Plan and Zoning Commission accept the listed findings and forward Case No. F18-08 to the City Council with a recommendation for approval subject to the four listed conditions.

Relationship to Goals:
Strengthen the existing built environment.

Background:
Please see attached staff report.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Final Staff Report
🗋	Backup Material	Final Plat

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	6/28/2018 - 4:24 PM

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

PLAN AND ZONING COMMISSION

Preview Date: **July 2, 2018**
Request: **Final Plat for Costco Addition located at 2790 East 53rd Street**
Case No.: **F18-08**
Applicant: **Costco Real Estate**

Recommendation:

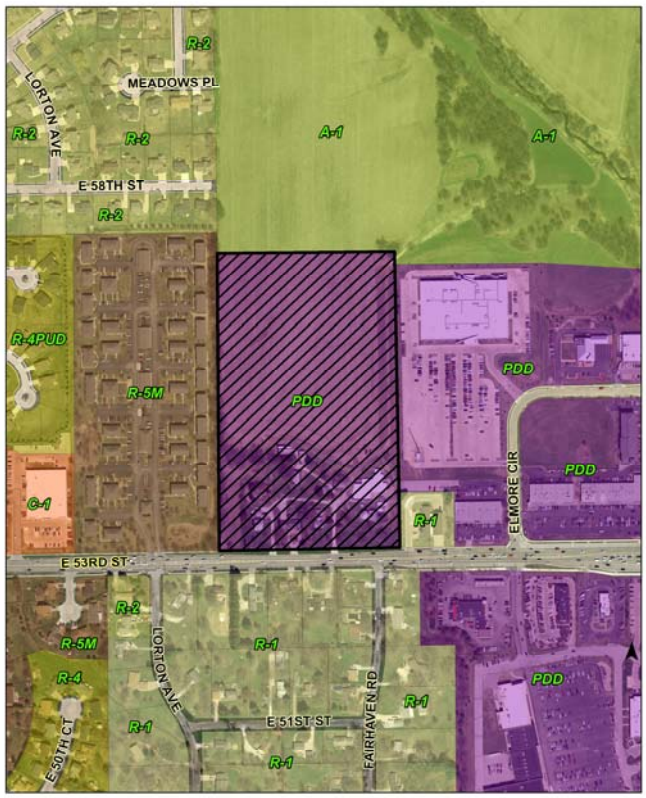
Staff recommends the City Plan and Zoning Commission accept the listed findings and forward Case No. F18-08 to the City Council with a recommendation for approval subject to the listed conditions.

Introduction:

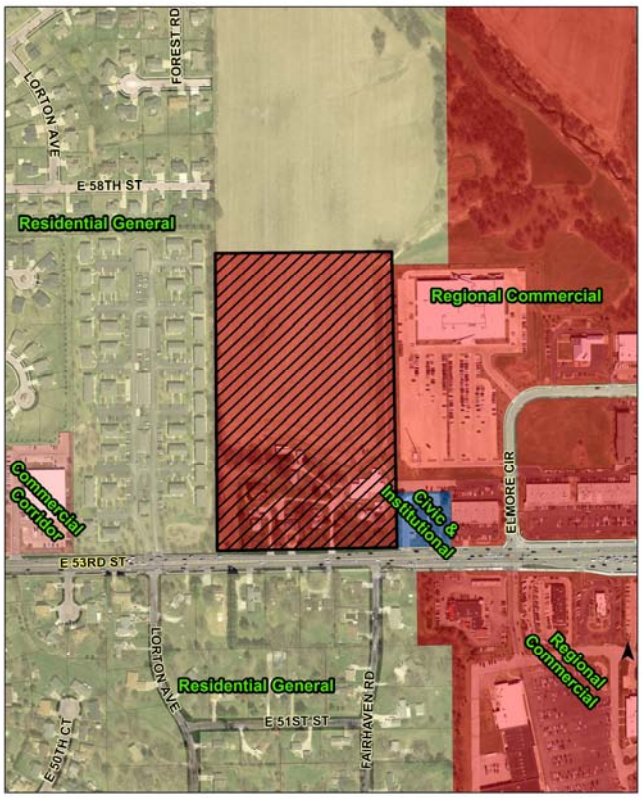
Costco Real Estate is requesting a one lot subdivision to formalize the property subdivision.

AREA CHARACTERISTICS:

Zoning Map



Land Use Map



Background:

Comprehensive Plan:
Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: *Regional Commercial (RC) – The most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.*

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

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

Technical Review:

Streets. The subdivision is located on East 53rd Street. The Costco development will have two driveway entrances on East 53rd Street. The primary driveway entrance would be at the new signalized intersection. The second driveway entrance will be located to the east at the location of the existing East 53rd Street/Fairhaven Road intersection. The East 53rd Street/Fairhaven Road intersection would be converted to a right-in/right-out driveway entrance.

Storm Water. Storm water detention and water quality treatment are required with the development.

Sanitary Sewer. Sanitary sewer service is located within the East 53rd Street right-of-way.

Other Utilities. Other utilities are located in this area.

Emergency Services. Station 8 is located directly east of the property.

Parks/Open Space. This request does not impact any existing or planned parks or public open spaces.

Public Input:
No public hearing is required for a final plat.

Discussion:
Costco Real Estate is requesting a one lot subdivision to formalize the property subdivision.

Staff Recommendation:

Findings:

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

Staff recommends the City Plan and Zoning Commission forward Case No. F18-08 to the City Council with a recommendation for approval subject to the following conditions:

1. That the surveyor signs the plat;
2. That the utility companies sign the plat when their easement needs have been met;
3. That a note be added to the plat stating that sidewalks shall be installed along street frontages when so ordered by the City;
4. That the plat show an easement for the detention basin and a stormwater easement to convey excess stormwater to the drainage basin. The easement shall connect to the right-of-way for reasonable access for inspection of the stormwater detention/quality practices.

Prepared by:

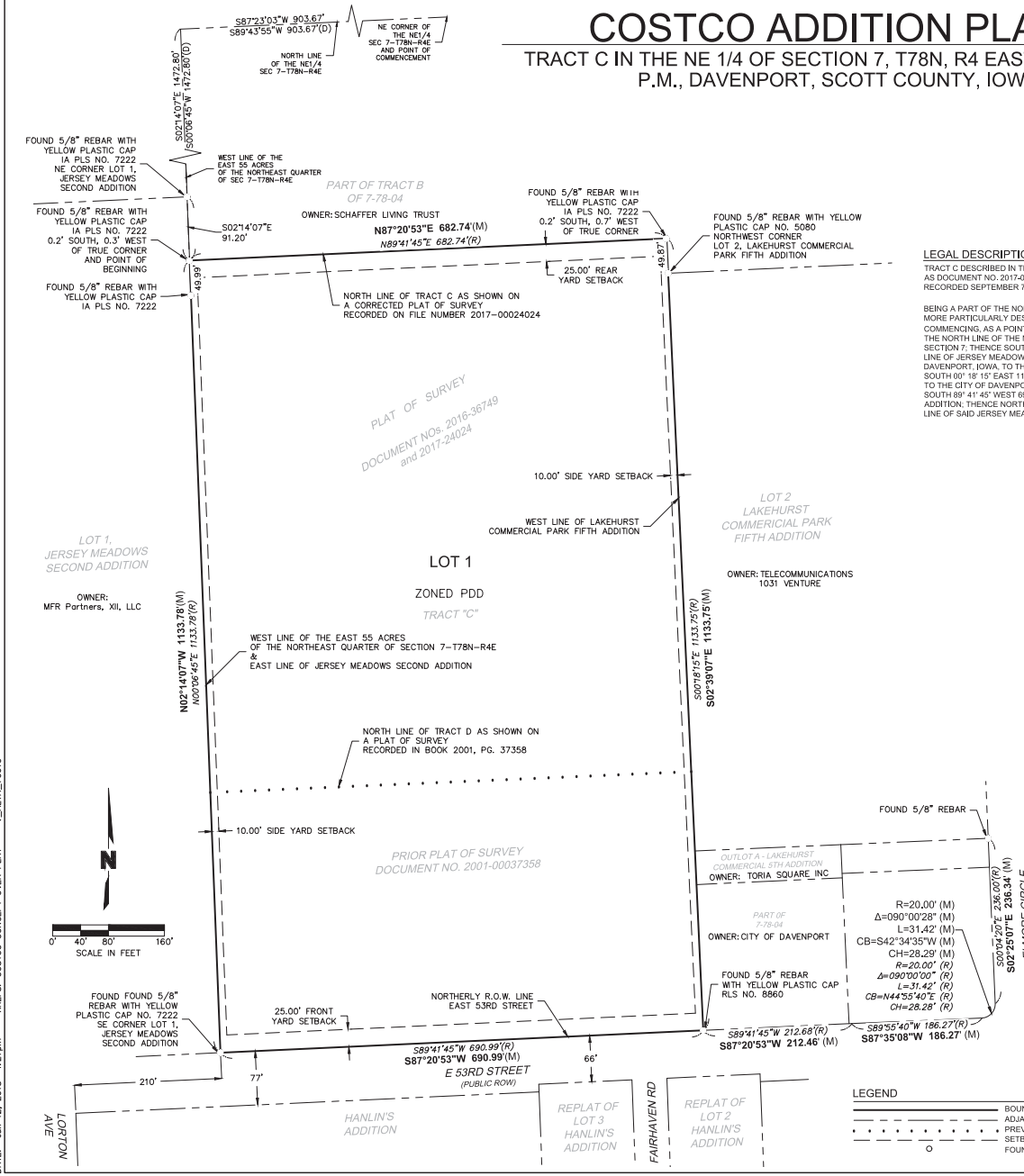
Ryan Rusnak, AICP
Planner III

COSTCO ADDITION PLAT 1

TRACT C IN THE NE 1/4 OF SECTION 7, T78N, R4 EAST OF THE 5TH P.M., DAVENPORT, SCOTT COUNTY, IOWA

Location Description:
Tract C in the NE1/4 of Section 7, T78N, R4 East of the 5th P.M., Davenport, Scott County, Iowa

Requestor: Costco Wholesale Corporation
Proprietor: Costco Wholesale Corporation
Surveyor: Scott Catron
Surveyor Company: Olsson Associates
Return To
Scott Catron,
7157 Vista Dr, West Des Moines, IA 50266 or
scatron@olssonassociates.com | (515) 331-6517



LEGAL DESCRIPTION:

TRACT C DESCRIBED IN THE PLAT OF SURVEY RECORDED DECEMBER 30, 2016 AS DOCUMENT NO. 2016-00036749 AND CORRECTED PLAT OF SURVEY RECORDED SEPTEMBER 7, 2017 AS DOCUMENT NO. 2017-00024022, AND ALSO THE PLAT OF SURVEY RECORDED JANUARY 27, 2017 AS DOCUMENT NO. 2017-00002337 AND THE CORRECTED PLAT OF SURVEY RECORDED SEPTEMBER 7, 2017 AS DOCUMENT NO. 2017-00024024, ALL IN THE RECORDS OF THE COUNTY RECORDER, SCOTT COUNTY, IOWA.

BEING A PART OF THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN, DAVENPORT, SCOTT COUNTY, IOWA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING, AS A POINT OF REFERENCE, AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH 89° 43' 55" WEST 903.67 FEET ALONG THE NORTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 7 TO A POINT ON THE WEST LINE OF THE EAST 55 ACRES OF THE NORTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH 00° 06' 45" WEST 1472.80 FEET ALONG THE WEST LINE OF THE EAST 55 ACRES OF THE NORTHEAST QUARTER OF SAID SECTION 7, ALSO BEING THE EAST LINE OF JERSEY MEADOWS NINTH ADDITION, JERSEY MEADOWS SEVENTH ADDITION, JERSEY MEADOWS TENTH ADDITION AND JERSEY MEADOWS SECOND ADDITION TO THE CITY OF DAVENPORT, IOWA, TO THE POINT OF BEGINNING OF THE TRACT OF LAND HEREINAFTER DESCRIBED; THENCE NORTH 89° 41' 45" EAST 682.74 FEET; THENCE SOUTH 00° 18' 15" EAST 1133.75 FEET ALONG THE WEST LINE, AND WEST LINE EXTENDED NORTHERLY AND SOUTHERLY, OF LOT 2 OF LAKEHURST COMMERCIAL PARK FIFTH ADDITION TO THE CITY OF DAVENPORT, IOWA, TO A POINT ON THE NORTHERLY RIGHT OF WAY LINE OF EAST 53RD STREET AS NOW ESTABLISHED IN THE CITY OF DAVENPORT, IOWA; THENCE SOUTH 89° 41' 45" WEST 690.99 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF SAID EAST 53RD STREET TO THE SOUTHEAST CORNER OF LOT 1 OF JERSEY MEADOWS SECOND ADDITION; THENCE NORTH 00° 06' 45" EAST 1133.78 FEET ALONG THE WEST LINE OF THE EAST 55 ACRES OF THE NORTHEAST QUARTER OF SAID SECTION 7, ALSO BEING THE EAST LINE OF SAID JERSEY MEADOWS SECOND ADDITION, TO THE POINT OF BEGINNING.

REQUESTED BY:

COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027

OWNER:

COSTCO WHOLESALE CORPORATION
999 LAKE DRIVE
ISSAQUAH, WA 98027

AREA:

778,790 SQ FT (17.88 AC±)

PROPERTY ADDRESS:

2790 AND 2794 EAST 53RD STREET
DAVENPORT, IA 52807

DATE OF FIELD WORK:

INITIAL SURVEY 03/30/2017 THROUGH 04/13/2017
PLAT OF SURVEY RECORDED ON FILE NUMBER 2017-00024024
MONUMENTS COLLECTED ON 2-16-2018

FLOOD ZONE

PROPERTY IS IN FLOOD ZONE X-AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
PANEL 43 OF 255_MAP NUMBER-19163C0360F
EFFECTIVE DATE - FEBRUARY 18, 2011

ZONING & SETBACK NOTES:

PER CITY OF DAVENPORT ZONING MAP
PDD - PLANNED DEVELOPMENT DISTRICT
http://clerkshq.com/default.ashx?clientsite=davenport-ia

FRONT YARD:	25 FEET
SIDE YARDS:	10 FEET
REAR YARD:	25 FEET
MAXIMUM HEIGHT:	60 FEET
MAXIMUM # OF STORIES:	6

UNADJUSTED ERROR OF CLOSURE NOTE:

SUBDIVISION NOT GREATER THAN 1:10,000

LOT NOT GREATER THAN 1:5,000

VINCINITY MAP:
NOT TO SCALE

LEGEND

- BOUNDARY LINE
- ADJACENT PROPERTY LINE
- PREVIOUSLY PLATTED LOT LINES
- SETBACK LINES
- FOUND PROPERTY CORNERS AS NOTED

CERTIFICATION:

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

PRELIMINARY

SCOTT A CATRON
DATE: 06-12-2018
LICENSE NUMBER 22232
LICENSE RENEWAL DATE: 12/31/19
PAGES COVERED BY SEAL: SHEETS THIS SHEET

LICENSED PROFESSIONAL LAND SURVEYOR
SCOTT A. CATRON
22232
IOWA

SURVEY METADATA:

LINEAR UNIT: US SURVEY FOOT

SYSTEM: NORTH AMERICAN DATUM 1983
IOWA STATE PLANE COORDINATE SYSTEM – IOWA SOUTH ZONE

VERTICAL DATUM: NGS GEOID MODEL – GEOID12A (CONUS).
REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988
CALIBRATED TO:PROJECT BENCHMARK SCOTT COUNTY GIS CONTROL POINT #406
ELEVATION = 715.70

ALL DISTANCES AND BEARINGS SHOWN HEREON ARE PROJECTED (GRID) VALUES BASED ON THE PRECEDING PROJECTION DEFINITION. GPS POSITIONS ACQUIRED UTILIZING THE IOWA REAL TIME NETWORK.

THE BASIS OF BEARINGS IS GEODETIC NORTH. NOTE THAT THE GRID BEARINGS SHOWN HEREON (OR IMPLIED BY GRID COORDINATES) DO NOT EQUAL GEODETIC BEARINGS DUE TO MERIDIAN CONVERGENCE.

OLSSON ASSOCIATES
7157 Vista Drive
West Des Moines, IA 50266
TEL 515.331.6517
FAX 515.331.1618
www.olssonassociates.com

REVISIONS

REV. NO.	DATE	REVISIONS DESCRIPTION

COSTCO ADDITION PLAT 1
FINAL PLAT
COSTCO WHOLESALE
2790 and 2794 EAST 53RD STREET
DAVENPORT, IOWA
2018

drawn by:	KRW
checked by:	SC
approved by:	JMP
QA/QC by:	SAC
project no.:	017-0610
drawing no.:	
date:	06-12-2018

SHEET
1 OF 1

DWG: F:\2017\0501-1000\017-0610\40-Design\Survey\SRVY\Xref\V_FINAL PLAT_70610.dwg USER: scatron
DATE: Jun 12, 2018 4:27pm XREFS: COSTCO CONCEPT OVER PLAT V_ALTA_70610

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Case No. REZ18-10: Request to rezone 24.5 acres, more or less, of property located south of east 53rd Street and west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development). Jessica Tuttle, Thompson Thrift Development Company, petitioner. [Ward 6]

Recommendation:
None; this is a preview item.

Relationship to Goals:
Welcoming Neighborhoods

Background:
See attachments for background information.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Preview Staff Report Plus Attachments Part 1
🗋	Backup Material	Part 2
🗋	Backup Material	Part 3

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 5:48 PM

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

PLAN AND ZONING COMMISSION

Meeting Date:	**July 2, 2018**
Request:	**Request to rezone 24.5 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to R-5M(PUD) (Medium Density Dwelling District Planned Unit Development)**
Case No.:	**REZ18-10**
Applicant:	**Jessica Tuttle, Thompson Thrift Development Company, Inc.**
Ward:	**Ward 6**
Contact:	**Matthew G. Flynn, AICP** **Senior Planning Manager** **matt.flynn@ci.davenport.ia.us** **563-888-2286**

Recommendation:

There is no recommendation at this time, this is a preview item

Background:

History:

In 2011, the entire property was rezoned to PDD and R-2(PUD) for development that never materialized. The residential component was envisioned as a combination of single family dwellings and townhouses that would not exceed the R-2(PUD) maximum density of 5.23 units per acre. The three streets that terminate at the edges of this property were proposed to be continued and serve individual lots within the future development.

Proposal:

Developer proposes approximately 294 apartment units in 21 two story buildings. The development would be served by two private streets, taking access from 53rd Street only. No access is proposed to be taken from the three existing streets. The development would be gated, granting only restricted access to residents and their guests.

See attachments for a preliminary site plan and additional information about the specific proposal.

It is the intent of the developer to submit a final development plan for the entire property, for consideration at the same time as the proposed rezoning. The final development plan application is expected no later than July 9.

Site Characteristics:

The property is designated RG and RC the Future Land Use Map and is in the Urban Service Area. The designations closely mirror the rezoning classifications of R-2(PUD) and PDD that took place in 2011.

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.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Also see map attached to this report.

Existing Zoning:

See attached map. The property to the east is zoned R-2 Single Family Residence by the City of Bettendorf.

Technical Review:

A development of this magnitude will require extensive technical review. The rRequest for technical review has been distributed with a deadline of July 10.

A traffic study has been prepared and will be reviewed by City Staff.

To date no comments have been received. A summary will be provided with the final staff report.

Discussion:

Will be presented with the final staff report.

Public Input:

Public Meeting: Two public meetings have been held, on May 24 and June 21. Approximately 65-70 people attended each meeting. The June 21 meeting was intended to address issues that arose at the first meeting. Those concerns included building elevations, density, access, and proximity of buildings to the property lines. The demand for a development of this type (top of the market apartments) was also questioned.

Signs Posted: 5 signs were posted on June 26.

Recommendation: To be presented with the final staff report.

Findings:

Conditions:

Final Recommendation:

Property Address* 4607 East 53rd Street, Davenport, Iowa
***If no property address, please submit a legal description of the property.**

Applicant (Primary Contact)**

Name:	Jessica Tuttle
Company:	Thompson Thrift Development, Inc.
Address:	111 Monument Circle, Suite 1600
City/State/Zip:	Indianapolis, IN 46204
Phone:	317-853-5459
Email:	jtuttle@watermarkapartments.com

Owner (if different from Applicant)

Name:	Sophie Foster
Company:	SOPHIE FOSTER REVOC TRUST
Address:	6590 GOLF COURSE RD
City/State/Zip	BETTENDORF IA 52722
Phone:	563-355-3048
Email:	NA

Engineer (if applicable)

Name:	Drew Walker
Company:	Kimley-Horn
Address:	1001 Warrenville Road, Suite 350
City/State/Zip	Lisle, IL 60532
Phone:	630-487-5569
Email:	jtuttle@watermarkapartments.com

Architect (if applicable)

Name:	Dan Moriarity
Company	Studio M
Address:	2 West Main Street
City/State/Zip:	Carmel, IN 46032
Phone:	(317) 810-1502
Email:	dmoriarity@studiomarchitecture.net

Attorney (if applicable)

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

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 ☑

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 ☐

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

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

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

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

Request:

Existing Zoning: R-2 PUD

Proposed Zoning Map Amendment: R-5 PUD

Total Land Area: 24.50 Acres

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

Submittal Requirements:

- The following items should be submitted to Planning@ci.davenport.ia.us for review:
- 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: Jessica Tuttle Date: 06/19/2018

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

Received by: _____ Date: _____

Planning staff

Date of the Public Hearing: _____

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

Authorization to Act as Applicant

I, Ms. Sophie Foster
authorize Thompson Thrift Development, Inc. d/b/a Watermark Apartments
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the property located at 4607 East 53rd Street, Davenport, Iowa.

Sophie Foster

Signature(s)*
*Please note: original signature(s) required.

City of Davenport
Neighborhood Meeting Guidelines

Purpose:

The purpose of requiring applicants to conduct neighborhood meetings is to offer an opportunity for both applicant and neighboring residents/property owners to share ideas, offer suggestions, and air concerns in advance of the formal public hearing process.

Procedure:

1. The neighborhood meeting should be held at least one week before the scheduled public hearing for the case.

2. It is the responsibility of the applicant to coordinate the meeting date, time and location. It is necessary to coordinate with the Ward Alderman and both Alderman at Large prior to scheduling the meeting. Please note that Wednesday evenings should be avoided due to conflicting with City Council meetings. The Case Manager will provide you a map and mailing list of surrounding property owners, neighborhood representatives, and the Ward Alderman and both Alderman at Large. The applicant is responsible for the cost of the mailing and facility rental, if any.

3. The neighborhood meeting notice should include the meeting date, location and time, the map provided by the City and the applicant's contact information in case someone is unable to attend the meeting. Every effort should be made to contact all residents within the area as well as owners. If renters are assumed at a property, a notice should be sent to the address labeled, "Resident". Please provide the Case Manager with a copy of neighborhood meeting notice. The Case Manager or another member of City Staff will make every effort to attend the meeting, however, the primary purpose for attending is to be simply an observer and resource for factual information, if requested.

4. Following the meeting, the applicant shall compile a list of attendees as well as a meeting summary and submit it to the Case Manager by Thursday preceding the public hearing. Please include all handouts distributed at the meeting.

Neighborhood Meeting Attendance List

Case: See enclosed email.

Date: _____

	Name	Address	Phone	Email
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Jessica Tuttle

From: Flynn, Matt <matt.flynn@ci.davenport.ia.us>
Sent: Friday, June 22, 2018 10:41 AM
To: 'Michaelpatrickryan@gmail.com'; 'kenneth.legendre@gmail.com'; 'sarahusser@gmail.com'; 'janls4@hotmail.com'; 'pkmoldt@msn.com'; 'Susanlons@q.com'; 'elaine.iowa@yahoo.com'; 'Kelly.poster@olujfkmail.com'; 'bjasonc@juno.com'; 'Fenton.david.j@gmail.com'; 'Anthony.ziskovsky@gmail.com'; 'christyb3@gmail.com'; 'pjfj1310@msn.com'; 'jcarlson004@yahoo.com'; 'iljenn2@hotmail.com'; 'VanMiddlesworth98@hotmail.com'; 'jim@qccrosspoint.org'; 'nsrath@bscglobal.net'; 'juliesnmals@q.com'; 'wx4sheets@q.com'; 'deltaco24@yahoo.com'; 'winkler1122@hotmail.com'; 'bfritzdds@haotmail.com'; 'jfsrph@aol.com'; '2mclifford@mediacombb.net'; 'j1clifford@mediacombb.net'; 'clevelandemail@gmail.com'; 'bhusser77@gmail.com'
Cc: Clewell, Rich; Condon, JJ; Spiegel, Corri; Berger, Bruce; Jessica Tuttle; Dave Englert
Subject: Watermark Site Plan
Attachments: Davenport neighborhood presentation 18-0620 cropped.pdf

WARNING! *This email originated from outside of the organization. Please proceed with caution!*

Thank you all for attending last night's meeting. As promised, here is the latest site plan and cross sections from Watermark's presentation.

Neighborhood input on rezoning and development cases is an essential part of the process. We appreciate your insights, comments and concerns.

Feel free to contact me anytime.

Matthew G. Flynn, AICP
Senior Planning Manager
Community Planning & Economic Development Department
City Hall; 226 West 4th Street
Davenport, IA 52801
Direct Phone: 563.888.2286

Visit our new website!
www.cityofdavenportiowa.com

City of Davenport

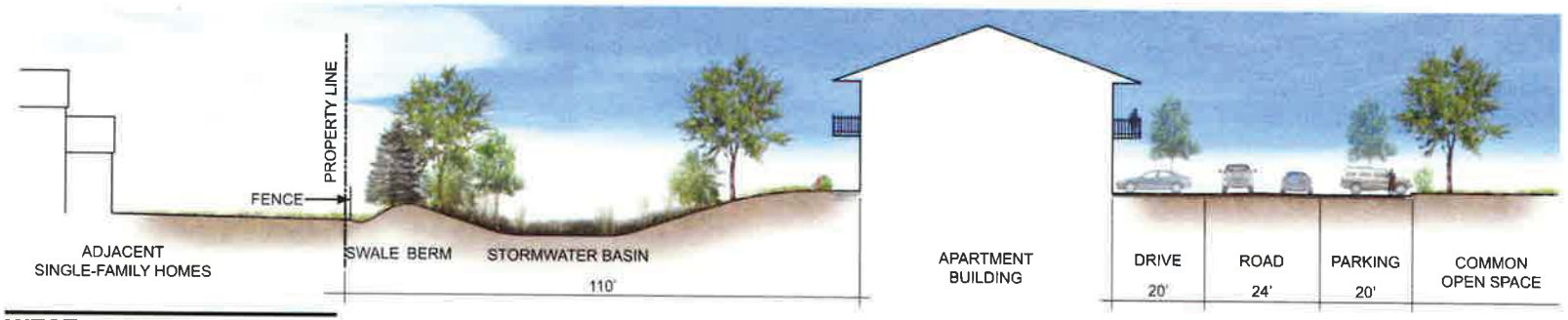
Davenport Neighborhood Meeting | Watermark Residential

Watermark
RESIDENTIAL

Preliminary Site Plan: Overall Site

Preliminary Site Plan: Watermark

Site Line Cross-Sections



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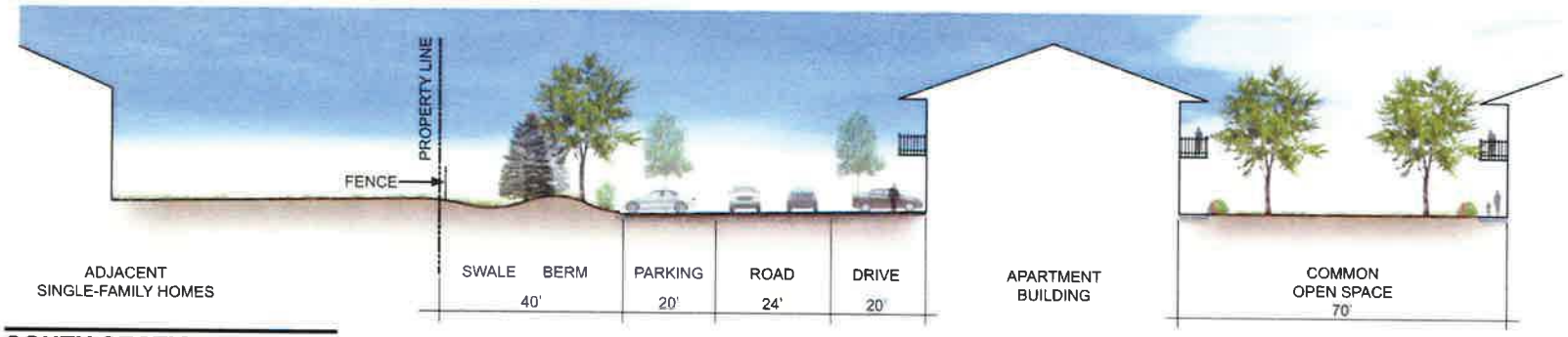
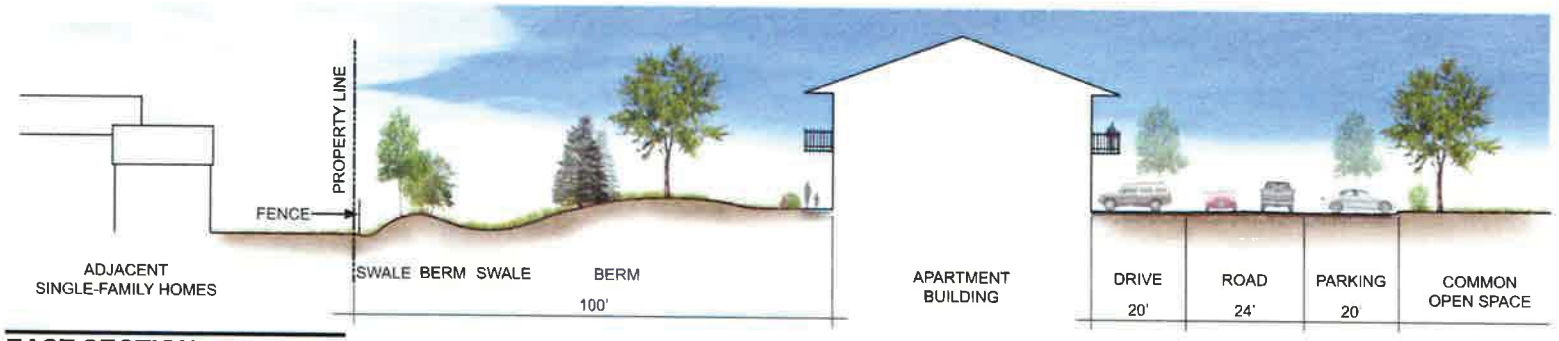


SOUTH SECTION

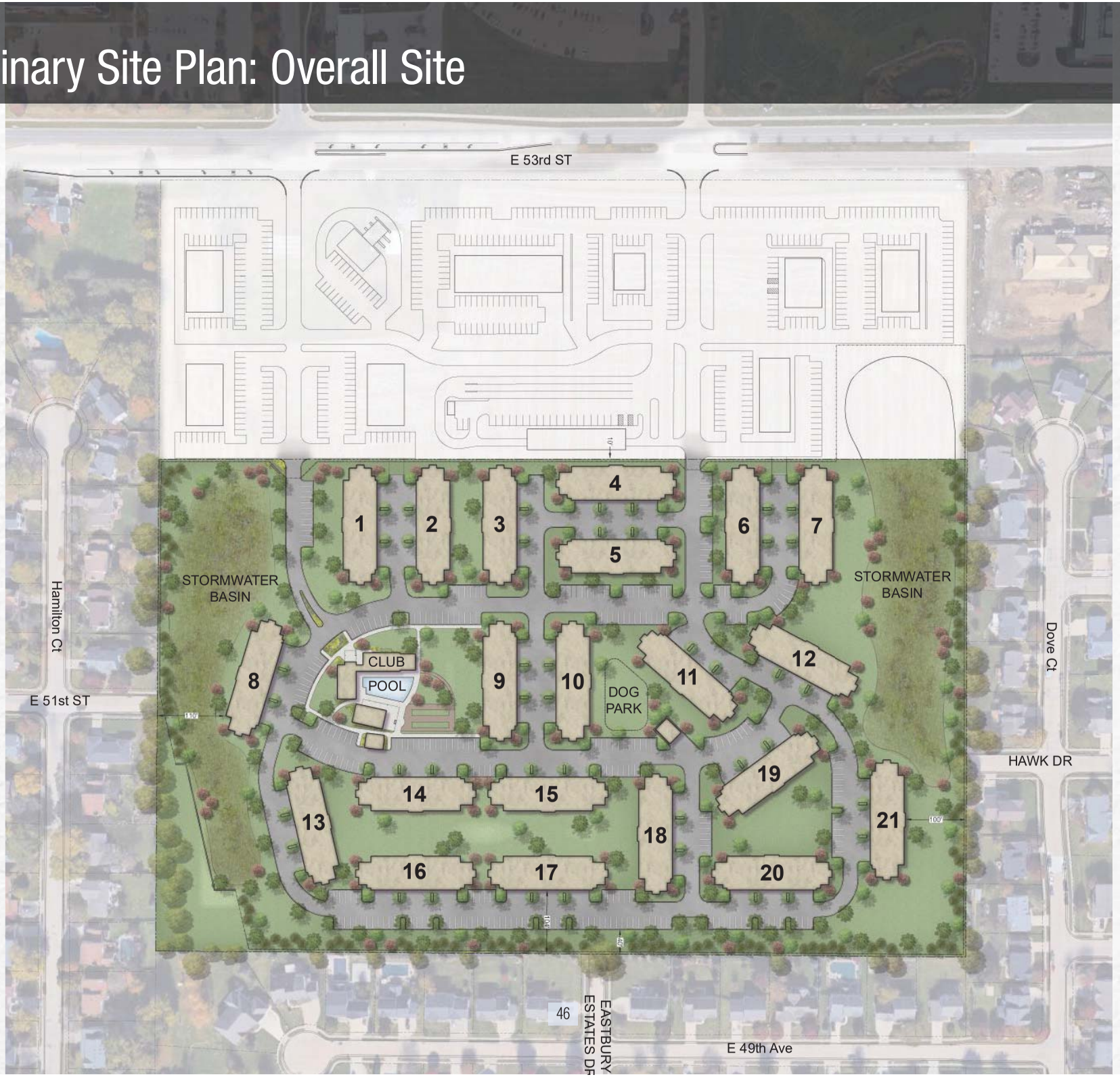


EAST SECTION

Davenport Neighborhood Meeting | Watermark Residential

Watermark
RESIDENTIAL

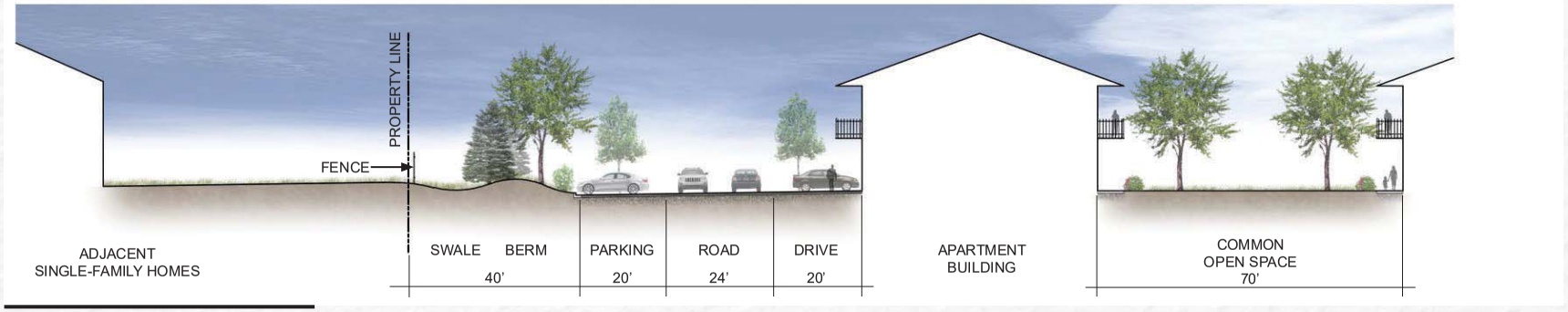
Preliminary Site Plan: Overall Site



Preliminary Site Plan: Watermark

Site Line Cross-Sections

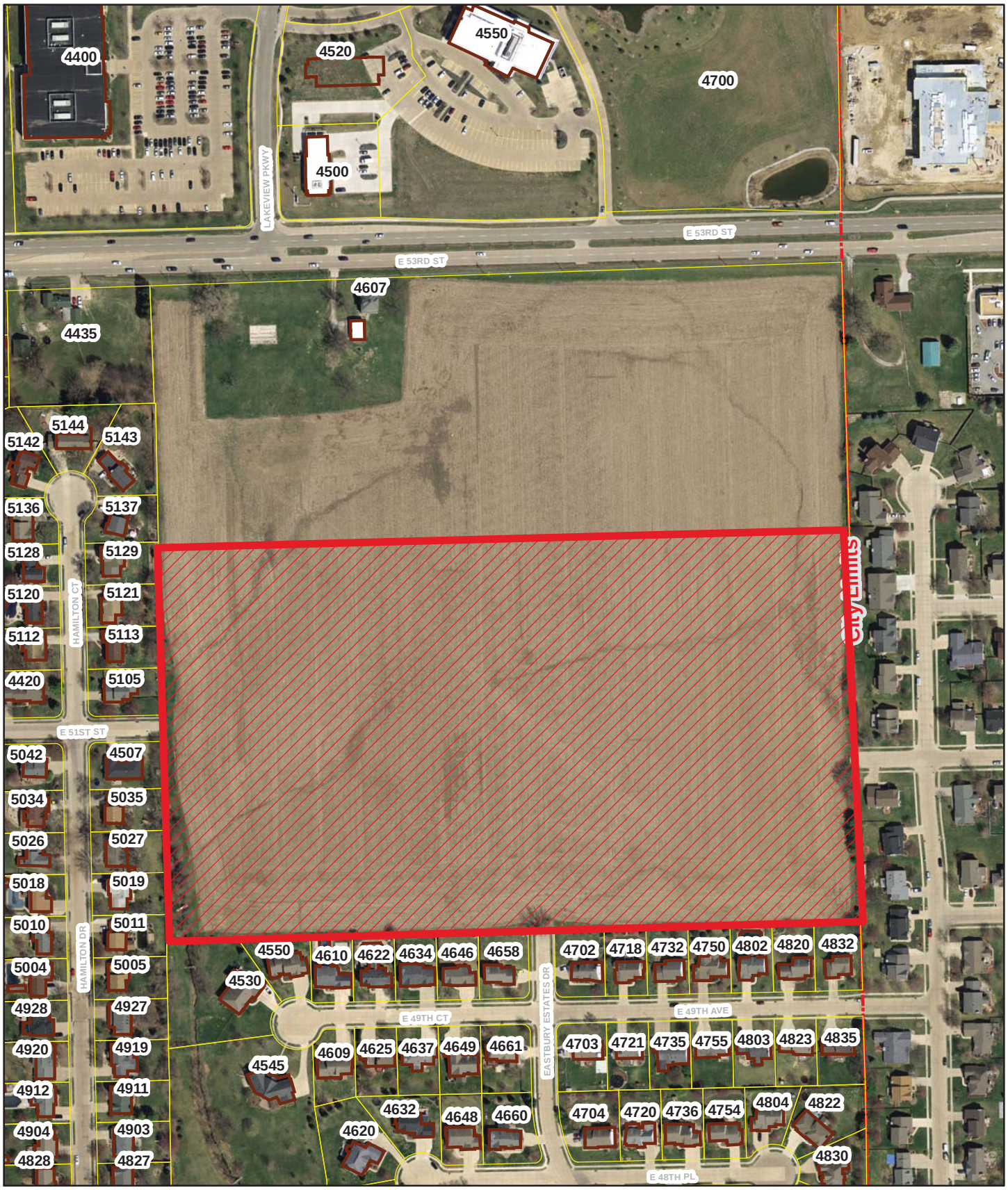
WEST SECTION



SOUTH SECTION

EAST SECTION

REZ18-10:
Watermark R-2PUD and PDD to R-5PUD



Feet
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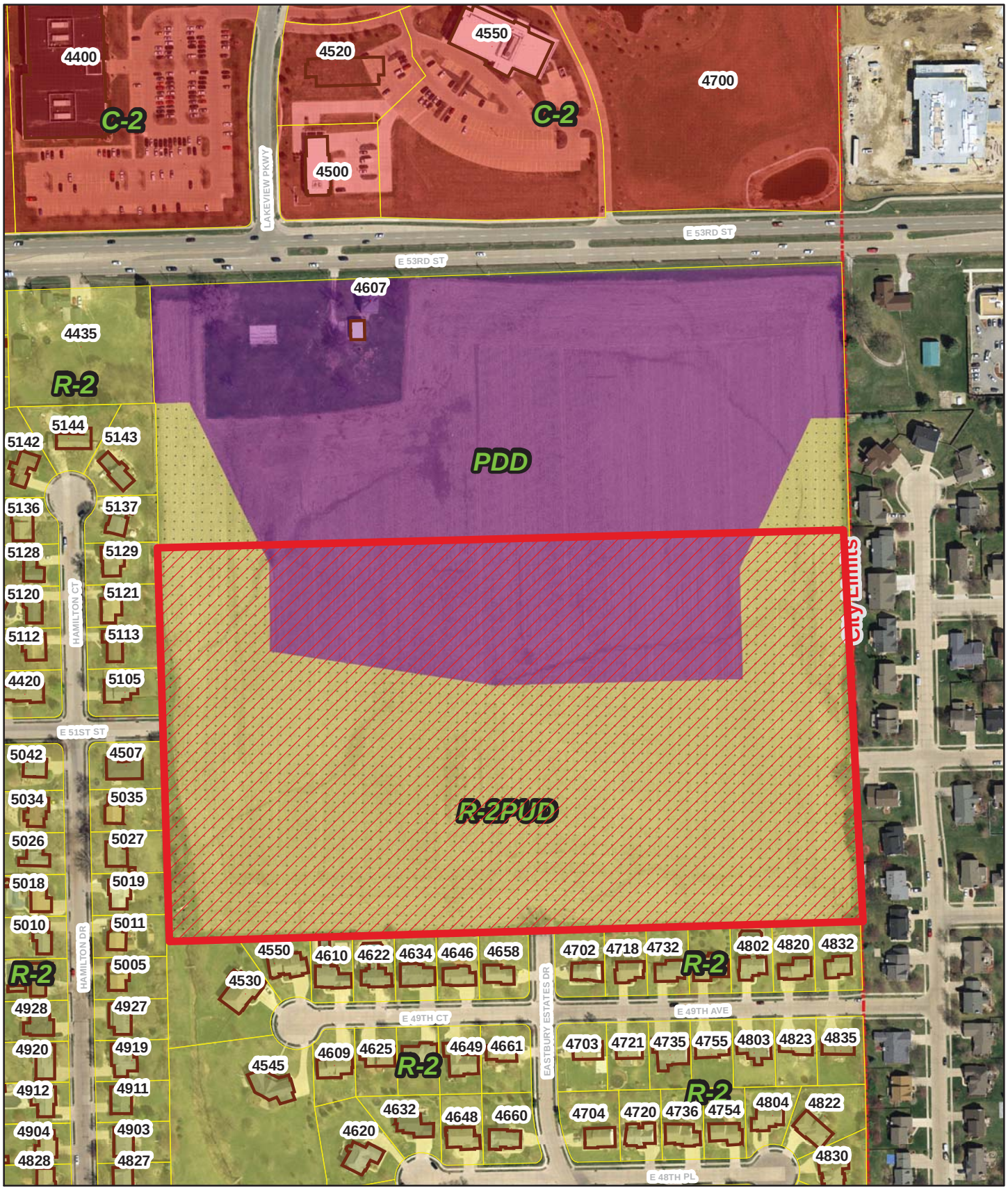
N

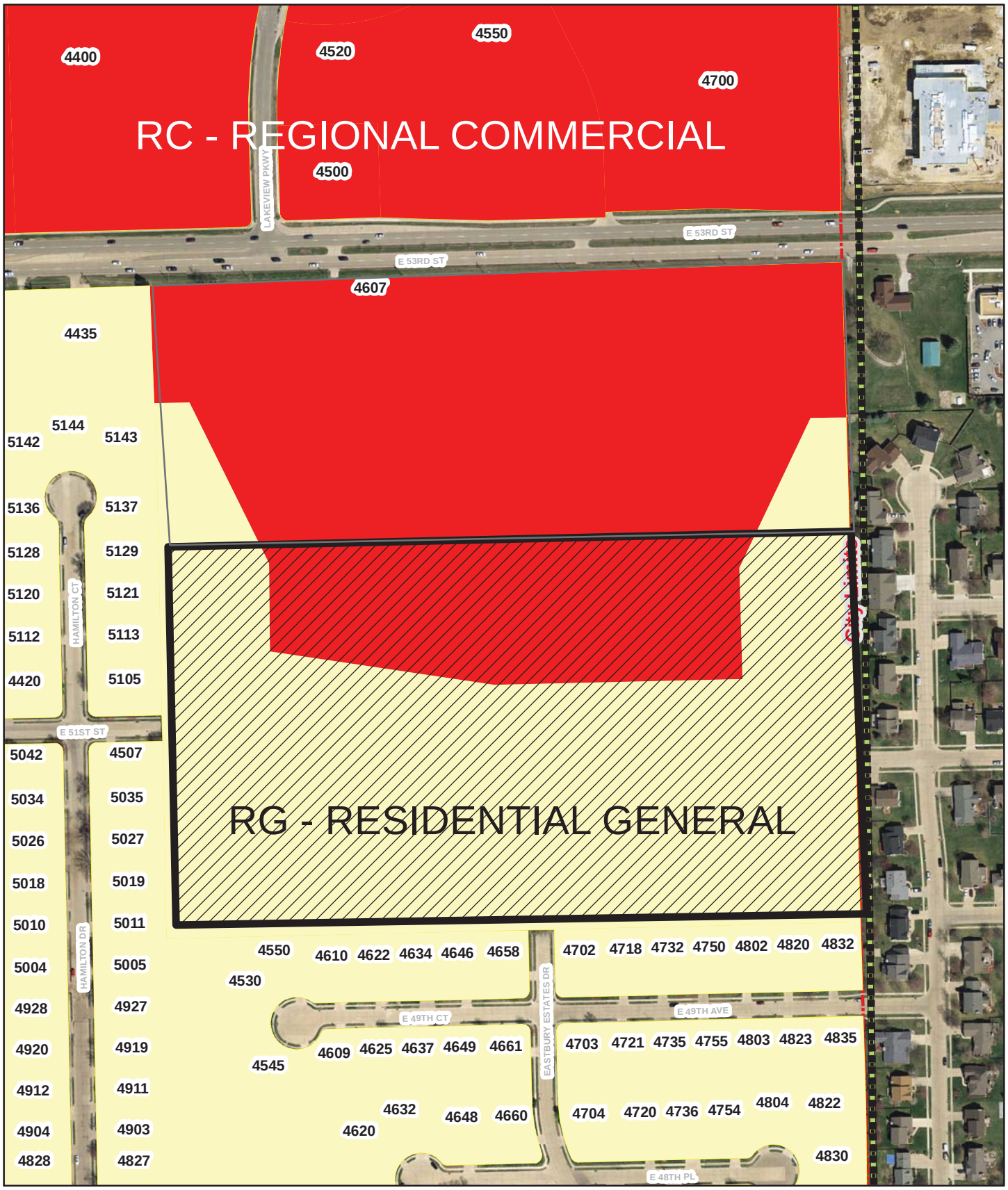
REZ18-10: Existing Zoning
Watermark R-2PUD and PDD to R-5PUD



0 55110 220 330 440 Feet

N

REZ18-10: Future Land Use Map
Watermark R-2PUD and PDD to R-5(PUD)



Feet
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N

Davenport Neighborhood Meeting | Watermark Residential

Watermark
RESIDENTIAL

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Principal
Thompson Thrift & Watermark Residential
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pthrift@thompsonthrift.com

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Carrie Thrift LaFay
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Thompson Thrift & Watermark Residential
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clafay@watermarkapartments.com

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WATERMARK RESIDENTIAL: COMPANY OVERVIEW

Thompson Thrift Development: Watermark's Parent Company

Watermark's parent company, Thompson Thrift Development, was established in 1986 by John Thompson and Paul Thrift as a locally-focused real estate development company. Since then, we have grown into an integrated, full-service development company with national scope.

Watermark Residential

Established in 2008, Watermark Residential, our multifamily development division, focuses on the construction and operation of Class "A" apartment developments in affluent suburban locations in the Midwest, Southwest and Southeast, and has since earned recognition as one of the nation's top multifamily builders.

In creating Watermark, John Thompson and Paul Thrift brought together the resources necessary to build a premier multifamily development company. Their unique combination of expertise and experience in the areas of multifamily development, construction and management has provided the company with a foundation for success. As a result, Watermark's multifamily communities epitomize the company's commitment to quality and value and exhibit meticulous attention to detail. Innovative and aesthetically pleasing designs complement their respective community's surroundings and care is taken to ensure that amenity packages and individual apartment homes are superior.

From the beginning, Thompson Thrift has sought projects that will have a positive and transformative impact on the communities in which they are located. Our main focus is quality. This commitment to quality is grounded in a solid foundation of basic values and fundamentals, and is made possible by providing a full array of in-house development and construction services and dedicated staff.

John Thompson and Paul Thrift

THE WATERMARK TEAM

Watermark team members bring to the company an impressive and wide-ranging record of success in the multifamily industry. Their considerable experience is reflected in the various roles they fill with Watermark. These include:

- Brokerage
- Development
- Finance
- Construction
- Site Selection
- Leasing
- Property Management
- Legal
- Accounting

Josh Purvis
Managing Partner

Josh has spent his entire career in the apartment development industry, with over 40 projects built to date. He oversees the daily activities of Watermark Residential, with emphasis on cost controls and lease up.

Brian Southworth
Vice President of Acquisitions

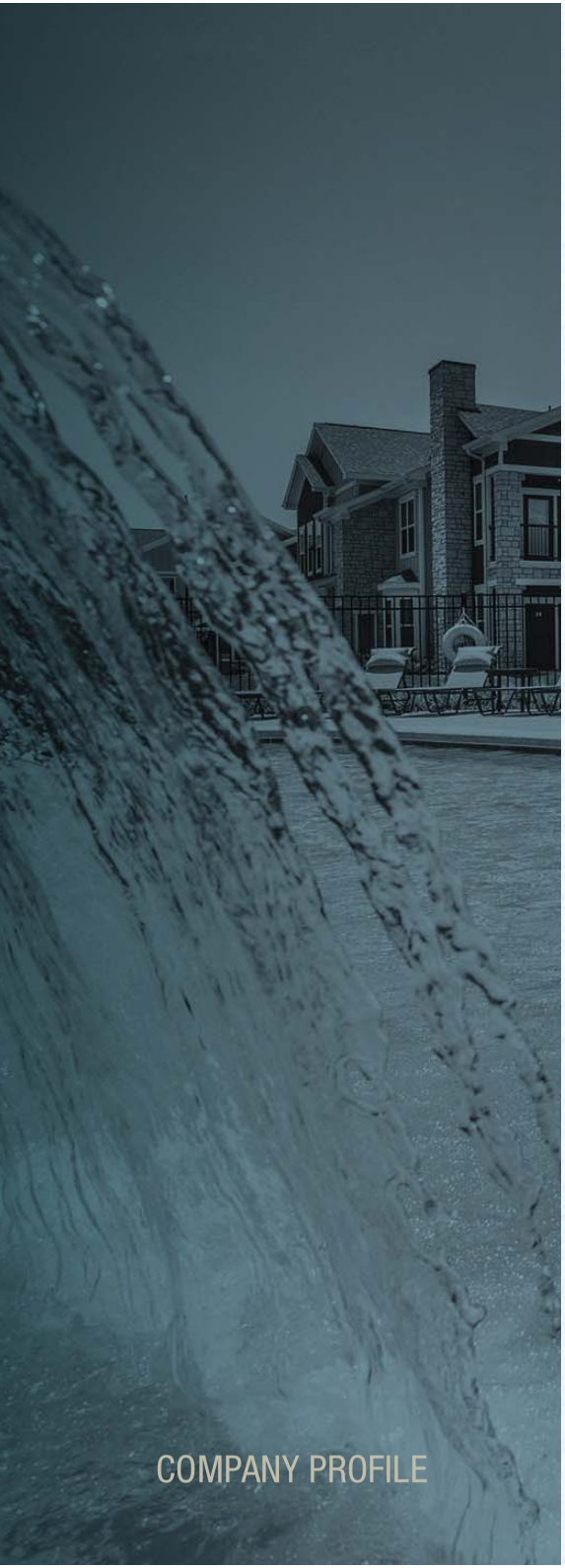
Brian leads a team of underwriters and analyists who identify sub-markets across the country meeting Watermark's selection criteria, using an extensive network of brokers to identify sites. Once Brian gains site control, his team tracks occupancy and financial performance of nearby apartment communities throughout the life of the project. One of Brian's principal responsibilities is to maintain the project proforma.

Carrie Thrift LaFay
Vice President of
Corporate Development

Carrie has over 10 years of experience at Thompson Thrift, with involvement across all our companies and product types. She is responsible for developing, implementing and managing our equity funding strategy and investor relations program.

Steve Shaver
Vice President of Construction

Steve's group represents the interests of the project ownership throughout the construction process. His team is made of seasoned construction professionals who interact with the general contractor, government inspectors and utility service providers to deliver projects within the schedule and financial goals, without sacrificing quality.



COMPANY PROFILE

THE WATERMARK TEAM

Aimee O'Connor
Vice President of
Property Management

Aimee oversees the lease up and tenant retention efforts for Watermark. A veteran of the industry, Aimee makes it a point to visit every property on a bi-weekly schedule. Aimee manages two regional property managers (Watermark staff) who interact daily with on-site leasing staff. Most of Watermark's properties are managed by national property management groups.

Greg Buckhout
Vice President of
Capital Services

Greg is a former commercial banker and is responsible for the procurement and debt financing of all Thompson Thrift Development projects. His principal focus is to maintain relations with our current lenders and grow banking partnerships.

Cindy Gordon
Chief Financial Officer

Cindy has over 30 years in the accounting field. With more than 18 years at Thompson Thrift Development, Cindy oversees all financial aspects of project development and disposition, responsible for all accounting, financial reporting and treasury management. Cindy oversees our accounting and finance staff.

Brian Fritts
General Counsel

Brian's legal practice has focused on the real estate development and construction industries for over 15 years, with experience both as outside and in-house counsel to multiple national developers. Brian oversees all legal aspects of a project's development, from due diligence through disposition. He oversees the Law Department and focuses on ensuring that legal risks are adequately identified and mitigated.

WATERMARK RESIDENTIAL BUSINESS MODEL

Watermark Residential

Watermark Residential, our multifamily development division, focuses on the construction and operation of Class “A” apartment developments in affluent suburban locations in the Midwest, West and Southeast.

Established in 2008, Watermark emerged as a national leader in the development and construction of upscale multifamily communities. Since its founding, the company has steadily expanded its presence to include projects across the country. In the process, Watermark earned recognition as one of the nation’s top multifamily builders.

In creating Watermark, John Thompson and Paul Thrift brought together the resources necessary to build a premier multifamily development company. Their unique combination of expertise and experience in the areas of multifamily development, construction and management has provided the company with a foundation for success. As a result, Watermark’s multifamily communities epitomize the company’s commitment to quality and value and exhibit meticulous attention to detail. Innovative and aesthetically pleasing designs complement their respective community’s surroundings and care is taken to ensure that amenity packages and individual apartment homes are superior.

The Watermark Business Model

Watermark is committed to developing high-end apartment communities in strong submarkets that demonstrate a high barrier to entry and a proximity to new retail, upscale single family homes and employment centers – while being visible and accessible from major thoroughfares. This disciplined business model reduces risk and maximizes returns.

After a suitable location is found, a full due diligence package is created. The current and future multifamily supplies are determined. Every project is exhaustively phone and physically shopped. City officials are queried about building permits that have been submitted or are anticipated. The development team, including in-house counsel and the capital group, analyzes the project for potential development and construction risks before proceeding further.

Watermark desires to create multifamily communities that exemplify its commitment to quality and style. To this end, each market is studied and project attributes are chosen that harmonize with the surrounding environment. Care is taken to ensure that Watermark’s amenity package and units are on par with or superior to others in the market. Overall rental rates are determined on the basis of current market conditions. Rents are not trended in the first-year analysis. Ultimately, if the project does not meet established return parameters based on current economic conditions, it will not move forward.

The Market Site Selection Process

Watermark follows a methodical and thorough market selection process in order to achieve its goal of creating desirable, high-end multifamily housing that produces superior risk-adjusted returns.

The first step in the process is to identify sites in growth markets or markets with a need for additional multifamily housing. Each year this exercise begins with an assessment of more than 100 markets throughout the United States. The resultant rankings are based on 15 criteria, which include Macro MSA supply-and-demand analysis and various quality-of-life indices.

Ultimately, these rankings provide a strong foundation for identifying the best-possible markets and deciding which of them to pursue. By not setting geographical barriers for its expansion, Watermark can choose from among the most stable growth markets in the country. While it is conducting this facet of the evaluation process, the Watermark team continues to consult its database of more than 1,000 investment real estate and land brokers nationwide to help identify other strong markets.

Once the team identifies a suitable macro market, efforts begin to locate the area's submarket that best meets Watermark's standards.

The site criteria for Watermark projects include:

Easily accessible and visible from major roads and highways. Exposure to major traffic counts increases walk-through traffic in a project and helps maximize lease-up.

Near places of employment. Convenience to his or her workplace is a major factor in a resident's decision to lease at a given location.

Near new retail growth. Beyond adding convenience for residents, this factor represents an easily recognizable indicator of growth in a submarket. Watermark confirms the submarket's growth through its own analysis.

Near high-end housing. Residents want to live in an area that is considered exclusive based on the presence of well-kept, high-end homes in low-crime areas.

High barriers to entry. Watermark seeks to develop sites in markets with high administrative and geographic barriers to entry that limit the amount of new competition.

Watermark Residential was ranked 15th on MFE magazine's 2014 Top 25 Developers list.

Watermark at Sienna Plantation • Missouri City, Texas

WATERMARK PROJECT LOCATIONS

Watermark Residential has earned national recognition as one of the nation's top multifamily builders, placing 15th on MFE magazine's Top 25 Developers list. We focus on the construction and operation of Class "A" multifamily developments in affluent suburban locations in the Midwest, Southeast and Southwest. Since closing on our first land site in 2010, we have developed, or are in the process of developing, more than 35 projects totaling over 8,000 units. Watermark's corporate office is in Indianapolis, IN.

BIG HOUSE® DESIGN FEATURES

Over the last decade, multifamily housing has been trending toward apartments that have the amenities, privacy, space and convenience of single-family homes but without the mortgage and the maintenance. At the forefront of this movement is the "Big House®" concept created by Dallas-based Humphreys and Partners Architects.

- Each home has its own private front door, avoiding common corridors
- Most homes have direct access to their own attached garage with detached garages available
- Enclosed private stairs for all upper units
- Walk-out balcony or porch in each unit
- Aesthetic appearance and design
- Premium interior finishes
- Great community atmosphere
- Updated design features all rear-entry garages, which minimizes "seas of parking" visible from roadways

Second Floor Bulding Plan

First Floor Bulding Plan

The Villas at Sienna Plantation • Missouri City, Texas

The Villas by Watermark • Zionsville, Indiana

Watermark on Hurstbourne • Louisville, Kentucky

The Ranch at Sienna Plantation • Missouri City, Texas

Watermark on Katy Ranch • Katy, Texas

Watermark at Walnut Creek • Rogers, Arkansas

EXAMPLE OF WATERMARK'S UNIQUE SITE PLANS

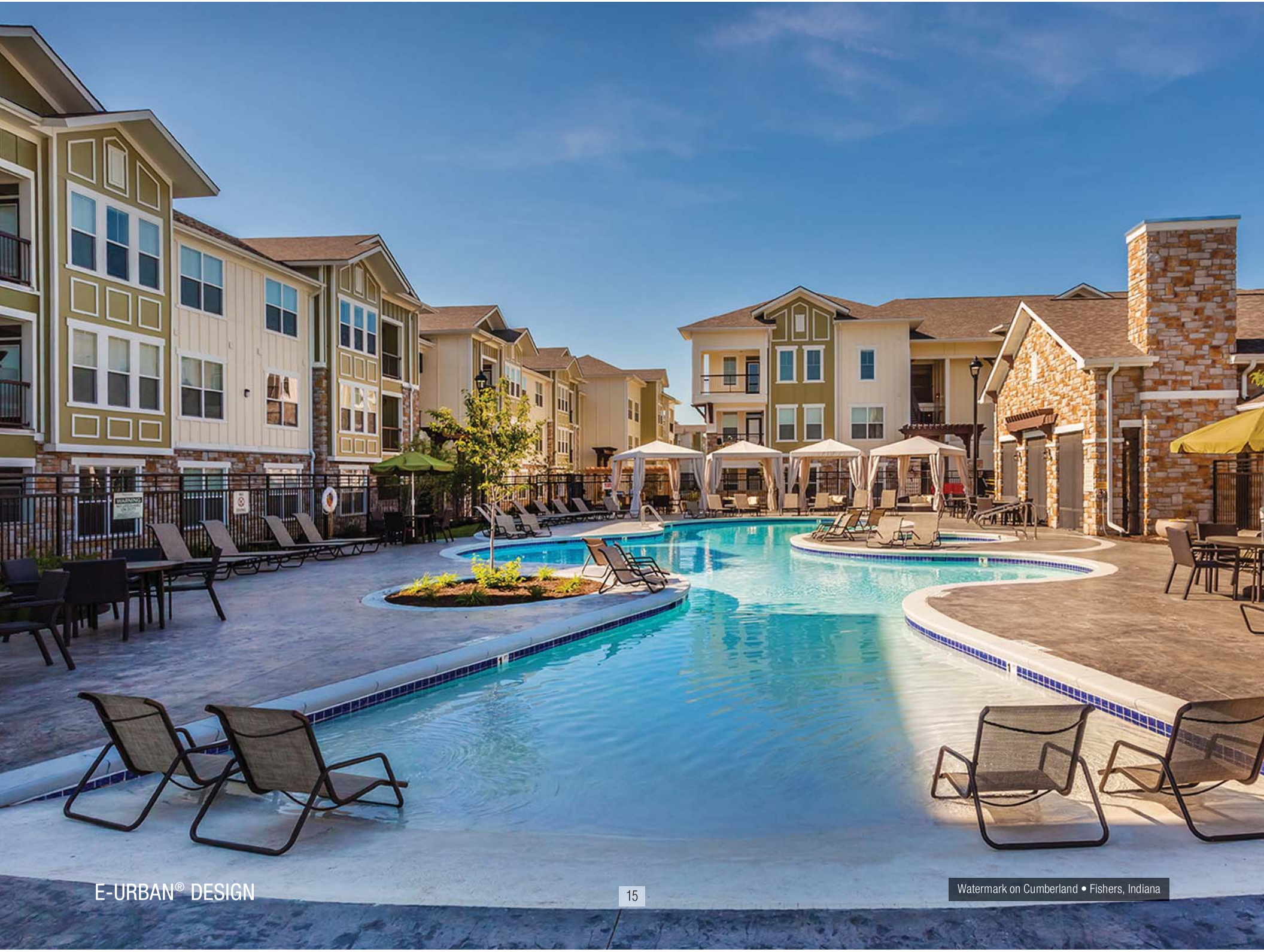
Every Watermark community begins with a study by Watermark's architectural and engineering staff to create a liveable community which respects the environment around it. Here is an example of the unique site plans which distinguish Watermark projects.

Example Big House® Site Plan

E-URBAN® DESIGN FEATURES

Award-winning Humphreys & Partners Architects revolutionized the mid-rise multifamily development through the creation of the nationally acclaimed "e-Urban®" design. With multiple lobbies in each building, short corridors and in some cases, elevators, residents enjoy style and convenience with a focus on luxury.

- Spacious, open floor plans
- Stylish interiors
- Multiple lobbies and short corridors
- Elevators in some buildings
- Walk-out balconies or porches
- Attractive courtyards and common areas



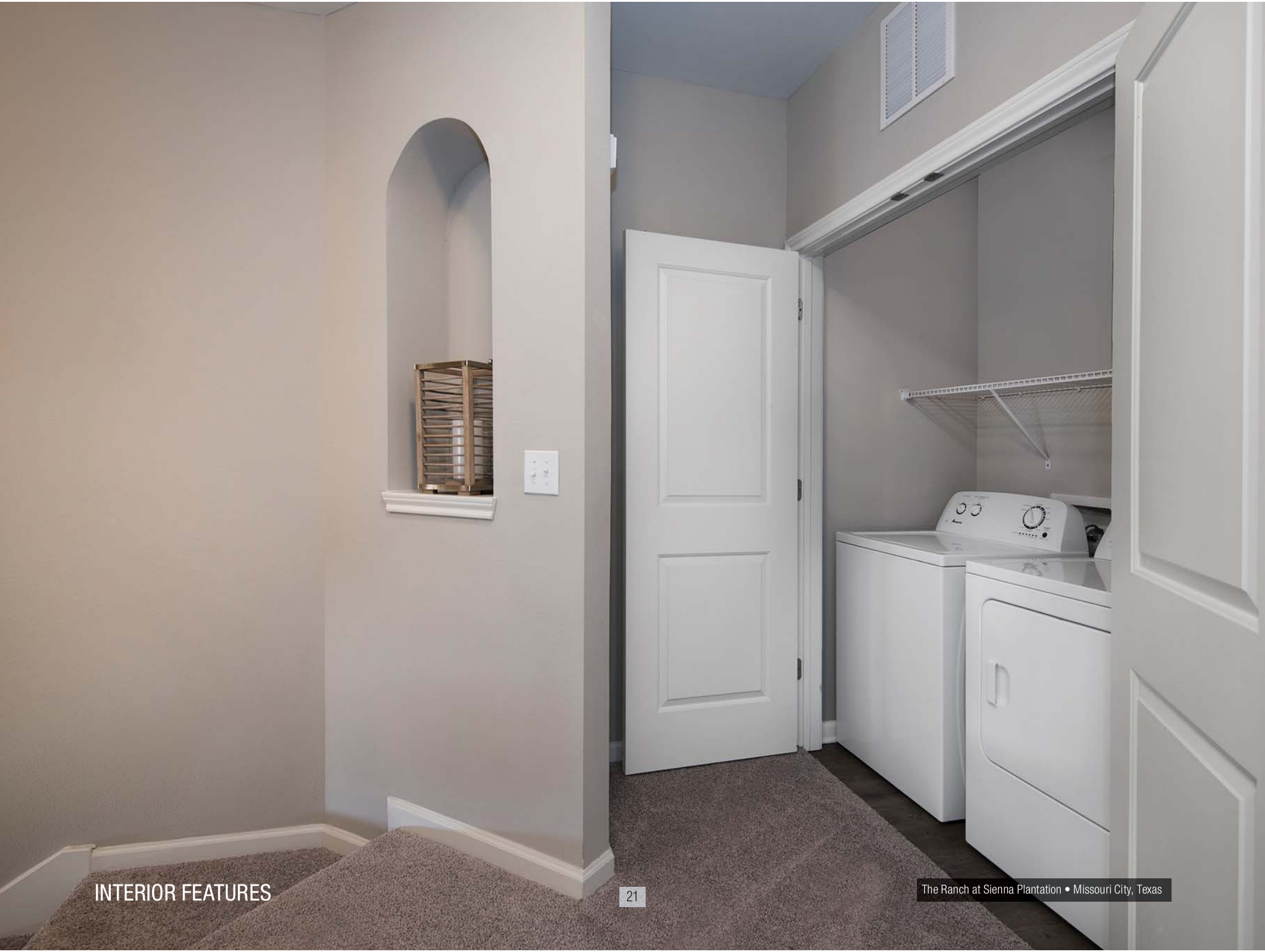
Watermark on Cumberland • Fishers, Indiana

INTERIOR FEATURES

Interior Features

Our apartment homes include class “A” premium interior finishes, creating a lifestyle experience focused on luxury. Spacious, open floor plans and superior amenities demonstrate Watermark’s dedication to quality.

- Gourmet bar-kitchens with 3cm-thick granite or quartz countertops, tile backsplashes
- Stainless steel appliances: smooth glass cooktop stoves and side-by-side refrigerators
- Granite or quartz countertops and framed mirrors in bathrooms
- Nine-foot ceilings with designer light fixtures
- Walk-in closets and garden tubs
- Full-size washers and dryers included in each unit
- Private balconies and patios



COMMUNITY FEATURES

Community amenities:

Watermark's commitment to providing the highest amenities in the market go as far as concierge trash removal, state-of-the-art fitness centers and WiFi surrounding the clubhouse. Various combinations of the following features are enjoyed at our properties:

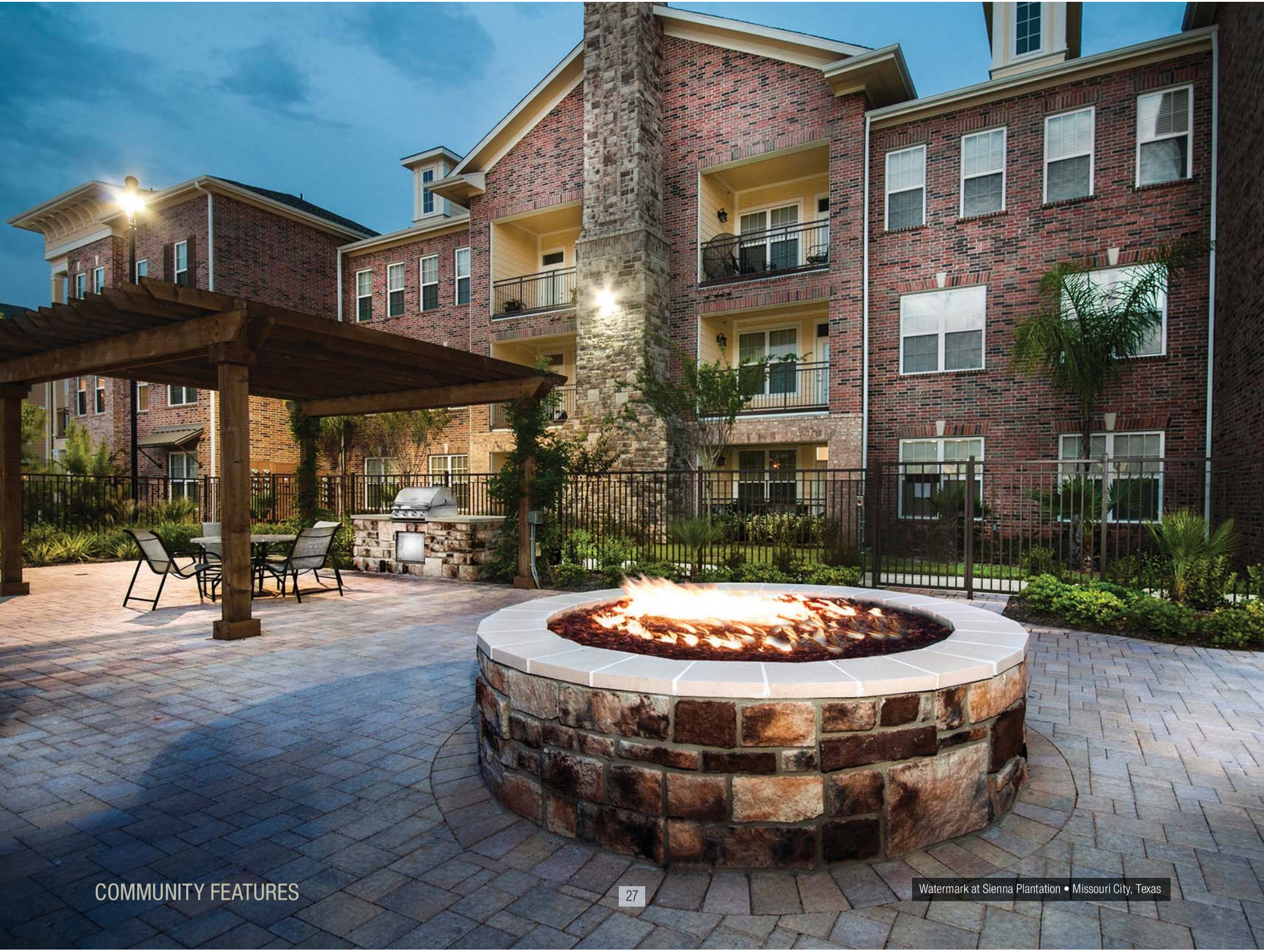
- Professionally-decorated clubhouses with TVs, kitchens, conference rooms, technology centers, coffee bars, gaming dens, movie lounges and screened-in porches
- WiFi hot spots throughout clubhouse and pool area
- 24-hour fitness centers with state-of-the-art cardiovascular, free weight, circuit and core training, Fitness On Demand™ virtual training kiosks, spinning rooms and kids' play areas
- Resort-style swimming pools with cabanas, poolside hammocks, entertainment areas with gas grills, sand volleyball courts, fire pits
- Courtyards with water features
- Pet-friendly with Bark Parks and Doggie Spas
- Bike repair shops and bike parking plazas
- Community gardens
- Fitness trails, boulder climbers, sport courts, sandpits and playgrounds
- Gated access
- 24-hour emergency maintenance
- Valet trash and recycling service

Future Resident Parking
Leasing Information Center
NO PARKING TOW AWAY ZONE

JOHN FOWLER

Watermark at Katy Ranch • Katy, Texas • Photo earned Kodak Gallery of Excellence, Judges Choice and Grand Imaging Awards

The Villas by Watermark • Zionsville, Indiana



Watermark at Sienna Plantation • Missouri City, Texas

Watermark at Walnut Creek • Rogers, Arkansas

Watermark at Steele Crossing • Fayetteville, Arkansas

The Villas at Sienna Plantation • Missouri City, Texas

Watermark at Walker Commons • League City, Texas

MONKEY FIGHT

Watermark at Barker Cypress • Cypress, Texas

The Villas by Watermark • Zionsville, Indiana

Addressing Neighborhood Concerns

1. How will a multifamily development benefit the City?
2. School capacity
3. Traffic
4. Property values
5. Rental rates and the need for apartments
6. Are we good neighbors?

1. How will a multifamily development benefit the City?

Multifamily development

- Attracts new employers and helps existing employers in their recruiting efforts
  - John Deere, Genesis Healthcare and Rock Island have responded favorably to our project
- Aids in creating a younger demographic
  - Watermark residents will remain Citizens in Davenport and strengthen the community's economic stability
  - New multifamily will make Davenport more attractive than nearby communities with fewer housing choices
  - New multifamily increases the pool of potential buyers for existing owners when they decide to sell
- Generates more tax revenue for schools and other public services than single family homes
  - Watermark uses less public services
    Private trash service
    On-site full time maintenance staff
    On-site security and property management

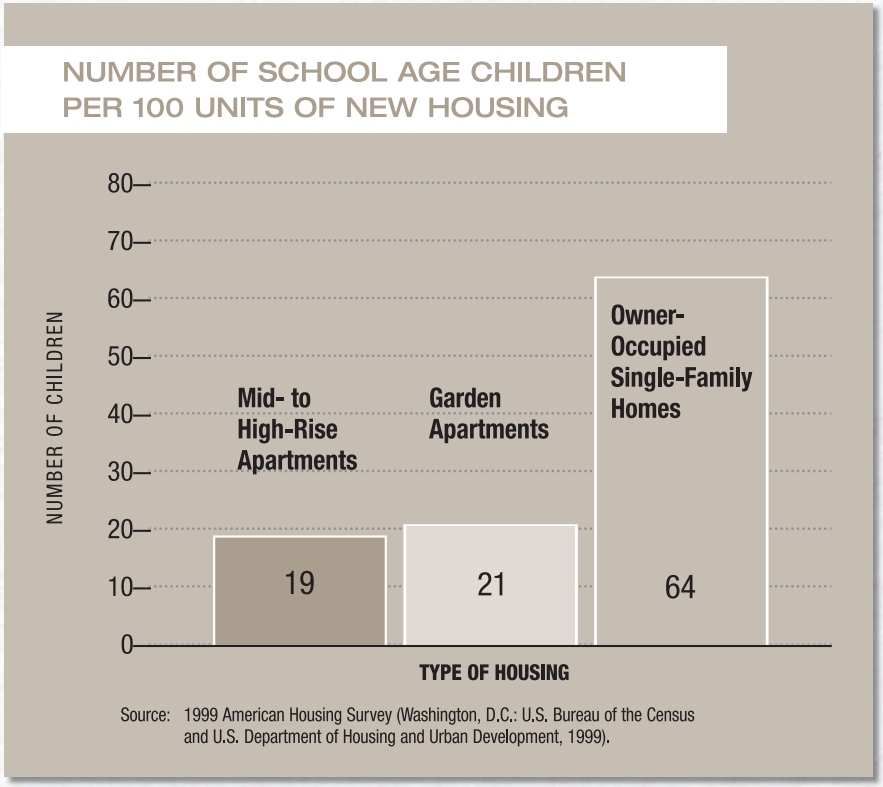
2. School capacity

MYTH:

Higher-density development overburdens public schools and other public services and requires more infrastructure support systems.

FACT:

The nature of who lives in higher-density housing – fewer families with children – puts less demand on schools and other public services than low-density housing. Moreover, the compact nature of higher-density development requires less extensive infrastructure to support it.



FACT: the Bettendorf Community Schools Superintendent, Michael Raso, has reviewed our project and confirmed there are no capacity issues at any grade level.

3. Traffic

New traffic light
E 53rd ST
New turn lanes
AVERAGE DAILY CAR TRIPS
UMBER OF TRIPS DAILY
10
8
6
4
2
0
Single-Family Detached
10.0
Apartment
6.3
TYPE OF HOUSING
Source: Institute of Traffic Engineers, Trip Generation, 6th Edition, vol. 1 (Washington, D.C.: Author, 1997).
STORMWATER BASIN
STORMWATER BASIN
CLUB
POOL
DOG PARK
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
Hamilton Ct
E 51st ST
Dove Ct
HAWK DR
38
NEIGHBORHOOD PRESENTATION

4. Property values

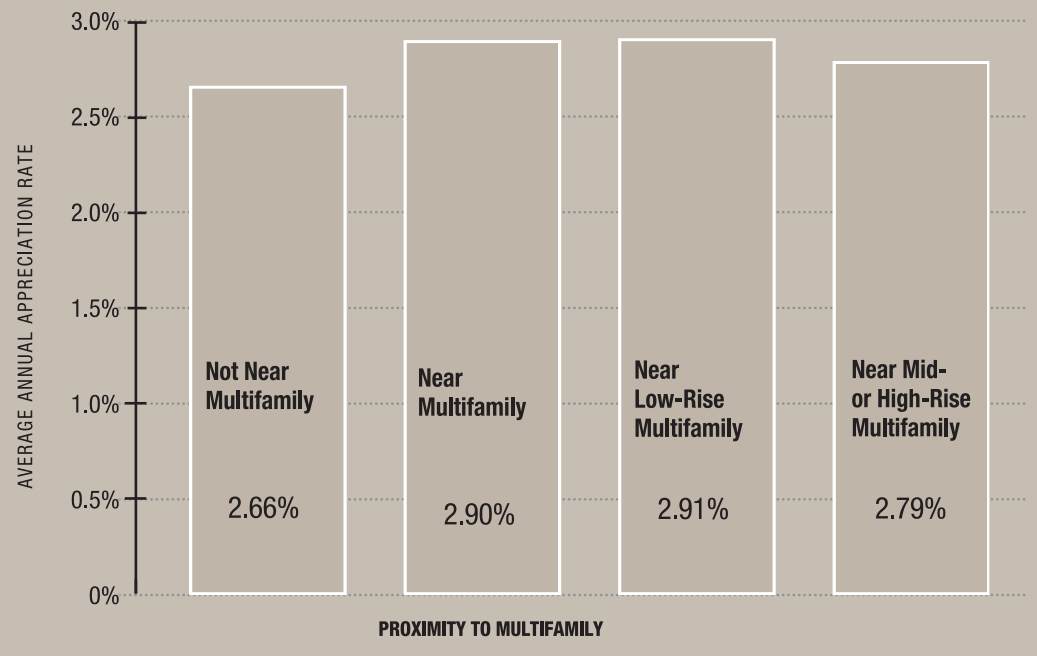
MYTH:

Higher-density development lower property values in surrounding areas.

FACT:

No discernible difference exists in the appreciation rate of properties located near higher-density development and those that are not. Some research even shows that higher-density development can increase property values.

AVERAGE ANNUAL APPRECIATION FOR SINGLE-FAMILY DETACHED HOMES BY NEARNESS TO MULTIFAMILY BUILDINGS



Source: NAHB computations based on data in the American Housing Survey: 1997 and 1999 (Washington, D.C.: U.S. Bureau of the Census and U. S. Department of Housing and Urban Development, 1997 and 1999.

4. Property values

Not only is there compelling evidence that increased density does not hurt property values of nearby neighbors: researchers at Virginia Tech University have concluded that over the long run, well-placed market-rate apartments with attractive design and landscaping actually increases the overall value of detached houses nearby. They cite three possible reasons.

- **First, the new apartments could themselves be an indicator that an area's economy is vibrant and growing.**
- Second, multifamily housing may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses.
- **Third, new multifamily housing, particularly as part of mixed-use development, often makes an area more attractive than nearby communities that have fewer housing and retail choices.**

4. Property values

4. Property values

4. Property values

5. Rental rates

Rent Comparables			
Property	One Bedroom Price per Square Foot	Two Bedrooms Price per Square Foot	Three Bedrooms Price per Square Foot
The Springs at Bettendorf	$1.45 to $1.50	$1.07 to $1.38	$1.18 to $1.44
The Bridges Lofts	$1.54 to $1.78	$1.33 to $1.52	N/A
Watermark	$1.42 to $1.73	$1.19 to $1.43	$1.07 to $1.36

6. Are we good neighbors?

Yard Setbacks

Yard Setbacks	
Required	**Provided**
Side: 5 feet	100+ feet (100+ feet to the buildings)
Rear: 30 feet	40 feet (104 feet to the buildings)

Drainage

- Dry ponds are proposed to eliminate safety concerns

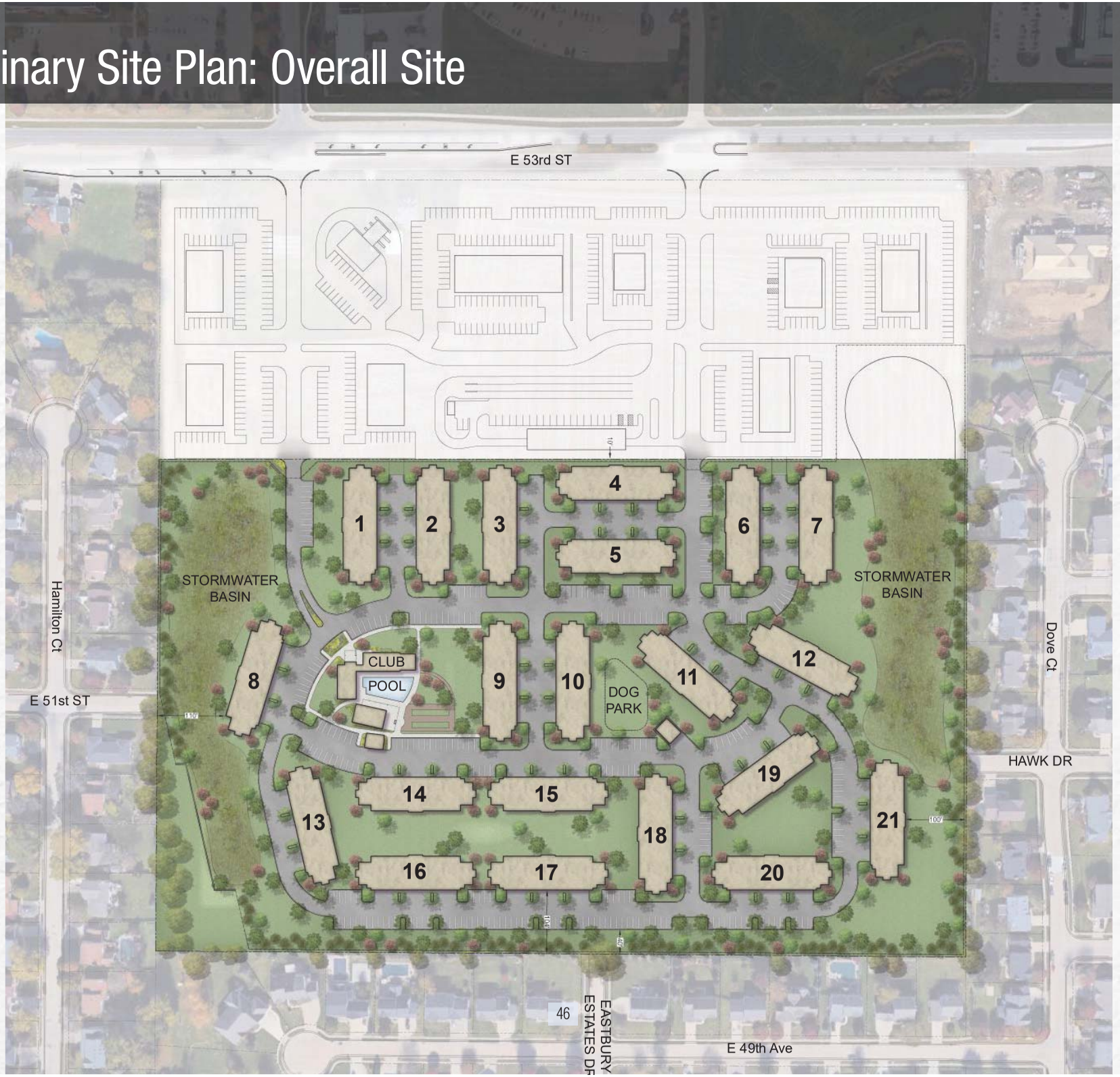
Fencing

- Upgrading to a 6-foot opaque vinyl fence to screen the property

Landscaping

- Increased yard setbacks are proposed to give room for berms and landscaping that will screen the property

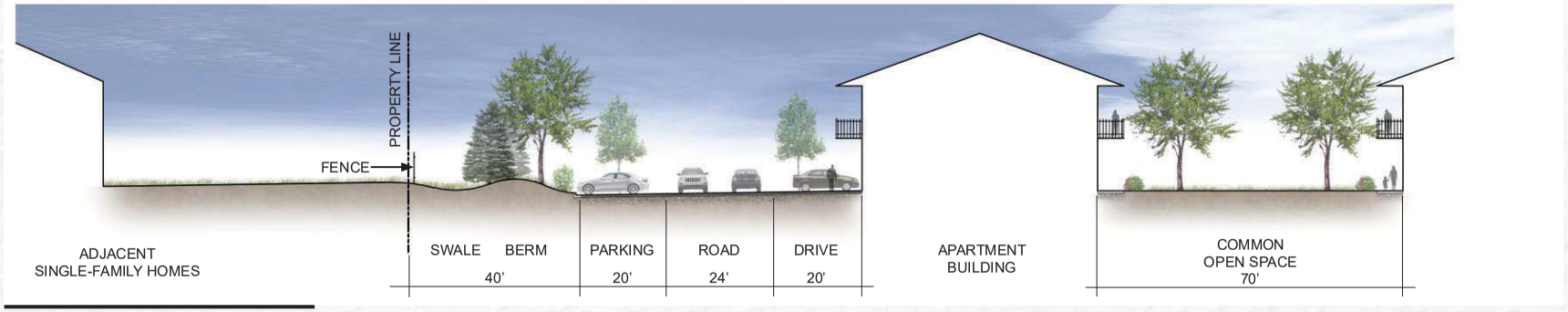
Preliminary Site Plan: Overall Site



Preliminary Site Plan: Watermark

Site Line Cross-Sections

WEST SECTION



SOUTH SECTION

EAST SECTION

Excellence.
Service.
Leadership.

3FT 6IN
4FT 6IN
3FT 6IN
3FT 6IN

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Case No. REZ18-11: Request to rezone 13 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan. Kevin Koellner, Build to Suit, petitioner. [Ward 6]

Recommendation:
None; this is a preview item.

Relationship to Goals:
Fiscal Vitality

Background:
See attachments for background information.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Preview Staff Report Plus Attachments

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 10:43 AM

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

PLAN AND ZONING COMMISSION

Meeting Date:	**July 2, 2018**
Request:	**Request to rezone 13 acres, more or less, of property located south of East 53rd Street immediately west of the Bettendorf City Border from R-2(PUD) (Low Density Residential District Planned Unit Development) and PDD (Planned Development District) to all PDD with a new Land Use Plan**
Case No.:	**REZ18-11**
Applicant:	**Kevin Koellner, Build to Suit**
Ward:	**Ward 6**
Contact:	**Matthew G. Flynn, AICP** **Senior Planning Manager** **matt.flynn@ci.davenport.ia.us** **563-888-2286**

Recommendation:

There is no recommendation at this time, this is a preview item.

Background:

History:

In 2011, the entire property was rezoned to PDD and R-2(PUD) for development that never materialized. The commercial component envisioned up to six buildings with total square footage not to exceed 240,000 square feet. Further, the vision at that time was to accommodate development similar to that immediately to the north that was heavily office with limited retail commercial support businesses. That idea has not come to fruition.

Proposal:

Developer proposes a number of retail, restaurant and service uses on the property. No development is proposed at this time. The development would be served by two private streets, taking access from 53rd Street only.

Individual developments will require the approval of a final development plan before construction. (Note: this will not be the case under the new ordinance; the new more restrictive design requirements will apply).

See attachments for a preliminary land use plan. This will be refined further prior to final consideration.

Site Characteristics:

The property is designated RG and RC the Future Land Use Map and is in the Urban Service Area. The designations closely mirror the rezoning classifications of R-2(PUD) and PDD that took place in 2011.

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.

Regional Commercial (RC) - Designates the most intense commercial areas that have service boundaries that extend beyond the City limits of Davenport. Areas designated RC should be located at the intersections of major streets and have good access to interstate and other highways. Typical uses include big box retail and large office complexes; although some residential, service and institutional uses may also be located within RC. Most people will drive or take transit to areas designated RC. However, good pedestrian systems should serve these areas and focus on connectivity from the street, through parking lots and between individual uses with connectivity to nearby neighborhoods being less important.

Also see map attached to this report.

Existing Zoning:

See attached map. The property to the east is zoned C-2 General Commercial and R-2 Single Family Residence by the City of Bettendorf.

Technical Review:

A development of this magnitude will require extensive technical review. The request for technical review has been distributed with a deadline of July 10.

A traffic study has been prepared and will be reviewed by City Staff.

To date no comments have been received. A summary will be provided with the final staff report.

Discussion:

Will be presented with the final staff report.

Public Input:

Public Meeting: Two public meetings have been held, on May 24 and June 21. Approximately 65-70 people attended each meeting. The June 21 meeting was intended to address issues that arose at the first meeting. Those concerns included building elevations, density, access, and proximity of buildings to the property lines. The demand for a development of this type (top of the market apartments) was also questioned.

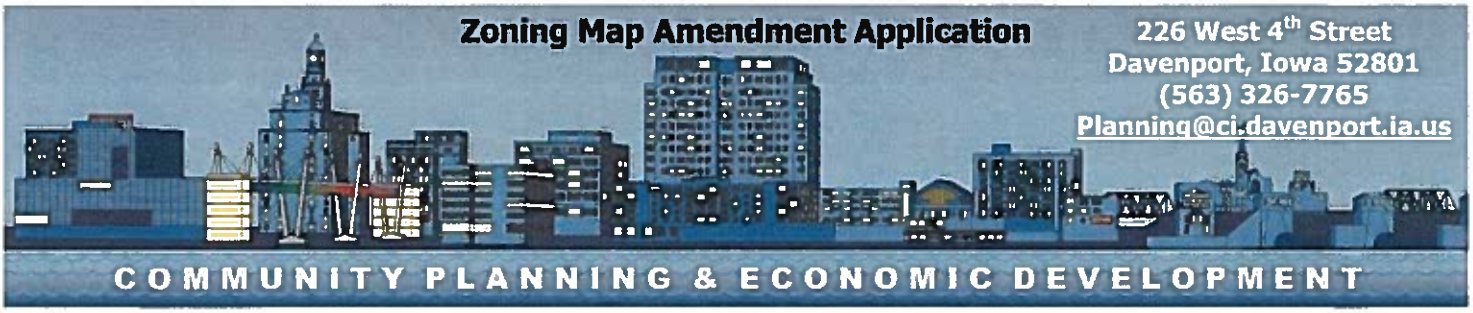
Signs Posted: 5 signs were posted on June 26.

Recommendation: To be presented with the final staff report.

Findings:

Conditions:

Final Recommendation:



Property Address* 4607 EAST 53RD STREET DAVENPORT

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

Applicant (Primary Contact)**

Name: KEVIN KOELLNER
Company: BUILD TO SUIT
Address: 1665 STATE ST. SUITE 101
City/State/Zip: BETTENDORF, IA 52722
Phone: 563-355-2022
Email: kevin1@buildtosuiting.com

Owner (if different from Applicant)

Name: SOPHIE FOSTER
Company: SOPHIE FOSTER IRREVOC TRUST
Address: 6590 GOLF COURSE RD
City/State/Zip: BETTENDORF, IA 52722
Phone: 563-355-3018
Email: N/A

Engineer (if applicable)

Name: DREW WHELAN
Company: KLUMB-HAND
Address: 1001 WARRENVILLE ROAD STE 350
City/State/Zip: LISLE, IL 60532
Phone: 630-487-5569
Email: DREW.WHELAN@KLUMBHAND.COM

Architect (if applicable)

Name: JOSEPH GOOSE / DAVE CLARK
Company: JOSEPH ARCHITECTURE
Address: 4510 62ND AVE
City/State/Zip: MOLINE, IL 61265
Phone: 309-796-9920
Email: JOSEPH@JNG-ARCHITECTS.COM

Attorney (if applicable)

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

Application Form Type:

Plan and Zoning Commission

- [x] Rezoning (Zoning Map Amendment)
- [ ] Zoning Ordinance Text Amendment
- [ ] Right-of-way or Easement Vacation
- [ ] Final Development Plan
- [ ] Voluntary Annexation
- [x] Subdivision

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

Design Review Board

- [ ] Certificate of Design Approval
- [ ] Demolition Request in the Downtown

Historic Preservation Commission

- [ ] Certificate of Appropriateness
- [ ] Landmark Nomination
- [ ] Demolition Request

Administrative

- [ ] Floodplain Development
- [ ] Cell Tower Co-Location
- [ ] Identification Signs
- [ ] Site Plan

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

Request:

Existing Zoning: R-2 PUD + PDD

Proposed Zoning Map Amendment: PDD

Total Land Area: 13.1 ± Acres Please Select

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

Submittal Requirements:

- The following items should be submitted to Planning@ci.davenport.ia.us for review:
- 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: KEVIN KELLOGG Date: 6/24/18

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: _____ Date: _____

Planning staff

Date of the Public Hearing: _____

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

Authorization to Act as Applicant

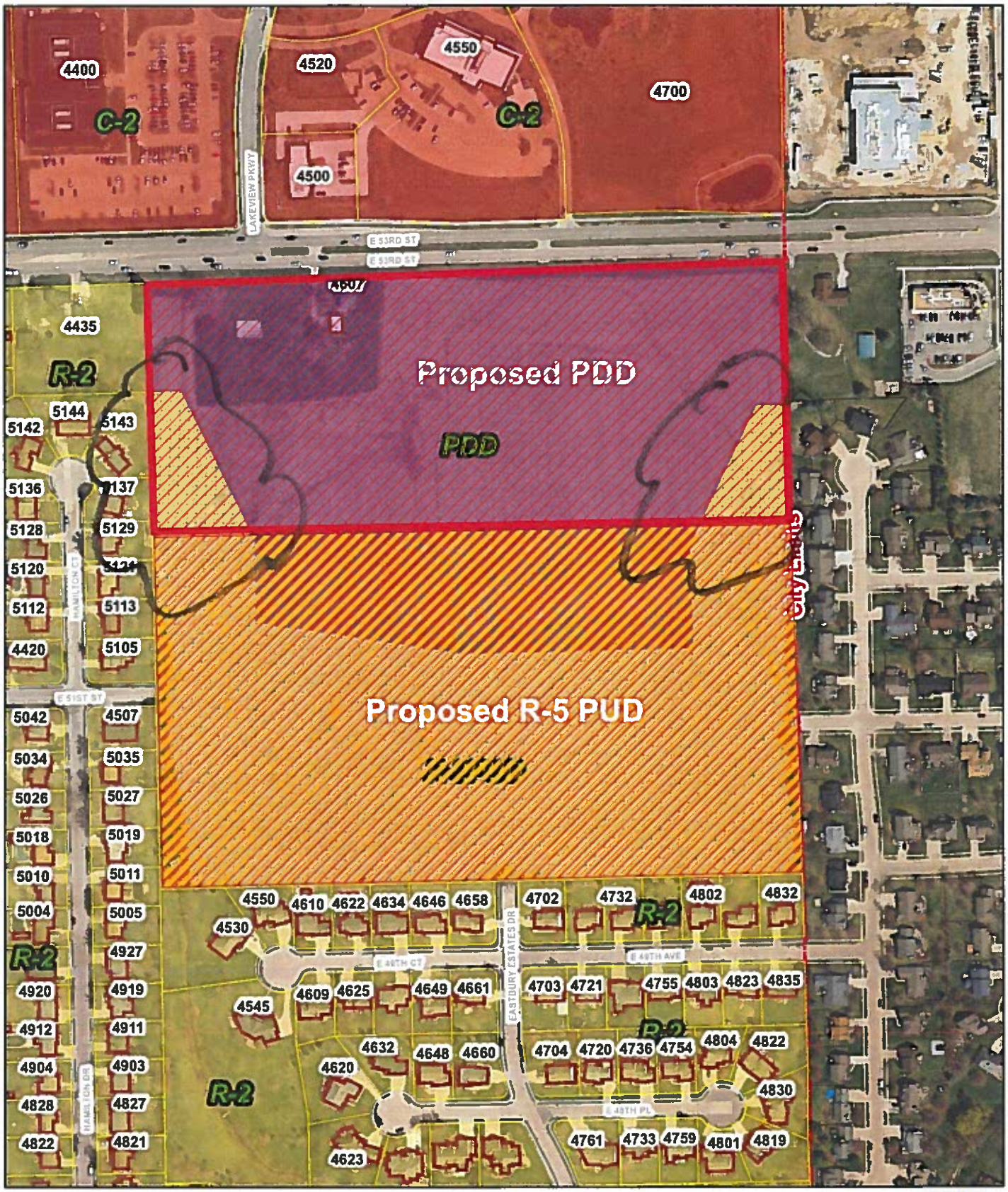
I, Ms. Sophie Foster
authorize Thompson Thrift Development, Inc. d/b/a Watermark Apartments
to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the property located at 4607 East 53rd Street, Davenport, Iowa.

Sophie Foster

Signature(s)*
*Please note: original signature(s) required.

From R-2 PUD → PUD

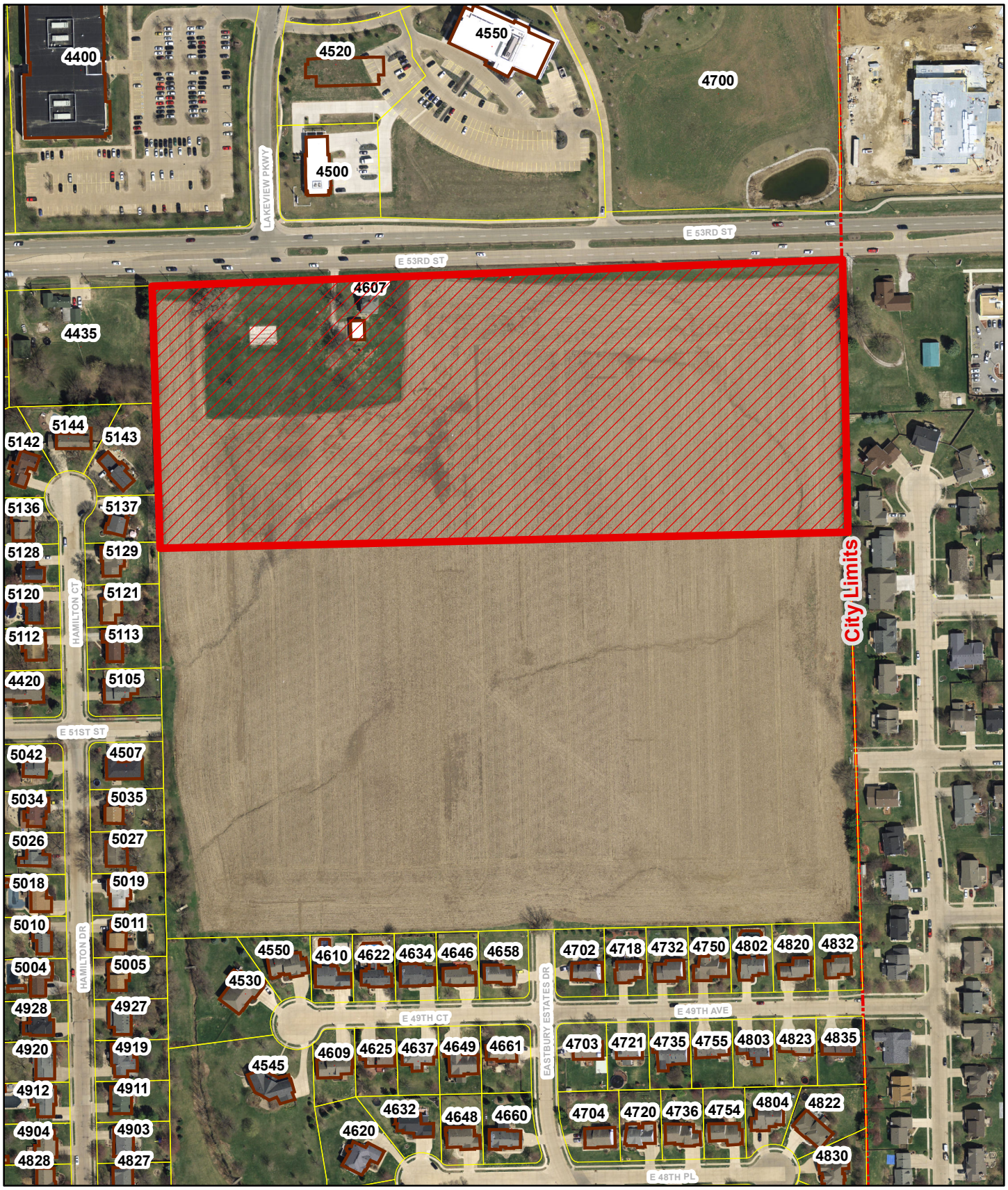
Proposed Watermark Development



Feet
0 60120 240 360 480

WEST NEIGHBOR @ COMM

REZ18-11:
Koellner R-2PUD to PDD



Feet
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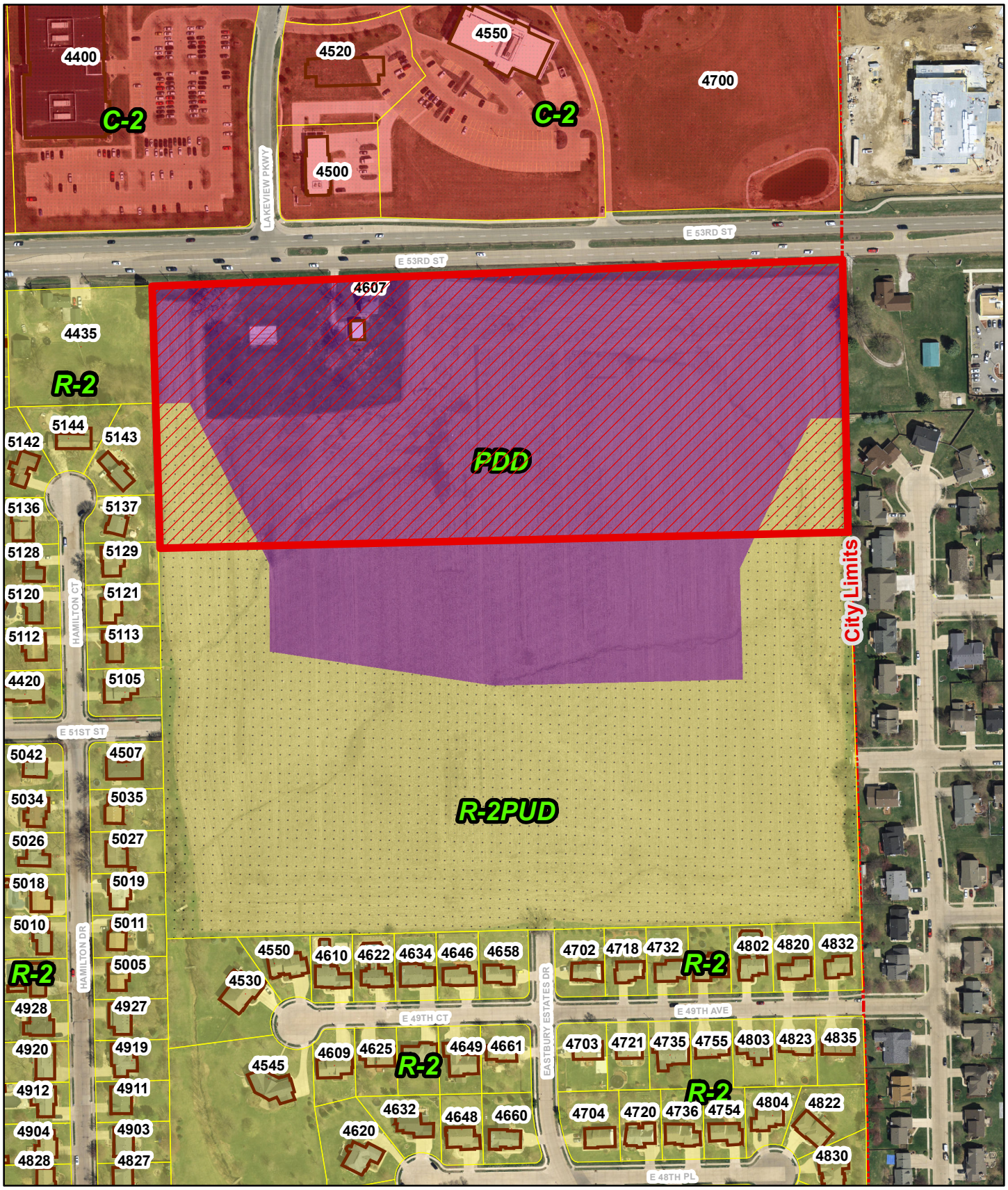
N

REZ18-11: Existing Zoning
Koellner R-2PUD to PDD



Feet
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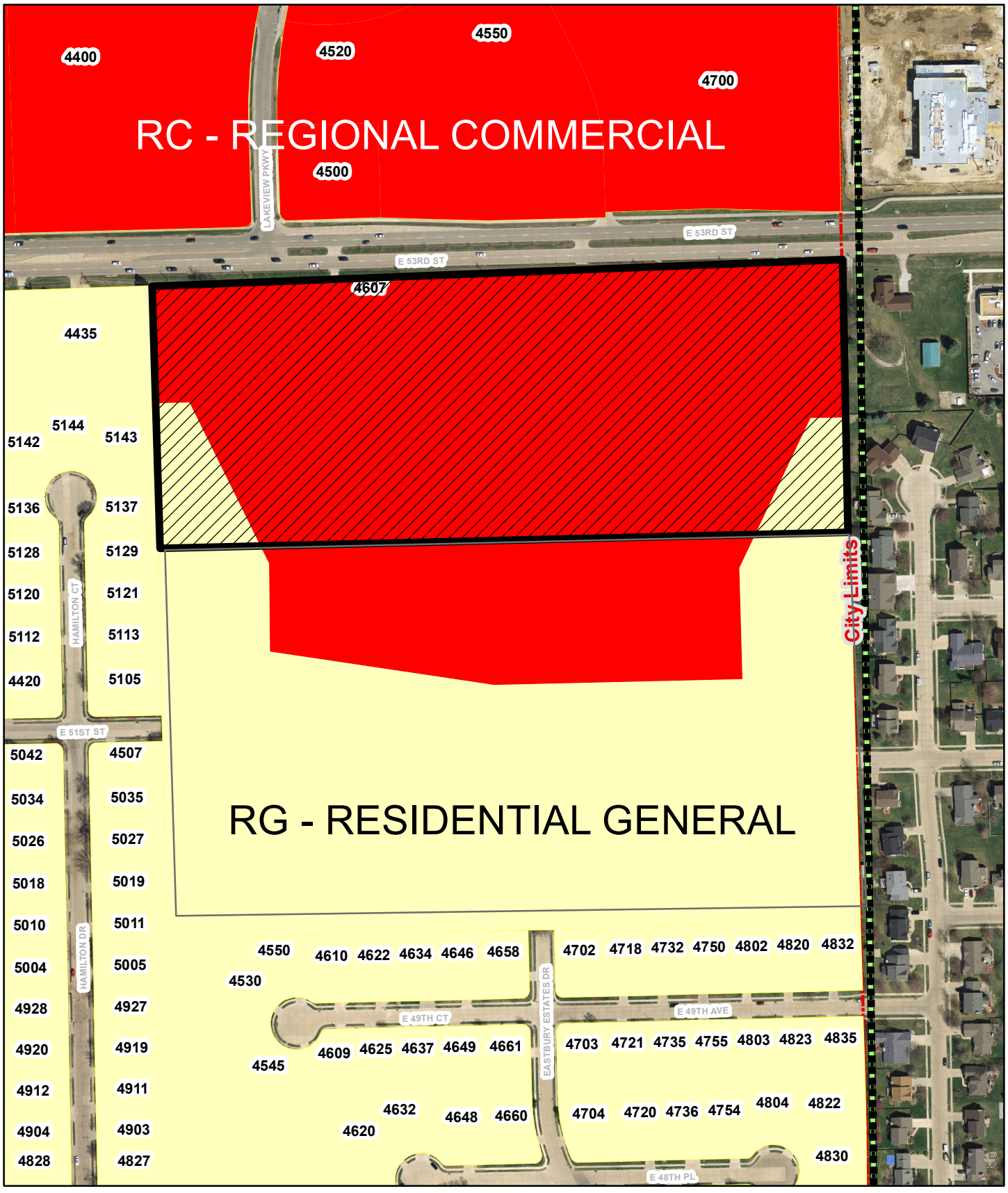
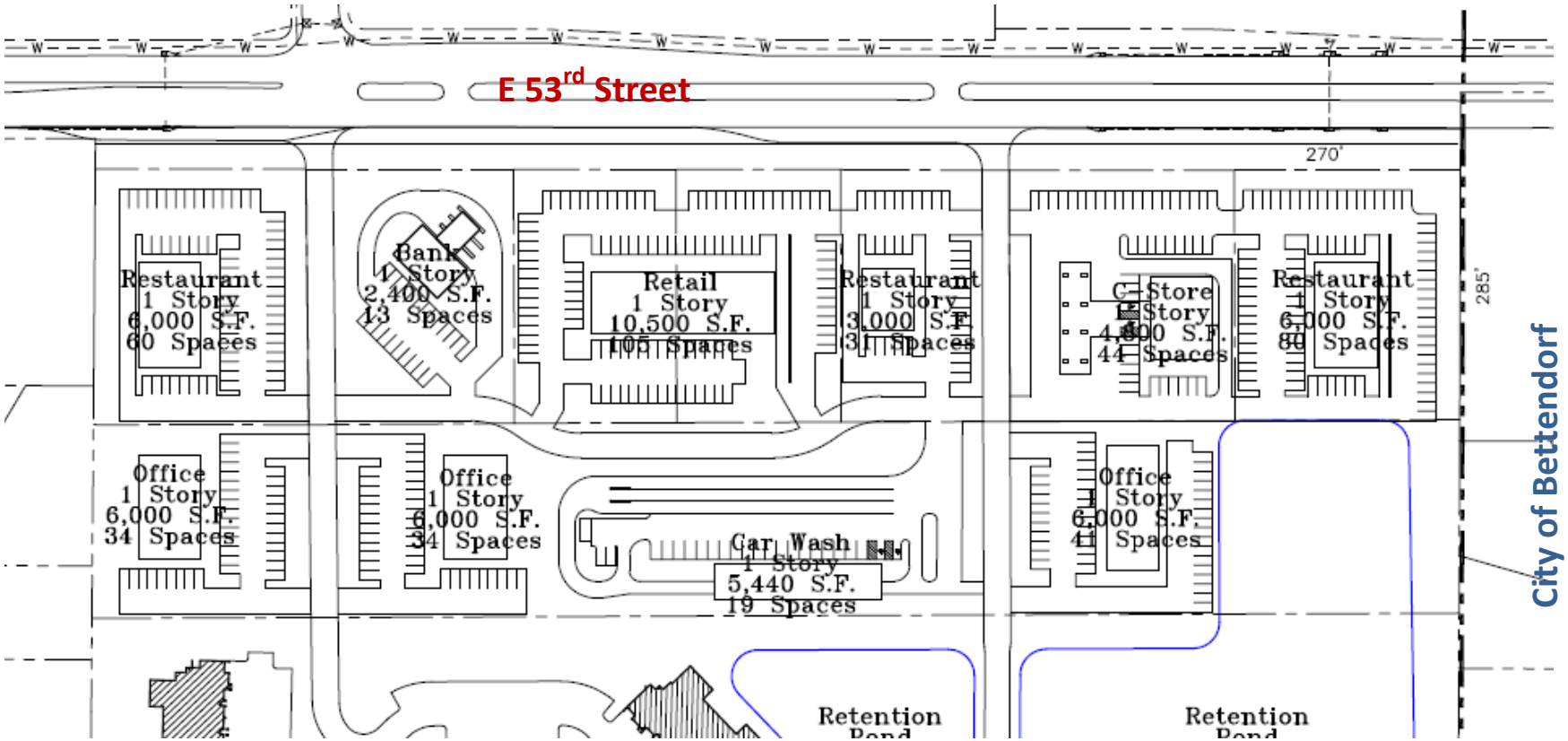
N

REZ18-11: Future Land Use Map
Koellner R-2PUD to PDD





Koellner Draft Land Use Plan – Subject to Change

City of Davenport
Plan and Zoning Commission

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

Date
7/2/2018

Subject:
Case No. F18-09 being the request of O'Bros. LLC a final plat of Eastern Avenue Farms Fifth Addition located generally north of East 60th Street between Eastern Avenue and Jersey Ridge Road containing 47 residential lots on 18.39 acres, more or less. The property is zoned "R-2" Low Density Dwelling District.

Recommendation:
There is no recommendation at this time.

Relationship to Goals:
Strengthen the existing built environment.

Background:
Please see attached staff report.

ATTACHMENTS:

	Type	Description
🗋	Backup Material	Staff Report
🗋	Backup Material	Final Plat

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	6/28/2018 - 5:14 PM

City of Davenport
Community Planning & Economic Development Department
PREVIEW REPORT

PLAN AND ZONING COMMISSION

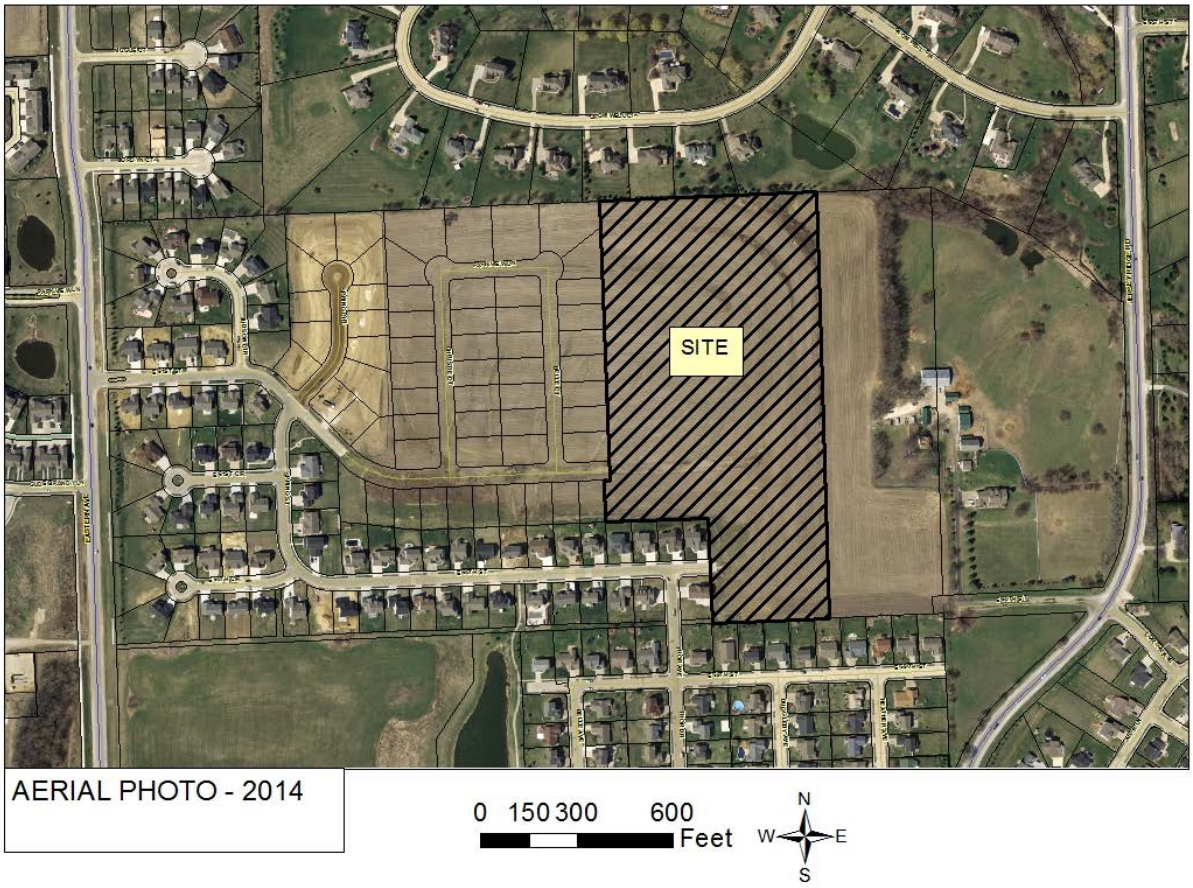
Preview Date:	**July 02, 2018**
Request:	**Final Plat Easter Avenue Farms Fifth Addition**
Address:	**North of 53rd Street between Eastern Avenue and Jersey Ridge Road**
Case No.:	**F18-09**
Applicant:	**O'Bros LLC**

INTRODUCTION

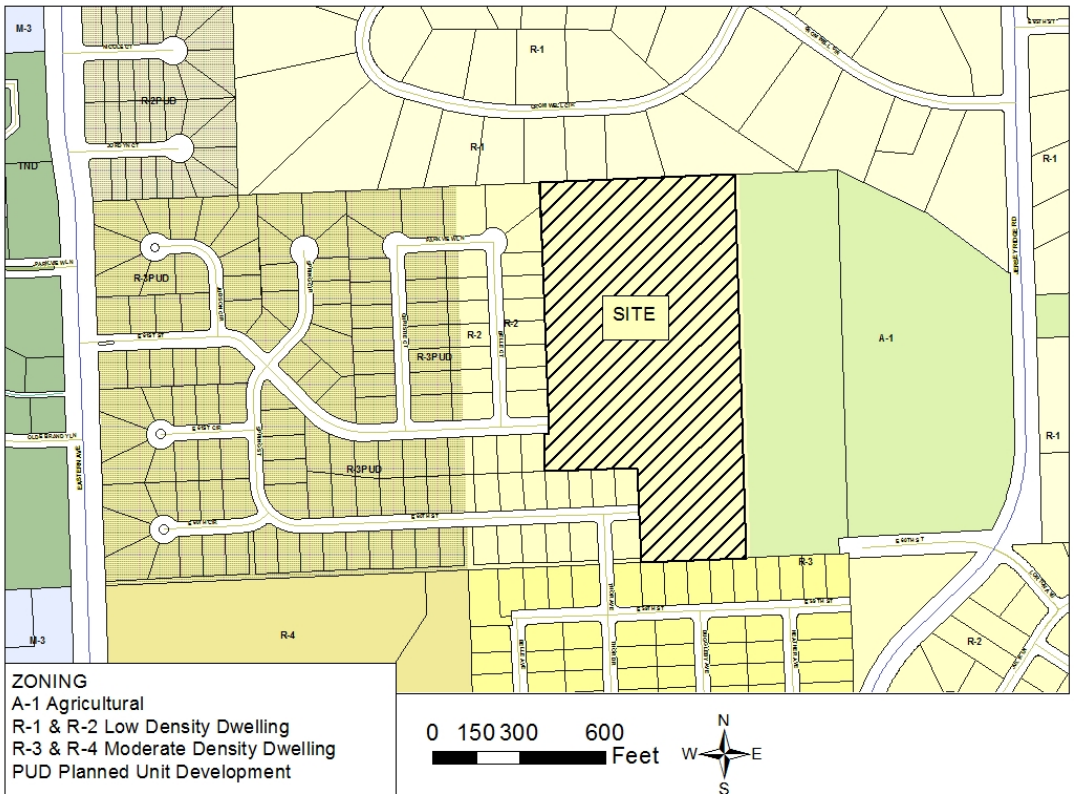
Case No. F18-09 being the request of O'Bros. LLC a final plat of Eastern Avenue Farms Fifth Addition located generally north of East 60th Street between Eastern Avenue and Jersey Ridge Road containing 47 residential lots on 18.39 acres, more or less. The property is zoned "R-2" Low Density Dwelling District.

Recommendation: This is a preview report. No recommendation is made at this time.

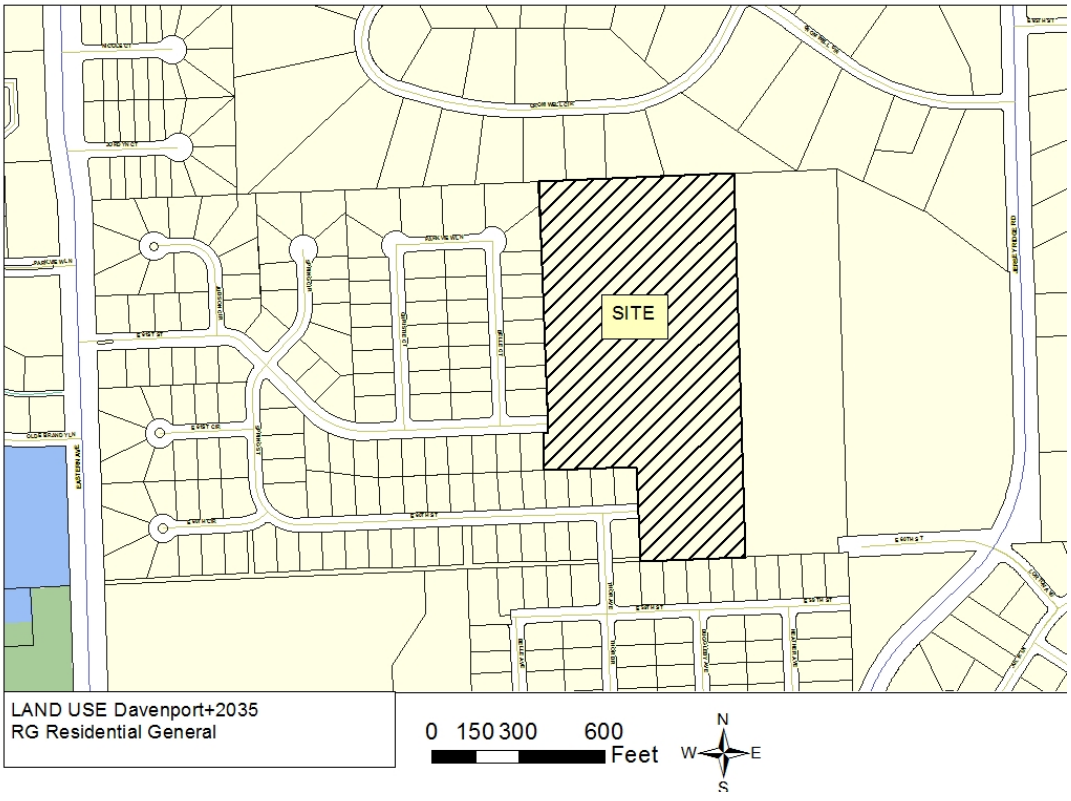
Aerial Photo:



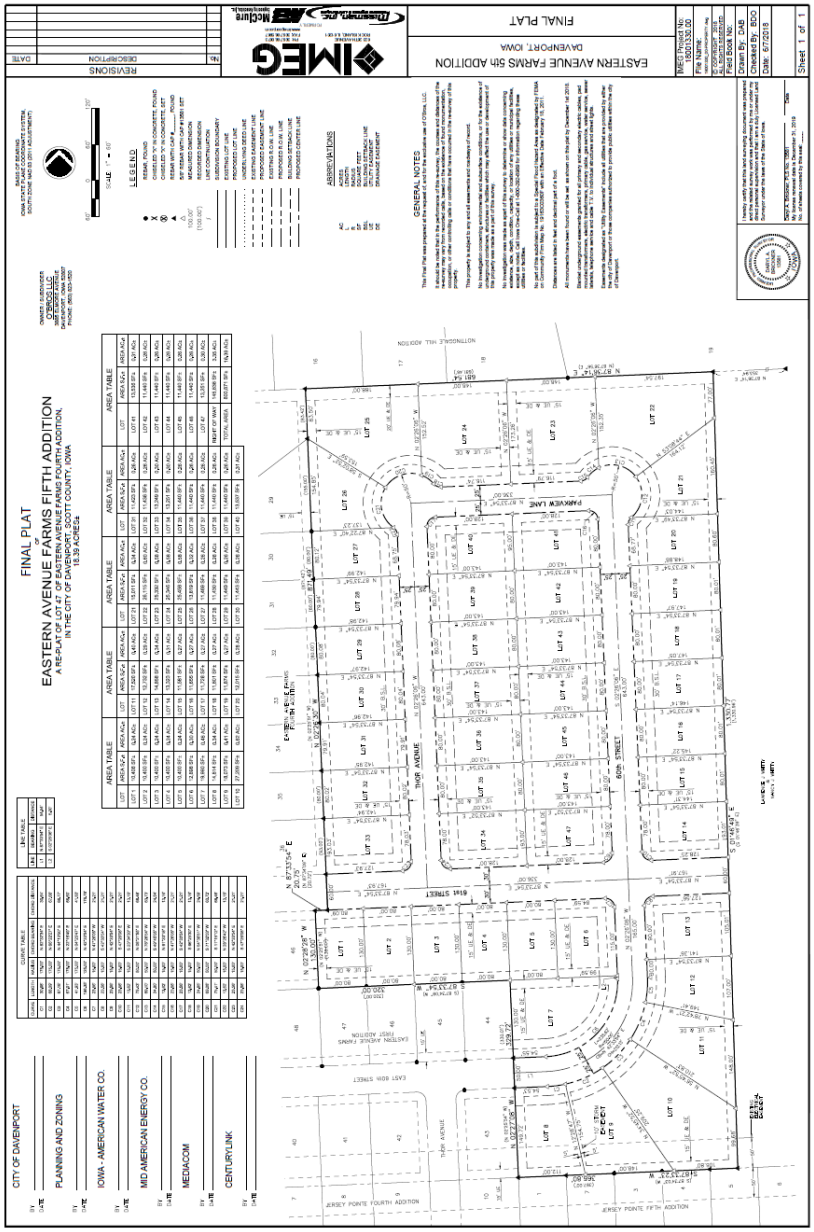
Zoning (R-4 Moderate Density Dwelling District)



Land Use 2035 (Residential General)



Plat



BACKGROUND

Comprehensive Plan:

Within Urban Service Area (+2035): Yes
Proposed Land Use Designation: Residential General - RG

Residential General (RG) - Designates neighborhoods that are mostly residential but include, or are within one-half mile (walking distance) of scattered neighborhood-compatible commercial services, as well as other neighborhood uses like schools, churches, corner stores, etc generally oriented along Urban Corridors (UC). Neighborhoods are typically designated as a whole. Existing neighborhoods are

anticipated to maintain their existing characteristics in terms of land use mix and density, with the exception along edges and transition areas, where higher intensity may be considered.

Relevant *Davenport 2025* Goals and Objectives:

1. Strengthen the existing built environment.

b. Reduce the number of underoccupied, abandoned, or vacant buildings / properties through adaptive reuse and infill.

Technical Review:

Streets. The existing street network will be extended into/through this plat. East 61st Street is extended through the plat and dead-ends at the eastern boundary East 60th Street curves to the north and makes an internal connection with 61st Street.

Storm Water. Existing stormwater infrastructure will also be extended; existing Fourth Addition drains to the detention to the south.

Sanitary Sewer. Existing sanitary sewer infrastructure will need to be extended.

Other Utilities. Other normal utility services are available.

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

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

DISCUSSION

This plat continues the Eastern Avenue Farms development to the east finishing out the area currently owned by O'Bros. LLC. The street layout appears to preclude the future connection to the existing 60th Street ght-of-way at Jersey Ridge Roadlocated just to the southeast.

STAFF RECOMMENDATION

This is a preview report. No recommendation is made at this time.

Prepared for:

Ryan Rusnak, AICP - Planner III

CITY OF DAVENPORT

BY _____

DATE _____

PLANNING AND ZONING

BY _____

DATE _____

IOWA - AMERICAN WATER CO.

BY _____

DATE _____

MID AMERICAN ENERGY CO.

BY _____

DATE _____

MEDIACOM

BY _____

DATE _____

CENTURYLINK

BY _____

DATE _____

CURVE TABLE				
CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD DISTANCE
C1	30.68'	175.00'	N 82°32'34" E	30.64'
C2	68.09'	175.00'	N 66°22'27" E	67.66'
C3	67.18'	175.00'	N 44°13'50" E	66.77'
C4	67.01'	175.00'	N 22°15'49" E	66.60'
C5	41.93'	175.00'	N 04°29'47" E	41.83'
C6	198.39'	125.00'	N 42°33'54" E	178.78'
C7	23.56'	15.00'	N 47°26'06" W	21.21'
C8	23.56'	15.00'	S 42°33'54" W	21.21'
C9	23.56'	15.00'	N 42°33'54" E	21.21'
C10	23.56'	15.00'	S 47°26'06" E	21.21'
C11	13.62'	15.00'	S 23°34'30" W	13.16'
C12	75.43'	50.00'	N 06°21'55" E	68.48'
C13	69.10'	50.00'	N 76°26'54" W	63.73'
C14	24.80'	50.00'	S 49°45'05" W	24.54'
C15	13.62'	15.00'	N 61°33'18" E	13.16'
C16	23.56'	15.00'	N 47°26'06" W	21.21'
C17	23.56'	15.00'	S 42°33'54" W	21.21'
C18	13.62'	15.00'	S 66°25'30" E	13.16'
C19	24.85'	50.00'	N 54°38'51" W	24.59'
C20	69.08'	50.00'	S 71°32'03" W	63.72'
C21	75.41'	50.00'	S 11°15'12" E	68.46'
C22	13.62'	15.00'	N 28°28'42" W	13.16'
C23	23.56'	15.00'	N 42°33'54" E	21.21'
C24	23.56'	15.00'	S 47°26'06" E	21.21'

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 87°33'54" E	54.54'
L2	S 02°26'06" E	5.00'

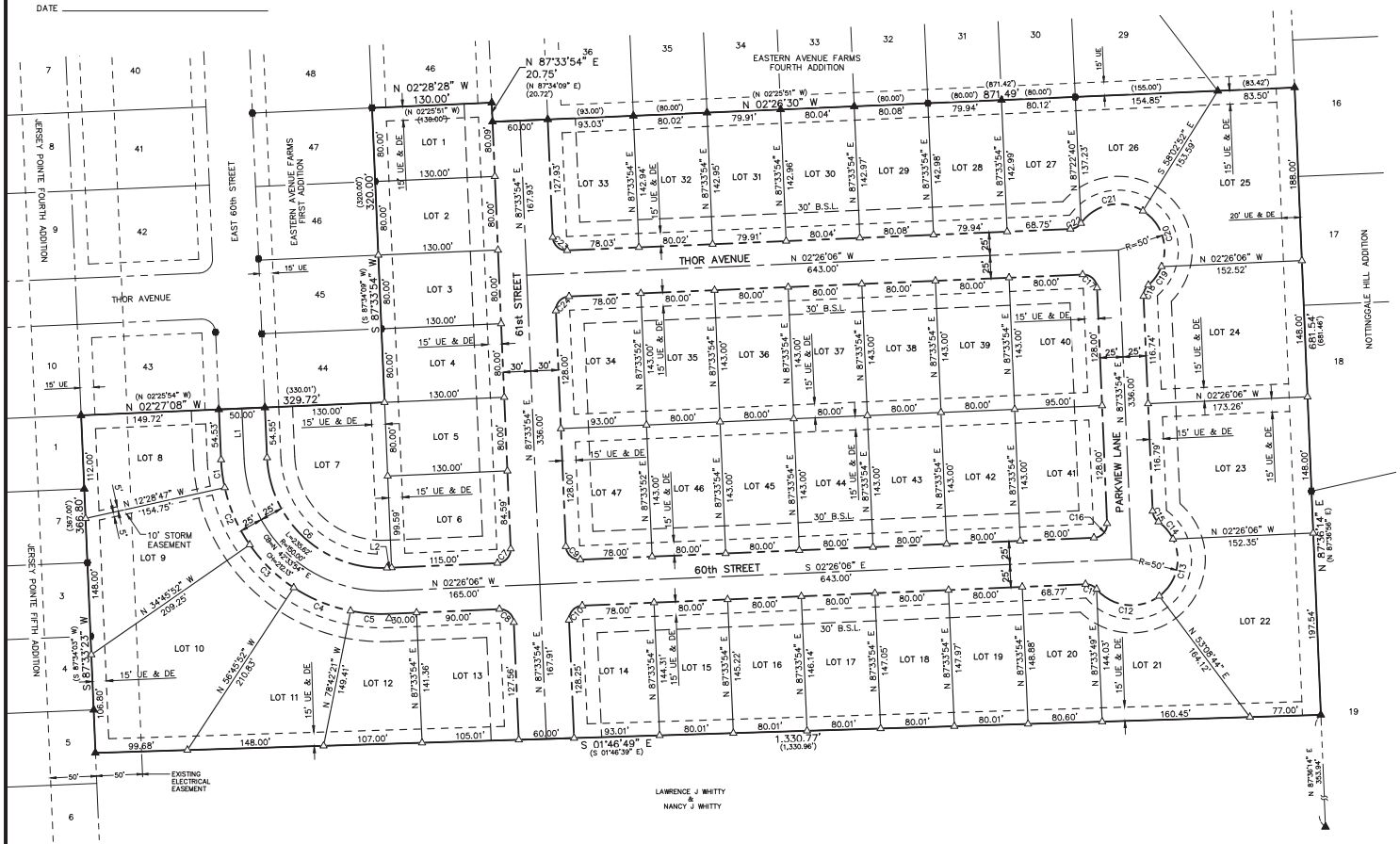
FINAL PLAT
OF
EASTERN AVENUE FARMS FIFTH ADDITION
A RE-PLAT OF LOT 47 OF EASTERN AVENUE FARMS FOURTH ADDITION,
IN THE CITY OF DAVENPORT, SCOTT COUNTY, IOWA
18.39 ACRES±

OWNER / SUBDIVIDER
O'BROS LLC
3885 ELMORE AVENUE
DAVENPORT, IOWA 52807
PHONE: (563) 823-1520

BASIS OF BEARING
IOWA STATE PLANE COORDINATE SYSTEM,
SOUTH ZONE NAD 83 (2011 ADJUSTMENT)

60' 0 60' 120'
SCALE: 1" = 60'

AREA TABLE			AREA TABLE			AREA TABLE			AREA TABLE			AREA TABLE		
LOT	AREA S.F.±	AREA AC.±	LOT	AREA S.F.±	AREA AC.±	LOT	AREA S.F.±	AREA AC.±	LOT	AREA S.F.±	AREA AC.±	LOT	AREA S.F.±	AREA AC.±
LOT 1	10,406 SF±	0.24 AC±	LOT 11	17,520 SF±	0.40 AC±	LOT 21	15,011 SF±	0.34 AC±	LOT 31	11,423 SF±	0.26 AC±	LOT 41	13,536 SF±	0.31 AC±
LOT 2	10,400 SF±	0.24 AC±	LOT 12	12,732 SF±	0.29 AC±	LOT 22	26,115 SF±	0.60 AC±	LOT 32	11,438 SF±	0.26 AC±	LOT 42	11,440 SF±	0.26 AC±
LOT 3	10,400 SF±	0.24 AC±	LOT 13	14,858 SF±	0.34 AC±	LOT 23	25,332 SF±	0.58 AC±	LOT 33	13,249 SF±	0.30 AC±	LOT 43	11,440 SF±	0.26 AC±
LOT 4	10,400 SF±	0.24 AC±	LOT 14	13,323 SF±	0.31 AC±	LOT 24	25,346 SF±	0.58 AC±	LOT 34	13,251 SF±	0.30 AC±	LOT 44	11,440 SF±	0.26 AC±
LOT 5	10,400 SF±	0.24 AC±	LOT 15	11,581 SF±	0.27 AC±	LOT 25	25,458 SF±	0.58 AC±	LOT 35	11,440 SF±	0.26 AC±	LOT 45	11,440 SF±	0.26 AC±
LOT 6	12,898 SF±	0.30 AC±	LOT 16	11,655 SF±	0.27 AC±	LOT 26	13,819 SF±	0.32 AC±	LOT 36	11,440 SF±	0.26 AC±	LOT 46	11,440 SF±	0.26 AC±
LOT 7	19,990 SF±	0.46 AC±	LOT 17	11,728 SF±	0.27 AC±	LOT 27	11,469 SF±	0.26 AC±	LOT 37	11,440 SF±	0.26 AC±	LOT 47	13,251 SF±	0.30 AC±
LOT 8	14,814 SF±	0.34 AC±	LOT 18	11,801 SF±	0.27 AC±	LOT 28	11,430 SF±	0.26 AC±	LOT 38	11,440 SF±	0.26 AC±	RIGHT OF WAY	145,838 SF±	3.35 AC±
LOT 9	18,073 SF±	0.41 AC±	LOT 19	11,874 SF±	0.27 AC±	LOT 29	11,449 SF±	0.26 AC±	LOT 39	11,440 SF±	0.26 AC±	TOTAL AREA	800,871 SF±	18.39 AC±
LOT 10	27,209 SF±	0.62 AC±	LOT 20	12,015 SF±	0.26 AC±	LOT 30	11,443 SF±	0.26 AC±	LOT 40	13,537 SF±	0.31 AC±			



LEGEND

●	REBAR, FOUND
X	CHISELED "X" IN CONCRETE, FOUND
⊗	CHISELED "X" IN CONCRETE, SET
▲	REBAR WITH CAP #_____, FOUND
△	5/8" REBAR WITH CAP #13581 SET
100.00'	MEASURED DIMENSION
(100.00')	RECORDED DIMENSION
∫	LINE CONTINUATION
	SUBDIVISION BOUNDARY
	EXISTING LOT LINE
	PROPOSED LOT LINE
	UNDERLYING DEED LINE
	EXISTING EASEMENT LINE
	PROPOSED EASEMENT LINE
	EXISTING R.O.W. LINE
	PROPOSED R.O.W. LINE
	BUILDING SETBACK LINE
	PROPOSED CENTER LINE

ABBREVIATIONS

AC	ACRES
L	LENGTH
R	RADIUS
SF	SQUARE FEET
BSL	BUILDING SETBACK LINE
UE	UTILITY EASEMENT
DE	DRAINAGE EASEMENT

GENERAL NOTES

This Final Plat was prepared at the request of, and for the exclusive use of O'Bros, LLC.

It should be noted that in the performance of this re-survey, the courses and distances of the re-survey may vary from recorded calls, based on the existence of found monumentation, occupation, or other controlling calls or conditions that have occurred in the re-survey of this property.

This property is subject to any and all easements and roadways of record.

No investigation concerning environmental and subsurface conditions, or for the existence of underground containers, structures or facilities which may affect the use or development of this property was made as a part of this survey.

No investigation was made as apart of this survey to determine or show data concerning existence, size, depth, condition, capacity, or location of any utilities or municipal facilities, except as noted. Call Iowa One-Call at 1-800-292-8989 for information regarding these utilities or facilities.

No part of this subdivision is subject to a Special Flood Hazard Area as designated by FEMA on Community Firm Map No. 19163C0360F with an Effective Date February 18, 2011.

Distances are listed in feet and decimal part of a foot.

All monuments have been found or will be set as shown on this plat by December 1st 2018.

Blanket underground easements granted for all primary and secondary electric cables, pad mounted transformers, electric transformers, primary cable, gas service, water service, sewer laterals, telephone service and cable T.V. to individual structures and street lights.

Easements designated as "Utility Easements" include all utilities that are provided by either the city of Davenport or those companies authorized to provide public utilities within the city of Davenport.

DARYL A. BRICKNER 13581 LICENSED PROFESSIONAL LAND SURVEYOR IOWA

I hereby certify that this land surveying document was prepared and the related survey work was performed by me or under my direct personal supervision and that I am a duly Licensed Land Surveyor under the laws of the State of Iowa.

Daryl A. Brickner, PLS No. 13581 _____ Date

My license renewal date is December 31, 2019

No. of sheets covered by this seal: ____

REVISIONS		
NO.	DESCRIPTION	DATE

IMEG
FORMERLY McClure Engineering Associates, Inc.
PH 309 786 0673
FX 309 786 0678
www.imegcorp.com
ROCK ISLAND, IL 61201
1921 2nd AVENUE

EASTERN AVENUE FARMS 5th ADDITION
DAVENPORT, IOWA

FINAL PLAT

IMEG Project No: 18001330.00

File Name: 18001330_00-PROPERTY.dwg

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Field Book No:

Drawn By: DAB

Checked By: BDO

Date: 6/7/2018

Sheet 1 of 1