PLAN AND ZONING COMMISSION MEETING

CITY OF DAVENPORT, IOWA

TUESDAY, OCTOBER 16, 2018; 5:00 PM

CITY COUNCIL CHAMBERS

COMBINED PUBLIC HEARING & REGULAR MEETING

I. New Business

A. Case ORD18-05: Request by the City of Davenport to repeal and replace Title 17 of the Municipal Code, entitled, "Zoning" with a new zoning ordinance and map for the entire City [All Wards].

II. Next Public Hearing

A. November 6, 2018

REGULAR MEETING AGENDA

I. Roll Call

II. Report of the City Council Authority

III. Secretary's Report

A. Consideration of the October 2, 2018 Plan and Zoning Commission public hearing and regular meeting minutes.

IV. Report of the Comprehensive Plan Committee

V. Zoning Activity

A. Old Business

B. New Business

i. Case REZ18-14: Request of Dan Elias to rezone 1.49 acres, more or less, of property located at 4435 East 53rd Street from R-2, Low Density Dwelling District to PDD, Planned Development District [Ward 6]

VI. Subdivision Activity

A. Old Business

B. New Business

VII. Future Business

A. Case P18-05: Request of WTC Investments, LLC - Davenport Series for a Preliminary Plat for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue.[Ward 6]

B. Case F18-14: Request of WTC Investments, LLC - Davenport Series for a Final Plat

for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue. [Ward 6]

C. Case F18-15: Request of Robert Murray for a Final Plat for a 2 lot subdivision located at 915 Floral Lane. [Ward 1]

D. Case F18-16: Request of McCarthy Improvement Company and Linwood Stone Products Company for a Final Plat for a 2 lot subdivision located north of East 56th Street and east of Utica Ridge Road. [Ward 6]

VIII. Communications

IX. Other Business

X. Adjourn

City of Davenport
Plan and Zoning Commission

Department: CPED **Date**
Contact Info: Matt Flynn, 888-2286, matt.flynn@ci.davenport.ia.us **10/16/2018**

Subject:
Case ORD18-05: Request by the City of Davenport to repeal and replace Title 17 of the Municipal Code, entitled, "Zoning" with a new zoning ordinance and map for the entire City [All Wards].

Recommendation:
Hold the Public Hearing.

Background:
The proposed new zoning ordinance is the culmination of years of effort, which was initiated in a Comprehensive Plan Update, completed in 2016.

Work on the code itself began in the winter of 2017, when the firm of Camiros of Chicago was hired.

There has been extensive public engagement in this process, including the involvement of an advisory committee, focus groups, technical review team and the Plan and Zoning Commission. In addition, hundreds of hours of staff time have been directed to the effort.

The project website www.davenportzoning.com has extensive information about this project, including overviews, technical reports and public presentations.

Access the proposed Zoning Ordinance and Map by clicking the link here.

In advance of this public hearing, the draft ordinance and map have been made available for review at City Hall, the Public Works Center, Hilltop Campus Village offices, and the Eastern and Fairmont Street branches of the library. The City website and social media platforms have also been used to publicize the effort.

Please contact Matt Flynn for assistance in navigating the website or for additional information if necessary.

ATTACHMENTS:

Type	Description
Backup Material	Tech Review Report
Backup Material	Legal Notice

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	9/26/2018 - 1:30 PM

Prepared by Camiros for the City of Davenport, Iowa

Davenport Zoning Ordinance Rewrite: Technical Review & Approaches Report

* *All illustrations in this document are examples only, and do not represent regulations developed for Davenport.*

June 2017

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CONTENTS

Organization *03*

Uses *05*

Districts *09*

On-Site Development Standards *19*

Off-Street Parking *21*

Landscape *25*

Signs *27*

Administration *31*

Nonconformities *39*

* *All illustrations in this document are examples only, and do not represent regulations developed for Davenport.*

Prepared by Camiros for the City of Davenport, IA

JUNE, 2016

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TECHNICAL REVIEW & APPROACHES REPORT

This Technical Review Report presents the findings of a technical review of the City of Davenport Zoning Ordinance performed by Camiros. The purpose of this review is three-fold. First, the review provides a more in-depth understanding of the City's current regulations as we move toward drafting the updated Zoning Ordinance. Second, it allows for the identification of additional issues not identified during meetings and interviews with City staff and key persons. Third, it introduces concepts and regulatory approaches that set direction for substantive revisions to be included in the new Ordinance.

Good zoning regulations combine rational substantive controls with fair procedures, which, when reasonably applied, assure a pattern of development and redevelopment that protects the status quo where warranted and facilitates change where desired. The regulations must be well organized, easy to use, and have standards and procedures that regulate clearly and effectively. It must allow for predictable results and the fulfillment of City objectives.

This Report focuses on regulatory issues and potential revisions identified during the technical review. This section is not intended to discuss every needed change, as some will be minor changes that "clean up" the Ordinance and create a user-friendly document, while others are much more detailed revisions that will be worked out during the drafting process. This memorandum highlights key issues and revisions that are substantive changes to current regulations, and offers conceptual approaches to resolving specific issues. Provisions will continue to evolve during drafting of each iteration.

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ORGANIZATION

The Ordinance should follow a logical system of compartmentalization.

The Ordinance should follow a consistent, structured pattern from beginning to end. A key way to improve the organizational structure of the Zoning Ordinance and, in turn, its ease of use, would be to employ a system of compartmentalization. This is a technique where items of information are grouped together by regulatory category and purpose.

The current Ordinance has a number of situations where regulations are split among the different chapters. Parking regulations are split between Chapter 17.44 (off-street parking) and Chapter 17.56 (site plan review). Site plan review, which is a process, contains development standards for parking, landscape, and exterior lighting. Uses are listed within each district, rather than within a matrix. In order to place regulations into logical sections, the following is proposed for the Ordinance structure:

Chapter 1: *Title, Purpose & Intent*

Chapter 2: *General Definitions & Measurement Methodologies*

Chapter 3: *Zoning Districts and Zoning Map*

Chapter 4: *Residential Districts*

Chapter 5: *Commercial Districts*

Chapter 6: *Industrial Districts*

Chapter 7: *Special Purpose Districts*

Chapter 8: *Uses*

Chapter 9: *On-Site Development Standards*

Chapter 10: *Off-Street Parking and Loading*

Chapter 11: *Landscape*

Chapter 12: *Signs*

Chapter 13: *Planned Unit Development*

Chapter 14: *Ordinance Administrators*

Chapter 15: *Zoning Application Procedures*

Chapter 16: *Zoning Approvals*

Chapter 17: *Nonconformities*

Chapter 18: *Enforcement*

The City should consider moving the historic preservation regulations in Chapter 17.23 out of the Zoning Ordinance and as a separate section of the Municipal Code. A number of aspects of historic preservation are outside the purview of zoning, such as designating landmarks and reviewing demolitions. While some municipalities do keep historic preservation provisions within zoning, it is more common that they are located in their own section of the municipal code. This also allows for easier amendment to the regulations, as a full zoning text amendment process is not required.

Similarly, the floodplain regulations (Chapter 17.24) should also be considered for removal from the Zoning Ordinance and revised as their own title within the municipal code. As stated above, this allows for easier amendment to the floodplain regulations, where the zoning text amendment process is not required.

All general terms within the Ordinance should be defined and located within one chapter.

We recommend that all definitions of general terms used in the Ordinance be located in a single chapter. The majority of terms are found in Chapter 17.04, but then certain chapters, such as those for signs, the Downtown Design Overlay District, the R-7 District, and others, have their own set of definitions contained within them. These should all be brought together into one chapter. Further, all existing definitions will be evaluated, updated for clarity, and checked for any internal conflicts. Any key terms that are undefined will be defined. Definitions no longer needed will be deleted. Finally, many definitions will be supplemented with illustrations.

The Ordinance would benefit from greater use of illustrations and matrices.

The Ordinance should illustrate a variety of definitions and regulations, which will more effectively communicate information to users. Numerous regulations would benefit from illustration including, but not limited to:

- Lot types, lot lines, and lot dimensions
- Landscape, fencing, and similar requirements
- Measurement rules, such as building height, setbacks, etc.
- Parking lot design
- Building design standards

Graphics are not limited to the examples cited above. It is anticipated that additional regulations, design concepts, and terms will require illustration when developed during the drafting process. The Ordinance would also benefit from a greater use of matrices. For example, a global use matrix can summarize and more clearly present information regarding permitted and special uses in the districts.

The Ordinance should clearly explain all rules of measurement.

The rules of measurement for building height, setbacks, grade, lot width, rules for unique lot configurations, how to measure dimensions on sloped lots, etc. should be brought together in one section so that their application is clear and consistent. The majority of the measurement standards would be illustrated to make them understandable to the user.

The Ordinance should not regulate ownership.

Within Chapter 17.04 different aspects of condominium ownership are defined, while some district chapters make reference to condominium ownership. A zoning ordinance should not regulate ownership; zoning provides the rules for the physical development and use of a lot, but does not regulate how something is owned (rental, condominium, fee simple, etc.). Reference to such should be removed from the Ordinance.

USES

The modern generic use approach should be adopted to address uses within the districts.

We propose a revision of how uses within the zoning districts are controlled, based upon the concept of "generic uses." A generic use approach to the listing of uses is established by combining specific uses into a broader use category. For example, barber shops, beauty parlors, shoe repair shops, and tailors would be addressed in the use "personal services establishment," which then can allow similar uses such as pet grooming establishments, dry cleaners, and nail salons.

Currently, Davenport employs an approach that incorporates limited generic uses, relying more on specific uses, which requires significant detail and is unable to respond to new and emerging uses. The use of a generic use approach has two main benefits. First, it eliminates the need for extensive and detailed lists, and the use sections of the Ordinance become shorter and easier to use. Secondly, the generic use approach provides the City with greater flexibility to review and permit those uses that may be desirable, but not specifically listed, within the broad context of the use definitions.

With the generic use approach, detailed use definitions are critical. Each use must be defined and many may include both examples of that use and specifically exclude those uses that are not part of the use definition. Another important element of the generic use approach is recognizing that certain specific uses are unique in their impacts and community concerns and need to be regulated separately, rather than as part of a generic use. A common example is an adult use; it cannot be regulated as part of generic retail or entertainment. Once singled out, any use listed separately cannot be considered part of any generic use category.

Under the generic use approach, each of the specific uses on the right side of this diagram (shoe store, clothing store, record store, hardware store) would be included in a simplified "Retail Goods Establishment" category, as on the left side of the diagram.

Permitted and special uses should be tailored specifically to the purpose of the district.

The uses allowed in each district should be evaluated and updated. Uses must correspond to the purpose, form, and function of each district. The revision process will include a full evaluation and

resorting of uses allowed in each district. To do this, two aspects of Davenport's current use structure will need to be remedied.

First, the current use of a pyramid or cumulative use approach does not allow for tailoring of uses, as it accumulates uses by district. For example, all uses permitted in the C-1 District are permitted within the C-2 District, with the addition of several new uses listed specifically in the C-2 District. The pyramid approach creates a confusing structure where the user must rely on the listing of uses in other districts in order to determine what is allowed in the district of interest. Also, uses may be added to the "lower" district that are not desirable in the "higher" district. The elimination of such an approach is recommended. Uses would be listed within Chapter 8 within a use matrix that lists all uses and districts, showing use permissions (permitted and special) within a table.

The second aspect of use control is how Davenport currently regulates special uses. Rather than list special uses allowed within the district, all special uses are listed in Chapter 17.48 and generally allowed within most districts. This again works against using use permission to further reinforce the form and function of a zoning district. Each district should have its own discreet set of uses; in one district a use may be appropriate to be allowed by right, in another it should require a special use, and finally in another it should be outright prohibited.

Certain uses require use standards to regulate impacts.

As is the case now, additional use standards are needed for certain uses. These are located within different sections of the ordinance: some definitions have standards, such as home office; adult uses and wireless telecommunications are regulated in separate chapters (17.47 and 17.49 respectively); the special use chapter (17.48) has more standards. All of these standards would be evaluated and revised against the new generic use approach, and new use standards added as needed. Certain existing standards, such as wireless telecommunications, would be updated to reflect a more modern approach to use control. They would then be consolidated into Chapter 8, the use chapter, and the use matrix would contain a cross-reference.

Incorporating new use standards can also reduce reliance on special use approvals. If certain special uses are always approved with the same set of conditions applied, those conditions can be added to the Ordinance and the use allowed as a permitted use so long as it meets those standards.

Uses related to sustainability should be added to the Ordinance.

The allowable uses within districts should include a number of "green" uses, such as urban agriculture, community gardens, solar farms, and wind farms.

A full range of temporary uses should be addressed.

The current Ordinance is not comprehensive in terms of the different temporary uses that can occur on private property. Only "residential sales" is regulated specifically in Chapter 17.53. As part of the revision, it is recommended that the full range of temporary uses be addressed:

- *Batching Plant*
- *Farmers Market*
- *Garage/Yard Sale*
- *Real Estate Sales Office/Model Unit*
- *Residential Sales*
- *Temporary Contractor's Office*
- *Temporary Mobile Food Sales*
- *Temporary Outdoor Entertainment*
- *Temporary Outdoor Sales*
- *Temporary Outdoor Storage Container*

In addition, a temporary use permit should also be created (to be located in the zoning applications chapter) so that uses can be better regulated for impacts and to ensure that a temporary use is not, in fact, functioning as a permanent use. This would also allow for easier enforcement. Temporary events can bring impacts such as traffic, noise, litter, and security issues. With a temporary use permit, mitigation measures can be required as part of the permit approval and could control the duration of these uses, and enforce violations more effectively and efficiently as the permit would lay out the clear rules for how the event must be conducted.

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DISTRICTS

A revision of the district structure is recommended.

It is recommended that a new district structure be created that better reflects the character of Davenport and helps to implement the Comprehensive Plan. This will address many of the issues that the City faces in new development and facilitate more by-right development. It will reduce reliance on the special approvals and create a positive economic development environment.

Throughout the process, we continuously review the dimensional regulations for all districts, including lot size, yards, and lot coverage, and compare them to existing conditions and redevelopment objectives. We will recommend adjustment of these controls to continue development consistent with existing character. One current observation is to change "minimum square footage per family" to the more modern "minimum square footage per dwelling unit" for any residential uses.

RESIDENTIAL DISTRICTS

The current Ordinance's residential district structure appears to be relatively effective in creating distinct development patterns and reinforcing the fabric of Davenport's varied neighborhoods. As developed, the majority of lots within each residential district appear to be generally conforming to overall district standards, including lot area, lot width, and required setbacks. That stated, the residential districts are in need of simplification and clarification, as they currently contain a number of provisions and standards that are difficult to interpret, or may be conflicting. Further, there are significant similarities between some districts, indicating the potential for consolidation in certain cases, and refinement of the overall district structure to ensure each district serves a unique purpose. Recommendations for the City's residential districts include the following.

Clarification and simplification of the residential district controls is needed.

The current residential districts contain a series of provisions related to items such as accessory structures, permitted encroachments, and parking, which should be reorganized into other sections to improve the overall legibility and clarity of the zoning ordinance. Additionally, terms used throughout the residential districts are in need of clarification, as "yard" and "setback," for instance, seem to be used somewhat interchangeably, or in combination with one another. Clarifying the difference between a required front setback and a front yard, as well as adding and defining terms such as "corner side yard" and "reverse corner side yard," can help to clarify the intent and the requirements of these districts, and facilitate effective application of their dimensional standards. Further, a number of the residential districts also contain a "single-family attached overlay zone," which appears to be a type of special approval that is somewhat complex in application, and may not be resulting in the type of development for which it was originally intended. We recommend the elimination of this "overlay zone" in favor of simplified controls on single-family attached dwelling units where they are permitted. Finally, the Zoning Ordinances should eliminate a minimum dwelling unit size for single-family, currently located in the definition. Adequate living area is primarily a concern of the building code, not a zoning issue, and such controls can discourage new development types like tiny houses.

Contextual controls should be refined and simplified, and new controls should be introduced.

The current Ordinance contains a series of contextual controls that are in need of refinement, such as provisions for reducing a required front setback, or the calculation of a required side setback on a corner lot. While the inclusion of these provisions is appropriate for allowing development to more closely match established neighborhood patterns, they are somewhat difficult to understand and calculate, and may be too open to interpretation to produce consistent results. The new Ordinance should provide a set of clear contextual controls that are easy to understand and apply to a variety of situations. The Ordinance should also include modern bulk and area controls related to sustainability and stormwater management in the City, such as maximum building coverage and impervious surface controls.

These controls limit the area of a lot that is permitted to be covered by principal buildings and accessory structures, as well as the overall lot area that is allowed to be covered by impervious surface, which would include structures, paving, and anything else that does not allow water to permeate. Maximums should be calibrated to lot sizes and development patterns in each residential district, and are a modern approach to improving stormwater infiltration, and reducing runoff and flooding while encouraging the use of sustainable technology such as permeable paving systems.

Current residential districts should be evaluated to ensure their effectiveness and applicability, and districts should be refined, consolidated, or created where necessary.

A preliminary review of the residential district dimensional standards indicates that the residential neighborhoods within the City are stable, and that the current regulations are generally in line with “as built” development within Davenport. Though the current regulations appear to be sound overall, the City could likely benefit from some fine tuning of existing standards to ensure that homes are able to be maintained and improved, and that new development complements existing neighborhood character.

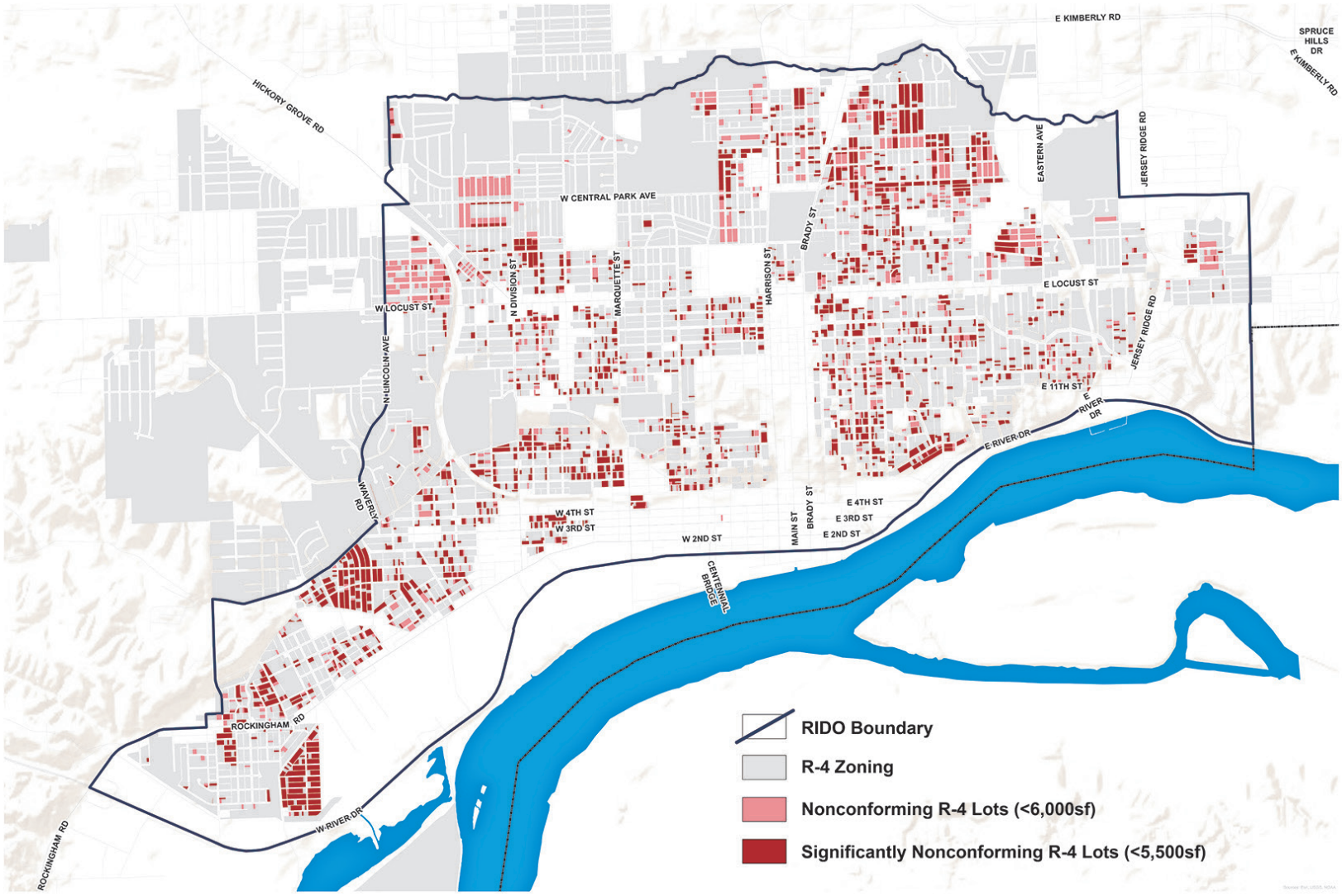
R-1, R-2, and R-3 Districts

Development in the R-1, R-2, and R-3 Districts appears to be generally conforming to the district dimensional regulations including lot area, lot width, and required setbacks. Though there is limited nonconformity in each of these districts, there is no indication that significant changes in these dimensional requirements are needed. Rather, refinements of district standards may be proposed to ensure they continue to work adequately for desired forms of development.

R-4 District

There are significant areas of nonconforming lots in the R-4 District. Though the district standards require a 6,000 square foot, 50 foot wide lot in the R-4 District, there are a number of areas that seem to have developed with significantly smaller lot area.

Preliminary analysis based upon City GIS data indicates that over 5,600 R-4 parcels have lot areas below the required 6,000 square feet, and nearly 90% of these smaller lots are located within the area currently identified as the “Residential Infill Overlay District.” Of these substandard lots, approximately 73% can be categorized as significantly smaller - less than 5,500 square feet in area. These lots can be seen on the map on the next page.



The City could consider a couple of options if there is a desire to bring these areas into conformity. Firstly, a new set of dimensional standards could be developed for R-4 lots within the current RIDO boundary. Reducing the lot area requirement to 4,000 square feet would bring over 4,000 lots up to standard if applied throughout the current RIDO area, and it would only allow a small percentage (approximately 10%) of current R-4 lots to subdivide if they meet both lot area and width standards. Secondly, the City could consider the creation of a new district, an R-4-40 that would require a smaller 4,000 square foot lot area and a 40 foot minimum lot width. This district could be selectively applied to concentrations of substandard lots within the City as appropriate, without allowing for significant subdivision to occur.

R-5 District

The R-5 District is currently very sparsely mapped, and does not appear to be fulfilling its purpose of creating a transition between the moderate density to higher density districts. Preliminary analysis indicates that the limited development that has occurred in the R-5 District is single-family dwellings on lots ranging from 6,000 to 10,000 square feet in area. We recommend eliminating the R-5 District in favor of building in appropriate transition/buffering standards into the other residential districts.

R-5M and R-6M Districts

The R-5M and R-6M districts appear to be working adequately to accommodate higher density single-family and multi-family development within the City, but should be further evaluated and refined where appropriate to ensure they are meeting the City's development needs. These districts may be able to be combined into one multi-family district that accommodates the varied uses encapsulated in the current R-5M and R-6M Districts.

R-MHP Manufactured Home Park District

Upon review, there are a number of recommendations for the R-7 Mobile Home District. One recommendation is to eliminate the term "mobile home" as it is generally considered out-of-date, and should be revised to the more modern "manufactured home," referring specifically to those units that initially have trailers installed as a part of the structure, whether or not this is maintained after installation on site. Such homes are required to meet HUD Codes, as opposed to local building codes. To distinguish it further from the other conventional residential districts, the designation should be changed from R-7 to the R-MHP Manufactured Home Park District.

The district also uses a planned development approach. This can be converted to a by-right district, with the existing dimensional and design standards for the district refined and enhanced to ensure safe and well-designed parks. Since no new areas are proposed for this district as part of this project, any new areas for manufactured home parks or any area expansion for existing ones would require a rezoning, placing control in the City Council over how and where these occur.

Finally, travel trailer parks, also known as recreational vehicle parks (RV parks), are regulated in this district. RV parks are a type of use and should not be regulated as a district. The key standards from the district would be retained for the RV parks as a use, which should be allowed as a special use in only very select districts.

Please note, that within the Ordinance, we will make a distinction between manufactured homes and homes built by modular construction. Modular homes are not considered manufactured homes, and refer to a method of construction. Modular homes are built in one or more sections, called modules, at a facility and then delivered to the site where the module(s) are set onto the building's foundation and joined together to make a single building. Modular buildings and modular homes must conform to all zoning requirements for the dwelling type and must meet all local building code requirements. A manufactured home dwelling is a prefabricated structure that is regulated by the U.S. Department of Housing and Urban Development (HUD), via the Federal National Manufactured Housing Construction and Safety Standards Act of 1974, rather than local building code.

TND Traditional Neighborhood Development District

The regulations of the TND Traditional Neighborhood Development District are significantly more intricate than other districts, which may lead to reluctance to use this district (no significant development has occurred using this district since the construction of Prairie Heights). Given that refinement of the existing residential and commercial districts will accommodate a more modern mix of uses and dwelling types, and can achieve the same goals through addressing the dimensional and design standards of both residential and commercial structures, we would recommend that the current TND District be eliminated in favor of a more modern, simplified approach through the application of revised residential and commercial districts. The Prairie Heights development would be equivalenced to a PUD, which would keep all the conditions and standards imposed as part of its approval in place.

Residential Infill Design Overlay (RIDO) standards should be built into a new series of base residential districts where appropriate.

To simplify the application of infill design standards, we would recommend eliminating the RIDO in favor of a series of base districts that contain objective design controls, mapped to align with the current RIDO boundaries. To achieve this, the current residential district structure could be "split" based upon geographic location, to allow for the design standards of the RIDO to apply in base residential districts, simplifying the overall administration of the ordinance.

As an example, the current R-4 District is mapped throughout the City, both within the area covered by the current RIDO, as well as outside of the central City. This approach would split the R-4 into two districts: the R-4 and the R-4C (Central). The R-4 would be the current district (with refinements) that applies outside the RIDO, and the R-4C would be a new variant that includes the RIDO contextual design standards and modified dimensional standards as appropriate, as discussed earlier, generally aligning with the current RIDO boundary.

COMMERCIAL DISTRICTS

Davenport's commercial districts should be refined to meet specific development objectives and ensure that each district is necessary and distinct. The commercial districts should be restructured to directly regulate development intensity, design, use mix, and functionality; development standards for these districts should recognize that the physical character of these different places varies, and that the physical attributes of these areas make their regulatory needs different. Further, the commercial districts in Davenport should be renamed to clearly communicate a range of development intensities as well as specific character areas as needed.

Over time, the City has also implemented a series of overlay districts to address specific issues related to the design of the commercial corridors, character areas and/or specific use concerns. While the intent of these overlays is important, the numerous regulations that apply to each zoning lot within them can create an Ordinance that is difficult to use and interpret. While overlay districts are a useful zoning tool, their application should be limited so that they specifically address issues that are unique to certain areas. In order to make the Ordinance more user-friendly, the City's current overlay districts should be evaluated, and consolidated into base districts where appropriate.

Commercial districts should be refined and restructured to ensure that they acknowledge and support Davenport's varied commercial areas, and that they accommodate a variety of development intensities.

- The current O-T Office Transitional District and C-O Office Shop District can be combined, as they are similar in intent and scale. The new CT Commercial Transitional District would consolidate the existing districts to address areas in the City suitable for low intensity limited office, service, and retail uses, and serve as a transition between predominantly residential areas and commercial or light industrial areas. The district standards would also allow for conversion of existing residential structures into a commercial or mixed residential-commercial use.

- The City's C-1 Neighborhood Shopping District appears to be working well currently. It should be refined to ensure that the dimensional standards and use permissions are tailored to its specific purpose – primarily to serve the needs of neighborhood residents – and should be renamed the C-1 Neighborhood Commercial District to maintain consistent terminology in the revised Ordinance. The C-1 District should also accommodate low-intensity mixed-use development, with dwellings above the ground floor and townhouse residential development allowed in addition to the basic commercial uses.

- The City should consider the creation of a new commercial district, a C-2 Corridor Commercial District, geared toward accommodating the auto-oriented commercial uses located along Davenport's older commercial corridors closer to downtown, and generally of a smaller scale than the newer, larger auto-oriented uses found further from downtown. Such a district could accommodate a mix of retail, personal service, and office uses in a more auto-oriented and higher-intensity environment than the C-1 Neighborhood Commercial District. Mixed-use development could be encouraged by allowing residential dwelling units above the ground floor in the new C-2 District.

- The current C-2 General Commercial District appears to be adequately accommodating larger-scale auto-oriented commercial development adequately within the City. The current district should be renamed C-3 General Commercial District, and its standards should be refined to ensure that the intensity and scale of development in the district maintains an appropriate relationship to its surrounding context. Because of the higher intensity of use, standards should also address concerns related to access, connectivity, and adequate buffering.

- A new C-4 Heavy Commercial District may be needed to address areas of more intensive commercial development, which would be uses that are retail, rental, and service establishments of a heavier and larger-scale commercial character typically requiring permanent outdoor service or storage areas and/or partially enclosed structures. Examples of heavy commercial establishments include large-scale home improvement centers with outdoor storage, display, and rental components, lumberyards, truck rental establishments, and sales, rental, and repair of heavy equipment.

- The HSD Historic Shopping District should be renamed to the VED Village of East Davenport District, and its standards should be refined to ensure they adequately implement the City's vision for the unique environment in the Village of East Davenport. Current HSD standards related to design, scale, and materials should be evaluated and refined to ensure that they are objective in nature, and easily enforceable, and contextual standards should be refined to ensure ease of applicability.

- The City's current C-4 and DDOD Districts should be combined and converted into a new base district for downtown. Special care should be taken to maintain the current flexibility and range of uses permitted within Davenport's downtown area, as this mix is seen as critical to the continued development of a successful mixed-use downtown environment. Standards, as in the current DDOD, should focus on reinforcing and enhancing the existing character of downtown as a point of regional focus, and creating a vibrant, pedestrian-friendly, mixed-use environment. The City may also want to consider expanding the boundaries of downtown to include areas of potential redevelopment – potentially to Oneida Street to the east and Filmore to the west.

With a new commercial district structure, where each district will be enhanced with design standards, the need for the HCOD Highway Corridor Overlay District is questionable. It is recommended that this overlay district be eliminated.

INDUSTRIAL DISTRICTS

- Currently, the Ordinance has two by-right industrial districts (M-1 and M-2 Districts). Because of the types of industrial present in the City and what industrial growth is expected, we would retain these industrial districts and only refine their standards and allowed uses. The nomenclature should be modernized as industrial with an "I" signifier, as opposed to the older "M" designation (i.e., I-1 and I-2 Districts). Also, neither industrial district should continue to allow residential uses. Any residential uses within districts should be rezoned if possible.

- The M-3 Planned Industrial and PCP Planned Commerce Park Districts should be converted to a by-right district for large-scale industrial and office parks, eliminating the requirement of a development plan approval like a planned unit development for each of them. A new district can come from the combination of the districts, and could be renamed the IOP Industrial Office Park District. Maintaining two separate districts does not appear to be necessary. The new district would be oriented to large-scale office complexes and some manufacturing, and include limited ancillary services for employees within the campus such as personal services, restaurants, and retail. Standards are included to guide the development of the office campus, including how to oriented structures around open space and create a cohesive appearance.

- Finally, certain older industrial areas have seen a turnover of certain buildings into uses that are not industrial in nature. Some industrial structures are no longer suited to modern industrial needs, but can accommodate a unique variety of creative uses. These structures provide character to the City, and should be preserved. In order to help encourage that, an I-MU Industrial Mixed-Use District can be created that allows for light industrial uses but also commercial uses and even certain residential uses like live/work or studio apartments. This can confine the mixing of uses to specific areas and protect key resources for industrial or research uses only.

SPECIAL PURPOSE DISTRICTS

There are existing special purpose districts within the current Ordinance that should be maintained.

- The A-1 Agricultural District should be retained and regulations refined to reflect its agricultural purpose and prevent unnecessary encroachment by non-agricultural uses.

- The COD Casino Overlay District addresses a very specific use, with very significant impacts. Because it is a rare use, no significant changes are recommended.

- No issues with the standards of the FC Flood Channel and FP Flood Plain Districts have been identified to date. As stated earlier within the organization section of this Report, the City should consider moving them to their own title in the municipal code.

- The HCVOD Hilltop Campus Village Overlay District addresses the unique environment of the Hilltop Campus Village. The current overlay district covers a wide variety of base districts, and is primarily focused upon maintaining the unique physical environment of this part of the City. As such, it is anticipated that the HCVOD will remain an overlay district, and its standards evaluated and refined to ensure it is adequately reinforcing the character of the Hilltop Campus Village.

- The PID Planned Institutional District is appropriate for the large-scale institutions in the City (universities and hospitals). Upon reviewing the revisions during drafting, it is anticipated revisions would be suggested to streamline the process but not to substantially change the requirements. However, the district is also used for housing and supportive services, which is a subset of the main regulations. These specific uses may be able to be regulated as a use, rather than as a district.

- The Conservation Subdivision Planned Unit Development District should be renamed the CDD Conservation Design District, removing reference to subdivision and PUD as it is its own type of rezoning involving a development plan. Overall the district is in line with best practices for conservation design. However, three areas should be evaluated for revision. The first is to allow for a slightly higher density bonus, which would need to be determined once the residential districts are revised; this increased density would also serve as an incentive for developers to use this district. Standards for how the residences should be laid out should also be added. Second, the uses permitted within the district should be looked at. Finally, the district should describe what qualifies as the required open space and how that open space should be integrated into the overall site.

New special purpose districts that can serve other land uses in the City can be added. The City has a significant area devoted to parks, open space, and natural areas. Specific districts for these areas can offer two benefits. The first is that parks, open space, and natural areas are protected from incompatible encroachments. The second is that, if someone desired to change the use of that area, a rezoning is required, allowing the City control over the future land use of that parcel.

- An OS Open Space District would encompass parks and playgrounds throughout the City. The use structure would also acknowledge that public parks serve multiple functions, not just recreation; therefore, other uses like outdoor entertainment venues, park cafes, special events, and similar should be allowed. This type of district offers two benefits. The first is that the use within the district is protected as only active and passive recreation areas are allowed. The second is that, if someone desired to change to the use of that area, a rezoning is required, allowing the governing body control over the future land use of that parcel.

- A NA Natural Areas District can also be included that is more restrictive in terms of development and use to protect existing natural areas. These are areas specifically designated for preservation of their natural features where development is limited to uses like hiking trails.

These districts (OS and NA Districts) would be mapped over lands controlled by the City or another authority. No private property would be mapped as such as part of this exercise. However, a property owner may request such designation in order to preserve land for such purposes.

DESIGN STANDARDS & ADAPTIVE REUSE PERMISSIONS

Design standards can be added to appropriate districts to ensure the quality of new development.

In order to ensure quality new development, certain districts and uses should incorporate basic design standards. The key to successful design standards is to accurately convey the aesthetic desires of the community, protect key physical resources from inappropriate alterations, and maintain the flexibility needed to solve difficult design issues and allow innovative new development. Good design standards result in infill development that maintains City character and implements desired redevelopment patterns. Multi-family and townhouse developments, and Commercial development, including mixed-use developments, should incorporate design standards.

The intent is not to control the architecture of new development but rather to address basic building design: façade articulation, fenestration, public entrance design, prohibited building materials, and similar. Standards should be written so that they are more objective in nature than subjective, for easy review and administration.

This can also be accomplished in part or in whole – depending on the purpose of the district – through form-based coding techniques. Form-based coding controls speak to building form, including the relationship of buildings to each other, to streets, and to open spaces. This approach to zoning could just as easily be called “place-making” because it allows for shaping of building and development to achieve community character objectives. It is an important tool to implement design and development policy. It can provide a design framework within which development can be coordinated to create a physical and visual environment that meets local quality-of-life goals. Form-based controls can add performance requirements that establish or maintain a community’s image and set a clear design policy, reflecting the vernacular architecture and desired streetscape, and establishing the overall physical character of the area.

Form-based coding focuses on building the compatible components of a district, rather than focusing primarily on rules for the development of individual lots. Thus, form-based coding stresses a more comprehensive physical compatibility that includes both adjacent buildings and the public realm. Form-based coding, being concerned about the visual and physical contextual relationship between properties and the public realm, demonstrate how these standards should be applied based on the site configuration and the general building form. This will also lead to a more predictable development environment, as all the requirements are clearly described within the ordinance and so long as compliance is achieved, special reviews and approvals are no longer necessary.

Finally, based on proximity to the Mississippi River, developments of significant intensity, specifically height, can be include some standards that work to protect viewsheds to the river, helping to maintain a visual connection to the riverfront.

Adaptive reuse permissions should be included to preserve significant structures in the City.

These provisions would be focused on the adaptive reuse of existing non-residential buildings, such as older industrial or commercial buildings, unique uses like schools and firehouses, and cultural facilities. The conversion of these structures into compatible uses, such as multi-family dwellings, office uses, or a series of commercial spaces, should be considered. Standards can be integrated into the districts that specifically deal with the impacts felt from if the reuse is of a higher intensity than the neighborhood. The intent is to encourage the retention and renovation of sound existing structures, and ensure that any uses that located within them remain compatible with the adjacent neighborhood and maintain its character.

ON-SITE DEVELOPMENT STANDARDS

The accessory use and structure section of the existing Ordinance needs updating.

Very few accessory structures are specifically controlled in the Ordinance, with only general detached buildings and fences called out Chapter 17.42. Accessory structures and uses need to be pulled from the general use permissions within the districts and regulated separately in their own section. The Ordinance update should include a comprehensive list of accessory structures and include regulations for each in terms of size/dimension, height, placement, and other dimensional and location requirements. Certain accessory structures and uses, such as residential outdoor storage and the construction of numerous storage sheds on residential lots, which have been difficult for the City to regulate, will be carefully addressed within the revised Ordinance with the goals of easier enforcement and compatibility between lots. Other accessory uses, such as home occupations, will be modernized to ensure that the standards are compatible with the larger emerging economies.

Common accessory structures and uses include the following:

- *Amateur (HAM) Radio Equipment*
- *Apiary*
- *Arbor*
- *Carport*
- *Chicken Coops*
- *Coldframe (Hoop) Structures*
- *Deck*
- *Farmstand*
- *Fences*
- *Garage*
- *Gazebo*
- *Greenhouse*
- *Home Occupation*
- *Mechanical Equipment*
- *Outdoor Sales and Display*
- *Outdoor Storage*
- *Patio*
- *Pergola*
- *Personal Recreational Game Court*
- *Rain Barrel*
- *Refuse and Recycling Containers*
- *Satellite Dish Antenna*
- *Shed*
- *Solar Panels (Private)*
- *Swimming Pool*
- *Trellis*
- *Vegetable Gardens*
- *Vehicle Charging Station*
- *Water Features*
- *Wind Turbines (Private)*

Certain of these accessory structures, such as chickens, may already be regulated by other ordinances within the City Code. Where it is infeasible to move the regulations into the Zoning Ordinance, a cross-reference should be included.

The accessory structure section of an ordinance is where a number of new sustainable development techniques are regulated. Examples within the accessory structures list above include solar panels and wind turbines, rain barrels, and vegetable gardens.

Consider allowing accessory dwelling units in residential zoning districts.

The current Ordinance does not address accessory dwelling units (ADU), a housing option that can be used to create additional housing options while respecting the scale of single-family neighborhoods and provide an option for owners of larger properties to supplement their income for maintenance of the home. ADU, also known as “granny flats” or “mother-in-law apartments,” create density to help support nearby local commercial nodes, and often serve to house multiple generations of the same family, potentially improving the quality of life of seniors, as well as the maintenance of existing housing stock.

The City could allow ADU in larger lot residential districts or for single-family lots over a certain square footage, provided that they meet specific standards that manage the impact of ADU on neighboring properties. These standards could include requiring one of the dwelling units to be occupied by the property owner, limiting them to one per lot, requiring a minimum lot size to establish an ADU, such as 10,000 square feet, defining a maximum ADU gross square footage, footprint, and height, and indicating permitted locations on the lot (whether the ADU may be within a detached accessory structure and/or part of the principal structure).

The Ordinance should include exterior lighting standards.

Clear standards for exterior lighting control on private property should be included. In the update, a full range of exterior lighting standards should be created. Tailored lighting standards are required for different districts, such as commercial versus residential districts, and for certain uses, such as gas stations, where lighting is a safety and an aesthetic issue. Special standards are also needed for recreational fields, which typically require higher intensity lighting mounted on significantly taller light poles. Many of the best practice standards on appropriate exterior lighting would be integrated to minimize light pollution and conserve energy.

A permitted encroachments table would help to clarify what types of encroachments are allowed in required yards.

Attached accessory structures and architectural features should be regulated through a permitted encroachments table, where the location – in relation to the required setbacks and yards – is controlled. The current Ordinance does control some encroachments into yards but would be better organized as a table that includes the full range of accessory structures and architectural features.

It is important to note that there is often overlap between permitted encroachment permissions and accessory structure regulations. Therefore it is important to organize the accessory structure and permitted encroachment regulations in a coordinated manner with cross-references between the two sections.

OFF-STREET PARKING

The City's off-street parking requirements and facility development standards should be updated.

Updated parking requirements should address the full range of off-street parking and loading elements. Required number of spaces is located in its own section, while design elements are located within the site plan review requirements. These need to be consolidated into one chapter and address all elements of vehicle and bicycle storage. In order to be comprehensive, this section should update and add the following:

- *Permitted location of off-street spaces for all districts, including allowances for remote lots*
- *Parking lot design (surfacing, curbing, marking, pedestrian connections, etc.), including allowances for permeable surfaces*
- *Parking structure design*
- *Driveway and curb cut standards*
- *Minimum parking space dimensions based on parking angles*
- *Parking flexibilities*
- *Required stacking spaces for drive-through facilities, including design of stacking spaces*
- *Required number of off-street spaces per use*
- *On-site snow storage design*
- *Bicycle parking requirements*
- *Location and design of off-street loading*
- *Storage of commercial and recreational vehicles*

Regulations should consider both the demand for parking, and the design and appearance of parking facilities. Adjustments to parking ratio formulas to reflect local demand and conditions should be made as the rewrite process goes forward.

Parking maximums should be considered.

For certain large-scale non-residential uses, the City should consider instituting parking maximums to ensure that excessive amounts of parking are not created. Frequently, parking amounts are provided to accommodate peak demand that is not regularly seen – i.e. parking is constructed to accommodate "Black Friday" or Christmas Eve retail shopping. Limiting off-street parking to a maximum percentage above the required amount can help to prevent excessive paving and its associated environmental impacts.

Parking requirements should reflect local demand and conditions.

Parking requirements should be summarized within a matrix that establishes requirements for off-street parking for each use within the districts. This allows for tailoring of parking requirements to the nature and physical make-up of each use. When the use structure is determined in the Ordinance, the listing of parking requirements by use should sync with those within the districts.

Special development types, such as strip retail centers and shopping centers, are better served by specialized parking requirements that calculate the required parking based on the floor area of the development as a whole, rather than as a collection of individual uses. Because uses turnover frequently, parking calculations for these developments can move between conformance and nonconformance if done on a use basis. A single calculation based on gross floor area would better allow these developments to manage parking and maintain and attract new tenants.

Finally, all required uses should set parking requirements based on an objective standard, such as gross floor area, rather than on standards that can be manipulated like number of employees.

Additional parking exemptions may be needed to address the realities of developed areas.

There are limited parking flexibilities in the current Ordinance. In the more urban areas of the City, areas that are already built-up may have trouble accommodating the required amount of on-site parking. Therefore, additional districts or uses may benefit from parking flexibilities. Examples of such exemptions include:

- Based upon how the zoning districts are revised, it may be appropriate to exempt additional districts from parking requirements. For example, if a commercial district is created that addresses small clusters of existing commercial uses integrated into residential neighborhoods, typically such districts were developed without parking and should be exempt.
- Certain neighborhood commercial uses – like corner stores - have been developed without any room on the lot for parking, so existing structures that lack parking should be exempted.
- Exemptions can be based on the size of a business – for example, exempting the first 2,500 square feet from parking calculations – in order to provide relief for new developments on small lots. This would require only larger structures to provide parking.
- Parking facilities that provide car-share spaces could be given a reduced parking bonus. At a minimum, car share spaces should count toward required minimum parking.

A by-right shared parking flexibility should be established.

In addition to a permission for uses to share a parking facility, an additional by-right shared parking regulation should be included based on a formula that calculates how much parking is actually needed by the uses when developed collectively, based on their intensity of use during the hours of the day. Mixed-use developments, multi-use office parks, and similar types of development, as well as property owners that establish cross-access easements, would be eligible for this type of shared parking. (Retail centers as described earlier would not be eligible for this flexibility.) The following is an example of such a standard:

- The required number of spaces for each use is calculated according to parking requirements.
- The required number of spaces for each use is then applied to the percentages for each timeframe, according to the appropriate land use category, as shown in the table below, to determine the number of required spaces. This is done for each time category.

- The numbers are summed for all land uses within each timeframe and the highest sum total in a timeframe is the required number of spaces. Due to the percentages, this is less than would be required by simply summing the requirements at 100%.

Example Of Shared Parking Equation – For Illustration Purposes Only						
LAND USE	*Weekday*			*Weekend*		
	Mid-7am	*7am-6pm*	*6pm-Mid*	*Mid-7am*	*7am-6pm*	*6pm-Mid*
Residential	*100%*	*55%*	*85%*	*100%*	*65%*	*75%*
Retail/Personal Service	*0%*	*100%*	*80%*	*0%*	*100%*	*60%*
Restaurant	*50%*	*70%*	*100%*	*45%*	*70%*	*100%*
Hotel/Motel	*100%*	*50%*	*90%*	*100%*	*65%*	*80%*
Office	*5%*	*100%*	*5%*	*0%*	*40%*	*10%*
Industrial/Laboratory	*5%*	*100%*	*5%*	*0%*	*60%*	*10%*

This table would be adjusted to reflect the new use structure and parking demand for Davenport. (The above table is an example only.)

The Ordinance should require bicycle parking for certain larger-scale developments.

Similar to vehicle parking requirements, certain uses should be required to provide bicycle parking. Generally, these would be larger-scale uses, such as multi-family dwellings, commercial uses over a certain square footage, educational facilities, and places of worship. The required number of spaces should specify how many short-term and long-term bicycle spaces are needed, and include design and siting requirements.

When accommodating bicycle parking spaces on-site proves difficult, the Ordinance should allow flexibility by allowing bike racks to be placed in the public right-of-way where space is available. The property owner would need to make suitable arrangements with the City to allow bike racks in the public right-of-way.

The required amount of current loading standards should be updated and include comprehensive design standards.

The number of loading spaces is an important element of new development and should continue to be required by use type, which should be updated to link to the new use structure. However, requiring loading spaces for smaller of developments may cause problems for small lot developments. Loading spaces should be required for larger developments that frequently have large truck deliveries. Also, in order to encourage the preservation and reuse of older existing structures, the Ordinance should include loading exemptions for structures where no loading areas were originally provided.

Design standards should address permitted location, such as distance from street intersections, yards where loading spaces may locate, surfacing requirements, and required screening. Dimensional requirements should also be standardized.

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LANDSCAPE

Current landscape requirements should be revised for clarity.

The contribution of landscape to the visual quality of the built environment cannot be overemphasized. The current landscape section contains a full set of landscape requirements, but have been cited numerous times as being confusing and hard to administer, as well as not achieving the proper level of landscape desired. These regulations will be revised to ensure the proper levels of beautification and screening without creating situations that require variances, and will be clear in their application.

The landscape requirements should be organized around the following:

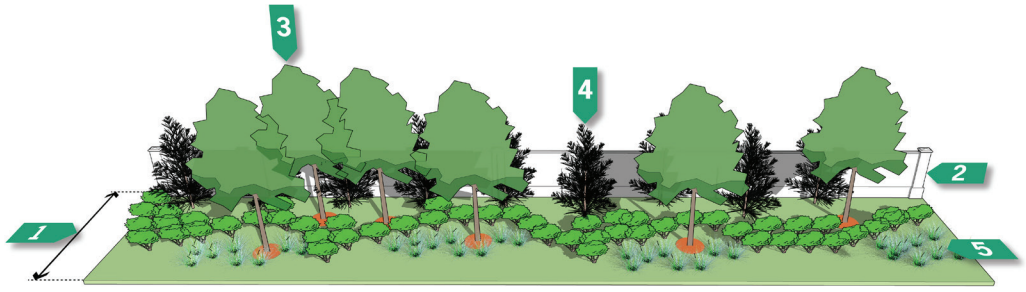
- *Landscape plan requirements*
- *Selection and installation requirements*
- *Design criteria*
- *Interior of parking lots plantings*
- *Perimeter of parking lots plantings*
- *Building setback landscaping*
- *Buffer yards and screening*
- *Tree conservation*
- *Parkway landscaping*

A preferred plant list can also be included as an appendix to the Ordinance to guide users in the appropriate types of plantings within the City.

Landscape requirements should be practical, sustainable, and achievable.

The landscape section should contain regulations that are easy to calculate, and should provide a clear path to meeting those requirements. Initial recommendations include:

- Building setback landscaping for multi-family and non-residential uses should be required only where adequate space can be provided to ensure long-term health of required plant material. Requirements should be adjusted, or alternative methods of meeting the building setback landscape should be provided for structures that are sited 10 feet or less from a lot line.



Example Graphic
Buffer yard requirements

- Buffer yard requirements should be evaluated and updated to ensure proper screening between incompatible adjacent uses. Buffer yards for new construction should be required along interior side and rear yards where non-residential uses are located within residential districts, and where non-

residential uses abut residential districts. The City may also want to consider requiring buffer yards between lower intensity single-family districts and multi-family development.

- Parking lot perimeter landscaping should be required only where parking lots abut the public right-of-way, excluding alleys, to facilitate shared parking and cross-access easements between complementary adjacent uses. Updating the buffer yard requirements as recommended above will work in tandem with this recommendation to ensure that adequate screening is in place where appropriate.

- Interior parking lot landscape requirements should ensure consistent, predictable results regardless of the size of a parking lot. For example, islands should be required to be a standard size, generally the same dimensions as a parking space. Diamond-shaped landscape islands should be prohibited. A standard should be set requiring an island for every "x" number of spaces in a lot, and a standard number of trees and other vegetation should be required for each island. In addition to these requirements, a base percentage should be established, generally 10%, to ensure that all lots maintain a minimum amount of landscape area, regardless of the number of spaces provided.

- The use of stormwater management techniques such as raingardens and bioswales should be encouraged in landscape areas, including parking lot landscape. Parking lot island and landscape requirements should encourage designs to accommodate stormwater infiltration where appropriate.

Landscape requirements should contain requirements to bring existing developed sites into conformance.

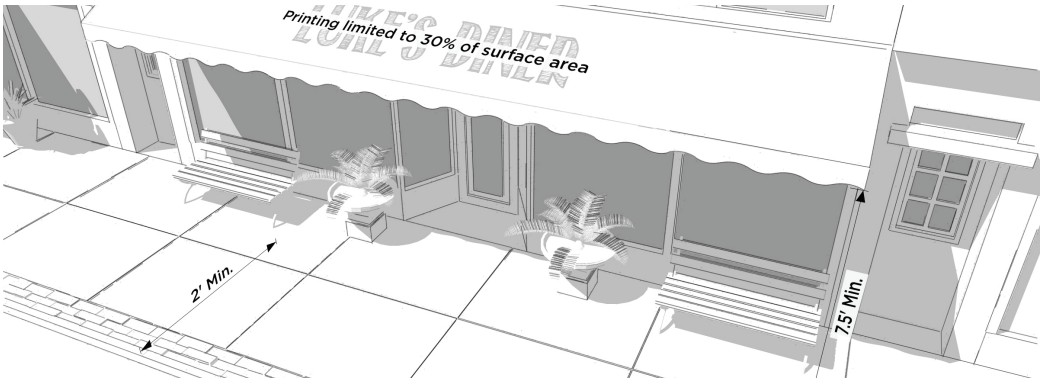
Landscape should be required when modification of parking lots and significant building expansions are requested. When building additions or expansions are undertaken, the percentage of landscape required can be linked proportionally to the additional building area. Existing parking lots can be required to comply with landscape requirements when a certain number of parking spaces are added to the lot or if the lot is reconstructed.

SIGNS

The sign regulations should be updated to be responsive to district form.

Current sign standards may not offer an effective means of controlling signs. Sign permissions need to be evaluated and tailored to the form of each district and regulated by sign type. Sign area limitations should be brought within reasonable maximums and proportioned to the type of development anticipated in the district. In all cases, the evaluation of existing sign area and height is critical to the determination of proposed controls, which will require continued input.

In addition, the recent Supreme Court decision of Reed vs. Gilbert has emphasized that sign regulations must be content neutral. We will ensure that new provisions and revisions are in line with this requirement.



Example Graphic *- Awning Sign regulations, including minimum clearance, percentage printing on sign face, and other dimensional requirements.*

A general standards section should address a number of provisions applicable to all signs.

General standards that should be included are the following:

- ***Prohibited sign locations.*** The Ordinance should clearly state where signs cannot be erected or mounted, including egress/ingress locations, architectural features, and corner visibility areas. This section should also state that signs cannot be placed on public or private property without permission.

- ***Construction standards.*** These standards should address wind pressure and direct load minimums, permitted glass and lettering materials, mounting requirements, etc. Related provisions within the building code can be cross-referenced here.

- ***Maintenance requirements.*** Maintenance requirements should require repair and/or removal of unsafe or damaged signs, and upkeep of the sign structure and the area around the sign (litter removal, painting of rusted areas, etc.). This includes rules for abandoned signs.

- ***Illumination regulations.*** Sign illumination regulations should include all aspects of illuminated signs. Sign illumination standards typically cover permissions for the types of signs that may be internally and/or externally illuminated, standards for uplighting and downlighting signs, which can be tailored to district and sign type, and how signs can be highlighted with the use of neon or LED lighting. These

standards are intended to prevent the nuisance effects of glare and light trespass, as well as the aesthetic character of districts.

Measurement of sign area, sign height, and other dimensional requirements would be addressed in the rules of measurement.

Prohibited sign types should be clearly described.

This section would expand the current prohibited sign section to ensure that all undesired sign types are identified, including:

- *Animated signs*
- *Select attention-getting devices*
- *Flashing signs*
- *Moving signs*
- *Audio-enhanced signs*
- *Painted signs*
- *Illegally affixed signs*
- *Portable signs*
- *Roof signs*
- *Signs that interfere with traffic*
- *Temporary off-premise signs*

Exempt signs need to be evaluated, particularly in light of content neutrality principles.

Certain signs should continue to be exempt from sign permit requirements, as is the case now. A proposed set of these sign types include (some are already regulated as exempt) is listed below, in line with content neutrality requirements:

- Exempt alteration and maintenance activities on existing signs
- Exempt ancillary signs (Logos and labels located on mechanical equipment, recycling bins, trash containers, and the like, which are part of the equipment as manufactured and/or installed; gas station pump signs; address and name of a building or the occupant)
- A-frame signs for retail, personal service, restaurant uses
- Banners
- Multiple-tenant building sign (Multiple tenant buildings, such as townhouse dwellings, multi-family dwellings, and non-residential developments with multiple tenants, are permitted an additional sign)
- Construction activity sign (On a lot where active construction is taking place, a temporary sign is permitted in conjunction with such construction)
- Flags (Any nation, state, municipality, or political subdivision, flags officially designated as a national, state, or local symbol, or flags of fraternal, religious, and civic organizations)
- Government sign (Federal, state, or local governments or taxing bodies may install signs in the public interest)
- Light pole banner (Light pole banners on private property)
- Memorials (To memorialize a historic person, event, structure, or site)

- Noncommercial message sign (The expression of noncommercial ideas and messages)
- Parking lot and structure signs
- Real estate activity sign (When a structure or lot is offered for sale, lease, or rent, such lot is permitted an additional temporary sign)
- Window signs

Even though these signs are exempt from permits, standards would be needed for each type that may include maximum size and height, required setback, number per lot, permitted display period for temporary signs, sign construction materials, and those districts and/or uses allowed to install them. In particular, the display period of exempt temporary signs needs to be properly regulated so that they do not become de-facto permanent signs and so that the permitted display period relates more specifically to the type of temporary sign. Rather than blanket permissions, temporary signs would be distinguished by type and then assigned permitted display periods as applicable. Display periods for certain types of temporary signs should also be limited to the number of times they can be erected per year, with a minimum break between displays.

The regulations for permanent signs should be refined to address the full range of permanent signs, and regulate them based on the form and scale of each district.

Permanent sign regulations should address all aspects of the sign's character and location - maximum height and sign area, minimum setback, vertical clearance, maximum projection, etc. In addition, how signs are allocated to corner buildings and multi-tenant centers must also be evaluated. An important element will be to determine where the different sign types will be allowed. Refining permissions by specific districts would allow the Ordinance to prohibit them in some districts while allowing them within others. In addition, the maximum size of signs – whether height and/or area – should also be tailored to the different districts. It is proposed that an overall cumulative maximum sign area for a lot be eliminated and, rather, controlled by allowing certain districts certain sign types of a maximum size.

It is anticipated that the following types of permanent signs would be allowed and regulated as follows:

- ***Awnings and Canopies:*** Projection and vertical clearance maximums, percentage of printing allowed on sign face, permitted materials.
- ***Attention-Getting Devices:*** Sign area, height, location, number of signs permitted, permitted display period.
- ***Freestanding Signs:*** Height, type (pole vs. monument), sign area, setback, minimum street frontage required, number of signs permitted.
- ***Projecting Signs:*** Sign area, projection and vertical clearance maximums, number of signs permitted.
- ***Marquees:*** Construction requirements, projection and vertical clearance standards.
- ***Menuboards:*** Height, sign area, setback, number of signs permitted.
- ***Wall Signs:*** Sign area, projection maximum, number of signs permitted. Wall signs should be controlled by a proportional control, such as one square foot per linear foot of façade. Walls signs should also include a special provision for building identification signs located at the top of high-rise buildings.

A detailed review of the current billboard regulations will also be conducted to ensure compliance with federal regulations. It is proposed to enhance these with a clarification of where they are allowed and how they can constructed, including provisions for electronic billboards.

Electronic (digital) signs need to be addressed.

The permissions for electronic signs, also called digital or LED signs, should be clarified. Today, there is an increased desire to permit these types of signs within commercial districts for larger developments well as for a broad range of institutional uses, such as schools, libraries, parks, government buildings, etc. Many communities allow these types of signs, as it is recognized that the cited uses would like to use these signs and that they are more modern and can be more aesthetically pleasing than manually changed message boards. The City should consider allowing these signs in select districts and for select uses. It is recommended that electronic signs be allowed, subject to conditions.

A clear definition of this type of sign would be needed, with clear permissions for where they would be allowed. These types of signs should be properly defined, and permitted or prohibited in districts as appropriate. These types of regulations include:

- *Districts and/or uses permitted such signs*
- *Minimum lot frontage required to install such signs*
- *Number allowed per lot*
- *Type of sign construction (freestanding, wall, marquee): the regulations applicable to the sign type would apply to the electronic sign*
- *Maximum percentage of sign devoted to the electronic component*
- *Message changeover delay*
- *Operational controls*
- *Maximum illumination*
- *Prohibition of flashing, scrolling, and animation*

ADMINISTRATION

Administrative responsibilities, application processes, and approvals will be clarified.

The administrative sections of the Ordinance should be reorganized to make the processes easier for applicants to follow.

Currently, administrative responsibilities and procedures are found in different articles. In order to make the various applications and their respective processes and requirements user-friendly, the following reorganization is proposed:

Ordinance Administrators

This Chapter would list the powers and duties of all boards and officials involved in administration. By listing all boards and officials for all applications, the process is clarified (i.e., the user can easily reference who recommends and who approves). The following boards and officials will be included:

- City Council
- Plan and Zoning Commission
- Zoning Board of Appeals
- Design Review Board
- Zoning Administrator

In addition to those administrators named above, any other departments or officials that issue zoning approvals would also be listed.

Application Process

This Article would contain the rules for processing the various zoning applications. These administrative procedures will be consistent with Iowa law and grouped into the following three sections:

- Application process
- Notice
- Public hearing

Approvals

All applications and approvals would be found in this Chapter. We anticipate that the following applications would be included:

- Amendments (text and map)
- Special use
- Variations
- Administrative modifications
- Site plan review
- Design review
- Planned unit development
- Zoning interpretation
- Zoning appeals

To the degree possible, the following structure would be used for each application:

- Purpose
- Applicability
- Authority
- Procedure
- Approval Standards
- Appeal

One issue that should be discussed in the early stages of the process is whether to continue to maintain the historic preservation requirements within the Zoning Ordinance. Since the scope of these regulations exceeds the typical zoning purview, such as controls on demolitions, it may be better served within its own ordinance in the larger City Code.

A completeness review should be included as part of the filing of applications provision.

It is recommended that a completeness requirement be added to the Ordinance in order to avoid the submittal and processing of incomplete applications. An example of such a requirement is as follows:

> *The Zoning Administrator will determine whether a submitted application is complete. The Zoning Administrator will notify the applicant as to whether or not the application is complete, and will not process the application until any deficiencies are remedied. Once the Zoning Administrator determines that the application is complete, the application will be scheduled for consideration.*

This would allow interested members of the public to review the complete application prior to the hearing and would help to eliminate postponements on the basis of incomplete submittals. It should be noted that payment of fees should be considered part of completeness review.

An optional pre-application review should be included as part of the filing of applications provision.

It is recommended that applicants be allowed to conduct a pre-application review with zoning staff and any additional staff deemed appropriate to provide input on an application. This is conducted prior to any formal application or payment of fees, and all comments are not binding with respect to any official action that may be taken on the application.

Approval standards and timeframes for the different applications should be updated.

Each of the applications, in particular amendments, variances, and special uses, should have a set of approval standards. Current standards for each application should be updated for consistency with Iowa case law and clarified. In addition, timeframes for review and hearing of the different applications should be included so that applicants can better predict the processing of their applications.

Some flexibility in the variation process can be included through an administrative modification procedure.

The City can reduce the number of cases required to be reviewed by the Zoning Board of Appeals and introduce some flexibility in the variation application by defining and establishing a procedure for administrative modifications, with certain applications reviewed and approved by the Zoning Administrator. The purpose would be to provide a streamlined approval procedure for minor modifications of select standards, without requiring a public hearing. Examples of the types of modifications that could be approved as an administrative modification are the following:

- A 10% variation on any dimensional standard within the Ordinance
- Reduction of required off-street parking spaces by no more than 10% of the required amount
- A variation for bicycle parking requirements

It is important to note that an administrative modification procedure has a number of checks and balances built into it. First, the Zoning Administrator is given the ability to decide that an application – even if it is clearly an administrative modification category – is by its nature a standard variation, and therefore must be scheduled before the Zoning Board of Appeals. Second, if the Zoning Administrator denies an administrative modification, then the applicant can appeal that decision to Zoning Board of Appeals. An additional safety is added whereby if any person objects to the application in writing prior to the date the decision is rendered, the application will be automatically transferred to the Zoning Board of Appeals as a standard variation.

An administrative modification should be properly noticed. Some communities that have instituted the administrative modification have reduced notice requirements to create a more expedited review and to save the applicant costs in terms of mailed notice. In most communities that implement this, mailed notice is sent only to adjacent landowners.

Finally, like a standard variation, an administrative modification may be granted only where there are special circumstances applicable to the subject property – an undue hardship stemming from unique circumstances. As in all variation cases, a personal hardship does not justify a variation, nor does a hardship that has been intentionally created. The same findings of fact are applicable. The administrative modification is only intended to streamline the process for minor modifications, lessening the burden on both the Zoning Board of Appeals and the applicant.

A zoning text interpretation process should be added.

Every municipality has an informal process for text interpretations, but the Ordinance should include a formal process for documenting text interpretations. No ordinance can adequately or clearly address every possible aspect of regulation, so this process allows the Zoning Administrator to render a written interpretation upon request. This results in a record of interpretation requests, which leads to the predictable and consistent application of the regulations.

Design review requirements should be consolidated into one section.

The Design Review Board began as part of the Downtown Design Overlay District and the administrative provisions are currently located within that section. However, the Board's review powers have expanded past the downtown, addressing the Residential Infill Design Overlay, the Hilltop Campus Village Overlay, and the Historic Shopping District, as well as appeals of administrative decisions pertaining to the application of design criteria for properties located in the Highway Corridor Overlay District. Therefore, their role in reviewing development should be consolidated and clearly defined within the administrative sections.

Eliminate the distinctions between the planned unit developments and create one planned unit development (PUD) option.

Rather than maintain special separate approvals for different types of planned unit developments, a more flexible and easily administrated option is to create a single planned unit development procedure. This would be a single development application that would be considered a special use in certain districts, eliminating the distinctions.

This type of PUD is a development guided by a total integrated design plan in which one or more of the zoning regulations are modified to allow flexibility and creativity in site and building design and location, in accordance with general guidelines that accrue benefits to the City and the public interest. PUDs are typically included in ordinances as a distinct category of special use. In particular, the planned unit development technique is intended to allow for flexibility in the application of zoning requirements based upon detailed review of individual proposals for significant developments in exchange for additional benefits to the City and the public. This special regulatory technique is included in ordinances in recognition of the fact that flexibility may be needed in the application of required yard and bulk regulations, and occasionally use regulations, for the development or redevelopment of areas that lend themselves to an individual, innovative planned approach.

However, due to the size and unique nature of the large campuses of universities and hospitals in Davenport, as noted above, it is recommended to maintain the Planned Institutional District be maintained and treated as a district. It would not be part of the PUD regulations.

PUD should function as an effective mechanism for leveraging high quality development.

A key aspect of a PUD is that public benefits and amenities to enhance the City and the local governing body within the proposal. PUD provisions should define the types of amenities or elements desired in

exchange for flexibility and bonuses offered through the PUD process. It is important to remember that, because of its inherent flexibility, the PUD process can become a surrogate for the variation process. When a property owner does not want to meet existing district requirements, they often request a PUD where they do not have to demonstrate a hardship or practical difficulty, as would be required under a variance. Therefore, it is key to list which amenities are required to qualify for such exceptions so that petitioners cannot circumvent basic zoning district requirements without providing measured benefits to the City.

Examples of some of the public amenities and benefits that can be considered in determining whether an exception should be granted include:

- Use of sustainable design and architecture, such as green roofs, white roofs and other energy efficient design concepts, new building technologies, and approval of buildings as Leadership in Energy and Environmental Design (LEED) or LEED-equivalent structures.
- Community amenities including plazas, formal gardens, places to congregate, outdoor seating, public art, and pedestrian and transit facilities.
- Preservation of natural areas and site design that is sensitive to environmental features.
- Additional open space and recreational amenities such as recreational open space and playgrounds, including athletic fields, dog parks, and natural water features and conservation areas.
- Additional public infrastructure improvements in addition to the minimum required by the planned unit development, such as new or repaved streets, provision of bicycle paths, installation of gutters and sewers, and traffic control devices to improve traffic flow.
- Senior housing set-aside.
- Affordable housing set-aside.
- Provision of public car and/or bike share facilities.

This is not a definitive list but rather a potential list of public amenities and benefits. In some cases, the actual development may be a public benefit. For example, in areas where there is a demand for senior housing, a senior housing PUD can be considered a public benefit.

PUD requires a multi-step approval process, with numerous points of public input.

While a PUD is a special use, the approval process is not simply that of a special use. Because of the complex nature of the application, there are additional steps that require review and approval and offer opportunities for public input. An outline of the process is provided below.

- ***Pre-Application Meeting with Staff.*** Prior to the formal filing of an application for a PUD, the applicant meets with staff to discuss the proposed development. The purpose of the pre-application meeting is to make advice and assistance available to the applicant before preparation of the concept plan or preliminary plan.

- ***Concept Plan.*** Before submitting a formal application for a PUD, the applicant presents a concept plan

to the Plan and Zoning Commission for the purpose of obtaining information and guidance prior to entering into binding commitments or incurring substantial expense. Any opinions or advice provided at the meeting are not binding with respect to any official action on the subsequent formal application. This can be an optional step, at the applicant's choice.

- ***Preliminary Plan.*** Following the concept plan, the detailed preliminary plan is submitted, where the commission would hold a formal public hearing on PUD application. The recommendation would be forwarded to the City Council for approval or denial.

- ***Final Plan.*** Because all issues and concerns with the PUD should be resolved during the preliminary plan and the public hearing that takes place as part of that approval, the final plan approval is intended to be a technical confirmation of the approved preliminary plan. If there are numerous changes between the approved preliminary plan and the final plan, then the plan requires resubmittal as a new application. Typically the staff reviews the final plan for conformance with the approved preliminary plan, which is then forwarded on to the City Council for approval or denial.

A series of administrative, minor, and major changes for approved PUD should be included to allow for more flexibility.

Over the course of time, different levels of changes may be needed to an approved PUD for a variety of reasons. A more flexible change process may be warranted. One alternative is to create three levels of approval – administrative by the Zoning Administrator, minor by the Plan and Zoning Commission, and major by the City Council. One proposal for these three levels of change is provided below:

Administrative Changes – Zoning Administrator

- Alterations required by engineering or other physical site circumstances not foreseen at the time that the final development plan was approved
- Changes to building design, architectural features and interior planning
- Changes to accessory structures, whether attached or detached
- Changes to the landscape plan that do not result in a reduction in the net amount of plant material or violate the landscape requirements of this Ordinance

Minor Changes – Plan and Zoning Commission

- Any minor extension, alteration or modification of existing structures that does not violate any PUD approval conditions or applicable district regulations
- Changes to the landscape plan that results in a reduction in the net amount of plant material or in the visual impact of the approved landscape plan
- Where major changes are defined by a threshold (feet, percentage increase/decrease, etc.), any changes below that threshold are considered a minor change

Major Changes – City Council

- A change in the number of dwelling units, the gross floor area of the development, or the gross floor area devoted to any particular use
- An increase in building height
- An increase in building coverage by more than 5%
- A change in the orientation of any building by more than 10%
- A decrease in open space
- A change in excess of five feet in the location of walkways, vehicle circulation ways and parking areas, or exterior building or structure walls
- A change or relocation of streets
- An alteration, whether an increase or decrease, in the amount of any land use in any stage of the development by more than 10%
- A reduction in the number of parking spaces or an increase of more than ten spaces

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NONCONFORMITIES

Nonconformity regulations should be updated to specifically address the variety of potential nonconforming situations.

In any ordinance update, the intent is to eliminate as many nonconformities as possible. Many are eliminated when new or revised districts are tailored to existing conditions or remapping of districts is undertaken, however, some properties and uses will remain nonconforming. Therefore, the nonconformities section should be rewritten for clarity and include provisions for nonconforming uses, structures, site characteristics, and lots. The updated provisions should clearly spell out what types of changes and/or alterations are permissible. The following are the types of nonconformities to be addressed:

- ***Nonconforming use.*** A nonconforming use is the existing, legal use of a structure or land that is not allowed within the district, created either prior to the effective date of this Ordinance or, as of the effective date of this Ordinance and any subsequent amendment, is made nonconforming.

- ***Nonconforming structure.*** A nonconforming structure is an existing, legal structure that does not conform to the standards of the district where it is located, created either prior to the effective date of this Ordinance or, as of the effective date of this Ordinance and any subsequent amendment, is made nonconforming.

- ***Nonconforming site characteristic.*** A nonconforming site characteristic is an existing, legal site characteristic, such as landscape, fences or walls, lighting, or parking, that does not comply with the standards of this Ordinance, created either prior to the effective date of this Ordinance or, as of the effective date of this Ordinance and any subsequent amendment, is made nonconforming. This would be a new category of nonconformity for the City.

- ***Nonconforming lot.*** A nonconforming lot is an existing lot of record that does not comply with the lot dimension standards of this Ordinance, created either prior to the effective date of this Ordinance or, as of the effective date of this Ordinance and any subsequent amendment, is made nonconforming.

- ***Nonconforming sign.*** A nonconforming sign is an existing, legal sign that does not conform to the standards of the district where it is located, created either prior to the effective date of this Ordinance or, as of the effective date of this Ordinance and any subsequent amendment, is made nonconforming.

New regulations for nonconforming site characteristics should be added.

Rather than render a structure nonconforming because of a site characteristic related to the building, flexibility should be built into the Ordinance by creating a separate nonconformity category for elements such as landscape, fences or walls, lighting, and parking. The regulations would allow normal maintenance and incidental repair to a nonconforming site element, but prohibit repairs or reconstruction that would create any new nonconformity or increase the degree of the previously existing

nonconformity. The regulation would also spell out when nonconforming site elements must be brought into conformance – such as when a new principal structure is constructed on a site, an existing principal structure is increased in floor area by a certain amount, an existing parking lot is fully reconstructed or an existing parking lot is expanded, or in more specific circumstances related to that element, such as when 50% or more of the length of a nonconforming fence is reconstructed.

Flexibilities should be added to the nonconforming structure regulations for additions and enlargements.

The nonconforming structure regulations can be made more flexible with the addition of two provisions:

- Nonconforming structure regulations should clearly state that only the dimensional element of the structure that is nonconforming is not permitted to be expanded. For example, if a structure is nonconforming in terms of overall height, but seeks to build an addition that is not in violation of the district height limit, that addition can be built so long as it conforms to all other regulations without any special approvals.

- The Ordinance should allow the nonconforming walls (with some limitations) of existing nonconforming single-family and two-family dwellings that are nonconforming in terms of the side or rear wall to be extended. This type of provision is very useful in allowing additions to existing homes, as it encourages continued investment in existing older neighborhoods, preserves the existing housing stock, and is a way to reward property owners who continue to invest in their homes, particularly older homes. Where a dwelling is deemed nonconforming because of encroachment into the required interior side or rear yard, the structure may be enlarged or extended vertically or horizontally along the same plane as defined by its existing perimeter walls, so long as the resulting structure does not increase the degree of the existing nonconformity or otherwise violate this Ordinance.

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Davenport Zoning Ordinance Rewrite

Technical Review & Approaches Report

CITY OF DAVENPORT, IOWA | CAMIROS | JUNE 2017

NOTICE OF PUBLIC HEARING

DAVENPORT PLAN AND ZONING COMMISSION
TUESDAY, OCTOBER 16, 2018, 5:00 PM
COUNCIL CHAMBERS
DAVENPORT CITY HALL
226 WEST 4TH STREET
DAVENPORT, IOWA 52801

Case No. ORD18-05: Request by the City of Davenport to repeal and replace Title 17 of the Municipal Code, entitled, "Zoning" with a new zoning ordinance and map for the entire City [All Wards].

Copies of the proposed zoning ordinance and map are available for review at the following locations during normal business hours:

- Davenport City Hall, 226 West 4th Street, CPED Offices, 2nd Floor
- Davenport Public Works Center, 1200 East 46th Street
- Davenport Public Library Fairmont Street Branch, 3000 N. Fairmont Street
- Davenport Public Library Eastern Avenue Branch 6000 Eastern Avenue
- Hilltop Campus Village Offices 122 E 15th Street

In addition, the documents are available on the project website: www.davenportzoning.com

The public hearing on the above matter is scheduled for 5:00 p.m. or as soon thereafter as possible on Tuesday, October 16, 2018 in the Council Chambers of the Davenport City Hall, 226 West 4th Street, Davenport, Iowa. You may submit written comments on the above item(s) or to attend the public hearing to express your views, or both. Interpretive services are available at no charge. Servicios interpretativos libres estan disponibles. TTY: (563) 326-6145

Any written comments to be reported at the public hearing should be received in the Department of Community Planning & Economic Development, at the above address, no later than 12:00 noon on the day of the public hearing(s).

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

P.O. # 1904278

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
10/16/2018

Subject:
Consideration of the October 2, 2018 Plan and Zoning Commission public hearing and regular meeting minutes.

Recommendation:
Approve the minutes.

Background:

PLAN AND ZONING COMMISSION MEETING

CITY OF DAVENPORT, IOWA

TUESDAY, OCTOBER 2, 2018; 5:00 PM

CITY COUNCIL CHAMBERS

COMBINED PUBLIC HEARING & REGULAR MEETING

PUBLIC HEARING AGENDA

Roll Call
Present: Connell, Hepner, Inghram , Johnson, Medd, Quinn and Schneider.
Excused: Lammers, Maness, Reinartz and Tallman.
Staff Present: Flynn, Heyer, Melton, Longlett and Rusnak.

I. New Business

A. Public Hearing for Case No. REZ18-14, request by Dan Elais to rezone 1.49 acres, more or less, of property located at 4435 East 53rd Street from R-2, Low Density Dwelling District to PDD, Planned Development District [Ward 6]

Flynn summarized the staff report.

The petitioner was present and spoke on the request.

One adjacent property owner expressed concerns with the development. Five adjacent property owners spoke in opposition.

There were a few questions from Plan and Zoning Commissioners. The petitioner responded to those questions.

Inghram closed the public hearing.

The public hearing end at approximately 5:40 pm.

II. Next Public Hearing

A. October 16, 2018

REGULAR MEETING AGENDA

I. Roll Call
Present: Connell, Hepner, Inghram , Johnson, Medd, Quinn and Schneider.
Excused: Lammers, Maness, Reinartz and Tallman.
Staff Present: Flynn, Heyer, Melton, Longlett and Rusnak.

II. Report of the City Council Authority

A. Summary of the September 26, 2018 City Council Meeting:

1. Resolution for case F18-10 of Riverstone Group Inc. for a final plat of Crow Valley Plaza Twelfth Addition on 14.67 acres, more or less, being a replat of Lot 1 of Crow Valley Plaza Tenth Addition located along the north side of East 56th Street and north of Lakeview Parkway containing two (2) lots. [Ward 6] ADOPTED 2018-422

2. Resolution approving the conveyance of vacated public right-of-way, that being a part of Fairhaven Road lying south of 53rd Street and between Lots 2 and 3 of Hanlin's Addition, WCT Investments, LLC, Petitioner [Ward 6]. ADOPTED 2018-426

III. Secretary's Report

1. Consideration of the September 4, 2018 Plan and Zoning Commission meeting minutes.

Motion by Connell, second by Hepner to approve the September 4, 2018 meeting minutes. Motion to approve was 6-0 by voice vote.

IV. Report of the Comprehensive Plan Committee

Flynn discussed the upcoming Zoning Ordinance and map.

V. Zoning Activity

A. Old Business

There was none.

B. New Business

i. Case FDP18-04: Request of Shawn Agan for a PDD - Planned Development District Final Development Plan for a self storage facility on 1.43 acres, more or less, located at 3730 West Locust Street. [Ward 1]

Rusnak summarized the staff report.

Findings:

1. The proposed development would be consistent with the RG Future Land Use Development based on the location being adjacent to the edge (West Locust Street), the proposed scale and orientation as depicted on the “PDD” Final Development Plan and the rezoning conditions associated with Case REZ18-12; and
2. The final development plan would achieve consistency with the adopted “PDD” Land Use Plan.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case No. FDP18-04 to the City Council with a recommendation for approval subject to the following condition:

1. That the City Council approves Case No. REZ18-12 by adopting the rezoning Ordinance and associated Land Use Plan.

Motion by Medd, second by Quinn to accept the listed findings and forward Case No. FDP18-04 to the City Council with a recommendation for approval subject to the following condition:

1. That the City Council approves Case No. REZ18-12 by adopting the rezoning Ordinance.

Motion to approve was 6-0 by roll call vote.

VI. Subdivision Activity

A. Old Business

There was none.

B. New Business

i. Case ROW18-03: Request of the City of Davenport for the vacation (abandonment) of 711 square feet, more or less, of alley right-of-way located northeast of Ridgewood Avenue and northwest of Middle Road. [Ward 6]

This item has been withdrawn.

Rusnak summarized the purpose for withdrawing the request.

ii. Case F18-12: Request of Joseph Stuhr for a for a Final Plat for a 2 lot subdivision located west of Waverly Road and south of West 15th Street Court. [Ward 1].

Rusnak summarized the request.

Findings:

1. The plat conforms to the Davenport 2035 Future Land Use Map; and
2. The plat (with conditions recommended by City staff) would achieve consistency with subdivision requirements.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case F18-12 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 the designation Gayman Avenue be removed from the plat; and
4. That the following note be added to the plat: Sidewalks shall be constructed within the right-of-way of all public streets.

Motion by Hepner, second by Medd to accept the listed findings and forward Case No. F18-12 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 the designation Gayman Avenue be removed from the plat; and
4. That the following note be added to the plat: Sidewalks shall be constructed within the right-of-way of all public streets.

Motion to approve was 6-0 by roll call vote.

iii. Case F-13: Request of Christine Hall Shields Trust for a for a Final Plat for a 2 lot subdivision located west of Jersey Ridge Road approximately .3 miles north of East Kimberly Road [Ward 6].

Rusnak summarized the request.

Findings:

1. The plat conforms to the Davenport 2035 Future Land Use Map; and
2. The plat (with conditions recommended by City staff) would achieve consistency with subdivision requirements.

Staff recommends the Plan and Zoning Commission accept the listed findings and forward Case F18-13 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 the plat be tied to two quarter corners or two previously established lot corners;
4. That the existing right-of-way width of Jersey Ridge Road be shown on the plat;
5. That Note 1 on the plat be changed from acres to square feet; and
6. That a hold harmless instrument be provided, if none exists or is unsatisfactory to the City, regarding the City's ability to access the private drive.

Motion by Hepner, second by Connell to accept the listed findings and forward Case No. F18-13 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 the plat be tied to two quarter corners or two previously established lot corners;
4. That the existing right-of-way width of Jersey Ridge Road be shown on the plat;
5. That Note 1 on the plat be changed from acres to square feet; and
6. That a hold harmless instrument be provided, if none exists or is unsatisfactory to the City, regarding the City's ability to access the private drive.

Motion to approve was 6-0 by roll call vote.

VII. Future Business

A. Case No. ORD18-05: Request by the City of Davenport to repeal and replace Title 17 of the Municipal Code, entitled, “Zoning” with a new zoning ordinance and map for the entire City [All Wards].

VIII. Communications

There were none.

IX. Other Business

There was none.

X. Adjourn

The meeting adjourned at approximately 6:00 pm.

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	10/11/2018 - 1:34 PM

City of Davenport
Plan and Zoning Commission

Department: CPED **Date**
Contact Info: Matt Flynn, 888-2286, matt.flynn@ci.davenport.ia.us **10/16/2018**

Subject:
Case REZ18-14: Request of Dan Elias to rezone 1.49 acres, more or less, of property located at 4435 East 53rd Street from R-2, Low Density Dwelling District to PDD, Planned Development District [Ward 6]

Recommendation:
Staff recommends the Plan and Zoning Commission forward Case REZ18-14 to the City Council with a recommendation for denial.

Background:
Background:

Petitioner intends to develop the property for commercial purposes.

The preliminary land use plan submitted for the rezoning shows a 6000 sq. ft. retail building and a 3740 sq. ft. car wash. Access would be taken directly to 53rd street by a shared driveway.

Due to concerns about access, the petitioner proposes to move the car wash to the western half of the property and unspecified development on the east side. A restricted left-in turn lane is also proposed. No left-out from the development is proposed.

Site Characteristics:

Current Land Use: The property is currently vacant. Previously, a single family dwelling previously existed on the site.

Comprehensive Plan. The property is within the Urban Service District and urban services can be reasonably accessed.

The Future Land Use Plan for this property indicates RG Residential General for the site and properties to the south and west. RC Regional Commercial is to the north and east.

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.

Existing Zoning: Existing zoning map is attached to this report.

Technical Review:

The City Traffic Engineer recommends closing of the median in order to limit access to right-in, right out. A break in the median was acceptable to provide access to the former single family home on the site, not for commercial development. Ideally, access to this property could be improved by the owner to the east allowing access to the Lakeview Parkway intersection. It is likely to be signalized in the future.

A meeting was held between City staff and the applicant on August 29. Staff's position on access was reinforced at that time.
The most recent alternative to access was reviewed by the traffic engineer. His analysis is summarized below:

"The distance between the median opening at the proposed entrance and Lakeview Parkway is 310 feet. The DOT states that a 15:1 taper should be used for a 45 mph street, so the taper would be 180 feet long (12' lane width x 15 = 180'). This taper could be used for both east and westbound traffic approaching these two left turn lanes. This leaves only 130 feet available for both turn lanes. The existing turn lane for Lakeview Parkway is 150 feet, so the only way this can happen is to shorten that turn lane significantly. I assume a short left turn lane for the driveway because they won't generate a lot of traffic, so 50 feet (2 cars) would be the minimum. That would leave only 80 feet (3 cars) for the Lakeview turn lane. With all the eastbound traffic turning there, it would be unsafe to have a turn lane that short. The existing 150-foot turn lane is what we should have there.

Rear-end crashes would be much more common with a short turn lane for Lakeview, especially in a 45 mph corridor. We simply can't have traffic waiting to turn left in the through lanes here. It doesn't work on portions of E 53rd that will be reconstructed with turn lanes in the near future and we don't want to introduce that problem here. I recommend that the gap in the median be closed if a business is located there.

Discussion:

Staff sees the principal issues to be land use compatibility and the limited access afforded to this relatively small site.

To his credit, the petitioner has investigated several alternatives with regard to site layout and access into the property. However, none of the alternatives results in a favorable staff recommendation.

The safety concerns of motorists on 53rd Street and the impacts to surrounding property owners exceeds the interest in developing this property in the manner proposed.
Public Input:

Public Meeting: A public meeting was held August 16 at the Public Works Center. Three neighbors attended. Concerns centered upon land use compatibility; namely, the proposed car was too intense to be located adjacent to single family residential.

Public Meeting Notice: 16 notices mailed August 8.

Signs Posted: Posted on August 6

Public Hearing QCT Notice: Published on August 23

Public Hearing Mailing: 16 notices mailed on August 24. Notices were resent on September 25.

At a the public hearing before the Plan and Zoning Commission on October 2, five neighboring property owners spoke in opposition to the proposal.

Alternative Recommendation:

In the event the Plan and Zoning Commission chooses to support the request, it should establish its own findings. Staff also recommends the following conditions be considered as part of an affirmative recommendation:

a. Full traffic study specific to your proposed development, with all recommended improvements to 53rd street be at the cost of the developer.
b. Class F Bufferyard around the entire perimeter of the property. A Class F Bufferyard is a pretty intense landscape screen and fence.
c. Other commercial development be limited to one single story building not to exceed 6000 square feet and not contain a drive through window.
d. Gas Stations/Convenience Stores would be prohibited.
e. Permitted hours of operation would be 7 am to 10 pm

ATTACHMENTS:

Type	Description
Backup Material	Application
Backup Material	Proposed Land Use Plan
Backup Material	Zoning Map
Backup Material	Future Land Use Map
Backup Material	Location Map
Backup Material	Notice
Backup Material	Mailing List
Backup Material	Revised Plans and Elevations
Backup Material	Decibel Chart
Backup Material	Proximity Maps
Backup Material	Decibel Chart 2

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Flynn, Matt	Approved	9/27/2018 - 1:54 PM

GALLAGHER, MILLAGE & GALLAGHER

A Professional Limited Liability Company

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OF COUNSEL
DAVID A. MILLAGE

*ALSO LICENSED IN WISCONSIN
**ALSO LICENSED IN ILLINOIS

July 26, 2018

City of Davenport Iowa
Community Planning & Economic Development
c/o Ryan Rusnak, AICP
226 W. 4th Street
Davenport, IA 52801

Re: 4435 E 53rd Street
Davenport, IA

Dear Ryan:

Enclosed please find the following:

a) Zoning Map Amendment Application;
b) Exhibit "A" (Legal Description);
c) Warranty Deed, Document No 2001-03531;
d) Plat of Survey, Document No. 2000-36403;
e) Agreement for Sale of Commercial Real Estate (contract);
f) Articles of Organization of Musal Tract, L.C. and Iowa Secretary of State Business Entity Summary reflecting active status;
g) Site plan for E. 563rd St. Retail-Car Wash;
h) Preliminary site plan for E 53rd St. Retail-Car Wash.
i) Check for ~~$750.00~~ 775.00 (application fee).

If you should have any questions or need further information, please contact myself or Robert H. Gallagher.

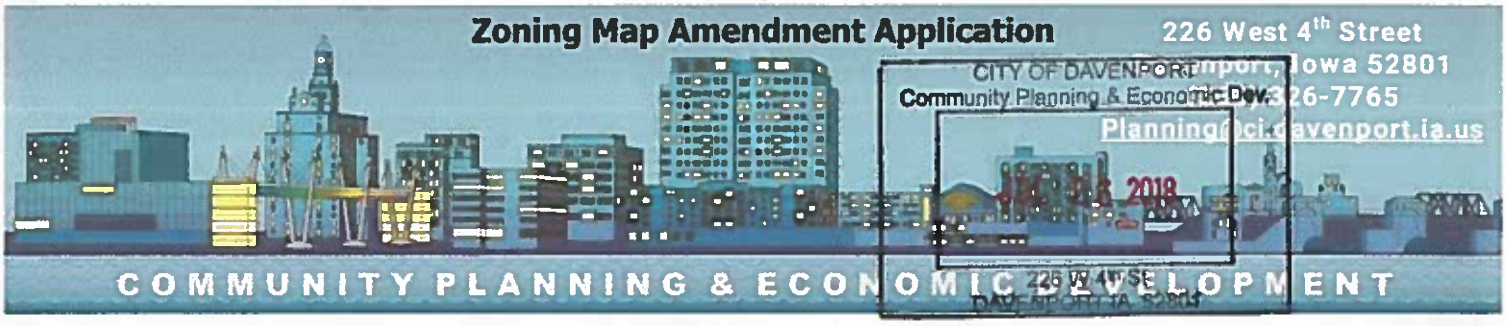
GALLAGHER, MILLAGE & GALLAGHER

Vera McCants

Vera McCants
Real Estate Coordinator

copy to: Dan Elias

Encl.



Zoning Map Amendment Application

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

CITY OF DAVENPORT
Community Planning & Economic Dev.
JUL 26 2018
226 W 4th St
DAVENPORT IA 52801

Property Address* 4435 E. 53rd St. Davenport IA 52807

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

Applicant (Primary Contact)**

Name: Dan Elias
Company: Track LLC
Address: 2465 53rd Ave.
City/State/Zip: Bettendorf IA 52722
Phone: (563) 680-5105
Email: Kdan36@gmail.com

Owner (if different from Applicant)

Name: MUSAL TRACT, L.C.
Company: C/O MEL FOSTER CO. ATTN. TOB FICK
Address: 2211 E. 35TH ST. CT.
City/State/Zip: DAVENPORT, IOWA 52807
Phone: 563 359-4663
Email: LLEVETZOW@MELFOSTERCO.COM

Engineer (if applicable)

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

Architect (if applicable)

Name: Joseph Gusse
Company
Address: 4510 42nd Ave
City/State/Zip: Rock Island, IL 61201
Phone: (309) 781-9920
Email:

Attorney (if applicable)

Name: Bob Gallagher Sr.
Company: Gallagher, Millage & Gallagher
Address: 3870 Middle Road
City/State/Zip: Bettendorf IA 52722
Phone: (563)-355-5303
Email: rgallaghersr@gmglawfirm.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 ☐

CITY OF DAVENPORT
Community Planning & Economic Dev.
JUL 26 2018
226 W 4th St
DAVENPORT IA 52801

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

Request:

Existing Zoning: R-2 Low Density Dwelling District

Proposed Zoning Map Amendment:

Total Land Area: 1.49 A 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: Robert C. Fick Date: 7-2-18

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.

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.

Authorization to Act as Applicant

I, Robert C. Fuhs

authorize

to act as applicant, representing me/us before the Plan and Zoning Commission and City Council for the property located at 4435 E. 53rd Street, Davenport, Iowa.

Robert C. Fuhs

Signature(s)*

*Please note: original signature(s) required.

Applicant: [signature] Date: 7-19-18

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: [signature] Date: 7·30·18

Planning staff

Date of the Public Hearing: 9·4·18

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

EXHIBIT "A"

Part of the East half of the West half of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., situated in the City of Davenport, Scott County, Iowa Commencing, as a point of reference, at the northwest corner of the Southwest Quarter of said Section 9; thence East (assumed bearing for this description) 663.45 feet along the north line of the Southwest Quarter of said Section 9 (also being the centerline of 53rd Street as now established) to a point on the west line of the East Half of the West Half of the Southwest Quarter of said Section 9; thence continuing East 384.08 feet along the north line of the Southwest Quarter of said Section 9, to the point of beginning; thence South 00°-24'-05" West 281.39 feet; thence South 89°-33'-45" feet to the east line of the East Half of the West Half of the Southwest Quarter of said Section 9; Thence North 0°-24'-5" East 281.39 feet, more or less to a point in the North line of the Southwest ¼ of said section 9; Thence North 0°-24'-5" East 281.39 feet, more or less to a point in the North line of the Southwest ¼ of said section 9; Thence North 89°33'45" West 279.35 feet, more or less to the point of beginning, except the northerly 50 feet thereof, and which is also described as set forth in the Plat of Survey recorded as Document No. 2000-36403 in the office of the Scott County Recorder.

More particularly described as follows:

Part of the East Half of the West Half of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., being more particularly described as follows:

Commencing, as a point of reference, at the northwest corner of the Southwest Quarter of said Section 9; thence East (assumed bearing for this description) 1047.53 feet along the north line of the Southwest Quarter of said Section 9 to the northeast corner of olde Coventry First Addition to the City of Davenport, Iowa; thence South 00°-24'-05" West 50.00 feet along the east line of said olde Coventry First Addition to a point on the south right of way line of 53rd Street as now established in the City of Davenport, Iowa, said point being the POINT OF BEGINNING of the tract of land hereinafter described:

thence continuing South 00°-24'-05" West 231.39 feet along the east line of Lots 53, 54 and 55 of said olde Coventry First Addition to a point on the north line of Lot 40 of said olde Coventry First Addition;

thence South 89°-33'-45" East 279.35 feet along the north line of Lots 38, 39 and 40 of said olde Coventry First Addition to a point on the east line of the East Half of the West Half of the Southwest Quarter of said Section 9;

thence North 00°-24'-05" East 233.52 feet along the east line of the East Half of the West Half of the Southwest Quarter of said Section 9 to a point on the south right of way line of said 53rd Street;

thence West 279.36 feet along the south right of way line of said 53rd Street to the point of beginning.

Containing 1.49 acres, more or less, subject to easements of record.

THE IOWA STATE BAR ASSOCIATION Official Form No. 101 | David A. Dettmann ISBA # 1207 | FOR THE LEGAL EFFECT OF THE USE OF THIS FORM, CONSULT YOUR LAWYER

REAL ESTATE TRANSFER TAX PAID 74
STAMP#
$ 2486.80
RECORDER
DATE 2/9 COUNTY Scott

2001-03531
FEE $16.00
RECORDER OF DEEDS
SCOTT COUNTY, IOWA

AUDITOR KH

Transfer Fee JA
Recording Fee: 11.00

FEB 9 11 05

Preparer Information: David A. Dettmann, 220 North Main Street, Suite 300, Davenport, IA 52801 (319) 324-3246
Individual's Name | Street Address | City | Phone

Address Tax Statement: Musal Tract, L.C., 3211 E 35th St Ct Davenport IA 52807

SPACE ABOVE THIS LINE FOR RECORDER

WARRANTY DEED

For the consideration of Ten and no/100 ($10.00) Dollar(s) and other valuable consideration,

THEODORE H. MUSAL and DOROTHY MAMIE MUSAL, husband and wife,
aka Dorothy M. Musal

do hereby Convey to

MUSAL TRACT, L.C., an Iowa Limited Liability Company,

the following described real estate in SCOTT County, Iowa:

Part of the East half of the West half of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., situated in the City of Davenport, Scott County, Iowa.

Commencing, as a point of reference, at the northwest corner of the Southwest Quarter of said Section 9; thence East (assumed bearing for this description) 663.45 feet along the north line of the Southwest Quarter of said Section 9 (also being the centerline of 53rd Street as now established) to a point on the west line of the East Half of the West Half of the Southwest Quarter of said Section 9; thence continuing East 384.08 feet along the north line of the Southwest Quarter of said Section 9, to the point of beginning; thence South 00°-24'-05" West 281.39 feet; thence South 89°-33'-45" East 279.35 feet to the east line of the East Half of the West Half of the Southwest Quarter of said Section 9; Thence North 0°-24'-5" East 281.39 feet, more or less to a point in the North line of the Southwest 1/4 of said section 9; Thence North 89°33'45" West 279.35 feet, more or less to the point of beginning, except the northerly 50 feet thereof, and which is also described as set forth in the Plat of Survey recorded as Document No. 2000-36403 in the office of the Scott County Recorder.

More particularly described in the attached Exhibit "A".

Grantors do Hereby Covenant with grantees, and successors in interest, that grantors hold the real estate by title in fee simple; that they have good and lawful authority to sell and convey the real estate; that the real estate is Free and Clear of all Liens and Encumbrances except as may be above stated; and grantors Covenant to Warrant and Defend the real estate against the lawful claims of all persons except as may be above stated. Each of the undersigned hereby relinquishes all rights of dower, homestead and distributive share in and to the real estate.

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

STATE OF IOWA, SS:
SCOTT COUNTY,
On this 7th day of December, 2000, before me, the undersigned, a Notary Public in and for said State, personally appeared THEODORE H. MUSAL and DOROTHY MAMIE MUSAL, husband and wife,

to me known to be the identical persons named in and who executed the foregoing instrument and acknowledged that they executed the same as their voluntary act and deed.

R. Harold Pope
Notary Public
(This form of acknowledgment for individual grantor(s) only)

Dated: 12-7-2000

x Theodore H. Musal
Theodore H. Musal (Grantor)

x Dorothy M Musal
Dorothy Mamie Musal (Grantor)
aka Dorothy M. Musal

(Grantor)

(Grantor)

© The Iowa State Bar Association IOWADOCS™ 1/99

December 13, 2000

VMCE # 00317

LEGAL DESCRIPTION
FOSTER PURCHASE FROM MUSAL
DAVENPORT, IOWA

Part of the East Half of the West Half of the Southwest Quarter of Section 9, Township 78 North, Range 4 East of the 5th P.M., being more particularly described as follows:

Commencing, as a point of reference, at the northwest corner of the Southwest Quarter of said Section 9; thence East (assumed bearing for this description) 1047.53 feet along the north line of the Southwest Quarter of said Section 9 to the northeast corner of olde Coventry First Addition to the City of Davenport, Iowa; thence South 00°-24'-05" West 50.00 feet along the east line of said olde Coventry First Addition to a point on the south right of way line of 53rd Street as now established in the City of Davenport, Iowa, said point being the POINT OF BEGINNING of the tract of land hereinafter described:

thence continuing South 00°-24'-05" West 231.39 feet along the east line of Lots 53, 54 and 55 of said olde Coventry First Addition to a point on the north line of Lot 40 of said olde Coventry First Addition;

thence South 89°-33'-45" East 279.35 feet along the north line of Lots 38, 39 and 40 of said olde Coventry First Addition to a point on the east line of the East Half of the West Half of the Southwest Quarter of said Section 9;

thence North 00°-24'-05" East 233.52 feet along the east line of the East Half of the West Half of the Southwest Quarter of said Section 9 to a point on the south right of way line of said 53rd Street;

thence West 279.36 feet along the south right of way line of said 53rd Street to the point of beginning.

Containing 1.49 acres, more or less, subject to easements of record.

EXHIBIT "A"

2000-36403
FEE #
RECORDER OF DEEDS
SCOTT COUNTY, IOWA

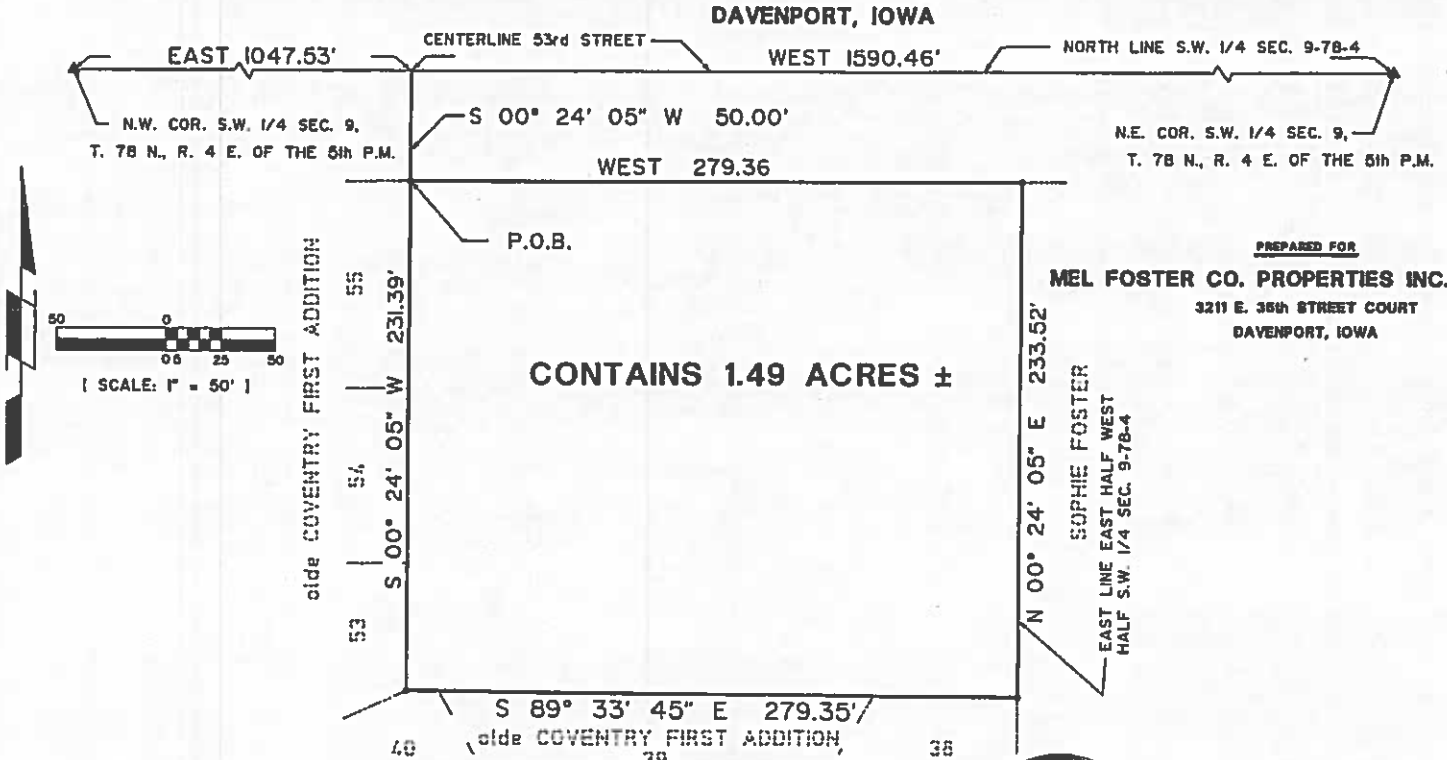
2000 DEC 15 AM 11 39

DAVID L. MEYER 4111 EAST 60th STREET DAVENPORT, IOWA 52807 (319) 355-1348

PLAT OF SURVEY

PART OF THE EAST HALF OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5th P.M.

DAVENPORT, IOWA



PREPARED FOR

MEL FOSTER CO. PROPERTIES INC. OF IOWA
3211 E. 36th STREET COURT
DAVENPORT, IOWA

LEGEND

SET 5/8"ϕ IRON PIN

FOUND 5/8"ϕ IRON PIN

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.

Signature: David L. Meyer
David L. Meyer, P.E. & L.S., License Number 7222
Date: DECEMBER 14, 2000
My license renewal date is December 31, 2000
THIS SHEET ONLY
Pages or sheets covered by this seal:

DAVID L. MEYER
LICENSED
7222
IOWA
PROF. ENGR. & LAND SURVEYOR

PREPARED BY

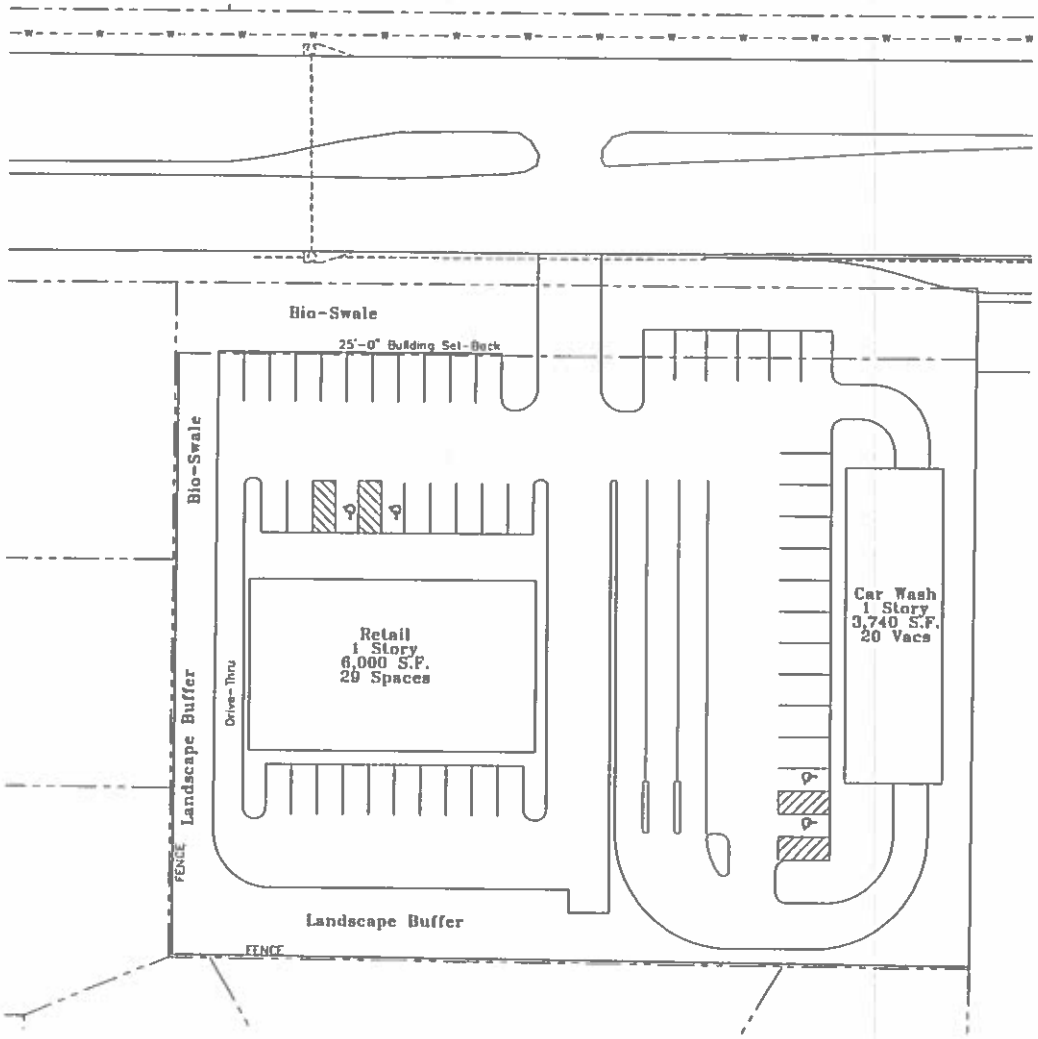
VERBEKE - MEYER
CONSULTING ENGINEERS, P.C.
DAVENPORT, IOWA

VMCE 00317

File Number: 2000-00036403 Seq: 1

East 53rd Street Retail- Car Wash

Davenport, Iowa



1 / A1 PRELIMINARY SITE PLAN

1" = 20'-0"

Joseph Architectural Group, P.C.

REVISIONS

Preliminary Site Plan for

E 53rd Str Retail-Car Wash

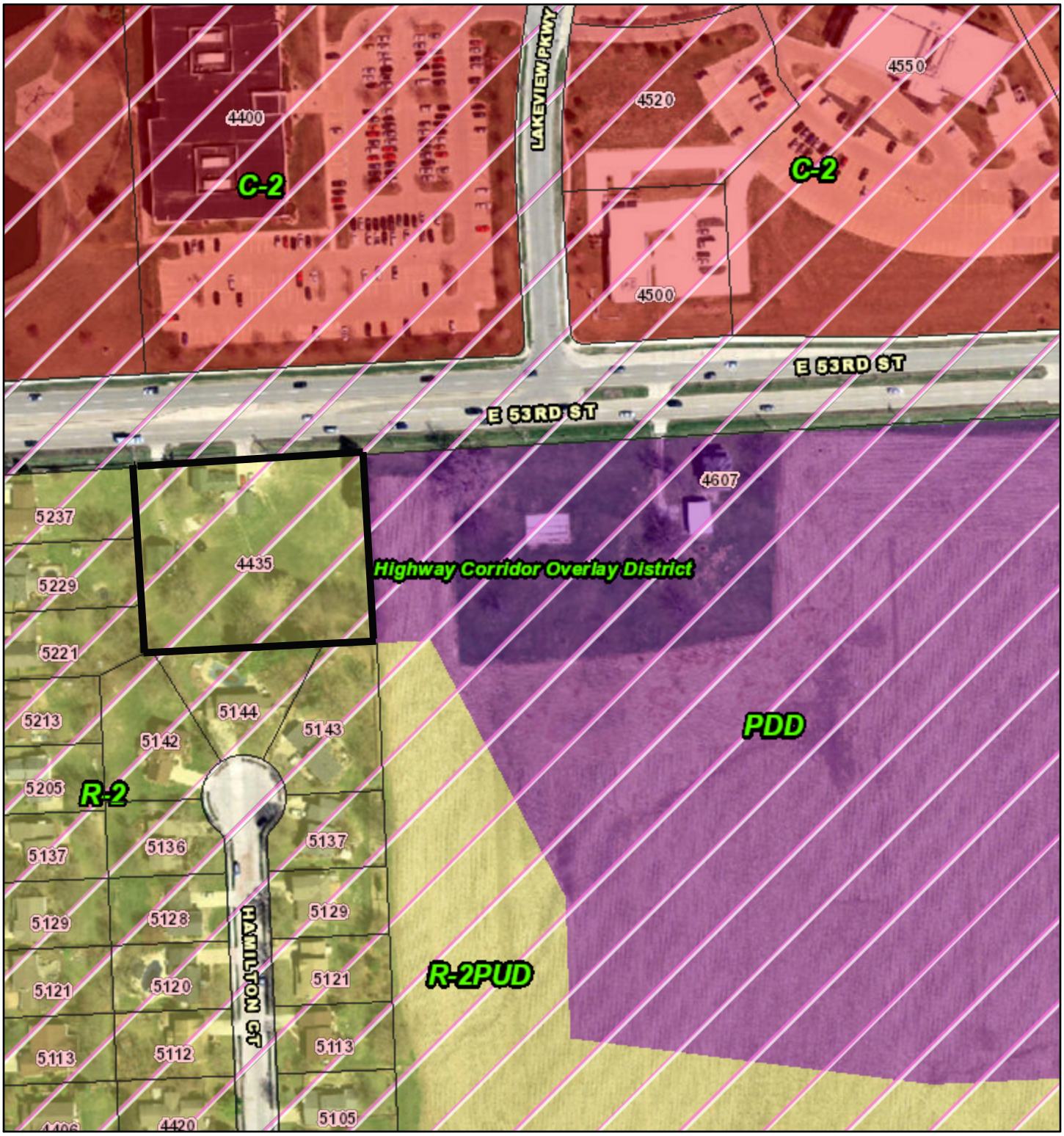
Davenport, Iowa

PRELIMINARY SITE PLAN DATE 6 June 2018

A1

PROJECT NO. 803918

REZ18-14 4435 E 53rd Street Existing Zoning



8/7/2018 2:39:51 PM

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

Parks

Parcels

Street Centerline (Labels only)

Piped Creeks

City Limit

Address Points

Creeks

Named Creeks

Unnamed Tributaries

Zoning Districts

A-1 Agricultural

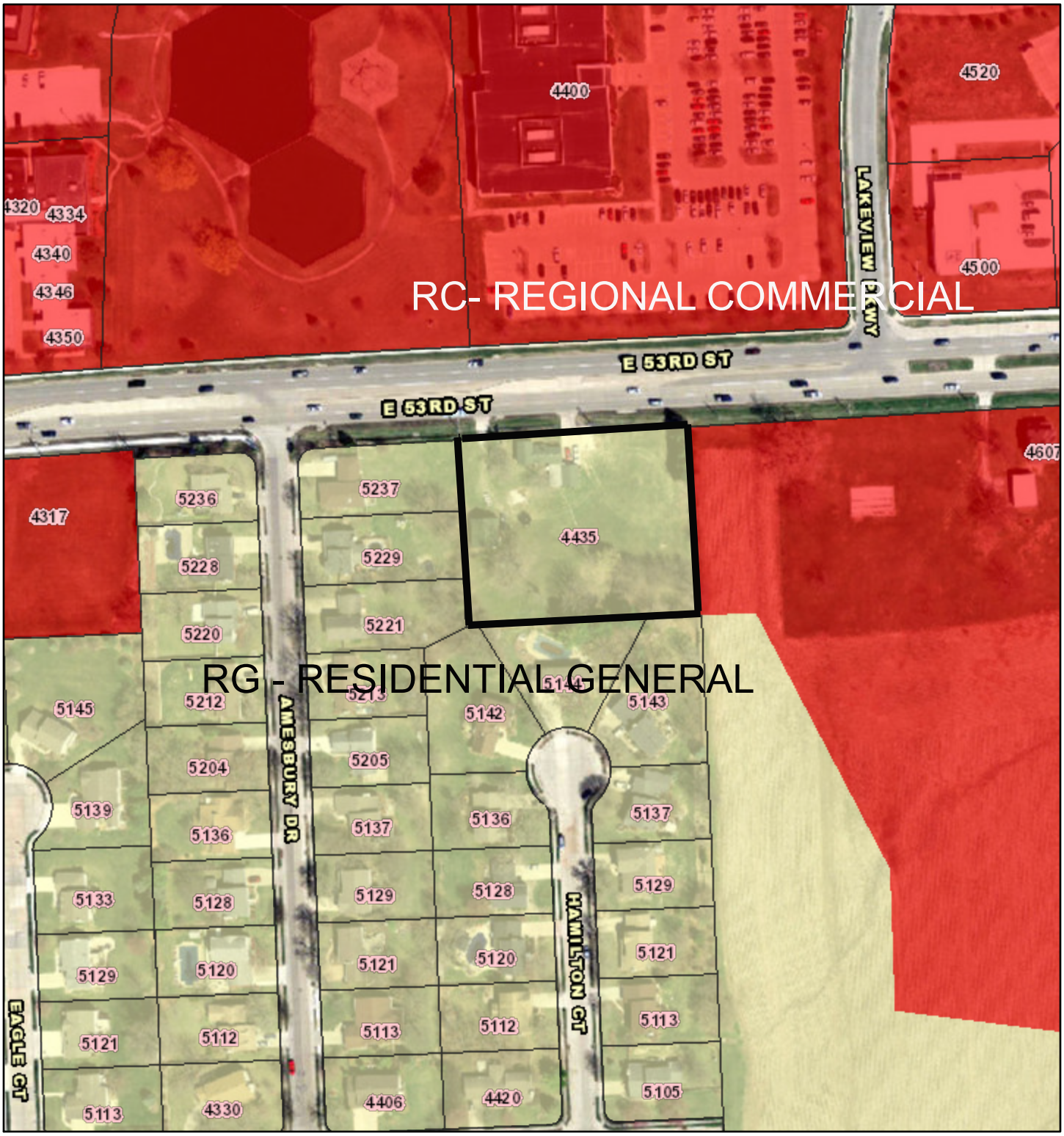
R-1 Low Density Dwelling District

Scott County Iowa, Bi-State Regional Commission

Web AppBuilder for ArcGIS

Scott County Iowa, Bi-State Regional Commission | Copyright:© 2014 Esri |

REZ18-14 4435 E 53rd Street Future Land Use



8/7/2018 2:50:36 PM

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

Parks

Parcels

Street Centerline (Labels only)

Piped Creeks

City Limit

Address Points

Creeks

Named Creeks

Unnamed Tributaries

Land Use+2035

Urban Corridor

Commercial Node

Scott County Iowa, Bi-State Regional Commission

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

4435 E 53rd

8/3/2018 1:37:51 PM

1:2,000

0 0.01 0.03 0.06 mi

0 0.03 0.06 0.11 km

Parks

Parcels

Street Centerline (Labels only)

Creeks

Named Creeks

Unnamed Tributaries

Piped Creeks

City Limit

Address Points

Scott County Iowa, Bi-State Regional Commission

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

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, OCTOBER 2, 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.

Case No. REZ18-14: Request by Dan Elias to rezone 1.49 acres, more or less, of property located at 4435 East 53rd Street from R-2 (Low Density Dwelling District) to PDD (Planned Development District) [Ward 6] (See map of the affected property on reverse side of this notice).

This case has been tabled since September 4, 2018.

If successful, this rezoning could result in the construction of a commercial development, including an automated car wash.

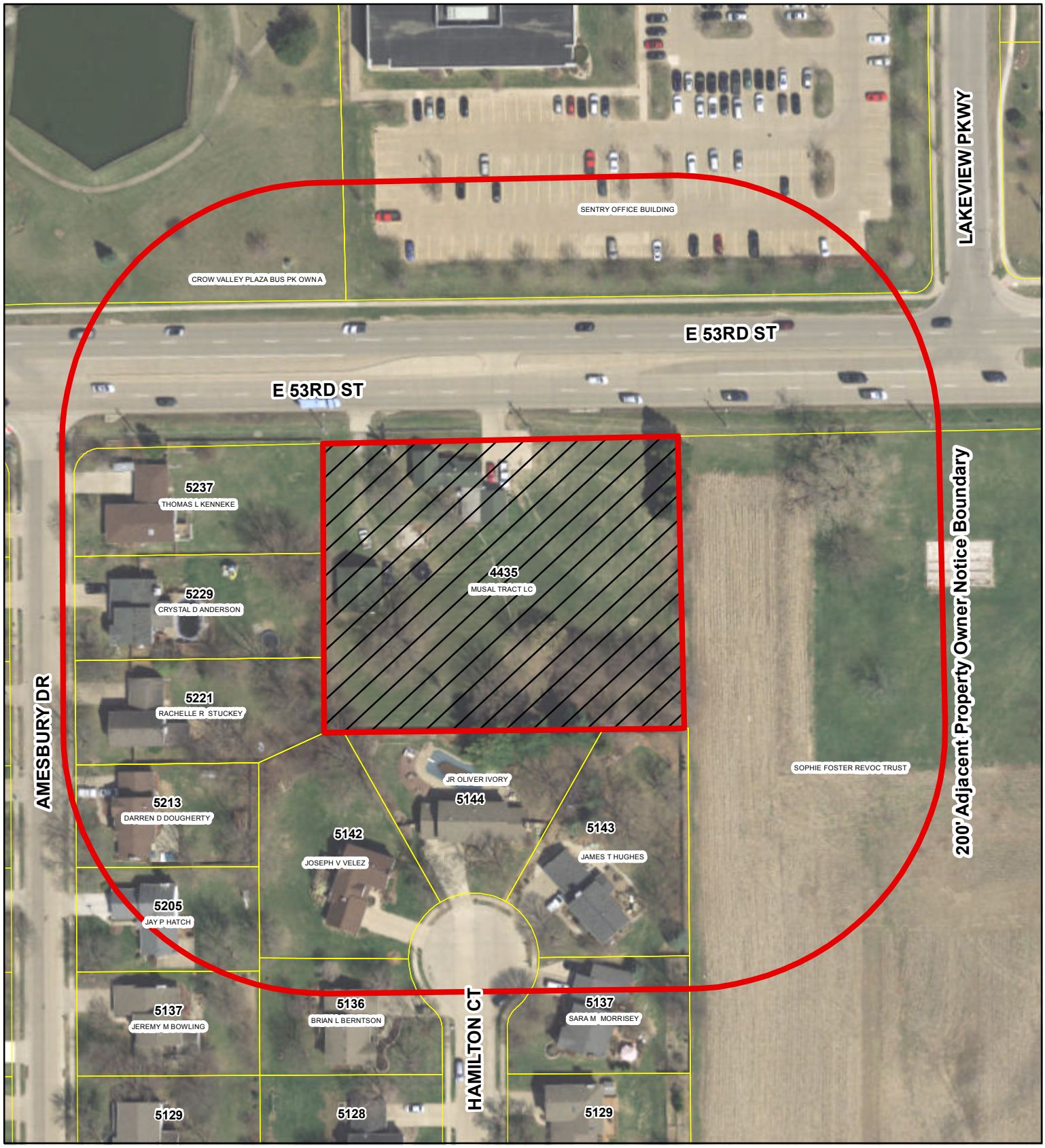
A public hearing will be held on the matter by the Plan and Zoning Commission at the location, date and time listed above. At the public hearing, the Commission will hear comments for and against the proposal, and field questions. As a property owner within 200 feet of the proposed rezoning, you have the opportunity to formally protest the action. To do so, please contact the Community Planning Division in writing via regular mail or email.

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

Case No. REZ18-14
EMAIL: planning@ci.davenport.ia.us Phone: (563) 326-7765

Request for a Zoning Map Amendment (Rezoning)

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

Subject Property

Feet

0 50 100 200

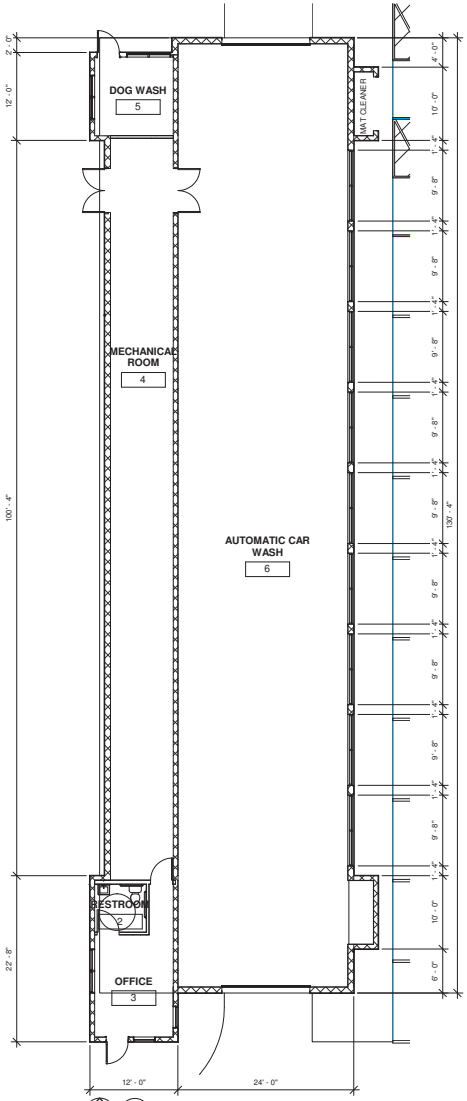
1 inch = 100 feet

N

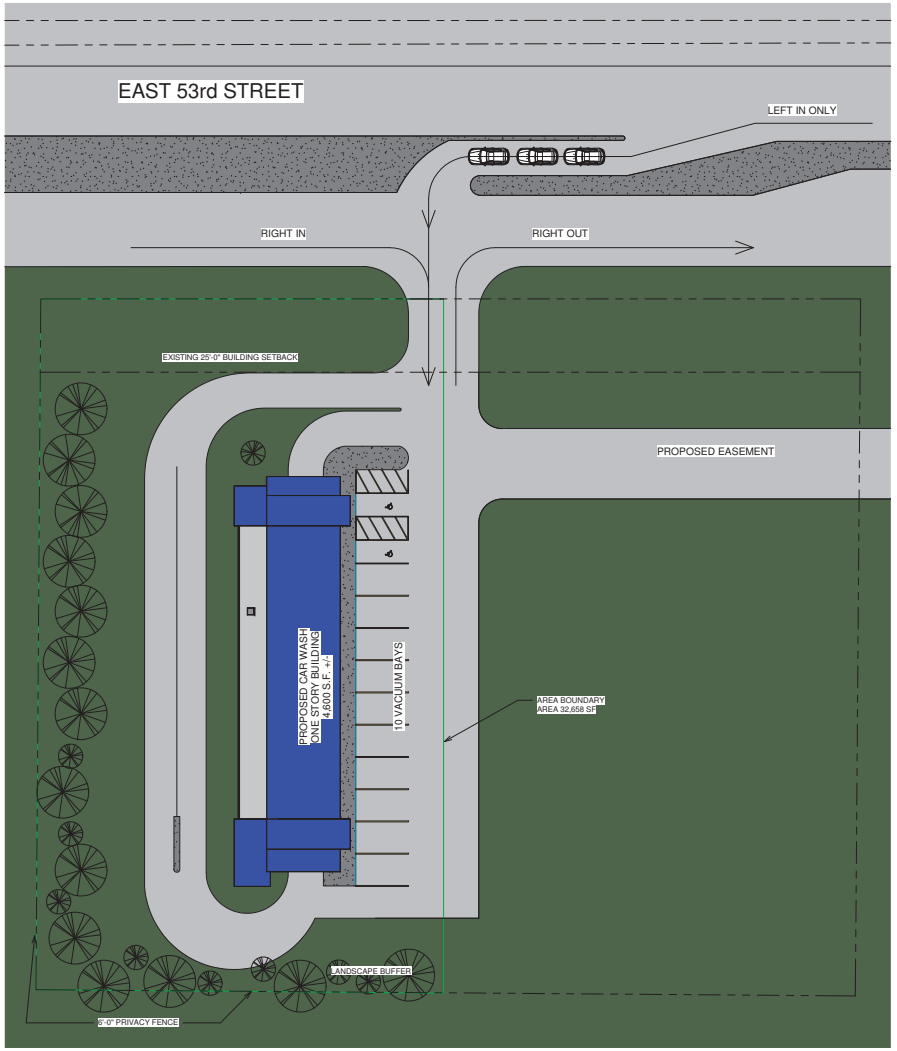
Parcel	Address	Deed1_Name	Deed1_Addr	Deed1_CSZ
N0909-03C	4435 E 53RD ST	MUSAL TRACT LC	3211 E 35TH CT	DAVENPORT IA 52807
N0909B02	5136 HAMILTON CT	BRIAN L BERNTSON	5136 HAMILTON CT	DAVENPORT IA 52807
N0909B03	5142 HAMILTON CT	JOSEPH V VELEZ	5142 HAMILTON CT	DAVENPORT IA 52807
N0909B04	5144 HAMILTON CT	JR OLIVER IVORY	5144 HAMILTON CT	DAVENPORT IA 52807
N0909B05	5143 HAMILTON CT	JAMES T HUGHES	5143 HAMILTON CT	DAVENPORT IA 52807
N0909B06	5137 HAMILTON CT	SARA M MORRISEY	5137 HAMILTON CT	DAVENPORT IA 52807
N0909B15A	5237 AMESBURY DR	THOMAS L KENNEKE	5237 AMESBURY DR	DAVENPORT IA 52807
N0909B16	5229 AMESBURY DR	CRYSTAL D ANDERSON	5229 AMESBURY DR	DAVENPORT IA 52807
N0909B17	5221 AMESBURY DR	RACHELLE R STUCKEY	5221 AMESBURY DR	DAVENPORT IA 52807
N0909B17	5221 AMESBURY DR	RACHELLE R STUCKEY	5221 AMESBURY DR	DAVENPORT IA 52807
N0909B18	5213 AMESBURY DR	DARREN D DOUGHERTY	5213 AMESBURY DR	DAVENPORT IA 52807
N0909B19	5205 AMESBURY DR	JAY P HATCH	5205 AMESBURY DR	DAVENPORT IA 52807
N0909B20	5137 AMESBURY DR	JEREMY M BOWLING	5137 AMESBURY DR	DAVENPORT IA 52807
N0910-01	4607 E 53RD ST	SOPHIE FOSTER REVOC TRUST	6590 GOLF COURSE RD	BETTENDORF IA 52722
Y0917-01A	4400 E 53RD ST	SENTRY OFFICE BUILDING	4400 E 53RD ST	DAVENPORT IA 52807
Y0917-12K		CROW VALLEY PLAZA BUS PK	5401 VICTORIA AV	DAVENPORT IA 52807

EAST 53rd STREET CAR WASH

DAVENPORT, IOWA



2 A0 Floor Plan
1/8" = 1'-0"



1 A0 Lot 1 Site Plan
1" = 20'-0"

4510 42nd Avenue
Rock Island, IL 61201
Phone: 309-786-9924
Fax: 309-786-9924
jga@jga-inc.com
JOSEPH ARCHITECTURAL GROUP, P.C.

© 2018 Joseph Architectural Group, PC
JOSEPH ARCHITECTURAL GROUP, P.C.
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REVISIONS

Preliminary Drawings for:

East 53rd Street Car Wash

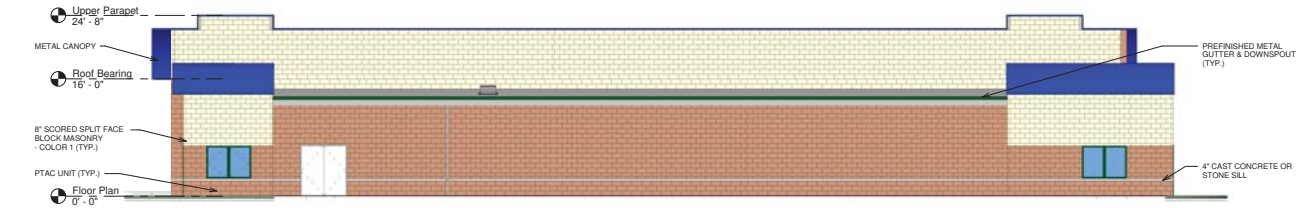
East 53rd Street, Davenport, Iowa

Site Plan

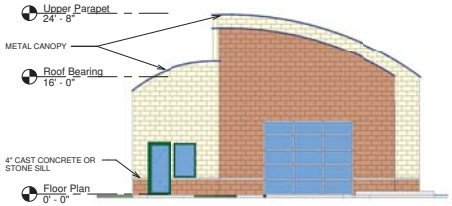
DATE
12 September 2018

A0

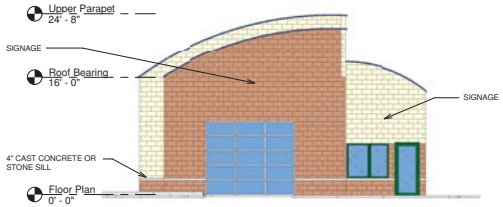
PROJECT NO.
#03918



4 / A3 West Elevation
1/8" = 1'-0"



3 / A3 South Elevation
1/8" = 1'-0"



2 / A3 North Elevation
1/8" = 1'-0"

1 / A3 East Elevation
1/8" = 1'-0"

4510 42nd Avenue
Rock Island, IL 61201
Phone: 309-786-9930
Fax: 309-786-9924
jga@jgarchitects.com

JOSEPH ARCHITECTURAL GROUP, P.C.

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REVISIONS

Preliminary Drawings for:
East 53rd Street Car Wash
East 53rd Street, Davenport, Iowa

Elevations

DATE
12 September 2018

A3
PROJECT NO.
#03918

premier
Touchless Drying System

DECIBEL CHART.DOC (RE: DECIBEL READINGS) DRYER DECIBEL LEVELS

DISTANCE:	30HP	30HP	45HP	45HP
FROM BAY	ENTRANCE	EXIT	ENTRANCE	EXIT
10FT.	79	82	84	84
20FT.	75	78	78	82
30FT.	72	74	76	80
40FT.	71	71	75	77
50FT.	70	70	74	76
58FT.	69	69	73	74
60FT.	69	69	73	74
70FT.	67	67	71	71
80FT.	65	65	66	70
90FT.	64	64	65	69
100FT.	63	64	64	69

*Decibel Levels may drop 4 to 5db's or more with additional Silencer cones and, or covers. These readings are variable in different Settings and surroundings. Not applicable to all environments.

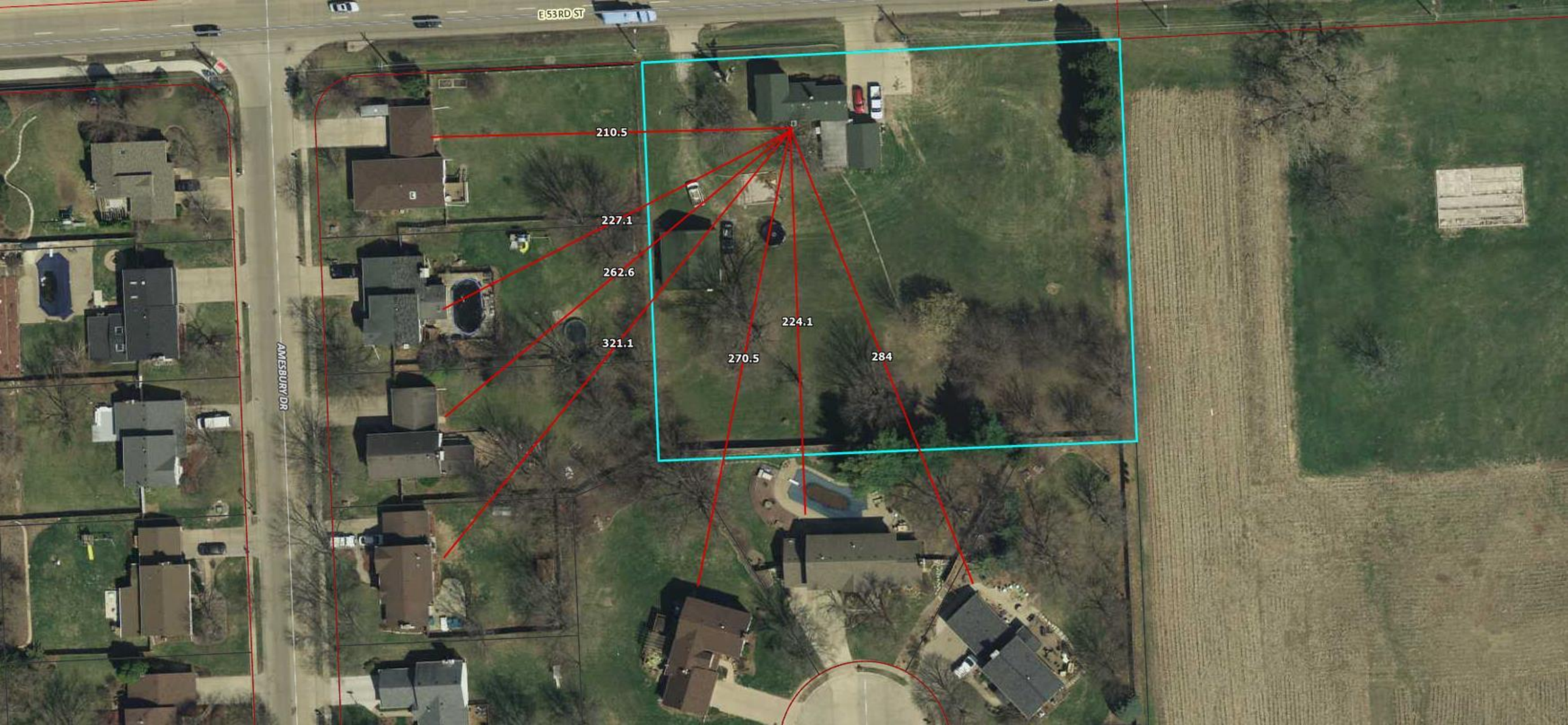
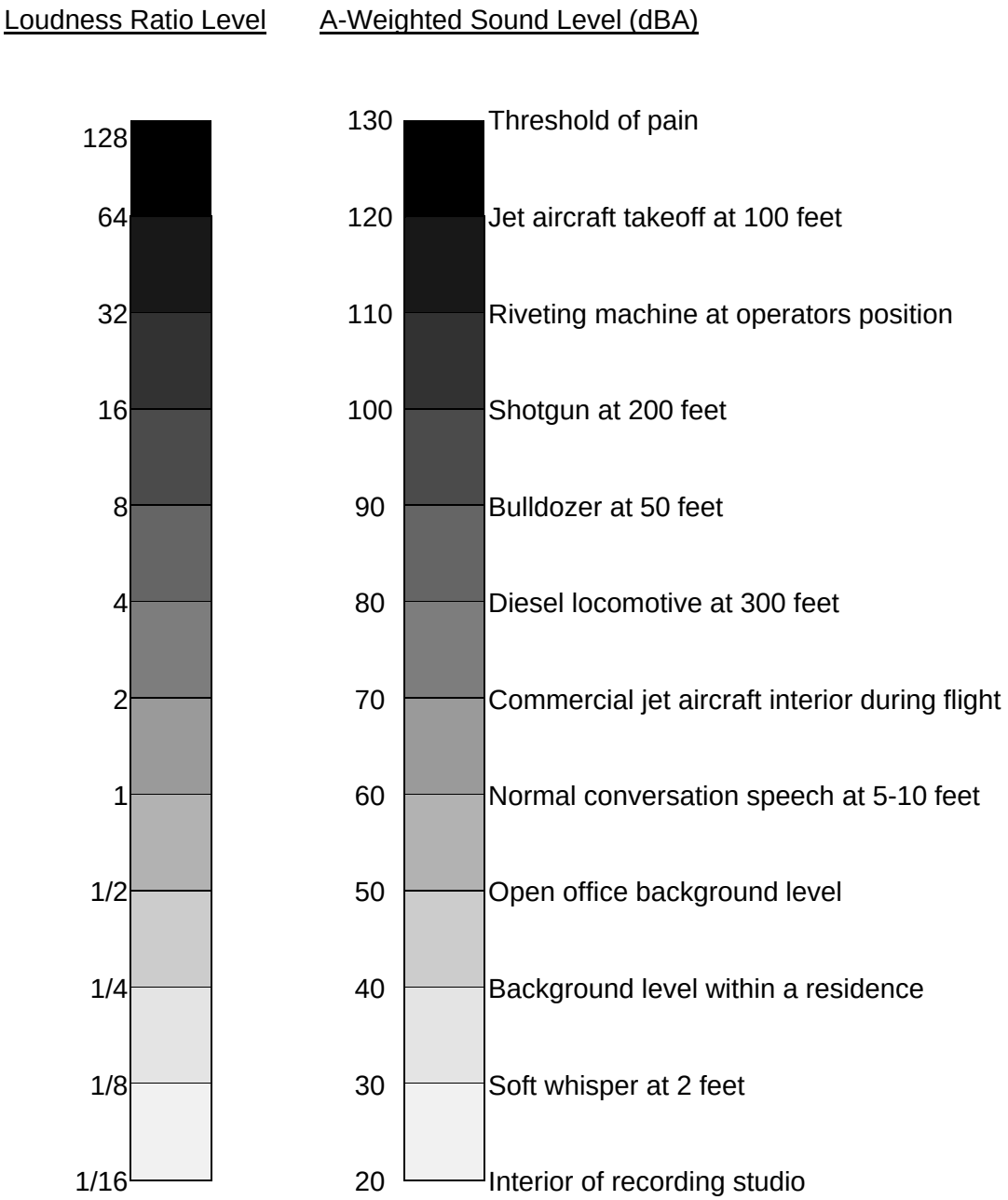

E 53RD ST
AMESBURY DR
210.5
227.1
262.6
321.1
224.1
270.5
284

Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources



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
10/16/2018

Subject:
Case P18-05: Request of WTC Investments, LLC - Davenport Series for a Preliminary Plat for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue.[Ward 6]

Recommendation:
There is no recommendation at this time.

Background:
Background:

Comprehensive Plan:
Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: 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.

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

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

Zoning:
The property is currently zoned PDD Planned Development District.

Technical Review:

Technical review comments will be provided at the November 6, 2018 Plan and Zoning Commission public meeting.

Public Input:
No public hearing is required for a Preliminary Plat.

Discussion:
The request is for a Preliminary Plat for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue.

ATTACHMENTS:

Type	Description

Backup Material	Proposed Preliminary Plat
Backup Material	Zoning Map
Backup Material	Land Use Map

Staff Workflow Reviewers

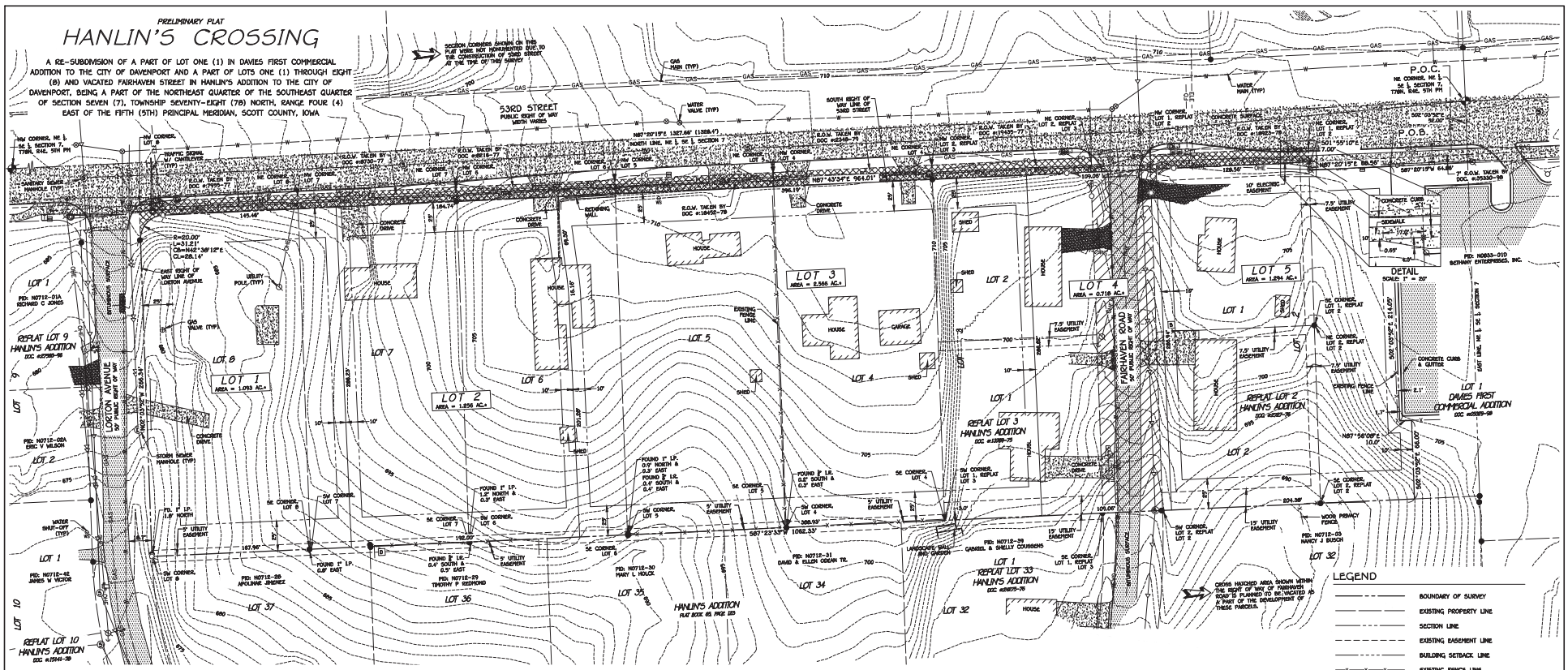
REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	10/11/2018 - 2:00 PM

PRELIMINARY PLAT

HANLIN'S CROSSING

A RE-SUBDIVISION OF A PART OF LOT ONE (1) IN DAVIES FIRST COMMERCIAL ADDITION TO THE CITY OF DAVENPORT AND A PART OF LOTS ONE (1) THROUGH EIGHT (8) AND VACATED FAIRHAVEN STREET IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, BEING A PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVEN (7), TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE FOUR (4) EAST OF THE FIFTH (5TH) PRINCIPAL MERIDIAN, SCOTT COUNTY, IOWA



LEGEND

- BOUNDARY OF SURVEY
- EXISTING PROPERTY LINE
- SECTION LINE
- EXISTING EASEMENT LINE
- BUILDING SETBACK LINE
- EXISTING FENCE LINE
- NOT TO SCALE
- IRON MONUMENT FOUND
- SET 3/4" IRON PIPE
- SECTION CORNER
- ( ) PLAT OR DEED DIMENSION
- PREVIOUS 53RD ST. RIGHT OF WAY DEDICATION
- VACATED FAIRHAVEN ROAD RIGHT OF WAY
- CONCRETE SURFACE
- BITUMINOUS SURFACE
- GRAVEL SURFACE
- ELE — UNDERGROUND ELECTRIC LINE
- UNDERGROUND STORM SEWER LINE
- UNDERGROUND SANITARY SEWER LINE
- GAS — UNDERGROUND GAS LINE
- W — UNDERGROUND WATER LINE
- FO — UNDERGROUND FIBER OPTIC LINE
- OHE — OVERHEAD UTILITY LINES
- STORM SEWER MANHOLE
- SANITARY SEWER MANHOLE
- TRAFFIC SIGNAL MANHOLE
- UTILITY HANDHOLE
- UTILITY POLE
- UTILITY POLE W/LIGHT
- UTILITY POLE W/TRANSFORMER
- LIGHT POLE
- GUY ANCHOR
- TRANSFORMER
- GAS VALVE
- WATER VALVE
- FIRE HYDRANT

GENERAL NOTES

BEARINGS ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM SOUTH, ZONE 1402.

AREA SURVEYED = 6.927 ACRES+

PROPERTIES INCLUDED WITHIN THIS SUBDIVISION:

N0712-27 – 2701 E 53RD ST. DAVENPORT, IA 52807
N0712-37 – 2719 E 53RD ST. DAVENPORT, IA 52807
N0712-36 – 2733 E 53RD ST. DAVENPORT, IA 52807
N0712-35 – 2745 E 53RD ST. DAVENPORT, IA 52807
N0712-34 – 2757 E 53RD ST. DAVENPORT, IA 52807
N0712-33B – 5222 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-33A – 5206 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-02B – 5207 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-02A – 5221 FAIRHAVEN RD. DAVENPORT, IA 52807
PART N0833-010 – 2943 E 53RD ST. DAVENPORT, IA 52807
VACATED FAIRHAVEN ROAD

THIS PROPERTY IS CURRENTLY ZONED PDD – PLANNED DEVELOPMENT DISTRICT.

THE CONTOURS SHOWN HEREON HAVE BEEN OBTAINED FROM GIS INFORMATION.

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

NO INVESTIGATION CONCERNING ENVIRONMENTAL OR 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.

UNLESS OTHERWISE NOTED, 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. ALWAYS CONTACT IOWA ONE-CALL AT 1-800-292-8989 FOR INFORMATION REGARDING THESE UTILITIES.

THIS PROPERTY IS LOCATED WITHIN FLOOD ZONE X (AREAS DETERMINE TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD; AREAS OD 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1 % ANNUAL CHANCE FLOOD) ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 19163C0360F, WHICH BEARS AN EFFECTIVE DATE OF FEBRUARY 18, 2011.

ALL EXISTING UTILITY EASEMENTS SHOWN WHICH WERE PREVIOUSLY DEDICATED ON PLATS OF HANLIN'S ADDITION AND SUBSEQUENT RE-SUBDIVISIONS SHALL BE VACATED AND NEW EASEMENTS WILL BE DEDICATED ON THE FINAL PLAT TO PROPERLY SERVE ALL LOTS WITH ALL AVAILABLE PUBLIC UTILITIES.

ALL IMPROVEMENTS TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF DAVENPORT STANDARD SPECIFICATIONS AND DETAIL DRAWINGS, LATEST EDITION.

THE NORTH HALF OF 53RD STREET WAS UNDER CONSTRUCTION AT THE TIME OF THIS SURVEY.

THE FIELD WORK WAS COMPLETED ON AUGUST 20, 2018.

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.

MICHAEL P. COCHRAN 10-09-2018

PROFESSIONAL LAND SURVEYOR MICHAEL P. COCHRAN

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2019

PAGES OR SHEETS COVERED BY THIS SEAL: _____

LEGAL DESCRIPTION

A TRACT OF LAND BEING A PART OF LOT ONE (1) IN DAVIES FIRST COMMERCIAL ADDITION TO THE CITY OF DAVENPORT AS RECORDED BY DOCUMENT NUMBER 1998-00005239 IN THE SCOTT COUNTY RECORDER'S OFFICE, BEING A SUBDIVISION OF A PART OF THE REPLAT OF LOT ONE (1) IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT AND A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION EIGHT (8) AND A PART OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION SEVEN (7), AND ALSO A PART OF LOTS ONE (1) THROUGH EIGHT (8) AND VACATED FAIRHAVEN STREET IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT AS RECORDED IN BOOK 65 AT PAGE 123 IN THE SCOTT COUNTY RECORDER'S OFFICE, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVEN (7), ALL IN TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE FOUR (4) EAST OF THE FIFTH 5TH PRINCIPAL MERIDIAN, SCOTT COUNTY, IOWA, SAID TRACT BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH 02°-03'-52" EAST (BEARINGS ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE 1402), ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 7, 52.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF EAST 53RD STREET; THENCE SOUTH 87°-20'-19" WEST, ALONG SAID SOUTH RIGHT OF WAY LINE, 64.86 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED; FROM THE POINT OF BEGINNING, THENCE SOUTH 02°-03'-52" EAST, 214.05 FEET; THENCE NORTH 87°-56'-08" EAST, 10.00 FEET; THENCE SOUTH 02°-03'-52" EAST, 66.00 FEET TO THE SOUTH LINE OF SAID LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND THE SOUTH LINE OF LOT 1 IN HANLIN'S ADDITION; THENCE SOUTH 87°-23'-33" WEST, ALONG SAID SOUTH LINE OF LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND THE SOUTH LINE OF LOTS 1 THROUGH 8 IN HANLIN'S ADDITION, 1,062.33 FEET TO THE EAST RIGHT OF WAY LINE OF LORTON AVENUE; THENCE NORTH 02°-03'-52" WEST, ALONG SAID EAST RIGHT OF WAY LINE, 286.34 FEET TO THE SOUTH RIGHT OF WAY LINE OF 53RD STREET; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE IN A NORTHEASTERLY DIRECTION, ON A CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET, FOR AN ARC DISTANCE OF 31.21 FEET, SAID CURVE BEING SUBTENDED BY A CHORD HAVING A BEARING OF NORTH 42°-38'-12" EAST AND A LENGTH OF 28.14 FEET; THENCE NORTH 87°-20'-19" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, 964.01 FEET TO THE WEST LINE OF LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND LOT 1 IN HANLIN'S ADDITION; THENCE SOUTH 01°-55'-10" EAST, ALONG SAID WEST LINE, 7.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF 53RD STREET; THENCE NORTH 87°-20'-19" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, 68.56 FEET TO THE POINT OF BEGINNING.

SAID SUBDIVISION CONTAINING 6.927 ACRES, MORE OR LESS.

ZONING NOTES

FOR COMPLETE INFORMATION REGARDING HEIGHT, YARD, LOT, AREA, OTHER ZONING RESTRICTIONS, REFER TO:
http://clerkshq.com/default.aspx?client=ia&e=davenport-ia

CHAPTER 17.32.030 & 17.42.010

PDD – PLANNED DEVELOPMENT DISTRICT

MAXIMUM HEIGHT OF BUILDING – NONE

MINIMUM DEPTH OF FRONT YARD – 25 FEET (SEE SEC. 17.32.030A)

MINIMUM WIDTH OF SIDE YARD – 10 OR 25 FEET (SEE SEC. 17.32.030A)

MINIMUM DEPTH OF REAR YARD – 25 FEET (SEE SEC. 17.32.030A)

MINIMUM LOT AREA PER FAMILY – SEE CHAP. 17.32

OWNER / DEVELOPER

WCT INVESTMENTS, LLC- DAVENPORT SERIES
2913 N MAIN ST
PEORIA, IL 61611

ENGINEER

DEVIN L. BIRCH
AUSTIN ENGINEERING CO., INC.
311 SW WATER ST., STE 215
PEORIA, IL 61602
dbirch@austinengineeringcompany.com

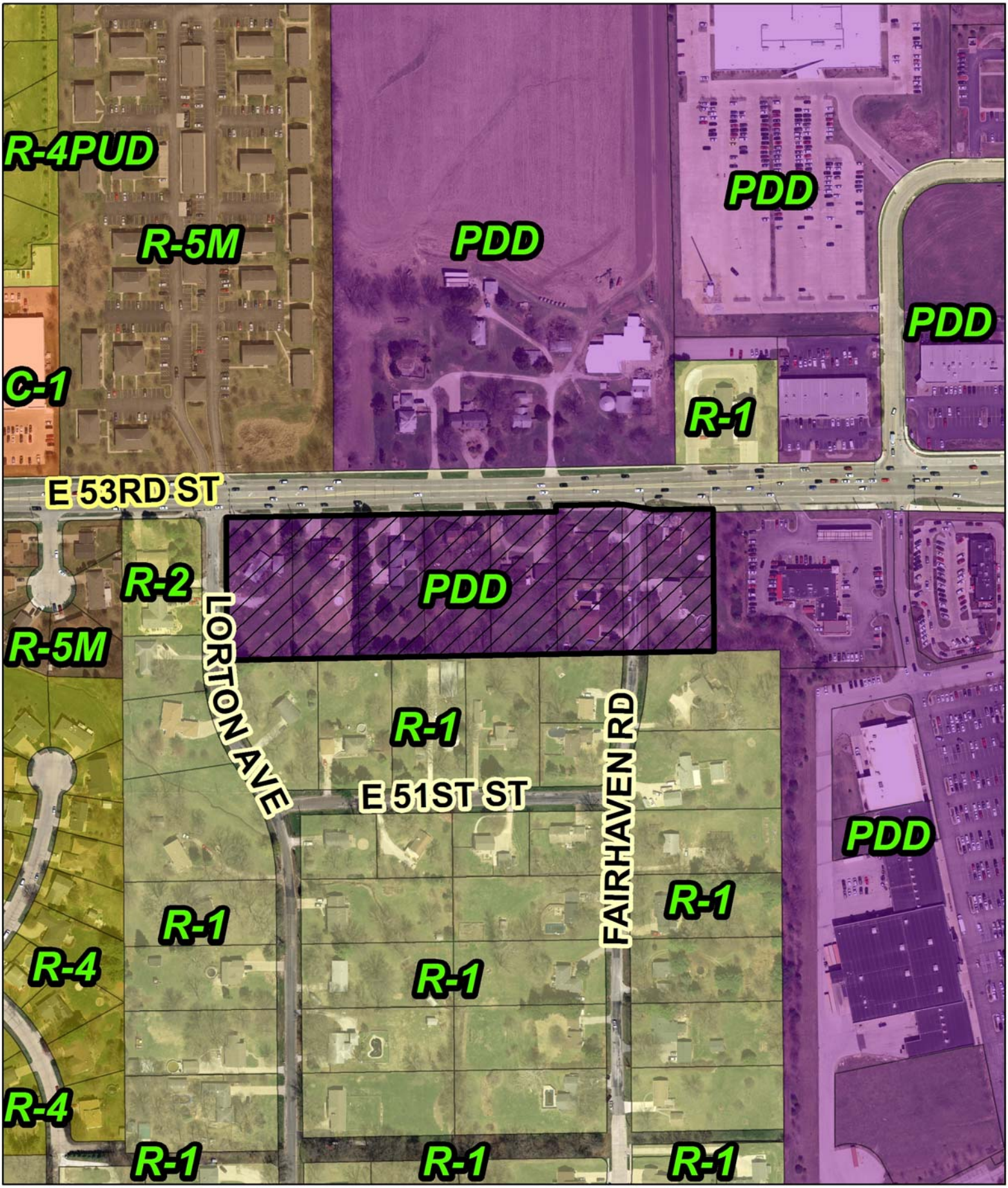
AUSTIN ENGINEERING CO., INC.
Consulting Engineers / Surveyors
220 Emerson Pl, Ste 101-C
Davenport, IA 52801
Certificate No. CS131338

PRELIMINARY PLAT
HANLIN'S CROSSING
A PART OF LOTS 2 THROUGH 8 IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, A SUBDIVISION OF PART OF THE NE ¼ SE ¼ SECTION 7, T78N, R4E, 5TH PM, SCOTT COUNTY, IOWA
WCT INVESTMENTS, LLC - DAVENPORT SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY
53RD STREET - DAVENPORT, IA

ISSUED	
10-05-18	PRELIM PLAT

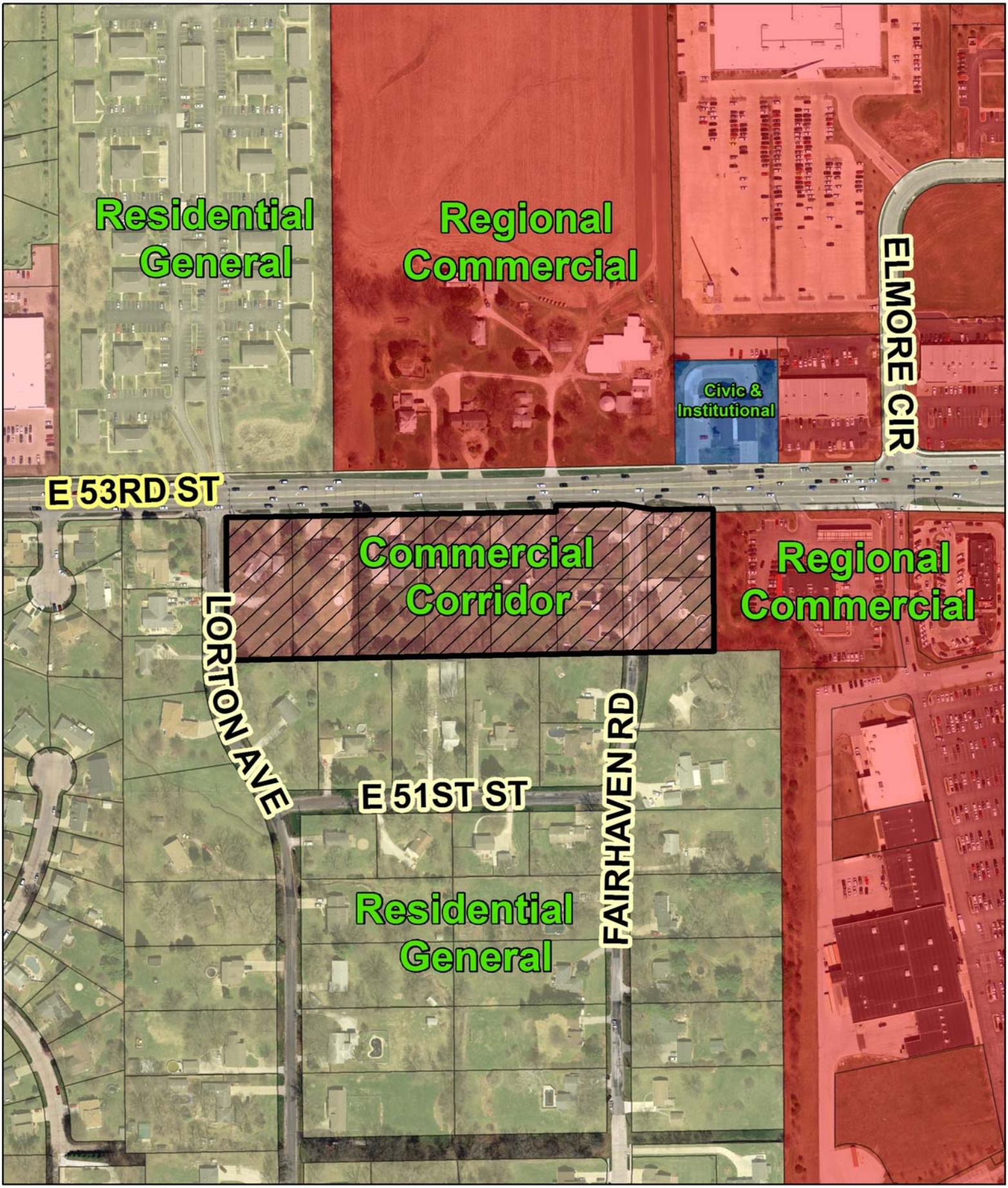
PRELIMINARY PLAT

PROJECT NO	1A76-18-023
DATE	10-05-18
SURVEYED	MPC
DRAWN	MPC
APPROVED	MPC
SHEET	PPLAT-1



Subject Property

N



Subject Property

N

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
10/16/2018

Subject:
Case F18-14: Request of WTC Investments, LLC - Davenport Series for a Final Plat for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue.[Ward 6]

Recommendation:
There is no recommendation at this time.

Background:
Background:

Comprehensive Plan:

Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: 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.

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

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

Zoning:
The property is currently zoned PDD Planned Development District.

Technical Review:
Technical review comments will be provided at the November 6, 2018 Plan and Zoning Commission public meeting.

Public Input:
No public hearing is required for a Preliminary Plat.

Discussion:
The request is for a Final Plat for a 5 lot subdivision located south of East 53rd Street and East of Lorton Avenue.

ATTACHMENTS:

Type	Description

Backup Material	Proposed Final Plat
Backup Material	Zoning Map
Backup Material	Land Use Map

Staff Workflow Reviewers

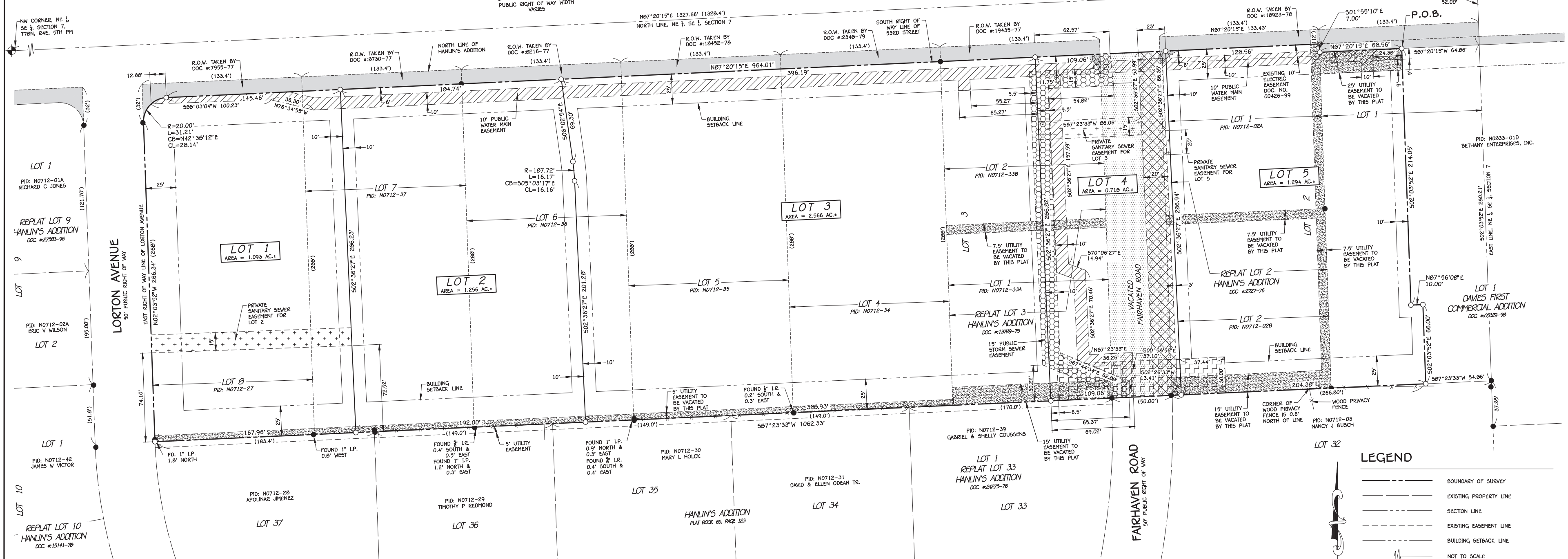
REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	10/11/2018 - 2:00 PM

FINAL PLAT

HANLIN'S CROSSING

A RE-SUBDIVISION OF A PART OF LOT ONE (1) IN DAVIES FIRST COMMERCIAL ADDITION TO THE CITY OF DAVENPORT AND A PART OF LOTS ONE (1) THROUGH EIGHT (8) AND VACATED FAIRHAVEN STREET IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, BEING A PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVEN (7), TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE FOUR (4) EAST OF THE FIFTH (5TH) PRINCIPAL MERIDIAN, SCOTT COUNTY, IOWA



LEGEND

- BOUNDARY OF SURVEY
- EXISTING PROPERTY LINE
- SECTION LINE
- EXISTING EASEMENT LINE
- BUILDING SETBACK LINE
- NOT TO SCALE
- IRON MONUMENT FOUND
- SET 3/4" IRON PIPE
- CHISELED "X" IN CONCRETE
- SECTION CORNER
- ( ) PLAT OR DEED DIMENSION
- RECORDED 53RD ST. RIGHT OF WAY DEDICATION
- VACATED FAIRHAVEN ROAD RIGHT OF WAY
- PRIVATE SANITARY SEWER EASEMENT
- PUBLIC SANITARY SEWER EASEMENT
- PUBLIC STORM SEWER EASEMENT
- PUBLIC WATER MAIN EASEMENT
- EXISTING PUBLIC UTILITY EASEMENT TO BE VACATED

40' 0' 40' 80'
SCALE: 1" = 40'

CITY OF DAVENPORT

BY: ____________________

ATTEST: ____________________

DATE: ____________________

MEDIACOM (CABLEVISION)

BY: ____________________

DATE: ____________________

PLANNING & ZONING COMMISSION

BY: ____________________

DATE: ____________________

MIDAMERICAN ENERGY COMPANY (GAS/ELEC)

BY: ____________________

DATE: ____________________

CENTURYLINK (TELEPHONE)

BY: ____________________

DATE: ____________________

IOWA AMERICAN WATER COMPANY (WATER)

BY: ____________________

DATE: ____________________

GENERAL NOTES

BEARINGS ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM SOUTH, ZONE 1402.

AREA SURVEYED = 6.927 ACRES±

PROPERTIES INCLUDED WITHIN THIS SUBDIVISION:

N0712-27 – 2701 E 53RD ST. DAVENPORT, IA 52807
N0712-37 – 2719 E 53RD ST. DAVENPORT, IA 52807
N0712-36 – 2733 E 53RD ST. DAVENPORT, IA 52807
N0712-35 – 2745 E 53RD ST. DAVENPORT, IA 52807
N0712-34 – 2757 E 53RD ST. DAVENPORT, IA 52807
N0712-33B – 5222 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-33A – 5206 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-02B – 5207 FAIRHAVEN RD. DAVENPORT, IA 52807
N0712-02A – 5221 FAIRHAVEN RD. DAVENPORT, IA 52807
PART N0833-01D – 2843 E 53RD ST. DAVENPORT, IA 52807
VACATED FAIRHAVEN ROAD

THIS PROPERTY IS CURRENTLY ZONED PDD – PLANNED DEVELOPMENT DISTRICT.

IT SHOULD BE NOTED THAT IN THE PERFORMANCE OF THIS RE-SURVEY, THE COURSES AND DISTANCE 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 BEEN OBSERVED DURING THE RE-SURVEY OF THIS PROPERTY.

NO INVESTIGATION CONCERNING ENVIRONMENTAL OR 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.

UNLESS OTHERWISE NOTED, 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. ALWAYS CONTACT IOWA ONE-CALL AT 1-800-292-8989 FOR INFORMATION REGARDING THESE UTILITIES.

ALL EASEMENTS SHOWN SHALL BE DEDICATED WITH THE PLATTING OF HANLIN'S CROSSING.

THE NORTH HALF OF 53RD STREET WAS UNDER CONSTRUCTION AT THE TIME OF THIS SURVEY.

THE FIELD WORK WAS COMPLETED ON AUGUST 20, 2018.

SURVEYOR'S CERTIFICATE

I, MICHAEL P. COCHRAN, AN IOWA PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT THE FINAL PLAT FOR HANLIN'S CROSSING IS A TRUE ND CORRECT REPRESENTATION OF A SURVEY MADE BY ME OR UNDER MY DIRECTION ACCORDING TO THE SURVEYING LAWS OF THE STATE OF IOWA AND THE CITY OF DAVENPORT'S SUBDIVISION ORDINANCE, OF THE FOLLOWING DESCRIBED PROPERTY TO WIT:

A TRACT OF LAND BEING A PART OF LOT ONE (1) IN DAVIES FIRST COMMERCIAL ADDITION TO THE CITY OF DAVENPORT AS RECORDED BY DOCUMENT NUMBER 1998-00005239 IN THE SCOTT COUNTY RECORDER'S OFFICE, BEING A SUBDIVISION OF A PART OF THE REPLAT OF LOT ONE (1) IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT AND A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION EIGHT (8) AND A PART OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION SEVEN (7), AND ALSO A PART OF LOTS ONE (1) THROUGH EIGHT (8) AND VACATED FAIRHAVEN STREET IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT AS RECRODED IN BOOK 65 AT PAGE 123 IN THE SCOTT COUNTY RECORDER'S OFFICE, BEING A SUBDIVISION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION SEVEN (7), ALL IN TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE FOUR (4) EAST OF THE FIFTH 5TH PRINCIPAL MERIDIAN, SCOTT COUNTY, IOWA, SAID TRACT BEING MORE PARTICULARLY BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 7; THENCE SOUTH 02°-03'-52" EAST (BEARINGS ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE 1402), ALONG THE EAST LINE OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 7, 52.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF EAST 53RD STREET; THENCE SOUTH 87°-20'-15" WEST, ALONG SAID SOUTH RIGHT OF WAY LINE, 64.86 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED: FROM THE POINT OF BEGINNING, THENCE SOUTH 02°-03'-52" EAST, 214.05 FEET; THENCE NORTH 87°-56'-08" EAST, 10.00 FEET; THENCE SOUTH 02°-03'-52" EAST, 66.00 FEET TO THE SOUTH LINE OF SAID LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND THE SOUTH LINE OF LOT 1 IN HANLIN'S ADDITION; THENCE SOUTH 87°-23'-33" WEST, ALONG SAID SOUTH LINE OF LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND THE SOUTH LINE OF LOTS 1 THROUGH 8 IN HANLIN'S ADDITION, 1,062.33 FEET TO THE EAST RIGHT OF WAY LINE OF LORTON AVENUE; THENCE NORTH 02°-03'-52" WEST, ALONG SAID EAST RIGHT OF WAY LINE, 266.34 FEET TO THE SOUTH RIGHT OF WAY LINE OF 53RD STREET; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE IN A NORTHEASTERLY DIRECTION, ON A CURVE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET, FOR AN ARC DISTANCE OF 31.21 FEET, SAID CURVE BEING SUBTENDED BY A CHORD HAVING A BEARING OF NORTH 42°-38'-12" EAST AND A LENGTH OF 28.14 FEET; THENCE NORTH 87°-20'-15" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, 964.01 FEET TO THE WEST LINE OF LOT 1 IN DAVIES FIRST COMMERCIAL ADDITION AND LOT 1 IN HANLIN'S ADDITION; THENCE SOUTH 01°-55'-10" EAST, ALONG SAID WEST LINE, 7.00 FEET TO THE SOUTH RIGHT OF WAY LINE OF 53RD STREET; THENCE NORTH 87°-20'-15" EAST, ALONG SAID SOUTH RIGHT OF WAY LINE, 68.56 FEET TO THE POINT OF BEGINNING.

SAID SUBDIVISION CONTAINING 6.927 ACRES, MORE OR LESS.

MONUMENTS AS SHOWN ON THE PLAT ARE SET OR WILL BE SET WITHIN 30 DAYS AFTER THE COMPLETION OF THE REQUIRED IMPROVEMENTS AND THEIR ACCEPTANCE BY THE CITY, AND SUCH MONUMENTS ARE OR WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED AND WILL OCCUPY THE POSITIONS SHOWN THEREON.

THIS PROPERTY IS LOCATED WITHIN FLOOD ZONE X (AREAS DETERMINE TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD; AREAS OD 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1 % ANNUAL CHANCE FLOOD) ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 19163C0360F, WHICH BEARS AN EFFECTIVE DATE OF FEBRUARY 18, 2011.

ZONING NOTES

FOR COMPLETE INFORMATION REGARDING HEIGHT, YARD, LOT, AREA, OTHER ZONING RESTRICTIONS, REFER TO:
http://clerkshq.com/default.ashx?clientsite=davenport-ia

CHAPTER 17.32.030 & 17.42.010

PDD – PLANNED DEVELOPMENT DISTRICT

MAXIMUM HEIGHT OF BUILDING – NONE

MINIMUM DEPTH OF FRONT YARD – 25 FEET (SEE SEC. 17.32.030A)

MINIMUM WIDTH OF SIDE YARD – 10 OR 25 FEET (SEE SEC. 17.32.030A)

MINIMUM DEPTH OF REAR YARD – 25 FEET (SEE SEC. 17.32.030A)

MINIMUM LOT AREA PER FAMILY – SEE CHAP. 17.32

PROFESSIONAL LAND SURVEYOR
MICHAEL P COCHRAN
P24697
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.

MICHAEL P. COCHRAN 10-09-2018

PROFESSIONAL LAND SURVEYOR NUMBER P24697

MY LICENSE RENEWAL DATE IS DECEMBER 31, 2019

PAGES OR SHEETS COVERED BY THIS SEAL: ____________

OWNER / DEVELOPER

WCT INVESTMENTS, LLC- DAVENPORT SERIES
2813 N MAIN ST
PEORIA, IL 61611

ENGINEER

DEVIN L. BIRCH
AUSTIN ENGINEERING CO., INC.
311 SW WATER ST., STE 215
PEORIA, IL 61602
dbirch@austinengineeringcompany.com

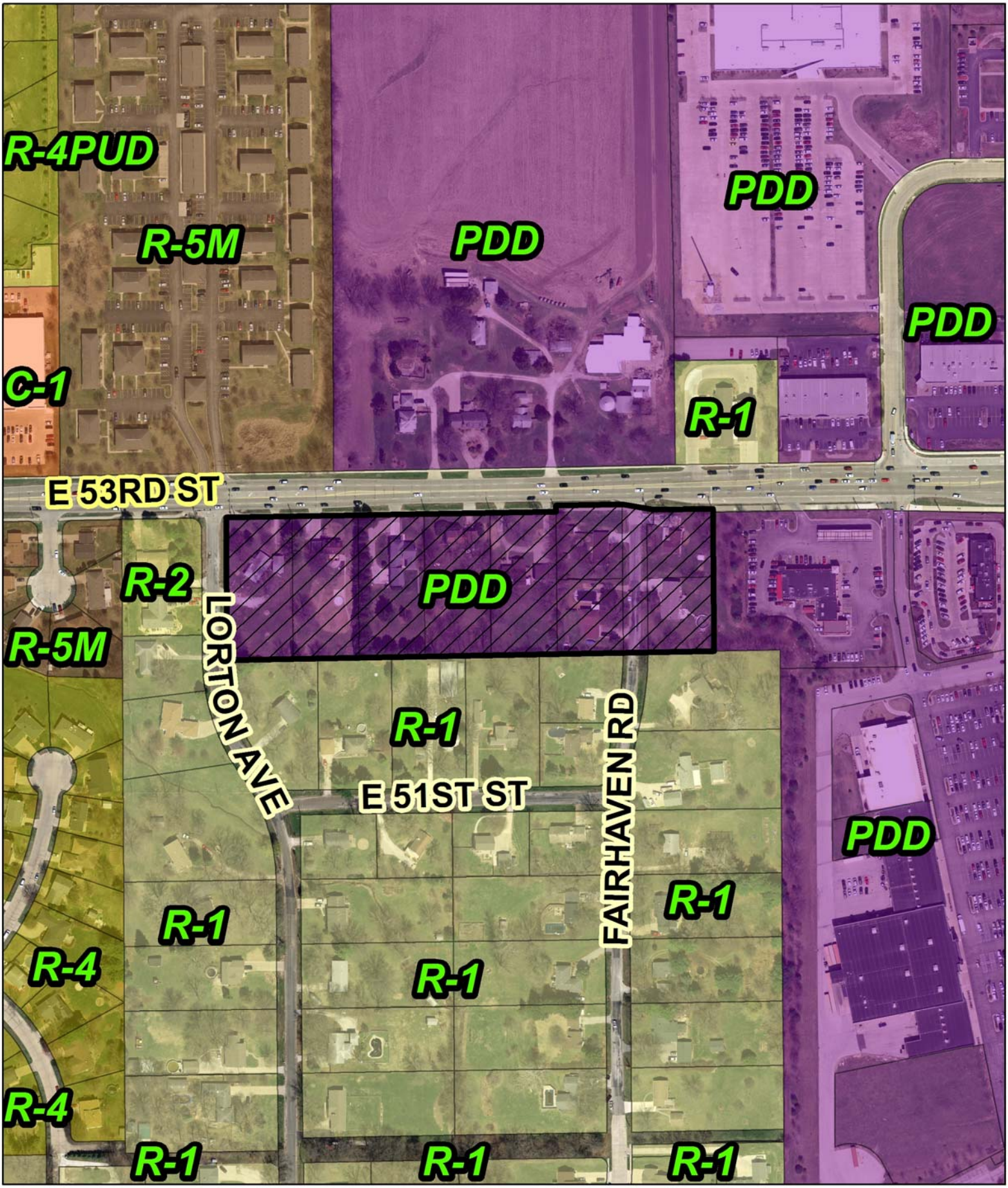
AUSTIN ENGINEERING, CO., INC.
Consulting Engineers / Surveyors
220 Emerson Pl, Ste 101-C
Davenport, IA 52801
Certificate No. CS131338

FINAL PLAT
HANLIN'S CROSSING
A PART OF LOTS 2 THROUGH 8 IN HANLIN'S ADDITION TO THE CITY OF DAVENPORT, A SUBDIVISION OF PART OF THE NE 1/4, SE 1/4, SECTION 7, T78N, R4E, 5TH PM, SCOTT COUNTY, IOWA
WCT INVESTMENTS, LLC – DAVENPORT SERIES, AN ILLINOIS LIMITED LIABILITY COMPANY
53RD STREET – DAVENPORT, IA

ISSUED	
10-09-18	REVIEW

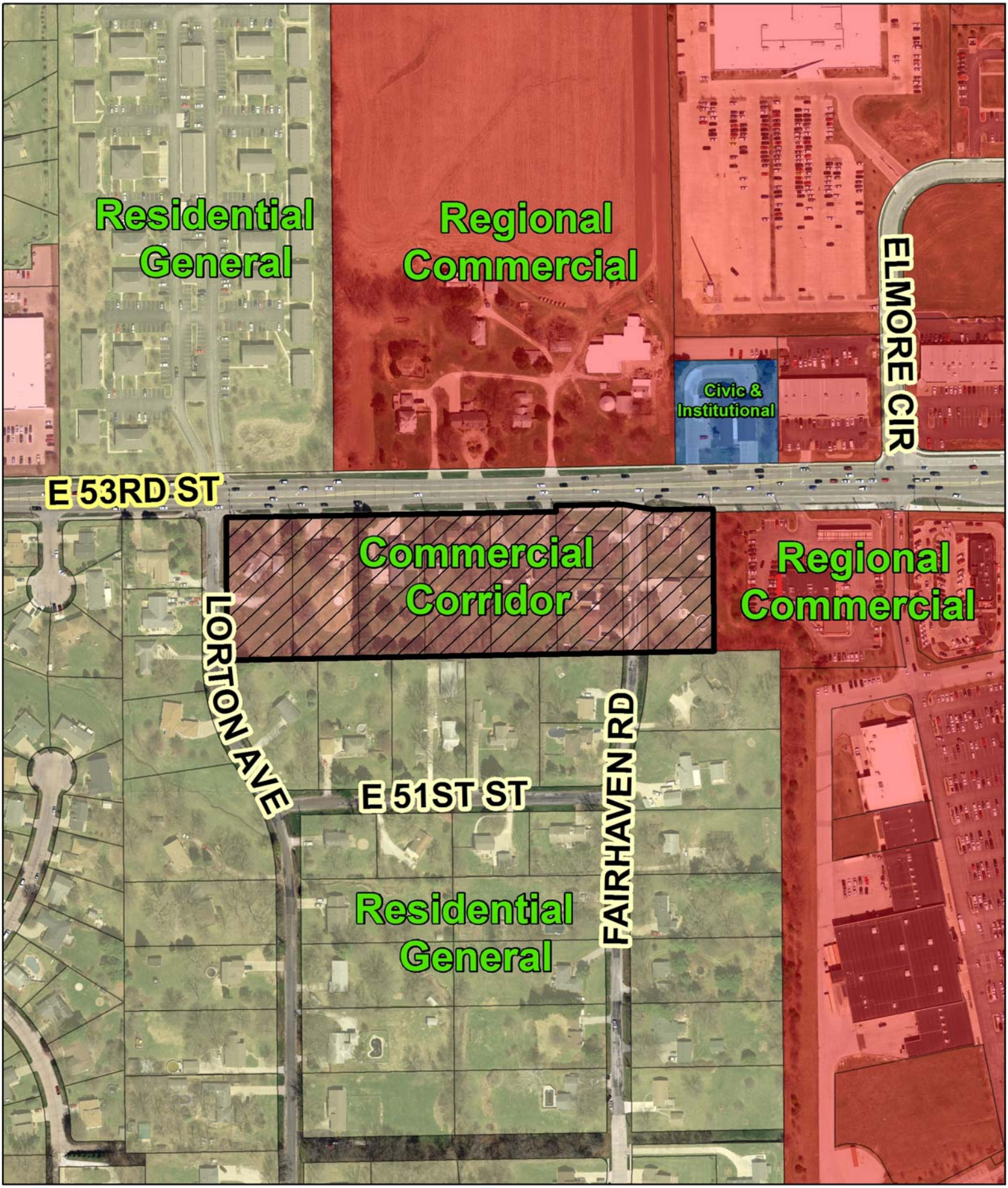
FINAL PLAT

PROJECT NO	IA76-18-023
DATE	10-09-2018
SURVEYED	MPC
DRAWN	MPC
APPROVED	MPC
SHEET	FPLAT-1



Subject Property

N



Subject Property

N

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
10/16/2018

Subject:
Case F18-15: Request of Robert Murray for a Final Plat for a 2 lot subdivision located at 915 Floral Lane. [Ward 1]

Recommendation:
There is no recommendation at this time.

Background:
Background:

Comprehensive Plan:
Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

Future Land Use Designation: Industry (I) - Designates areas devoted to manufacturing, assembly/fabrication, warehousing and distribution, research and technological innovation centers, and associated commercial/office uses developed at a scale as to warrant access to good transportation networks and separation or buffering from residential uses.

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

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

Zoning:
The property is currently zoned Heavy Industrial District.

Technical Review:

Technical review comments will be provided at the November 6, 2018 Plan and Zoning Commission public meeting.

Public Input:
No public hearing is required for a Final Plat.

Discussion:
The request is for a Final Plat for a 2 lot subdivision located at 915 Floral Lane.

ATTACHMENTS:

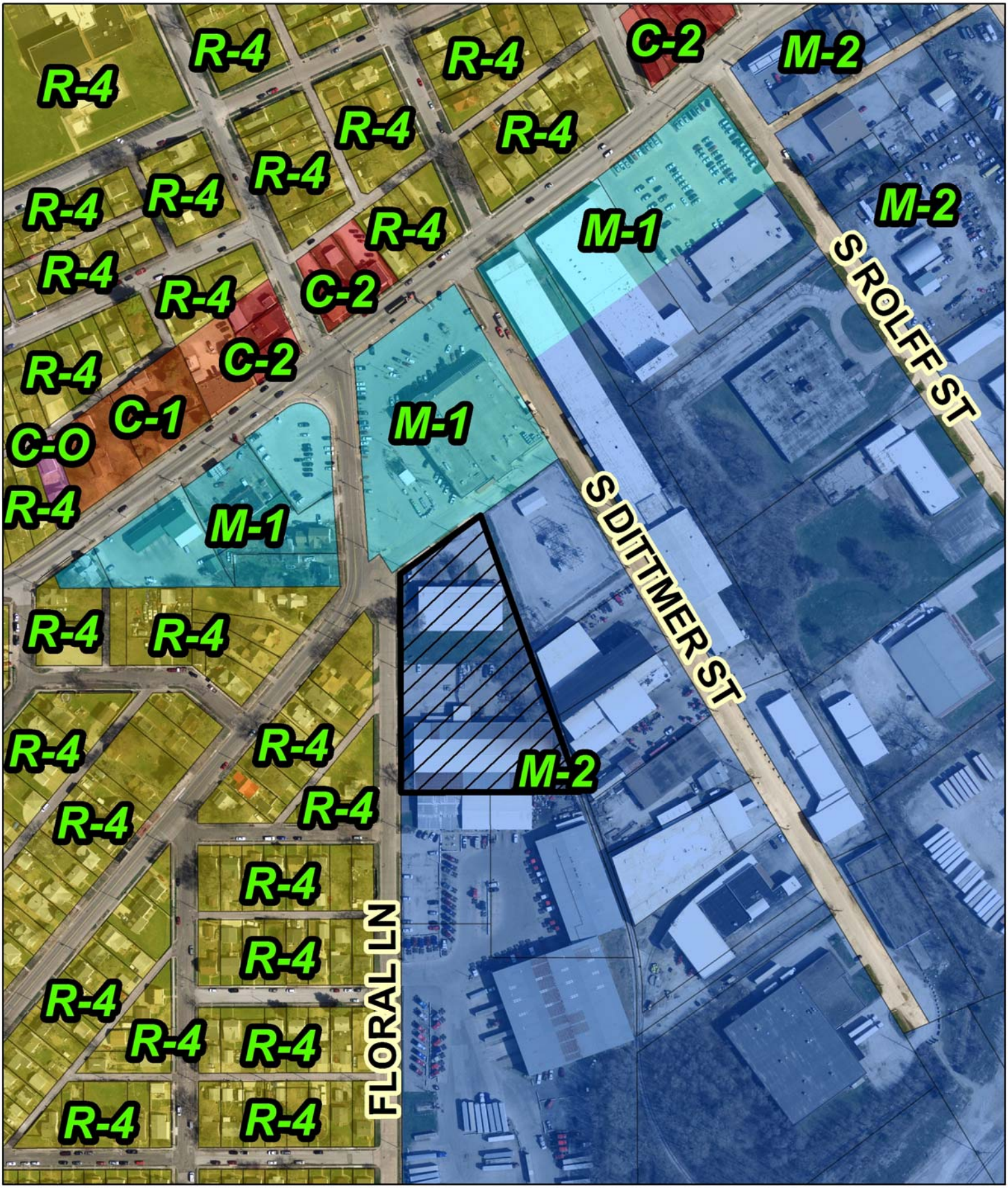
	Type	Description
	Backup Material	Zoning Map

Backup Material	Land Use Map
Backup Material	Proposed Final Flat

Staff Workflow Reviewers

REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	10/12/2018 - 11:50 AM



Subject Property

N

FINAL PLAT:

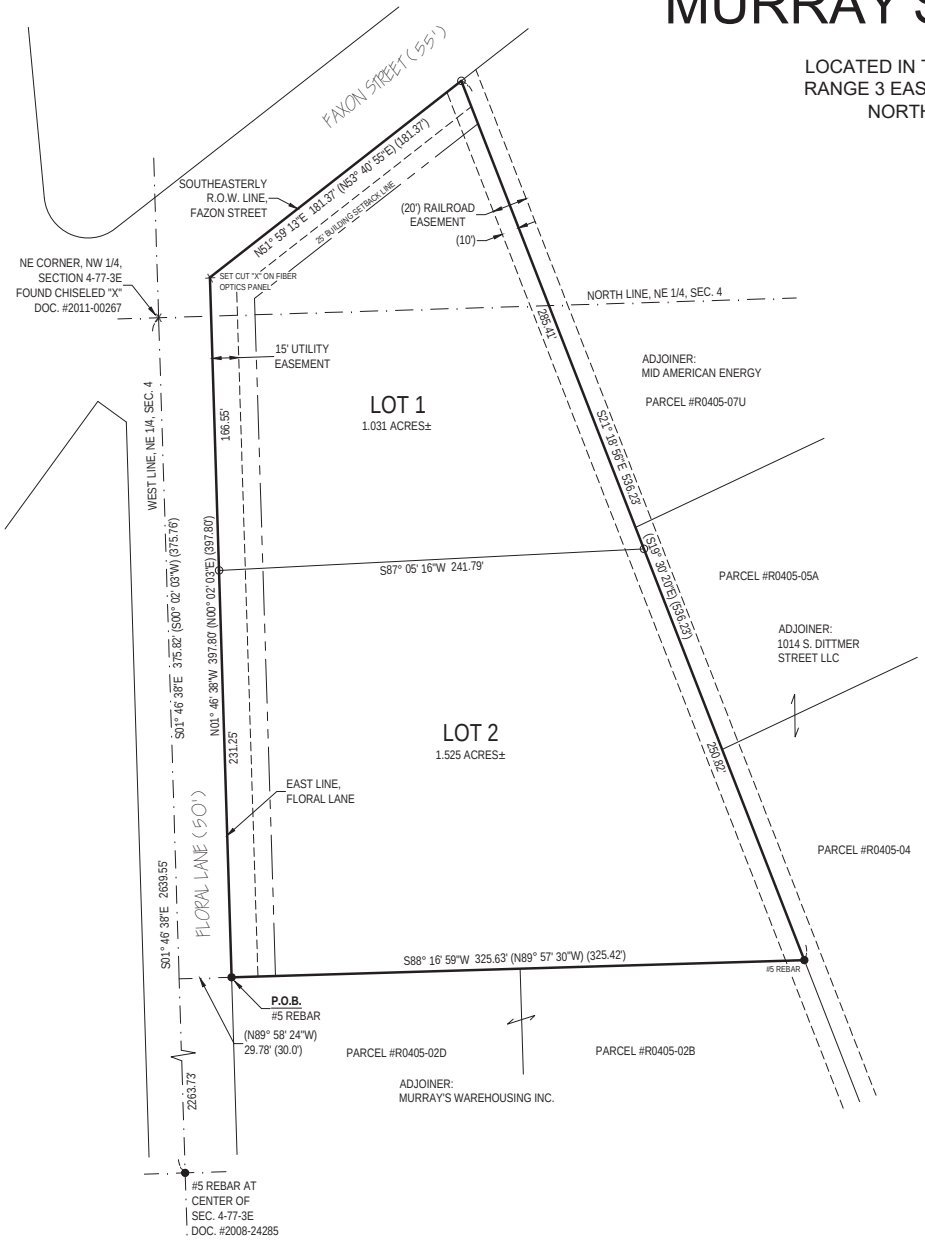
MURRAY'S FLORAL LANE ADDITION

TO THE CITY OF DAVENPORT, IOWA.
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 77 NORTH, RANGE 3 EAST AND THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 78 NORTH, RANGE 3 EAST OF THE 5TH P.M., SCOTT COUNTY, IOWA.

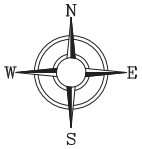
1. Area of Subdivision-
   Total: 2.556 Acres +/-

2. Surveyor:
   Michael D. Richmond
   2224 East 12th Street
   Davenport, Iowa 5280
   Ph: (563) 286-4236

3. Attorney:
   Ted Olt III
   Lane & Waterman LLP
   220 N. Main Street
   Davenport, Iowa 52801
   Ph. (563) 333-6641



THE MEASURED BEARINGS SHOWN HEREON ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (1402) GEOID 12A, NAD 83 (2011) EPOCH 2010.00.



GRAPHIC SCALE

50 0 25 50

(IN FEET)
1" = 50' (18x24)

LEGEND:
DEED DIMENSION = (0.00')
FIELD DIMENSION = 0.00'
MONUMENTS FOUND:
AS NOTED =
MONUMENTS SET:
#5 REBAR W/ YELLOW CAP #23503 =
BOUNDARY LINE =
ROAD CENTER LINE =
EASEMENT LINE =
SETBACK LINE=
SECTION LINE=

APPROVED BY:
CITY OF DAVENPORT, IOWA

BY: _____

DATE: _____ ATTEST: _____

CITY PLAN & ZONE COMMISSION

BY: _____ DATE: _____

_____ DATE: _____
MEDIACOM

_____ DATE: _____
IOWA - AMERICAN WATER COMPANY

_____ DATE: _____
CENTURY LINK

_____ DATE: _____
MIDAMERICAN ENERGY
APPROVED SUBJECT TO ENCUMBRANCES OF RECORD BY MIDAMERICAN

NOTES:

SIDEWALKS SHALL BE CONSTRUCTED ALONG STREET RIGHT OF WAYS WHEN SO ORDERED BY THE CITY.

NO WATER DETENTION REQUIREMENTS ARE PROPOSED WITH THIS SUBDIVISION.

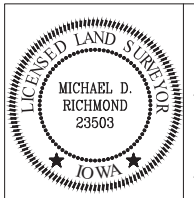
DIMENSIONS ALONG CURVES ARE ARC DISTANCES.

MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

ALL PUBLIC UTILITIES SHALL BE LOCATED WITHIN EASEMENTS OR PUBLIC RIGHT-OF-WAY.

THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE AND SEAL.

BLANKET UNDERGROUND EASEMENTS GRANTED FOR SEWER, WATER, GAS, ELECTRIC, TELEPHONE, AND CABLE T.V. SERVICES TO INDIVIDUAL STRUCTURES WITHIN THE LOT WHERE THE STRUCTURE IS LOCATED.



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.

MICHAEL D. RICHMOND
Iowa License Number: 23503
My license renewal date is December 31, 2019
Pages or sheets covered by this seal: 1

TOWNSEND ENGINEERING
CIVIL · STRUCTURAL · LAND DEVELOPMENT

DATE: 10/5/18 TE PROJECT NO: DOYLE-ANDY\FLORAL LANE

563 386.4236 office 386.4231 fax
2224 East 12th Street, Davenport, IA 52803

DRAWN BY: KLC
CHECKED BY: MDR

DRAWING LOCATION
S:\DOYLE-ANDY\FLORAL LANE

REVISIONS:		
NO.	DESCRIPTION	DATE

PROJECT
FINAL PLAT
FLORAL LANE
DAVENPORT, IOWA

OWNER:
ROBERT MURRAY
915 FLORAL LANE
DAVENPORT, IOWA

SHEET NO.
1 OF 1

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
10/16/2018

Subject:
Case F18-16: Request of McCarthy Improvement Company and Linwood Stone Products Company for a Final Plat for a 2 lot subdivision located north of East 56th Street and east of Utica Ridge Road. [Ward 6]

Recommendation:
There is no recommendation at this time.

Background:
Background:

Comprehensive Plan:
Within Existing Urban Service Area: Yes

Within Urban Service Area 2035: Yes

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

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

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

Zoning:
The property is currently zoned C-O - Office Shop District and C-2 - General Commercial District.

Technical Review:
Technical review comments will be provided at the November 6, 2018 Plan and Zoning Commission public meeting.

Public Input:
No public hearing is required for a Final Plat.

Discussion:
The request is for a Final Plat for a 2 lot subdivision located at located north of East 56th Street and east of Utica Ridge Road.

ATTACHMENTS:

Type	Description
Backup Material	Proposed Final Flat
Backup Material	Zoning Map
Backup Material	Land Use Map

Staff Workflow Reviewers

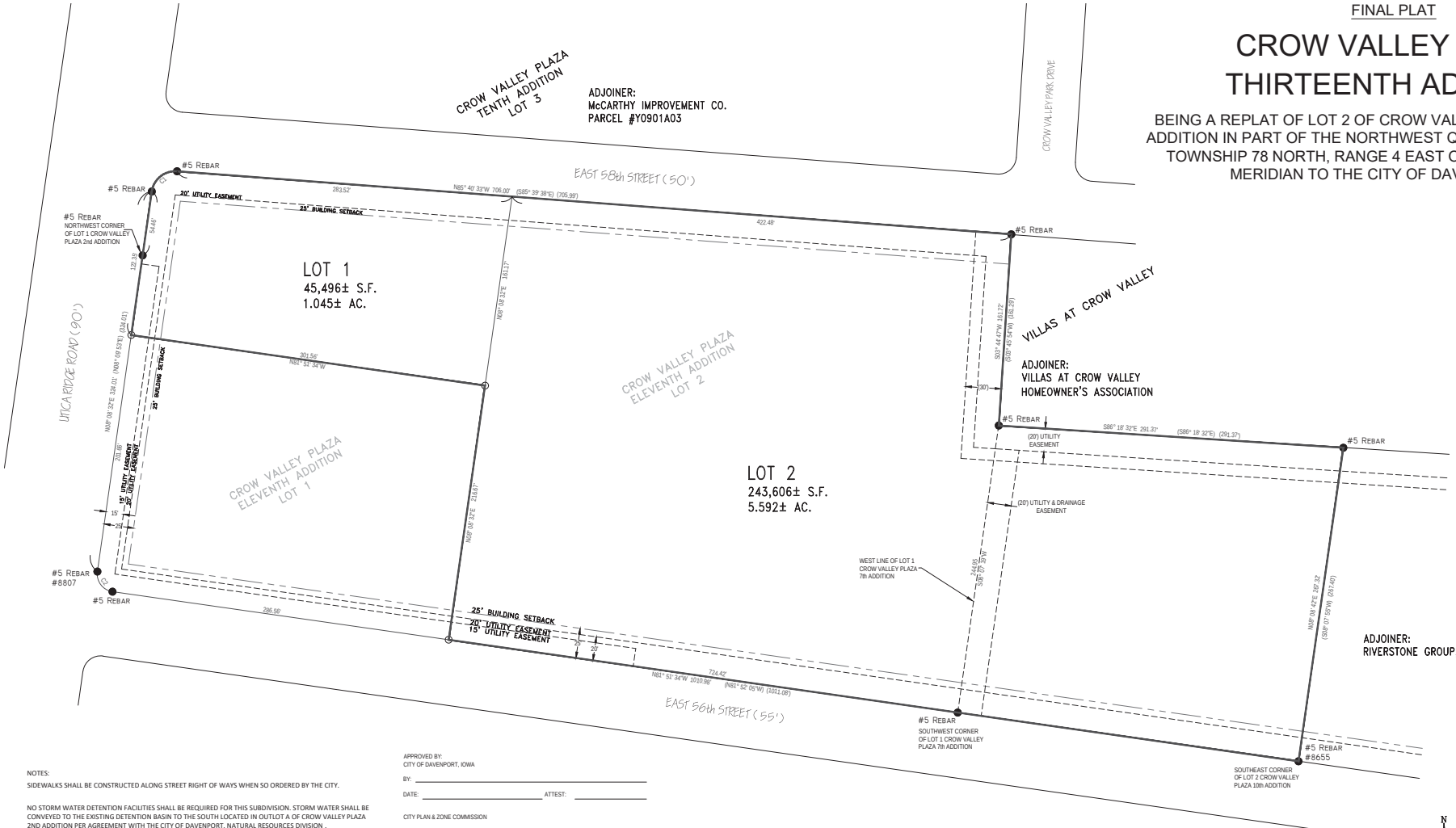
REVIEWERS:

Department	Reviewer	Action	Date
City Clerk	Rusnak, Ryan	Approved	10/12/2018 - 1:47 PM

FINAL PLAT

CROW VALLEY PLAZA THIRTEENTH ADDITION

BEING A REPLAT OF LOT 2 OF CROW VALLEY PLAZA ELEVENTH ADDITION IN PART OF THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 78 NORTH, RANGE 4 EAST OF THE 5th PRINCIPAL MERIDIAN TO THE CITY OF DAVENPORT, IA



1. Area of Subdivision-
   Total: 6.637 Acres +/-
2. Engineer:
   Townsend Engineering
   2224 East 12th Street
   Davenport, Iowa 52803
   Ph: (563) 386-4236
3. Surveyor:
   Michael D. Richmond
   2224 East 12th Street
   Davenport, Iowa 5280
   Ph: (563) 286-4236
4. Attorney:
   Sam Skorepa
   Lane and Waterman
   220 N. Main St. Suite 600
   Davenport, Iowa 52801
   Ph: (563) 333-6646

NOTES:

SIDEWALKS SHALL BE CONSTRUCTED ALONG STREET RIGHT OF WAYS WHEN SO ORDERED BY THE CITY.

NO STORM WATER DETENTION FACILITIES SHALL BE REQUIRED FOR THIS SUBDIVISION. STORM WATER SHALL BE CONVEYED TO THE EXISTING DETENTION BASIN TO THE SOUTH LOCATED IN OUTLOT A OF CROW VALLEY PLAZA 2ND ADDITION PER AGREEMENT WITH THE CITY OF DAVENPORT, NATURAL RESOURCES DIVISION .

DIMENSIONS ALONG CURVES ARE ARC DISTANCES.

MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

ALL PUBLIC UTILITIES SHALL BE LOCATED WITHIN EASEMENTS OR PUBLIC RIGHT-OF-WAY.

THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE AND SEAL..

BLANKET UNDERGROUND EASEMENTS GRANTED FOR SEWER, WATER, GAS, ELECTRIC, TELEPHONE, AND CABLE T.V. SERVICES TO INDIVIDUAL STRUCTURES WITHIN THE LOT WHERE THE STRUCTURE IS LOCATED.

THE MEASURED BEARINGS SHOWN HEREON ARE BASED ON THE IOWA STATE PLANE COORDINATE SYSTEM, SOUTH ZONE (1402) GEOID 12A, NAD 83 (2011) EPOCH 2010.00.

APPROVED BY:
CITY OF DAVENPORT, IOWA

BY: _____

DATE: _____ ATTEST: _____

CITY PLAN & ZONE COMMISSION

BY: _____ DATE: _____

_____ DATE: _____
MEDIACOM

_____ DATE: _____
IOWA - AMERICAN WATER COMPANY

_____ DATE: _____
CENTURY LINK

_____ DATE: _____
MIDAMERICAN ENERGY
APPROVED SUBJECT TO ENCUMBRANCES OF RECORD BY MIDAMERICAN

Curve Table

Curve #	Length (ft)	Radius (ft)	Delta	Chord Length (ft)	Chord Direction
C1	30.08' (30.08')	20.00' (20.00')	86° 10' 54"	27.33' (27.32')	S51° 13' 59"W (N51° 15' 07"E)
C2	23.56' (23.57')	15.00' (15.00')	90° 00' 10"	21.21' (21.22')	S36° 51' 31"E (N36° 51' 06"W)

LEGEND:

DEED DIMENSION = (0.00')
FIELD DIMENSION = 0.00'
MONUMENTS FOUND:
AS NOTED = ●
MONUMENTS SET:
#5 REBAR W/ YELLOW CAP #23503 = ○
BOUNDARY LINE =
ROAD CENTER LINE =
EASEMENT LINE =
SETBACK LINE=
SECTION LINE=

N
W E
S

GRAPHIC SCALE
40 0 20 40
(IN FEET)
1" = 40' (24x36)

IOWA LICENSED LAND SURVEYOR
MICHAEL D. RICHMOND
23503
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.

MICHAEL D. RICHMOND
Iowa License Number: 23503
My license renewal date is December 31, 2019
Pages or sheets covered by this seal: 1

TOWNSEND ENGINEERING
CIVIL · STRUCTURAL · LAND DEVELOPMENT
563 386.4236 office 386.4231 fax
2224 East 12th Street, Davenport, IA 52803

DATE: 10/09/18 TE PROJECT NO: Bush-Crow Valley

DRAWN BY: KLC
CHECKED BY: MDR

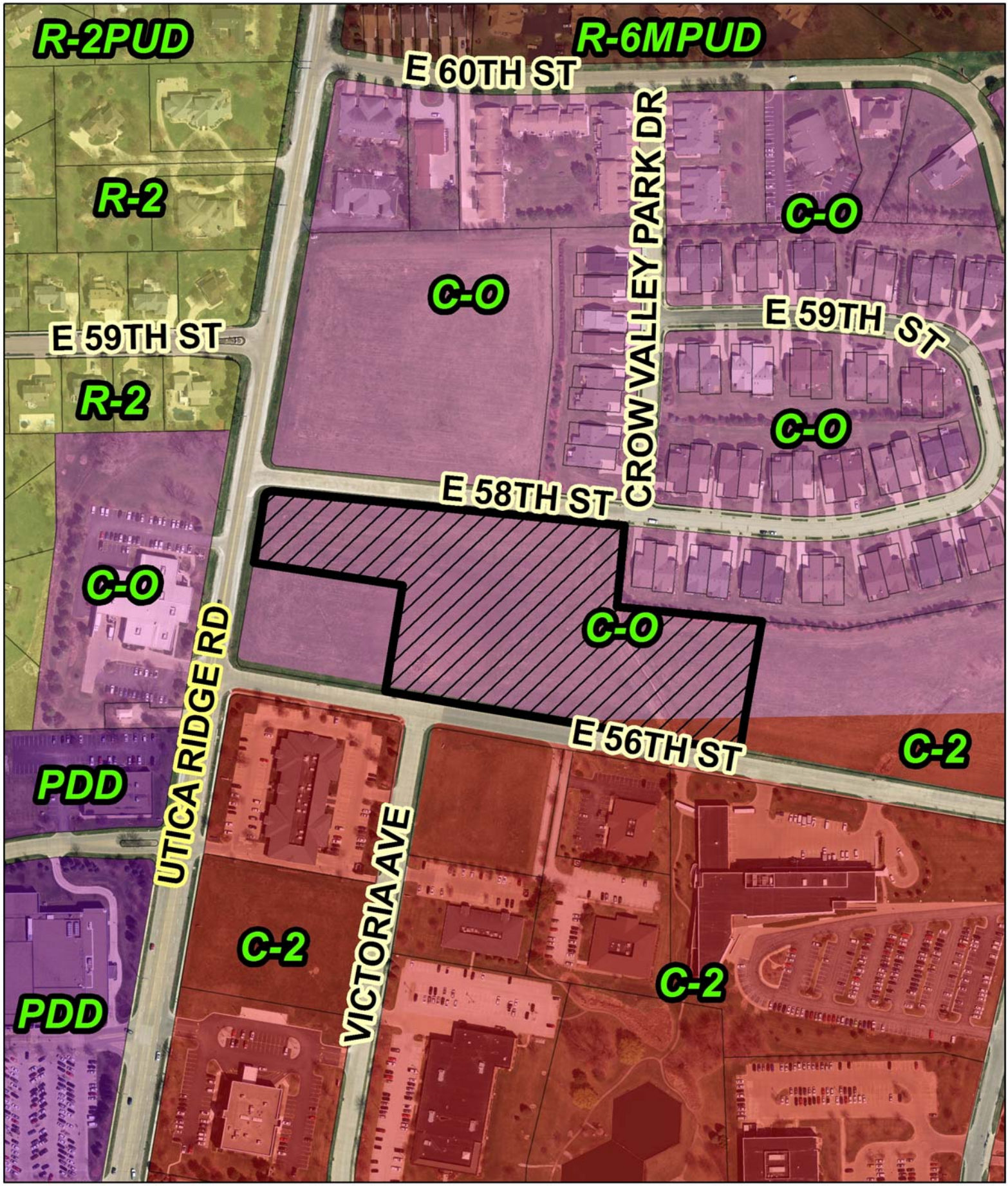
DRAWING LOCATION
S:\BUSH CONSTRUCTION\CROWVALLEY10TH.DWG

NO.	REVISIONS: DESCRIPTION	DATE

PROJECT
FINAL PLAT
CROW VALLEY PLAZA ELEVENTH ADDITION DAVENPORT, IOWA

DEVELOPER
McCARTHY IMPROVEMENT CO.
LINWOOD STONE PRODUCTS CO.
5401 VICTORIA AVENUE
DAVENPORT, IOWA 52807

SHEET NO.
1 OF 1



Subject Property

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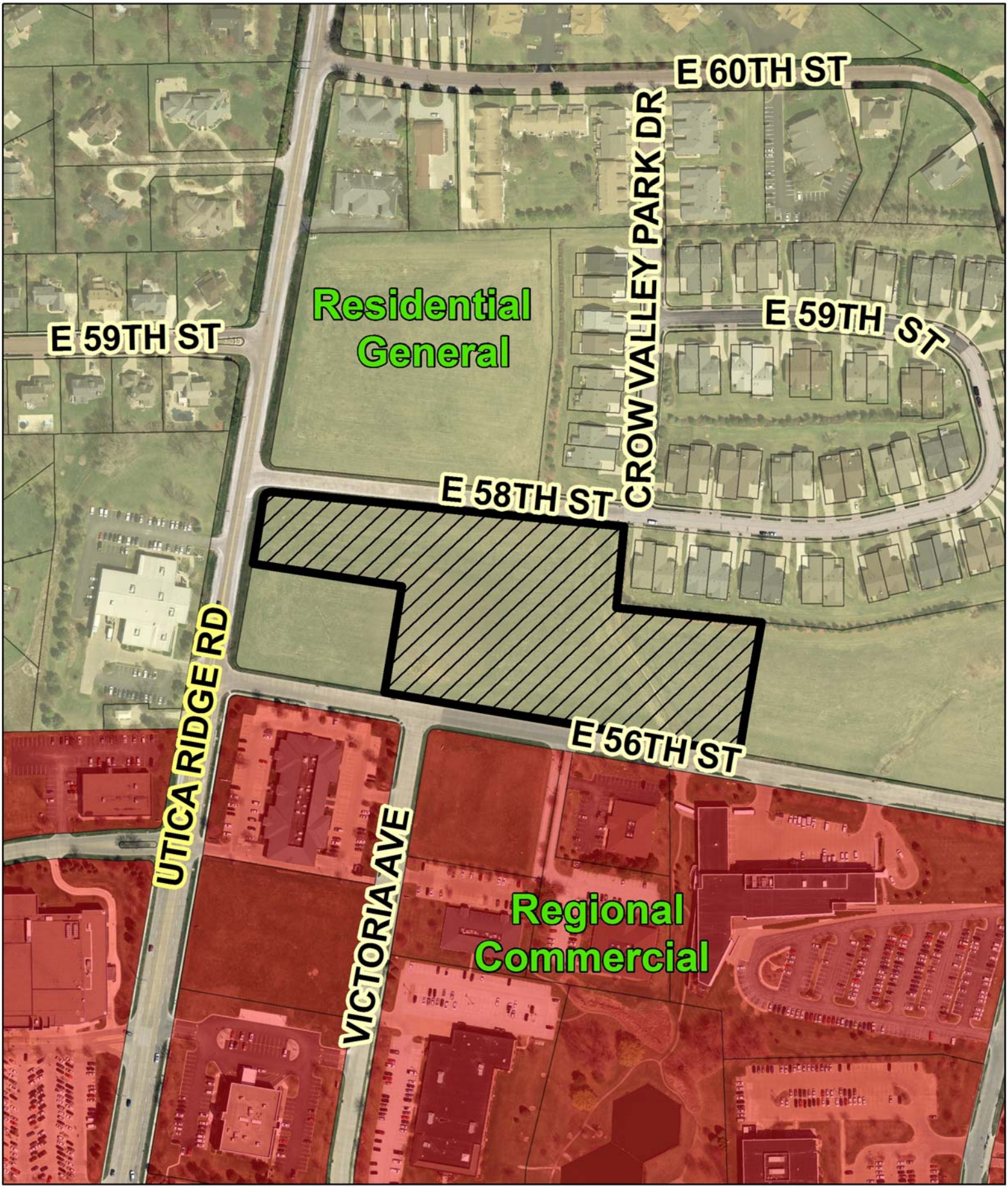

Subject Property

N