



Rock Island Planning Commission

Council Chambers (third floor) City Hall

1528 – 3rd Avenue

Regular Meeting

July 2, 2013

5:15 PM

1. Call to Order and Roll Call
2. Approval of Minutes of the regular meeting of June 4, 2013
3. Approval of the written Agenda
4. Procedural Explanation
5. Public Hearing 2013-06: Request from Beaver Properties for final site plan and plat review for a residential segment of a Planned Unit Development in a PUD zoning district at approximately 3200 Blackhawk Road.
6. Public Hearing 2013-07: Request from City of Rock Island for consideration of Arsenal Gateway Revitalization Plan.
7. Other Business
8. Adjournment



UNAPPROVED

**MINUTES OF THE PLANNING COMMISSION
MEETING OF JUNE 4, 2013
CITY OF ROCK ISLAND, ILLINOIS**

The Rock Island Planning Commission held its regularly scheduled meeting in the City Hall Council Chambers at 1528 – 3rd Avenue, Rock Island, Illinois. Present were Commissioners Michael Creger, Ed Hanna, Ted Johnson, David Levin, Jason Lopez, Tim Meegan, Norman Moline, Diane Oestreich, Lorian Swanson and Berlinda Tyler-Jamison. Commissioner Bruce Peterson arrived at approximately 5:25 PM. The meeting was called to order by Chairman David Levin at 5:15 PM. Also in attendance were City Attorney Ted Kutsunis, Court Reporter Donna Kelly, and Planning staff members Alan Fries, Ben Griffith and Brandy Howe.

AN ORDER APPROVING THE MINUTES OF THE MAY 7, 2013 MEETING

The Commission considered the matter of approval of the minutes of the May 7, 2013 meeting. Commissioner Johnson made a motion to approve the minutes as presented, which was then seconded by Commissioner Oestreich. After a brief discussion, the Commission voted unanimously to approve said minutes.

AN ORDER APPROVING THE WRITTEN AGENDA

The Commission considered the matter of approval of the written agenda. Due to the large number of attendees, the Commissioner discussed reversing items #6 and #5. Commissioner Tyler-Jamison stated that she had a conflict with item #6, stating that she sits on the Board of the Rock Island Economic Growth Corporation. After a brief discussion, Commissioner Johnson made a motion to reverse items #6 and #5 on the agenda, which was seconded by Commissioner Meegan. The Commissioners then voted unanimously to approve the agenda as revised.

PROCEDURAL EXPLANATION

Chairman Levin provided a procedural explanation of the public hearing procedures for the benefit of the Planning Commissioners and those in attendance. *(A verbatim transcript prepared by Court Reporter Donna Kelly included in these minutes, contains Chairman Levin's detailed explanation of the public hearing procedures.)*

**NEW OLD CHICAGO REDEVELOPMENT SECOND ADDITION FINAL PLAT: THREE LOT
SUBDIVISION WITH PUBLIC ALLEY AND VARIANCES AT 608, 614 AND 620 – 10TH STREET**

Next there came before the Commission the New Old Chicago Redevelopment Second Addition Final Plat: a three-lot subdivision with public alley and variances at 608, 614 and 620 – 10th Street. Mr. Fries presented the staff report to the Commission. He explained the variances requested for the building setbacks for each of the three lots and also explained that the vacation of the existing alley would require City Council approval when the final plat was presented to them at their meeting.

Commissioner Tyler-Jamison stated that as a Board member of the Rock Island Economic Growth Corporation, she would recuse herself from the discussion of and voting on the item.

Chairman Levin asked that the staff report be entered into the record as an exhibit. He asked if there were any questions, and upon hearing none, stated that he would entertain a motion.

Commissioner Lopez made a motion to recommend approval of the final plat, with the proposed variances and alley dedication to the City Council. The motion was seconded by Commissioner Johnson. Hearing no further discussion, Chairman Levin asked Planning staff to conduct a roll-call vote and the Commissioners voted 9—0 in favor of the request, with an abstention by Commissioner Tyler-Jamison.

**PUBLIC HEARING 2013-05: REQUEST FROM FAREWAY STORES, INC. TO CHANGE THE ZONING
FROM R-3 (ONE AND TWO FAMILY RESIDENCE) DISTRICT TO PUD (PLANNED UNIT
DEVELOPMENT) DISTRICT AND APPROVE A FINAL SITE PLAN AT 2617 – 18TH AVENUE**

Next there came before the Commission Public Hearing 2013-05: a request by Fareway Stores, Inc. to change the zoning from R-3 (one and two family residence) district to PUD (planned unit development) district and approve a final site plan at 2617 – 18th Avenue. *(A verbatim transcript prepared by Court Reporter Donna Kelly follows and will be included with these minutes.)*

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ROCK ISLAND PLANNING COMMISSION

CITY OF ROCK ISLAND, ILLINOIS

IN THE MATTER OF)
PUBLIC HEARING 2013-05)
FAREWAY STORES, INC.)

City Council Chambers

1528 Third Avenue

Rock Island, Illinois

The hearing commenced at 5 PM,

June 4, 2013.

BEFORE: Planning Commission Members

APPEARANCES: Theodore G. Kutsunis, City
Attorney, 1313 Fourth Avenue
Rock Island, Illinois

REPORTER: Donna M. Kelly, CSR

1 MR. LEVIN: Would the staff please
2 have a roll call.

3 MR. GRIFFITH: Michael Creger?

4 MR. CREGER: Here.

5 MR. GRIFFITH: Ed Hanna.

6 MR. HANNA: Here.

7 MR. GRIFFITH: Ted Johnson?

8 MR. JOHNSON: Here.

9 MR. GRIFFITH: David Levin?

10 MR. LEVIN: Here.

11 MR. GRIFFITH: Jason Lopez?

12 MR. LOPEZ: Here.

13 MR. GRIFFITH: Tim Meegan?

14 MR. MEEGAN: Here.

15 MR. GRIFFITH: Norman Moline?

16 MR. MOLINE: Here.

17 MR. GRIFFITH: Diane Oestreich?

18 MS. OESTREICH: Here.

19 MR. GRIFFITH: Bruce Peterson? Bruce
20 Peterson?

21 Lorian Swanson?

22 MS. SWANSON: Here.

23 MR. GRIFFITH: Berlinda Tyler-Jamison?

24 MS. TYLER-JAMISON: Here.

25 MR. LEVIN: At this time the

1 commission members, I am certain, have had a
2 chance to review the May 7th meeting minutes.

3 Could I please have a motion to
4 accept or review?

5 (The motion to accept the minutes was
6 made and seconded.)

7 MR. LEVIN: There was a motion and
8 seconded. All those in favor signify by saying
9 aye.

10 MEMBERS: Aye.

11 MR. LEVIN: All those opposed? Motion
12 carries.

13 You have before you the written agenda
14 for today's meeting.

15 Are there any changes to consider on
16 the agenda for tonight.

17 MR. JOHNSON: Mr. Chairman, I would
18 ask the Commission to consider reversing items
19 6 and 5 in the interest of time, realizing that
20 probably No. 5 is going to take a significant
21 amount of time and 6 should run short.

22 MR. LEVIN: We have a motion. Do we
23 have a second?

24 (Motion second.)

25 MR. LEVIN: We have a motion to

1 second.

2 All those in favor of changing the
3 agenda please signify by saying aye.

4 MEMBERS: Aye.

5 MR. LEVIN: All those opposed? Motion
6 carries.

7 MS. TYLER-JAMISON: I have a conflict
8 of interest with Item 6.

9 MR. LEVIN: We have a conflict of
10 interest on No. 6.

11 At this point I would just like to
12 go into a procedural explanation of how this
13 is going to go tonight.

14 No. 1 is the rezoning public hearing
15 on the agenda. The planning staff will provide
16 a brief explanation and introduction of the
17 request and answer questions from the
18 Commissioners.

19 The public hearing will then be
20 open. The applicant will step forward,
21 identify themselves, sign in, and provide their
22 presentation. They will also give their
23 address for the public record, please.

24 Members of the public will then be
25 asked to step forward, identify themselves,

1 sign in, and address the Commissioners.

2 Due to the large number of attendees
3 this evening and to be observant of the time,
4 members of the public will be asked to limit
5 their comments to five minutes each, and
6 subsequent speakers will be asked not to
7 repeat what has already been stated.

8 Interested parties will then be
9 allowed to ask questions and cross-examine
10 witnesses, and I would like to read you
11 something which we would like to be put into
12 the record.

13 The right to cross-examine at Planning
14 Commission Public Hearings:

15 No. 1, any Commissioner may ask
16 questions of any party offering testimony
17 or other evidence. Any individual deemed an
18 interested party shall be given the opportunity
19 to cross-examine any witness who offers
20 testimony adverse to the interest of the party
21 subject to reasonable limitations imposed by
22 the Chair. Such cross-examination will be
23 conducted by the interested party or by the
24 licensed attorney representing the interested
25 party.

1 No. 3: Limitations on the right of
2 cross-examination may include, but are not
3 limited to, the following: Requiring the
4 groups who are associated with the same
5 affected property or organization to select
6 one representative who alone shall be entitled
7 to cross-examine the adverse witness;

8 B, allowing only licensed attorneys
9 to act as agents of an interested party in the
10 exercise of the right of cross-examination;

11 C, restricting the class of those
12 who may be cross-examined to witnesses who
13 have offered testimony that includes factual
14 allegations relevant and material to deciding
15 the issues before the Commission;

16 D, the Chair may limit the repeating
17 of identical or factually similar questions
18 that have already been asked and answered by
19 the witness;

20 No. 4, an interested party shall mean
21 and include the following: A, the petitioner
22 seeking relief that is the subject of the
23 hearing;

24 B, any individual with an ownership
25 interest in the property that is the subject of

1 the hearing;

2 C, any individual or entity with an
3 ownership interest in real property any part
4 of which is located within the area extended
5 250 feet outward in all directions from the
6 perimeter of the property that is the subject
7 of the public hearing, excluding any distance
8 across any public right of way.

9 No. 5, Time Limitations:

10 Cross-examination shall be limited to ten
11 minutes per interested party, and, finally,
12 No. 6, any person who wishes to address the
13 Commission either in favor or against the issue
14 that is the subject of the public hearing may
15 do so. Each of the individual who so wishes
16 to address the Commission shall limit their
17 comments to five minutes.

18 With that, then, we will go on to
19 our first public hearing for the New Old
20 Chicago Redevelopment Second Addition Final
21 Plat, a three-lot subdivision with public alley
22 and variances at 608, 614 and 620 Tenth Street.

23 Now, staff, would you please give the
24 report to the Commissioners.

25 (The report was given and the hearing

1 on New Old Chicago Redevelopment Second
2 Addition Final Plat was held.)
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DRAFT

1 MR. LEVIN: At this time we are going
2 to call Public Hearing 2013-05 to order.

3 At this point I would like to
4 recuse myself of any duties under the Planning
5 Commission at this time. Therefore, I would
6 like to call on Vice-Chairman Diane Oestreich
7 to now lead the meeting.

8 MS. OESTREICH: Thank you.

9 MR. LOPEZ: And, Ms. Oestreich, at
10 this time I would also like to recuse myself.

11 MS. OESTREICH: There will be now
12 two people who will not be participating in the
13 discussion or questioning or anything.

14 As you heard, David has read some
15 new procedures that we are doing today that
16 actually allow things to be entered as evidence
17 and people to cross-examine those who are
18 entering things as evidence.

19 People will also be sworn in by the
20 court reporter, and because she is recording
21 the meeting, I would ask the Commissioners if
22 you are asking the question, identify your name
23 so that she will have it in her record because
24 she doesn't know us all.

25 I also warn everybody that these

1 microphones, the last time we found that you
2 have to be very close to them. If somebody
3 in the back finds you can't hear us, wave your
4 hands and then we will remind people to get
5 closer to the microphone. The same if you
6 are speaking, you might have to bring the
7 microphone up or down, because we want
8 everybody to hear everything.

9 So with that, we will open the Public
10 Hearing 2013-05 about the request from Fareway
11 Stores, and we will begin with a staff report
12 by Ben Griffith, and we will ask him to please
13 be sworn in.

14 (Whereupon, Ben Griffith was duly
15 sworn in.)

16 MR. GRIFFITH: Public Hearing 2013-05
17 is a request from Fareway Stores to change the
18 zoning from R-3 (one family and two family
19 residence district) to PUD (planned unit
20 development district) and approve a final site
21 plan for the property located at 2617 18th
22 Avenue.

23 The subject property is located at
24 2617 and 2711 18th Avenue. The property is
25 bounded by 26th Street to the west, 17th Avenue

1 to the north, and an alley behind the houses
2 facing 28th Street to the east.

3 Pages 1, 4 and 5 of the staff report
4 reference that the alley is behind or to the
5 east of the houses facing 27th Street, which
6 should be corrected to 28th Street.

7 The subject property is approximately
8 3.08 acres in size and includes the former
9 Audubon School, and a single-family residence
10 of wood-frame construction is located at the
11 southeastern corner of the site.

12 The applicant, Mr. Jeff Johnson of
13 Fareway Stores, Inc., is requesting to rezone
14 the subject properties from R-3 to PUD.
15 Fareway proposes to demolish the former school
16 and house and construct a 30,047-square-foot
17 building on the site.

18 The Comprehensive Plan Future Land
19 Use Map designates the subject property as
20 Public/Semi-Public. Adjacent designations
21 include Low Density Residential and General
22 Commercial. In 1998 the City Council adopted
23 Ordinance 98-28, which revised the 1986
24 proposed future land use map and established a
25 commercial development policy statement, which

1 reads as follows:

2 Reasonable expansion or additions of
3 commercial future land use map designations may
4 be considered by the City on a case by case
5 basis when the proposed rezoning and/or site
6 plan involves a development of significant
7 size, such as those taking up to a full
8 block, that is well designed with adequate
9 buffers from remaining residential areas. The
10 proposal shall be located in proximity to major
11 intersections and also be adjacent to existing
12 commercial uses and/or zoning.

13 Based on the size of the building
14 and the number of employees, the minimum
15 parking requirements would be 161 parking
16 spaces. The applicant is proposing 144,
17 requesting a variance of 17 spaces.

18 The applicant is proposing over-sized
19 parking spaces, 10 feet in width in lieu of
20 the 8 1/2 foot minimum, and wider access drive
21 aisles, 22 and 26 feet wide instead of the
22 18 1/2 foot minimum.

23 Fareway recognizes that their elderly
24 customers appreciate the ease of parking and
25 maneuvering through the parking lot. Fareway

1 is also providing six handicapped-accessible
2 parking spaces in lieu of the five required
3 and is also proposing a designated pedestrian
4 walkway from the sidewalk along 18th Avenue to
5 the entrance, which effectively removes three
6 parking spaces.

7 For these and other reasons the
8 applicant is requesting a parking variance.

9 The applicant is also proposing to
10 locate the loading dock area along the western
11 side of the building that includes a pit to
12 accommodate larger trucks, as well as a lower
13 height dock for deliveries by smaller trucks,
14 such as those used for bread, snacks and
15 drinks.

16 The enclosed dumpster area is located
17 in this loading dock area where a six-foot high
18 wooden fence is to be constructed to provide
19 screening from the neighbors along 26th Street.
20 The loading dock area would be located in the
21 west front yard building setback instead of the
22 rear yard area where required. A variance
23 allowing this loading dock area to be located
24 in the west front yard area will be required.

25 The northern side of the proposed

1 building presents challenges to install
2 landscape materials which will grow to provide
3 screening at the rear north of the building.
4 While often compared to the Hy-Vee to the east,
5 the Fareway is lower in height and has no
6 mechanical equipment located in the setback
7 yards. The retention area is proposed to be
8 dry, meaning that when water is not standing,
9 the grass can be mowed. No landscaping other
10 than grass sod has been proposed for the
11 detention area.

12 Several variances to bufferyard width
13 requirements are being requested, as well as
14 variances to landscape materials requirements.
15 They include the following: A parking lot
16 landscaping area of at least 10 feet in width
17 is required along the southern property line
18 along 18th Avenue. The site plan provides for
19 a width of 5 feet with no landscaping other
20 than sod provided, in lieu of the 10 feet
21 required. A variance of 5 feet and to the
22 landscaping materials for the bufferyard would
23 be required.

24 No. 2, a bufferyard setback of 15 feet
25 would be required along the eastern property

1 line, since it is adjacent to R-3 zoning
2 abutting the existing alley serving the
3 residences located on 28th Street. The site
4 plan identifies a 48.36-foot wide stormwater
5 detention area to be sodded, and no other
6 landscaping providing. A variance to the
7 landscaping materials for the required
8 bufferyard would be required.

9 No. 3, the parking lot landscaping
10 requires one canopy tree for every five parking
11 spaces. The site plan identifies 144 parking
12 spaces, which would require 29 canopy trees on
13 site, excluding trees located in the public
14 boulevard. A total of eight trees are
15 identified on the site plan, and a variance of
16 21 canopy trees will be required.

17 Seventy-one property owners of record
18 within 150 feet of the subject property were
19 notified by mail of the PUD request on May 20,
20 2013. A public hearing notice was published in
21 the newspaper on Saturday, May 18th, 2013. As
22 of this date, the Planning Office has received
23 numerous petitions, letters and e-mails from
24 the surrounding property owners in opposition
25 to the rezoning request.

1 Per the City's Zoning Ordinance, these
2 petitions and letters of objection are required
3 to be submitted via certified mail to both the
4 city clerk and to either the applicant or his
5 attorney of record. This information was
6 included in the notification letters, which
7 were mailed several days earlier than usual in
8 order to communicate this information to the
9 surrounding property owners.

10 Since protestors were given until
11 May 31, 2013, to submit certified petitions and
12 letters of protest, copies of the petitions and
13 letters of opposition not provided with this
14 staff report have been provided to the Planning
15 Commissioners this evening at their seats.
16 They will also be included in all materials
17 that are forwarded to the City Council for
18 their consideration.

19 Many statements have been made
20 comparing the proposed Fareway to the Hy-Vee
21 located further to the east on 18th Avenue.
22 Traffic concerns are among the chief complaints
23 of area neighbors. Fareway believes that most
24 of their customers will enter and exit the site
25 from 18th Avenue, especially using the traffic

1 signal which Hy-Vee does not have.

2 It is believed that not having a
3 signalized entrance at Hy-Vee causes traffic to
4 enter and exit the parking lot at various
5 locations, such as the rear of the site onto
6 20th Avenue and into the adjacent neighborhood.
7 The Hy-Vee site includes a portion of 29th
8 Street which was vacated for their expansion.
9 The vacated portion of 27th Street on the
10 subject property has never been utilized as a
11 roadway. The Hy-Vee building is also
12 significantly taller than the proposed
13 15-foot Fareway building.

14 The city engineer has indicated that
15 a traffic study will be conducted along
16 18th Avenue to assist in the resignalization of
17 the traffic signal located there.

18 The conversion of the former school
19 site into a neighborhood grocery store will
20 provide convenient shopping alternatives
21 to area neighbors, as well as provided
22 approximately 80 to 100 employees as young
23 as 14-year-olds their first job experience.

24 Fareway hires these younger teenagers
25 to sack groceries and carry them out to their

1 customers. There are two benefits to this, no
2 shopping carts in the parking lot and a
3 first-time job experience for young teenagers.

4 The proposed redevelopment of the
5 former Audubon School site makes for an
6 efficient use of the property and will provide
7 a much needed increase in the city's tax base.
8 Public utilities are already in place, and for
9 the first time stormwater runoff will be
10 treated and managed on the site.

11 Traffic impacts to the adjacent
12 neighborhood are expected to be minimal and
13 much less than when the former school was in
14 operation, chiefly due to the inclusion of a
15 traffic signal at the primary customer
16 entrance.

17 The proposed development meets
18 the intent of Ordinance No. 98-28 regarding
19 commercial future land use map designation of
20 properties in the 18th Avenue corridor. The
21 redevelopment of urban infill properties always
22 present a challenge and often make use of
23 variances to accommodate the proposed land use.
24 The proposed Fareway is a good example of an
25 infill project on a redeveloped, single-purpose

1 site.

2 So in conclusion, the Planning staff
3 recommends approval of the PUD (planned unit
4 development) rezoning request for the subject
5 property located at 2617 and 2711 18th Avenue,
6 and approval of the final site plan with
7 requested variances, based on using B-3
8 (community business district) requirements,
9 since B-3 zoning would be the corresponding
10 commercial zoning district allowing grocery
11 store use.

12 The variances requested are as
13 follows:

14 No. 1: A variance of 16.14 feet will
15 be required in lieu -- will be required for the
16 north front yard building setback, creating an
17 8.86 foot setback in lieu of the 25 feet
18 required. This is a correction. The staff
19 report had the 16 and 8 foot dimensions
20 reversed.

21 No. 2: A variance of 6.14 feet will
22 be required for the bufferyard setback along
23 the northern property line along 17th Avenue,
24 creating an 8.86 foot bufferyard in lieu of
25 the 15 feet required.

1 No. 3: A variance of 8.55 feet will
2 be required for the west front yard building
3 setback, creating a 16.45 foot setback in lieu
4 of the 25 feet required.

5 No. 4: A variance of 5 feet will
6 be required for the parking lot landscape
7 area along the southern property line along
8 18th Avenue, creating a 5-foot wide landscape
9 area in lieu of the 10-foot wide area required.

10 No. 5: A variance allowing only sod
11 in the southern and eastern bufferyards would
12 be required in lieu of the landscape materials
13 required.

14 No. 6: A variance of 21 canopy trees
15 will be required in lieu of the 29 required for
16 the site.

17 No. 7: A variance of 17 parking
18 spaces will be required in order to allow
19 the 144 spaces proposed in lieu of the 161
20 required.

21 And No. 8: A variance allowing the
22 loading dock to be located in the western
23 front yard area will be required.

24 This is an advertised public hearing,
25 so at this time I need to ask the Planning

1 Commissioners if any of them have been
2 contacted by anyone at any time regarding this
3 rezoning request.

4 At this time I will be happy to answer
5 any questions from the Planning Commissioners
6 regarding the staff report.

7 MR. PETERSON: I have two questions.
8 The first one is just to verify, I don't know
9 if you could put back up the site plan, but the
10 utility easement for water and sanitary sewer,
11 is that located where 27th Street would have
12 continued north and south?

13 MR. GRIFFITH: It was in the vacated
14 right of way. It would be under the parking
15 lot.

16 MR. PETERSON: And then the second
17 question I have is why this was submitted as
18 a Planned Unit Development as opposed to a B-3
19 zoning request.

20 MR. GRIFFITH: Well, the applicants
21 can probably answer better than I can, but
22 they could have -- if they had requested a B-3
23 zoning request, they would have also had to do
24 a second set of public hearings with the Board
25 of Zoning Appeals for the variances, so with

1 them requesting a PUD, since they have a single
2 building site and aren't going to have any
3 future development on the site, they can come
4 forward with a PUD with all the variances, and
5 this body can review those at one time, instead
6 of two separate hearings.

7 MS. TYLER-JAMISON: I'm Berlinda
8 Tyler-Jamison, and I guess I'm concerned
9 because in the staff report we noticed that
10 there was a reference to a minimal traffic
11 expectation and that there will be a traffic
12 study done.

13 I'm wondering if there have been any
14 preliminary traffic projections and also when
15 we might expect the city engineer to complete
16 the traffic study.

17 MR. GRIFFITH: The city engineer has
18 indicated that the traffic study will be done
19 in the coming months, depending on the results
20 of the Fareway rezoning request, primarily on
21 18th Avenue for the signalization.

22 The city engineer also feels that the
23 traffic impact to the adjacent neighborhood for
24 the grocery store would not be any greater than
25 the impact that the former elementary school

1 had been.

2 MS. OESTREICH: Are there any other
3 questions?

4 MR. MOLINE: Yes, I have a question,
5 Norm Moline.

6 A question, when you're talking about
7 a much-needed increase in the city's tax base,
8 what are the categories of tax increase that
9 you're thinking about?

10 MR. GRIFFITH: Developed properties,
11 newly-developed properties, is what the intent
12 of the statement in the report is.

13 MR. MOLINE: Are you thinking property
14 tax or are you including sales tax?

15 MR. GRIFFITH: The report regarding
16 the land use was a property tax. Currently
17 the property is not taxable because it's owned
18 by the school district, so this will be a
19 significant increase for it to be placed onto
20 the tax rolls and as a commercial property.

21 MR. MOLINE: So sometimes people would
22 suggest an increase in the sales tax, and then
23 they would cite gross sales, but as we would
24 suspect, and maybe as I hope that you took
25 this into account, that some of that tax

1 increase would merely be taking the tax from
2 another store and simply switching the
3 location, which shouldn't go into an economic
4 analysis of a site.

5 MR. GRIFFITH: And that would be an
6 assumption, but the intent was that the
7 property tax of now placing it on the tax rolls
8 and it being used for commercial use instead of
9 residential use, which is generally higher.

10 MS. TYLER-JAMISON: One more time, I
11 note here that it says that if more than
12 20 percent of the property owners who live
13 within the notification area provide written
14 protests, that certain procedures go into place
15 as relates to the City Council's action.

16 As of today what percentage of the
17 property owners within that notification area
18 have submitted?

19 MR. GRIFFITH: It's over 20 percent,
20 yes, ma'am.

21 MS. OESTREICH: Are there other
22 questions?

23 Before we move on, two things. Ben,
24 your report needs to be submitted as evidence.

25 Secondly, I am getting -- since this

1 is a relatively new procedure, this permission
2 for cross-examination for those people
3 presenting evidence, the city attorney has
4 asked me to read that the rules may be
5 amended during the public hearing based on
6 circumstances, ruling by Chair, and which
7 ruling may be overruled by a majority of the
8 public body in attendance, and that's -- I
9 don't really understand exactly what it means,
10 but that explains somewhat our change in
11 procedure. It's why we are allowing the
12 cross-examination.

13 So does anyone who is an interested
14 party, as defined within 250 feet of all
15 borders of the school or their attorney or
16 representative, and if you have got more than
17 one person per household, only one should
18 speak.

19 Well, he started walking, so we will
20 let him come first. You are limited to ten
21 minutes, and we are starting the clock at 5:42.
22 You need to be sworn in.

23 MR. BENSON: Prior to that, before
24 we deal with that, I would like to ask a
25 question based on this statement.

1 MS. OESTREICH: Your name.

2 MR. BENSON: Thomas Benson, attorney
3 from Rock Island, and I am here representing
4 the property owner.

5 MS. OESTREICH: You need to be sworn
6 in.

7 MR. BENSON: At this point I am not
8 testifying. I am here asking questions. I
9 don't think you need to be sworn in to ask
10 questions.

11 MS. OESTREICH: Well, there is another
12 time for public comment. If you want to
13 cross-examine, you really should be doing
14 that.

15 MR. BENSON: Well, my question is,
16 based on his testimony, 71 property owners
17 within 150 feet were given notice, but yet
18 you have stated in your procedures today that
19 residents within 250 feet should have been
20 given notice and would be allowed to speak, but
21 yet those people were not given notice of
22 today's hearing.

23 Should this hearing not be
24 continued until proper notice is given to
25 all of the interested parties?

1 The second point I want to make is
2 you're adopting new procedures today that were
3 not publicized and not advertised in the letter
4 to the interested parties that went out. They
5 are not aware of those procedures.

6 In fact, in the letter you indicated
7 that if you have an objection, you have to file
8 it by certified mail by May 31st. I'm not sure
9 what statute or law or ordinance says that in
10 order to be an objector you have to file a
11 certified letter.

12 So even the letter that went out
13 to the people within 150 feet would not be
14 shared with those who were further around the
15 neighborhood to be aware of coming forward at
16 this hearing, that they would have the
17 opportunity to speak.

18 So based on those things, the
19 inadequate notice to the other property owners,
20 I would hope that the Chair or anybody on the
21 Commission would entertain a motion to continue
22 this hearing until such time that the property
23 notice can be given to all the interested
24 parties.

25 MS. OESTREICH: I think this is

1 something that we need to take under
2 advisement, and I would suggest that you
3 proceed with your cross-examination right
4 now. It is nothing that we would do at this
5 instant. We will still hold our public hearing
6 as scheduled, and that is something that we
7 will have to decide later.

8 MR. BENSON: So you are deciding that
9 you are not going to continue the hearing to
10 let the other residents be notified of the
11 proper --

12 MS. OESTREICH: We are not going to
13 make that decision at this instant.

14 MR. BENSON: No problem, then. I have
15 some questions for Mr. Griffith.

16 MS. OESTREICH: Now please state your
17 name and address and be sworn in before you
18 cross-examine.

19 MR. BENSON: Thomas Benson, 3412 14th
20 Street, but I am representing the Elizabeth
21 DeLong Trust, owner of a property within the
22 site.

23 MS. OESTREICH: And what is the
24 property that you are representing, just for
25 the record?

1 MR. BENSON: 1627 - 27th Street, Rock
2 Island. Thank you.

3 (Whereupon, Mr. Thomas Benson was duly
4 sworn in.)

5 MR. BENSON: Mr. Griffith, you'll
6 probably want to come up here if you're going
7 to answer.

8 What is your job title with the city?

9 MR. GRIFFITH: I'm the planning and
10 redevelopment administrator.

11 MR. BENSON: And you're obviously
12 familiar with the City of Rock Island Zoning
13 Ordinance, PUD, Planning and Development?

14 MR. GRIFFITH: Yes.

15 MR. BENSON: Does everybody on the
16 Commission have a copy of the ordinance?

17 If you guys don't have it available to
18 you, I would like to provide you with copies of
19 the ordinance. I just got the sections that
20 are the PUD.

21 I have a copy in front of us here,
22 Mr. Griffith. Section 32.2-B talks about
23 approval of the preliminary plan, so was there
24 a preliminary plan submitted in this case?

25 MR. GRIFFITH: There was not. It was

1 a final plan because they are only building one
2 building.

3 MR. BENSON: Okay. According to the
4 ordinance, it says, "Copies of the preliminary
5 plan should be submitted to the PLANNING
6 COMMISSION who will eventually hold a public,"
7 so where in the ordinance does it allow for,
8 basically, skipping the preliminary plan and
9 submitting a final plan?

10 MR. GRIFFITH: The final plan could be
11 considered both a preliminary and final plan.
12 It could be the same. They are not doing a
13 phase development. They are developing one
14 building on the site.

15 MR. BENSON: Okay. And so if you
16 are considering the preliminary plan for a
17 final plan, it says that when the plan is
18 submitted to you, that you are supposed to
19 certify to its conformity with these
20 regulations, recommendations, and make
21 suggestions regarding overall design, if any.

22 Did you certify this plan as being in
23 conformance with this ordinance?

24 MR. GRIFFITH: That's why the
25 variances are required. The PUD plan was

1 submitted and needs these variances in order
2 to comply with the PUD ordinance.

3 MR. BENSON: Now, my question is, this
4 ordinance requires that standards and
5 procedures and requirements, and the
6 application is supposed to be consistent with
7 this ordinance, so is your testimony that you
8 did not certify that the application meets the
9 standards of this ordinance?

10 MR. GRIFFITH: The PUD application and
11 the plan submitted along with it without any
12 variances would not comply. That's why the
13 variances were requested along with the
14 submittal.

15 MR. BENSON: I don't think you're
16 answering the question.

17 The ordinance has a procedure for
18 submitting a plan, and it says that before we
19 have a public hearing that you're supposed to
20 certify that everything about the application
21 meets the purpose of this ordinance, which is
22 in 32.1, which meets the procedure of the
23 application, which meets the requirements and
24 the specific content, so you are saying that
25 you did not certify that this plan meets all

1 the requirements of the ordinance.

2 MR. GRIFFITH: Again, it would require
3 the variances in order to comply with that.
4 They submitted it with the variances requested
5 to comply with the PUD ordinance.

6 MR. BENSON: Okay. Part of your
7 staff report should include whether this plan
8 is consistent with the stated purposes of the
9 PUD. Were there any findings of fact in your
10 staff report regarding the specific purposes of
11 the PUD contained in 32.1?

12 MR. GRIFFITH: The staff report
13 doesn't address each item individually. It
14 gives an overview of the plan that was
15 submitted and the general concepts of the plan.

16 MR. BENSON: If the panel would refer
17 to 32.1-B, one of the purposes of it is,
18 "Permanent preservation of common open spaces
19 and recreation areas and facilities."

20 Would you say that this plan as
21 submitted complies with that purpose of the
22 PUD?

23 MR. GRIFFITH: You mean in reference
24 to that one specific item?

25 MR. BENSON: Yes, that one specific

1 item, preservation of common open space.

2 MR. GRIFFITH: It's a commercial
3 development, so it doesn't have any recreation
4 areas, so that portion would not apply, and it
5 does have an open-space component. I believe
6 it's 16 percent, as referenced on the site plan
7 data.

8 MR. BENSON: I will refer to Section
9 32.4, which are the standards that this plan
10 and development must meet the following
11 standards, and this report is supposed to go
12 through these standards and certify that it's
13 meeting these following standards. These are
14 not in the application. These are not in the
15 staff report.

16 For example, "The physical design of
17 the proposed plan and the manner in which said
18 design makes adequate provision for public
19 services and provides adequate control over
20 vehicular traffic, provides for and protects
21 designated common open space and furthers the
22 amenities of light, air and recreation and
23 visual enjoyment."

24 I apologize, I referred you to the
25 wrong section. That's on page 64, Section

1 32.2.

2 MS. OESTREICH: The clock is running.
3 I urge you to complete.

4 MR. BENSON: Does this plan provide for
5 the flow of traffic since it doesn't have a common
6 open space?

7 MR. GRIFFITH: The internal traffic
8 circulation plan of the site plan was reviewed
9 by the city engineer, and he found no problems
10 with that.

11 As far as concerning open space, the
12 site, again, is a previously undeveloped --
13 previously developed site, has been developed
14 for a significant period of time, and it does
15 allow an amount of open space.

16 MR. BENSON: You referred that the
17 future land use, that the future use shall
18 be well designed with adequate buffers for
19 remaining residential areas.

20 Does deviating from all the
21 residential buffers provide adequate buffers,
22 in your opinion.

23 MR. GRIFFITH: That's part of the
24 reason for the variances request and what the
25 applicant is providing on the plan, yes.

1 MR. BENSON: Well, how do you confirm
2 that these buffers, which are less than
3 50 percent of what is required by B-3 zoning,
4 are adequate to protect the low-density
5 residential neighborhood that it's going next
6 to?

7 MR. GRIFFITH: That's a decision
8 for the PLANNING COMMISSION to make a
9 recommendation on to the City Council for
10 approval.

11 MR. BENSON: One thing I noticed in
12 the report that you didn't mention was talk of
13 adding a bus stop in front of the store in
14 construction of the building, which would then
15 reduce the number of parking places.

16 Was that something that was in your
17 report?

18 MS. OESTREICH: I think your ten
19 minutes are up. I gave you a little bit of
20 grace because of your -- answer the question,
21 and if you have a final sentence, then --

22 AUDIENCE: Isn't there a statement
23 about the public being able to expand those
24 rules? I apologize for interrupting.

25 MS. OESTREICH: We are not going to go

1 that far. Otherwise, we will be here all
2 night. I think we have gotten a lot, and other
3 people will speak, too.

4 MR. GRIFFITH: The staff report did
5 mention. I didn't go over it in the review,
6 but in the staff report it mentions that the
7 applicant has been in discussions with
8 Metrolink. They have discussed the possibility
9 of locating a transit shelter in front of the
10 building.

11 If that were to take place, they would
12 probably lose two parking spaces, so that would
13 be a further reduction. Since the report has
14 been completed, I don't know what the status of
15 that is. The applicant would be more likely
16 to address that when they present their
17 proposal.

18 MS. OESTREICH: How much more time do
19 you need? If we gave you two more minutes
20 could you wrap it up?

21 AUDIENCE: No, he can take all the
22 time that he needs. Do you want to have a
23 hearing, or do you just want to railroad this
24 through?

25 MS. OESTREICH: Go on with a few

1 more questions, okay. There will be other
2 opportunities to cross-examine Fareway and
3 other people, as well.

4 MR. BENSON: I will reserve any time
5 for future questions. I will ask to reserve
6 any time depending upon other questions that
7 are answered to further ask questions of
8 Mr. Griffith.

9 MS. OESTREICH: Are you finished then?

10 MR. BENSON: Yes.

11 MS. OESTREICH: Thank you. Does
12 anyone else, an interested party, wish to
13 cross-examine Mr. Griffith?

14 Please get up, state your name and
15 address, and if you are a resident, are you
16 within 250 feet of the proposed Fareway?

17 MS. GAETA: Yes, I am. My name is
18 Andrea Gaeta, and I live at 2630 16th Avenue.

19 MS. OESTREICH: You need to be sworn
20 in.

21 (Whereupon, Andrea Gaeta was duly
22 sworn in.)

23 MS. GAETA: This is just the
24 cross-examination part; right?

25 MS. OESTREICH: Yes.

1 MS. GAETA: My question is, for
2 the revision, the 1986 revision for the recent
3 expansion or future land use map, it does
4 state, "Adequate buffers for remaining
5 residential areas." I would like clarification
6 from the city attorney as to what adequate
7 buffers are.

8 MS. OESTREICH: We are really not
9 cross-examining the city attorney at this time,
10 but it would be Mr. Griffith; am I correct?

11 MR. GRIFFITH: The adequate buffers
12 are the buffers that have been established by
13 the city in the city's zoning ordinances, and
14 those buffers have all been called out in the
15 variances that have been requested by the
16 applicant, and they have been detailed in the
17 report.

18 MS. GAETA: So my understanding is the
19 buffers would be the variances that they are
20 asking us to follow?

21 MR. GRIFFITH: That's correct, and
22 what that does not include is the width of the
23 roadways, which provides addition length but
24 cannot be counted, so that's something to look
25 at a little bit differently as opposed to if it

1 was immediately adjacent.

2 So there is additional footage, and
3 because it's a right of way, they cannot be
4 counted.

5 MS. GAETA: I'm also wondering if
6 there is any talk of a garden center with this
7 Fareway.

8 MR. GRIFFITH: The applicants have not
9 proposed one.

10 MS. OESTREICH: Thank you. State your
11 name address and be sworn.

12 MR. PANEGOS: Victor Panegos,
13 1627 27th Street.

14 (Whereupon, Victor Panegos was sworn
15 in.)

16 MR. PANEGOS: Mr. Griffith, when
17 you were doing your Fareway review of the
18 preliminary or final Fareway application, are
19 you aware of what Fareway's minimum stated
20 requirements are for a property for a store of
21 30,000 square feet?

22 MR. GRIFFITH: I'm aware that Fareway
23 has some standards that they try to use and
24 adopt, but my understanding is that that's not
25 a hard-and-fast rule, that they look at every

1 site on a case-by-case basis.

2 MR. PANEGOS: Are zoning laws
3 hard-and-fast rules?

4 MR. GRIFFITH: The zoning laws have
5 been adopted by the City Council, and if there
6 are any variations to those, they are approved
7 by the City Council.

8 MR. PANEGOS: I would like to
9 submit to the Commissioners, do you know what
10 Fareway's minimum stated requirements are that
11 will --

12 MS. OESTREICH: I think that would
13 come later. That's not cross-examination. You
14 can do that later when Fareway is up here.
15 It's not cross-examining Mr. Griffith. He is
16 not expected to be --

17 MR. PANEGOS: Is it possible to bring
18 up the staff report on the screen?

19 MR. GRIFFITH: No.

20 MR. PANEGOS: Nothing further.

21 MR. GRIFFITH: Madam Chairman, the
22 visuals they have on display are the maps and
23 graphics. We did not include the staff report
24 nor the letters provided by individuals.

25 MR. PANEGOS: Would we be able to use

1 the audiovisual system to share some pictures?

2 MS. OESTREICH: I don't think I can
3 answer that. I think you would have -- if you
4 have a copy, you could pass it around the
5 table. We will be showing the pictures. I
6 don't know.

7 MR. KUTSUNIS: Sir, do you have copies
8 of photographs?

9 MR. PANEGOS: I believe we do have.

10 MR. KUTSUNIS: When you present your
11 evidence as a proponent, you can present that
12 and mark the photos as an exhibit to be put in
13 the record.

14 MR. PANEGOS: At that time we could
15 submit it?

16 MR. KUTSUNIS: That's correct.

17 MR. GRIFFITH: I just want to
18 clarify, the packets that went out to the
19 Commissioners included not only the letters
20 of objections and petitions that we received
21 certified, and I so labeled them in the report.
22 They were certified which were received after
23 the letters, the notification letters, went
24 out.

25 The Planning Division has been

1 receiving letters of opposition and petitions
2 since January or February of this year, and we
3 included everything that had been provided to
4 us, all the letters and petitions, and they
5 were included in the packets.

6 Those that were received before the
7 notification letters for the public hearing
8 went out were under a tab that were labeled
9 Precertified, and in the packet things that
10 were labeled Certified were what we received
11 after the notification letters went out.

12 Additional materials that were
13 received since the packets went out have
14 been provided tonight, so I believe that we
15 provided everything that the city staff has
16 been receiving for the last six or seven months
17 now regarding the rezoning request even before
18 we had a rezoning request.

19 MS. OESTREICH: Thank you. Is there
20 any more cross-examination for Mr. Griffith?

21 MR. MOLINE: I think that the point
22 that was raised is an interesting one and maybe
23 significant. We have not seen a preliminary
24 PUD. As long as I have been on this
25 Commission, virtually I can't recall a case

1 where there was a single presentation of a
2 PUD which simultaneously was the preliminary
3 and the final in one meeting. Could you
4 explain that more?

5 MR. GRIFFITH: Well, the applicant is
6 proposing a single building development on a
7 single lot, so the preliminary and final would
8 essentially be the same one, because they are
9 not proposing a phased development. It would
10 all be developed at a single time. It won't in
11 steps.

12 There won't be additional portions
13 of the site to be developed, so as a part of a
14 single development, you could call it a final
15 or you could call it a preliminary and a final
16 at the same time, because, again, one building,
17 one lot, one single development, not being
18 phased in in stages of development.

19 A comparison is what we had recently
20 with Black Hawk Commons, which had some of the
21 site was known what was going to be developed
22 and portions of the site were unknown, so they
23 submitted a preliminary with potential
24 development sites, and then they submitted a
25 final which had the known sites indicated as a

1 final.

2 They did the same thing with that.
3 They presented a preliminary for the entire
4 site, and then they presented a final of just
5 portions of the site.

6 This would be a final with the
7 preliminary as part of that, because, again,
8 it's one site with one building in a single
9 stage of development.

10 MS. OESTREICH: For the record, also,
11 that is Norm Moline. Remember to state your
12 name. Bruce?

13 MR. PETERSON: Madam Chairman, if I
14 could address. This is Bruce Peterson.

15 In the ordinance that was passed out,
16 on page 64, 32.2-B-6, the second paragraph
17 says that the final plan may be considered as
18 a preliminary and final plan and may be
19 submitted for approval, so it's allowable
20 under the ordinance. It's just a question of
21 whether it defeats our purposes or not.

22 MS. OESTREICH: Thank you. Anything
23 else?

24 Is there another cross-examination
25 from the audience? Did somebody raise their

1 hand?

2 Then we are done. Thank you.

3 The next item on the agenda is the
4 Fareway presentation from Fareway, and please
5 get up, state your name and address, and be
6 sworn in.

7 Is there one speaker, or are there a
8 couple?

9 MR. PIKLAPP: I will take the easy
10 questions, and I will refer the hard questions
11 to the rest of the Fareway group.

12 MS. OESTREICH: So both of you are
13 proponents, then either or both of you can go
14 or if you prefer to go separately, that's fine,
15 too.

16 MR. PIKLAPP: I will start with just
17 me, and if you have a preference, Honorable
18 Chair, you let me know.

19 I am Garrett, G-A-R-R-E-T-T, Piklapp,
20 P-I-K-L-A-P-P, Fareway Stores, Inc.

21 (Whereupon, Garrett Piklapp was duly
22 sworn in.)

23 MR. PIKLAPP: Just to follow up on
24 a few things on what Mr. Griffith said, a
25 little bit about Fareway, because we are, I

1 will say, relatively new to the area.

2 We are a family-owned business. We
3 operate in five states with 105 stores. We
4 are closed on Sunday. As mentioned, we still
5 hire 14-, 15-year-olds which is unique to our
6 industry. We maintain general hours of the
7 operation from 7 AM to 9 PM, and we don't
8 operate on Sundays. Just recently we had what
9 we call a neighbor meeting. There are a few
10 points that I want to touch on following
11 Mr. Griffith's presentation. Not because we
12 had to, but because we wanted to, we sent out
13 notice to adjacent property owners.

14 It was our intent to send notice to
15 all property owners that would have received
16 this notice, so that was our intent. We got
17 about three dozen responses from adjacent
18 property owners who had questions about our
19 project.

20 We met with them last week for about
21 two hours, and the reason we wanted to limit it
22 to that group is because we wanted to answer
23 specific questions that adjacent property
24 owners had on our site plan and how it would
25 affect their adjacent properties.

1 We estimate, to the best of our
2 ability, that we answered over 100 questions
3 regarding access and use and site plan and
4 noise and hours of operation and lighting and
5 stormwater detention, and we found the meeting
6 to be informative. We didn't always agree, but
7 we found the meeting to be informative. We
8 hope the adjacent property owners at least had
9 more information than they had when they walked
10 in the door.

11 From that meeting we had a few points
12 that we wanted to bring up today. One of the
13 concerns we had was the landscaping, so what we
14 did was, if you can see on the projector, what
15 we did is went back and tried to find more
16 areas where we could put landscaping in.

17 And what we did at the request of
18 adjacent property owners was we added
19 approximately 29 -- and I'm going to butcher
20 this -- arborvitaes on the northeast corner and
21 on the east corner that will grow eventually
22 to 10 and 12 feet high.

23 That, of course, as is in the report,
24 is now buffered by about 48 feet of green space
25 on the west side of those arborvitaes. Now,

1 essentially, the intent is to shield this
2 property on the northeast corner all the way
3 down the east corner with landscaping and green
4 space.

5 What we also did, because of the
6 concern was in the dead of winter there won't
7 be any -- and I'm going to butcher this, too --
8 landscaping that maintains any kind of
9 appearance in the dead of winter.

10 So what we did was where you see in
11 the middle of the north side of the property
12 just to the right side of our store we
13 added two -- excuse me, we replaced these
14 intended trees with two I will call them
15 conifers, big pine trees -- blue spruces,
16 excuse me, and in the dead of winter those
17 should still generate height wise, I would
18 say, 10, 12, 15 feet.

19 The second thing that we brought
20 up, which hasn't been mentioned, and we are
21 disappointed, because our intent was in the
22 right place, was to build a monument sign for
23 the memory of the Audubon School.

24 What we did was we took the
25 architectural design from the west side

1 entrance and the east side entrance and put
2 it into a monument just to the north -- the
3 east side of our property, right to the left
4 side of those two pine trees.

5 Now, this was simply a concept. It
6 was a good-faith effort to memorialize the
7 memory of the school.

8 AUDIENCE: Kill it and then
9 memorialize it?

10 MS. OESTREICH: Please do not comment.

11 MR. PIKLAPP: Now, we have offered to
12 work with a local body if there are tweaks to
13 that memorial. Our heart is in the right
14 place, so if there are questions or concerns or
15 comments about that memorial, we will gladly
16 address them and take them and work with a
17 local representative to put in a memorial.

18 I think -- I know there are a host of
19 questions. I'm not exactly sure how much time
20 I have, so I would like to defer the rest of my
21 time to questions if the Commissioners have
22 them. If not, I will --

23 MS. OESTREICH: Are you the expert on
24 the site plan?

25 The landscaping and everything, is

1 that your forte, or is it the entire building?

2 MR. PIKLAPP: Both. If there are
3 specific questions, relative to the site plan
4 permits, I will gladly try and answer them.

5 MS. OESTREICH: Are there questions?
6 Norm?

7 MR. PETERSON: Bruce Peterson. I had
8 a question I asked Mr. Griffith in terms of
9 why this was submitted as a Planned Unit
10 Development as opposed to a more typical
11 rezoning request, and I don't know if you're
12 the right person to answer that or if someone
13 else on your team would be the right one to
14 answer that.

15 MR. PIKLAPP: Sure, I can do my best
16 to answer that. Our intent was to tackle all
17 the substantive issues in one hearing.

18 MS. TYLER-JAMISON: What happens to
19 the Fareway project if not all of the variances
20 are approved?

21 MR. PIKLAPP: I guess just to make
22 sure that I understand your question, all eight
23 variances are denied?

24 MS. TYLER-JAMISON: Then that kills
25 the project?

1 MR. PIKLAPP: At this point the
2 response would be, yes, this is no longer a
3 viable site.

4 MS. TYLER-JAMISON: Why is this site
5 so attractive as opposed to some other
6 locations within the City of Rock Island?

7 MR. PIKLAPP: Sure. Do you have
8 specific other locations?

9 MS. TYLER-JAMISON: Well, the one that
10 I was obviously thinking about and it has been
11 referenced here in some of the materials is the
12 old Rock Island Country Market site.

13 MR. PIKLAPP: That's kind of -- that
14 was addressed at our local neighborhood
15 meeting.

16 Here is what I can tell you. I can
17 tell you we have a confidentiality agreement
18 with the property owner; that we engaged the
19 property owner and did due diligence on that
20 property.

21 I can tell you because of other
22 public comments already made that there were
23 environmental issues on that site. As that
24 site sits today, it is not lawfully possible
25 that Fareway could operate a grocery store.

1 MS. TYLER-JAMISON: That's good to
2 know.

3 MS. OESTREICH: Thank you.
4 Ms. Swanson?

5 MS. SWANSON: I was just pondering
6 this. On the parking you said 144 spaces, and
7 then if you take 20 for employees, that's 124,
8 and tonight they said two for the bus stop, so
9 that's 122 customer parking spaces.

10 Do you feel that's adequate for a
11 business at high shopping times?

12 MR. PIKLAPP: Yes, our retail teams
13 are comfortable that the 124 spots would
14 suffice.

15 To kind of peel your question apart in
16 different layers, the bus stop is a concept
17 that we are willing to discuss with the city as
18 a service to the citizens of Rock Island. If
19 this Commission and the City Council and the
20 residents don't feel that that's an appropriate
21 service at that level or, excuse me, at that
22 property because of the two spots that we may
23 lose, then that's okay.

24 MS. SWANSON: Generally is that
25 enough, 122 places?

1 MR. PIKLAPP: Yes.

2 MS. SWANSON: Without filtering into the
3 neighborhood?

4 MR. PIKLAPP: Yes.

5 MS. OESTREICH: Your turn will come
6 later. Any other questions? Ted?

7 MR. JOHNSON: A series of questions
8 relative to your number of trucks anticipated
9 per day and the timing of those trucks.

10 MR. PIKLAPP: That's a good question,
11 and one that was raised by the adjacent
12 property owners.

13 We send a truck from Fareway every
14 other day, so this property, this store, will
15 receive a truck from Fareway three days a week.

16 Those deliveries may occur as late as
17 9 AM. We have an official no-idle policy with
18 one exception, which means that our truck will
19 shut off when it hits our dock. The only
20 exception is diesel fuel gels in temps below
21 zero degrees.

22 MR. JOHNSON: Did you provide the
23 neighbors with some assurances that because
24 it's tight relative to parking, that employees
25 would not be parking in the neighborhood and

1 would still be parked on site?

2 MR. PIKLAPP: The short answer is
3 that I don't know if we provided any
4 assurances. I'm certainly willing to do that
5 today. If the city and the PLANNING
6 COMMISSION, whatever local body is in charge,
7 wants to put no parking signs for Fareway
8 employees, we are comfortable with that.

9 MR. JOHNSON: A final question, at
10 least for right now.

11 During the course of your meeting
12 with the neighbors, did the question come up
13 relative to eliminating the 17th Avenue access?

14 MR. PIKLAPP: It did.

15 MR. JOHNSON: Is that at all possible
16 to eliminate the traffic coming through the
17 neighborhood into the site?

18 MR. PIKLAPP: And still will have a
19 Fareway store built there?

20 MR. JOHNSON: Yes.

21 MR. MOLINE: No.

22 MS. OESTREICH: Any other questions?

23 MS. TYLER-JAMISON: One more. I'm
24 interested to hear from you a recap kind of the
25 discussion that you had with the neighbors with

1 the concern about the noise. You referenced
2 that in your remarks. What happened there?

3 MR. PIKLAPP: To generalize, the
4 concern was that there would be trucks at all
5 hours operating at our dock, and just as a
6 point of clarification, our intent was to
7 minimize commercial traffic through the
8 neighborhood, which is why we put the dock on
9 the west side.

10 The dock on the back side would
11 increase traffic through a residential
12 neighborhood, so that's why we put it on the
13 west side.

14 Then what we did is we built a
15 six-foot fence that buffers our dock from the
16 adjacent property owners. We also have a
17 no-idle policy and are prepared to offer a
18 morning delivery truck as late as 9 AM.

19 So I think in a roundabout way,
20 generally, we are trying to offer assurances
21 that we are willing to be reasonable. I don't
22 know how they took it, frankly.

23 MR. CREGER: Mike Creger. Are you
24 saying that all deliveries will be taking place
25 at your store before 9 AM? This is all local

1 deliveries, or just your Fareway truck?

2 MR. PIKLAPP: Just our Fareway truck.
3 That's the 52- or 53-foot truck. We may have
4 delivery trucks, which is a bread truck or a
5 potato chip truck, which will come at different
6 hours throughout the day. Those are typically
7 shorter trucks and are there for what I will
8 call short periods of time.

9 MR. CREGER: And will these vehicles
10 be shut off? Will you require that they be
11 shut off when they hit your property and
12 unload, or will you encourage them to do that?

13 MR. PIKLAPP: We will absolutely
14 encourage them to do that. I would note that
15 the one exception is that diesel-operated
16 vehicles may gel when the weather temps fall
17 below zero.

18 MS. OESTREICH: Are there additional
19 questions?

20 MR. MOLINE: Just the question I asked
21 is why, and I would just like to hear from your
22 point of view, that this business is so
23 important that you're asking the city, the
24 PLANNING COMMISSION and the city, to
25 overturn -- you already were successful in

1 overturning an historic designation, which Rock
2 Island had took a long time to develop a good
3 ordinance, and now you're asking for the
4 variances on setbacks and rear yard, things
5 that are common to us and to many cities
6 with zoning ordinances, and the landscaping
7 requirements, which took a long time to
8 develop, that you're asking -- I just want to
9 hear in your words why this is so important.

10 You are asking some of us who really
11 struggle and believe in these other issues that
12 we should no longer consider those things.

13 MR. PIKLAPP: Yes, in my world we call
14 that a compound question, but the short answer
15 is that we don't think that Fareway is asking
16 you to do this.

17 We have an overwhelmingly positive
18 amount of e-mails and calls and phone calls and
19 messages and letters from Rock Island residents
20 who want a Fareway store, and our market
21 analysis shows that the demand is here by your
22 residents to have a Fareway store.

23 Now, what we have done is we have
24 done a market analysis within your city to
25 determine that this is the most viable site.

1 Now, some of the questions that you've
2 asked me are the questions that you're going to
3 have to face tonight, but we can tell you that
4 our inbox shows that there is demand by Rock
5 Island residents showing that they want a
6 Fareway store and they are supportive of a
7 Fareway store at this site.

8 MR. MOLINE: Is that analysis a
9 matter that can be shared with the public?

10 MR. PIKLAPP: Which analysis?

11 MR. MOLINE: Your market analysis.

12 MR. PIKLAPP: No, we deem that
13 proprietary.

14 MR. MOLINE: So you cannot provide
15 that?

16 MR. PIKLAPP: No.

17 MS. OESTREICH: Any other questions?

18 MS. SWANSON: I was wondering if at
19 Audubon, like other historic buildings, if
20 environmental issues come up after you've been
21 digging into it, who pays for that?

22 Is Fareway prepared to pay for that,
23 because that could be a cost, or does the city
24 do that?

25 MR. PIKLAPP: Our environmental report

1 shows that there is asbestos in the building.

2 MS. SWANSON: Is that the city's?

3 MR. PIKLAPP: Our environmental
4 report shows that there is asbestos within
5 the building. All of that asbestos will be
6 remediated prior to demolition. That concern
7 was raised at the local neighborhood meeting we
8 had.

9 MS. OESTREICH: Anyone else? I do
10 have one question, relatively minor, related to
11 the site plan.

12 If this is approved you're asking for
13 a burning bush, which is a definite no-no where
14 we have forests. It's an invasive plant. Take
15 that off. A burning bush should not be on your
16 site.

17 Secondly, though, the three trees that
18 you say that you are going to keep are actually
19 not yours to tear down. There are boulevard
20 trees, is that correct, as shown on the site
21 plan?

22 When I went by today they sure look
23 like they are on the boulevard, those three on
24 the north side, and there is another lovely
25 little sycamore on the west side that you

1 should give that I believe would escape your
2 driveway.

3 MR. PIKLAPP: Any trees that are in a
4 public right of way and can be maintained or
5 left, then we will certainly do so.

6 MS. OESTREICH: Well, you would need
7 permission to remove them, and I think that
8 those are the ones that you are saying that you
9 will not tear down, which was generous of you
10 since they were not your trees, but that's just
11 something that I noticed.

12 With that said, does anyone wish to
13 cross-examine Mr. Piklapp? And please state
14 your name, address and be sworn.

15 Again, this is based on the facts
16 that he has stated, that he has given evidence
17 on, questions related to what he has stated,
18 which is related to the site plan and the
19 proposal.

20 MR. PANEGOS: This is just a
21 statement, not related to his --

22 MS. OESTREICH: This should be
23 questions related to his statement.

24 MR. PANEGOS: Okay.

25 MS. OESTREICH: State your name and

1 address, please.

2 MR. PANEGOS: Victor Panegos,
3 1627 - 27th Street, Rock Island, Illinois.

4 (Whereupon, Victor Panegos was duly sworn
5 in.)

6 MR. PANEGOS: So at the meeting we
7 talked a little bit about the incentive plan
8 that Fareway is expecting from the city. The
9 city has already paid \$60,000 to Rock Island
10 Development Group, and you at one point talked
11 with our neighbors and said that Fareway would
12 like to recoup probably the cost of the
13 demolition and the preparation of the site to
14 provide some sort of incentive plan.

15 Can you give us some sense of what the
16 scope and size of that incentive plan is?

17 MS. OESTREICH: Please.

18 MR. PIKLAPP: I don't think that I
19 brought that up, but I will gladly answer it.
20 Always good to see you, Victor.

21 The short answer is we are currently
22 going through a development agreement with the
23 city, but what I can tell you is that there is
24 no financial package that has been in that
25 development agreement to tell what you the

1 numbers are.

2 What I can tell you is that there will
3 be a public document, subject to a public
4 reading, prior to approval.

5 MS. OESTREICH: Did you have
6 additional questions?

7 MR. PANEGOS: And I just wanted to
8 confirm from our conversation, from the plan
9 and from the staff report, that you're not
10 planning to make any infrastructure investments
11 on 17th Avenue, the sewer system, or on 27th
12 Street?

13 I think the mayor was there and
14 volunteered that the city would then pay to
15 rebuild 17th Avenue and 27th Street --
16 26th Street.

17 MR. PIKLAPP: Those public
18 improvements have not been discussed.
19 Certainly, if we can better the streets
20 neighboring our store, we will absolutely
21 entertain that discussion.

22 MS. OESTREICH: Anyone else? Please
23 come up, give your name and address.

24 MR. WAHLMANN: Michael Wahlmann,
25 1619 - 28th Street.

1 MS. OESTREICH: Are you within
2 250 feet?

3 MR. WAHLMANN: I received a letter.
4 (Whereupon, Michael Wahlmann was duly
5 sworn in.)

6 MR. WAHLMANN: My question is actually
7 going back to I'm just curious, who suggested,
8 or as you approached Rock Island with this
9 plan, who suggested that you do a PUD?

10 How did that decision come about
11 versus just having a straight B-1 or whatever,
12 B-3, designation?

13 MR. PIKLAPP: Frankly, we took the
14 Hy-Vee process.

15 MR. WAHLMANN: Actually, who suggested
16 it?

17 MR. PIKLAPP: I'm not sure.

18 MR. WAHLMANN: So it wasn't -- you
19 can't remember if it was the city staff who
20 suggested it or you had read the ordinances and
21 decided that you wanted to go this route rather
22 than the B-3 zoning?

23 MR. PIKLAPP: I'm not sure.

24 MS. OESTREICH: I think you're kind of
25 badgering him.

1 MR. WAHLMANN: Badgering him? Okay.

2 I'm just curious, because I think that's
3 important in this case, or should I save this
4 for comments later?

5 MS. OESTREICH: You may save it for
6 comments. You're not going to get a different
7 answer after you asked it two or three times.

8 MR. WAHLMANN: But I just find it
9 interesting in the discussion of the PUD
10 earlier and the talk about that, it seems
11 like going for a PUD in a situation like this
12 versus B-3 cuts out a chance at another public
13 discussion, so we are all wrapping this up and
14 it's so convenient for them.

15 MS. OESTREICH: Now you are giving
16 discussion which should be saved for later.

17 MR. PIKLAPP: Excuse me, Honorable
18 Chair, but could I respond, please.

19 I think the Commission should take
20 into consideration that if our intent was not
21 to take difficult questions or comments we
22 would not have held a meeting with adjacent
23 property owners.

24 We are here representing Fareway,
25 talking to a public body in a public forum. We

1 have made a good-faith effort to meet the
2 adjacent property owners. We are doing our
3 best to answer all the questions.

4 MS. OESTREICH: We have another.
5 State your name again, please.

6 MR. BENSON: Thomas Benson. Here,
7 have you read the city ordinance on planning
8 and developments?

9 MR. PIKLAPP: Some time ago.

10 MR. BENSON: And did you prepare the
11 application for Fareway for the planned unit
12 development?

13 MR. PIKLAPP: No.

14 MR. BENSON: Who prepared that
15 application?

16 MR. PIKLAPP: Is it signed? Mr. Jeff
17 Johnson did.

18 MR. BENSON: Is Mr. Jeff Johnson here
19 today?

20 MS. OESTREICH: Yes.

21 MR. BENSON: Is he intending to
22 testify at any time?

23 MR. PIKLAPP: I mean, depending on the
24 question I will do my best to answer it. If
25 there is something specific --

1 MR. BENSON: Did you review the
2 application before submitting it to the city?

3 MS. OESTREICH: Since you're a part of
4 the Fareway situation, please, Mr. Johnson,
5 would you please come up, give your name and
6 address, and be sworn in.

7 MR. JEFF JOHNSON: Jeff Johnson,
8 Fareway Stores, Inc. 715 Eighth Street, Boone,
9 Iowa.

10 (Whereupon, Mr. Jeff Johnson was duly
11 sworn in.)

12 MR. BENSON: Mr. Johnson, have you
13 reviewed the city ordinance relating to the
14 planned unit development?

15 MR. JEFF JOHNSON: I did look at it
16 some time ago.

17 MR. BENSON: And you filled out this
18 application for the zoning change to PUD?

19 MR. JEFF JOHNSON: That's correct.

20 MR. BENSON: And why did you choose
21 to use that particular zoning designation as
22 opposed to B-3?

23 MR. JEFF JOHNSON: I believe it was
24 an available zoning option for us to apply for.

25 MR. BENSON: Okay. So you didn't

1 review the details of your application to make
2 sure that it was in compliance with the
3 requirements of the ordinance?

4 MR. JEFF JOHNSON: Again, we reviewed
5 the ordinances some time ago. We applied for
6 the city application and submitted all of our
7 documents, and, ultimately, it was reviewed by
8 city staff.

9 MR. BENSON: Did you receive a
10 certification from city staff that your
11 application met all the requirements of the
12 ordinance?

13 MR. JEFF JOHNSON: At this point I
14 don't recall.

15 MR. BENSON: I would just like to
16 point -- take judicial notice, I guess, that
17 the point Mr. Peterson made regarding the
18 final plan being considered a final and a
19 preliminary, so all the requirements of the
20 ordinance that apply to preliminary plans
21 should apply to this if it's being considered
22 as a final plan, and I have no further
23 questions.

24 MS. OESTREICH: Thank you. Does
25 anyone else wish to cross-examine? You have

1 been sworn in, as well.

2 MS. GAETA: My name is Andrea Gaeta,
3 and I live at 2630 16th Avenue. I would like
4 to, again, ask about the garden center.

5 Are you guys planning on putting in a
6 garden center?

7 MR. PIKLAPP: Just so I'm clear --
8 that is Garrett Piklapp, again -- a garden
9 center meaning an additional structure for
10 plants?

11 MS. GAETA: Yes.

12 MR. PIKLAPP: I just want to make
13 sure that I understand what a garden center is.
14 Sometimes we have seasonal outdoor sales areas.
15 A full-blown I will call it seasonal
16 outdoor structure is always subject to local
17 ordinances.

18 MS. GAETA: I would like to know how
19 many typical parking spaces you have on your
20 typical sites.

21 MR. PIKLAPP: That's difficult to
22 answer. We have store sizes, excuse me,
23 ranging from 8,700 square feet to 47,000 square
24 feet, so it's kind of hard to determine that
25 each site has X number of parking stalls per X

1 number of square feet.

2 Each local ordinance is different. We
3 usually work with the local city to determine
4 what a reasonable number of parking stalls is
5 and then just go from there.

6 MS. GAETA: Can you tell me, is there
7 a specification for each size of the building
8 that you typically shoot for?

9 MR. PIKLAPP: The short answer is no.

10 MS. GAETA: I believe you said that
11 you were looking at putting in a six-foot high
12 fence, and I believe you said that your truck
13 was maybe 14 feet high, so that fence will not
14 actually cover the size of the truck?

15 MR. PIKLAPP: I don't believe I
16 said the truck was 14-foot high. If I did, I
17 misspoke. I said there was a six-foot fence,
18 and we typically have a 52-foot or 53-foot
19 truck, and I'm talking length wise and not
20 height wise.

21 MS. GAETA: But you are looking at
22 doing a six-foot fence, then?

23 MR. PIKLAPP: Yes. I believe it's on
24 the site plan.

25 MS. GAETA: I would like to know what

1 time your first employee arrives.

2 MR. PIKLAPP: The short answer is it
3 depends on the local store manager.

4 MS. GAETA: I believe at the meeting,
5 at the neighborhood meeting, you said that the
6 deliveries would be between 5 AM and 7 AM, and
7 now you are saying 9 AM. Is there a guarantee
8 to that?

9 MR. PIKLAPP: I can tell you that on
10 the way over here, I think you're right. I
11 think the common time was, generally, between
12 5 and 7 AM. We have morning store deliveries
13 and night store deliveries, depending upon
14 store location.

15 I can tell you under oath that we will
16 absolutely work in good faith to make sure that
17 we are reasonable in our deliveries. They can
18 be as late as 9 AM. I'm not in charge of
19 distribution, so I would hate to make that
20 guarantee.

21 MS. GAETA: I don't believe there has
22 been any issue as to when the garbage would
23 come to be picked up.

24 MR. PIKLAPP: You guys would know your
25 local garbage providers better than I. I'm not

1 sure what time they pick up.

2 MS. GAETA: I believe it was
3 Ms. Swanson that asked if there was any sort
4 of incentive or who was going to pay for the
5 asbestos removal and abatement, and I don't
6 believe I caught the answer to that.

7 MR. PIKLAPP: My answer relative to
8 the whole development agreement package is that
9 it's simply not vetted yet; that there have
10 been preliminary discussions about what the
11 development agreement will look like.

12 Once that's finalized it will be a
13 public document subject to public notice and
14 public hearings.

15 MS. GAETA: You talked about
16 maintaining the three trees on the boulevard.
17 I believe that there are actually more trees
18 than just those three on the boulevard.

19 AUDIENCE: There's five.

20 MS. GAETA: They said there is five on
21 the boulevard. I wonder why you feel inclined
22 to tear down the rest of them, and then I also
23 would like to know what you are going to do to
24 prevent the death of those other trees.

25 MR. PIKLAPP: I guess I'm not sure

1 what two trees on the boulevard you're
2 referring to.

3 MS. GAETA: There should be two more
4 on 17th Avenue.

5 MR. JEFF JOHNSON: This is
6 Mr. Johnson.

7 Andrea, I'm not 100 percent certain
8 of the location of the other two trees that
9 everybody is talking about. I believe there is
10 one immediately west of the 17th Street access.

11 There are a couple of things going
12 on there regarding actually some stormwater
13 issues, and it was looked at. I think there is
14 also a fire hydrant that needed to be relocated
15 or adjusted to the west a little bit, and,
16 again, dealing with stormwater issues, there
17 was some regrading that went on at that access
18 point.

19 Those were discussions that were kind
20 of a preliminary plan review regarding how that
21 functions the best, and we are not allowing
22 stormwater to go out into 17th Avenue, so it
23 was really something that was generated for
24 some stormwater protection, as well as
25 maintaining some adequate grades.

1 MS. GAETA: Have we covered the
2 stormwater issue? Can I ask questions about
3 that, or should I wait?

4 MS. OESTREICH: You can ask.
5 Typically, that is dealt with by the city
6 engineer and not the PLANNING COMMISSION, but
7 there is the water retention area.

8 MS. GAETA: I would just like to
9 know how this water retention area is supposed
10 to work and what sort of liability or
11 responsibility if this does not ensue?

12 There seems to be some conflicting as
13 to who is supposed to be taking care of the
14 stormwater issue, and it was brought up at the
15 neighborhood meeting between the city and
16 Fareway.

17 MS. OESTREICH: We do not deal with
18 stormwater. Typically, if we approve a site
19 plan, it's contingent upon the city engineer,
20 and they are pretty stringent.

21 MS. GAETA: So is it my understanding
22 that Fareway would be responsible for the water
23 retention area and that the city would be
24 responsible for the stormwater drain that it
25 would hook into?

1 MS. OESTREICH: Fareway would be
2 responsible for meeting city requirements,
3 whatever public works is going to require,
4 not through us.

5 MS. GAETA: Thank you.

6 MR. GRIFFITH: We will meet those
7 requirements, just as a public comment.

8 MS. OESTREICH: Is there other
9 cross-examining?

10 Please stand up, state your name and
11 address and be sworn in.

12 MR. STANLEY: Julian Stanley, and my
13 address is 2605 - 17th Avenue, Rock Island.

14 (Whereupon, Julian Stanley was duly
15 sworn in.)

16 MR. STANLEY: I wanted to address the
17 neighborhood meeting with you. I asked several
18 questions --

19 MS. OESTREICH: You need to get closer
20 to the microphone.

21 MR. STANLEY: I asked several
22 questions and none of them were answered.

23 Specifically, the most important
24 was out of Article 32, which deals with the
25 purpose, procedures and items that deal with

1 public interest.

2 Paragraph 32-4 deals with the
3 standards, which says that a planned unit
4 development must meet the following standards
5 under compatibility. The Planned Unit
6 Development must be of a type and so located as
7 to exercise no undue detrimental influence upon
8 the surrounding properties.

9 I asked you that, and you just stared
10 at me. Do you have any comment?

11 MR. PIKLAPP: Thanks for your
12 question. I believe I do remember that
13 question, and my answer was it's not up
14 to Fareway and myself to interpret local
15 ordinances and planned developments and how
16 they affect local ordinances. Typically,
17 that's up to the Commission.

18 MS. OESTREICH: Thank you. Anyone
19 else wish to cross?

20 MR. MOLINE: Since you're in charge of
21 the site selection, when you identified the
22 primary customers or one of the arguments for
23 why we need this is that people want a Fareway.

24 If, generally, in an analysis like
25 that, if people have a particular target that

1 they want, exactly the location doesn't make
2 that much difference, and so I guess I'm
3 wondering if you wanted to be in Rock Island,
4 did you consider going to the place less than
5 about a half mile away, which is a vacant
6 grocery store, where people would like a
7 grocery store to be there?

8 Did you consider that location?

9 MR. PIKLAPP: The short answer is
10 yes. Ms. Tyler-Jamison brought that comment
11 up, and I believe what I said was we entered
12 into a confidentiality agreement with that
13 property owner to start the due diligence.

14 As a part of that due diligence there
15 were environmental concerns, so I can comment
16 to this extent, and that's it.

17 Because of the environmental concerns
18 on that site, lawfully it is not possible that
19 Fareway can operate a grocery store at that
20 site at this time, so we have explored that
21 site. We have done our due diligence, and
22 environmentally we cannot open a Fareway store
23 there.

24 The second part of your question is
25 location is very important within a community,

1 and our retail people take that very seriously
2 and our customers take it very seriously.

3 Within a city there are good locations
4 and better locations, and the site location
5 within that city is a very important.

6 MS. OESTREICH: Anything else?

7 MS. SWANSON: Lorian Swanson. I
8 would like to comment a little bit along Norm's
9 line.

10 I think of Fareway as a destination,
11 and I think if you put it somewhere far away in
12 the woods, people would come, because they come
13 for that meat, and I don't care where it is.

14 I have a lot of friends who are always
15 going to Moline, and so then I wonder, you talk
16 about, and I know you can't be specific, about
17 the environmental stuff on 24th Street, the
18 other site, but there are environmental things
19 going on at Audubon, too, that have to be
20 corrected, so why can't the ones over there on
21 24th Street be corrected?

22 I mean, the lot size seems to me that
23 would fit your building. I don't know. You
24 wouldn't have maybe as many restrictions and
25 setbacks. I don't understand why if there's

1 environmental at both sites, and one you can't
2 do and one you can do, and if cost wise by the
3 time you tear down this gorgeous Audubon
4 building and you have got to demolish it
5 and then get rid of the environmental stuff
6 besides, it seems the cost would be similar. I
7 don't know.

8 MR. PIKLAPP: The short answer is that
9 I guess -- thank you for your comments on the
10 destination.

11 I think you're right. I think
12 consumer trends suggest that maybe convenience,
13 location, the site, traffic patterns, are all
14 factors that determine where a customer will
15 shop, among many different additional factors,
16 so I think Fareway is a destination.

17 I am glad that you think Fareway is a
18 destination. I think some people may disagree
19 with you.

20 But relative to the environmental
21 concerns, your question doesn't fall on deaf
22 ears. You have one property that has X
23 environmental concerns, and you have one
24 property that has Y environmental concerns.

25 The problem is that I can't comment on

1 X. I can comment on Y, and I can comment that
2 we feel comfortable that we can remediate
3 those.

4 MS. SWANSON: Well, the Moline one is
5 certainly not sitting in a primo place. It is
6 sort of sitting all by itself.

7 MR. PIKLAPP: Yes, this gentleman over
8 here was responsible for that site.

9 MS. SWANSON: Yes, but people still do
10 go there.

11 MS. OESTREICH: Thank you. Anyone
12 else?

13 Then I think you may -- one more
14 cross-examination. Okay.

15 MS. DELONG: Elizabeth DeLong,
16 1627 - 27th Street.

17 I just have a question. You had
18 mentioned that the site would be -- you would
19 not build or be able to have the site if we
20 were to close off 17th Avenue, okay. Can you
21 explain why?

22 MR. PIKLAPP: Sure. I can try. In
23 Elizabeth's defense and the neighbor's defense,
24 this certainly was brought up at the adjacent
25 property owners meeting, and we told them that

1 we would go back and address their concerns
2 with the people ultimately who will make the
3 decision regarding operations.

4 Internally we have discussed closing
5 the 17th Avenue access and what that would do
6 to viability of the site, and we have
7 determined that that is no longer a viable site
8 is 17th is closed. I mean, that's the short
9 answer.

10 MS. DELONG: And it's not viable
11 because you need that access, or are you doing
12 a favor to the neighborhood, as stated in the
13 staff report?

14 MR. PIKLAPP: We think we need that
15 access. Does that answer your question?

16 MS. DELONG: No, it does not. It
17 doesn't answer the question that was brought up
18 earlier.

19 MR. PIKLAPP: Well, excuse me.
20 Internally we have discussed closing
21 17th Avenue. We have determined that if we
22 close 17th Avenue, that this is not a viable
23 site. I guess I'm not sure how much clearer I
24 can be.

25 MS. OESTREICH: One more? I think

1 you've been up here, Andrea, because really you
2 should take one time to do it.

3 MS. GAETA: At that neighborhood
4 meeting you talked like that entrance would not
5 be utilized very much. Now you are saying that
6 it's not a viable option if it's closed.

7 To me it sounds like you are
8 anticipating more than just a minimal amount
9 of traffic exiting through that 17th, and in
10 your plan on the internet, on the agenda, you
11 specified that most of the people would be
12 exiting and entering off of 18th Avenue.

13 To me, it sounds like you're
14 anticipating a lot more traffic off of
15 17th Avenue, and I also want to know was there
16 any sort of traffic study as to the impact of
17 that and how that would impact the safety of
18 the other residents, the kids walking to
19 school, those things?

20 MR. PIKLAPP: All right. I will try
21 to take those one at a time.

22 Internally, again, we did discuss that
23 access. That access is a convenience for our I
24 will call it northern shoppers, those accessing
25 the property from the north.

1 To Andrea's point, Fareway still
2 strongly believes that the bulk of the traffic
3 will come in off of 18th Avenue, and the bulk
4 of the commercial traffic is our intent to come
5 off of 18th. We still think that's a
6 convenience for our customers and Rock Island
7 residents. Was there more?

8 MS. GAETA: I just asked if there was
9 any sort of traffic study.

10 MR. PIKLAPP: It's my impression that
11 the city has commented that a traffic study is
12 now in place. I don't know if that traffic
13 study is 18th Avenue and 17th Avenue. That
14 would be a question for the city.

15 MS. OESTREICH: Anyone else? Okay.

16 MS. WASHABAUGH: I have a question.
17 My name is Susan Washabaugh, 1621 27th Street.

18 (Whereupon, Susan Washabaugh was duly
19 sworn in.)

20 MS. WASHABAUGH: My question, with
21 regards to the former Eagle's site, you stated
22 that because of an environmental situation that
23 Fareway can never build there.

24 MS. OESTREICH: We are dealing only
25 with the Audubon site plan, and we have allowed

1 a little bit of this cross-examination about
2 the Eagle's site, but this really isn't about
3 the Eagle's site.

4 We are asking is this site plan
5 suitable for this spot? So it's not our job
6 to propose the alternatives.

7 MS. WASHABAUGH: Can I get a
8 clarification on a statement that he made or
9 not?

10 MS. OESTREICH: What's the statement
11 he made?

12 MS. WASHABAUGH: He said that Fareway
13 can never build there or operate a grocery
14 store.

15 MS. OESTREICH: They couldn't operate
16 a grocery store, and he indicated that it was
17 due to environmental issues.

18 No, I don't think we need any more.
19 Also he indicated it was confidential, so I
20 think we are beyond that at this point.

21 This is not -- we are not saying do
22 this, go to this other place, so, no, you are
23 really out of order at this point. You can say
24 that later if you're giving your citizen
25 testimony.

1 MS. WASHABAUGH: I will wait for that,
2 then.

3 MS. OESTREICH: Anyone else? Okay.

4 At this point let's take a five-minute
5 recess. When we come back now we will hear any
6 of the people who are opposed to it who
7 actually have testimony to offer.

8 If that's the case, they will be
9 allowed to take ten minutes, and then after
10 that, then we will go to the just normal
11 routine that we used to have where people
12 can get up and say whether they are for it or
13 against it, and that's a shorter five-minute
14 presentation.

15 So it's 6:49, so we'll be back here at
16 6:55.

17 (A break was held from 6:49 PM to
18 7 PM.)

19 MS. OESTREICH: Please take your
20 seats.

21 We will continue the public hearing,
22 and make sure all your microphones are turned
23 on.

24 Now we will go to anyone who is
25 opposed to the project who wishes to present

1 evidence, actual evidence, and, therefore,
2 moving to -- as we heard before facts, not
3 opinions.

4 So if you would state your name and
5 address and then be sworn.

6 MS. MARTIN: My name is Ellen Martin,
7 and I live at 1626 - 27th Street.

8 (Whereupon, Ellen Martin was duly
9 sworn in.)

10 MS. MARTIN: I'm going to pass out
11 folders to the members of the PLANNING
12 COMMISSION for the articles that I'm going to
13 speak about.

14 MS. OESTREICH: Did you give a copy to
15 the court reporter? If not, we will make sure
16 that she gets one, because it is part of the
17 evidence.

18 MS. MARTIN: No, I did not.

19 On the first article, it's all about
20 zoning and crime, and I've highlighted under
21 some of the parts that I'm going to read.

22 This is an article done at a
23 university by a noteworthy candidate. As you
24 can see, there is a professor of medicine, a
25 researcher, a director of criminology, pretty

1 impressive.

2 They are doing studies like this one
3 on companies in Ohio, more and more studies,
4 about what happens when you mix commercial and
5 residential. As you can see in the middle
6 where I highlighted they found areas zoned for
7 mixed use had lower crime rates than just
8 commercial. Residential had the lowest crime
9 rates, and this was true of neighborhoods even
10 in areas of high crime.

11 So they are, basically, finding that
12 bringing commercial into residential areas does
13 increase crime in the residential areas, and
14 you can see by the articles underneath that --
15 and I'm not picking on Fareway here, because
16 every grocery store has robberies -- but I
17 pulled up some robberies in Fareways that
18 happened in 2012.

19 We had one in Des Moines where a
20 Fareway employee was robbed when he left the
21 store, and they ran around the neighborhood.
22 We have another one. That happened July 12,
23 2012.

24 We have another one September 24,
25 2012, where a woman with a knife was in a car

1 and robbing the store, threatening to cut the
2 Fareway manager with a knife.

3 We have another one that's in
4 Des Moines where two grocery store employees
5 were robbed at gunpoint, and the victim even
6 thought that it was even bigger than a
7 semiautomatic handgun that was used.

8 As any store has crime, has robberies,
9 we really don't want to bring this into our
10 residential neighborhood.

11 The next study is Where We Live
12 Matters For Our Health, and it says that it's
13 a major effect on our health when we are in
14 neighborhoods. It affects our mental health.
15 It has been linked with mortality, disability,
16 chronic conditions, and it talks about areas,
17 residential areas, that are healthier because
18 they have safe areas to exercise, and it makes
19 a healthier community that we live in.

20 So these are my articles by
21 professionals, and that one was by the largest
22 philanthropy group in the nation, so these are
23 what I'm stating as evidence that you shouldn't
24 bring a Fareway into a residential
25 neighborhood. Thank you.

1 MS. OESTREICH: Are there any
2 questions?

3 If anyone from Fareway wishes to
4 cross-examine?

5 MR. PIKLAPP: No, thank you.

6 MS. OESTREICH: Thank you very much.

7 Does anyone else wish to enter
8 evidence, factual evidence?

9 MR. ELIAS: I don't know if I have
10 enough for everyone.

11 My name is Harris Elias, and I live
12 at 480 Boston Drive, Bettendorf, Iowa, and the
13 last name is spelled E-L-I-A-S.

14 MS. OESTREICH: And you need to be
15 sworn in, as well.

16 (Whereupon, Harris Elias was duly
17 sworn in.)

18 MR. ELIAS: I apologize. Some of you
19 may have to share. I don't know that I have
20 enough.

21 My name is Harris Elias, as I said. I
22 stated my address earlier, and my family both
23 invests and owns property in Rock Island. I
24 believe this would negatively affect the
25 quality of our life and our investments.

1 I want to specifically address a
2 couple of the issues in some of these photos
3 that I have as far as what has been presented
4 thus far versus what reality is, and I'm
5 asking, basically, that we not trade what we
6 currently have for what's being offered on this
7 particular site.

8 I'm asking for the slides, please.

9 We have spoken and heard a lot about
10 the landscape buffers that we are talking about
11 here, and I will present to you what they
12 actually look at the Quad-City stores that
13 Fareway represents.

14 This picture right here is the
15 trash and debris that is accumulated behind the
16 Bettendorf store. I will tell you that I have
17 dozens of pictures like this, and in the
18 interest of time I knew this would be a long
19 meeting. We all have places to go. I've tried
20 to take a reasonable representation, but I can
21 assure you that I can show you 40 pictures that
22 are similar.

23 Quite simply, the next slide, please,
24 is probably one of the worst, and what I can't
25 represent here is the smell. What you see

1 there -- what you don't see in the landscape
2 buffers is this is right outside the loading
3 dock at the Davenport, Iowa, store. It's
4 loaded with mosquitos. It's loaded with
5 mosquito larvae, I'm sorry. It's loaded with
6 bacteria and anything else, and that's sitting
7 right outside their store. I certainly hope
8 they don't sell anything out of it.

9 Next slide, please. The arborvitaes
10 that were represented, there is one of them.
11 There is your buffer. It's dead. It's sitting
12 there. That's Fareway's representation. They
13 will go through this process, and this is the
14 cleaned-up look.

15 Next slide, please. More of their
16 required landscape buffers are cut down. I
17 can tell you that I took a lot more pictures
18 of removed landscape buffers. They are gone.
19 They cut them down. They leave them down.
20 They don't have the decency to remove the stump
21 and put grass, put sod back into place. That's
22 at the Bettendorf Fareway.

23 There has been a lot of talk
24 about garden centers and what they actually
25 look like. I can tell you from my

1 experience -- I grew up around here -- that
2 it's anywhere from 12 to 18 to 24 spaces of
3 parking are taken out of parking lots so
4 they can operate a garden center at all three
5 locations.

6 Their answer was very specifically
7 vague as whether they had any intentions to do
8 that. I can tell you that three out of three
9 stores in the Quad Cities have garden stores in
10 the parking lots, and they are big and they
11 take up a lot of space. They are not very
12 good for the neighborhood.

13 Next slide, please. Quite frankly,
14 it shows better in the packets, but there are
15 pallets and pallets and pallets of materials
16 that are in the parking lot that is mulch, the
17 stuff that we will all buy for our homes. It's
18 sitting in their store.

19 Is that an unpermitted warehouse or
20 a parking lot? And when you're asking already
21 for a reduction in parking from the amount
22 that's required by city code, is that
23 acceptable, and will that fit into the
24 methodology of what we are expecting here.

25 Next slide, please. As you can see

1 in this slide, the weeds are overgrown on this
2 property. Behind where that white car is
3 parked is one of the required entrances. I
4 don't understand why the City of Davenport
5 fire marshal hasn't been to this site, but I
6 can assure that you can't get a truck or a car
7 through that area.

8 The reason this is important is
9 because the City of Davenport approved a site
10 plan that included that driveway, and out of no
11 disrespect for whatever work we're doing or
12 whatever public hearing we're having today, I
13 can only tell you that things will only get
14 worse. They don't get better, so all of these
15 variances as they go forward are, quite
16 frankly, made worse from what you will see
17 on the site plan and what you see on the
18 presentation package.

19 Next slide, please. Again, we never
20 addressed stormwater, but I can guarantee that
21 the condensation from the air-conditioning
22 units that are coming out from the back of the
23 building aren't addressed in this stormwater
24 retention plan. It's not stormwater, and it's
25 also not sewer water.

1 The graffiti that's there, it hasn't
2 been maintained, and that's the maintenance
3 standard that Fareway has participated in on
4 their other sites.

5 Again, the next slide, please. This
6 is the fire hydrant that's in front of their
7 building, and again in Davenport I can show you
8 that I have a lot more pictures of landscape
9 that's required and been removed, and now we
10 are already cutting back to a standard that is
11 almost nonexistent. The maintenance that they
12 have is ridiculously light.

13 The next slide, please. Again,
14 another example of their garden center. These
15 are structures that are being built. They are
16 structures that are semi-permanent and they
17 take up a large amount of parking in the
18 busiest times of year.

19 Next slide, please. Again, this is
20 the Moline Fareway. Their dumpster isn't even
21 screened in Moline. They didn't have the
22 decency to afford the residents to screening
23 from their dumpster, from the smell from the
24 water that's accumulated around it, or the
25 garbage that's just being allowed to flow

1 around the site, and the weeds overgrowing
2 the property that are difficult or expensive to
3 mow.

4 Again, I'm asking you to simply look
5 at what is the reality of what these site plans
6 look like versus what the plan looks like, and,
7 you know, our ordinance Article 5 Section 10
8 pertains to the variances. The variances,
9 again, are asking you to set aside the very
10 laws that aren't being respected by Fareway by
11 cutting down landscaping, by not maintaining
12 the property.

13 And it clearly states that the
14 variances are only granted for the reasons of
15 topographic conditions or other extraordinary
16 and exceptional situations or conditions of
17 property such that the literal enforcement
18 of the provisions of the ordinance would result
19 in particular and exceptional practical
20 difficulties or exceptional and undue hardship.

21 These conditions do not apply for
22 the proposed use of the Audubon site for a
23 grocery store. The conditions are entirely
24 self-imposed by Fareway by building a store
25 that is far too big for the site.

1 Further, according to the ordinance,
2 you as a Commission cannot vote to recommend
3 granting a reasonable variance until you
4 determine all of the following findings can be
5 made. One, the property in question cannot
6 yield a reasonable return if permitted to be
7 used under the conditions allowed the
8 regulations -- by the regulations in that
9 zone.

10 No. 2, the plight of the owner is due
11 to unique circumstances that are exceptional
12 and extraordinary circumstances for conditions
13 applying to the property in question, as the
14 intended use of the property that do not apply
15 generally to other property or classes of use
16 in the same zoning district.

17 The variances, if granted, will
18 not alter the essential character of the
19 locality such as a variance which is necessary
20 for the preservation and enjoyment of a
21 substantial property right of way process by
22 other properties in the same zoning district in
23 the vicinity.

24 None of these three findings can
25 be made in the proposed development, and I will

1 remind you that the ordinance states that we
2 need to find all three.

3 One, the property in question could
4 yield a return if used under the regulation as
5 zoned. Even if rezoned, a return could be made
6 on a smaller commercial use but had fewer
7 impacts.

8 No. 2, the presumed plight of the
9 applicant has nothing to do with the site and
10 is entirely self-imposed by too large a
11 development on too small site. The variance
12 will absolutely and irrevocably alter the
13 character of the locality due to noise,
14 graffiti, trash, and other negative impacts as
15 you've seen in the photos.

16 The variance requests reduce the
17 buffer between Fareway and the adjacent
18 property, lower parking --

19 MS. OESTREICH: You need to wrap up.
20 Your time is up.

21 MR. ELIAS: When you vote I'm just
22 asking that you actually look at the reality of
23 those photos, what they look like versus what
24 that site plan looks like, and see what kind of
25 neighbor Fareway will be.

1 MS. OESTREICH: I have a question.
2 What regulations were you citing a few minutes
3 ago or a couple minutes ago?

4 MR. ELIAS: Article 5 Section 10.

5 MS. OESTREICH: Are there other
6 questions for him?

7 MR. CREGER: Sir, have you presented
8 any of these violations to the people at
9 Fareway and have they responded to them?

10 MR. ELIAS: No, I haven't.

11 MR. CREGER: Some of the -- well, I
12 mean quite possibly I would think that if these
13 gentlemen here knew that they had problems like
14 this, that they certainly would address it.
15 It's not fair if you haven't notified Fareway
16 of the --

17 MR. ELIAS: I would disagree,
18 respectfully. Whose responsibility is it to
19 the -- what the front of your house looks like?
20 This is relative specifically to the variances
21 that are requested.

22 What they are requesting specifically
23 is that you vary city code. You vary the law
24 that's written into the code that says
25 specifically the amount of buffer that will be

1 required, and the reason that it's so important
2 is because specifically when you lower those
3 buffers, when you lower those standards, you're
4 expecting corporate citizenship, and that's
5 what you're talking about, their corporate
6 citizenship.

7 That is a representation of what kind
8 of neighbors they are really are, and I would
9 ask you to look at that freezer full of
10 larvae-filled water, and I would ask you to
11 consider this in your neighborhood.

12 MR. CREGER: That was one of my
13 questions, that certainly that should be
14 brought to the attention of the manager of
15 the store, who, if he doesn't do anything, then
16 certainly you could go up the ladder until you
17 get results.

18 MR. ELIAS: At this committee, in
19 particular, when we are talking about the
20 variances that are required, is this the
21 corporate citizen who hires that manager,
22 who trains that manager, who oversees that
23 manager, is that the manager that you want to
24 be your neighbor? And that's the manager who
25 is asking you to vary city code and allow them

1 less buffer.

2 MR. CREGER: But we are not saying
3 here that you can have or that -- well, like,
4 as far as like if your tree is bad, one of the
5 trees, the arborvitaes or whatever it is, that
6 certainly it does take away from the character
7 of the company, but at the same time, you just
8 don't know if they are going to address this or
9 not.

10 MR. ELIAS: You saw how they addressed
11 it. They cut it down. I can show you.

12 MR. CREGER: They cut it down since
13 May 30th?

14 MR. ELIAS: No, the other trees you
15 saw in the presentation, those trees were
16 required by city code, the same as the code
17 they are asking you to vary.

18 The point that I'm bringing you back
19 to continually is that they are asking to vary
20 what's required. Those trees were required.
21 You're looking at a site plan and saying that
22 that arborvitae is actually required to buffer
23 your neighbor, and you see them cut them down,
24 you have seen them removed, and you haven't
25 even had the decency to have sod put in their

1 place or properly landscape them.

2 Now I'm asking you to take that
3 balance back and look at what Fareway is
4 asking you to do relative to the variances
5 around those very specific landscaping and
6 parking ordinances, and that's what I'm asking
7 you to look at.

8 MR. CREGER: So you are saying that
9 you are sure that this will happen in Rock
10 Island?

11 MR. ELIAS: There isn't a person alive
12 who could make that prediction, sir.

13 That is simply argumentative, and I'm
14 offended by it.

15 MS. OESTREICH: Anyone else have a
16 question?

17 MS. TYLER-JAMISON: I don't have a
18 question for this gentleman, but I'm certainly
19 interested in hearing the response from Fareway
20 on these pictures.

21 MS. OESTREICH: We can ask them later
22 or they can come and cross-examine him if they
23 choose. You have a right to cross-examination.

24 MR. PIKLAPP: I have a rebuttal. I
25 can do that during my closing. I don't have

1 any specific questions for Mr. Elias.

2 However, I do have a procedural
3 question for the Commission now, just so I'm
4 clear, nothing against Mr. Elias.

5 Do the rules allow for evidence to be
6 presented by somebody from Bettendorf, just so
7 I'm clear?

8 MS. OESTREICH: Yes, as long as he is
9 representing, and you should state who you are
10 representing. He has represented someone.

11 MR. ELIAS: 848 - 21st Street,
12 Alexandria Elias.

13 MR. PIKLAPP: I have no cross for him.

14 MS. OESTREICH: Actually, no, you're
15 right. You are not. You're not within
16 250 feet of the property, which doesn't mean
17 you still cannot submit this to us.
18 Unfortunately, that's done.

19 MR. PIKLAPP: Just as a point of
20 clarification, if the Commission finds it
21 relevant, I have no problem with what he
22 submitted.

23 MS. OESTREICH: He could submit it
24 later, not to speak for ten minutes, but later
25 during the public input section. I was wrong.

1 I should have corrected you on that. Thank
2 you.

3 MR. PETERSON: Diane, I have a
4 question here. So just to clarify, so I
5 understand and I think people remaining in the
6 audience, under our procedures that we are
7 following, there is a portion that's reserved
8 for the people who received notice and are the
9 interested parties, and then there is general
10 public discussion, and we are not to the
11 general public discussion.

12 MS. OESTREICH: There is a five-minute
13 limit on that, so this is really part of the
14 general public. It is my fault. It was my
15 fault not catching that.

16 Does anyone else want to give factual
17 evidence? State your name, again. You've
18 already been sworn.

19 MR. PANEGOS: Victor Panegos,
20 1627 - 27th Street, Rock Island.

21 First I would like to begin by
22 providing the Commission members with some
23 information. One of the -- we covered all
24 these variances that are being requested
25 because Fareway has chosen to submit an

1 application for a store that is too big for
2 the property.

3 What I would like to provide you
4 with is the Fareway self-stated requirements
5 for 30,000-square foot store.

6 MS. OESTREICH: You have a copy for
7 everyone?

8 MR. PANEGOS: I believe so.

9 MS. OESTREICH: This would be marked
10 as an exhibit, as well.

11 MR. PANEGOS: So I think the remedy
12 for the situation is simple, find another site.
13 There is another suitable for this development
14 somewhere.

15 Another piece of evidence is there was
16 some discussion on 17th Avenue where it talks
17 about no investment plan, no down the road
18 plan. These roads are going to have another
19 thousand cars, unlimited delivery trucks and
20 semis.

21 I just want to show the counsel, the
22 Commissioners, some pictures of what it looks
23 like, and I brought you a piece of 17th Avenue,
24 which I have to regularly rake pieces of
25 17th Avenue out of our lawn before I mow, and

1 now this proposal is to throw another thousand
2 cars, an unknown number of delivery trucks, on
3 our streets where our children play, ride their
4 bikes, walk to school.

5 And when I asked Mr. Piklapp if he
6 had done a traffic study, he said the city told
7 me I didn't need one. This project impacts so
8 many people. It impacts an historical piece of
9 property.

10 There are comparisons that are being
11 made that, well, this is the way that Hy-Vee
12 did it. Hy-Vee is not a model in this case.
13 Hy-Vee was already a grocery store. Hy-Vee
14 was already operating in a commercially zoned
15 district, and this whole PUD, they are doing a
16 PUD because Hy-Vee did a PUD.

17 Well, Hy-Vee owns a lot more property,
18 and in a few years we will have a Hy-Vee gas
19 station, we'll have a Hy-Vee convenience store
20 also on 18th Avenue.

21 Development in any community means
22 balance. You can't put everything in one area,
23 so I would submit these pictures.

24 MS. OESTREICH: Just put them down
25 there and we can pass them around. That will

1 save your time, too.

2 MR. PANEGOS: So 17th Avenue is
3 another part of the cost of this project that
4 is not being addressed anywhere.

5 Are we, the neighbors, going to be
6 assessed to rebuild the street? Like I said,
7 our neighbors, Mr. and Mrs. Charles Hawkins,
8 weren't able to be here. He has lung cancer,
9 but they provided a letter, which I can either
10 read or provide directly to the Commission.

11 MS. OESTREICH: If you would pass it
12 around, we can at least read it by the end of
13 the meeting, and that will be submitted as
14 evidence, too, as an exhibit.

15 MR. PANEGOS: So I think we have
16 already heard enough here that this project
17 doesn't really meet the requirements of a
18 PUD, and I'm going to save everyone's time
19 and not go through the code, but I would
20 like to address a couple points in the staff
21 report.

22 Under the Comprehensive Plan Design,
23 it's stated by Mr. Griffith that adequate
24 buffers -- it focuses on adequate buffers from
25 remaining residential areas.

1 I strongly take issue and disagree
2 with this. I don't know how it can be adequate
3 from our residential area when the variance
4 request is asking you to make it less than
5 adequate, okay.

6 Access, there seems to be a
7 discrepancy in the report between the language
8 and the picture. Is the street, 27th Street,
9 going to be opened up because in the drawing I
10 can't decide -- it's tough to decide if all the
11 traffic from Fareway is going to be coming
12 right into our driveway, so we have to wait for
13 all the traffic to clear before we exit our
14 driveway, or if it's shifted a couple feet
15 over so all the headlights from Fareway are
16 going into our daughter's bedroom?

17 It seems like if there is a difference
18 in the plan between what you're reading and
19 what you're seeing in the picture, it makes me
20 wonder what kind of vetting or due diligence is
21 taking place. This is going to have a huge
22 impact on all of the people here whose homes
23 are the largest asset that they own, so I'm
24 wondering why is this being pushed at breakneck
25 speed?

1 I mean, shouldn't we take a minute and
2 do a traffic study, do an environmental impact
3 report? I mean, I was just here a few weeks
4 ago when the property was given landmark status
5 unanimously by the Preservation Commission, and
6 it was overturned.

7 What do we -- what are we gaining by
8 pushing this through as opposed to taking a
9 moment and looking at all these things and
10 bringing some transparency to this process?

11 On the coverage of setbacks, we could
12 go through them one by one, but I think you can
13 all see what why they are being requested and
14 what the intent is, and I don't want to -- the
15 property isn't there, so it's going to be
16 shoehorned in at the expense of the adjacent
17 property owners, and I don't think that's a
18 correct application of our code.

19 I thank you all for your time. I
20 don't envy your position, but I think if you
21 look at this, it doesn't qualify as a PUD,
22 first and foremost, and the variances are
23 completely unacceptable.

24 If you look at the staff report it
25 says the access onto 17th Avenue is being

1 provided for the convenience of the shoppers.
2 Well, what is being provided for, the red light
3 that they say is going to manage all the
4 traffic, do you think anybody in the parking
5 lot is going to look up at the red light, and
6 they are going to see six cars waiting there,
7 and you don't think that they are going to
8 scoot out the back?

9 I think that the light will actually
10 encourage more traffic into the neighborhood,
11 and, again, this is a residential neighborhood
12 where children play, and it is highly
13 unacceptable to even consider approving
14 something like this without more study.

15 I just want to make a quick comment
16 about the Eagle's location. A grocery store
17 operated there for a very long time. I believe
18 there is a store operating there now. Should
19 we send someone there to arrest them for
20 operating a store?

21 MS. OESTREICH: This is something that
22 we have kind of hashed over. It really isn't
23 within our scope, so I think you should drop
24 it.

25 MR. PANEGOS: I could go on and on,

1 but I think --

2 MS. OESTREICH: You have one minute.

3 MR. PANEGOS: No, I think you can see
4 just by the evidence that's been presented so
5 far that this request should be denied or at
6 least be tabled for some more consideration on
7 some of these key factors. Thank you.

8 MS. OESTREICH: Wait. There may be
9 questions. Anyone have questions? Is there
10 anyone who wishes to cross-examine?

11 MR. PIKLAPP: One thing -- no, never
12 mind.

13 MS. OESTREICH: Thank you. Anyone
14 else who wishes to actually present evidence?
15 Hearing none, we are going to go back
16 to the way we used to run the more generic
17 public hearings, and anyone now who wishes to
18 speak in favor of the proposal has five
19 minutes.

20 You don't have to be sworn in. If
21 anyone wishes to speak in opposition to the
22 proposal, please get up and give your name and
23 address.

24 MR. PIKLAPP: Excuse me, I would like
25 to speak in favor.

1 MS. OESTREICH: Well, I think you're
2 the proponent. You have already given your
3 opinion, and you will have a chance for a
4 rebuttal, too. When you do that we are not
5 exactly counting.

6 Please state your name and address
7 and, hopefully, don't repeat a lot of what's
8 been said or you may just choose to say I agree
9 with certain things.

10 MR. MARTIN: David Martin, 1627
11 27th Street. I live just across the street
12 from -- across 17th Avenue in the middle part
13 of their proposed site for Fareway.

14 Basically, just what I wanted to say
15 was we are zoned residential. Presently the
16 school's zoned residential, which is obviously
17 why we are here, and the city has a future use
18 map out for that area, and that shows public
19 and semi-public use for that, is what the city
20 had wanted.

21 That's what they want for future use
22 for this site, which obviously them coming in
23 with big commercial buildings does not give
24 us. Our zoning is to protect our property.
25 That's why we have zoning in the city, is to

1 protect our residential property, so we can
2 have a small residential street in front of
3 our house.

4 17th Avenue is not a thoroughfare
5 street, and what I'm asking you, I guess, is
6 to say no to this rezoning, to protect our
7 residential zoning. That's the whole purpose
8 of having zoning in a city, is to protect
9 people and to protect the neighborhoods and the
10 businesses, so that they don't have this clash
11 where you have a major shopping center right
12 next to residential area property.

13 That's the reason -- well, we have
14 been discussing a lot about the variances that
15 they are asking for, but really this does not
16 seem to me to be a proper place to put a large
17 commercial business. If you want to put a
18 business in that area, then that's what B-1
19 is for, and not some large business, so I'm
20 just asking you not to grant the variances.

21 MS. OESTREICH: Stay here in case
22 there are any questions. Go ahead.

23 Does someone else wish to speak in
24 favor of the proposal? You can get up and give
25 your name and address -- excuse me, in

1 opposition, yes. I'm not trying to trick you.

2 MR. LEMON: Joe Lemon. Do I need to
3 be sworn in?

4 MS. OESTREICH: This is not the actual
5 testimony. This is just opinion, and you have
6 five minutes.

7 MR. LEMON: Thank you, Joe Lemon, Jr.
8 Together with my father, Joe Lemon, Sr., we
9 are the owners and operators of Abbey Station.
10 It was an historic structure that together in
11 kind of a corporate -- or private/public
12 partnership we worked with the city to restore
13 that and to put it to public use.

14 MS. OESTREICH: Your address?

15 MR. LEMON: 3031 Fifth Avenue. So
16 we think that that has been an example of how
17 a city and a community can work with private
18 individuals to help restore and save our
19 historic landmarks.

20 I think it's really unfortunate that
21 we have come here to this meeting tonight
22 because it has given an impression, which I
23 think is a wrong impression, that Fareway is
24 not desired in our community in Rock Island. I
25 believe that's actually not the case.

1 I think that we would like to have
2 Fareway here, and what we are learning from
3 this is that by truncating this process, by
4 accelerating this process, we have highlighted
5 some of the problems with the individual site
6 here.

7 If we were to allowed to expand to
8 the consideration of different alternatives,
9 for example, we, my family, have had a
10 history of restoring historic properties. This
11 opportunity was not presented to us previously.
12 We would welcome the opportunity to work with
13 the community in some way that would preserve
14 that for the benefit of the whole community,
15 and we are fortunate that Rock Island has a lot
16 of examples to draw on in this regard,
17 particularly in the downtown area.

18 MS. OESTREICH: I have to caution
19 you, we are not dealing with the historic
20 school. We are dealing with this as a site
21 plan within a certain area, and so what you say
22 is not really relevant to what we are dealing
23 with today.

24 MR. LEMON: Do you think what I have
25 said is not relevant?

1 (Applause).

2 MR. LEMON: I'm trying to be
3 conciliatory here and offer up opportunities
4 beneficial to the community.

5 MS. OESTREICH: We are dealing with a
6 legal thing and if --

7 MR. LEMON: You have got a freezer
8 full of mosquito larvae, and we are told
9 somehow the community is supposed to be the
10 stewards of the stores and report this up the
11 chain of command, all the way up to Boone,
12 Iowa, I guess is the take-away.

13 I'm trying to be as cooperative as
14 possible, but that's my observation of the
15 process thus far.

16 MS. OESTREICH: Does anyone else wish
17 to speak? Please come up.

18 State your name and address.

19 MR. KINZER: My name is John Kinzer,
20 and I live at 1712 - 24 1/2 Street in Rock
21 Island. I will make this very brief.

22 These ordinances were put in effect
23 for a reason, and that's to protect the people
24 who live in that neighborhood. That area has
25 been zoned residential for years. The roads

1 are not equipped, the sewers, just about
2 everything is not equipped for a commercial-
3 type structure.

4 My suggestion to Fareway, a
5 family-owned organization, a good company, is
6 if you want to instead of doing it as a zoned
7 variance is to go in and buy up those
8 properties, give those people in that area, in
9 that neighborhood, a fair market price for
10 their properties and have it zoned commercially
11 and move along, but thank you.

12 MS. OESTREICH: Questions? Anyone
13 else wishing to speak? State your name and
14 address.

15 MR. MILANI: My name is Italo Milani.
16 I'm an architect in Rock Island, and I live at
17 2801 - 12th Avenue.

18 I have seen the application, and I do
19 not feel that it meets any of the criteria that
20 were intended for the Planned Unit Development
21 section of the ordinance. They have got a long
22 way to go, and I implore you to not pass this
23 application. Have them redo it. Thank you.

24 MS. OESTREICH: Andrea? We are
25 getting to know you on a first-name basis.

1 MS. GAETA: Andrea Gaeta,
2 2630 16th Avenue.

3 I know we have kind of heard issues
4 with the buffers. Everybody has covered that.
5 I'm not going to cover that.

6 I would just like to say that
7 surrounding this property is 75 percent
8 residential. There is about 25 percent of
9 small business, and per the residential
10 district code, the residential zoning is
11 established in order to protect public health,
12 promote public safety, convenience, comfort,
13 morale, prosperity and so on.

14 I feel that by allowing variances you
15 are essentially jeopardizing these aspects of
16 the residential zoning code. Placing a
17 commercial grocery store there that directly
18 differs with the current establishment creates
19 many of the elements that are supposed to be
20 protected through the zoning.

21 Trucks will increase the traffic. We
22 have established that they are talking about
23 the 17th Avenue exit, which sounds like it is
24 meant to increase the traffic on 17th Avenue.
25 We have talked about the dumpsters, the air

1 quality. That is something that per
2 residential zoning you are supposed to protect
3 us against odor, glare and other objectionable
4 factors.

5 By adding dumpsters and trucks you're
6 asking noise. By adding traffic, you're adding
7 noise. The dumpsters and the exhaust could
8 potentially impact the air quality. Again, we
9 haven't seen any environmental studies as to
10 how this is going to impact.

11 We talked about the loading and
12 unloading potentially between five and seven or
13 maybe nine. We don't have a set standard on
14 that yet. I asked how many of you would like
15 to live across from an area that is unloading
16 trucks between 5 and 7 AM. Imagine the noise
17 of that. Now we find out that it's not just
18 one Fareway truck, but potentially multiple
19 trucks coming in and out during the day.

20 The glare, removing all those mature
21 oak trees and placing crab apple trees and some
22 conifers, that doesn't do justice to protect us
23 against the glare of the lights on 18th Avenue,
24 potentially the lights on their building. I'm
25 not sure how that's going to be addressed,

1 their store sign, which they will have on 18th
2 Avenue, the parking lot, the headlights coming
3 in and out.

4 I mean, that all plays a part in our
5 residential zoning, and they are asking for all
6 these variances, obviously, so that they can
7 fit the store in there. I'm asking you to
8 please protect the residential zoning. That is
9 what it was made for, and just putting us on
10 the back burner would be very disappointing.

11 We live here. It's residential. In
12 our mind it has never been an issue that it
13 would be a commercial building. It has never
14 been future landmarked as a commercial -- for
15 us to have to deal with that, that was never
16 even a thought. I ask all of you to think
17 about that when you're voting. Think about
18 what you would like across from your home that
19 has always been residential. Thank you.

20 MS. OESTREICH: Thank you. State your
21 name for the record.

22 MR. BENSON: Tom Benson,
23 3412 14th Street in Rock Island.

24 The point I brought up earlier about
25 the fact that homeowners, adjacent property

1 owners, over 150 feet and less than 250 feet
2 who are required by law, by Supreme Court
3 decision in the State of Illinois, were denied
4 their Constitutional rights to be notified of
5 this hearing, were not given -- and none of
6 them -- anybody who was notified of the
7 procedures that were being placed for this
8 hearing today to be prepared for this hearing,
9 to be able to ask the good questions or to even
10 know prior to this hearing that they may be
11 able to cross-examine witnesses, to bring their
12 own witnesses.

13 The hearing procedures should have
14 been open and public. This Commission should
15 have adopted appropriate hearing procedures
16 many years ago, not before this meeting, before
17 this hearing, or before the second hearing
18 today.

19 The second point I would like to
20 make is this ordinance that I passed you a
21 copy of that Fareway stated that they read some
22 time ago, that the city planner said that he
23 read some time ago, that, you know, has very
24 specific requirements as to what this
25 application is supposed to have and contain.

1 This application has none of it, and
2 this plan was not certified by the planner, as
3 is required by the ordinance, so this question,
4 No. 1, is not even properly before this
5 Commission to answer.

6 You know, I would just like to take
7 judicial notice of the City of Champaign, which
8 has a very similar ordinance. I don't have ten
9 copies, but I would like to show you, this is
10 what a preliminary application looks like for a
11 planned development in the City of Champaign.

12 It answers all the specific questions
13 as to why, you know -- the benefits of the
14 project, why it should be a planned unit
15 development, the parking guidelines, the
16 landscaping guidelines, why they should have
17 variances to the rules.

18 This application submitted by Fareway
19 has some pictures and some drawings, none of
20 which were provided to the homeowners prior to
21 being able to have an objection. They didn't
22 know what the plans were. They were told we
23 are going to build a store there, and then you
24 file an objection by May 31.

25 I don't know what statute is referred

1 to that they should have to file a written
2 objection by certified mail by May 31. That
3 notification should not have been sent out --
4 was not sent out to not enough homeowners.

5 I also have an example for the
6 Commission of what the bylaws of the
7 Commission, the PLANNING COMMISSION, of
8 Champaign are and how they conduct their
9 public hearings, which would be a little bit
10 different, plus their notifications to the
11 homeowners up to 250 feet away. I would like
12 to provide that just as --

13 MS. OESTREICH: Well, pass it around,
14 and we will mark that as an exhibit for the
15 record.

16 MR. BENSON: This is what it is in
17 Champaign. But the point is that the PLANNING
18 COMMISSION of Champaign has taken into account
19 changes in the law, and they have incorporated
20 it into their ordinance. They have the planned
21 development procedures, and they meet the
22 following standards.

23 The procedures and those things simply
24 just have not happened in Rock Island, and
25 you're being asked to compare this request to

1 previous requests, and for whatever reason I'm
2 the first one to say, maybe we haven't been
3 doing it the right way, and, you know, having
4 worked in government in the past, I asked why
5 do we do it that way, and the answer is,
6 Because that's the way we have always done it,
7 and that's not a good answer.

8 Maybe this is the first time we're not
9 going to do it the way we've always done it,
10 and we're going to seriously sit down and look
11 at the ordinance. You're advising the Council
12 on whether or not this plan adheres to the
13 ordinance, and, unfortunately, you relied on a
14 report by our city planner that does not give
15 you the information that you need to make that
16 decision.

17 So the only other point I want to make
18 is that this Commission does have the power to
19 order a traffic study or other variances to
20 this application, and I think that at the very
21 least there has been enough evidence submitted
22 to this Commission today that a traffic study
23 is necessary to determine what really are the
24 impacts to the neighborhood on 17th Avenue, the
25 condition of 17th Avenue, what this light

1 that's coming out of the parking lot is going
2 to do, the fact that the roadway is already
3 divided into a turn lane, and it's partially
4 blocked off in front of that entrance.

5 We don't even have a plan as to what
6 the intersection is going to look like. I
7 don't think you can approve the plan without
8 knowing what it all entails, so I'm just asking
9 you to send this back for a redo.

10 Thank you.

11 MS. OESTREICH: Any questions for him?
12 I guess not. Thank you.

13 Anyone else wish to speak? Please
14 state your name and address.

15 MS. ANDERSON: Linda Anderson,
16 and I live at 1718 21st Street in Rock Island,
17 and I'm coming from a very different approach
18 here.

19 MS. OESTREICH: Pull the microphone
20 down.

21 MS. ANDERSON: Much of what I have
22 developed in my notes has been talked about a
23 lot, but there were two kind of items that I
24 would like to bring to your attention.

25 Kind of before I do that, I want to

1 suggest that I am coming at this as a citizen
2 of Rock Island who doesn't live in the
3 neighborhood, but I seriously take our zoning
4 ordinance, I take it seriously, and I wanted to
5 express that to you today.

6 When I was reading on page 2 of the
7 staff report, as has been pointed out many
8 times, there is that policy statement that
9 talks about the adequate buffers, but it also
10 says that the proposal should be located in
11 proximity to the major intersections, and
12 that's when we are spreading out a large
13 commercial development.

14 I do not think that this Planned Unit
15 Development meets that standard, as well as not
16 meeting the standards for buffering. The list
17 for variance requests, they're long and they're
18 large, and I think that they have, as other
19 people have said, showed this site is too small
20 for a development.

21 I think I would like to talk a little
22 bit about the idea of low impact business along
23 18th Avenue. I think it was my understanding
24 when we looked at 18th Avenue in the past when
25 we developed this plan and talked about where

1 we wanted to put our commercial development, we
2 talked about putting it at the major commercial
3 intersections, which would be 30th Street,
4 38th Street, 11th Street.

5 That's where we were going to put our
6 big developments, and the areas between those
7 that were going towards residential areas would
8 be small, low-impact businesses, and I think it
9 is very difficult to agree that this grocery
10 store is a small impact business. It would not
11 be if it was in my neighborhood.

12 So I would encourage you to deny
13 the zoning change request before you, and, in
14 addition, I have two other comments.

15 I would hope that someone on the
16 PLANNING COMMISSION would ask Fareway the
17 question about their development agreement,
18 which is underway. If not passing that
19 development agreement, if they don't come to
20 the agreement with the city on a financial
21 package, does that stop the project?

22 If so, I think that's an important
23 element that doesn't concern you, but concerns
24 me as a citizen, that we don't want to move too
25 far down that process and then have everybody

1 say, We tore the school down, so we have to pay
2 for these other parts that are part of the
3 economic development package.

4 That may be a message that I need to
5 share with my alderman more than with you, but
6 I think it's an important point, and I would
7 ask the Fareway representatives that question.

8 I would also encourage you to not
9 approve this, but I would also like you to
10 ask our planning and economic development
11 department to make extraordinary efforts to
12 work with Fareway to find a more appropriate
13 site here in Rock Island.

14 I certainly am not saying that we
15 don't want economic development. I'm not
16 saying that we don't want new business coming
17 to the community. I think it's imperative that
18 we have smart growth, and that we pick the
19 appropriate site for this as we go forward.
20 Thank you.

21 (Applause)

22 MS. OESTREICH: Again, we will give
23 you time to applaud. Any questions?

24 Does anyone else wish to address the
25 Commission in opposition?

1 MR. BATH: Good afternoon. My name is
2 Michael Bath. I live at 1625 21st Street in
3 Rock Island. I'm the president of the Highland
4 Park Historical Neighborhood Association,
5 although I am here on my own behalf.

6 I don't even speak for my wife, since
7 she didn't even take my name, but I appreciate
8 the chance to make some remarks, especially as
9 I'm avoiding washing my kids in the bath right
10 now.

11 But I have lived in Rock Island for
12 six years, and that's the entire time that I've
13 lived in the Quad Cities. It pleases me a
14 great deal to be able to participate in civic
15 exercises like this. I think they are very
16 important. I moved here from Washington, DC,
17 and these kinds of opportunities don't really
18 present themselves.

19 I also count myself as a Fareway
20 customer, and I certainly don't like driving
21 all the way to Moline for my meat, but I have
22 no ill-will towards Fareway, but I am, indeed,
23 here in opposition to this particular plan for
24 a number of reasons that I don't think
25 duplicate what have been said thus far.

1 It's, for me, a bit about precedent,
2 and it's also a bit about what it does to the
3 neighborhood just beyond me, possibly my
4 property values, and what it might mean for
5 future development further along 18th Street --
6 18th Avenue.

7 But really the three points I would
8 like to make are, first, that what gets planned
9 isn't what gets built. Second, that what gets
10 built isn't what remains, or that what goes in
11 isn't what stays, and, lastly, that good-faith
12 assurances, while I do not question good faith,
13 aren't really worth much if they are not put to
14 law. They are worth the paper that they are
15 not written on, I guess.

16 The point about what gets planned
17 isn't what gets built, there are two examples
18 that come to me in just my short time here.

19 Just before I moved here, my
20 understanding -- the first place that we rented
21 before we bought was on 38th Street near where
22 the True Value went in, and my understanding of
23 that zoning change was that it was going to be
24 a Panera and a True Value.

25 My guess is that the Panera is what

1 led a lot of residents to say, This is great,
2 and we would love a Panera in our neighborhood.
3 Well, guess what? A Panera wasn't built there,
4 but a large hardware store was, so what got
5 approved through the planning process wasn't
6 what got built.

7 Then, of course, the hardware store
8 went out of business. A lot of people said,
9 Why do we need two hardware stores? There is
10 one nearby, just as a number of people are
11 saying here today, Why do we need a Fareway?
12 There is a Hy-Vee right across the street.

13 It's a similar situation. They went
14 out of business. They stayed empty until Aldi
15 moved from across the street, so that
16 neighborhood traded a Panera for what is now a
17 Family Dollar.

18 In my own neighborhood, we have the
19 Center for Math and Science, a school that
20 doesn't look at all like what was planned, and
21 they have been a good neighbor to us, and I'm
22 not here to complain, but the point being that
23 what was originally supposed to be a structure
24 in line with the historic neighborhood became a
25 nice but fairly generic school. The wrought

1 iron fences that were supposed to surround the
2 property are the same old rusted chain link
3 fences that were there when it was the
4 burned-down Villa.

5 They have been a very good neighbor,
6 and I'm not here to complain about them, but
7 the point is what gets promised and what gets
8 planned isn't what things ultimately look like,
9 and so when neighbors are concerns about
10 variances and we are talking about putting in
11 buffers and trees and so forth, it's very hard
12 to take that stuff -- I don't think that stuff
13 should be taken very highly into consideration
14 when you're doing something as serious as
15 changing local ordinances.

16 I think we also in the building of
17 that school went through a number of steps
18 where people said, Well, we are going to do the
19 traffic plan later. We are not going to have
20 cars going through the neighborhood.

21 Well, we have cars going through the
22 neighbor. All that changed. We have cars in
23 the alley. We have all these things. Again,
24 I'm not here to complain about that, but my
25 point is what things looked like at the

1 beginning of the process are not what they
2 looked like at the end of the process, and I
3 think --

4 MS. OESTREICH: You have one minute.

5 MR. BATH: That's fine, and similar to
6 the photos that were shown today, I think that
7 a lot of that speaks to some of those concerns
8 that what looks good on paper isn't always what
9 arrives to the naked eye.

10 Thank you for your time. Thank you
11 for showing up today.

12 MS. OESTREICH: Let the record show
13 that it wasn't a True Value that went in and
14 closed. It was an Ace.

15 MR. BATH: Sure.

16 MS. OESTREICH: The people that are
17 local friendly to the True Value might take
18 offense.

19 MR. BATH: Well, you're right. The
20 True Value is where I do my shopping, and I
21 shouldn't have besmirched their good name.

22 MS. OESTREICH: Would anyone else like
23 to speak in opposition?

24 MR. ELIAS: My name is Harris Elias,
25 and I would just like to state that I'm in the

1 commercial construction business, just like
2 these gentlemen here. I make my living doing
3 development, and one thing I'm truly afraid of
4 is a precedent that gets set.

5 When you get a bad precedent, make
6 no mistake, this comes back to every other
7 developer, and there's a piece of paper that
8 said you did it for Fareway so you have got to
9 do it for me.

10 That cannot be understated. That
11 precedent that we set by removing buffers
12 affects the entire city. This is not a single
13 site. It is not a single PUD. It is a
14 precedent. Thank you.

15 MS. OESTREICH: Again, state your
16 name.

17 MR. STANLEY: Stanley Stanley,
18 2605 17th Avenue.

19 I just -- I'm close to this, but I
20 keep going back to this Article 32 that spells
21 out the purpose, procedures and items that deal
22 with public interest.

23 Paragraph 32.4 deals with the
24 standards. A planned unit development
25 must meet the following standards. The

1 compatibility, the uses permitted in a planned
2 unit development must be of a type and so
3 located so as to exercise no undue detrimental
4 influence on surrounding properties. This
5 nearly destroys it. Property values will drop
6 30 or 40 percent.

7 The property that I'm involved in, the
8 front door will be probably 30 or 40 feet from
9 the back of this building, and then, I mean,
10 all the buffers, variances and setbacks have to
11 have -- have just been ignored, so I hope that
12 this body refuses to pass this.

13 MS. OESTREICH: Thank you. Are there
14 any more comments?

15 MS. MARTIN: Ellen Martin,
16 1626 - 27th Street. I know when we went around
17 to try to get Katie Hotle elected, there was a
18 young couple that lived at 17th Avenue and
19 26th Street, and they had children, and they
20 were going to purchase the house.

21 Then when this happened, they said, no
22 way, and they moved away, and that house still
23 sits empty right now, and I don't know the size
24 of this room, but I do know that our windows in
25 our house are fairly close to the street, and

1 at sixty some feet away from our windows will
2 be a Fareway, not our property, but our
3 windows, and would you really want to live that
4 close or have your mother live that close to a
5 major shopping store? Thank you.

6 MS. OESTREICH: Anybody else? If no
7 one else wishes to speak, then we have time
8 that there is a rebuttal from Fareway, and if
9 there have been questions raised, you will
10 clarify them.

11 MR. PIKLAPP: Garrett Piklapp, Fareway
12 Stores. I will do my best to address all the
13 concerns, both relevant to this hearing and not
14 relevant.

15 It's kind of hard to determine where
16 to start, and you as a Commission have to try
17 and eat the elephant one bite at a time, and I
18 think we can boil this down to use, and I think
19 we can boil this down to variances. Let's
20 first look at the use.

21 Looking at the staff report, the
22 current use north of our proposed property is
23 single-family residential. The current use to
24 the east is single-family residential and
25 neighborhood commercial. The current use to

1 the south is single-family residential and
2 general commercial, and the use to the west
3 is single-family residential and neighborhood
4 commercial.

5 Three sides of this property abut to
6 neighborhood commercial areas already. Now,
7 taking, I guess, the comments I just heard from
8 the back, your job is to interpret that current
9 use and the future planned use to determine the
10 comprehensive long-term plan of the city, and
11 the city's report shows that the long-term --
12 the current use of the -- the long-term plan
13 use is commercial use.

14 The second part of this is the
15 variances, and let's tackle these variances in
16 a practical nature, and these variances are as
17 follows.

18 The first variance says that the
19 north front yard building setback must be
20 25 feet from the north side property line. It
21 is the property line. We are asking for a
22 16-foot variance setback, 16 feet, so we will
23 be 8.86 feet from the north front yard property
24 line, plus 25 feet. Given the current width of
25 the street, we will be almost 34 feet from that

1 property line.

2 A variance on the northern -- excuse
3 me, for the bufferyard setback along the
4 northern property line we are requesting a
5 six-foot variance. We are requesting a
6 six-foot variance on the north side, plus the
7 width of the street.

8 Now, per local rule you can't
9 determine or use the width of the street, but
10 as a practical matter you can consider that we
11 are asking for a 16-foot variance and a 6-foot
12 variance, and I think generally the comment has
13 been, well, you're requesting 50 percent less
14 or 60 percent less.

15 We are requesting 16 feet on one side
16 and 6 feet on another side.

17 Let's go to the east side property
18 line. We have almost 49 feet of green space,
19 plus given our neighborhood meeting, we are
20 putting in a row of arborvitaes.

21 We have determined that we will plant
22 another 29 plants along the other side plus an
23 additional 50 feet of green space. I think
24 generally the comments have been that we are
25 somehow trying to shoehorn the Fareway store

1 into this site.

2 When you boil down the variances and
3 you look at each variances, we are not asking
4 for 50 feet, 60 feet, 70 feet. It's your job
5 to determine whether 6 feet closer to the
6 property line is reasonable.

7 Now, I will address just, I guess in
8 summary, the comments about safety and the
9 comments about trash, and I can tell you that
10 relative to safety, I guess, we hire 14- and
11 15-year-olds, and we take their safety very,
12 very seriously. We take their safety just as
13 seriously as we take Mr. Hagan's safety, my
14 safety, our customers' safety.

15 To stand in front of you and suggest
16 that we are going to offer a shopping
17 environment that's not safe or any environment
18 that's not safe is, frankly, just not true.

19 To stand in front of you and tell you
20 that we keep a dirty store based on a few
21 pictures, I can show you a 104 store locations
22 that don't look like that, and I can cite line
23 and verse sanitation requirements, USDA
24 requirements, FDA requirements, OSHA
25 requirements, that say that we are in

1 compliance.

2 And, finally, and most importantly,
3 we can talk use and we can variances, and
4 that's why we are here, but one comment struck
5 me very, very seriously, and it was the comment
6 just made about good-faith comments don't mean
7 anything; promises don't mean anything.

8 Fareway has 75 years of doing business
9 that states that that is not true. That is not
10 how we do business. That is not the shopping
11 experience that we offer our customers. That's
12 not the working environment that we offer our
13 employees, and we don't go into local
14 businesses and make false good-faith efforts
15 and false promises and don't keep up our end of
16 the bargain.

17 In 75 years we have closed one
18 store -- two stores in one environment to
19 relocate to a bigger store. What you see is
20 what you get. We're here showing you that we
21 are making a good-faith effort to meet with the
22 property owners. We are making a good-faith
23 effort to abut a neighborhood, and the history
24 shows that we can do it and we do it well.

25 I would ask you to look at the

1 proposed use with Fareway's model. I would
2 ask that you look at the proposed variances one
3 by one, 6 feet, 8 feet, 5 feet, and determine
4 whether those variances are reasonable in
5 light of our proposed use. Thank you for your
6 time.

7 MS. OESTREICH: Are there any final
8 questions for him?

9 MR. MOLINE: One, I guess, and just
10 a correction, when you say three sides, if you
11 look at the map, there really is only one
12 property on the west side, on 26th Street,
13 which is commercial and one property on
14 28th Street, so when you say it's surrounded on
15 three sides by commercial, that's just not
16 correct.

17 There happens to be one thing there.
18 We can debate that later, but it's a stretch to
19 say three sides.

20 The other point, and that is when
21 you raise the point about it being too small,
22 I'm wondering if you could respond where in the
23 document that the gentleman provided from
24 Fareway, where it says, "The following is the
25 appropriate minimum acreage for the following

1 prototypes," and for the smallest of your
2 stores it says that you need 3.5 acres, and
3 this has 3.08.

4 So how do you mesh the statement
5 objecting to the comment that some say that
6 this is shoehorning it in when, in fact,
7 according to your own document it is smaller
8 than what you suggest is the appropriate
9 minimum acreage?

10 MR. PIKLAPP: The first question was
11 or, excuse me, the first statement was I think
12 you respectfully disagreed with me regarding
13 the commercial use on three sides, and if I
14 said that there was solely commercial use on
15 three sides, that was not my intent.

16 My intent was to show that the current
17 land use is that it's mixed use on three sides,
18 a residential neighborhood and a neighborhood
19 commercial.

20 Now, whether that's one property or
21 three properties or a 50,000 square foot store
22 or a 4,000 square foot store, the intent behind
23 my statement was not to tell you that the --

24 MR. MOLINE: I'm just saying all you
25 have to do is look at the zoning map, and I'm

1 just suggesting it is a stretch to say that
2 it's three sides. That's a fact, not an
3 opinion. Go ahead.

4 MR. PIKLAPP: Back to my comment, I
5 was quoting the staff report that says there is
6 mixed use on three sides. That was the intent
7 behind my comment. If it was taken anything
8 more than that or if I suggested it was full
9 commercial on three sides, that was not my
10 intent.

11 The second comment is relative to the
12 guidelines that we have online. They are
13 simply guidelines. You can appreciate this.
14 Every project that stands in front of you is
15 fact specific. It's proposed use specific.
16 It's proposed development specific.

17 Every project on our website, every
18 market analysis that we do is very fact
19 specific. Those on the website are simply
20 guidelines.

21 MS. OESTREICH: Any other questions?

22 MR. JOHNSON: Ted Johnson. What is
23 the size of the Moline store? Is that a
24 30,000-square foot store? I'm trying to put
25 it in perspective.

1 MR. PIKLAPP: That's another good
2 question. From memory I would guess between
3 twenty-two and twenty-four. I'm getting the
4 nod of approval from these gentlemen, so I
5 think that's in the ballpark.

6 MR. JOHNSON: Thank you.

7 MS. OESTREICH: Another question,
8 the Davenport -- I'm familiar with the Moline
9 store, less so the Davenport and Bettendorf
10 ones, which are in the pictures.

11 Are they newer stores? I think the
12 Moline store is a relatively older one.

13 MR. PIKLAPP: That's right. Just
14 taking them one by one, Davenport was
15 approximately 1995, Moline was approximately
16 1999, Bettendorf was approximately 2004.

17 MS. OESTREICH: So Davenport is
18 actually older than the Moline store?

19 MR. PIKLAPP: That's correct.

20 MS. OESTREICH: In some of those
21 pictures that we see were taken. Thank you.
22 Anyone else?

23 MR. PETERSON: Bruce Peterson, just
24 following up on your statement about good faith
25 and the type of neighbor and corporate citizen

1 Fareway has been and the fact that you have
2 long-term commitments to property.

3 We have heard a lot of very good
4 issues raised by interested property owners
5 and by the community, in general. You held a
6 neighborhood meeting that went for a couple of
7 hours and listened to concerns.

8 In your opinion, can Fareway address
9 the concerns in a manner that would lead to a
10 good, long-term tenancy of this property?

11 MR. PIKLAPP: That's a good question.
12 I don't want to summarize our two-hour
13 discussion with the adjacent property owners in
14 a matter of a few seconds, but I'm going to
15 try.

16 And their concern was -- their
17 concerns, generally, were commercial use of the
18 property, which is, frankly, up to the city,
19 and then there was talk about trucking and
20 access, and then there was talk about noise,
21 talk about green space, and talk about --
22 there is one more I'm missing -- traffic,
23 thank you.

24 And I think we have done the best
25 we can. Whether it's good enough, some may

1 disagree, but I think we have done the best
2 we can to maintain this as a viable site in
3 addressing those concerns, and we have
4 addressed those concerns with adding additional
5 landscape.

6 We have addressed those concerns
7 about the trucking and transportation coming as
8 late as 9 AM and having no idle time, with one
9 exception, and that's with weather.

10 We have discussed lighting, and in the
11 city staff report we have photometric lighting
12 that registers at zero in some parts of the
13 property. That indicates that there will be no
14 spillover. Hours of operation are 7 AM to
15 9 PM.

16 We have talked about traffic and
17 traffic studies coming. I think we have
18 addressed most of them. Now, whether we
19 have addressed them sufficiently is still
20 debatable.

21 MR. PETERSON: Thank you.

22 MR. PIKLAPP: Does that answer your
23 question?

24 MR. PETERSON: Yes, I think so. I
25 mean, you're committing corporate resources

1 into this site for a long-term purpose, and I
2 guess what I'm really trying to hear is having
3 what we listened to tonight in the neighborhood
4 meeting that you still feel that you can
5 address this in a fashion that will allow that
6 to remain there in a compatible existence that
7 goes together satisfactorily.

8 MR. PIKLAPP: Yes. Candidly, those --
9 a good corporate citizen will come in and work
10 reasonably with the city and the adjacent
11 property owners to do the best it can to
12 maintain their customary business model, and
13 we think that we have started that process and
14 we are committed to that process long term with
15 the citizens of Rock Island and the adjacent
16 property owners.

17 MR. PETERSON: Thank you.

18 MS. OESTREICH: Anyone else?

19 MR. JOHNSON: Ted Johnson. No matter
20 what transpires tonight -- and I don't know
21 what will transpire tonight -- I think that --
22 I hope that Fareway got the message that the
23 residents and the community is anxious for
24 Fareway to become a member of our community.

25 How that occurs, I don't know, but I

1 think that -- I hope that you did get that
2 message, that we do want you as a part of our
3 community and somehow hopefully it can come to
4 that.

5 MR. PIKLAPP: I appreciate that.

6 MS. OESTREICH: Okay. Thank you very
7 much.

8 MR. PIKLAPP: Thank you.

9 (A discussion was held off the
10 record.)

11 MS. OESTREICH: Now, before we close
12 the public hearing, there has been an issue
13 raised that perhaps things have not been done
14 properly, and people have asked that this be
15 continued because not enough people were
16 notified.

17 They were only notified
18 within 125 feet instead of the 250 feet
19 required by law, and also that they were not --
20 people were not aware that they could
21 cross-examine, although they did it very well
22 on the spur of the moment, I must say, so on
23 this request for continuance, I guess I would
24 defer to our city attorney.

25 Is this something that we should do

1 because of the legal issues that have been
2 brought up? Ted?

3 (A discussion was held off the
4 record.)

5 MS. OESTREICH: His advice is that
6 substantial due process has been done. There
7 have been public notices in the newspapers as
8 required. There have been deliveries of
9 information, so that we do not have to
10 continue. We do not have to worry if we do not
11 give a continuance. That still could be an
12 issue, and if somebody wants to make that
13 motion, that would be made now. Otherwise, I
14 will close the public hearing.

15 Hearing none, we will close the
16 public hearing and bring it back to the
17 Commission for a motion, and I would assume
18 we could move to approve the site plan, deny
19 the site plan, or ask for changes.

20 MR. MOLINE: I move that it be denied
21 for reasons which I will cite.

22 MS. OESTREICH: And we need a motion
23 on the floor to proceed to discussion, so the
24 motion can be overturned, it can go anywhere,
25 but we need a second to the motion to begin

1 the discussion.

2 MR. MEEGAN: I will second that
3 motion.

4 MS. OESTREICH: We have a motion on
5 the floor to deny the site plan, and, Norm, if
6 you want to proceed.

7 MR. MOLINE: There are a lot of
8 reasons in this case. I am worried about
9 the precedent, that this is a long-term point.

10 Once we start allowing certain changes
11 in variances here or doing away with this
12 there, I know this from land use law that
13 once you grant that, then it becomes more
14 difficult in subsequent cases to say that we
15 said yes to them, but we say no to you.

16 Then you're subject to that arbitrary
17 and capricious clause, which your city attorney
18 could speak to. So I think that while we are
19 talking about it is only one case, the
20 precedent is there.

21 Also, I disagreed a little bit with
22 Diane with the comments that we shouldn't be
23 considering other sites. The job of the
24 Planning Commission on every vote that we
25 take, we are considering the future of the

1 city, and, therefore, every vote that we take
2 is done in a manner of context, and, therefore,
3 it seems when there are other properties around
4 the city or if there are other people who are
5 maybe willing to step forward and do some work
6 with an historic structure, even though it
7 isn't literally dealing with the issue at hand,
8 it is part of our job as the Commission.

9 Every vote we take, as I said, needs
10 to look at something in context, and so that is
11 important.

12 Now, we took time at this city and
13 this Commission and the City Council has
14 taken a long time to develop these set-back
15 requirements, the landscaping requirements,
16 what goes into signage, what goes into historic
17 preservation, and we could go on down the line.

18 In this case I was disappointed that
19 the City Council so rather causally dropped the
20 historic preservation ordinance. I serve on
21 the Illinois Historic State Sites Advisory
22 Group, and what we have in this case clearly
23 is an historic structure, but that was cast
24 aside relatively quickly.

25 And then in this case, now they

1 are asking us not only to do that, but let's
2 cast aside the requirements that we specified
3 time and time again, set-backs, side yard,
4 landscaping requirements.

5 When these variance requests have come
6 up on other issues before, we have one variance
7 or two variances. I can't recall a situation
8 where we have had a proponent ask for eight
9 variances to set something aside.

10 It just doesn't seem to make any
11 sense for this, and even by their own document,
12 as I inferred in the question, they suggest
13 that they need an area bigger than this for its
14 minimum store. It is, despite denials, this is
15 trying to shoehorn something into a place that
16 it really doesn't fit.

17 I would echo, before I would make
18 just a couple more comments, what Ted Johnson
19 said. I'm not at all against growth, and to
20 have a store like that, like Fareway, in town
21 would be fine. Now, it's just the property
22 that is involved.

23 I would cite also that it is true,
24 as one person pointed out tonight, and we
25 know in the long-term land use plan that this

1 site was designated for public and semi-public
2 use.

3 Once that plan passed, which passed
4 unanimously and even later was revised and
5 no one changed that, that that's been in
6 place. The people, these homeowners in that
7 area, they made investments in their properties
8 on the assumption that while other sites along
9 18th Avenue might go commercial, that was not
10 in the long-term land use plan. They made
11 good-faith investments, trusting that the city
12 would, basically, follow its long-term land use
13 plan.

14 Now, also from the stuff that I teach,
15 usually the use of PUD is not for something
16 like this. It struck me as suspicious as soon
17 as I saw that. This, basically, is a request
18 to change from residential to business, and to
19 sort of call this a PUD, that's not, if you
20 read urban planning texts, that is not the kind
21 of examples that are given for a PUD.

22 It is surrounded by 75 percent
23 residential. These are good citizens, and
24 for all the other reasons I've given, why do
25 we want to have something that would do that

1 and irritate that group?

2 I would think even the company would
3 say we want to be in Rock Island, and there
4 are a number of sites that could be available.
5 Let's find one that all of us will applaud and
6 not offend a whole neighborhood and people who
7 are beyond 250 feet who don't particularly like
8 this decision when we have such a good
9 structure involved.

10 MS. OESTREICH: Does someone else want
11 to add something?

12 MR. MEEGAN: Well, I would want to
13 add maybe a little bit more of a personal
14 note to this, and that is that a young family
15 with a few children, which move into a
16 neighborhood where there is a well-established
17 school that, unfortunately, had to close, they
18 didn't expect that moving into the neighborhood
19 with a schoolyard was going to turn into moving
20 into a commercial neighborhood.

21 When you would expect to raise your
22 family, let them play in the schoolyard, have a
23 short trip to and from a school, that brought a
24 specific value to that property that will
25 forever be changed by the decision that's made.

1 I think there are many other sensitive
2 decisions that we can make that don't have as
3 deep an impact on those people who invested in
4 our community and wanted to raise their
5 children there.

6 I think that this is a wonderful
7 idea to have another grocery store in town,
8 but I think it's a slap in the face to the
9 individuals to say these people who bought
10 the charm of this neighborhood, this older
11 building, this schoolyard for their kids to
12 play in, now have a completely different
13 landscape in their face, and they have lost
14 value in their homes, and the likelihood to
15 sell to more families that want to raise their
16 kids in this neighborhood has just been
17 diminished by changing one piece of property.

18 MS. OESTREICH: Does anyone else wish
19 to speak? Lorian?

20 MS. SWANSON: Well, Norm has silenced
21 me. He has said everything that I was going to
22 say, but there are two issues that maybe
23 I could speak to.

24 No. 1 is the workmanship in that
25 building. I'm talking from a different

1 standpoint, because he has covered all the
2 commercial part. I have never seen any
3 workmanship like that. You can't find any of
4 the tuckpointing between any of those bricks
5 falling out or anything, and yet that's that
6 era. That master craftsmanship is gone.
7 That's a perfect example. That's one reason
8 that I would like to see it saved.

9 And I also worry about how much
10 genuine active marketing went on to do
11 something with that property that might fit in
12 there better, because I have never seen a sign
13 there, and I have never read anything in the
14 Argus or anything about it being marketed, but
15 maybe it goes into a journal or something. I'm
16 not aware of that.

17 But I would think that somebody could
18 think of something. It seemed like one person
19 here was going to come up with something
20 tonight, but, yeah, anyway, I say yes to what
21 Norm says.

22 MS. OESTREICH: Are there any other
23 comments?

24 MR. JOHNSON: Obviously, I can't go
25 without saying something.

1 Relative to the land use map, you and
2 I, and there are a couple more, but there are
3 probably only a couple of us left that were
4 involved in this.

5 If I'm not mistaken, probably every
6 one of the school properties at the time the
7 laying this map was done for future land use
8 showed them as public uses, because we were not
9 presumptuous enough to presume that they would
10 be anything but a school, so that's not really
11 valid.

12 I think that probably the more
13 valid point would be the fact that we
14 recognized that with land use expansion,
15 the chances of property along 18th Avenue
16 eventually becoming commercial were probably
17 relatively high. That's a major artery, and
18 so that's the point that I'm not sure that I
19 concur with.

20 Relative to the buffers and things
21 like this, I'm not sure where I sit there
22 except for the fact that I would be more
23 concerned if there wasn't the street separating
24 the properties from the residential. If it was
25 up immediately next to the residential, yes,

1 then I would have a greater concern. The
2 street, in part, serves as a buffer.

3 The condition of 17th Avenue, yeah,
4 I'm sure that at some point the city will have
5 to address that, but that does not fall within
6 our responsibilities.

7 Relative to other sites, Fareway has
8 to determine their best site. They selected
9 this site. It is now our decision relative to
10 whether it's an appropriate site, relative from
11 the standpoint of recommending, as we are only
12 the recommending body.

13 MR. PETERSON: I have a question of
14 staff.

15 Would this be an allowable use in
16 the B-1 business zoning there?

17 MR. GRIFFITH: Given the size of
18 the store, it would not be allowed. B-1 allows
19 a smaller size, and I would have to look that
20 up. I don't know what it is off the top of my
21 head. I can look it up, but this is a store
22 over 30,000 square feet, and B-1 allows
23 commercial uses but on a smaller scale.

24 MR. PETERSON: So the adjacent
25 businesses are B-1 where it's commercial, and

1 regardless of how many sites, we have B-1, but
2 to me the question presented to the Commission
3 here is really if we are allowing commercial
4 zoning along 18th Avenue as a B-1 zoning, or
5 is B-3 appropriate, so we should approach it
6 from that fashion, in my opinion.

7 I agree with Norm's comment that
8 this didn't look like a PUD application to me,
9 and I think we are missing at least one piece,
10 if not more, from the package, and that perhaps
11 could be addressed by submitting a revised
12 plan, but we are not showing the municipal
13 sewer.

14 It says all utilities need to be shown
15 on the plan, and we are missing the municipal
16 water and sewer lines. We have a verbal that
17 it's in the parking lot area. We would have a
18 lot more concern if that was under the
19 building, and that's the purpose for showing
20 that in the plan.

21 And with respect to buffers where we
22 have a lot of variances, one of things that we
23 did do in PUD's was to get a plan that showed
24 something that we as a Commission agreed to be
25 an adequate buffer.

1 If we didn't have the space, we
2 required berms, we required a certain type of
3 fencing material, we required landscaping of
4 certain levels of density foliage to deal with
5 those issues.

6 And that's up to this Commission if
7 we were going to recommend a plan to say, Is
8 what we are seeing here adequate, or do they
9 need to approve this with stipulations that
10 there be revisions to those buffers.

11 So I guess I just wanted to add
12 those comments for everybody's consideration as
13 we move forward on this.

14 Is it appropriate to rezone this site,
15 whether it's called a PUD or not, for this use,
16 and are we satisfied if we improve this with
17 the right buffers and then whatever corrections
18 the applicant needs to make when we refer that
19 on?

20 MS. OESTREICH: Bruce, you may
21 remember, some of you do, that when part of the
22 future land use plan was quoted in the staff
23 report, there was also -- and I agreed with
24 Ted's comment. It was a school, we thought
25 it would always be a school, and that's why

1 it's listed as a public use.

2 But there was a City Council that
3 directed the Planning Commission that they
4 wanted commercial on 18th Avenue of one sort
5 or another, so we finally said, Okay, in the
6 future land use map, away from these
7 intersections, 30th and 38th, we should only
8 go two lots deep to allow a low intensity, and
9 that would be the B-1.

10 And the City Council came back and
11 said, no, we want three lots deep, and I think
12 that's what is in the future land use.

13 When I try to approach this, because
14 many of you know that I like an historical
15 building, and I try to say what if we are
16 looking at a place that already has maybe some
17 business on 18th Avenue? Does this use, does
18 this site plan, fit the site, and I have to
19 agree that it doesn't.

20 Even with berms, this is such
21 an intrusion into a very stable, nice
22 neighborhood that I think it would be
23 absolutely devastating, and so I have to
24 support the motion on the floor.

25 MR. CREGER: One of the things

1 that kind of bothers me is that people have
2 said, Why don't they go to the former Country
3 Market site, and it hasn't been considered?

4 But, evidently, Fareway has gone to
5 the Country Market site, and we all know that
6 the land is contaminated, but my thought is can
7 the city, if at all possible, can the city help
8 with the remediation of the contaminated soil
9 at the Eagle's site?

10 And my thought is on this is that I
11 think the contamination is underneath the
12 building at the Eagle's site, and if Fareway
13 were to come in to that particular area, I'm
14 sure that they probably would demolish the
15 building, and could the city help in that part
16 and in the remediation, and then Fareway could
17 build their building wherever they wanted to.

18 MS. OESTREICH: So you would recommend
19 that the city do something, whether for Fareway
20 or anybody?

21 MR. CREGER: In helping to -- I
22 don't know why Country Market closed. All I
23 know is that I think the city learned a couple
24 of lessons from the Ace Hardware property
25 development and the company that never showed

1 up, and I was unable to speak at that meeting,
2 you know.

3 But I think that Country Market is a
4 suitable place for them to go, but only if the
5 city would help in that respect. There is
6 development below the hill where the city is
7 investing a lot of money, and it seems to me
8 that it could be just a little bit more money
9 and they could help Fareway move into a more
10 appropriate place.

11 MS. OESTREICH: So maybe even
12 ignoring Fareway, maybe that would be some
13 recommendation that the Planning Commission
14 could make to the city to do something to
15 get that Country Market property to a
16 high-value piece of real estate, but
17 that's -- whether it's related to Fareway or
18 not, it's still something that they --

19 MR. CREGER: The other thing that I
20 know that I just don't want is another Lincoln
21 School.

22 The building was for sale, whether
23 it was publicly noted or not, but anybody
24 that goes into that building is going to have
25 to -- the paper said the other day that there

1 was lead paint in the school. I'm sure there
2 is. That would have to be abated.

3 There is asbestos in the school, and I
4 don't know if all of this has to be done before
5 anybody can move in there, but my thought is
6 what are we going to do with this building that
7 the school system says that they're paying
8 \$36,000 to \$50,000 a year just to heat the
9 building, and there's nobody there?

10 It's a burden. It's also not --
11 it's a burden on the school district, and we
12 all pay taxes, so it's kind of a burden on us,
13 too. So I don't know which way I'm going to
14 vote.

15 MS. OESTREICH: As Lorian pointed out,
16 I don't think people knew Audubon was for sale.
17 At one time there was supposedly an auction,
18 and nobody bid on it, and I recall that the
19 building itself was auctioned.

20 MS. SWANSON: It seemed like something
21 could go in there.

22 MS. OESTREICH: I don't know that it
23 was actively marketed. Again, is that
24 relevant?

25 Norm, you said, well, it's not

1 our -- that it is our business to provide
2 alternates, but I remember when Ace Hardware
3 went in, I remember thinking -- I remember that
4 most of us sitting here said, Oh, it's going to
5 flop.

6 There are two hardware stores not
7 too far away, and we don't like to be right in
8 saying it's going to flop, because there is
9 only a limited amount of hardware stores that
10 you can support, but it did, but that was not
11 considered something that we were supposed to
12 deal ourselves with, with the corporations who
13 made the decision.

14 That's arguable. I don't know. I
15 don't know what's right or what's wrong, but I
16 can certainly understand saying, Oh, you don't
17 want to move there, because there is an
18 established business there.

19 MR. MOLINE: I remember that situation
20 well, and I was going to comment about it here,
21 but I thought, no, Fareway's a good store and
22 it would be good to have them here.

23 But I think I probably made the speech
24 when the Ace thing came up. John Gardner, who
25 was director here at the Quad-City Development

1 Group, who spoke often to my planning class and
2 to others, he said that the first thing you
3 have to do in your community is to make sure
4 that the businesses that you have are well
5 taken care of and satisfied.

6 And so if we would apply that
7 right now, it would seem that our first
8 priority in Rock Island is to make sure that
9 Hy-Vee continues to be a good place, that
10 Aldi's continues to be a good place, that
11 Wal-Mart, which is now just coming in which
12 will offer groceries, will continue to be a
13 good place, and that Save-A-Lot down the way
14 will also be here. That has to be the top
15 priority.

16 Now, if somebody can make a convincing
17 argument that when Fareway would come in -- and
18 we didn't push this, but I wanted to -- but can
19 Fareway truly say that the people that are
20 going to come to Fareway are really going
21 to be new customers, people who don't go to
22 Aldi's, Fareway, and the other ones that I
23 mentioned, that these are all going to be new
24 customers?

25 I'm not sure that they could do that,

1 because we already have the Fareway just across
2 the border in Moline. We have the others, and
3 I think the prime market for a Fareway in Rock
4 Island is going to be Rock Island customers,
5 and that's going to be fewer customer going to
6 the other places that I mentioned.

7 And that's why I voted against the
8 Ace Hardware at that point, because I thought
9 we already have a good hardware store. Why do
10 we want to take business away from them?

11 People said, well, it's a new choice.
12 That's what someone said. We owe our people a
13 choice. That's fine. That's a good argument,
14 but then you can't say that this is going to
15 bring in greater new tax revenue to the city,
16 so that's --

17 MR. JOHNSON: Yes, but then as a Rock
18 Island resident, I would no longer have to go
19 to Moline to get my meat.

20 MR. MOLINE: Well, that's what I'm
21 wondering, how many of those there are. I wish
22 we could have a breakdown of that. They can't
23 release that.

24 Ted, that's exactly what I said I wish
25 I knew. Of their market analysis, which they

1 couldn't share, of that market analysis, how
2 many of those people truly are going to be
3 people who now shop in another community as
4 opposed to people who are going to switch from
5 Hy-Vee and go across the street?

6 MR. PETERSON: If I could bring it
7 back to the issues, what we need to concentrate
8 on are land use issues. There are a lot of
9 these related factors. They're all very good
10 and important, and I think the idea of making
11 suggestions for City Council's consideration is
12 within our purview, but this is a specific
13 piece of property.

14 We have a proposal in front of us. I
15 said, in my opinion, we should be looking at
16 this as should we rezone that property as B-3,
17 but it's coming in as a PUD application, and
18 that's really what the staff recommendation
19 said, too, is that they were applying for B-3
20 and calling it site review.

21 In terms of the historic structure,
22 I fully appreciate and support a lot of those
23 comments, but the school district, if they
24 decide to, they can tear that building down
25 rather than heat it.

1 Then you have three acres of vacant
2 land, and that will come back to the Commission
3 at some point with the question of what's the
4 appropriate zoning for that? Is it R-1? B-1?
5 B-3?

6 I would recommend to try to sort this
7 out and come to a decision that we focus on
8 that land use and its compatibility with the
9 neighborhood and if it is allowed, what buffers
10 would be required.

11 MS. OESTREICH: Does anybody else have
12 anything to add, or are we ready to vote?

13 It will take five votes to pass,
14 and we have two abstentions, who count for a
15 forum.

16 Now, are we ready to take a vote at
17 this point?

18 MR. GRIFFITH: Mr. Creger?

19 MR. CREGER: No.

20 MR. GRIFFITH: Mr. Hanna?

21 MR. HANNA: Aye.

22 MR. GRIFFITH: Mr. Johnson?

23 MR. JOHNSON: No.

24 MR. GRIFFITH: Mr. Meegan?

25 MR. MEEGAN: Aye.

1 MR. GRIFFITH: Dr. Moline?

2 MR. MOLINE: Yes.

3 MS. SWANSON: Is a yes --

4 MS. OESTREICH: Yes is to deny, to
5 approve the motion to deny.

6 Does anyone want to change? Is
7 everything okay?

8 MR. GRIFFITH: Mr. Peterson?

9 MR. PETERSON: Yes.

10 MR. GRIFFITH: Ms. Swanson?

11 MS. SWANSON: Yes.

12 MR. GRIFFITH: Ms. Tyler-Jamison?

13 MS. TYLER-JAMISON: No.

14 MR. GRIFFITH: And Ms. Oestreich?

15 MS. OESTREICH: Yes.

16 MR. GRIFFITH: Six in favor and three
17 opposed.

18 MS. OESTREICH: Thank you. So this
19 will go to City Council. We have a lot of
20 writing to do.

21 MR. KUTSUNIS: This is a motion to
22 deny.

23 MS. OESTREICH: We will have to --
24 staff will let you know what the next step is.
25 This is over.

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We did have another item on the
agenda.

(The hearing concluded at 9:15 PM,
June 4, 2013.)

DRAFT

WORK SESSION: DRAFT ARSENAL GATEWAY REVITALIZATION PLAN

Next there came before the Commission a work session for the DRAFT Arsenal Gateway Revitalization Plan. Mr. Chris Janson provided a brief PowerPoint presentation, giving a brief overview of the plan, the planning process and a summary of the steps taken up to this meeting. He pointed out that Commissioners Lopez and Oestreich had been on the Arsenal Gateway Steering Committee and had attended most if not all of the meetings.

Many of the Planning Commissioners were very complimentary of the draft plan and the amount of research and detail provided in the document. There were questions about the executive summary, the future land use map and overlay districts. Mr. Janson stated that his office would be making final revisions to the document and would provide it to staff in the coming weeks, but said that other than the executive summary, there would be no substantial changes to the plan which would require a complete re-reading.

OTHER BUSINESS

Mr. Griffith stated that the Arsenal Gateway Revitalization Plan public hearing was scheduled for the July 2 Planning Commission meeting. He stated that no other items had been submitted for the meeting, but that the deadline was not until June 12 and other items could be added.

Mr. Griffith reminded the Commissioner of their need to complete their Open Meetings Act training as required by the State of Illinois. He concluded by asking the Commissioners to be mindful of any *ex parte* communications and to contact the Planning Office with any questions regarding any items on upcoming agendas.

ADJOURNMENT

Commissioner Meegan made a motion to adjourn the meeting at approximately 9:25 PM. Commissioner Creger seconded the motion and it carried unanimously. The next regularly scheduled meeting of the Planning Commission would be July 2, 2013.

Respectfully submitted,



Ben Griffith, AICP

REPORT

To: Planning Commission

From: Planning and Redevelopment Division
Community and Economic Development Department

Date: June 19, 2013

Subject: Case #2013-6 Review of Final Site Plan for Planned Unit Development at approximately 3200 Blackhawk Road.

Beaver Properties (Robert Buker) has filed an application to approve a final site plan and final plat for a segment of an approximate 14-acre total development site, zoned PUD (planned unit development) district. The approved preliminary site plan for the site identifies three commercial lots in the northerly segment along Blackhawk Road. The preliminary plan also identifies 90 townhouse dwelling units grouped together in 21 two-story townhouse structures with either two, three, four, five or six units in each structure (total site structures are identified on aerial map).

The final site plan and plat are proposed for a segment of Lots 5 and 6 of Blackhawk Landing Second Addition (see final site plan and townhouse plat drawing). The final plan identifies three two-story townhouse structures (one structure with six units, one structure with four units and one structure with two units for a total of twelve dwelling units). See the case map for the location of the three structures in relation to other existing structures on the site.

Staff is aware that the four and two unit structures are near completion. Building permits for these structures were issued in error. The applicant has been given permission to start work on the six unit structure on the east side of the development with the understanding it is at his own risk if the request is not approved.

Comprehensive Plan Designation:

The plan identifies the northern segment as office/service land use and the southern segment as park and recreation land use.

Size of Property:

The total site is approximately 14 acres. Proposed residential development area is 9.511 acre area of the total PUD development site. The total development site has 835 feet of frontage on Blackhawk Road and 210 feet of frontage on 30th Street.

Existing Land Use:

The site is occupied by six four-unit townhouse structures.

North: Memorial Park Cemetery, zoned R-2.

East: Single-family residential, zoned R-1.

South: Single-family residences and undeveloped property located in unincorporated Rock Island County, zoned R-1. A single-family residence located within the city of Rock Island, zoned R-1.

West: Office use (Dr. Viridi Eye Clinic), zoned B-4

Access:

The total site will have access via one access point to Blackhawk Road and one access point to 30th Street. The condominium units/lots will have access either via the existing east/west private road, or additional private roads identified on the site plan. No new access points onto the public right-of-way are proposed.

Physical Characteristics:

The site has a gentle slope downward towards the Rock River. The developer has added fill dirt and graded the site so that the developed area of the site is generally level.

Parking:

The Zoning Ordinance requires two parking spaces per dwelling unit for residences. Each new dwelling unit will have an attached two car garage and two additional spaces on the approach to the garage (four spaces total per dwelling).

Analysis:

The subject structures will all be rental. The applicant indicates that the rental market is better and desires to continue constructing all the other proposed townhouse structures in this type of arrangement. The applicant will be responsible for grounds maintenance and refuse pick-up for the tenants.

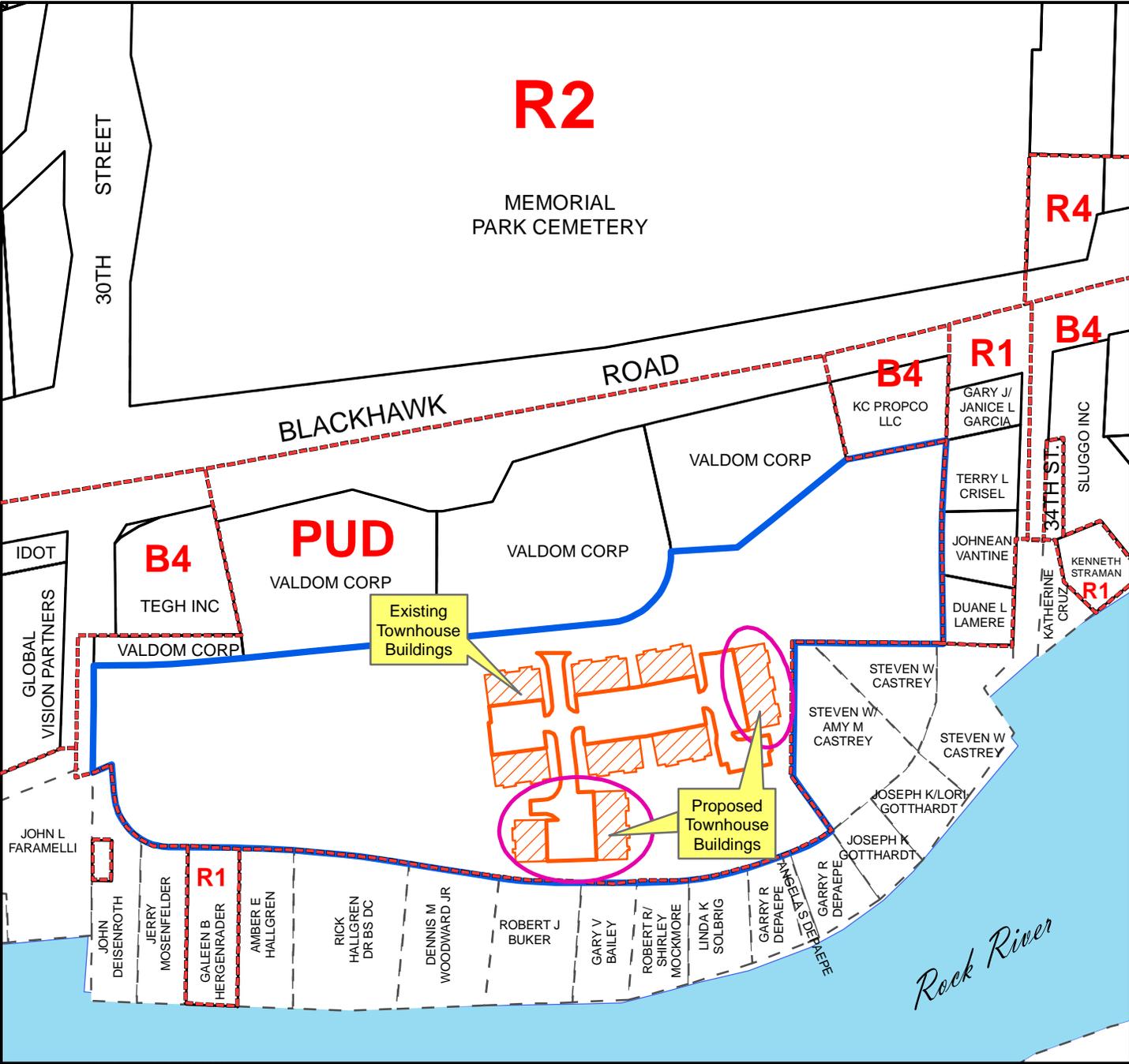
The proposed three structures will be identical in design to the other rental structures on the site. The proposed dwelling units will have three bedrooms and an area of approximately 1,340 square feet. The units will either have one and one-half or two bathrooms. There will also be a second-floor laundry area. First floor space will have a breakfast/dining area adjacent to a kitchen and family room. The units will not have basements. Each dwelling unit/lot will be 20 feet in width and approximately 46 feet in depth.

Staff believes the development meets the intent of the Riverfront Corridor Overlay District by “recognizing, preserving, maintaining and promoting economically viable uses that are a benefit to the city and is a physically attractive pattern of development for the general welfare of the city.” The final site plan for the twelve additional townhouse units meets Riverfront Corridor Overlay District site plan performance standards by providing adequate parking and access for the residential development and is a compatible development with adjacent land uses.

Recommendation:

That the attached final site plan and plat for the two two-story townhouse residential structures be approved because there is adequate parking and access and the proposed use is compatible with adjacent land use. Staff also recommends that in the future that the applicant not apply for any other building permits for additional structures until zoning approval is completed first.

PLANNING COMMISSION



PLANNING COMMISSION
2013-6

- Subject Property
- City Parcels
- Unincorporated Parcels
- Zoning District Line

DR. BY: K.G.D.
APPR. BY: B.G./A.F.



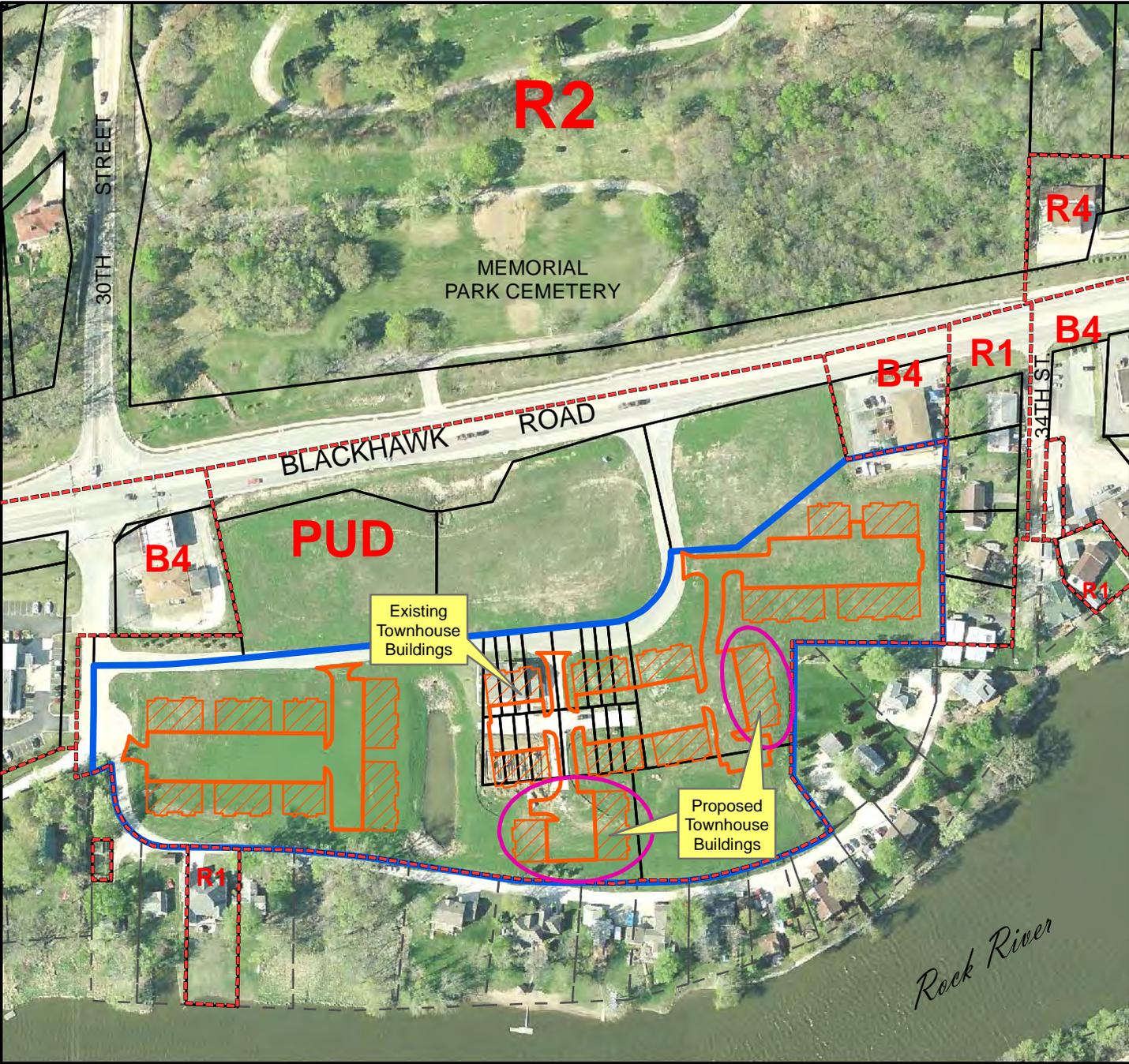
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City of Rock Island

COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
Planning and Redevelopment



PLANNING COMMISSION

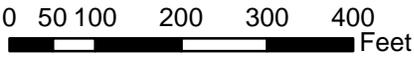


PLANNING COMMISSION
2013-6 Aerial

- Subject Property
- City Parcels
- Unincorporated Parcels
- Zoning District Line

DR. BY: K.G.D.
 APPR. BY: B.G./A. F.





0 50 100 200 300 400 Feet

City of Rock Island

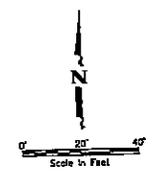
COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
Planning and Redevelopment



ROCK ISLAND
ILLINOIS

FINAL P.U.D. PLAN of BEAVER LANDING THIRD ADDITION

A Part of Lot 5 & Part of Lot 6 of Beaver Landing 1st Addition per the plat thereof, recorded on Dec. No. 2010-2233A, on April 24, 2010, City of Rock Island, County of Rock Island, Illinois.



OWNER/DEVELOPER

VAL DOM, INC.
ATtn: MR. BOB BUKER
3130 - 47th AVE.
ROCK ISLAND, IL 61201
309-766-1491

ATTORNEY

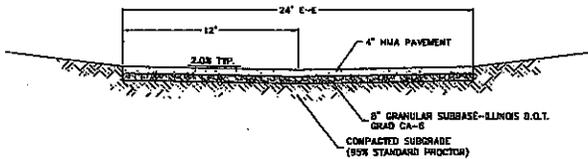
EAGLE & EAGLE
224 14TH STREET
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(309) 798-7871

SURVEYOR

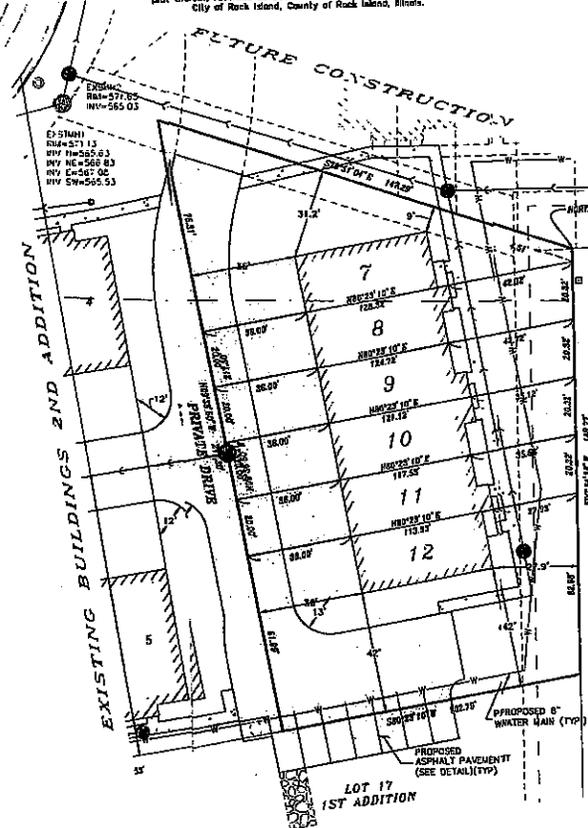
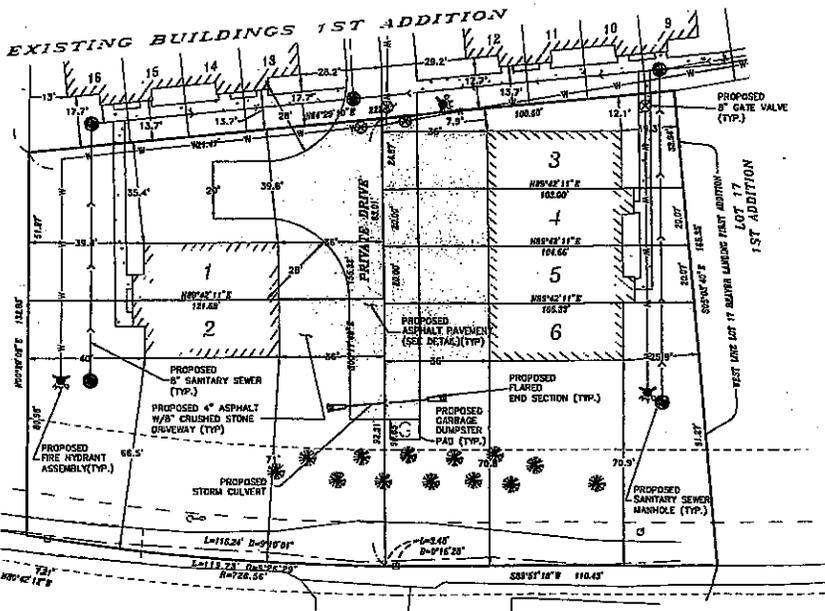
McCLURE ENGINEERING
JIM W. ABBOTT, PE
4700 KENNEDY DRIVE
EAST MOLINE, IL 61244
REG. NO. 38-1898
PHONE: 309-792-9360
FAX: 309-792-8974

P.U.D.

TOTAL NO. OF LOTS: 12
TOTAL AREA OF LOTS: 1.297 ACRES
TOTAL AREA: 1.297 ACRES
TOTAL P.L.O.W. AREA: 0 ACRES
3RD ADDITION: LOTS 1-12



TYPICAL SECTION - 24' E-E INVERTED CROWN
NOT TO SCALE



LOT	AREA	NO. OF BUILDINGS	DWELLING UNITS	UNITS PER ACRE
1	0.160 AC	1	1	6.25
2	0.248 AC	1	1	4.03
3	0.058 AC	1	1	14.63
4	0.048 AC	1	1	20.87
5	0.048 AC	1	1	20.84
6	0.230 AC	1	1	4.38
7	0.118 AC	1	1	8.48
8	0.058 AC	1	1	17.22
9	0.058 AC	1	1	17.22
10	0.058 AC	1	1	16.35
11	0.053 AC	1	1	16.92
12	0.154 AC	1	1	6.49

LEGEND

- PROPOSED HMA PAVEMENT
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING EASEMENT LINE
- EXISTING SETBACK LINE
- EXISTING STORM INLET
- PROPOSED STORM INLET
- EXISTING MANHOLE
- EXISTING WATER VALVE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING POWER POLE
- EXISTING POWER POLE W/ LIGHT

- NOTES:**
- Proposed storm sewer to be private.
 - Proposed sanitary sewer and water main to be City of Rock Island.
 - Property is currently zoned P.U.D.
 - Storm water detention is required for this subdivision and provided in Detail A west of this addition.
 - 100 year high water level for this property is 566.5.
 - No lot shall have access onto Blackhawk Road. No lot shall have access to the private drive within 200 feet from the southerly edge of the through lane of Blackhawk Road. No lot shall have access from the private drive along the southerly boundary of the property.
 - All lots shall have blanket access and utility easements, excepting only the areas of each lot encompassed within building footprints.

BOB BUKER, VAL DOM, INC.
3130 47th Avenue, Rock Island, IL 61201

NO.	REVISIONS	DATE

PLATING SCALE: 1" = 1'
DRAWN BY: LHM
CHECKED BY:
DATE: MAY 2013

McClure
Engineering Associates, Inc.
2700 Adams Drive, East Moline, Illinois 61244
(309) 792-9360 Fax (309) 792-8974
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FINAL 3rd Addition P.U.D. PLAN

BEAVER LANDING TOWNSHIP ROCK ISLAND, ILLINOIS

FILE NAME: D:\10110\02\04\102001-3rdAdd PUD.dwg JOB NUMBER: 01-12-10-001

SHEET NO. **1**
OF 1

MEMORANDUM

COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

TO: Members of the Planning Commission

SUBJECT: Public Hearing for the DRAFT Arsenal Gateway Revitalization Plan

DATE: June 24, 2013

Please find attached to this e-mail a final DRAFT of the Arsenal Gateway Revitalization Plan. To provide a brief timeline, a Steering Committee was appointed and conducted its first meeting in September 2012. A walk-about and public Stakeholder meeting was held at the end of October 2012. Monthly meetings of the Steering Committee were held and on May 15, 2013, a second public Stakeholder meeting was held to follow up and review the progress of the Steering Committee and the nearly-completed draft plan. An informal Work Session was held at the June 4, 2013 Planning Commission meeting to receive comments and ask questions of consultant Chris Janson of MSA Professional Services.

The final draft Plan was received late last week and should be posted onto the City's website homepage today, replacing the earlier version which had been posted earlier. The legal ad for the July 2 Arsenal Gateway Revitalization Plan public hearing was published on Saturday, June 15, 2013. Mr. Janson will also be present on July 2 to answer any questions you may have on the final draft. The plan will require review and approval by the Mayor and City Council. With their reduced number of meetings in July and August, it could possibly be placed on their agenda as early as July 22 or August 12. Please do not hesitate to contact me with any questions you may have regarding the draft plan.

ARSENAL GATEWAY

Revitalization Plan (Rock Island, IL)



FINAL DRAFT PLAN
JUNE 2013

"This Plan looks to inspire and guide development in the Arsenal Gateway Neighborhood by facilitating further investment, including both public and private improvements."

MSA
PROFESSIONAL SERVICES

RI
ROCK ISLAND
ILLINOIS



Rock Island residents, property owners and business owners attended meetings, reviewed draft materials and submitted comments that have improved this Plan.

PREPARED BY:



Jason Valerius, AICP, LEED-AP
 Steve Tremlett, AICP, CNU-A
 Chris Janson, AICP
 Stephanie Brown, AICP
 Sarah McDonald



ACKNOWLEDGEMENTS

The following people are responsible for the creation, refinement, and adoption of this Plan.

STEERING COMMITTEE

- Gail Brooks - Rock Island Housing Authority
- Sam Kupresin - Mandus Group
- Steve Tondi - Assoc. Gen. Contractors/Greenbush Business Assoc.
- Mike Markell - Greenbush Neighbors
- Joel Krogman - Bent River Brewery
- Jason Jones - City Council
- Diane Oestreich - Planning Commission
- Brian Hollenback - Renaissance Rock Island Representative
- Paul Rumler - QC First / Quad City Chamber of Commerce
- Rich Miller - QCCA Expo Center
- Linda Anderson - Rock Island Preservation Commission
- Jim Gremanis - Commercial Property Owner
- Jason Lopez - Planning Commission
- Deb Kuntzi - Broadway Historic District Area Association
- Mike Oberhaus - Rock Island School District
- Pastor Willie Jones - People’s Missionary Baptist Church
- Anthony Heddlestein - Broadway Historic District Area Board Member & Homeowner

CITY STAFF

- Ben Griffith - Planning & Redevelopment Administrator
- Brandy Howe - Urban Planner II (Planning & Redevelopment)
- Mary Chappell - Land & Development Program Coordinator
- Jeff Eder - Community & Economic Development Director
- Ben McCready - Assistant to the City Manager

MAYOR

Dennis E. Pauley

CITY COUNCIL

- Ivory Clark
- David Conroy
- Paul Foley
- Stephen Tollenaer
- Kate Hotle
- Joy Murphy
- Charles Austin III

PLANNING COMMISSION

- Michael Creger
- Tim Meegan
- Bruce R. Peterson
- Jason Lopez
- Ted Johnson
- Norman Moline
- Lorian Swanson
- Ed Hanna
- David Levin
- Diane Oestreich
- Berlinda Tyler-Jamison

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EXECUTIVE SUMMARY

The City's population peaked in 1960 at nearly 52,000 residents, and has since been in decline. In addition to the nationwide trends in household size decline and suburban growth, Rock Island has been specifically hurt by the loss of manufacturing jobs. The City has sought and received federal support to counteract these long-term trends and the associated disinvestment in older neighborhoods, and has a strong history of proactive planning and investment in these neighborhoods.

This *Plan* looks to inspire and guide development in the Arsenal Gateway Neighborhood by facilitating further investment, including both public and private improvements.

Vision Statement

*"The **Arsenal Gateway** is a vibrant neighborhood and a hub of economic growth within the region. People choose to live in the Arsenal Gateway Neighborhood for the diverse residential options and proximity to employers, restaurants, and civic amenities. Businesses choose to operate here for convenient access to the Rock Island Arsenal and its partner organizations. A consistent trend of investment and reinvestment has made the Arsenal Gateway, and the City of Rock Island, a **Quad Cities success story.**"*



Plan Priorities

- ▶ Employment will grow in the planning area, with a focus on business attraction and growth that is synergistic with existing businesses and the Rock Island Arsenal
- ▶ Public effort and investment to achieve new development will prioritize high-visibility sites, especially near the Gateway intersections of 24th Street with 4th Avenue and 5th Avenue
- ▶ Infill development will be appropriate to the desired character of each neighborhood
- ▶ Older buildings with architectural character will be retained and revitalized whenever feasible
- ▶ Intact streets of single family homes will be protected and revitalized, including architecturally appropriate residential infill
- ▶ The population of the planning area will grow and will continue to be diverse in age and ethnicity
- ▶ Walking and biking will be safe and viable transportation options at all times of the year and in all parts of the planning area, especially including crossings of 4th Ave and 5th Ave and connections to the river
- ▶ These neighborhoods will be safe at all times, and will be perceived as such
- ▶ Formal and informal green spaces will be maintained and celebrated as public gathering spaces
- ▶ The appearance and unique identity of each neighborhood will be enhanced with signage, street furniture, public art and landscaping
- ▶ All investments, large and small, will communicate a feeling of energy, activity and progress





There have been multiple planning processes over the past few decades that address some aspects of this portion of the Arsenal Gateway area (as listed below). The visions crafted and decisions made in the plans are incorporated and referenced as appropriate in this Plan.

- ▶ Broadway Neighborhood Plan (1992 & 2000 update)
- ▶ Rock Island Parkway Plan (2001)
- ▶ Rock Island River Vision Plan (2004)
- ▶ Quad City Industrial Center Vision Plan (2004)
- ▶ Downtown Strategic Plan (2007-2010)
- ▶ Rock Island Bikeways Plan (2009)
- ▶ Brick Streets Plan (1988; amended 1992-2012)



EXECUTIVE SUMMARY (cont.)

Plan Process

This Plan was discussed and developed over an eleven month process beginning in September 2012. The City appointed a Steering Committee to help guide this planning effort and ensured that all draft documents were reviewed by the public, Planning Commission, and City Council for reactions, modifications and approval. The steering committee assisted with outreach to business and resident stakeholders across the planning area, and a survey collected input from interested participants.

- September 2012 SC Mtg #1 Issue Identification & Visioning
- Sept - Dec 2012 Stakeholder Interviews
- October 2012 Public Mtg #1 Issue Identification & Visioning
- November 2012 SC Mtg #2 Existing Conditions & Public Input Review
- Nov - Dec 2012 Community Survey
- January 2013 SC Mtg #3 Land Use, Redevelopment, & Job Creation
- February 2013 SC Mtg #4 Infrastructure, Streetscape & Transportation
- March 2013 SC Mtg #5 Review Revised Sections 3 & 4
- April 2013 SC Mtg #6 Funding & Regulatory Measures
- May 2013 Council Draft Document Presentation
- May 2013 Public Mtg #2 Draft Review
- June 2013 Plan Commission Draft Document Presentation
- July 2013 Plan Commission Approval & Adoption

Plan Summary

Section 1 features a description of the planning area and planning process, and includes background information about Rock Island and the Arsenal Gateway Neighborhood.

Section 2 describes the public outreach and engagement activities utilized during this planning process. It concludes with a vision statement highlighting the central themes that will guide development and change in the coming years.

Section 3 describes existing conditions and proposed public realm improvements for the Arsenal Gateway Neighborhood, especially addressing mobility concerns. Topics include the road and sidewalk

network, public transportation, bike facilities, streetscaping features, and parking.

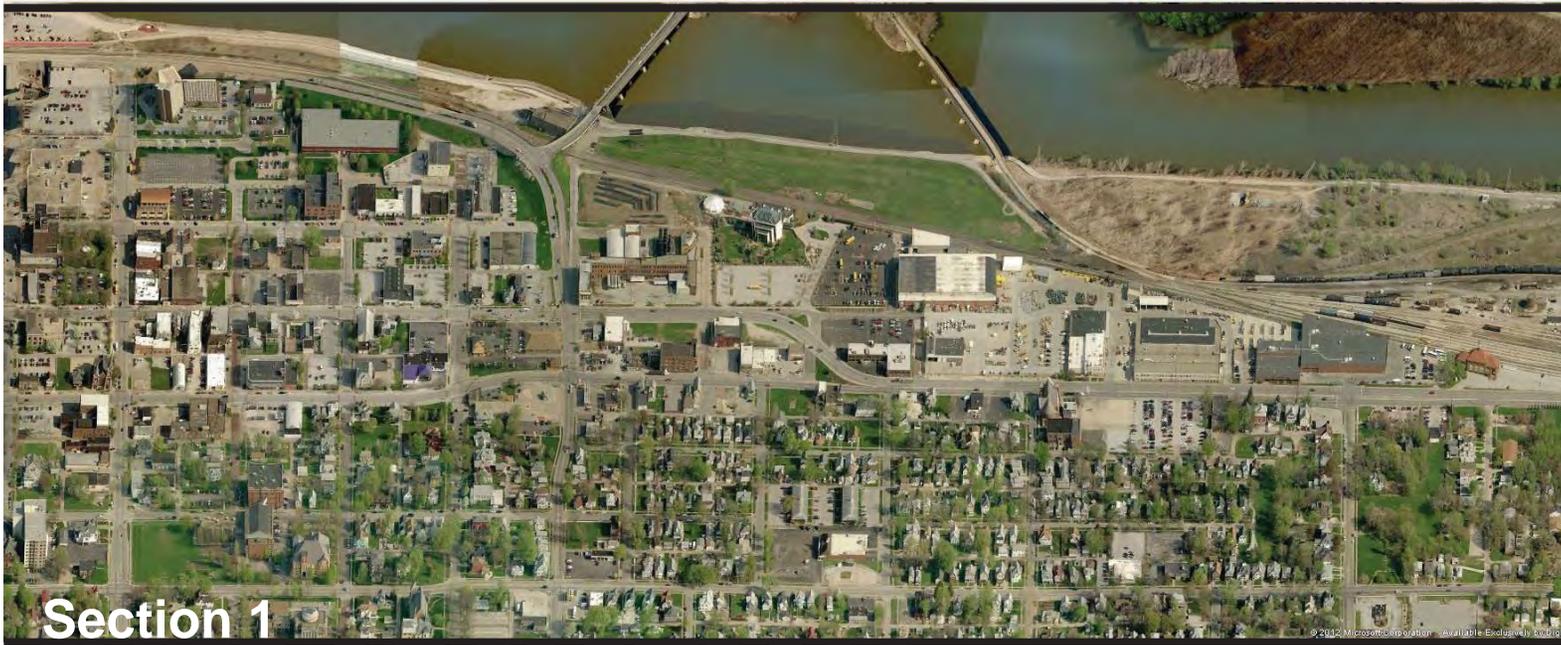
Section 4 describes existing and proposed private property uses and conditions in the planning area, including priority redevelopment sites and job creation / retention opportunities.

Section 5 provides the implementation tools, guidelines and action steps necessary to orchestrate positive change within the Arsenal Gateway Neighborhood.

Action Steps (short term)

The Arsenal Gateway vision will be realized over many years, through sustained effort and incremental improvements. The following projects have high priority in the Action Plan.

ACTION	RESPONSIBLE PARTIES
ROAD & BIKE FACILITIES IMPROVEMENTS (RB)	
A.1 Shared Bike/Parking Lane (20th ST)	City Engineering Dept.
B Reverse Angled Parking/Shared Road	City Engineering Dept.
I 20th Street Bike Lanes & Box	City Engineering Dept.
J 7th Avenue Auxillary Lane	City Engineering Dept.
K.2 24th ST Multi-Use Path (3rd to 4th AVE)	City Engineering Dept.
INTERSECTION & CROSSING IMPROVEMENTS (IC)	
i 1st AVE Enhanced Crossing	City Engineering Dept.
STREETSCAPING ELEMENTS IMPROVEMENTS (SE)	
1.2 4th & 5th Avenues - Bumpout Landscaping	Neighborhood, Business District, City
9 Reconstruct Sidewalks in Poor Condition	City Engineering Dept.
11 Decorative Crosswalks Enhancements	City Engineering Dept.
12 Parking Lots Buffer	Business District, City
BUS SYSTEM IMPROVEMENTS (BS)	
1 Bus System-New/Revised Route	MetroLINK, City
CATALYSTS PROJECTS (CP)	
A High Density Residential Development	City, Developer
B Transit Station	MetroLINK, City
I Commercial Reuse	City, Developer, Property Owner
J "Signature" Office Development	City, Developer
N Neighborhood Revitalization	City, RIHA
Q Mixed Use Development	City, Developer
R Mixed Use Development	City, Developer
S "Signature" Office/Hotel Development	City, Developer



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- P.3 - Guiding Principles
- P.4 - Planning Process
- P.5 - Planning Area
- P.6 - Existing Plans

Section 1 INTRODUCTION

This section features a description of the planning area and planning process, and includes background information about Rock Island and the Arsenal Gateway Neighborhood.

The *City of Rock Island* is located on the Mississippi River, approximately 175 miles west of Chicago, and is the oldest of the “Quad Cities”. Originally settled by the Sauk and Fox Indian Nations, the area was relinquished to American settlers soon after the U.S. Army built Fort Armstrong (on what is now known as Rock Island) as a trading post and military installation. Platted as the City of Stephenson in 1835, the City was renamed as Rock Island in 1841.

Early growth as a frontier rivertown accelerated when the Chicago and Rock Island Railroad built the first railroad bridge across the Mississippi River in 1856. This railway brought several industries to Rock Island, including lumbering, pottery, and the manufacture of farm implements and railroad supplies. During the world war era, workers moved to the area to work on Arsenal Island and at other war-effort manufacturers. While most communities across the country saw housing construction halt during the wars, Rock Island continued to grow.





The City's population peaked in 1960 at nearly 52,000 residents, and has since been in decline. In addition to the nationwide trends in household size decline and suburban growth, Rock Island has been specifically hurt by the loss of manufacturing jobs. The City has sought and received federal support to counteract these long-term trends and the associated disinvestment in older neighborhoods. Public housing construction and the Model Cities program have been some help, but neither achieved the security and success necessary to revitalize the City or the downtown neighborhoods.

This *Plan* looks to inspire and guide development in the Arsenal Gateway Neighborhood by facilitating further investment, including both public and private improvements.



PLAN OBJECTIVES

The **Arsenal Gateway Revitalization** planning document is intended to function as a guide to help City officials and economic development professionals attract and direct investment in the Arsenal Gateway area in ways that support the long term viability and sustainability of the downtown economy. It serves to meet the following objectives, identified at the beginning of the planning process:

- ▶ **Objective 1:** Determine appropriate locations for infill development and redevelopment within the planning area and establish design guidelines that will protect and enhance the unique character of the planning area.
- ▶ **Objective 2:** Evaluate public infrastructure and transportation network, including streetscaping, pedestrian/vehicle traffic and parking, identifying specific strategies to meet the needs of current and future residents, businesses and consumers.
- ▶ **Objective 3:** Provide an achievable implementation strategy for all recommendations, including the identification of partners, potential funding sources, an evaluation of current incentive programs, and recommendations for new development incentives - financial and other - to encourage sustainable investment and growth.
- ▶ **Objective 4:** Identify tools and actions that will generate job creation and retention, and look at ways to capitalize on this area's proximity to the Rock Island Arsenal, one of the Quad Cities' most significant employers and contributors to the economy.

GUIDING PRINCIPLES

Urban communities are complex, made up of many interrelated spaces and functions. The spaces within which we live our lives are formed and changed over time by the interplay of economic, environmental and social forces. In a sustainable community, economic prosperity finds balance with environmental protection and quality of life considerations, and this balance is maintained over time. In a sustainable community, businesses thrive and people are out in public throughout the day and throughout the year, working, socializing and recreating. This plan is created with these principles in mind.





PLANNING PROCESS

The City identified public participation as a critical element of this planning process. The City appointed a Steering Committee to help guide this planning effort and ensured that all draft documents were reviewed by the public, Planning Commission, and City Council for reactions, modifications and approval. The steering committee assisted with outreach to business and resident stakeholders across the planning area, and a survey collected input from interested participants from throughout the neighborhood, City, and region.

This Plan was discussed and developed over a eleven month process beginning in September 2012. All meetings were public meetings and noticed as such.

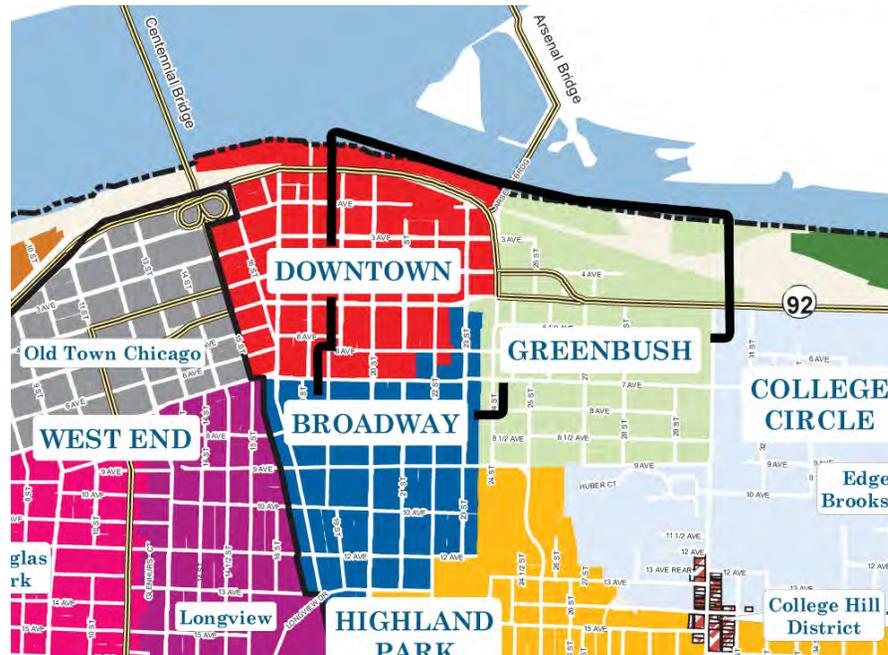
September 2012	Steering Committee Meeting #1 <i>Issue Identification & Visioning</i>
Sept - Dec 2012	Stakeholder Interviews
October 2012	Public Meeting #1 <i>Issue Identification & Visioning</i>
November 2012	Steering Committee Meeting #2 <i>Existing Conditions & Public Input Review (Section 1&2)</i>
Nov - Dec 2012	Community Survey
January 2013	Steering Committee Meeting #3 <i>Land Use, Redevelopment, Job Creation & Parking (Section 4)</i>
February 2013	Steering Committee Meeting #4 <i>Infrastructure, Streetscape & Transportation (Section 3)</i>
March 2013	Steering Committee Meeting #5 <i>Review Revised Sections 3 & 4</i>
April 2013	Steering Committee Meeting #6 <i>Implementation - Funding & Regulatory Measures (Section 5)</i>
May 2013	Council Draft Document Presentation
May 2013	Public Meeting #2 <i>Draft Review</i>
June 2013	Plan Commission Draft Document Presentation
July 2013	Plan Commission / Council Approval & Adoption



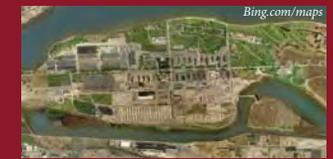
PLANNING AREA

The Arsenal Gateway Revitalization Plan project area incorporates portions of several Rock Island neighborhoods (shown in the lower image), and is bounded by 19th Street on the west, 31st Street on the east, the Mississippi River on the north and 5th Avenue on the south.

- ▶ A significant portions of the planning area is within the **Downtown District**; therefore, the Downtown Strategic Plan (2007-2010) and other pertinent documents have been reviewed to further their goals within this Plan.
- ▶ The planning area includes a portion of the **Broadway Historic District**; therefore, the implementation strategies identified in the 1992 Broadway Neighborhood Plan and its update in 2000 have been reviewed during this planning process.
- ▶ Over half of the planning area is within the **Greenbush Neighborhood**; therefore, the Columbia Park Vision Plan (2004), Rock Island Parkway Plan (2001) and other pertinent documents have been reviewed during this planning process.



Source: Rock Island Neighborhoods Map



The major employer in the area is the Rock Island Arsenal which sits on a 946 acre island in the Mississippi River. As the largest government-owned weapons manufacturing arsenal in the western world, the Arsenal has a huge impact, both fiscally and culturally, on the neighborhood and region. The Rock Island Arsenal not only draws a large workforce through the neighborhood on a daily basis, it also draws tourists to the Rock Island Arsenal Museum amongst other unique sites.



“The District” is the City’s arts and entertainment district. The heart of the District is just west of the planning area, between 15th and 19th Streets.





EXISTING PLANS

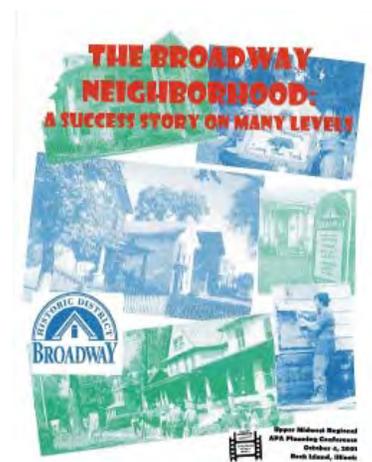
There have been multiple planning processes over the past few decades that address some aspects of this portion of the Arsenal Gateway area. The visions crafted and decisions made in the plans listed below are acknowledged here and are incorporated and referenced as appropriate in this plan. The following pages will highlight their importance to this planning process.

- ▶ Broadway Neighborhood Plan (1992 & 2000 update)
- ▶ Rock Island Parkway Plan (2001)
- ▶ Rock Island River Vision Plan (2004)
- ▶ Quad City Industrial Center Vision Plan (2004)
- ▶ Downtown Strategic Plan (2007-2010)
- ▶ Rock Island Bikeways Plan (2009)
- ▶ Brick Streets Plan (1988; amended 1992-2012)



BROADWAY NEIGHBORHOOD PLAN (1992/2000)

This plan is a truly unique neighborhood plan as it covers a national historic district. The Broadway Neighborhood Plan covers areas between 20th and 23rd Streets south of 5th Avenue. The plan is robust and includes a great deal of information about the neighborhood, the planning process, and examples of outreach to stakeholders. The plan is also filled with examples of proposed improvements to existing areas and examples of structures that have been rehabilitated or renovated in the district. The Broadway Plan does include several list of “Top Ten’s” regarding the process and neighborhood; these are: 1) Top Ten Biggest Accomplishments, 2) Top Ten challenges to Overcome, 3) Top Ten Most Challenging Tasks Still Facing Broadway, and 4) Top Ten Things Other Neighborhoods Should Copy. The insight of these lists are a relevant and valuable resource for Steering Committee and City staff to utilize while creating the Arsenal Gateway Neighborhood Plan.

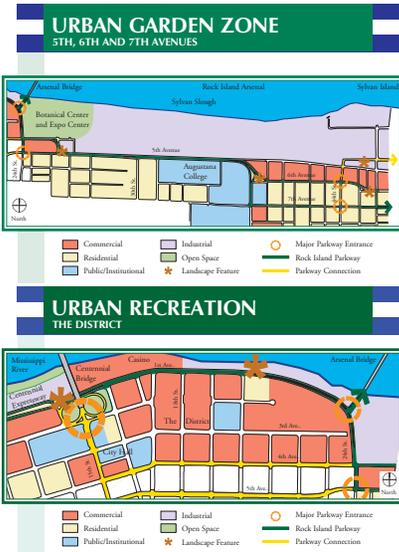


Overall, this neighborhood plan focuses on the protection and enhancement of the districts historic housing and various issues such as transportation, crime, vacant lots, infrastructure, trash, noise, education and connections. It appears that elements of the plan have been successfully implemented over the years and the neighborhood continues to see reinvestment. The Arsenal Gateway neighborhood planning efforts will find value in further review of Broadway’s plan and linking useful elements to their own efforts.

ROCK ISLAND PARKWAY PLAN (2001)

The purpose of the Parkway Plan was to address real and perceived barriers between the northern and southern portions of the city which are connected by the Centennial Expressway (IL 92). The plan sought to find ways to effectively bridge the physical and visual divisions within the community through a unified corridor. The plan provides design recommendations to create this unified look through the use of gateways, lighting, color, wayfinding, bridges, stone, public arts, landscaping and pedestrian amenities.

The Arsenal Gateway Neighborhood finds itself in two of the areas denoted by this plan. The first is the Urban Garden Zone which is meant to build on the surrounding residential character and uses the neighborhood as a natural gateway area for those entering and exiting the city. Recommendations for “Urban Garden Zone” are as follows: 1) gateway sign at 5th Ave / 24th St; 2) removal of two lanes of traffic from 7th Ave, north parking lane from 6th Ave, one west bound traffic lane and median from 5th Ave, underground utility lines along 5th Ave; 3) add street trees and decorative lights along main avenues; 4) screen railroad from 5th Ave; and 5) Add multi-use path on 7th Ave.



The second area is the Urban Recreation which strives to create strong downtown urban characteristics. It works to ensure the Parkway becomes a part of the downtown fabric and not an obstacle that separates the downtown from the river. Recommendations for “Urban Recreation Zone” are as follows: 1) acquire easement on south side of 1st Ave for shade trees; 2) remove sidewalk on south side of 1st Ave; 3) enhance intersection at 20th St / 1st Ave; 4) screen parking lots and railroad corridor with urban garden wall; and 5) add decorative pedestrian scale lights and landscaping along 1st Ave and landscape railroad yard and dike edges.

QCIC (COLUMBIA PARK) VISION PLAN (2004)

This project established a new land use vision for the northern part of Rock Island’s Keystone Neighborhood. The plan sites the potential of the riverfront and the area’s underutilized industrial sites. The redevelopment of the Quad City Industrial Center (QCIC) site serves as the main catalyst for a transformation but also reaches into the adjacent residential neighborhoods and Augustana College. Furthermore, the vision calls for a new gateway entrance to Rock Island from the east of which the City can be proud.

The project is located just east of the Arsenal Gateway Neighborhood Revitalization Project area. Connections between the two areas should be strong and considered in any plan for either area. Development in both areas should complement each other while working toward strengthening Rock Island as a whole. This project faces similar challenges to the Arsenal project in that the locations must contend with the railroad and IL-92 while trying to respect and incorporate the beauty of the Mississippi River.

The plan calls for three new access points to help with circulation throughout the area as well as landscaping as a buffer, similar to the Parkway Plan. Since the time this plan was created, the markets have changed considerably and should be taken into account while trying to implement developments. It is recommended that the two redevelopment and revitalization plans work together as they move forward and not compete for business and development.



DOWNTOWN STRATEGIC PLAN (2007-2010)

The Rock Island Downtown Strategic Plan provides a working vision led by a task force to ensure its continued success. It fosters a creative mix of uses which are strongly linked to the river and the historic fabric of the area. Geographically, the area shares the same boundaries as the Downtown Tax Increment Finance District roughly bound by the Mississippi River to the north, 7th Avenue to the south, 13th Street to the west and 31st Street to the east. A majority of the Arsenal Gateway Neighborhood fits within this boundary and is therefore affected by the strategies and objective of the Downtown Strategic Plan. A few notable areas not included in the Downtown TIF district that are important parts of the Arsenal Gateway Neighborhood Planning area are: 1) South side of 5th Avenue Between 22nd Street east to 31st Street, 2) The Garden-Ridge Funeral Home and Christian Science Church properties south of 7th Avenue, and 3) The area of Arsenal Gateway northeast of the railroad lines north of the Quad City Conservation Expo and south of the Mississippi River.

Notable critical issues identified in the downtown plan that apply to the project area include: 1) Maintenance and cleanliness of public areas and private buildings needs to be enhanced, 2) Occupancy rates need to improve to increase commerce within the downtown area. Additional private and public investment is important to reducing vacancy rates, 3) The potential character of the downtown area will be a point of differentiation between other cities, yet private investment has been slow. There is an architectural mixed message, and 4) Synergies need to be improved between the solid core of businesses currently located downtown, ultimately improving their connection to the growth of the downtown.

Significant objectives of the Downtown Plan applicable to the project area include: Objective 1 - Increase utilization and occupancy of the downtown properties, ultimately enhancing activity and commerce, Objective 3 - Continue to grow the downtown residential population through an understanding of current and future needs, Objective 4 - Engage the business community to understand their needs, develop solutions, and support the growth of the downtown area, and Objective 5 - Continue to enhance a pedestrian friendly downtown.

Two objectives that stand out as exceptionally applicable and require further definition through the Arsenal Gateway Revitalization

Plan are as follows: Objective 6 - Refine and promote the brand of the downtown area (The District), and Objective 7 - Enhance the creation and performance of the arts for sale or public display in the downtown. The area known as “The District” is an area directly west of these neighborhoods which has seen significant reinvestment and success. The Arsenal Gateway Neighborhood should complement the District, while creating and enhancing its own identity and brand.

Downtown Strategic Plan 2007-2010

City of Rock Island Renaissance Rock Island

Downtown Vision

A Place...
> for creativity and commerce with competitive clusters in the office, technology, arts, entertainment, and retailing sectors
> strongly linked to the surrounding neighborhoods and the river
> that celebrates the rich history of our community
> with a well maintained and balanced blend of built, natural, and creative elements
> that is inviting to workers, residents, and visitors seeking the arts, entertainment, and recreation
> that celebrates diversity
> offering ease of accessibility through a variety of transportation options, while preserving a friendly and walkable atmosphere
> willing to continuously improve through collaboration with others.



Purpose of the Strategic Plan

Downtown is an integral part of Rock Island and a strategic plan for improvement is essential. Downtown Rock Island has dramatically changed since 1996 when the Downtown 2000 plan was created. Much has been accomplished. Downtown has a core base of employers. Recent housing developments have proven residents want to live downtown. Major investments in the downtown infrastructure have been made. Downtown remains compact and intact, with several key businesses anchoring downtown. The District has built a brand equity with the arts and entertainment concept. The partnership between the City and Renaissance Rock Island demonstrates a highly effective public / private partnership.

In 2003, the downtown plan was updated. Since that time many of the objectives have been completed, the atmosphere of downtown has transformed, and Renaissance Rock Island has had staff changes. The time was ripe to create a new plan and review the vision.

The staffs of the City of Rock Island and Renaissance Rock Island met four times between August and October 2006. A professional facilitator, Tom Thoms, guided the process. The result is this document which includes the vision for downtown, critical issues to the success of downtown, and a set of prioritized objectives and strategies with individuals assigned to lead the successful completion of these objectives. The plan implementation period is 2007-2010.

The downtown is defined geographically as the Downtown Tax Increment Finance District (see map inside).

Input on the objectives and strategies was sought from City Council, the Board of Directors of Renaissance Rock Island, downtown residents, downtown business and property owners, and interested citizens. A task force, consisting of individuals from the groups listed above, will monitor the plan and progress made.





EXISTING PLANS (cont.)

ROCK ISLAND BIKEWAYS PLAN (2009)

This plan is intended to provide a blueprint for developing a system of connected bike routes through the city to encourage biking. Biking is a healthy, environmentally friendly, and efficient mode of transportation in an urban setting.

It is recommended to construct a network of striped bicycle lanes on 20th Street from 1st Avenue to 18th Avenue to help increase the safe use of alternative modes of transportation. This recommendation is also a priority set forth in the plan and should be considered a priority for the Arsenal Gateway Neighborhood Revitalization Plan. The new bike paths should meet the standards set forth by IDOT and the Bikeways Plan.

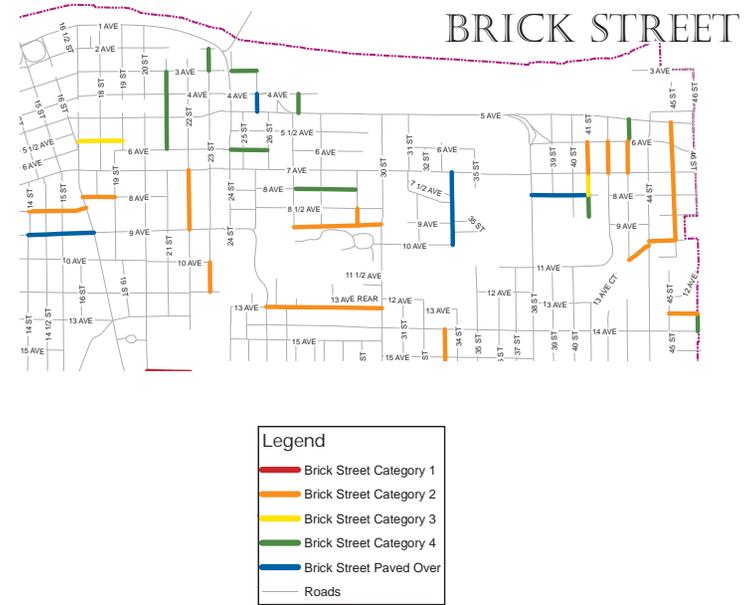


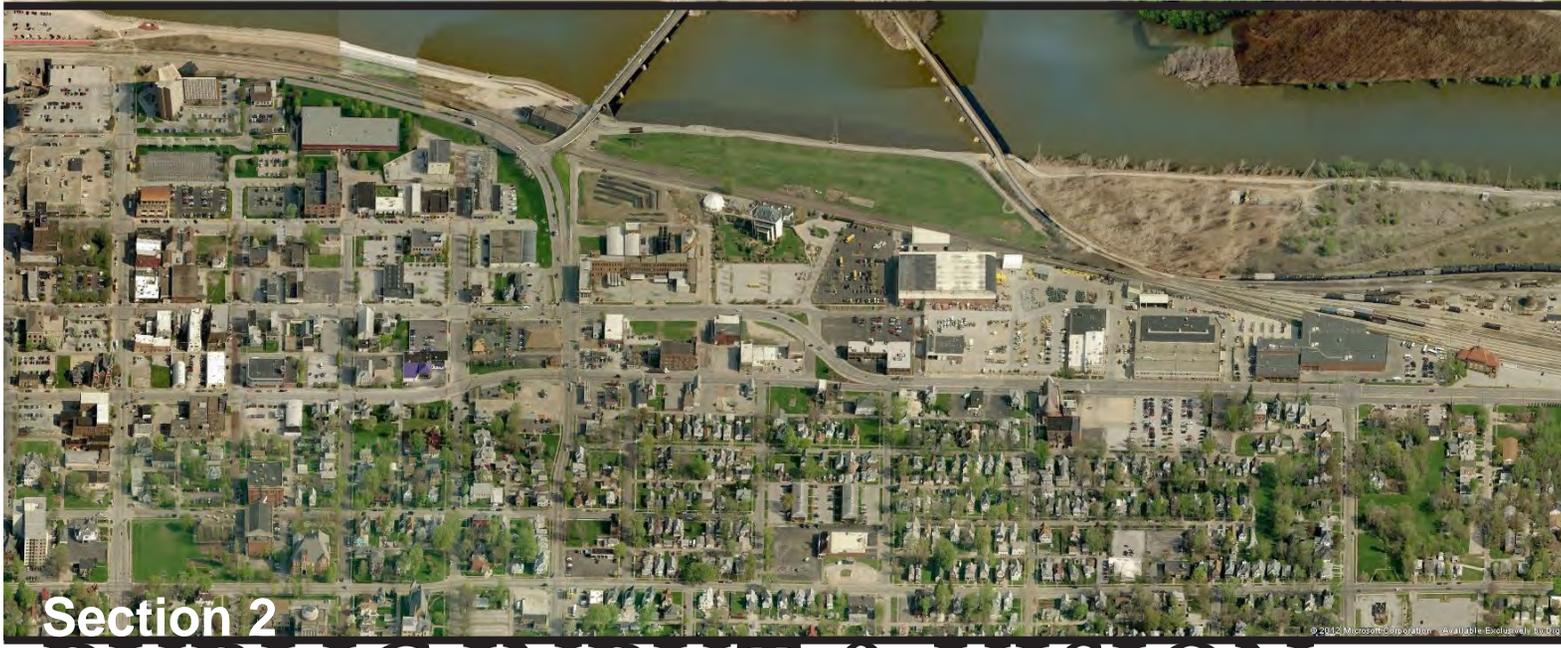
BRICK STREETS PLAN (1988; last update in 2012)

The Brick Streets Plan was created with the purpose of retaining and preserving the best of the City's brick streets. The community views the brick streets as an economically valuable asset that provides a sense of "time and place" for Rock Island's residential neighborhoods. The Plan goes on to give a Prioritization List of brick streets starting with the importance of each brick paved street from **Category 1** - the full restoration of the brick street to **Category 4** - the resurfacing of the street with materials other than brick.

Recommendations for the planning area are as follows:

- ▶ **Category 2** (merits preservation): 22nd St from 7th to 9th Ave; and
- ▶ **Category 4** (the resurfacing of the brick street with materials other than brick): 3rd Ave from 24th to 25th St, 6th Ave from 24th to 26th St, 21st St from 3rd to 6th Ave, 23rd St from 2nd to 3rd Ave and 27th St from 4th to 5th Avenue.





SECTION CONTENTS

- P.12 - Public “Kick-off” Meeting
- P.14 - Stakeholder Interviews
- P.18 - Walkabout
- P.24 - Survey Results
- P.28 - Vision & Priorities

Section 2

PUBLIC INPUT & VISION

This section describes the public outreach and engagement activities utilized during this planning process. It concludes with a vision statement highlighting the central themes that will guide development and change in the coming years.

The Arsenal Gateway Revitalization Plan is the product of a community-driven, public planning process. The process engaged the Rock Island community with a focus on neighborhood residents, employees, and business owners.

The planning process included public informational meetings, stakeholder interviews, a neighborhood walkabout, and a community survey. These activities revealed valuable local knowledge and perspectives regarding current issues and future opportunities in the Arsenal Gateway Neighborhood.





PUBLIC “KICK-OFF” MEETING

The public meeting was attended by over 30 participants, plus local media. Following an introductory presentation about the planning area and schedule, the participants divided into three groups to discuss three topics:

1. Transportation,
2. Aesthetics & Place Making, and
3. Development & Land Use.



MSA presenting at the kick-off public informational meeting.



Participants providing feedback on specified topics.



Participants (dot) voting on their top priorities.

Every participant had an opportunity to provide feedback on all three topics. Participants were asked to offer their views on the Strengths, Weaknesses, Opportunities, and Threats (SWOT Analysis) related to each topic. Strengths are things that should remain and/or be enhanced, weaknesses are things that need to be fixed/updated/removed, opportunities are potential actions that could help revitalize the area, and threats are issues that may in the future become detrimental to the vitality of the neighborhood. Comments were recorded on large notepads, and then participants were given seven (7) dots with which they could “vote” for items they believe should be priorities for the plan and the neighborhood.

The highest priorities, based on votes received, are listed here. The table on the next page provides the complete list of items noted by the public.

Things to Protect or Expand

- ▶ Arsenal Overflow/Proximity (7)
- ▶ River Connection / View (3)
- ▶ Bike Paths/Trail (2)
- ▶ Arsenal Employment (1)
- ▶ Live Work Program (1)
- ▶ Downtown Arts & Entertainment (1)
- ▶ Botanical Center (1)
- ▶ Greenspace (1)

Things to Add or Tap Into

- ▶ Parks & Gardens (2)
- ▶ Streetscaping-especially around Mid Am. (2)
- ▶ Signal Timing at 25 MPH on RI Parkway (2)
- ▶ Connect Bike Trail to Augie (2)
- ▶ Arsenal Commerce (1)
- ▶ Cottage Industries (1)
- ▶ Business Incentives (1)
- ▶ BRAC (1)
- ▶ Architectural Lighting on Riverfront Bridge (1)
- ▶ Museum Tour w/ CVB or Museum Campus (1)
- ▶ Green Roofs (1)
- ▶ Better Traffic Patterns around Expo (1)
- ▶ Need for a Tag Office near Bridge (1)
- ▶ Private Investment in Broadway Area (1)

Things to Change or Mitigate

- ▶ Vacant Lots / Properties (5)
- ▶ Blighted Blocks (5)
- ▶ No/limited wayfinding signage (4)
- ▶ Discount Liquor Store Appearance (3)
- ▶ Visually Deprived / Blighted Sites (2)
- ▶ Homeless Population (2)
- ▶ Lack of Greenspace at Gateways (2)
- ▶ Sidewalk/Street Improvements (2)
- ▶ Perception-safety, litter, crime (2)
- ▶ Lack of Market Rate Housing (2)
- ▶ Bar Density (1)
- ▶ Lack of Pedestrian Connections (1)
- ▶ Low Appraised Property Values (1)
- ▶ Excessive Speed-especially at split (1)
- ▶ Four Lane Separation (1)
- ▶ Presence of Railroad (1)





STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
Aesthetics & Place Making			
Police Presence	Discount Liquor Store Appearance (3)	Arsenal Commerce - PM (1)	Businesses that are Blighted
Bike Paths - aesthetics (1)	Visually Deprived (1)	Riverview Lights Features	Signage (billboards)
Botanical Center (1)	Blighted / Slum Look in Areas (1)	Celebrating the Streets	Stubborn Landowners
Quad City Expo Center	Brick Streets (maintenance, high curb)	Augustana Athletic Fields & Commerce	Absentee Landowners
MIP American - Activity	Homeless Population (2)	Residential Growth	Floodwall Design
Live & Work Close (1)	Mental Health Center Traffic	Sponsored themed port objects? (1)	Streets & Streetscape
Greenspace - in Res. Areas (1)	Bar Density (1)	Railroad moving -- land	
Historic Houses	Vacant Lots / Properties (3)	Opportunities for Parks & Gardens (2)	
Traffic has a purpose	Lack of Greenspace at Gateways (2)	Cottage Industries & Growth (1)	
River view - River City (1)	Lack of Pedestrian Connections (1)	Place Making Potential	
Mission	Need Sidewalk & Street Improvements (2)	Brick Streets	
Removal of Problem Houses	Increased setbacks with new development		
Redevelopment & Land Use			
Development Incentives	Lack of Hotels	Large Developable Parcels (1)	Absentee Landlords (1)
Land should be cheap to Buy	Accessibility affecting Dev. Potential	Infrastructure is there	Multi-unit Single Families
New Developments - Jackson Square	Perception-Safety, Litter, Crime (2)	Traffic Counts	Davenport has Casino
Arsenal potential-overflow/proximity (5)	River	Business Incentives (1)	Bi-State (1)
Available Space (1)	Inexpensive Housing	Easier to Acquire Properties	BRAC Sequestration (1)
Hub Potential (1)	Upward Trend in Broadway Area Reversing	Economy starting to pick up	Anti-Business Climate - Perception (3)
High Volume of Traffic	Lack of Market Rate Housing (2)	Momentum-botanical gardens	Inappropriate Land Uses
Cleaned up Lots	One-way Traffic - access issues	Strong Public/Private	Missed High Density Opportunities
Diversity	Empty Lots - 5th Ave (1)	BRAC (1)	Realtors favor Iowa
City Management-flexibility	Blighted Blocks-side streets (5)	Eating along the River	Continued Negative Discourse
Private Investment in Broadway Area (1)	Need for a Tag Office near Bridge (1)	Single Family Development Potential	No New Single Family Development
River (2)	Low Appraised Property Values (1)	Build on Success of D.T.	Perception of School District (3)
Bike Path (1)	Surrounding Residential Property Values	Stay Competitive w/ other Cities	
Live Work Program (1)		Architectural Lighting on Riverfront Bldgs (1)	
Arsenal Employment (1)		Move Museum from Arsenal to Rock Island	
Downtown Arts & Entertainment (1)		Move Mississippi River Visitor Center to R.I.	
Good School District		Museum Tour w/ CVB or Museum Campus (1)	
		Green Roofs (1)	
		Walking Tour - follow the line	
		Gymnasium for Community Center	
Transportation			
Bike Trail (2)	Excessive Speed-especially at the split (1)	Push Semi Routes off of 4th/5th Avenues	Moline Bridge can handle more traffic
Main Road-heavy traffic	No wayfinding (4)	30th to River	Impassable Sidewalks - snow (1)
New Bus Depot	Some Street Signs hard to see	Looped Path	High Rate of Speeding along 5th
Connection to Arsenal (2)	Inconsistent Signage	Better Traffic Patterns around Expo (1)	Parking 2hr Limit
5th Moves Traffic	Visibility getting on 5th difficult	Trail to Connect Broadway to Davenport	Lots of Runoff
Loop bus-events, bars	Shrubs in bumpouts - visibility issues	Connect Bike Trail to Augie (2)	Not enough buffer on sidewalks
No Real Traffic Issues	Brick Street Conditions	Alternative Access for Expo Area	Bridge Traffic affecting flow
	Semi Use on 4th/5th	Mid America - Possible Parking	Lack of Vehicle Traffic at times
	Four Lane Separation (1)	Blvd. on 5th	Bridge Construction
	Presence of Railroad (1)	More Flexibility on Parking Times	Community Events affecting traffic flow
	Not enough Auto Access to River - eastside	Lots of Places for Streetscaping-Mid Am. (2)	
	East of 24th - Bad Sidewalks	Signal Timing from 30th-53rd at 25MPH (2)	
	Lack of Bike Racks	Add Attractive Signage	
	No Safe Crossing on Viaduct		
	Not Pedestrian-friendly on 24th/5th		
	No good access to Bike Path		
	Lack of Sharing Road		
	Not Good for Kids		
	Erratic Speeds		





STAKEHOLDER INTERVIEWS

Over twenty-five stakeholders from a variety of backgrounds participated in one-on-one interviews regarding the Arsenal Gateway Neighborhood (see the list below). A summary of responses follows.

INTERVIEWEES

- Linda Work
- Diane Nelson
- David Parker
- Benjamin Fawks
- John Snow & Bryan Schmid
- Jan & Tracy Masamoto
- Pat(ricia) Jahn
- Laura or Troy Green
- Barb Asifre
- David Levin
- Phil Scott
- Chris Beardsley
- Ami Jenkins
- Michael Freda
- Dr. Francine Ricketts
- Mike Oberhaus
- Morten Wa byaombe
- Chelsea Hohensee
- Al Kruse
- Monta Ponsetto
- Orville B
- Sam Kupresin
- Pete McLaughlin
- Gail Stenger

ORGANIZATION/BUSINESS

- Coventry Apartments
- Girl Scouts
- Victorian Inn
- Rozz Tox
- Karpeles Museum
- JTM
- Regalia
- Roosters Bar & Grill
- Illinois Casualty
- Ruhl & Ruhl Com. Realtor
- Cabanas & Sea Turtle Apartments
- Hungry Hobo
- Quad City Botanical Ctr
- Trinity / RY Mental Health
- Psychologist
- SUPT - RI / Milan Schools
- Morten Designs
- MetroLINK
- RI Arsenal Dev. Group
- Ruhl & Ruhl Res. Realtor
- Tire Marketing
- RI Arsenal Garrison
- McLaughlin Auto property
- MidAmerican Energy

1. Describe your connection to the planning area – what does your organization do and what is your role in the organization?

- Many organizations, businesses and individuals in the area.

2. Why are you located here, and what do you like about this part of Rock Island?

- Good deal on land/good prices
- Affordable available space
- Close to arsenal
- Business has always been here
- Already own building
- Live in the area
- Like the neighborhood and neighbors
- Like to be close to downtown Rock Island
- Like the great location in the Quad Cities
- Like the recent improvements by the community in the area
- Like the history of the area and river access
- Mixed use and craft industries
- Mix of culture is great in this area and is a huge asset

3. Who are your tenants/customers/clientele? From where do you attract these people and how is your location an advantage or disadvantage?

- Many are online; therefore, location is not important to clients
- US Government/close to Arsenal is an advantage
- In the City of Rock Island/centrally located on major corridor
- Quad Cities Metro/easy to find if you know the area
- Residential residents/advantage by being centrally located and inexpensive compared to nearby District.
- Retail/easy to find and close to Rock Island downtown or in downtown, close to highways
- Recent loss or future loss of basic employers is a concern for non-basic industries/businesses.
- Need more signage and way finding for tourist attractions
- Location is a huge advantage
- Need to better market improvements that are happening or have happened; to show outside the area the growth/redevelopment in the area.



4. Please describe traffic and parking conditions in the area.

- No major issues with not enough parking or too much traffic
- Safety along 5th Avenue, because of traffic and streetscape, is an issue.
- Some conflicts between uses - residential/commercial.

5. This area is changing. What needs to be preserved through this period of change?

- Historic buildings of architectural significance
- Brick streets
- Quad City Expo Center
- Mixed use character and buildings
- Botanical center
- Craft industries and small businesses
- Karpeles Museum
- Depot
- Jackson Square
- Programmed open space and parks
- People, businesses and character of neighborhood is great
- Robert Young Center
- Christian Family Care Center - Shelter
- Bent River Brewing
- Roosters
- Small businesses (general)
- Rozz Tox
- Manufacturing heritage
- The area has lost many businesses due to economic changes (scale); need to preserve what has survived.

6. Please describe 3 things that you would like to change about this neighborhood, especially things that would make your organization more successful?

- Create an identity for tourism and marketing business for the area
- Fill vacant buildings
- Reduce blight
- Change perception of crime
- Improve signage and way finding
- Improve 4th and 24th to 7th and 24th – this Gateway from the Arsenal and Highway(s) is very bad
- Need more pride for City and neighborhood
- Continue mixed use development (residential and commercial mix)
- Continue building apartment and condos
- More up-scale tourism, less focus on bars
- Calm traffic on major thoroughfares and increase safety for bikers, pedestrians
- Dead end on 3rd Avenue is not good for businesses and traffic; bad
- Buildings in disrepair
- Fill in vacant lots with development
- Need local daily needs stores (grocery, hardware, restaurants).
- Clean up area around Christian Family Care Center - Shelter and Robert Young; good but area needs attention to reduce conflicts.
- Illinois taxes and higher cost of living present challenges over Iowa's for businesses
- Improve lighting along streets for pedestrian safety and perception
- Upscale restaurants
- Need bakery
- Need additional street art in select locations; also provide locals with a canvas to shape art in this area.
- Remove one way streets; not good for access or exposure to businesses
- Better sidewalks and access to trail along river





STAKEHOLDER INTERVIEWS (cont.)

7. What role could your organization have in the betterment of the neighborhood? How could your skills or services be applied within the neighborhood to foster positive changes here?

- Running and owning a successful business
- Volunteering and donating to causes in the neighborhood
- Expanding existing businesses
- Sponsor container gardens for business to increase marketing and tourism

8. Do you own any vacant land or buildings in the study area – if so (or if you know someone who does), what have been the impediments to sale/lease/reuse/redevelopment?

- Most only own property they have businesses on currently.
- Blight and low traffic tend to stifle redevelopment and expansion.
- Property owners need a dose of reality regarding value of property
- Funding to expand attractions/businesses

9. Is there anything else you would like us to know about – information or ideas for the planning area?

- Crime is a perceived issue, needs to change, not reality.
- Need to know what businesses are there
- Residential areas are in decline but just north of Broadway District
- Rock Island needs to be cooler, needs a cool image.
- Do not move police station to old school site(s)
- Image needs to be improved for existing business to thrive

10. How do you describe your location to anyone from outside the planning area?

- Downtown Rock Island
- Next to The District
- Across from the Arsenal
- On highway/5th Ave
- The District
- Next to/on the River
- Arsenal Gateway Neighborhood
- North of Broadway District

11. If given \$1M for the betterment of the area, how would you spend it?

- Improving traffic and streetscaping
- Improving 24th Street corridor
- Removing vacant and bad buildings and homes
- Expanding current businesses
- Expanding tourism and tourist attractions
- Signage and way-finding

12. If given \$10,000 for the betterment of the area, how would you spend it?

- Expanding current businesses
- Marketing the area and businesses
- Signage and way-finding

13. Are there any vacant sites or buildings that you see as either a major liability or a major opportunity? What do you think should happen with the school and former school properties on 7th Ave?

- Opportunities - School admin and school buildings, funeral home on 7th Ave, & Volvo dealership –need reuse
- No major liabilities where mentioned, only that underutilized properties in disrepair or neglect where a detriment to the perception of the area and its economic health



For people associated with the Arsenal:

1. How is this part of Rock Island viewed by those who work on Arsenal Island?

- Blighted
- Hard to access and not sure what is there
- Good place for businesses working with Arsenal

2. What opportunities do you see to foster business growth here associated with the Arsenal?

- Properties are inexpensive to buy
- Many business are currently working with Arsenal and more opportunity for this type of growth

For the realtors:

1. Do you have direct experience marketing property in this part of Rock Island? What are the challenges to selling land/homes/commercial space here?

- Perception of crime
- Blighted buildings
- People not knowing where things are at or about the area

2. To the best of your knowledge, how much commercial real estate is currently vacant in this area, and how/to whom is it being marketed?

- 30% vacant residential - estimate
- 23% business (in existing building) - estimate

For Metro LINK:

1. What is planned for the property on 5th Ave?

- West 5th Ave Site: Plan is to stay there and continue using property for paratransit and on call services (office and busses).
- East 5th Ave – Metro LINK will no longer be using this facility in the near future, possible expansion for MidAmerican Energy (parking/storage)

2. If plans are not certain, what is the process for making decisions about that facility?

- No set process





WALKABOUT

Twelve (12) Arsenal Gateway Neighborhood stakeholders and residents conducted a walkabout with MSA staff to assess the condition of the area and discuss improvement opportunities. The Neighborhood was broken into three sections and notes and pictures were taken throughout the journey. Participants pointed out all things good, all things bad, and anything else that piqued their interest. Maps were produced for each of the sections to describe existing conditions in three categories:

- ▶ Transportation,
- ▶ Aesthetics & Placemaking, and
- ▶ Development & Land Use.



Participants walking on the Great River Trail in the northwest section.



Path crossing railroad tracks and 1st Avenue needs further attention based on comments.



Public art on existing concrete block building along 24th Street - positive aesthetics.



NORTHWEST SECTION

As shown in the map on the next page, the northwest section is bound by the Mississippi River to the north, the 3rd Avenue to the south, 19th Street to the west, and 24th Street to the east.

Transportation

Along 24th Street, there is a lack of path signage for the bike/walking trail. Although there is road construction planned along 3rd Avenue, there is no pedestrian crossing at the intersection of 24th and 3rd. This creates a physical barrier connecting the east side of the neighborhood to the west side. Also at this point in the path, trains routinely block passage making it harder to tranverse. The bike path lacks wayfinding signage and the residents would like to see it direct users to other points of interest, such as the Broadway Historic District. It was also noted that the bike users of the path also tend to disturb the stone alongside the pathway.



When exiting the path into the neighborhood at 1st Avenue and 20th Street, there are pedestrian and bike issues when crossing the railroad tracks which need to be addressed. Additionally, a pedestrian refuge is needed when crossing the wide section of 1st Avenue which will address safety concerns. The need to better transition between bike trails, paths, and lanes was also expressed. This was evident at the corner of 2nd Avenue and 20th Street.

Lastly, maintenance of existing infrastructure was discussed. In many places, trees hung low over the sidewalks impeding pedestrian movement. There are brick streets in need of repair and the striping on the asphalt in places appears to be eroding.

Aesthetics & Place Making

The use of boulevard trees and landscaped areas was viewed as a great way to help to soften the urban hardscape. The use of public art in the form of murals and sculpture was also seen as a positive, and those on the walkabout hope to see more art installments in the redevelopment of the area.



The bike path along the river gives a great view of the Neighborhood. It was suggested that architectural lighting be added to the buildings along the river to help with the appearance at night. Also along the river there is potential for a sculpture garden or other public art to help compliment the well maintained lawns and boulevard treatments.

The participants found green amenities such as landscaping around the welcome sign from Arsenal Island to be a positive and would like to see more wayfinding signage. While landscaping is desired, the participants also noted a lack of maintenance of these areas is and can be an issue. The use of native plantings to help minimize maintenance efforts was discussed.

Development & Land Use

Some existing businesses which are a positive on the neighborhood were also identified. The variety of uses from these businesses was viewed as a positive and the group expressed a desire to see an even wider variety of businesses move in, especially in the artisan/entertainment industries. Some of the existing, planned and potential sites identified during the northwest section of the walkabout are listed below.

Existing

- Jackson Square
- Modern Woodmen of America
- Illinois Casualty
- Market on 3rd (a live/work development)
- Roosters Bar & Grill
- Morten Designs
- Christian Family Care Center
- Robert Young Center
- Dphilms Imaging Servies

Planned

- Botanical Center Addition
- Future Bus Depot at SE corner of 1st & 20th

Potential

- SE Corner of 1st & 20th
- NW Corner of 3rd & 20th
- SW Corner of 3rd & 21st
- NE Corner of 3rd & 23rd



Noted redevelopment opportunity on 3rd Avenue



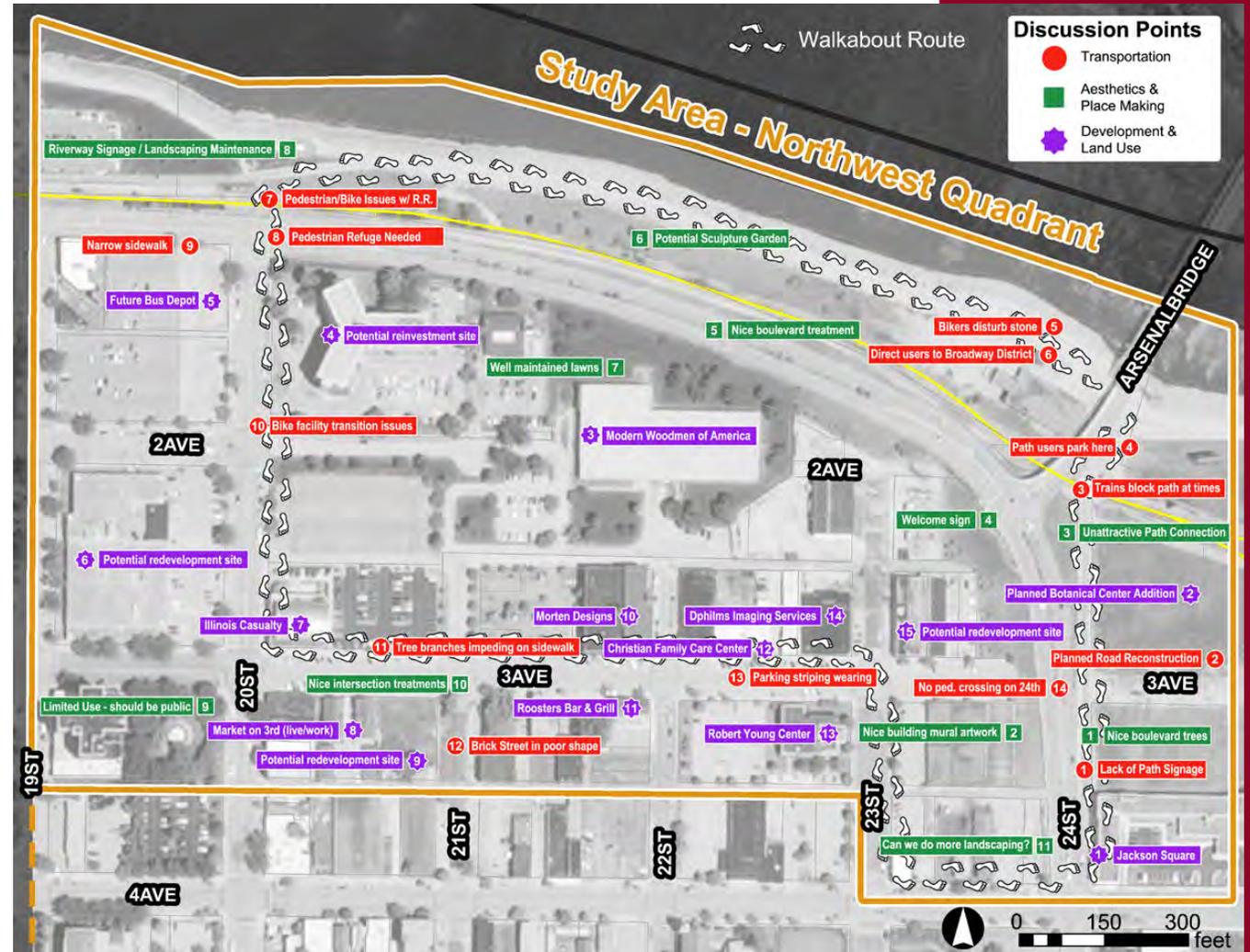
Noted positive building reuse along 3rd Avenue



Noted positive new development along 20th Street



WALKABOUT - NORTHWEST SECTION





WALKABOUT (cont.)

SOUTHWEST SECTION

As shown in the map on the next page, the southwest section is bounded by 4th Avenue to the north, 7th Avenue to the south, 19th Street to the west, and 25th Street to the east.

Transportation

The turning radii at 4th Avenue and 24th Street was noted as too narrow, especially for semis, and this was evident by the beat up light post and broken sidewalk ramps and curbs. Moreover, the IL-92 turn sign is missing making travel difficult for visitors.



There were also concerns stated about the lack of ADA accessible ramps and sidewalks throughout the residential portion of the neighborhood. Many sidewalks were also noted as being too narrow and/or too destroyed by tree roots. There are a number of brick streets within the neighborhood that also are in need of repairs or replacement. Due to the historic nature of the area, a desire to keep, rather than replace, the bricks streets and sidewalks was expressed.



Throughout this area there were concerns about the bump outs which had been installed to help with pedestrian visibility. However, many residents voiced concern over the landscaping which had been placed within the bump outs. The ornamental trees appear to obstruct vision



for both pedestrians and vehicles making those intersections more dangerous. Likewise, without marked bike lanes, the bump outs were stated as not being able to facilitate bike traffic as the bikes had to then drive into traffic.

The speed control barrels at the corner of 5th Ave and 23rd Street had been hidden behind a picket fence and covered with a solid color wrap. This solution to an otherwise unattractive practicality was appreciated by the participants.



Aesthetics & Place Making

There are a number of historic homes within the Broadway neighborhood which are in great condition and a number which could use significant investment. The Broadway Historic District has several signs marking its boundaries and provide a sense of place for the community. The residents also expressed a desire to designate more local historic districts. They are working on this in small sections to help preserve the nature of the area and to promote owner buy-in. Their desire is to have better building maintenance and general upkeep of the neighborhood.



Development & Land Use

There was also a desire for some neighborhood development to occur such as a laundromat, a grocery store or an antique store. The residents want to ensure the commercial uses are compatible with that of a residential use in operating hours and traffic counts so as not to disturb the essential character of the neighborhood.



Accessibility issues exist on sidewalks (top to bottom: narrow corners, utility poles impeding path, narrow walkway & broken pavement).



A number of museums exist in the area and the aspirations to promote those museums for local and regional tourism are high. Some of the existing, planned and potential sites identified during the northwest section of the walkabout are listed below.



Noted redevelopment opportunity (old school property)



Noted positive building reuse along 7th Avenue



Noted positive new development along 4th Avenue



Existing

- Mandus Group
- Social Security Administration
- G & E Credit Union
- Bent River Brewery
- Association of General Contractors
- Karpeles Museum

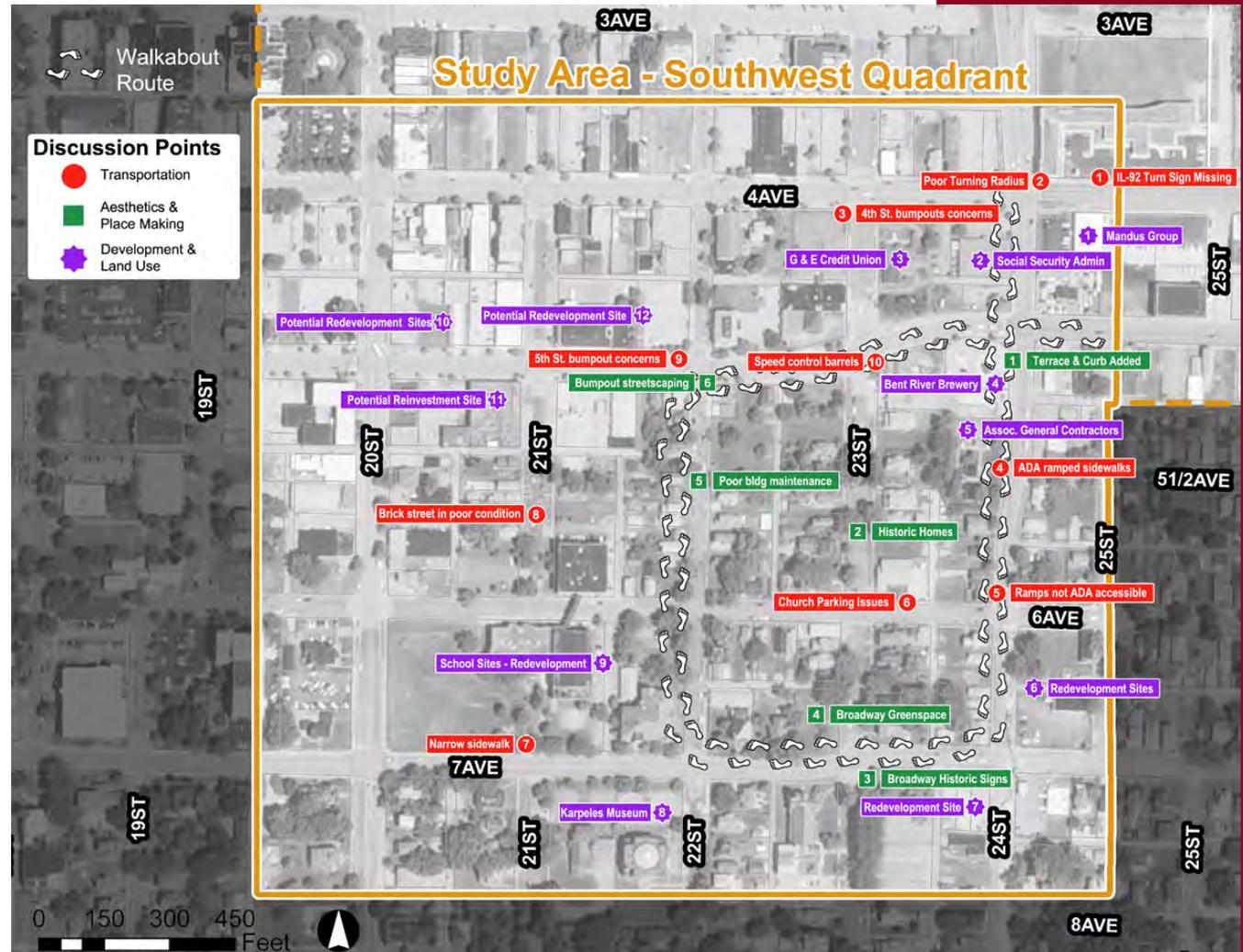
Planned

- None mentioned

Potential

- SE Corner of 6th and 24th
- SW Corner of 7th and 24th
- Old School Site on 7th and 21st
- SW Corner of 5th and 21st
- NW Corner of 5th and 21st
- NE Corner of 5th and 21st

WALKABOUT - SOUTHWEST SECTION





WALKABOUT (cont.)

EAST SECTION

As shown in the map on the next page, the east section is bound by the Mississippi River to the north, 5½ Avenue to the south, 25th Street to the west and 31st Street to the east.

Transportation

The pedestrian environment within this section of the Arsenal Gateway is limited. Sidewalks along 4th Avenue are quite narrow and lack any safety buffer between pedestrians and fast moving traffic. Crosswalks are limited to 27th Street and 30th Street. The crossing at 27th is uncontrolled and the 3-ft. median does not provide a substantial refuge for pedestrians.



Currently there are only a few places where one can connect with the Mississippi River with no access beyond 24th Street going east. There is interest for a path (or street) connection to the River, especially for the residential neighborhoods south of 5th Avenue.

Aesthetics & Place Making

The parking areas for this corridor were noted as being in particularly bad condition. There is almost no buffer, landscaping or otherwise, between the street and the parking lot which would be desired by the residents. There are also a number of billboards which are in poor condition and do not give a good impression to the identity of the neighborhood.



Overall, to improve the identity for this quadrant, more plaza space and landscaping, as done by the Botanical Center was preferred.

Development & Land Use

There were many “eye sores” within this section of 5th Avenue with vacant buildings, buildings in poor condition, and vacant parcels. However, there were also some existing businesses that had a positive affect on the neighborhood, as noted below. The variety of uses from these businesses was viewed as a positive and the group expressed a desire to see and even wider variety of businesses move in, especially in the artisan/entertainment industries. Some of the existing, planned and potential sites identified during the northwest section of the walkabout are listed below.

Existing

- Abbey Station
- Quad City Transit Facility
- Mid American Energy
- Quad City Expo Center
- Botanical Center

Planned

- Botanical Gardens Addition

Potential

- The south side block of 5th Avenue between 26th and 27th Streets
- SW Corner of 5th and 30th
- NW Corner of 5th and 27th
- Vacant land between the railroad tracks and the river



Sidewalks along 5th Avenue lack substantial (if any) separation buffer between pedestrians and fast moving traffic and are quite narrow





COMMUNITY SURVEY SUMMARY

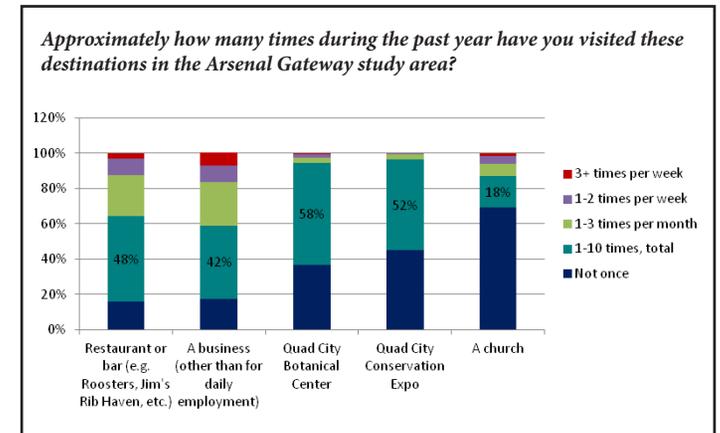
A community survey was conducted to solicit opinions about current conditions and ideas for the future of the neighborhood. Available for approximately 8 weeks, from late October to December 2012, the survey could be taken either online (using Survey Monkey) or in a paper format when requested. The survey included questions targeted to specific stakeholder groups, including study area residents, study area employees and business owner/operators, and Arsenal Island employees.

One-hundred and sixty (160) responses were collected, including 45 residents of the study area (28%), 22 employees from within the study area (14%), 21 employees of the Rock Island Arsenal (13%), and 8 business owners or operators (5%). All respondents were adults, including 34.2% under age 35, 54.5% ages 35-64, and 11.4% age 65 or older. Most respondents lived either in the study area (28%) or elsewhere in Rock Island (40%), and the rest lived elsewhere, generally within the Quad Cities region.

The survey included both multiple choice and open-ended questions. The following summary presents the data and responses deemed most relevant to the planning effort.

DESTINATIONS

Within the last year, 34% of respondents visited a restaurant or bar in the study area at least once per month, while 56% visited a downtown restaurant or bar at least once per month. About 40% of respondents visited other business types at least once per month, both in the study area and in the downtown area. As expected, the Quad City Botanical Center and Quad City Conservation Expo were visited less frequently by respondents – roughly 50% of respondents visited each at least once in the past year, but many visited neither (35% and 42%, respectively). The churches in the study area were visited by just 35% of respondents during the past year, typically about once per month.



When asked about preferences for new business types to attract to the area, residents most often suggested a grocery store. Other suggestions included a variety of smaller retail options, especially a drug store and coffee shops. Several respondents noted the need for more residents first, to make additional retail viable here.



TRANSPORTATION

On most days, nearly 60% of the respondents used a personal vehicle for transportation in and beyond the study area, while 5.6% walk and 2.5% bike. Only two (1.2%) reported daily bus use, and only 17% reported bus use at any time during the year. There were some age differences among these results - younger respondents were more likely to use the Loop and least likely to walk for transportation. The respondents most likely to walk are those age 75+.

Respondents were also asked to suggest any transportation-related improvements for the study area. Suggestions included:

- ▶ Finish the bus terminal
- ▶ Offer more frequent and later buses
- ▶ Remove one-way streets
- ▶ Increase and improve bike lanes, and provide more bike racks
- ▶ Create a more pedestrian-friendly environment
- ▶ Clean, cover and light bus stops
- ▶ Install softer streetscape elements and landscaping
- ▶ Improve existing sidewalks
- ▶ Improve street pavements (fix potholes, cracks, etc.)
- ▶ Increase and improve wayfinding signage
- ▶ Create a better, more affordable taxi service
- ▶ Implement a water taxi service to Davenport

RESIDENTS

Of the 45 residents of the study area responding to the survey, 67% lived in single family homes, while 76% owned their homes. The neighborhood appears stable with nearly 75% having lived here at least 4 years and 66% stating they will live in the neighborhood at least another 5 years. Respondents cited a variety of attributes that make this part of Rock Island a good place to live, including:

- ▶ Varied and historic architecture
- ▶ Proximity to the river and the bike path
- ▶ Proximity to the downtown
- ▶ Good neighbors

When asked for suggested changes to the neighborhood, residents offered many ideas, including:

- ▶ Clean up or remove run-down homes
- ▶ More bike and foot patrols by police
- ▶ Better public lighting
- ▶ Improved streets and streetscaping
- ▶ More green spaces and recreational areas

EMPLOYEES

Of all respondents, about 14% work in the study area, and another 13% work at the Rock Island Arsenal. Of these people, only a few (16%) lived in the study area, but nearly half live within Rock Island. Among all respondents who live in the study area, only about 10% also work in the study area.

When asked which city is easiest to access, a large majority (81%) of Arsenal employees ranked Downtown Rock Island and Arsenal Gateway area as most convenient. Almost all Arsenal employees indicated they would visit Rock Island more often for lunch or dinner if there were more options available in the area, and they indicated a stronger preference for sit-down restaurants than for fast food.





COMMUNITY SURVEY SUMMARY (cont.)

Among those who work in or near the study area, but do not live in Rock Island, about half (46%) indicated they would consider moving to Rock Island. Those that did not want to move to Rock Island most often cited higher taxes as their reason not to move, and several mentioned concerns about crime.

BUSINESS OWNERS/OPERATORS

Eight (8) owners or operators of businesses in the study area responded to the survey, including questions prepared specifically for them. Three (3) represented businesses that have been operating here only a few years, while three (3) have been in business more than 10 years and the other two (2) more than 20 years.

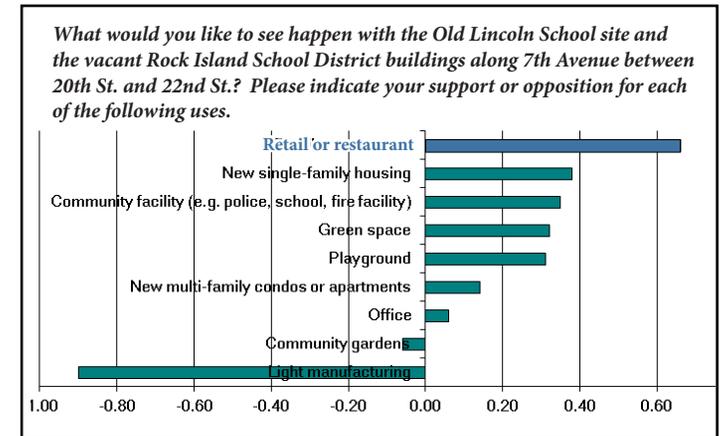
Their reasons for being in business here include low cost, proximity to bridges and central location within the Quad Cities, proximity to related businesses, grant funding, and local ties/local pride. When asked to describe the things that make this part of Rock Island a good place to be in business, most cited the central location and ease of access to/from the area. Changes to the area that would support the success of their businesses include rehabbing and cleaning up surrounding properties, attracting more residents and other businesses, wayfinding signage and capitalizing on the uniqueness of the area. Overall, the survey results from the business owners were similar to those of other respondents.

DEVELOPMENT AND REDEVELOPMENT

Those people most familiar with the study area – residents and employees – were asked several questions related to development conditions and opportunities. First, on the topic of factors that may be inhibiting investment, respondents ranked “crime and perceptions of crime” as the most important factor, followed closely by “private property conditions”, then “existing buildings not easily reused” and “demolition or cleanup costs”. Inadequate or excessive traffic were seen as less important factors inhibiting investment. It

is worth noting that residents of the planning area did not characterize crime and property conditions to be as severely problematic as the rest of respondents.

When asked specifically about the Lincoln School site and adjacent school district buildings, respondents indicated a strong opposition to the possibility of light manufacturing and mild opposition to community gardens, but support for a variety of other uses. The most preferred use for the site, by quite a bit, was retail or restaurant use. The option of residential use revealed a preference for single family housing among study area residents, and a preference for multifamily housing among other respondents.

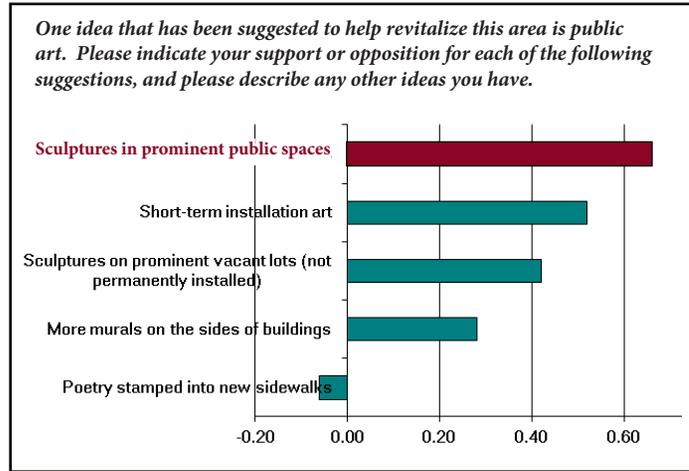


IDENTITY AND ASPIRATIONS

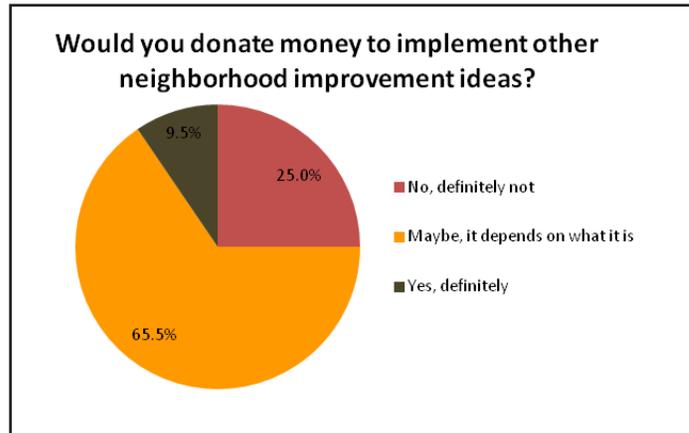
The Arsenal Gateway study area is an arbitrary area for the purposes of this study and does not correspond to an existing geographic boundary. The survey therefore asked respondents with ties to the area to describe how they identify or describe their location to others. Not surprisingly, residents most often identified with an existing neighborhood, mostly the Broadway Neighborhood, and most business owners and employees identified the area as “downtown”.



All respondents were asked to describe the area in a few words or phrases, and their responses reflect the mix of positive and negative conditions known to exist. Some noted the rundown and empty buildings and used words like “gritty”, “dirty”, “junky” and “slummy”. Other respondents used words such as “improving”, “potential”, “developing”, “pleasant”, and “historic”. When categorized as positive, neutral/mixed, or negative in tone, about 50% fall in that middle category, while 33% were negative and 19% positive. When analyzed by age and by place of residence, the data revealed more positive descriptions from respondents age 55 or older and from residents of the study area, and more negative descriptions from younger respondents and residents of other parts of the City or region.



Respondents who live or work in the planning area were asked to consider how they would spend \$1 million to improve the area. Many suggested the razing or rehabilitation of empty and blighted buildings, or specific strategies toward that end such as property improvement grants or loans. Others suggested public facility improvements, including streetscaping, streetlights, road improvements, and park or recreation investments. A follow-up question asked how they might spend \$10,000. This time many of the suggestions still addressed the problem of run-down properties, but with cleaning and landscaping.



Respondents were asked specifically about the use of public art to improve appearances and perceptions of the study area. The most popular suggestion was “sculptures in prominent public spaces”, while the only suggestion rated as undesirable was “poetry stamped into new sidewalks”. Residents of the planning area and younger respondents were generally more supportive of the public art suggestions than other respondents, especially sculptures and short-term installations. When asked if they might support such public art with a monetary donation, 63% of all respondents said either “yes” or “maybe, depending on the art”. When asked if they would donate money to support other neighborhood improvement ideas, 75% said either “yes” (10%) or “maybe” (65%).



VISION & PRIORITIES

VISION STATEMENT

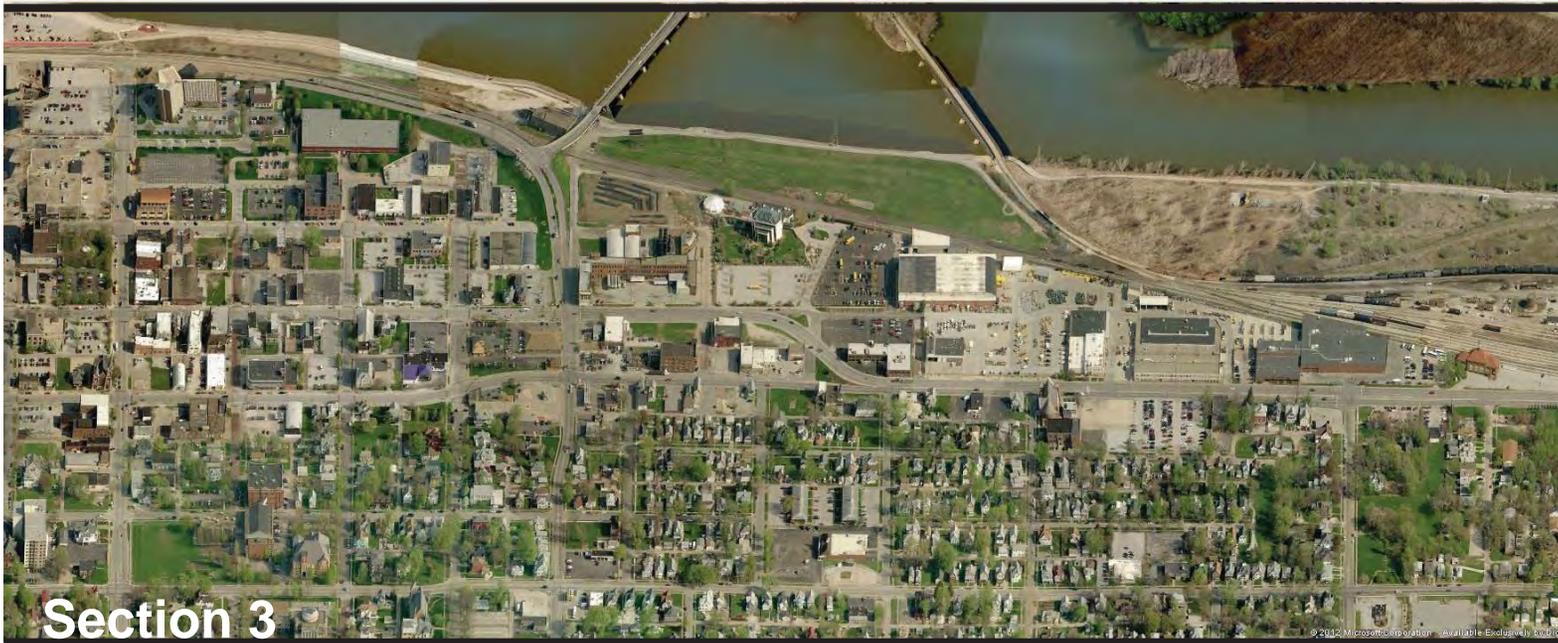
***“The Arsenal Gateway is a vibrant neighborhood and a hub of economic growth within the region. People choose to live in the Arsenal Gateway Neighborhood for the diverse residential options and proximity to employers, restaurants, and civic amenities. Businesses choose to operate here for convenient access to the Rock Island Arsenal and its partner organizations. A consistent trend of investment and reinvestment has made the Arsenal Gateway, and the City of Rock Island, a Quad Cities success story.*”**

PLAN PRIORITIES

The following priorities correspond to the community’s aspirations for the entire planning area and are part of the Arsenal Gateway Vision.

- ▶ Employment will grow in the planning area, with a focus on business attraction and growth that is synergistic with existing businesses and the Rock Island Arsenal
- ▶ Public effort and investment to achieve new development will prioritize high-visibility sites, especially near the Gateway intersections of 24th Street with 4th Avenue and 5th Avenue
- ▶ Infill development will be appropriate to the desired character of each neighborhood
- ▶ Older buildings with architectural character will be retained and revitalized whenever feasible
- ▶ Intact streets of single family homes will be protected and revitalized, including architecturally appropriate residential infill
- ▶ The population of the planning area will grow and will continue to be diverse in age and ethnicity
- ▶ Walking and biking will be safe and viable transportation options at all times of the year and in all parts of the planning area, especially including crossings of 4th Ave and 5th Ave and connections to the river
- ▶ These neighborhoods will be safe at all times, and will be perceived as such
- ▶ Formal and informal green spaces will be maintained and celebrated as public gathering spaces
- ▶ The appearance and unique identity of each neighborhood will be enhanced with signage, street furniture, public art and landscaping
- ▶ All investments, large and small, will communicate a feeling of energy, activity and progress





Section 3

PUBLIC REALM & MOBILITY

SECTION CONTENTS

- P.29 - Public Input Summary
- P.31 - Transportation Regulations
- P.32 - Public Transit
- P.33 - Parking
- P.34 - Road & Pedestrian Network
- P.38 - Streetscaping
- P.41 - Public Improvements

This section describes existing conditions and proposed public realm improvements for the Arsenal Gateway Neighborhood, especially addressing mobility concerns. Topics include the road and sidewalk network, public transportation, bike facilities, streetscaping features, and parking.

PUBLIC INPUT SUMMARY

WALKABOUT

To kick off the planning process, a group of stakeholders, including staff, residents and business owners, toured the entire project area. They identified public realm items to protect, restore, change and/or remove. Features to be protected included the scenic riverfront trail, the bike lanes, and landscaped areas. Suggested improvements included increased path signage on 24th Street, better pedestrian access across 24th Street from 3rd Avenue, enhanced trail crossings at the railroad tracks, increased pedestrian lighting, better turn radii and safer crossings at 4th/24th intersection, reconstructed sidewalks (and ramps) in poor condition, increased visibility around bumpouts, repair/removal of brick streets in disrepair, and landscaping in and around barren parking lots.





PUBLIC INPUT SUMMARY *(cont.)*

PUBLIC INFORMATIONAL MEETING

The public input meeting gave insights into the challenges and opportunities for the transportation network within the study area. Participants cited strengths such as the Great River Trail, the connection to the Arsenal, the new bus depot, and the loop bus route.

Weaknesses noted included excessive vehicle speeds (especially at the 4th Ave/5th Ave split), inconsistent and inadequate wayfinding signage, visibility issues around the curb bumpouts, poor brick street conditions, truck use of 4th/5th Avenues, poor access to the bike path, and vehicle/pedestrian conflicts at 4th and 24th. Concerns were also expressed in regard to the following threats to growth in this neighborhood: the Moline bridge can handle more traffic, and community events can cause traffic congestion.

However, there were also many opportunities suggested to address these weaknesses and threats. For example, moving semi traffic off of 4th/5th Avenues, improved signal timing tied to the 25 MPH speed limit, a new road connection to the river via 30th Street, create better traffic patterns around the Expo, a bike path connection to Augustana College, and improved streetscaping and wayfinding signage.

STAKEHOLDER INTERVIEWS

Interviewees see advantages to the area, including the brick streets, close proximity to area highways, and the bike trail. Transportation issues noted by interviewees include safety on both 4th and 5th Avenues (due to traffic and streetscape), conflicts between uses (residential/commercial), and a lack of consistent lighting throughout (especially for pedestrians). Changes the stakeholders would like to see in the study area include improvements to 24th Street between 4th-7th Avenue, improved signage and wayfinding through the area, traffic calming on major thoroughfares, safety improvements for bikers and pedestrians, sidewalks and bike trail access improvements, and restoration of 2-way traffic on the one-way pair.

COMMUNITY SURVEY

Responses to the community survey revealed some transportation and streetscaping improvement ideas for the study area.

Suggestions included:

- ▶ Finish the bus terminal
- ▶ Offer more frequent and later buses
- ▶ Remove one-way streets
- ▶ Increase and improve bike lanes, and provide more bike racks
- ▶ Create a more pedestrian-friendly environment
- ▶ Clean, cover and light bus stops
- ▶ Install softer streetscape elements and landscaping
- ▶ Improve existing sidewalks
- ▶ Improve street pavements (fix potholes, cracks, etc.)
- ▶ Increase and improve wayfinding signage
- ▶ Create a better, more affordable taxi service
- ▶ Implement a water taxi service to Davenport



TRANSPORTATION REGULATIONS

There are several state and federal regulations that affect the design and function of a transportation network. Two relevant regulations with significant implications and opportunities for the planning area are discussed below.

NATIONAL SCENIC BYWAY “Great River Road”

The US Department of Transportation recognizes several roadways throughout the State as a National Scenic Byway due to their archeological, cultural, historic, natural, recreational and scenic significance. The Great River Road, which runs through ten states along the Mississippi River, is one of the designated national scenic byways. The Illinois portion of the Great River Road runs 550 miles from Dubuque in the north to Quincy in the south. IL-92 through Rock Island is recognized as the local stretch of the Great River Road. There are no specific requirements that need to be met other than signage along the route; however, there are funding opportunities to make improvements that further the goals and objectives of the Great River Road’s Scenic Byway initiative.



ILLINOIS’ “COMPLETE STREETS” LAW

Illinois passed the Complete Streets law in 2007 (Public Act 095-0665). Complete streets policy mandates bicycle and pedestrian ways be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs. The law goes on to state that in urban areas, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other changes of any State transportation facility, except:

- ▶ in pavement resurfacing projects that do not widen the existing traveled way or do not provide stabilized shoulders; or
- ▶ where approved by the Secretary of Transportation based upon document safety issues, excessive cost or absence of need.

This policy is only mandated for State-owned right-of-way; however, it is a sustainable practice that should also be considered for City streets.





Centre Station
Moline, IL



East Pointe
East Moline, IL



The District
(new location)
Rock Island, IL



PUBLIC TRANSIT

Rock Island, including the Arsenal Gateway Neighborhood, is serviced by MetroLINK Mass Transit. MetroLINK network has three transit systems: Bus System, Channel Cat Water Taxi, and ADA Paratransit. In 2011, MetroLINK provided approximately 3.5 million trips, which is an increase of nearly 30% since 2008.

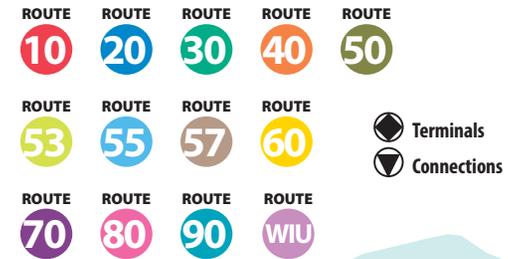
BUS SYSTEM

There are thirteen bus routes within the system with three routes servicing the planning area (Route 10, 30, and 53). None of the bus routes within the planning area provide direct access to the Arsenal Island; however, passengers may transfer at Centre Station in Moline to reach the island. The remainder of the system is accessible via three terminals (The District, Centre Station, and East Pointe) and by several connection points throughout the system. A new terminal in Rock Island (replacing the existing location) is planned for the corner of 2nd Avenue and 20th Street (Public Lot C) in 2013-2014. Bus stop and shelter locations within the planning area are shown on the *Mobility Map* on page 34.

- ▶ **Route 10** (red) runs primarily on 4th and 5th Avenues through the planning area, and connects the area with Moline, East Moline and Hampton.
- ▶ **Route 30** (dark green) connects the area with Trinity Medical Center, Rock Island High School, Moline's Centre Station, Black Hawk College, and areas between.
- ▶ **Route 53** (light green) runs primarily on 7th Avenue through the planning area, and connects the area to Augustana College, Trinity Moline Connection Point, and areas along 30th Street.

ADA PARATRANSIT

This "curb to curb" service is offered to people functionally unable to use MetroLINK's metropolitan bus service. The system is limited to locations within 3/4 MI of a fixed route service. For more information, contact MetroLINK or log on to their website (www.gogreenmetro.com).



CHANNEL CAT WATER TAXI

The water taxi runs on the Mississippi River, connecting four "stations" (landings): Moline Landing (2501 East River Drive), Bettendorf Landing (17th Street and Isle Parkway), Village of East Davenport Landing (foot of Mound Street), and Commons Landing - John Deere (13th Street, Moline). It operates from May to September, and is currently being used for tourism due to initial funding shortages.



PARKING

Parking in the planning area is primarily provided by private parking lots and on-street parking. However, the City does have a public parking system that includes three lots within the planning area. Both lots are located along 20th Street and are marginally used during normal business hours, and heavily used during special events within THE DISTRICT and at Schweibert Park. The parking requirements for each lot is discussed below:

- ▶ **Lot C** (located between 1st and 2nd Avenues) offers hourly parking, permit parking from 7am until 5pm for Monday-Friday, and event parking. However, three-quarters of the lot will be converted to a bus terminal and a proposed housing development in 2013-2014.
- ▶ **Lot D** (located between 2nd and 3rd Avenues) offers permit parking from 7am until 7pm for Monday-Saturday, and event parking.
- ▶ **Jackson Square Lot** (located at 3rd Avenue and 24th Street) offers free parking, but once the Jackson Square commercial space is filled, some of the spaces will be reserved for that business.

On-street parking in the downtown is available throughout the planning area with hour restrictions during normal business hours. From discussions with the public and from our own observations, there is ample parking available to existing and future development; however, there is a lack of adequate signage to direct users to the designated lots. If development density and intensity significantly increases, demand of the parking supply will need to be re-evaluated.

Presumably, a majority of future parking needs, especially east of the downtown district, will be provided by the private market. The zoning requirements and market conditions will dictate the number of parking spaces needed for each development type. The parking requirements (per the City's zoning ordinance) for the major land use types are listed in the table below. Excluding residential properties, the required parking spaces can be provided on-site or within 100 feet of any lot line. Properties zoned Central Business (B-2) are exempt from parking requirements.

Use Type	Requirement*		Additional Requirements*	
	# of Spaces	Per Item	# of Spaces	Per Item
Auto Repair	3	bay	1	max. shift employees
Auto Gas/Sales	2	pump		
Banks/Business Offices	4	1,000 sq.ft.		
Durable Goods Sales	1	500 sq.ft.	1	max. shift employees
Medical, Dental, Vet Offices/Clinic	2	treatment room		
Motel, Hotel or Apartment Hotel	1	unit	2	max. shift employees
Residences	2	unit	10%	total units (if six plex or more)
Restaurants, Taverns, Night Clubs	1	75 sq.ft.	(or for each 2	persons allowed by fire code)
Retail / Shopping Centers	5	1,000 sq.ft.	1	every 2 max. shift employees

* if additional uses are provided on site, those parking requirements must also be met





“Green Wave” is a strategy that allows continuous traffic flow in one direction by timing traffic lights (usually three or more) to cater to thru traffic.

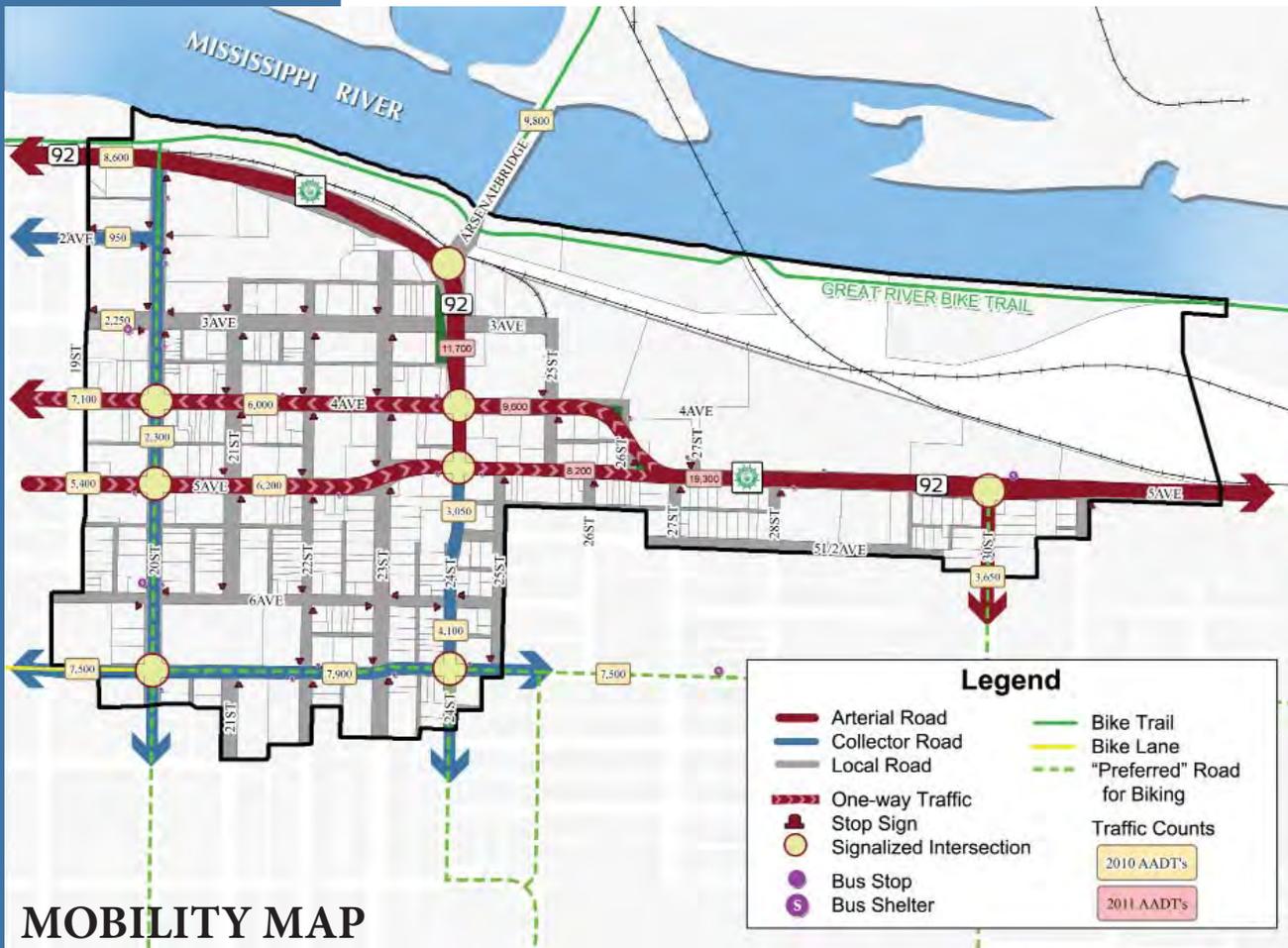
ROAD & PEDESTRIAN NETWORK

ACCESS & CIRCULATION

The Arsenal Gateway road network is a grid pattern that includes two-way and one-way streets, key bridges, and the presence of the Iowa Interstate Railroad’s rail line that runs along the riverfront. The street network has three classes of streets (ie. arterial, collector and local) that provide access to the residential neighborhoods, commercial corridors, downtown, and neighboring communities. The map below indicates the varying street types within the planning area.

Traffic operations are largely affected by the one-way pair that runs from 11th Street (outside of the planning area) to mid-block between 27th and 28th Streets. This configuration is generally used to provide higher capacity by increasing the number of lanes in each direction and reducing turning movement conflicts, which makes it easier to move traffic using **green wave** signal timing. There are a total of four traffic signals along 5th Avenue (two in the planning area) and six along 4th Avenue (two in the planning area).

In 2012 the City of Rock Island formally requested the redesignation of IL-92, which currently runs along 1st Avenue, to move it to the 4th/5th Avenue one-way pair. Illinois Department of Transportation has conditionally approved this proposal. If this redesignation occurs it will increase truck traffic and could reduce pedestrian safety on 4th Ave and 5th Ave, and it could result in limitations on new access points to these streets.



TRAFFIC COUNTS

The two major arterial roads within the planning area are IL-92 and the 4th/5th Avenue pair. They cater to City residents and businesses, as well as commuting vehicles and truck traffic. IL-92 carries around 8,600-11,700 vehicles per day (ADT) west of 24th Street and 19,300 ADT east of 24th Street, while the 4th/5th Avenue pair carries 6,000-8,000 ADT on each roadway pair. As shown in the table on the next page, both arterial road’s traffic volumes have declined since 2006. 7th Avenue carries around 6,500-8,000 vehicles per day and provides relief to the arterial roadways. It is bisected twice

by IL-92 near 4th Street to the west and 38th Street to the east. This route has seen marginal increase in traffic over the same timeframe (2006-2011). 30th Street, which is one of the major arterials running north/south in the planning area, is carrying between 4,000-8,000 vehicles a day, and has seen an increase in traffic of 6.5-9.0% since 2006.

Near	2006	2011	% Change
19th Street			
2nd Avenue	800	750	-6.3%
5th Avenue	1,050	n.a.	n.a.
20th Street			
2nd Avenue	1,200	n.a.	n.a.
5th Avenue	2,100	2,300	9.5%
24th Street			
6th Avenue	4,100	3,050	-25.6%
7th Avenue	4,150	4,100	-1.2%
9th Avenue	4,700	4,700	0.0%
30th Street			
5th Avenue	3,350	3,650	9.0%
9th Avenue	7,700	8,200	6.5%
1st Avenue			
19th Street *	8,600	8,600	0.0%
Arsenal Bridge *	13,700	11,700	-14.6%
4th Avenue			
19th Street	5,800	7,100	22.4%
21st Street	6,100	6,000	-1.6%
5th Avenue			
19th Street	n.a.	5,400	n.a.
21st Street	6,400	6,200	-3.1%
25th Street *	10,200	8,200	-19.6%
27th/28th Street *	18,900	19,300	2.1%
31st Street *	21,100	15,800	-25.1%
7th Avenue			
19th Street	7,600	7,500	-1.3%
22nd/23rd Street	7,400	7,900	6.8%
25th/26th Street	7,300	7,500	2.7%
31st Street	6,800	6,600	-2.9%
Arsenal Bridge (Rock Island Avenue)			
On Bridge (2008)	9,300	9,800	5.4%

* 2007 Traffic Counts

EXISTING BICYCLING & TRAIL PROVISIONS

The City's bicycle network includes several on-road and off-road facilities with the majority of the network consisting of on-road *shared lanes* and *wide curb lanes*. As shown on the map on page 34, these roads are marked as "preferred" roads for biking.



The only off-street bike facility in the planning area is the *Great River Bike Trail*, which runs adjacent to the Mississippi River. There are two connections to the Great River Trail from within the planning area: 20th Street and 1st Avenue intersection and 24th Street and the railroad tracks (just north of 3rd Avenue). There is no other trail connection to the street network east of 24th Street until 2nd Street in the City of Moline, which is approximately 1.6 miles away.



Marked bike lanes make the movements of both motorists and bicyclists more predictable, improving safety for all. Rock Island has two designated bike lane corridors with one ending at the west edge of planning area at the intersection of 7th Avenue and 17th Street.



"Shared Lane" allows vehicles and bicyclists to share a standard travel lane, and is recommended on roads carrying medium to low traffic volumes with average vehicle speeds of less than 30 mph.

"Wide Curb Lane" offers pavement on the outside travel lane for bicyclists (unmarked and sometimes signed), and is an option on roadways with high traffic volumes.

"Bike Lane" is a portion of a roadway designated by striping, signing and pavement markings for the preferential or exclusive use by bicyclists. This bike facility is recommended on roads carrying medium to low traffic volumes with average vehicle speeds of less than 51 mph.

The Great River Bike Trail runs uninterrupted for 60 miles along the Mississippi River from Mississippi Palisades State Park (in Savanna, Illinois) to Sunset Park (in Rock Island) where it meets up with the American Discovery Trail.





Sidewalk Network Strengths Gallery



24th St & 6th Ave



20th Street (near 3rd Ave)



23rd St (near 7th Ave)



4th & 5th Avenues



ROAD & PEDESTRIAN NETWORK (cont.)

EXISTING SIDEWALK NETWORK

In general, the walkability in the planning area is good west of 24th Street and fair to poor east of 24th Street. The street grid and the relatively wide sidewalks in the western half creates a highly walkable network; however, there are several areas that need improvement or modifications.

Strengths and weaknesses of the planning area's sidewalk network are listed below:

Strengths

- ▶ Modified sidewalks to incorporate ADA-compliant ramps
- ▶ Wide sidewalks in the downtown sections
- ▶ Brick sidewalk around Broadway Greenspace
- ▶ Bumpouts
- ▶ Scored (patterned) pavement

Weaknesses

- ▶ Not enough buffer between the sidewalk and moving traffic (sidewalk too narrow and/or no terrace)
- ▶ Missing sidewalk ramps at pedestrian crossings
- ▶ Obstructed pathway (i.e. a minimal of 4-ft of clear path is needed for safe passage)
- ▶ Lack of buffer between sidewalk and parking or drive aisle
- ▶ Sidewalk in poor condition (crumbling, heaving from street tree root system, uneven settling, etc.)
- ▶ Missing sections of sidewalk

Several of the weaknesses are due to constraints of the public right-of-way; however, road modifications may resolve some of these issues.

Obstructed sidewalks



4th Ave (near 24th)



5th Ave (near 23th)

Poor crossing condition



24th St & 6th Ave



Trail Crossing (near 1st Ave)

Sidewalk missing



6th Ave (near 23rd)



24th St (near 3rd)

No buffer between sidewalk and parking areas



5th Ave (near 30th St)

Obstructed sidewalks near intersections



5th Ave & 24th St



4th Ave & 24th St



5th Ave & 30th St

Sidewalk in poor condition



22nd St (near 6th)



5th Ave (near 30th)



23rd St (near 3rd)

No buffer from moving traffic



7th Ave (near 20th)



24th St (near 5th)



5th Ave (near 23th)



1st Ave (near 20th)



24th St (near 4th)



5th Ave (near 28th)

BRICK STREETS

Rock Island still has quite a few brick streets, including several in the planning area. Brick streets add character and a sense of history to the area; however, many are in poor condition. See the **Streetscaping Map** (on page 38) for locations of brick streets in the planning area.

Rock Island's Brick Streets Plan suggest all remaining brick streets in the planning area be converted to concrete or asphalt surface rather than get repaired (except 22nd Street from 7th Avenue to the south). All of the streets are deteriorating, some significantly, and there are many asphalt or concrete patches that preserved the function of the street at significant aesthetic cost.

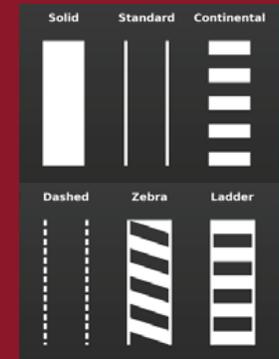
CROSSWALKS

As shown on the **Streetscaping Map** (on page 38), the majority of the crosswalks within the planning area are stamped concrete (with no painted borders). Most are in fair to good condition. The remainder of the crossings along the major roadways have the standard painted borders, and most need to be repainted. Residential streets with low traffic counts generally have unmarked crossings. Public comment suggests a need for enhanced markings along 4th and 5th Avenues, especially at 24th Street and 26th Street.



Crosswalk Enhancements

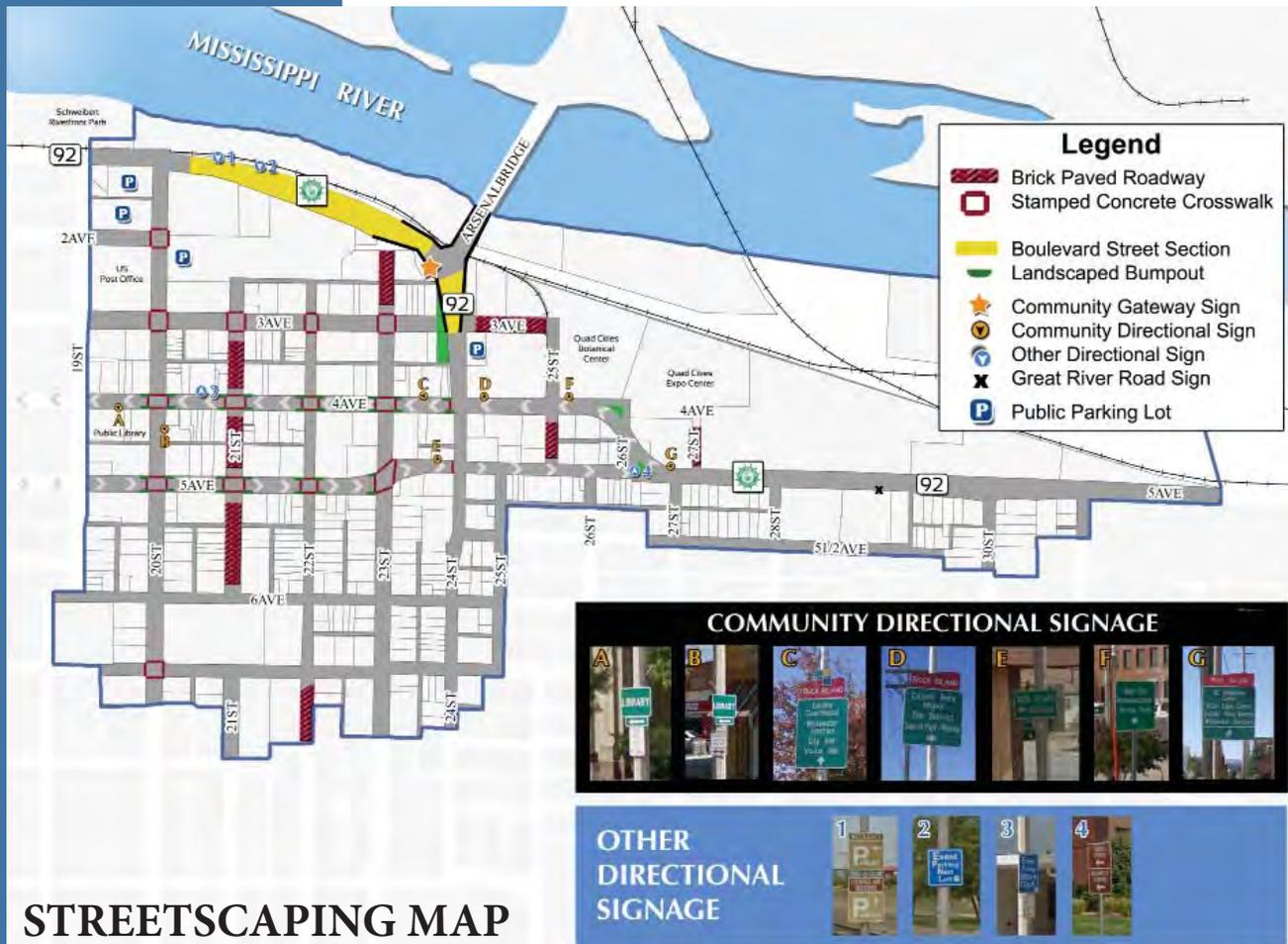
The function of crosswalks is to channelize pedestrians. Well-marked pedestrian crossings prepare drivers for the likelihood of encountering a pedestrian, and they create an atmosphere of walkability and accessibility for pedestrians. There are several treatments that may be used to highlight pedestrian crossings including paint, colored concrete, and stamped concrete. Design options are shown below.





STREETSCAPING

A street is a public thoroughfare, but it is also a public space that we inhabit. The streetscape is the design of that space - it can be barren or inviting. Streetscape improvements such as trees, shrubs, benches, planters, crosswalks, fountains, and special light fixtures are intended to enhance the comfort and safety of this public space. Over the last decade, the City has reconstructed several portions of the downtown street network including some streetscaping features (i.e. decorative street lights, banners, stamped concrete crosswalks, and landscaped bumpouts). This section describes the current streetscape elements within the planning area.



STREETSCAPING MAP

WAYFINDING SIGNAGE

In 2008-2009, the Quad Cities municipalities worked together to create a cohesive signage system that identifies each community and directs drivers to local destinations. As shown in the map at left, there are seven such signs located in the planning area, primarily located on IL-92. In addition to the Quad Cities directional signage, there are four other signs directing drivers to event parking and the Botanical Center / Expo Center area using a variety of color and design schemes.

Overall, the directional signage going west on 5th Avenue (and 4th Avenue) is very good; however, there is a lack of signage on the other major routes through the planning area (i.e. 5th Avenue prior to split and 7th Avenue). Additionally, there is potential for marking other key destinations currently not marked (e.g. Broadway Historic District).



4th Avenue (near 24th Street)

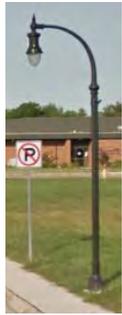
STREET LIGHTING & BANNERS

Overall the lighting scheme is ample along the major routes and alleyways, but is limited along the residential streets. Some public comments suggest the alleys are excessively lit. In total, there are three types of light fixtures within the planning area.

On the major thoroughfares (4th, 5th and 1st Avenues), the lighting style differs east and west of 20th Street. East of 20th Street are cobra light fixtures with long pipe arms on either tall metal or concrete poles. West of 20th Street are either single- or double-armed cobra light fixtures on tall concrete poles (which are also installed within THE DISTRICT). Along 1st Avenue, the City has installed double banners from 16th to 20th Street.



The second light fixture in the planning area is the pedestrian-level teardrop light fixture on a decorative, metal bent arm and pole. These lights are on 3rd Avenue west of 20th Street and 7th Avenue west of 15th Street, as well as in other commercial areas in THE DISTRICT and near the Centennial Bridge.



The third light fixture is similar to the pedestrian-scaled light used in the commercial areas; however, this light fixture incorporates a shorter bent arm and shield over the tear-drop light fixture. This street light is installed only in the Broadway Historic District; however, it is only installed on 7th Avenue up to 19th Street. There are Broadway Historic banners posted on wood utility poles within the district, but none are attached to the decorative light poles.



GATEWAY FEATURES

The City of Rock Island has several “welcome” gateway features along IL-92 (Rock Island Parkway). Within the planning area, there is one sign located at the end of the Arsenal Bridge (on 1st Avenue). The design is unique and memorable, and could be mimicked in other streetscaping elements.



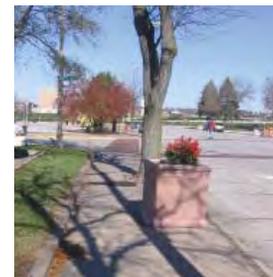
FENCING

A decorative fence resembling the nearby Centennial Bridge is installed along 1st Avenue (IL-92) between the railroad tracks and the road. It helps to beautify the area using a design that is complementary to other streetscaping elements in the area, while separating people from the tracks. There is desire from stakeholders to carry this same design into other streetscape features within the planning area.



STREET FURNITURE

There is a consistent use of street planters throughout the downtown sections of the planning area; however, there are no other streetscaping elements present. Additional street furniture using the existing design theme should be incorporated to encourage street activity.





STREETSCAPING (cont.)

PUBLIC LANDSCAPING

Within the Arsenal Gateway Neighborhood there are many public areas planted with landscaping, including bumpouts, medians, and along sidewalks. Maintenance of these planting areas was cited as a burden for the City due to weeding, trimming and watering needs; however, the use of native plantings in the most recent installations has minimized some of this maintenance.



Street trees and planters on 3rd Avenue.



Native plantings around informational kiosk along the Great River Bike Trail.



Landscaped parking islands along drive between Botanical Center and the Expo Center.



Bumpouts

Bumpouts have been installed on 4th and 5th Avenues. Within these bump outs, crab apple (fruit-bearing) trees, maple trees and low-level plantings have been incorporated. This beautification feature is quite noticeable as one drives or walks through the area; however, they have caused some concerns, including visibility issues for both pedestrian and vehicular traffic and fallen fruit creating sticky messes on the sidewalks and roadway.



Medians

The City recently installed landscaped medians along 1st Avenue (Rock Island Parkway) that includes stamped concrete, shrubs, trees, and grass areas. There are also two median islands where 4th and 5th Avenues split incorporating native plantings. These medians help to control vehicle movement, as well as beautify the corridor, and have been cited as positive changes made by the City.



Sidewalk Plantings

Throughout the planning area street trees are sporadically placed within the sidewalk network. The majority are placed along the curb edge (i.e. in the sidewalk terrace) with a few installed on the backside of the sidewalk. For example, on 5th Avenue near 24th Street the trees are planted on the backside of the sidewalk, presumably to allow a continuous clear path beyond the nearby light pole (which is also set back from the street edge). Based on public comment and our own observations, some trees are obstructing the clear walking zone due to a lack of trimming.



In a few areas there are landscaped buffers between parking areas and the public sidewalk, such as the one shown in the picture on the right from 24th Street near 4th Avenue. This screening and buffering technique should be used along other parking lot edges to mitigate the undesirable view of parked cars and create a more consistent and attractive edge to the street.



Decorative planters are located throughout the downtown sections of the planning area, providing additional color and visual interest. Considerations should be given to incorporating this landscaping element in more of the commercial sections of the planning area.



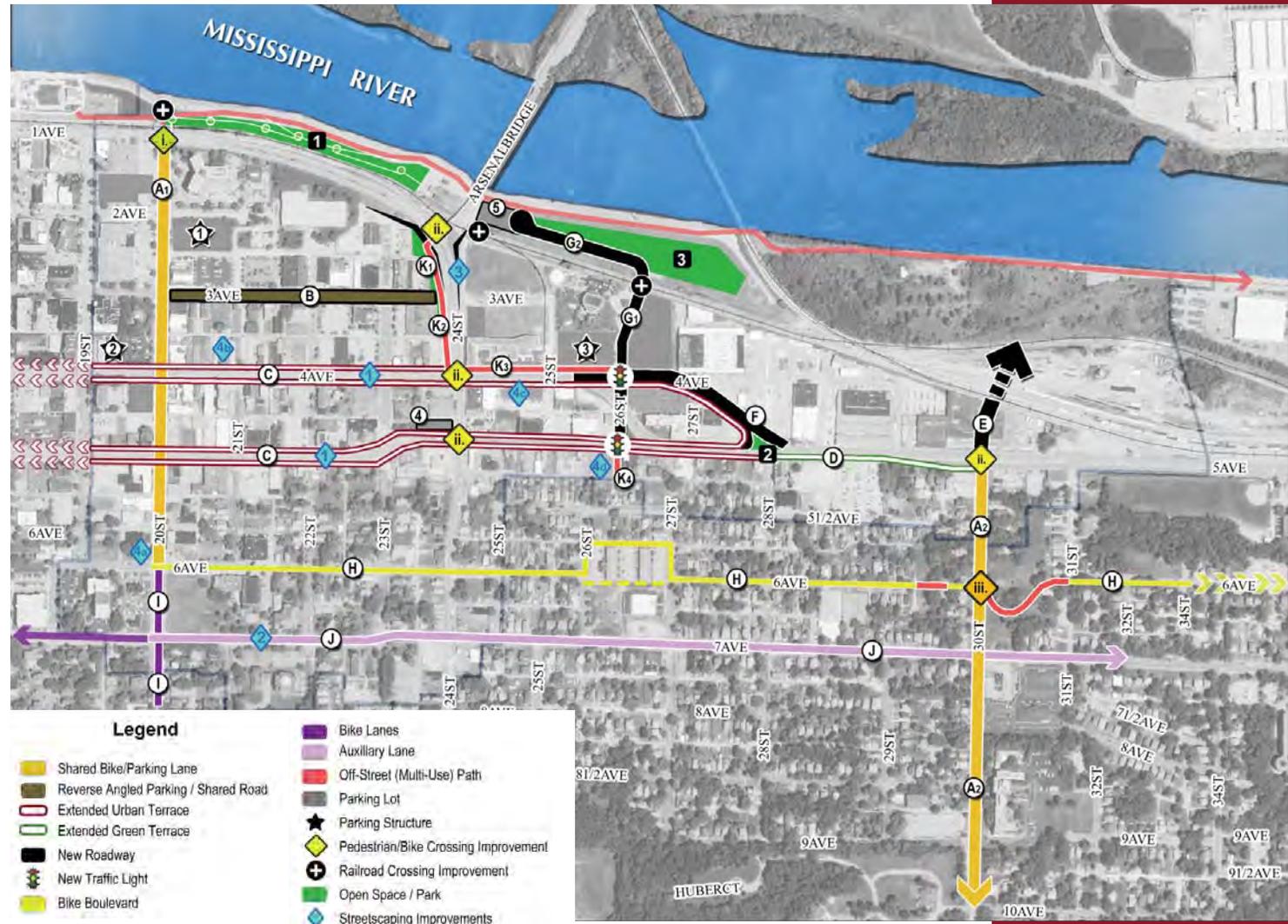
PUBLIC IMPROVEMENTS

A common strategy for revitalizing an area is public infrastructure investments. Such investments improve the appearance and function of the area, and they signal a public commitment to improvement that can encourage private investment. Through careful streetscape design decisions, these investments can also help to define a neighborhood. The **Public Improvement Map** (shown below) illustrates the many public improvements proposed in this Plan (see pages 90-91 for general guidelines to street design). The subsequent pages describe improvements in the following categories:

- ▶ Road & Bike Facilities (RB)
- ▶ Intersections & Crossings (IC)
- ▶ Public Parking (PP)
- ▶ Streetscaping Elements (SE)
- ▶ Green Spaces (GS)
- ▶ Bus System (BS)



PUBLIC IMPROVEMENTS MAP



General streetscaping improvements that are not illustrated on the Public Improvements Map (on the right) include the following:

5. Downtown Lighting Fixtures
6. Directional Signage (5th & 7th Ave)
7. Historical Markers
8. Great River Road & Scenic Byway Signage
9. Reconstruct Sidewalks in Poor Condition
10. Replace Brick Streets
11. Decorative Crosswalks Enhancements
12. Parking Lot Buffering
13. Living Alleys



“Shared Parking & Bike Lane” is an alternative bike lane that reduces the amount of space needed to provide a designated area for bicyclists, as it shares space with parked vehicles.



“Reverse Angled Parking” is a safer type of angle parking where one backs into the spot and exits by pulling forward. The space requirements are the same as head-in angled parking, and requires the same steps to park as parallel parking (signal right, pull forward, stop, reverse park).



PUBLIC IMPROVEMENTS: Road & Bike Facilities

RB-A: SHARED PARKING/BIKE LANE

To increase safety for children and recreational users, a **shared parking and bike lane** is suggested for both 20th and 30th Streets. At a minimum the lane should be 13 feet in width with markings and signage. If deemed necessary, the biking space could be turned into a bike lane with the addition of marked line between the parking and the biking space.

RB-A.1: 20th Street

Currently there is an off-street multi-use path that crosses over 1st Avenue and ends at 2nd Avenue. Based on the City’s bike plan, 20th Street south of the off-street path is a “preferred” bike route. Currently it is a shared road facility, meaning bikes have the same right as vehicles; with the standard lane width. At the traffic volume and posted speed limits along 20th Street this facility type is justified for experienced bicyclists, but is less safe for recreational and children using the Great River Trail. A **shared parking and bike lane** should be added from 2nd Avenue to 6th Avenue.

RB-A.2: 30th Street

Based on the City’s bike plan, 30th Street south of the off-street path is a “preferred” bike route. Currently it is a shared road facility. At the traffic volume and posted speed limits along 20th Street this facility type is justified for experienced bicyclists, but is less safe for recreational users and children. To increase safety for such users, it suggested a **shared parking and bike lane** be incorporated from 5th Avenue to at least 7th Avenue. If 30th Street is extended to the riverfront (see Action RB-E), this facility should also be extended to the riverfront. This will provide great access for all bicycle users to reach the Great River Trail and provide an opportunity to create a loop route from 20th Street through the Broadway Historic District and back to the Great River Trail (see Actions RB-A.1 and RB-G)

RB-B: REVERSE PARKING / SHARED ROAD

Third Avenue is currently a two-lane road with angled parking on both sides of the street. This road connects 20th Street “bikable” route to the proposed 24th Street off-street bike path (see RB-J), creating an east/west biking corridor through downtown. The route is relatively safe with light vehicle traffic and speeds. However,



angled parking creates some conflicts between bikes and on-coming vehicle traffic due to reduced visibility when backing up into traffic. To make this street safer for all modes of travel, **reverse (back-in) angled parking** is proposed on 3rd Avenue from 20th Street to the cul-de-sac near 24th Street. It will be important to provide signage that illustrates the process to parking into these spaces and deterring head-in parking from the opposite direction.

Benefits of this design are:

- ▶ **Improved visibility and increased field of vision.** When leaving the parking space, motorists are better able to see traffic and bicyclists.
- ▶ **Decreased number of collisions.** Motorists no longer have to back out blindly from their parking space.
- ▶ **Improved safety for children.** Car doors open in a manner that directs children to the back of the vehicle, ushering them toward the sidewalk rather than the street.
- ▶ **Improved loading and unloading.** Trunks are adjacent to the sidewalk and open car doors offer protection from the street, allowing loading and unloading outside of the roadway.
- ▶ **Improved handicapped parking.** Handicapped parking spaces can be placed adjacent to curb ramps.

RB-C: 4TH/5TH AVENUE URBAN TERRACE

Fourth and Fifth Avenues are currently wider than necessary through the downtown area - the traffic does not justify three travel lanes in each direction. The City is planning (through a separate process) to designate 4th and 5th Avenues as IL92, which is expected to increase traffic on these streets (see sidebar). This will likely have a negative impact on the pedestrian environment and experience in this area. This impact could be mitigated by providing wider sidewalks with a larger buffer zone between pedestrians and vehicles. Since the existing IL92 route east of 24th St. requires only two travel lanes in each direction, the third lane should be eliminated on both 4th and 5th Avenues from 24th Street to at least 19th Street.

The suggested design (illustrated on the right) expands the sidewalk to include a 5/6-foot decorative stamped/colored concrete terrace on both sides of the street that will provide space for utility poles, light poles, street furniture, etc. It may be feasible to limit construction costs by maintaining the existing sidewalks and stormsewer basins and simply extending stormsewer inlets out to the new curb.



Existing 4th Avenue



Proposed 4th Avenue

If the IL92 relocation project does not occur, the traffic volume and speeds will be less of an issue for pedestrians, and therefore, the space gained by eliminating a travel lane can be reallocated for other uses. Alternatives discussed during this planning process included two-way traffic with a central left turn lane, or one-way traffic with a buffered bike lane. Both have advantages and disadvantages dependent on the preferred outcome, but the steering committee preferred the buffered bike lane improvement.



**One-Way Traffic w/
Buffered Bike Lane**



**Two-Way Traffic w/
Center Left Turn Lane**



IL92 Relocation Project

The City has already requested relocating IL92 from 1st Ave. to the 4th/5th Ave. one way pair.

If this change is completed, Illinois DOT may require three lanes to remain in both directions. This will limit the City's options to beautify and improve the street environment within these corridors. It is suggested that the City abandon this project for the following reasons:

- It will be difficult for the City to alter either street once rights are transferred to the State.
- It will make it less safe and less comfortable for pedestrians (due to the increased truck / vehicle traffic).
- DOT design will maximize efficiency for through traffic, which is bad for business.
- An interchange at 11th Street will be required for this change to proceed, at significant cost to the City.





Screening Techniques



Concrete Wall (w/ faux stone) & planting beds along street edge



Wood fence & stone retaining wall w/ planting along street edge



Brick Half-Wall & tree plantings



PUBLIC IMPROVEMENTS: Road & Bike Facilities (cont.)

RB-D: 5TH AVENUE GREEN TERRACE

Fifth Avenue currently has five travel lanes west of 24th Street, including three westbound lanes and two eastbound lanes. Several years ago, IL DOT agreed to eliminate one of the westbound lanes from 30th to 38th Street; however, this effort has yet to be undertaken.

During this planning process it became apparent that the lack of sidewalk width and buffer zone (i.e. space between the pedestrian zone and the travel lanes) along 5th Avenue from 30th to 24th Street makes it unsafe and uncomfortable for pedestrians. If one westbound lane is eliminated (leaving two lanes of travel in both directions), the pedestrian zone could be increased along this stretch of 5th Avenue. This additional space should go entirely to this south side of the street since the north side of the street has fewer businesses and the south side is on the edge of a densely populated neighborhood. Converting the excess travel lane would allow for a sidewalk 7-9 feet wide, and a tree-lined terrace about 4-6 feet wide. The existing overhead power lines should either be buried (preferred - allows for larger street trees) or realigned so that the poles are not in the middle of the sidewalk.



RB-E: 30TH AVENUE EXTENSION NORTH

The Quad Cities Industrial Center Plan (adopted in 2004) suggests that the rail yard and industrial property to the north of 5th Avenue be redeveloped to a mix of uses with riverfront access. The plan suggests the extension of 30th St. to provide access to that site. Before MetroLINK vacates their building, the City should take steps to acquire, or establish the option to acquire, the necessary right-of-way to enable that street extension. Mid American Energy should have the first option on this site, especially to enable the planned realignment of 4th Ave, which would eliminate some of their current storage space. If the corner of 30th Street and 5th Avenue is converted to outdoor storage and/or parking, screening should be considered to reduce the negative impacts of such use (see left side bar for examples).



RB-F: 4TH / 5TH AVENUES SPLIT REALIGNMENT

All stakeholders have expressed a desire for improvement to the road network where 4th Ave and 5th Ave split. The changes illustrated below are recommended based on preliminary comments from the Arsenal Gateway Steering Committee and Illinois DOT staff.

Highlights of the design:

- A** East of 28th St. the roadway is reduced to four lanes with two lanes in each direction. The balance of the eliminated lane will go to the south side of the street to create a wider sidewalk with a tree-lined terrace. (See Action RB-D)
- B** Green space and landscaping in the new triangle where the two streets split. (See Action S-3)
- C** Create a u-turn lane between 4th & 5th Avenues before 28th Street (starts third lane going westbound on 4th Avenue).
- D** 26th Street will need to be reworked to be a complete street between 4th and 5th Avenues.



- E** Key development site at the split that should be a signature building introducing motorists to the Arsenal Gateway (remove 27th St). (See Action CP-T)
- F** Mid American Energy to acquire MetroLINK site once vacated, use for displaced storage needs, (See Action RB-E)





Bike Boulevard

A bike boulevard is a low-volume, lower-speed street that has been optimized for bike traffic. The purpose of this bike facility is to provide a safer and more relaxing place to ride. While many residential streets already are favorable to most bicyclists, a bike boulevard incorporates additional techniques (e.g. bike sharrows, traffic circles, speed humps, signs, etc.) to provide safe crossings at major streets and encourages motorists to travel at slow speeds.



Bike Sharrows



Traffic Circle



Speed Hump



PUBLIC IMPROVEMENTS: Road & Bike Facilities (cont.)

RB-G.1: 26TH STREET UPGRADE

Currently 26th Street north of 4th Avenue is a driveway that provides access between the parking lots for the Botanical Center and the QCCA Expo Center. The proposed relocation of the one way pair split (see Action RB-F) may eliminate some of the access into the QCCA Expo Center from 4th Avenue. Therefore, 26th Street should be improved to a standard two-lane roadway with sidewalks on both sides to better handle traffic to/from both the Botanical Center and the QCCA Expo Center. The road should be designed to meet with 4th Avenue at ninety degrees to increase visibility and provide a safer intersection. Traffic signals should be evaluated for both the 4th and 5th Avenue intersections, as the increased vehicle and pedestrian traffic may warrant it.

RB-G.2: 26TH STREET EXTENSION

A future project would connect 26th Street to the riverfront. Coordination and permission will need to be granted by the railroad company to make an at-grade crossing. The proposed design shows the road hugging the edge of the railroad tracks and ending in a cul-de-sac near the Arsenal Bridge. This would provide a safer connection to the Great River Trail and proposed parking lot (see Action P-5), the Water Treatment Plant, and the eastern extension of the Schweibert Riverfront Park (see Action GS-1). This road also provides access to the City property along the riverfront, making it now developable and marketable. Prior to any proposed development this property could be used for an exercise or dog park (see Action GS-3).

RB-H: 6TH AVENUE-BIKE BOULEVARD

As suggested on the City's Bike Map, 7th Avenue will provide a bikable east/west route for commuting bicyclists through the Arsenal Gateway Neighborhood. However, there is an opportunity to also provide a safer route for children and recreational users.

A *bike boulevard* on 6th Avenue could allow bicyclists to travel from downtown (and Great River Trail) through the Broadway Historic District to Augustana College. See the sidebar on the left for improvements needed to create a safe bike boulevard.



Additional modifications would also be needed to extend from downtown to Augustana College. These modifications include:

- ▶ Diverting bicyclists through the alley between 26th and 27th Streets (or replacing a row of parking in grocery store parking lot with an off-road bike path),
- ▶ Construct an off-road bike path at the end of 6th Avenue using existing City right-of-way, which is currently being used as driveway access for a single-family home (i.e. pave for dual use - bike path and home access driveway),
- ▶ Add a mid-block bike crossing sign and markings on 30th Street (see Action C-vii), and
- ▶ Build an off-road bike path through Webber Park.

If several of the bike facility upgrades are made there is a chance a bike loop could be created between the Great River Trail, 20th Street, 6th Avenue and 30th Street.

RB-I: 20TH STREET BIKE LANE & BOX

As proposed in Action RB-A.1, 20th Street will be modified to include a shared bike/parking lane from 1st Avenue to 6th Avenue. However, 20th Street between 6th and 7th Avenues does not allow parking on-street due to additional turning lanes needing at the 7th Avenue intersection.



Source:
Portland, OR
Bike Box Brochure

A *bike lane* should be incorporated in the design of this intersection to provide safe bike connections between 7th Avenue and 20th Street bike facilities. When traffic of both bikes and cars warrants, *bike boxes* should be considered. Both improvements help visibility and awareness of bicyclists when the light is red (bike box) and when it's green (bike lane). This technique could be incorporated at other major intersections where bike and vehicle traffic are in conflict (e.g. 20th/4th and 20th/5th intersections).

RB-J: 7TH AVENUE-AUXILLARY LANE OR SHARED ROAD

Currently a bike lane runs from the Centennial Expressway to 20th Street. Space is limited along 7th Avenue east of 20th Street, but efforts could be made to reduce lane widths to create an auxiliary lane along this stretch, or at least mark as a shared roadway (i.e. bike sharrows and shared road signage).



RB-K: OFF-ROAD MULTI-USE PATH LINKAGES

There are several curb areas that could be converted to a bike path to connect the Arsenal Bridge, 3rd Avenue, the Great River Trail, and the nearby neighborhoods. Most off-road trails do not work through urban areas due to driveway conflicts. However, these proposed links would come into contact with very few access points.

RB-K.1: 24th Street (3rd Avenue to 1st Avenue)

Currently 24th Street's sidewalk (between 4th Avenue and the Arsenal Bridge) is quite narrow with no buffer from on-coming traffic. A proposed multi-use path along the west bank of 24th Street would provide an alternative connection to the Arsenal, especially for pedestrians/bicyclists unable to cross the railroad tracks due to a train. To construct the path on the embankment, a retaining wall will be needed. Pedestrian crossing improvements will also be needed on 1st Avenue to make it safe to cross (see Action C-ii).

RB-K.2: 24th Street (3rd Avenue to 4th Avenue)

There is no sidewalk connection from 3rd Ave. to 24th St., nor 4th Ave. A multi-use path along 24th St. between 3rd and 4th Avenues would create this link. The path should be well lit and buffered from the adjacent parking lot.

RB-K.3: 4th Avenue (24th Street to 26th Street)

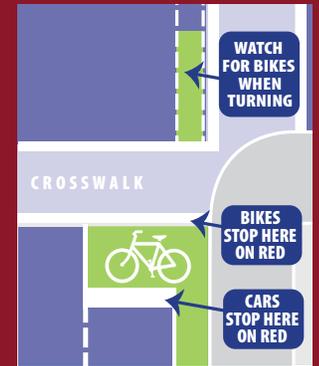
The proposed plan is to reduce 4th Ave. to three lanes at 24th St. with a left turn only lane, a through travel lane, and a combined through and right turn lane. The additional space will be split between both sides of the road. The north side of the road should be converted to a wide 8- to 10-foot path to provide a route from downtown to the new connection to the Great River Trail (see Action RB-G) and the neighborhood.

RB-K.4: 26th Street (5th Avenue to alley)

This proposed path is not within the City's right-of-way, but is actually on a private lot that is undeveloped. The City would need to purchase this parcel in order to make the final connection from the riverfront to the neighborhood.



"Bike Lane" is a portion of a roadway designated by striping, signing and pavement markings for the preferential or exclusive use by bicyclists. This bike facility is recommended on roads carrying medium to low traffic volumes with average vehicle speeds of less than 51 mph.



"Bike Box" is an intersection safety design to prevent bicycle and car conflicts, especially those between drivers turning right and bicyclists going straight. It should include a painted green box in front of the travel lane with a white bicycle symbol inside of it. The approaching bike lanes should also exhibit the green paint.





“Rectangular Rapid Flash Beacons (RRFBs)” are user-actuated amber LEDs that supplement warning signs at unsignalized intersections or mid-block crossings. They can be activated by pedestrians manually by a push button or passively by a pedestrian detection system.

“Pedestrian-actuated button” is a push button that changes the length and/or order of the phases in response to variations or pedestrian traffic. The extent of actuation is dependent on geometric and operational requirements, but is generally categorized as either semi-actuated or fully actuated.

“Countdown timer” give notice to both drivers and pedestrians the time remaining on the crossing signal.



PUBLIC IMPROVEMENTS: Intersections & Crossings

IC-i: 1ST AVENUE ENHANCED CROSSING

This crossing has been noted as a concern for residents/bicyclists due to the traffic and speed of travel along 1st Avenue. Currently this intersection has a painted standard crosswalk across 1st Avenue and no other traffic control mechanisms. An enhanced crosswalk would benefit pedestrians and bicyclists using this crosswalk; however, a **rectangular rapid flash beacon** may provide the additional caution that will make this intersection the safest for all users.



IC-ii: ROCK ISLAND PARKWAY INTERSECTIONS

There are several intersections along the existing Rock Island Parkway that could use enhanced pedestrian safety measures (i.e. wide curb radii, crosswalks and signage), including:

- ▶ 1st Avenue and the Arsenal Bridge,
- ▶ 4th Avenue and 24th Street,
- ▶ 5th Avenue and 24th Street, and
- ▶ 5th Avenue and 30th Street.

All crosswalks within these intersections should be enhanced with preference to using stamped/colored concrete. See the sidebar on page 37 for crosswalk design types. Enhanced signage at the intersection should warn drivers to yield (or stop) for pedestrians and bicyclists. In addition, **pedestrian-actuated buttons** and **countdown timers** should also be added to the traffic signals.



This plan recommends removing lanes on both 4th and 5th Avenues east of 24th Street (see Action RB-F), which will increase the sidewalk and corner widths at this important intersection. The new radii for all corners should be reconstructed with a wider curve to mitigate trucks hopping the curb and destroying the curb and ramps (as they do currently).

IC-iii: MID-BLOCK CROSSWALK & SIGNAGE

This 30th Street crossing does not exist currently, but would if the bike boulevard is built along 6th Street (see Action RB-H). Since it is a mid-block crossing, it is important to mark and sign this location with fair warning “stopping” distance dependent on speed of travel.



IC-iv: RAILROAD/PEDESTRIAN CROSSINGS

There are three railroad crossings existing/planned within the Arsenal Gateway Neighborhood (i.e. at 20th Street, 24th Street and 26th Street). All crossings should be maintained, or (re)constructed, to the following standards:

- ▶ Approaches to the track and the area between the tracks should be raised to the level of the top of the rail (mitigating tripping and gap hazards).
- ▶ Approaches should be ramped at minimal grades and should be flat for a distance of 5 feet on either side of the tracks
- ▶ Use a surface materials that does not tend to buckle, expand, or contract significantly (e.g. textured rubber railroad crossing pads)
- ▶ Sight lines and signage should ensure that all users, especially those with disabilities, have adequate warning
- ▶ Recreational trails should be hardened to reduce the debris that scatters over the tracks as user pass

PUBLIC IMPROVEMENTS: Parking

PP-1: 2ND & 20TH PARKING GARAGE

This site is currently a public surface parking lot (Lot D). The location of this lot is significant, as it is near Modern Woodmen of America, the planned bus transit station, THE DISTRICT, and Schweibert Riverfront Park. A parking structure could help alleviate



Representative Photo

parking pressures from the above mentioned developments/locations, as well as help support future growth in the area. The size of the block would allow for a double-bay parking deck supplying approximately 100-115 spaces per floor. As shown in the example above, a commercial space could be incorporated at street level to activate the street-level facade and offset costs of construction.

PP-2: 4TH & 20TH PARKING GARAGE

As described in Redevelopment Catalyst E, this could be a partnership with Fort Armstrong to build a parking garage that supplies the library, Fort Armstrong, and additional development within the block. This project should only be pursued if a significant development is proposed at the corner of 20th Street and 4th Avenue, requiring significantly more parking than what could be provided in a surface lot. A commercial space could be incorporated at street level to activate the street-level facade and offset costs of construction.

PP-3: 4TH & 26TH PARKING GARAGE

There is also an opportunity to build a parking structure on the Botanical Center parking lot that could supply parking for the Botanical Center, the ACCA Expo Center, and other developments in the adjacent blocks. This would allow some of the Expo's parking lot to be converted to greenspace and/or plaza space (see Redevelopment Catalyst W).

PP-4: 5TH & 24TH SURFACE LOT

This site is currently a restaurant that is in fair condition; however, it has low property value ratio (i.e. land to improvement ratio). Additionally, the sidewalk at this corner of the intersection is quite narrow. If this site goes on the market, or the building falls into disrepair, this site should be considered for a public parking lot with landscape buffers and a wider corner sidewalk.



Existing Condition

PP-5: 26TH ST "TRAILHEAD" SURFACE LOT

Currently this is an open lot owned by the City that provides access to the Great River Trail and the Water Treatment Plant. It was noted during the planning process that trail users often park their vehicles at the end of 24th Street. This parking lot would support this need, as well as provide parking for any park activity in the expanded Schweibert Riverfront Park (see Action GS-1) and in the temporary greenspace east of this lot (see Action GS-3). Also if the proposed canoe/kayak launch (See RA-1 on page 56) is built, this lot could support that use as well. In the short term this lot could be serviced by 24th Street; however, the long term vision is to have 26th Street cul-de-sac at this lot.





PUBLIC IMPROVEMENTS: Streetscaping Elements

SE-1: 4TH & 5TH AVENUES

The addition of the bumpouts and stamped concrete design has improved the corridor immensely; however, there is potential for additional streetscaping elements to highlight this important corridor.

SE-1.1: Lighting & Banners

Currently both 4th and 5th Avenues use a mix of cobra head lighting fixtures on either concrete or metal poles. There is potential to replace the existing lights over time with new lights that resemble the design and style of the gateway feature's light fixtures. An example is shown on the right; however, a taller pole is suggested to allow for greater light coverage and greater pole spacing.



In addition to the new light poles on 4th and 5th Avenues, consideration should be given to adding banners to the poles. The banners should incorporate the Arsenal Gateway Neighborhood name and potentially a logo that represents the neighborhood. To not overwhelm the streetscape, banners should not be placed on every light pole within the corridors.

SE-1.2: Bumpout Landscaping

The bumpout landscaping, and more specifically the crab apple trees, have been a concern for residents, business owners, and others. To mitigate some of the visibility issues and fruit messes caused by these inappropriate trees, it is recommended the crab apple trees nearest the intersections be removed and replaced with salt- and drought-tolerant shrubs. The City should consider removing and replacing *all* of the crab apples, with perennials, shrubs, or taller trees as appropriate to the site.



Existing Issue



Proposed Change

To extend better sight lines beyond the bumpouts, the other trees (furthest from the corners, typically Locust) should be trimmed up. This could also help keep low branches from impeding pedestrians' "clear path" zone on the adjacent sidewalks.

SE-1.3: Street Furniture

Currently there is little to no street furniture within the planning area. Street furniture can include benches, trash/recycling receptacles, planters, bike racks, etc. These improvements can help create a district identity, which separates it from other areas within Rock Island. It can also help beautify and elevate the pedestrian environment within the major corridors.

Initially the City should create a streetscaping guide identifying permissible street furniture that could be installed on 4th and 5th Avenues. The selected components should complement, if not match, the design and color



scheme of each and potentially match the lighting design and color scheme. The guidebook should also suggest preferred/ permitted locations for streetscaping components. Below are some suggested guidelines:



- ▶ Use the existing bumpouts for streetscaping elements, especially in the stamped concrete “L” sections.
- ▶ Benches could be placed facing the street or towards on-coming traffic.
- ▶ Trash receptacles could be placed near major intersections and next to benches.
- ▶ Bike racks should be considered at major destinations and potentially within the sidewalk/terrace on major routes. Preferred bike racks allow bike frames to be locked to the rack. Examples shown in the right sidebar.

After creating a streetscaping guide, the City should set up a process to allow property owners to request installation of streetscaping elements in front of their 4th or 5th Avenue property, or along their block. To market the new program, the City should install the permitted streetscaping components along 20th Street, including at the 4th and 5th Avenue intersections. The program should have annual or biannual budget for potential installments.

SE-2: 7TH AVENUE - “HISTORIC BROADWAY” LIGHT SCHEME (OR UPGRADE)

There are already decorative light fixtures and banners installed throughout the Broadway Historic District; however, there are no decorative lights along 7th Avenue. It is suggested the City continue this theme along 7th Avenue from 19th Street to 23rd Street. A switchback scheme using both sides of the street is preferred, eliminating the need for additional cobra lighting.



Another option is to enhance both the light and banners with a pole that incorporates the Broadway Historic District logo and name. An example is shown on the left. A shield over the teardrop light could be added to better mimic the existing lights.



Bike Rack Examples



Mini Advocate



Orion



“A” Frame





PUBLIC IMPROVEMENTS: Streetscaping Elements (cont.)

SE-3: 24TH STREET ELEVATED ROADWAY- MURAL OR CLADDING/LANDSCAPING

The blank retaining wall of the elevated 24th Street is bland and unattractive, especially as a connection for the Great River Trail. To make this site more attractive and potentially a tourist draw, a the road could be narrowed to provide a wide sidewalk from 3rd Avenue towards the railroad tracks. This walkway could incorporate a stamped/colored concrete terrace with benches and pedestrian-scaled lighting. The show piece will be a professionally-done, historical mural that tells the story of Rock Island and/or the Quad Cities (e.g. historic timeline, historic figures, etc.). It could be painted or adhered to the wall and potentially lighted from the ground or above.



Existing Conditions



Proposed Redesign



A second alternative would be to clad the retaining wall with

local stone/rock material with a landscaping edge to include shrubs and trees. The landscaping buffer would require the road width to be reduced to allow for the landscaping area.

A third alternative would be to plant vines that will grow to mask the existing retaining wall.

SE-4: TEMPORARY ARTWORK INSTALLMENT

Through the planning process it has been noted that the many vacant lots have led to perceptions that the neighborhood is unsafe. Use of these parcels as temporary art display/gallery sites could help to alleviate the negative perceptions of the area. Also, this provides an opportunity to promote local artists.



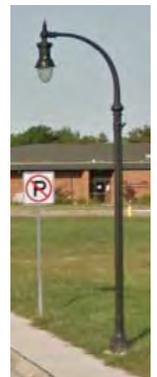
The suggested locations are:

- A 530 20th Street
- B 2029 4th Avenue
- C 2408-2418 4th Avenue
- D 2600-2610 5th Avenue

Since these locations are on private land, coordination between the City and the property owners will be needed, especially regarding property maintenance.

SE-5: DOWNTOWN LIGHT FIXTURES

The downtown consistently uses two types of light fixtures. One is a pedestrian-level light that is used primarily on smaller, less-traveled streets and the other is a larger street-level light that are on busier streets. Within the planning area, only 3rd Avenue has been fitted with either of these two light fixtures. Since a new lighting scheme is proposed for 4th/5th Avenues (the busiest streets in the planning area), it is suggested the remainder of the downtown zone within the Arsenal Gateway use the pedestrian-level lights.



SE-6: DIRECTIONAL SIGNAGE

There is already a good wayfinding system and design in place; however, there is a lack of directional signage along 5th Avenue and none located on 7th Avenue. At a minimum, the same destinations marked on IL-92 should be marked on the other major thoroughfares in the planning area. Where possible, use the existing Quad Cities' regional signing system; however, in the other locations install signage featuring the trademarked red background (as denoted for Rock Island). This will create an identity that is different than the other Quad Cities communities, yet relate to the existing regional signs within the neighborhood. There is also potential to provide additional directional signage to other destinations yet to be marked, such as the Broadway Historic District.



SE-8: IL-92-GREAT RIVER ROAD & SCENIC BYWAY SIGNAGE

Currently there is only one road sign within the planning area denoting this route as a scenic byway and part of the Great River Road network. This should be emphasized in additional locations along this route, if not represented in other streetscaping measures.



SE-9: RECONSTRUCT SIDEWALKS IN POOR CONDITION

Several of the sidewalks within the Arsenal Gateway Neighborhood are in poor condition. This has a direct affect on overall opinions and perceptions of the area. The City should reconstruct these sidewalks and replace any tree affected by the demolition of the existing sidewalks. Consideration should be given to using pavers or brick within the neighborhood (see Action SE-10).

SE-10: REPLACE BRICK STREETS, REUSE THE BRICKS

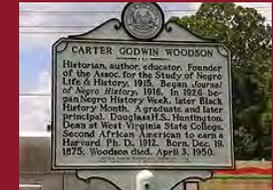
As noted in the City's Brick Streets Plan, the remaining brick streets in the Arsenal Gateway Neighborhood should be replaced with other material (i.e. concrete or asphalt). Even though these streets have historic merit, they are in a poor condition and are a safety concern. Instead of taking the bricks to a landfill, consider finding a way to reuse them. Suggested alternatives include using them to reconstruct the poor sidewalks in the neighborhood, base construction for a monument sign, or simply as a donation to residents or businesses that would like to use them.

SE-7: HISTORICAL MARKERS

The history of the area is a valuable resource that can be leveraged to improve interest and investment in this area. A historical marker helps to commemorates historic events, buildings, sites, and persons of interest. There are several of these within the planning area, such as the former Lincoln Elementary School site. Plaques, signs, or even a kiosk can denote these historic locations. On the right sidebar are varying types of markers that could be used throughout the neighborhood.



Historical Marker Examples



Sign



Stone Plaque



Building Plaque



Sidewalk Plaque





Parking Lot Landscaping



Sidewalk buffer



Parking Island



Parking Median



PUBLIC IMPROVEMENTS: Streetscaping Elements *(cont.)*

SE-11: DECORATIVE CROSSWALK ENHANCEMENTS

The existing stamped concrete crosswalks are a positive streetscaping improvement; however, they have faded over time and become less attractive and effective. The City should paint a white border on both sides of the crosswalk to enhance their visibility. Any future stamped/colored concrete crosswalk should also incorporate the white border.



Existing

SE-12: PARKING LOT LANDSCAPING

The existing public parking lots have a landscaping buffer between the parking area and the sidewalk; however, the landscaping is minimal. Additional shrubs and perennials should be added to beautify and further define the street edge. Fencing and/or brick half-walls also have a great impact on parking edges. Parking rows should be book-ended with landscape islands. To help manage stormwater, the City should consider the use of bio-retention swales and permeable pavement (parking spaces only). These techniques can help to enhance the safety, appearance, and environmental impact of parking lots. These same design techniques should be encouraged for the private sector, especially for large parking lots.



SE-13: LIVING ALLEYS

Living alleys are a relatively new concept involving the enhancement of a conventional alley to create a usable social space. The addition of streetscaping and landscaping elements allows the alley to function as an urban “yard” where people can gather, and would most benefit adjacent restaurants and residential uses. If a new residential or restaurant development is proposed between between 3rd and 4th Avenues from 20th Street to 24th Street, the City could consider upgrading the adjacent alley to a living alley.



Representative Photo

PUBLIC IMPROVEMENTS: Green Spaces

GS-1: SCHWIEBERT RIVERFRONT PARK EXTENSION & (POTENTIAL) DOG PARK

This park is a great addition to the riverfront and sees substantial use; however, the remaining land between this park and the Arsenal Bridge remains underutilized. There is potential in the future to extend the park and create visual interest from the road and the trail with a series of dramatic sculptures or landscape art installations. Additionally, a section could be devoted to a dog park with the sculptures being within the dog park or completely separate.



GS-2: FORK GREENSPACE

The relocation of the 4th/5th Avenues split (see Action RB-F) will allow the creation of a new greenspace at the split, similar to the current design. This space could be extensively larger than the existing split median. This will afford the City an opportunity to install an iconic sculpture to welcome people to the City and the Arsenal Gateway District.



GS-3: TEMPORARY GREENSPACE

The extension of 26th Street across the railroad tracks will make this site marketable for development. However, until development is proposed this space could be used as a public space. One option for its use is an exercise park with several exercise stations connected by a gravel pathway. A second alternative is a dog park (that is if the Schweiebert Riverfront Park extension doesn't provide space). Both options require minimal improvements that could be relocated once a development is proposed.





PUBLIC IMPROVEMENTS: Bus System & River Access

BS-1: ARSENAL NEW/REVISED ROUTE

While MetroLINK has a route (80) that provides access to Arsenal Island, it is a loop to and from downtown Moline (see the map on page 32). Arsenal Gateway residents who wish to take the bus to the Arsenal have to take a different bus to Moline and transfer to Route 80 at Centre Station. Rock Island should seek a new route, or an extension of Route 80, to establish a direct transit link to the Arsenal.

BS-2: BUS SHELTERS

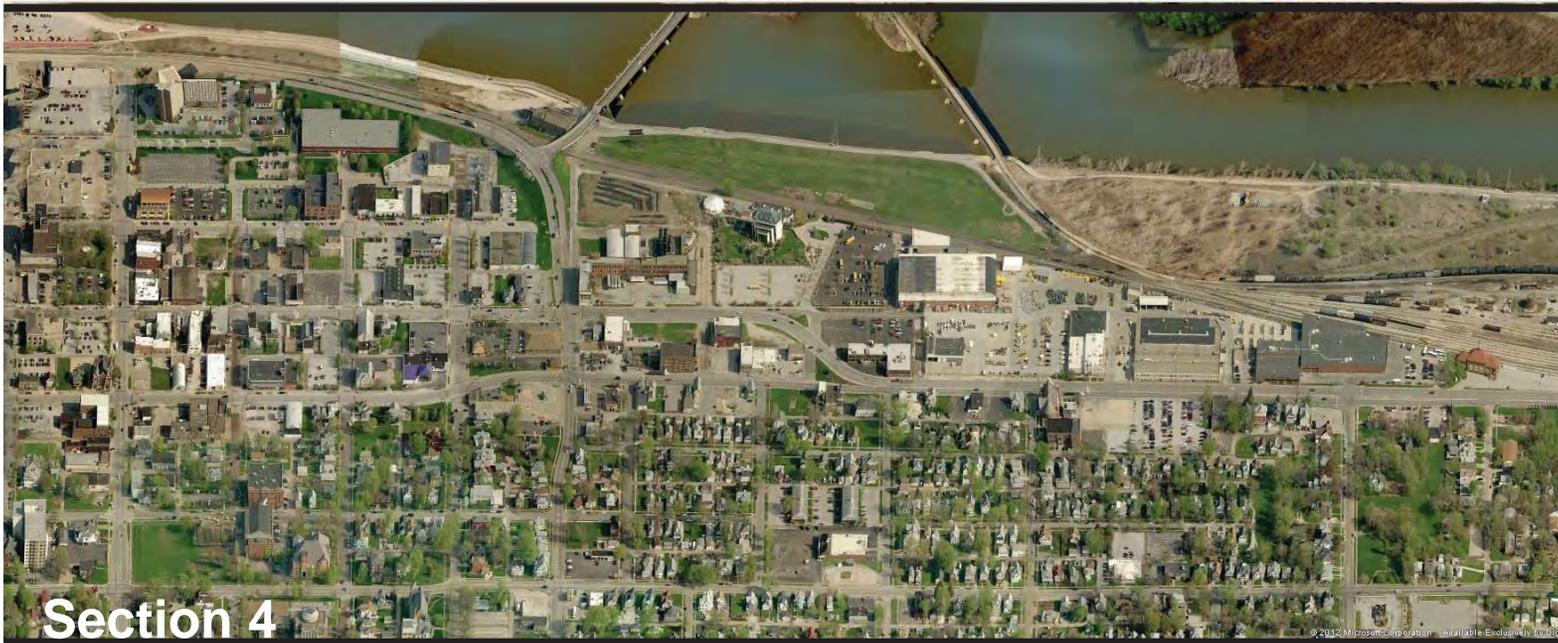
As shown in the **Mobility Map** on page 34, there are three bus shelters in the planning area. There may be additional shelter locations needed dependent on usage of bus stops. Work with MetroLINK to determine if there is need in other locations within the planning area. There is a design and color scheme being used for the existing bus shelters, which should be continued (if not enhanced to match the design and color of streetscaping elements to unify the district/neighborhood). Also there is potential to create unique signage on bus shelters within the Arsenal Gateway Neighborhood name or branded logo (if developed).



RA-1: CANOE/KAYAK LAUNCH SITE

A canoe/kayak launch could be built from the proposed 26th Street parking lot (see PP-5 on page 49) down to the Mississippi River edge, providing water recreational access. The image below conceptually shows how this connection could be made. Ideally the path would be designed to gradually meet the river following ADA standards.





Section 4

LAND USE & DEVELOPMENT



SECTION CONTENTS

- P.57 - Public Input Summary
- P.59 - Market Conditions
- P.65 - Employment Growth
- P.67 - Urban Fabric Analysis
- P.74 - Catalyst Projects

This section describes existing and proposed private property uses and conditions in the planning area, including priority redevelopment sites and job creation / retention opportunities.

PUBLIC INPUT SUMMARY

PUBLIC INFORMATIONAL MEETING

The public input meeting gave insights into the challenges and opportunities of land development within the study area. Strengths cited were the existing development incentives, the low cost of land, the recent developments (i.e. Jackson Square), remediated lots, and private investment in the residential areas. Weaknesses stated were accessibility issues, lack of market rate housing/inexpensive housing, vacant lots, blighted blocks and side streets, and low appraisal values. However, there were a number of opportunities in the study which could turn the weaknesses around. For example, there are large developable parcels, the existing infrastructure is in good working order, there are strong public/private partnerships, and there is opportunity to build on the success of the adjacent District. Nonetheless, concerns were expressed in regard to the following threats: competition from surrounding communities for development, the perception of an anti-business climate, and a lack of new single-family development.





PUBLIC INPUT SUMMARY *(cont.)*

STAKEHOLDER INTERVIEWS

The stakeholder interviews span over many organizations, businesses and individuals in the study area. Most of those interviewed located to the area due to the affordable land price and/or price of rental space. The central location in the Quad City Area and the nearness to the Arsenal were also common themes in choosing a location. Additional reasons included the recent neighborhood improvements, the history of the area, river access, and the mix of uses and culture. The historic buildings and architectural features were a major component of the stakeholders' interest in the area. They enjoyed the brick streets, the mixed use of the buildings, and the variety of shops, restaurants, and civic/semi-public uses such as the Botanical Center or the museums. Changes the stakeholders would like to see in the study area would be to repair and fill vacant buildings, to reduce blighted and dilapidated structures, to improve signage and wayfinding through the area, and to encourage the redevelopment of vacant lots. The stakeholders also see remaining in the area and contributing to the continued growth and improvement of the Arsenal Gateway Neighborhood.

WALKABOUT

To kick off the planning process, a group of stakeholders, residents and business owners toured the entire project area. They identified items to protect, restore, change and/or remove. The areas to protect included examples like the museums, the historic homes, the scenic riverfront trail, and the bike lanes and landscaped areas. Examples of areas to change would be abandoned properties, underutilized properties, vacant lots, non-pedestrian friendly areas, and un-landscaped parking lots.

COMMUNITY SURVEY

The community's response to the survey revealed some land use ideas and observations worth noting. A majority cited the need to address the derelict and blighted properties, particularly those along 24th Street. The participants would like to see the old school site reused, more recreational opportunities, an enhancement of the corridor experience to ensure the neighborhood is the gateway to the downtown, and an enhanced pedestrian and cycling experience through infrastructure improvements. There was a common theme of improving and preserving the existing architectural elements through an enforced historic preservation initiative. Moreover, any new developments should blend in with the historic fabric of the neighborhood with similar architectural elements and materials. Those surveyed would like to see market rate housing improvements, opportunities for retail and specialty stores and restaurants, grocery stores, and other neighborhood amenities as part of the land development process. Generally, they concluded that any incoming money should be spent on clean up of declining sites and incentives for the development/redevelopment of existing properties.



MARKET CONDITIONS

DEMOGRAPHIC TRENDS

The City's housing and population trends can greatly impact the economic conditions within the community. This section will discuss the major factors that will be used in analyzing the retail market conditions for the community and the planning area specifically.

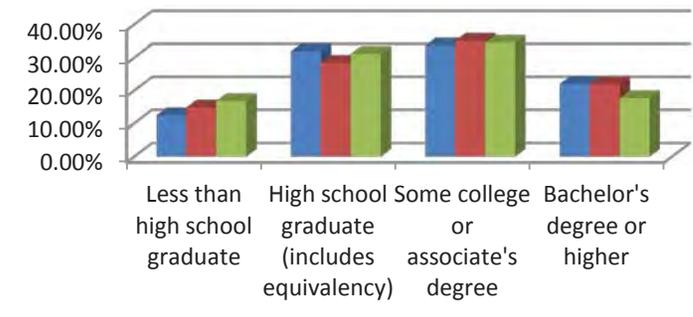
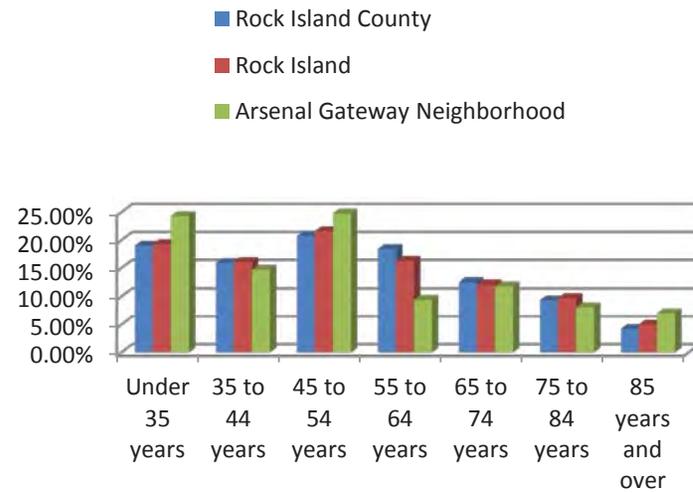
The data compiled for this document was provided by the American Community Survey (ACS), an ongoing survey that provides data every year. The five year data from 2006-2010 was the source the information provided within. Because the sample size is small, the margin of error is more significant for this particular data set. The information from two census tracts were combined to provide the data for the Arsenal Gateway Neighborhood. While the tracts are not a perfect boundary of the neighborhood, they do provide a generalized look at the demographics for comparison. For more information, please visit www.census.gov.

Population

According to the 2010 American Community Survey (ACS), the Population of Rock Island County was 147,524; of Rock Island was 39,018; and of the Arsenal Gateway Neighborhood was 5,869. The median age in these areas were 39.7, 37.7 and 36.25, respectively. Representing roughly 15% of Rock Island's population, the Arsenal Gateway Neighborhood is a changing area seeking an identity through future opportunities. The following tables and charts use the ACS data to compare the Arsenal Gateway Neighborhood to that of Rock Island and Rock Island County. This information will help to give understanding to how the area comparatively performs.

	Rock Island County	Rock Island	Arsenal Gateway Neighborhood
Total Population	147,524	39,018	5,869
Median Age	39.7	37.7	36.25

Of the residents within the neighborhood, most are under the age of 54 and have achieved at least a high school diploma, although there appears to be a large number who have obtained an associates degree or at least some college. On the whole, the level of education appears to be on par with the surrounding areas.





MARKET CONDITIONS *(cont.)*

Housing

There are a variety of housing options within the Arsenal Gateway Neighborhood ranging from single- to multi-family dwellings and low to higher incomes. Compared to the surrounding area, the neighborhood typically offers lower associated housing costs, lower rent rates, and lower home values. There is also a higher rate of unoccupied structures than compared to the surrounding area.

As for the type of units available, nearly 65% of the occupied units in the Arsenal Gateway Neighborhood were built prior to 1939 compared to only about 25% in the County which means either modern conveniences are not available or the units have or will need to be retrofitted to accommodate the amenities expected from today's homebuyer or renter. Moreover, there are slightly more of the smaller occupied housing units (2 or 3 rooms and 1 bedroom) in the Arsenal Gateway Neighborhood which does not cater to a family living environment.

HOUSING	Rock Island County	Rock Island	Arsenal Gateway Neighborhood
Median monthly housing costs	\$727	\$719	\$600
Median Contract Rent Rate	\$488	\$463	\$437
Median Value (owner-occupied housing)	\$111,700	\$98,200	\$81,150
Vacancies for Rent	19.07%	23.29%	16.77%
Occupied Structures	92.05%	90.38%	84.29%

	Rock Island County			Rock Island			Arsenal Gateway Neighborhood		
	Occupied housing units	Owner-Occupied housing units	Renter-Occupied housing units	Occupied housing units	Owner-Occupied housing units	Renter-Occupied housing units ⁴	Occupied housing units ⁵	Owner-Occupied housing units ⁶	Renter-Occupied housing units ⁷
Structure built 1939 or earlier	25.30%	25.10%	26.00%	38.30%	49.85%	36.10%	64.30%	73.30%	47.20%
Number of Rooms 2 or 3	9.20%	1.80%	27.70%	22.95%	0.55%	39.65%	11.00%	0.00%	31.50%
1 bedroom	10.90%	2.80%	31.30%	25.25%	1.35%	42.90%	15.90%	7.20%	32.10%
2 or 3 bedrooms	71.70%	77.00%	58.50%	53.10%	65.60%	40.85%	70.50%	80.70%	51.20%

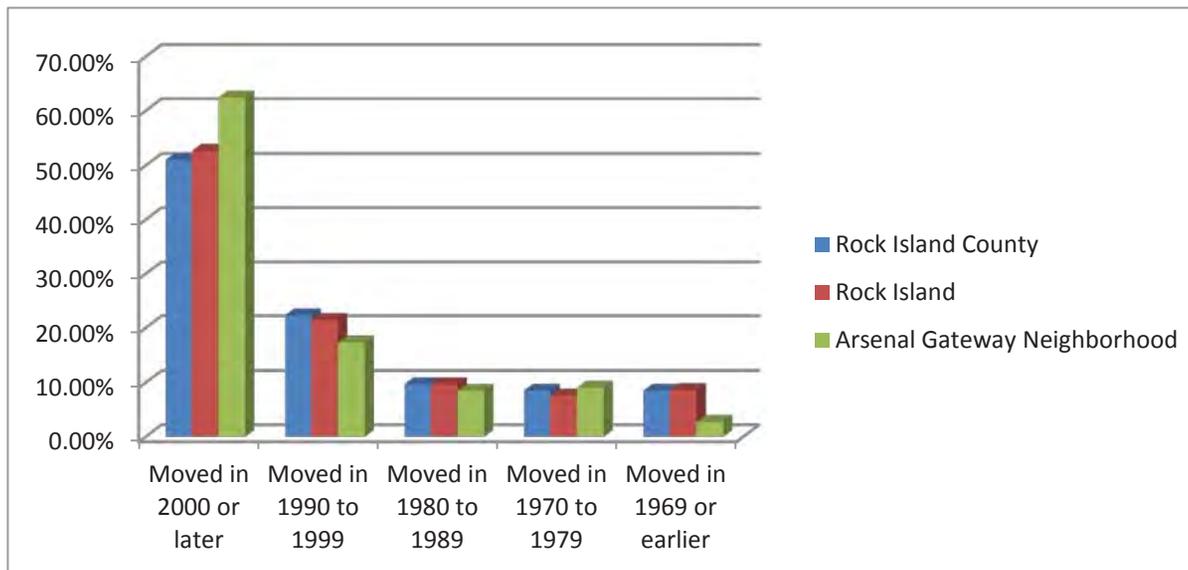




The income of households is significantly less in the Arsenal Gateway Neighborhood than other areas which is very possibly linked to the lower cost of living for housing and rent. Over 60% of the Arsenal Gateway Neighborhood has a household income less than \$40,000 compared to only 44% in the County and 48.5% in the City which could be linked to the smaller household size.

In all three statistical areas, the majority of residents moved in after 2000, although the Arsenal gateway Neighborhood is still higher. This demonstrates a slight trend toward a more transient neighborhood with people changing units more frequently.

Household Income	Rock Island County		Rock Island		Arsenal Gateway Neighborhood	
	Population	Percent of Total Population	Population	Percent of Total Population	Population	Percent of Total Population
Total:	60,454	100.00%	15,536	100.00%	2,329	100.00%
Less than \$40,000	26,593	43.99%	7,542	48.55%	1,417	60.84%
\$40,000 to \$99,999	25,398	42.01%	6,065	39.04%	772	54.48%
\$100,000 or more	8,463	14.00%	1,929	25.58%	140	18.13%

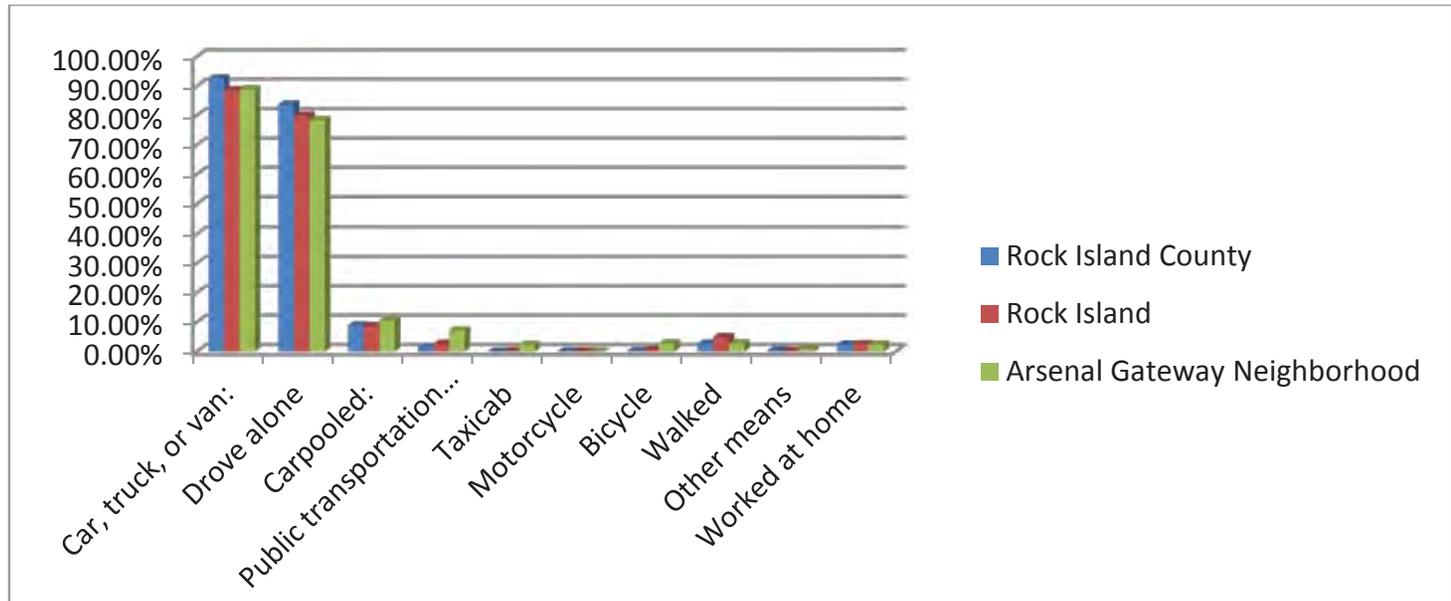




MARKET CONDITIONS *(cont.)*

Transportation

Travel to Work data shows that the Arsenal Gateway Neighborhood is more diverse and eco-friendly in their choices for traveling to and from work. Although a majority of residents still drive alone to work, higher percentages of the population carpooled, used public transportation, biked, walked, or used other means of transportation on a daily basis. Additionally, there were a number of residents with the ability to work from home making the need to leave the neighborhood less significant.



Retail Market Profile

The City of Rock Island is surrounded by several other communities that have their own economic activity; therefore, this section focuses on retail market conditions and opportunities within the City limits. The analysis is based on three trade areas originating from the intersection of 5th Avenue and 24th Street. The three trade areas are:

- ▶ **Neighborhood shopper** (~ 0.75 miles)
- ▶ **Local shopper** (~ 1.5 miles)
- ▶ **City shopper** (~ 3.0 miles)

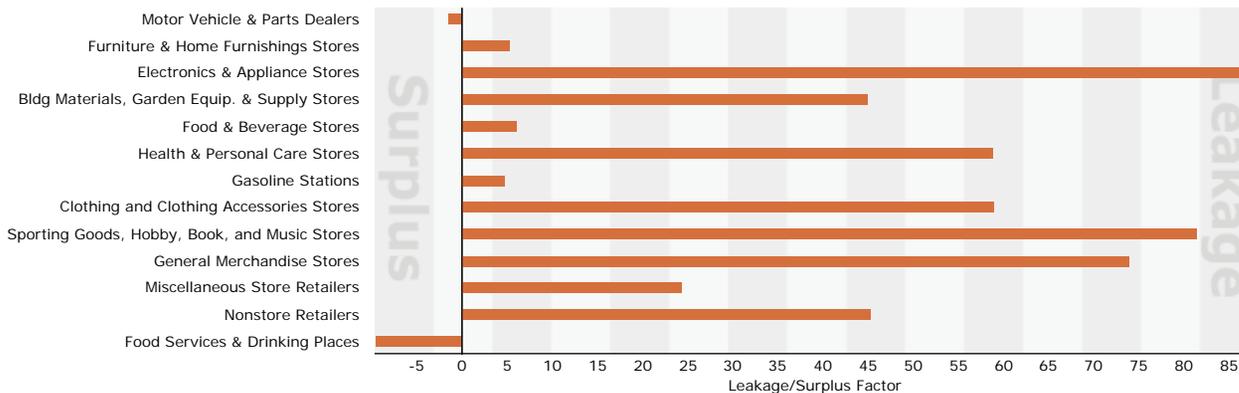
The table on the right summarizes the supply vs. demand for various retail categories. Demand is the expected amount spent by consumers at retail establishments and supply estimates sales to consumers by establishments. The Retail Gap represents the difference between retail potential and retail sales. The Leakage/Surplus Factor presents a snapshot of retail opportunity (supply vs. demand), ranging from +100 (total leakage) to -100 (total surplus). A positive value indicates there is more demand than supply in the area (i.e. consumers are “leaking” outside the trade area to acquire goods and services). A negative value indicates there is a surplus of retail services (i.e. consumers are drawn in from outside the trade area and demand within the trade area is being met). The graph below indicates mismatches between supply and demand for retail industry subsectors within the 1.5-mile market area.

RETAIL MARKET (Industry Summary)	Neighborhood (~0.75 MI)	Local (~1.5 MI)	City (~3.0 MI)
Retail Trade (NAICS 44-45)			
Demand	\$39,642,574	\$150,172,653	\$154,558,579
Supply	\$50,419,805	\$106,775,360	\$93,470,997
Retail Gap	-\$10,777,231	\$43,397,293	\$61,087,582
Surplus/Leakage Factor	-12.0	16.9	23.2
Number of Businesses	42	99	168
Food & Drink (NAICS 722)			
Demand	\$7,074,524	\$26,469,220	\$43,610,786
Supply	\$15,904,413	\$32,153,151	\$41,409,216
Retail Gap	-\$8,829,889	-\$5,683,931	\$2,201,570
Surplus/Leakage Factor	-38.4	-9.7	2.6
Number of Businesses	46	79	97
Retail Trade and Food & Drink (NAICS 44-45, 722)			
Demand	\$46,717,098	\$176,641,873	\$198,169,365
Supply	\$66,324,218	\$138,928,511	\$134,880,213
Retail Gap	-\$19,607,120	\$37,713,362	\$63,289,152
Surplus/Leakage Factor	-17.3	12.0	19.6
Number of Businesses	88	178	265

Source: ESRI Business Analyst



Local Shopper - Leakage/Surplus Factor by Industry Subsector (1.5-mile market area)





Additional Business Potential

Neighborhood Shoppers
Grocery Store
Limited-Service Eatery

Local Shoppers

Appliance & Electronics
Hardware Store
Specialized Bldg Mat. Dealers
Grocery Store
Pharmacy & Drug Stores
Clothing Stores
Shoe Stores
Jewelry Store
Sporting Goods Stores
Hobbies & Toys Stores
Book Stores
Record / CD Stores
General Merchandise
Limited-Service Eatery

City Shoppers

Furniture Stores
Appliance & Electronics
Hardware Store
Specialized Bldg Mat. Dealers
Grocery Store
Pharmacy & Drug Stores
Gas Stations
Clothing Stores
Shoe Stores
Jewelry Store
Sporting Goods Stores
Hobbies & Toys Stores
Book Stores
Record / CD Stores
General Merchandise
Office & Gift Supplies Stores
Limited-Service Eatery



MARKET CONDITIONS (cont.)

Trade Area Business Demand

The retail market profile provides a snapshot of the demand and supply of retail businesses by sales (\$) estimates. However, a positive Leakage/Surplus Factor does not necessarily equate to an adequate retail potential (demand) to support a new business.

The table at right compares average US Sales Data per business/store (circa 2007) to the Retail Gap data for the 1.5-mile boundary (pictured below) to estimate the number of potential businesses that may be supported in the downtown area. A summary list of business types that potentially may be supported within each specified trade area (based on the sales per store data) is provided in the left side bar.

**Local Shopper -
Map of the 1.5-mile market area**



Local Shopper - Trade Area Business Demand

Business Type	U.S. Sales Data		Trade Area (~1.5 MI)		
	Per Capita	Average Sales / Store	Retail Gap	Leakage / Surplus Factor	# of Businesses (Demand)
Automotive parts, accessories, & tire stores	\$ 249	\$ 789,354	\$ (347,765)	(6.3)	-0.4
Furniture stores	\$ 197	\$ 1,271,871	\$ (289,247)	(4.5)	-0.2
Home furnishings stores	\$ 172	\$ 775,414	\$ 712,109	49.0	0.9
Appliance, television, & other electronics	\$ 286	\$ 1,437,590	\$ 3,047,264	87.9	2.1
Hardware stores	\$ 68	\$ 948,935	\$ 3,485,880	45.0	3.7
Specialized building material dealers	\$ 393	\$ 2,014,250	\$ 2,835,367	41.2	1.4
Lawn & garden equipment & supplies stores	\$ 123	\$ 1,165,506	\$ 650,513	75.7	0.6
Grocery stores	\$ 1,631	\$ 3,570,309	\$ 4,908,718	8.2	1.4
Specialty food stores	\$ 62	\$ 258,156	\$ (1,325,518)	(42.2)	-5.1
Beer, wine, & liquor stores	\$ 127	\$ 877,029	\$ 295,854	38.1	0.3
Pharmacies & drug stores	\$ 671	\$ 4,218,922	\$ 6,170,856	58.9	1.5
Cosmetics, beauty supplies, perfume	\$ 39	\$ 116,573	included in Pharmacies & drug stores		
Optical goods stores	\$ 27	\$ 518,023	included in Pharmacies & drug stores		
Other health care (vitamin, medical equip)	\$ 50	\$ 218,306	included in Pharmacies & drug stores		
Gasoline stations	\$ 1,499	\$ 3,506,684	\$ 2,512,712	4.8	0.7
Men's clothing stores	\$ 29	\$ 696,349	included in Family clothing stores		
Women's clothing stores	\$ 134	\$ 754,680	included in Family clothing stores		
Children's & infants' clothing stores	\$ 32	\$ 675,687	included in Family clothing stores		
Family clothing stores	\$ 281	\$ 1,984,619	\$ 3,024,938	58.4	1.5
Shoe stores	\$ 89	\$ 803,282	\$ 791,728	100.0	1.0
Jewelry stores	\$ 103	\$ 434,934	\$ 437,221	35.5	1.0
Sporting goods stores	\$ 119	\$ 803,722	\$ 844,326	85.3	1.1
Hobby, toy, & game stores	\$ 55	\$ 650,609	included in Sporting Good stores		
Book Stores	\$ 61	\$ 512,938	\$ 836,585	78.1	1.6
Tape, compact disc, & record stores	\$ 12	\$ 434,504	included in Book Stores		
General merchandise stores	\$ 1,919	\$ 7,301,449	\$ 14,990,060	74.0	2.1
Florists	\$ 24	\$ 160,175	\$ (156,086)	(29.0)	-1.0
Office supplies & stationery stores	\$ 77	\$ 1,454,735	\$ 950,050	61.2	0.7
Gift, novelty, & souvenir stores	\$ 60	\$ 199,283	included in Office supplies & stationery stores		
Used merchandise stores	\$ 37	\$ 143,185	\$ (155,893)	(41.9)	-1.1
Full-service restaurants	\$ 651	\$ 753,543	\$ (3,524,737)	(13.1)	-4.7
Limited-service eating places	\$ 618	\$ 585,250	\$ 3,512,534	18.6	6.0
Drinking places (alcoholic beverages)	\$ 66	\$ 272,183	\$ (1,589,735)	(33.2)	-5.8

Note: The number of potential businesses is relative and should not suggest the exact number of business that will thrive in the planning area, rather it indicates the business types that have market potential for success, if properly sited and managed.

EMPLOYMENT GROWTH

Business and employment growth is a central priority of the Arsenal Gateway Revitalization Plan. This section identifies strategies to achieve that goal. Renaissance Rock Island will be the lead entity responsible to pursue these strategies.

OBJECTIVE 1

The Arsenal Gateway will be actively promoted as a focus of employment growth efforts in Rock Island

- ▶ **Strategy 1: Build awareness of the Arsenal Gateway as an up and coming employment center in the region.** This area will be consistently referred to as the Arsenal Gateway, whenever development opportunities in this planning area are promoted and whenever development or business growth successes of any kind are celebrated.
- ▶ **Strategy 2: Prepare an Arsenal Gateway Fact Sheet, including a listing of key businesses in the planning area, a few testimonials from existing businesses, and a catalogue of the advantages of doing business here.** A few advantages identified by current business owners and managers include:
 - Central location in the Quad Cities, with convenient access to the other cities and the highway system
 - Convenient access to customers at the Rock Island Arsenal
 - Affordable land and space
 - Responsive city government
- ▶ **Strategy 3: Maintain and promote a listing of available sites and spaces in the planning area.**

OBJECTIVE 2

The Arsenal Gateway will see employment growth specifically related to the Rock Island Arsenal

Background: There are nine active commands based at the Rock Island Arsenal, and local command leadership has expressed commitments to maintain this presence and to help drive economic development in the region. While some of the private development and employment is attracted directly onto the island, through leases of federal space facilitated by the Rock Island Arsenal Development Group and the Arsenal Support Program Initiative (ASPI), there are opportunities to attract more arsenal-related business to areas off the island. While the arsenal will continue to lease unused office and manufacturing space on the island, they will not be building any more such space, so any growth would occur elsewhere. Some employers have found off-site locations more convenient for employees and other clients as compared to the tighter security requirements to gain access to the island. Respondents to the Arsenal Gateway Community Survey who work on the island consistently identified Rock Island as the most convenient and accessible location to and from the Arsenal, as compared to Moline or Davenport.

- ▶ **Strategy 1: Develop a standing meeting for Arsenal Gateway networking.** It is important to bring people together who have an interest or important role in the success of arsenal-related business growth, to share information and discuss opportunities and challenges. Participants should be actively recruited





EMPLOYMENT GROWTH (cont.)

and encouraged to participate. Suggested participants include representatives of any Rock Island companies doing business with the Arsenal (e.g. Mandus Group), and representatives of the Rock Island Arsenal Development Group and the Arsenal Support Program Initiative. Invitations could be extended when appropriate to realtors or property owners with available land or space.

- ▶ **Strategy 2:** Continually update existing businesses, developers, and commercial/industrial realtors on changes and trends at the Arsenal so that emerging opportunities can be identified and pursued.
- ▶ **Strategy 3:** Firmly establish the Arsenal Gateway as THE place in the Quad Cities for private businesses to excel in partnership with the Arsenal's many commands and government entities and facilities.



URBAN FABRIC ANALYSIS

A key purpose of this plan is to provide guidance for property owners, developers, city officials, and staff on the preferred location and design of public and private investments in the planning area. Such guidelines should be grounded in an understanding of the urban fabric as it exists in 2013. This section offers an assessment of the current character of the planning area.

ZONES

The map below identifies four distinct zones within the Arsenal Gateway Neighborhood, each with a unique urban character, and their relationship to existing neighborhood designations.

Urban Neighborhood Zone

This zone primarily consists of single family housing with some neighborhood commercial and small multi-family residential buildings. Lots and buildings are significantly smaller than those found in the other developed districts within the planning area. Roads primarily adhere to a typical urban residential street section (i.e. grass terraces, plentiful street trees, narrow sidewalks, and minimal building setbacks).

Downtown Zone

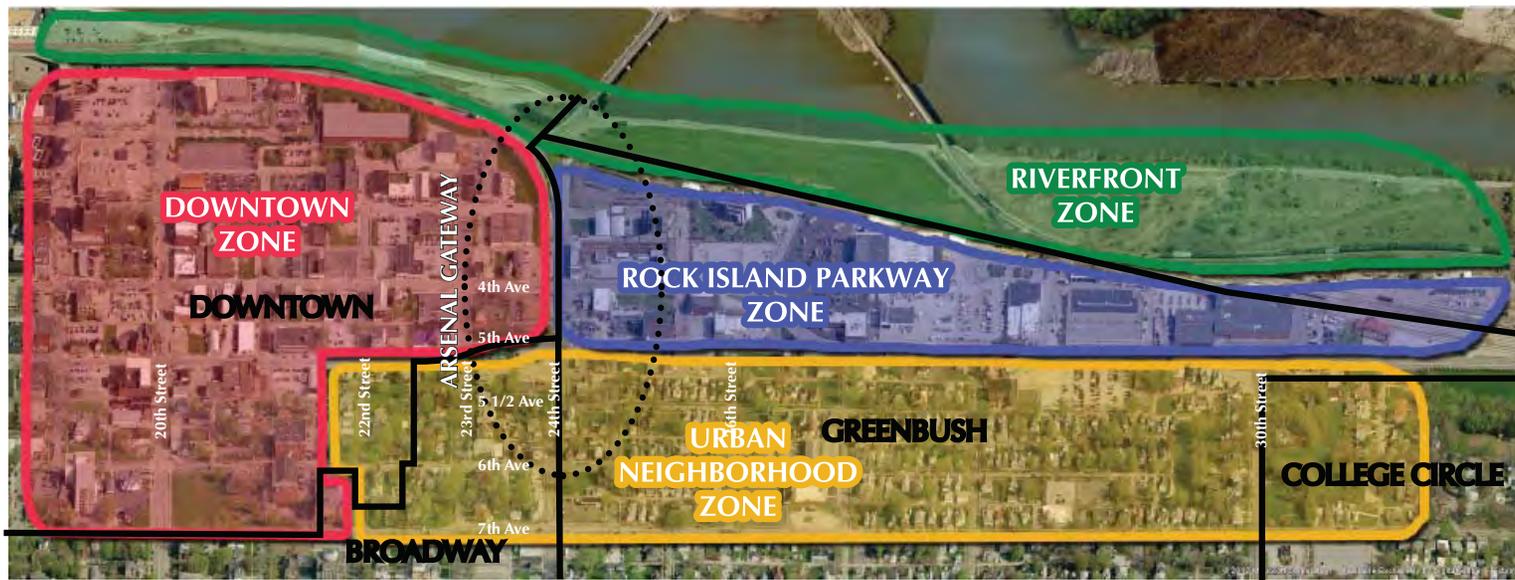
This zone has a diverse array of uses, including office, retail/service, industrial, municipal, multi-family residential and mixed use. Building height and size vary within this district; however, the majority of the buildings are taller than they are wide. Most roads have a typical downtown street section (i.e. concrete terraces, sporadic street trees, wide sidewalks, and minimal or no building setbacks).

Rock Island Parkway Zone

This zone includes several types of uses (e.g. public, utility, office, multifamily residential, mixed use, etc.). The majority of the buildings have horizontal proportions and fewer than four stories. Parking and storage areas are a large part of this district's landscape. The road section is typical of a commercial corridor (mix of grass and concrete terraces, few street trees, narrow sidewalks, and varied building setbacks).

Riverfront Zone

This zone is undeveloped due to access constraints and natural limitations (i.e. floodplain). There are park features and a trail along the river's edge; however the rest of the area remains open.



Riverfront Zone



Urban Neighborhood Zone



Downtown Zone



Rock Island Parkway Zone





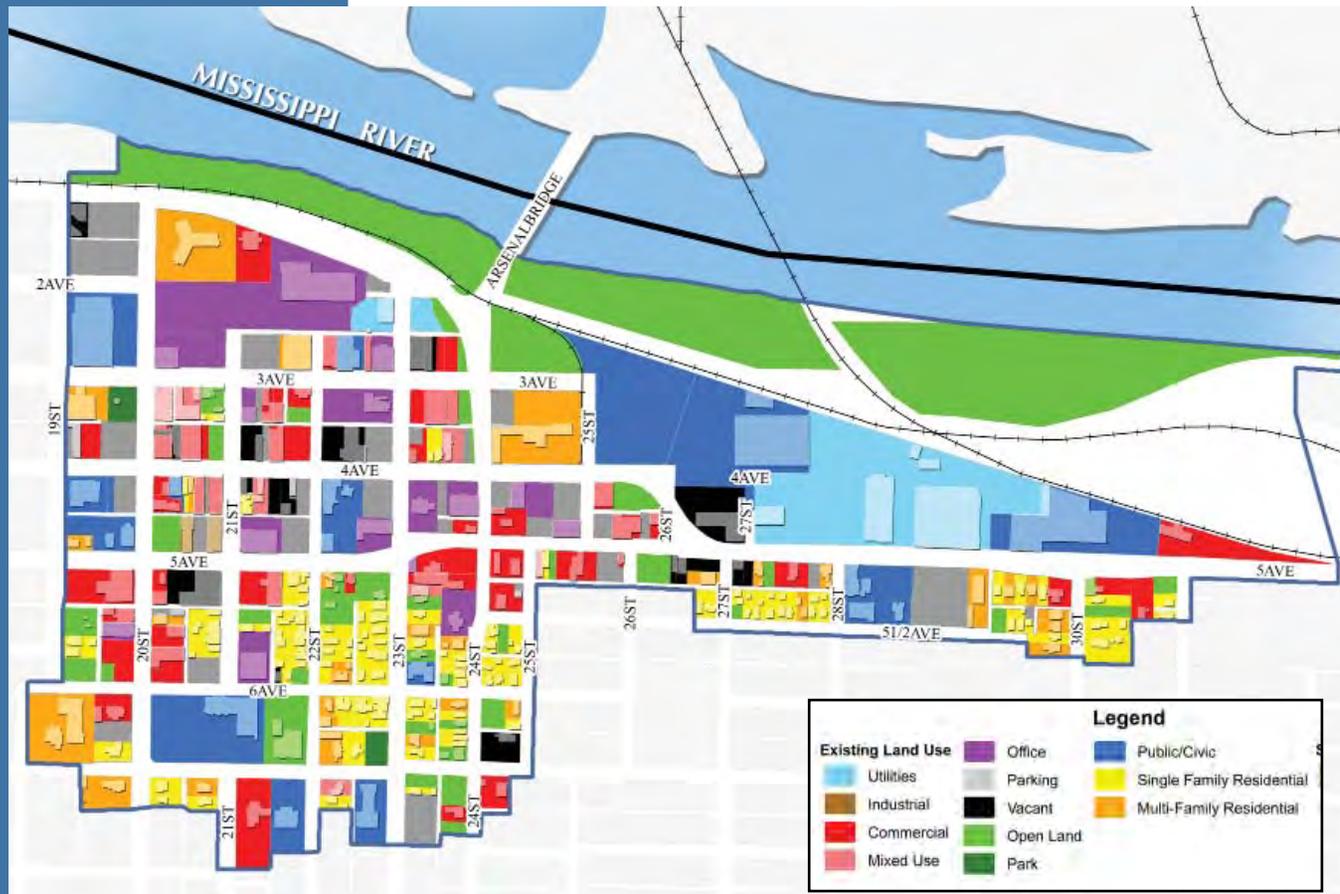
URBAN FABRIC ANALYSIS *(cont.)*

LAND USE PATTERNS

Existing land uses and development patterns within the planning area collectively distinguish the areas from the rest of the City and play an important role in the creation of the Arsenal Gateway Revitalization Plan. Previously, the riverfront functioned as the industrial core and employment center of the City; however, the decline of local industry and inadequate property maintenance has resulted in urban blight and underutilized parcels.

EXISTING LAND USE

The map and table below illustrate the existing land uses within the planning area. To better understand the developed sections of the planning area, the 27.5-acres of undeveloped land along the riverfront was omitted from this analysis. Additionally, there are developed lots with significant land dedicated to parking or open space that is unaccounted for in the table, but is illustrated by the hatched areas on the map.



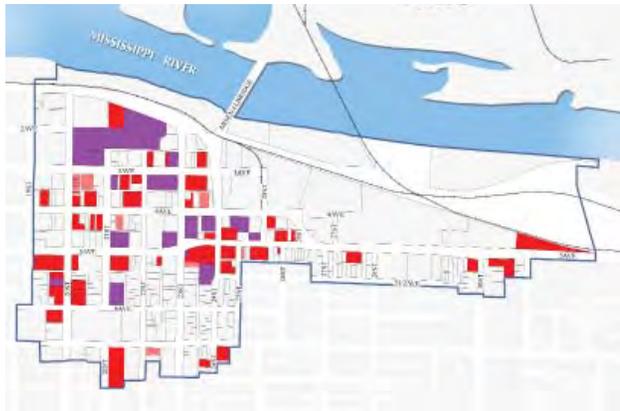
EXISTING LAND USE MAP

The majority of the planning area is being used for public/civic uses (21%), commercial (14%), single-family residential (11%), and office (10%). There is very limited industrial/storage uses, park spaces, or mixed use developments within the planning area, though it should be noted that the large parcel identified as “Utilities” on east 5th Ave has the character of industrial and storage use. See the land use descriptions on the next page for more information.

EXISTING LAND USE (developed area totals)				
Land Use	Parcels		Acres	
	Number	% of Area	Number	% of Area
Utility	3	0.9%	12.23	9.8%
Industrial/Storage	3	0.9%	0.43	0.3%
Commercial	55	16.0%	18.02	14.4%
Mixed Use	12	3.5%	1.71	1.4%
Office	14	4.1%	12.91	10.3%
Parking (#)	43	12.5%	11.17	8.9%
Vacant Property	22	6.4%	5.66	4.5%
Open Land (#) (*)	58	16.9%	10.54	8.4%
Park Space	2	0.6%	0.77	0.6%
Public/Civic	15	4.4%	26.32	21.0%
Single-Family Res.	94	27.3%	13.15	10.5%
Multi-Family Res.	29	8.4%	12.43	9.9%
TOTAL	344		125	

- If you include as a secondary use, totals would be higher (see map)

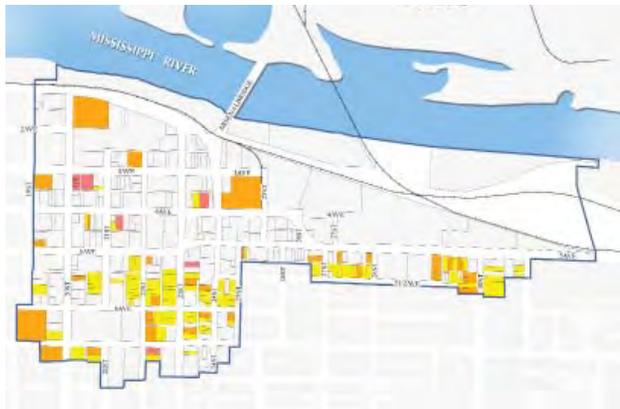
* - An additional 27.5 acres of undeveloped land along the riverfront



Commercial Uses

■ Commercial
 ■ Office
 ■ Mixed Use

Commercial uses make up approximately 26% of the planning area. The majority of these parcels are along 4th/5th Avenue one way pair and along 19th Street; however, there are several other locations near major intersections throughout the planning area. The buildings range in size and massing with the majority being 2-4 stories tall. There is a relatively low amount of mixed use buildings (residential above commercial uses) within the planning area with only one development being built in the last decade.



Residential Uses

■ Single Family
 ■ Multi-Family
 ■ Mixed Use

Residential uses make up approximately 21% of the planning area. The majority of these parcels are located south of 5th Avenue in the Central Neighborhood; however, there are few in the downtown section. Four multi-family residential developments (1900 6th Ave, 1900 3rd Ave, 111 20th Street and 2411 4th Ave) make up a third of the residential acres within the planning area. The remaining residential properties are relatively small and are primarily single-family and duplex units. There is an extensive number of historic buildings in the Arsenal Gateway Neighborhood dating back to the 19th century.



Undeveloped / Vacant Uses

■ Park
 ■ Open Land
 ■ Parking
 ■ Vacant Buildings

Approximately 23% of the planning area is either parkland, open land, parking, or vacant building sites (with an additional 27.5-acres of open land along the riverfront). If you include the developed parcels with large expenses of open land and parking, there would be an additional fifteen acres of parking and three acres of open land. As listed in table on the prior page, there are 22 vacant properties and 58 parcels that are undeveloped. These parcels are sprinkled throughout the planning area with a large concentration in the Arsenal Gateway Neighborhood.



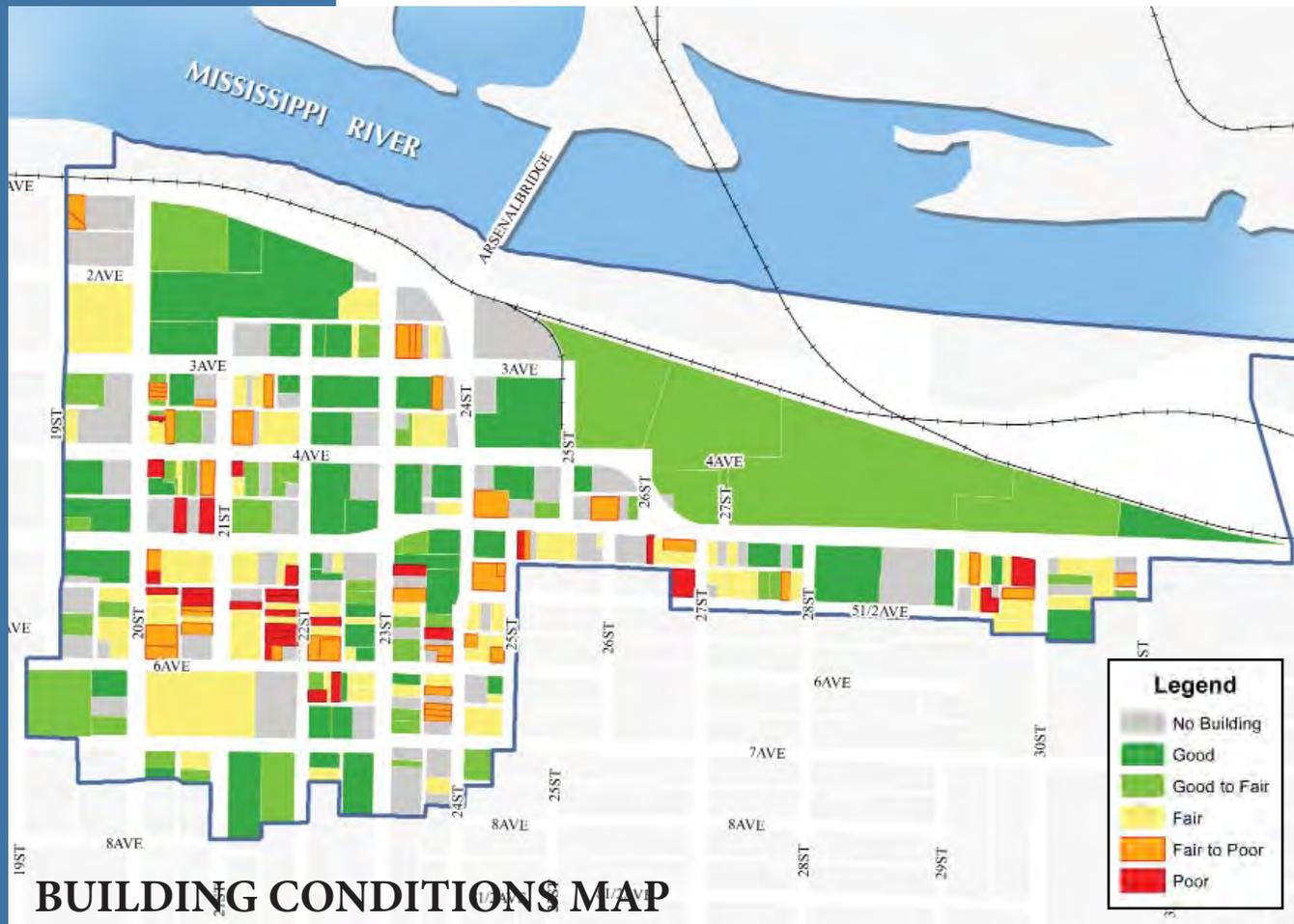
URBAN FABRIC ANALYSIS *(cont.)*

PROPERTY EVALUATION

Individual parcels/buildings can have a lasting impression on a person's perception of an area, either positively or negatively. For instance, a building could be so well-designed, unique, or historically significant that it is the first thing someone thinks of when someone mentions the City of Rock Island. Examples of a parcel/building that can leave a negative impression would be a poorly designed or dead public space, a rundown/falling apart building, or a large vacant parcel.

Building Conditions

The map and table below illustrate the building conditions within the planning area as of October 2012. This is not an evaluation of the structural integrity of the building, but rather a subjective opinion of condition based on the exterior appearance of each building as viewed from the street.



In general, buildings within the planning area are good to fair condition; however, there are roughly 8% within the planning area that are in less than fair condition. Twenty-eight parcels are listed in "poor" condition that have dilapidated buildings that potentially may cost more to update than to tear down. The largest concentration of these parcels are in the Central Neighborhood south of 5th Avenue.

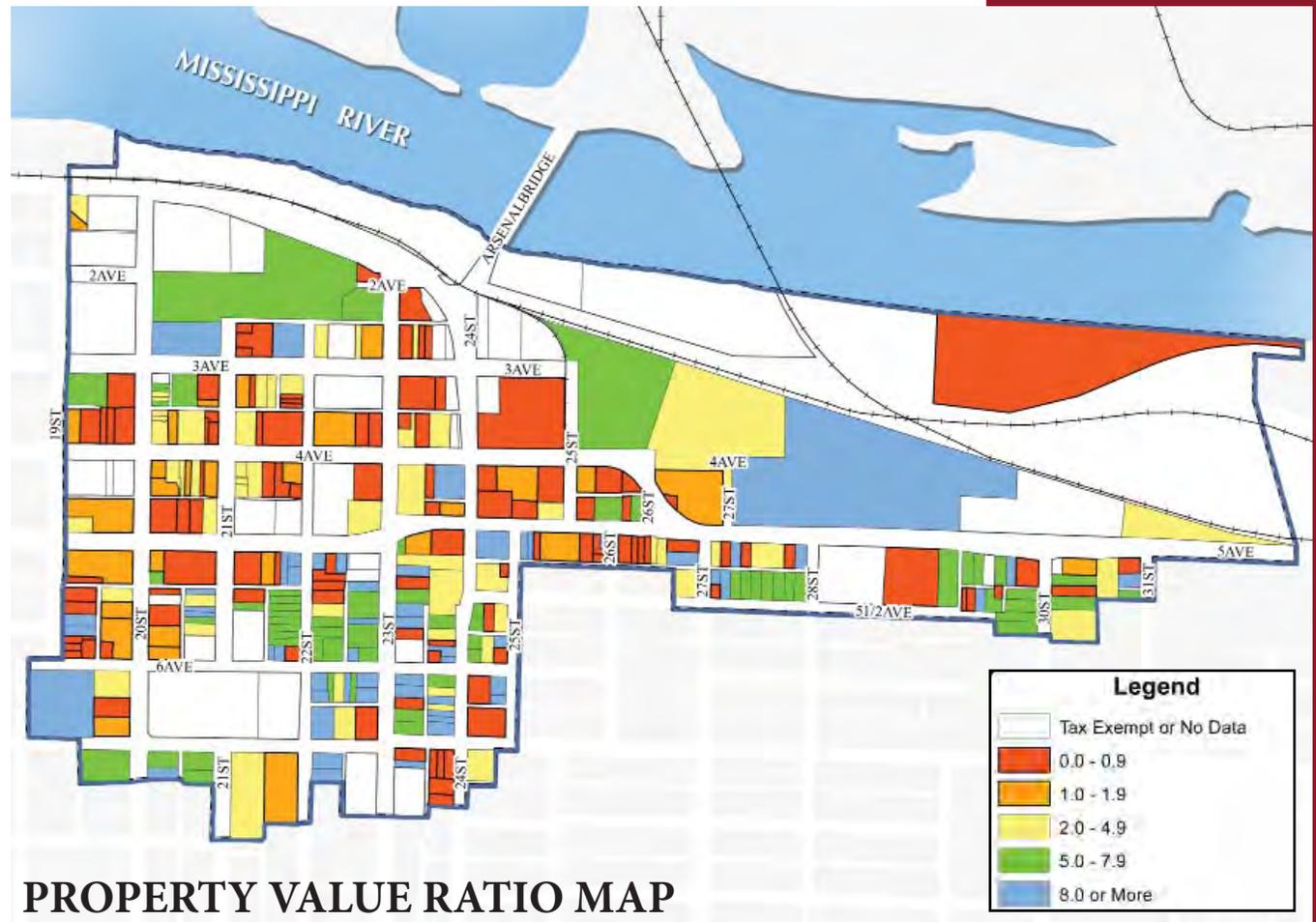
BUILDING CONDITIONS BREAKDOWN				
Building Condition	Parcels		Acres	
	Number	% of Area	Number	% of Area
No Building (*)	108	4.0%	23.57	18.9%
Good	48	15.8%	32.08	25.7%
Good to Fair	48	3.4%	39.46	31.7%
Fair	72	0.9%	19.54	15.7%
Fair to Poor	44	0.9%	6.46	5.2%
Poor	28	12.6%	3.53	2.8%
TOTAL	348		125	

* - An additional 27.5 acres of undeveloped land along the riverfront

Property Value Ratio

Land and improvement (building) values are assessed annually and provide an objective evaluation of the condition of private property in the City. Based on the 2011 aggregate assessed values (excluding tax exempt parcels), the planning area total property value is \$17.35 million. The total land value is \$3.30 million (approximately \$26,400 per acre) with a total improvement value of \$14.05 million (an average of \$112,400 per parcel).

The Property Value Ratio Map illustrates the relationship between the value of improvements and the value of the land for each parcel. A low number is an indication of opportunity for redevelopment - it means that the parcel is not contributing strongly to the tax base and the cost to remove and replace existing improvements is relatively low. Parcels in red or orange have low value ratios and are the best redevelopment/reinvestment opportunities as determined by this measure.





URBAN FABRIC ANALYSIS *(cont.)*

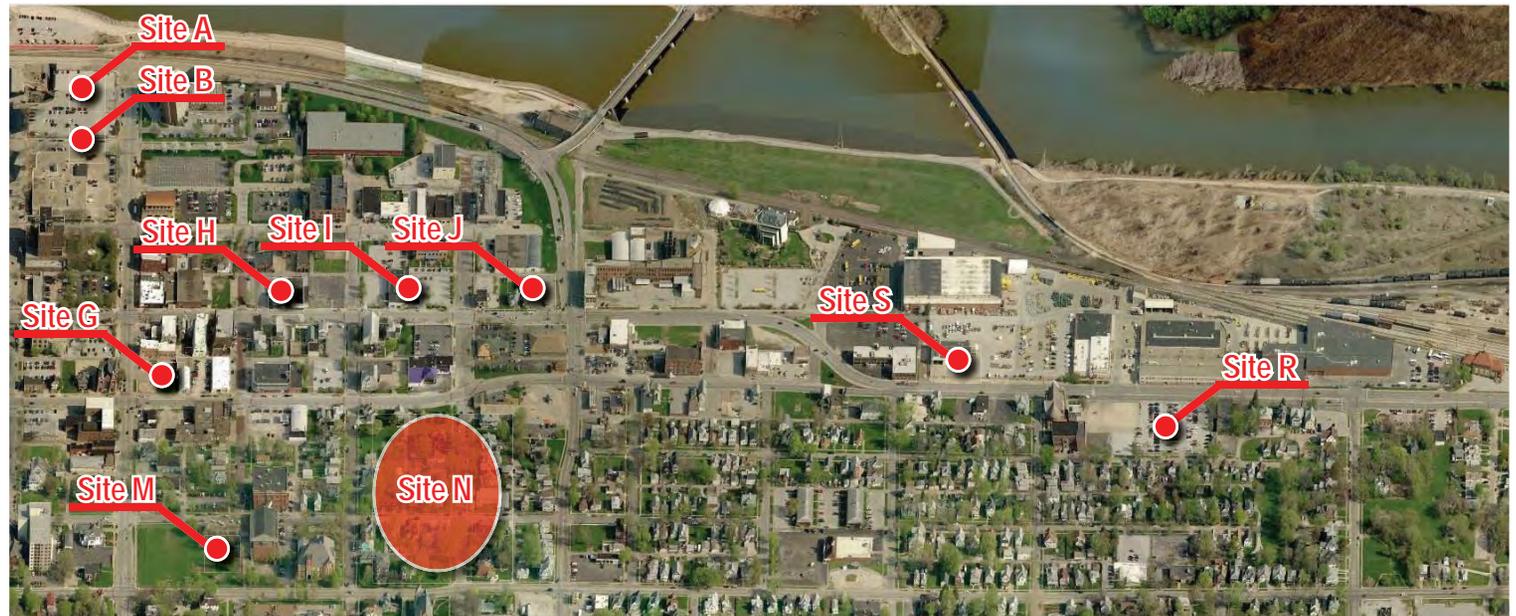
REINVESTMENT OPPORTUNITIES

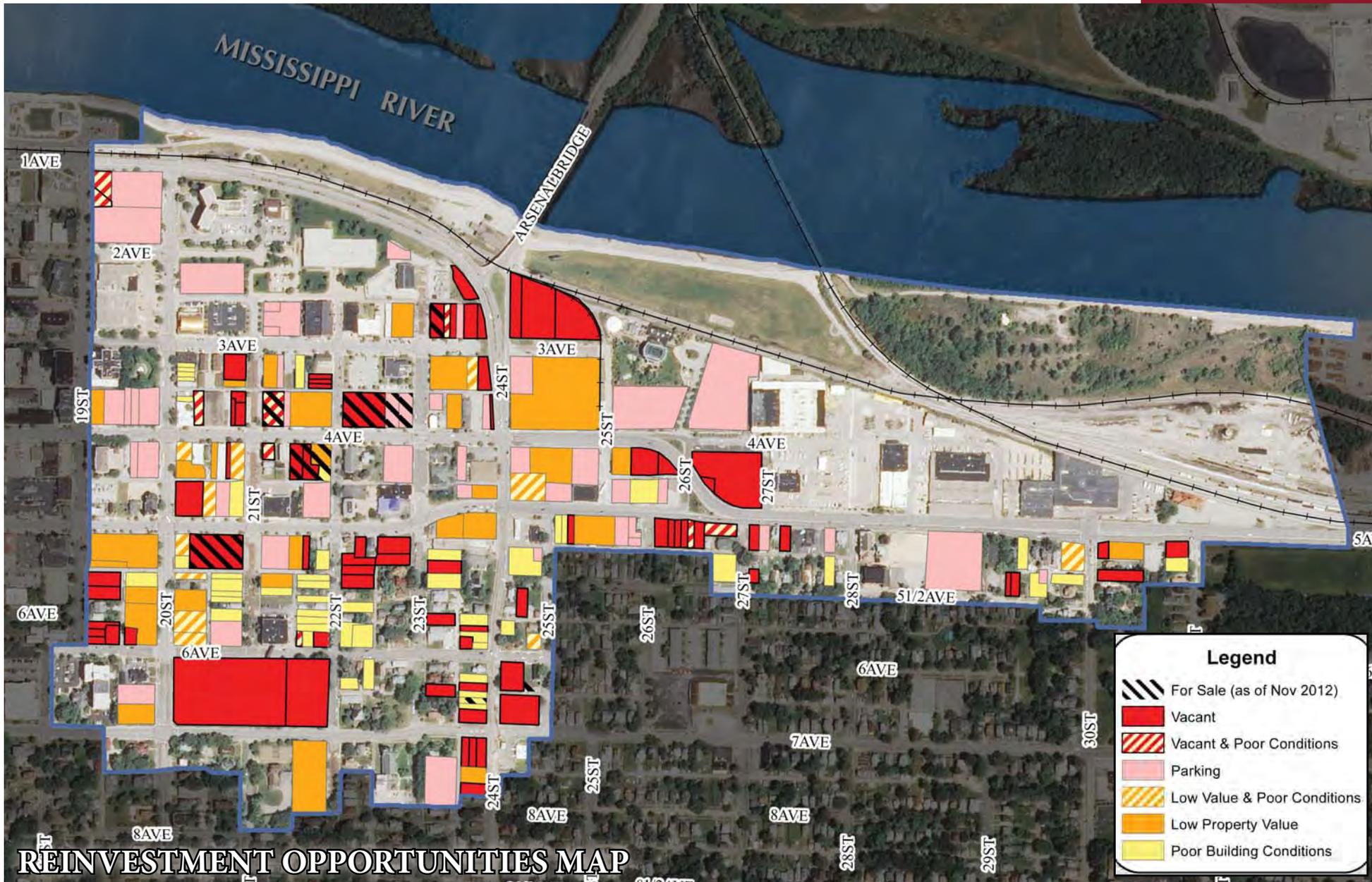
The planning area includes a number of parcels that offer significant opportunities for redevelopment. The parcels that are strong candidates for redevelopment are either vacant or are for sale, have low improvement value (relative to land value), and have buildings that are in poor condition. The map on the next page illustrates those opportunities within the planning area.

- ▶ **Red/Pink** parcels are generally the **most viable** for redevelopment, as they have vacant buildings or no structures at all (bright red). Additionally some parcels are currently for sale (dark red hatch).
- ▶ **Orange** parcels are **viable** for redevelopment due to low values, but they are not for sale and they are not vacant.
- ▶ **Yellow** parcels are **less viable** for redevelopment due to stronger values, but are candidates for targeted reinvestment to improve poor exterior conditions.

PRIORITY REDEVELOPMENT SITES

If the City is to take an active role in the pursuit of redevelopment, it should focus efforts on a few key sites. There are many opportunities for redevelopment, but these can be prioritized based on their marketability (location, visibility, etc.) and their potential for positive impact on the Arsenal Gateway Neighborhood. The selected sites (shown below) will be the City's first priorities when marketing development opportunities in the downtown. Each one of these projects can be a catalyst for other new development in the neighborhood. See *page 74-85* for specific recommendations for some of these potential catalyst projects.





REINVESTMENT OPPORTUNITIES MAP



CATALYSTS: Downtown

This section describes potential catalytic projects for the Downtown Zone based on public feedback (see Section 2), and analysis of the urban fabric of the neighborhood. See pages 92-97 for general guidelines to building/site design.

DOWNTOWN ZONE - CONCEPT PLAN



A: 111-113 19th Street, Public Lot C



B: 1907 2nd Avenue



CP-A: HIGH DENSITY RESIDENTIAL DEVELOPMENT (HIGH PRIORITY)

A new multi-family residential development with 34 live-work housing units is planned to be completed by early 2014 on what is now Public Parking Lot C. Branded as “The Locks”, this development will help to increase the housing opportunities within the planning area. If successful, the adjacent parcels along 19th Street (which are in fair to poor condition) could be torn down to provide room for an expansion of this development. If these properties fall into further disrepair in the meantime, the City should consider purchasing the properties for additional parking until a development opportunity arises.



CP-B: TRANSIT STATION (HIGH PRIORITY)

MetroLINK is planning on building a bus transit station on this location in the near future. This site is ideal due to its proximity to “The District” and the Schwiebert Riverfront Park. Additional parking could be provided with the parking garage suggested at the corner of 1st Avenue & 20th Street (see Catalyst A).



CP-C: MIXED-INCOME HOUSING CONVERSION

According to the Rock Island Housing Authority (RIHA) Asset Management Plan, Spencer Towers could be reconfigured from a one-bedroom elderly and disabled public housing property to a mixed-income rental development. The views and proximity to THE DISTRICT makes these units quite marketable. When funding becomes available, the building's exterior façade will be enhanced in keeping with the architectural design of the neighborhood.



Existing Conditions



Illustrative Example

CP-D: OFFICE CONVERSION

There have been discussions regarding reuse of the Post Office building for office development. The building is in good to fair condition and could likely accommodate such a use.



Existing

CP-E: MIXED USE W/ (CONVERTED PUBLIC) PARK

Fort Armstrong Senior Residence development incorporates surface parking and a park space that is currently not open to the public. There is limited park space in the downtown area and it has been noted that this space is underutilized by residents. The City should work with the owner to remove portions of the fencing and open this site to the general public. Fort Armstrong's surface parking and the adjacent service business could be redeveloped as a mixed use (or high-density residential) development with a parking garage within the new building or as a separate structure in the southwest corner of the block (servicing both buildings). The City could initiate this concept with Fort Armstrong by offering to take over the maintenance of the park space. The City may also consider removing the auto shop in the southwest corner and build either a surface lot or parking structure that could provide parking spaces for both housing developments within the block, as well as supplement parking for the library and THE DISTRICT. As shown in the illustrative example below, the double-loaded parking structure could provide approximately 50-60 parking spaces per floor.



New Residential

New Parking Garage

Illustrative Example



C: 111 20th Street



D: 1956 2nd Avenue



E: 1901-1919 4th Ave,
318-330 20th St, &
1918-1930 3rd Ave



CATALYSTS: Downtown (cont.)



F: 308-312 21st Street



G: 2001-2015 5th Ave



H: 2107-2117 4th Ave



CP-F: MARKET ON THIRD EXPANSION

The live/work development pictured below is a great addition to the downtown area and is currently filled with businesses. There is potential to repeat this format on the vacant corner immediately to the east.



Existing

CP-G: COMMERCIAL / MIXED USE DEVELOPMENT (HIGH PRIORITY)

This site includes two parcels that currently feature only an old metal quonset hut. It is an eyesore for the area and should be redeveloped. The lot size is ideal for a restaurant or mixed use building with surface parking along the back and side. Underground or structured parking would allow for a more intensive use.



Representative Photo

CP-H: MIXED USE / HOTEL DEVELOPMENT (HIGH PRIORITY)

This site includes a vacant (for sale) bar, ELKS B.P.O.E, and a large parking lot. The site is underutilized and the buildings are in fair to poor condition.



Representative Photo

Incorporating the entire half-block would allow for a large “catalytic” project, such as a hotel or mixed use building. A parking level/structure would be needed to develop a multi-storied building encompassing the majority of the block (as illustrated in the Downtown Concept Map - see page 74).

CP-I: COMMERCIAL REUSE (HIGH PRIORITY)

This site has sat vacant for several years and is one of many vacant parcels that fuels negative impressions about this area. The current building could be reused for another car dealership, child day care facility, or another commercial/retail space. If the site was to be redeveloped, the size of the lot would be ideal for a hotel or mixed use development.



Existing



**CP-J: "SIGNATURE" OFFICE DEVELOPMENT
(HIGH PRIORITY)**

This site is one the most important sites within the planning area, as it's at the heart of the Arsenal Gateway and has the most exposure of any site yet to be redeveloped. The half-block currently has a bar, single-family home and a mixed-use development near the corner of 4th Avenue and 24th Street. The location has several positive factors that make this site highly marketable for a multi-storied mixed commercial building (retail at street-level with office above). Factors include traffic counts, visibility and access from Rock Island Parkway, and views of the Mississippi River. Any development proposed for this site should be multi-storied with a significant presence near the 5th and 24th corner. This could be a signature architectural building for the Gateway Arsenal area.



Representative Photos



CP-K: MIXED USE / RESIDENTIAL DEVELOPMENT

This 0.80-acre redevelopment site includes three commercial properties that are in fair to poor condition and have low



Representative Photo

property value ratios. The site's proximity to the nearby urban neighborhoods and the school site (which is proposed for a YMCA or Health Club - See Project N) make this site marketable for a mixed use or high-density residential development. The design and scale of the development should fit in with the adjacent residential neighborhoods.

CP-L: HOUSING CONVERSION

This is the school district's administration building. It could be converted as market rate apartments or condominiums with the remaining portions of the block converted to a surface parking lot. Landscaping around the parking lot will be important to mitigate impacts on surrounding residential uses.



Existing Admin Bldg



I: 2215-2227 4th Ave



J: 315-317 23rd Street & 2301-2317 4th Ave



K: 525-547 20th Street



L: 521-541 21st Street





CATALYSTS: Downtown (cont.)

CP-M: Former School Site Redevelopment (HIGH PRIORITY)

This former school property is mostly vacant (existing floor plans provided below); however, the kitchen, gym and athletic field are still used regularly. This site is quite important to the area and offers a very expansive site for reuse or redevelopment. If the building was repurposed, there are two notable issues with the existing building: 1) heat for the building is provided by the School District's Administration building across the street; and 2) there is no elevator in the building. Below and on the next page are four redevelopment/reuse options for this site, including two that involves changes to the School District's Administration building across the street. Coordination with the School District will be essential to any redevelopment of this property.



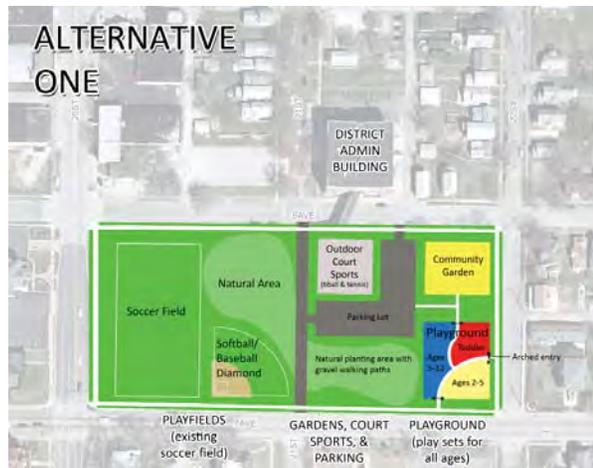
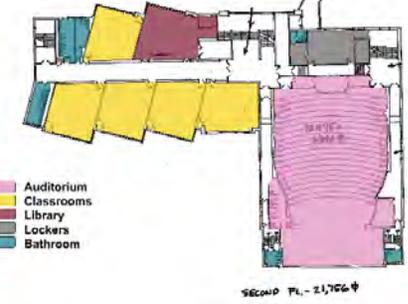
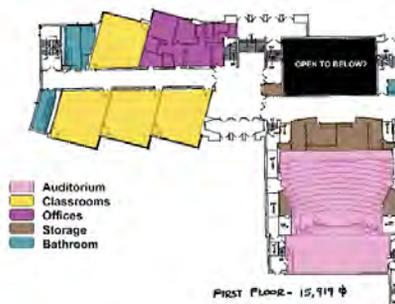
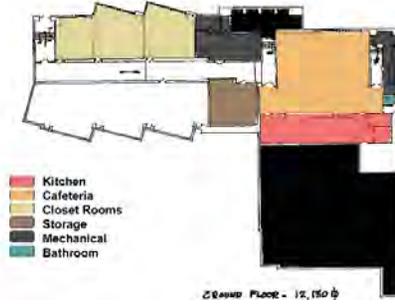
M: 2125 7th Avenue



Existing Gym

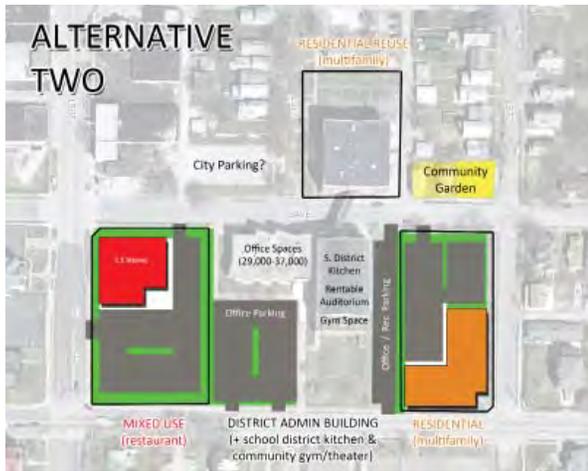


Existing School



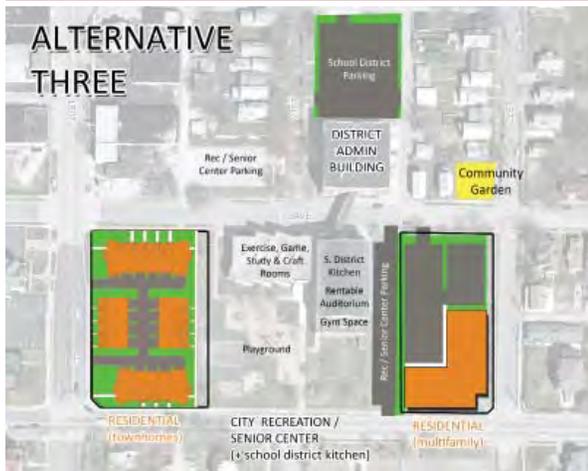
ALTERNATIVE ONE: Neighborhood Park Conversion

- ▶ Build a neighborhood park with activities for all ages
 - Sell land to the City and take down the remaining buildings on the site (including the bridge across 6th Avenue)
 - Improve the soccer field, add a softball/baseball diamond, and build outdoor courts for basketball, tennis, etc.
 - Add three playgrounds (by age groups) split by widening paths (bounded by the former footprint of the Lincoln School)
 - Add historical references to the former Lincoln School by building replica entry features (as they existed in the Lincoln School) and add historical marker(s) documenting the site's history
 - Establish a natural area that incorporates gravel walking paths
 - Build a parking lot and access drive to support the neighborhood park



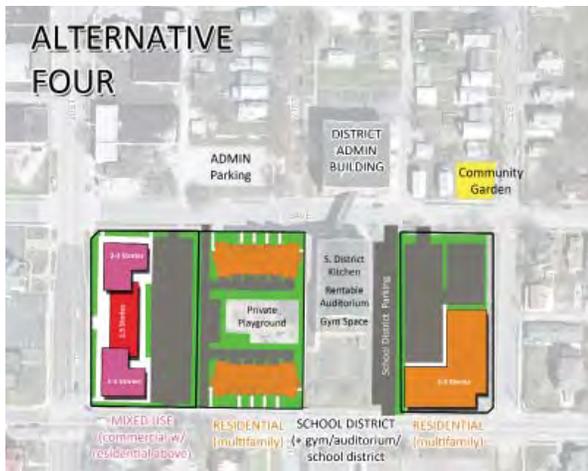
ALTERNATIVE TWO: School District Consolidation & Redevelopment

- ▶ Sell land along 20th ST (commercial or mixed use) and 22nd ST (residential)
- ▶ Remodel the School Site (new interior layout, new windows, exterior maintenance, elevator addition, etc.) to provide the School District Administration offices and convert Admin building to market rate housing
 - CDA purchase both Administration and School site to keep in one ownership (due to heat supply) and lease the office space to school district
 - Remove playground to provide office parking (relocate quality playground equipment to another park/vacant land)
 - Continue using the kitchen and gym spaces as they are currently being used
 - Make auditorium rentable for shows, events, meetings, etc.
- ▶ Use existing Administration Parking in NW corner of 6th/21st intersection for residential units and potentially for mixed-use redevelopment site.
- ▶ Add community garden and extend to alley (removal of two homes - one occupied)



ALTERNATIVE THREE: Building Reuse & Housing

- ▶ Sell land along 20th ST (residential) and 22nd ST (residential)
- ▶ Remodel the School Site (new interior layout, new windows, exterior maintenance, elevator addition, etc.) to provide a City Recreation/Senior Center with exercise, game, study and craft rooms
 - CDA purchase both Administration and School site to keep in one ownership (due to heat supply) and lease to school district the office space
 - Keep playground area
 - Continue using the kitchen and gym spaces as they are currently being used
 - Make auditorium rentable for shows, events, meetings, etc.
- ▶ Extend School District parking lot to the northern alley w/ street landscaping
 - Removal of one home and garage
- ▶ Add community garden on a vacant lot



ALTERNATIVE FOUR: Maximizing Development Potential

- ▶ Sell land along 20th ST (mixed-use), along 22nd ST (residential) & midblock (residential)
 - Remove the School's wing portion (keeping stairs)
 - Playground area becomes privately owned (maintained by Condo Assoc.)
 - Continue using the kitchen and gym spaces as they are currently being used
 - Make auditorium rentable for shows, events, meetings, etc.
- ▶ Add community garden on a vacant lot





N: 22nd-23rd Street



O: 2225 7th Avenue



CATALYSTS: Neighborhood

This section describes potential catalytic projects for Urban Neighborhood Zone based on public feedback (see Chapter 2) and analysis of the urban fabric of the neighborhood. See pages 92-97 for general guidelines to building/site design.

CP-N: NEIGHBORHOOD REVITALIZATION (HIGH PRIORITY)

The neighborhood has declined over the years due to lack of maintenance. There are too many vacant lots, many with debris and junk present. There are several steps that could help revitalize this neighborhood. First, continue efforts to rehabilitate the existing housing stock, and remove those deemed unsalvageable. Second, the City could market and help finance single- and two-family workforce housing on the existing vacant lots. Since this is a historic district, it's important that any development complement the scale and character of existing housing. Third, consider a community garden (potentially on a vacant City lot, such as 546 22nd Street). Lastly, work with the neighborhood to clean up the remaining vacant lots.



Vacant Lot (513 23rd Street)



Workforce Housing

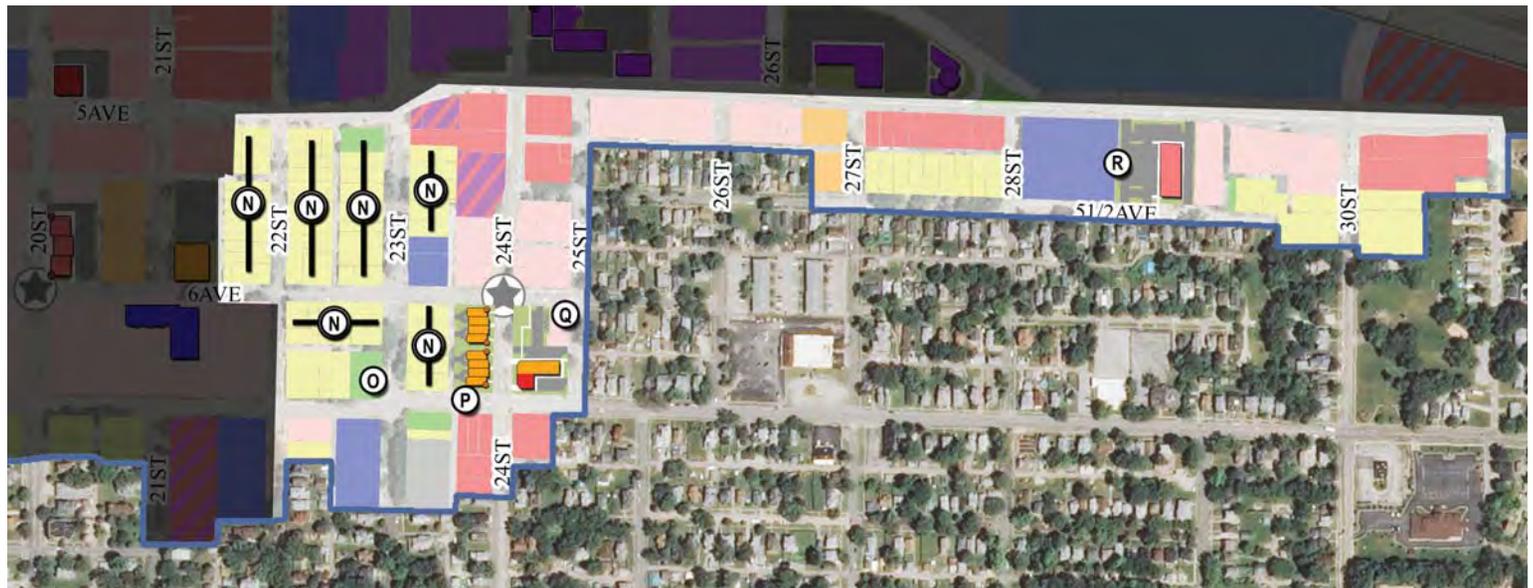


Vacant Lot (546 22nd Street)



Community Garden

URBAN NEIGHBORHOOD ZONE - CONCEPT PLAN



CP-O: BROADWAY (GREENSPACE) PARK

This site is privately-owned greenspace dedicated to the Broadway Historic District. It currently includes several benches on the edges of the greenspace, minimal shrubs/trees, and a brick sidewalk with historic plaque along 23rd Street. There is potential to enhance this space to further tell the story of the Broadway Historic District. Proposed improvements include an entry archway feature, a brick pathway through the site, informational panels (describing different aspects of the district’s history), more benches and additional landscaping.



CP-P: MULTIFAMILY (ROWHOUSE) HOUSING

This half-block currently has four single-family homes, one duplex home, and two vacant parcels. All of the single-family homes have fair to poor exterior building conditions.



Representative Photo

If this half-block is redeveloped, there is potential for higher density “high-quality” housing. As shown in the concept plan (see the prior page), the site could potentially hold 8-10 townhomes, depending on the width of the units and the number of buildings proposed.

CP-Q: MIXED USE DEVELOPMENT

This redevelopment site includes two parcels in common ownership that are currently vacant. The lot along 7th Avenue is an old auto repair shop and across the alley is an open lot. There is potential to create a mixed use development on this site with a commercial space facing 7th Avenue and residential units facing the open space along the backside of the property. The open lot includes several large deciduous trees that could be enhanced by a walkway and benches. As shown in the concept plan, parking could be provided along 7th Avenue, along the alley, and along the backside of the open (park) space. As shown in the above representative photo, the proposed development could be designed and split off into two parcels to allow financing of the commercial space separately from the residential portion. If it is deemed unnecessary to keep the existing trees, a larger mixed use development could be built across both sites with the closure of the alley.



Representative Photo

CP-R: MIXED USE DEVELOPMENT (HIGH PRIORITY)

This parcel is currently a surface parking lot for Mid American Energy; however, there is potential to move this parking area to the MetroLINK property adjacent to Mid American Energy once that site is vacated. This 1.45-acre site would be ideal for either a mixed use building with parking primarily on the side, or a commercial building along 5th Avenue with housing along 5 1/2 Avenue.



Representative Photo



P: 601-609 24th Street & 2403 7th Avenue



Q: 601-609 24th Street & 2403 7th Avenue



R: 2926 5th Avenue





CATALYSTS: Parkway

This section describes potential catalytic projects for Rock Island Parkway Zone based on public feedback (see Chapter 2), as well as based on the urban fabric study done as a part of this planning process. See pages 92-97 for general guidelines to building/site design.



S: 2733 5th Avenue

CP-S: "SIGNATURE" OFFICE / HOTEL DEVELOPMENT (HIGH PRIORITY)

After the 4th/5th Avenue split is moved further east, this site will be very important due to its visibility and location along Rock Island Parkway. Any development should be substantial, such as multi-storied office or hotel building, and designed to be a signature

Representative Photos



"gateway" building. To provide enough parking for a multi-storied building, parking may need to be incorporated in the building envelope or supplied off-site. Potential locations for additional parking include sharing the adjacent property's parking (2623 5th Avenue), or using the Botanical Center or QCCA Expo Center lots (see Action PP-3 on page 49).

CP-T: SURFACE PARKING / FUTURE OFFICE SITE

This redevelopment site includes two vacant parcels (both under one ownership) and removed section of street right-of-way (due to the redesigned 4th/5th Avenue split). In the short term this site could be turned into a public parking lot that is paved and sufficiently landscaped. This could be used for overflow parking for the Botanical Center

Representative Photos



T: 2520-2529 4th Ave

ROCK ISLAND PARKWAY ZONE - CONCEPT PLAN



and the Expo Center, and/or support additional development in the nearby properties. Long term this site would be ideal for office development, especially if a parking structure is built across the street.

CP-U: OFFICE DEVELOPMENT

This block is quite important to the Arsenal Gateway due to its location and visibility along the Rock Island Parkway. The block is already home to one catalytic project by the Mandus Group. If Mandus Group needs to expand in the future, it should expand either west to the intersection corner or south through the middle of site. If Mandus doesn't expand to the corner, this site could be developed as another signature building to complement Jackson Square. Parking should be pushed to the 4th Avenue and 25th Street frontages.



The existing building in the southeast corner of this block has historical qualities and is partially filled. This development should remain and could be marketed for office use. Facade improvements would increase the building's marketability.

The existing building in the southeast corner of this block has historical qualities and is partially filled. This development should remain and could be marketed for office use. Facade improvements would increase the building's marketability.

CP-V: MARKET RATE HOUSING DEVELOPMENT

This rear portion of the Jackson Square development remains vacant. This site could be developed with new construction residential units, especially after 3rd Avenue is reconstructed and the Children's Garden completed.



CP-W: EXPO CENTER UPDATES

The QCCA Expo Center and the Botanical Center are two major assets to the City and the Arsenal Gateway Neighborhood, as they draw from the entire Quad Cities region. These uses can be catalysts for other development, and their design can help set the tone for the neighborhood. When the 4th/5th Avenue split is moved further east (see Action RB-F), the Expo Center will become even more visible along 4th Avenue. At present, the building's entry feature is not attractive. A hallway and commons area could be built from the side of the building and wrap around the front. This "commons" area can provide access straight from the parking lot without affecting the existing interior layout, while enhancing the exterior facade(s). This concept was completed in Milwaukee when a rail station was reopened as the Milwaukee Intermodal Station (see above images).



As described in Action PP-3 (on page 49), there is also an opportunity to build a parking structure on the Botanical Center parking lot that could supply parking for the Botanical Center, the ACCA Expo Center, and other developments in the adjacent blocks. This would allow some of the Expo's parking lot to be converted to greenspace and plaza space.



U: 401-417 24th Street, 2408 4th Avenue, & 2425 5th Avenue



V: 2411 4th Avenue



W: 2621 4th Avenue





CATALYSTS: Riverfront

This section describes potential catalytic projects for the Riverfront Zone based on public feedback (see Chapter 2), as well as based on the urban fabric study done as a part of this planning process. See pages 92-97 for general guidelines to building/site design.

CP-X: MARKET RATE HOUSING DEVELOPMENT

The levee offers an opportunity to develop this riverfront property that would otherwise be undevelopable. The site's location along the Mississippi River and along the Great River Trail makes this site attractive for a quality condo development. The addition of accent lighting to the Arsenal Bridge (as recommended in the RiverVision Plan) and convenient access to a new kayak/canoe launch



Representative Photo

near the Arsenal Bridge (see Action PP-5 on page 49) could further enhance this site. To access this site, the driveway between the Botanical Center and the Expo Center could be converted to a public road and extended across the railroad tracks. This would also provide better access to the Great River Trail from the adjacent neighborhoods and maintain access to the City of Moline's Water Treatment Plant. Buildings should be sited in such a way to minimize visibility of the nearby high-voltage towers. As shown in the concept plan and the sections on the next page, development could be built along the road with a raised greenspace along the river side of the townhomes. This greenspace can be designed as a (private) park space that incorporates walking paths, trees, bio-swales, lighting, etc.

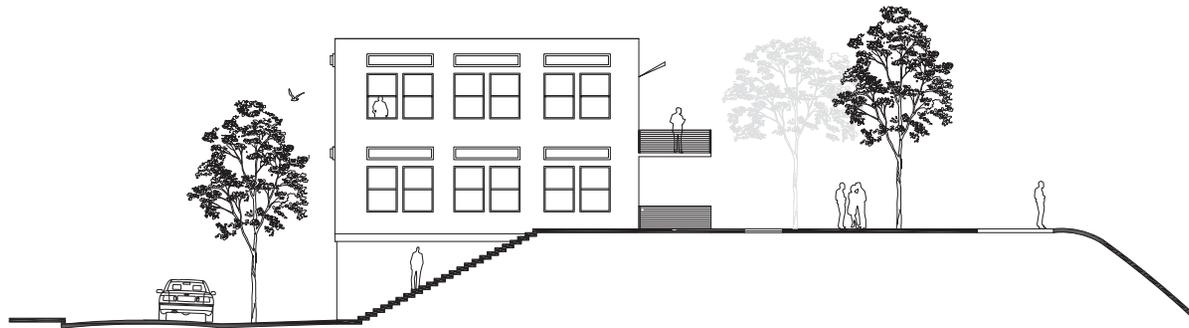
X: 2621 4th Avenue

RIVERFRONT ZONE - CONCEPT PLAN

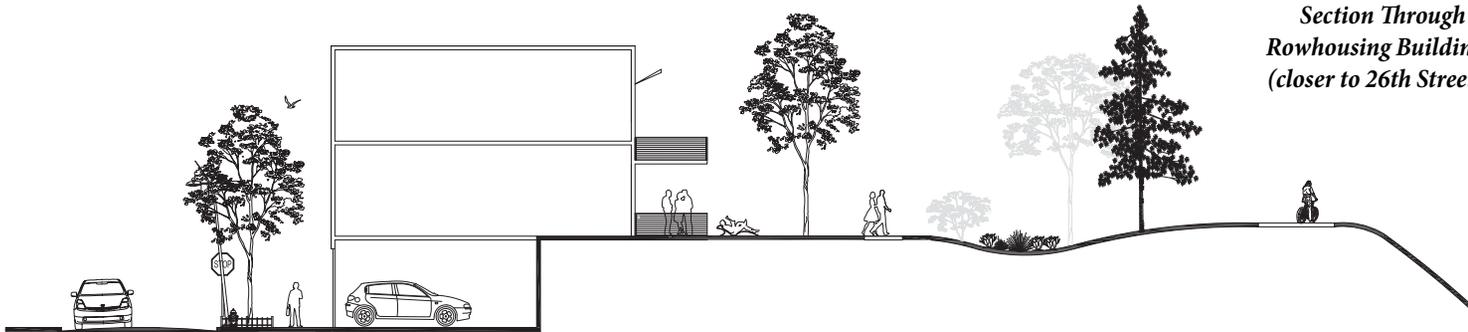


See Quad City Vision Plan for Employment shown with (may consider area for medium-density)





*Section Between
Rowhousing Buildings
(closer to Arsenal Bridge)*



*Section Through a
Rowhousing Building
(closer to 26th Street)*

The eastern section of this site is quite large, which provides an opportunity to build a larger condo building with surface and covered parking (as shown the designated area could provide for 60-65 units in a three story building). Both developments shown in the concept plan suggest parking at street grade with living spaces above, such that the first floor would be at levee height.



Representative Photo

CP-Y: COMMERCIAL SPACE REUSE

Based on the RiverVision Plan, there is extra space within this building that could be utilized for a commercial use (e.g. restaurant, cafe, etc.) that would be part of an expansion of the Schwiebert Riverfront Park (see Action GS-1).



Representative Photo



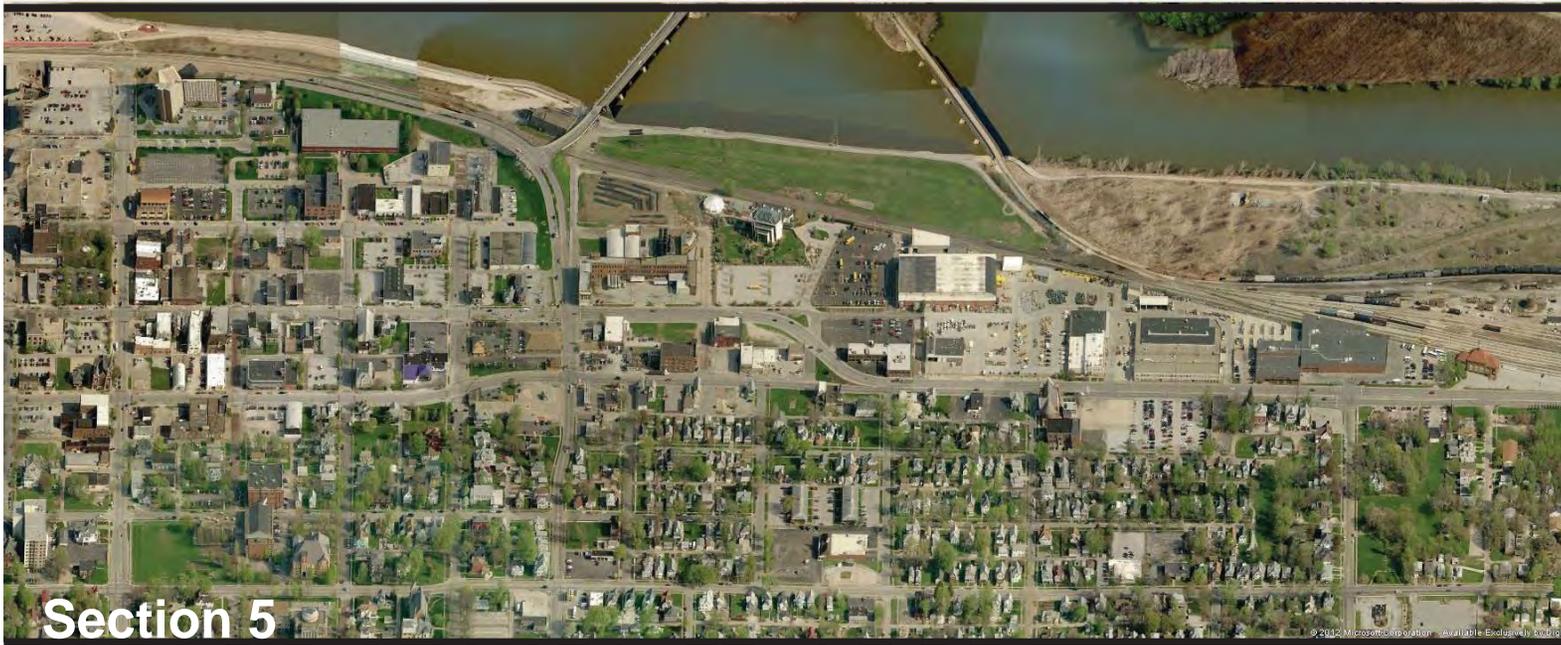
Y: 200 24th Street





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SECTION CONTENTS

- P.87 - Future Land Use
- P.90 - Design Guidelines
- P.94 - Design Gallery
- P.98 - Action Plan

Section 5

IMPLEMENTATION

FUTURE LAND USE MAP

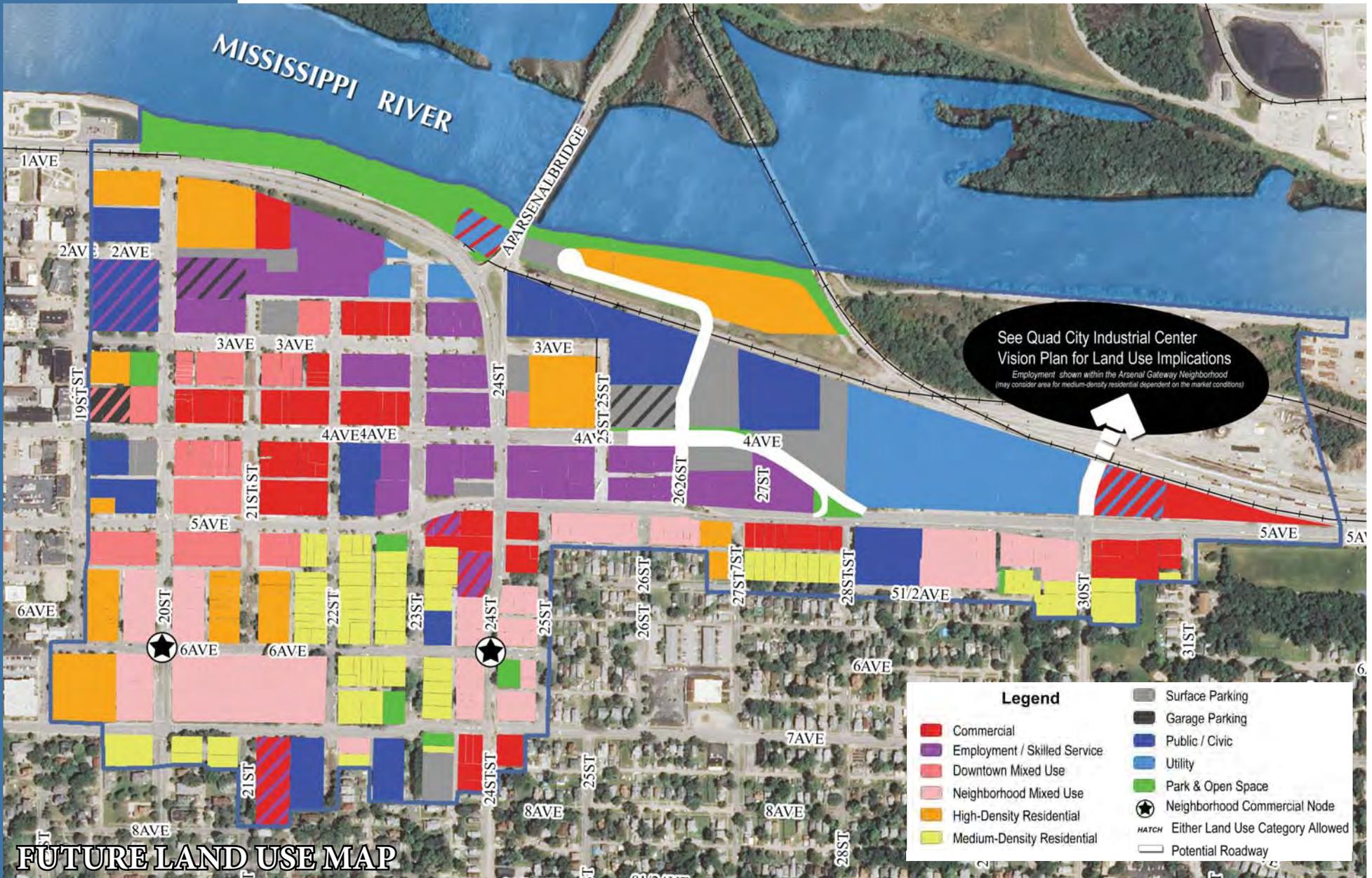
The Future Land Use (FLU) Map shown on the next page considers the preferred use of land for the Arsenal Gateway Neighborhood. In general, the neighborhood desires a mix of retail, service, office, civic and residential uses dispersed throughout. This FLU Map should be used by City staff and officials to guide recommendations and decisions on rezoning and other development requests within the Arsenal Gateway Neighborhood. If the City were to draft a City-wide future/preferred land use map, the preferred uses within this FLU Map should be considered.

This section provides the implementation tools, guidelines and action steps necessary to orchestrate positive change within the Arsenal Gateway Neighborhood.





FUTURE LAND USE (cont.)



FUTURE LAND USE MAP



FUTURE LAND USE CATEGORIES

These brief descriptions of intent describe each land use category on the Future Land Use Map (shown on the previous page). Unless specified here, the intensity of development (height and building mass) may vary depending on location, and is addressed separately for each zone within the planning area.

- ▶ **Commercial** uses are retail and service businesses that serve neighborhood or regional consumer needs.
- ▶ **Employment / Skilled Service** uses are office or production businesses that provide professional services and/or products.
- ▶ **Downtown Mixed Use** is a pedestrian-oriented development format with a mix of uses, including commercial, office, entertainment, civic/institutional, and/or residential uses. Development may be mixed horizontally (side-by-side); however, the preference in these areas is for a vertical mix of uses, typically with commercial uses on the ground floor and office or residential use above.
- ▶ **Neighborhood Mixed Use** is a pedestrian-oriented development format, but designed for compatibility with neighborhood residential uses. Development may be a single use (i.e. commercial or residential), or a mix of uses integrated either horizontally (side-by-side) or vertically (one use located above one another).
- ▶ **Neighborhood Commercial Nodes** are commercial/mixed use nodes where neighborhood-serving retail and service businesses are desired. Upper-story residential use is also encouraged at these nodes. New construction should place the building and a primary entrance at the corner.
- ▶ **Public / Civic** uses include public buildings and public/private institutions (excludes parks and open space).
- ▶ **Park / Open Space** uses are public or private lands used for recreational and leisure activities. Typically there are no commercial or residential uses; however, a recreational business may be allowed if catering to specific uses or patrons of such space.
- ▶ **Medium-Density Residential** identifies areas where a range of residential densities and unit types may be permitted, typically 4-8 units per acre, but where single family and duplex formats are most common.
- ▶ **High-Density Residential** identifies areas suitable for multifamily housing. Building size and density should be appropriate to the setting and will vary by location.
- ▶ **Surface/Garage Parking** identifies areas where public/civic parking use is expected to continue.





DESIGN GUIDELINES: Streetscaping

Commercial areas that are “friendly” to both vehicles and pedestrians have proven to be highly successful. In general, a “friendly” street has features that provide **comfort**, **safety**, and **mobility**. Examples of these features are described and illustrated below and on the next page. As the major streets through the planning area are improved (e.g. 4th, 5th, 7th), the following guidelines should inform the design process.

COMFORT Guidelines

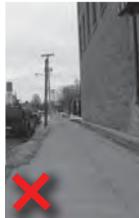
1) At human scale

- Establish a 1:3-1:2 street width to building height ratio



2) Soften the urban hardscape

- Add planters, street trees, landscaped spaces, etc.



3) Buildings designed w/ pedestrian-friendly features

- Provide awnings, large and clear windows, and building entrances on the the street-level facades



4) Limit automobile/truck traffic issues

- Lower vehicle speed limits
- Provide traffic calming devices



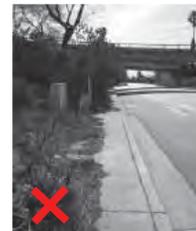
5) Provide pedestrian amenities

- Add benches, table and chairs, bike racks, etc.



6) Well-maintained infrastructure

- Maintain sidewalks, streets, street fixtures, and street trees



SAFETY Guidelines

1) Good sight distance

- Limit obstructions at crossings (newspaper/advertising & electrical boxes, over-grown vegetation, etc.)



2) Separation & buffering from street

- Provide wide sidewalk
- Add a parking lane
- Provide a landscaped terrace
- Limit curb-cuts



3) Pedestrian visibility

- Provide adequate lighting



4) Adequate height clearance

- Use appropriate tree species
- Trim & maintain branches
- Require adequate awning heights



5) Limit crossing distances

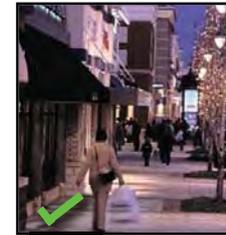
- Provide bump outs
- Reduce street corner radii
- Provide refuge medians at wide crossings



MOBILITY Guidelines

1) Clear path

- No obstructions within areas of travel



2) Accessible to all citizens

- Provide ADA-compliant sidewalks and building entrances



3) Clear connections

- Provide pedestrian pathways to building entrances





DESIGN GUIDELINES: Development

Development provides the City with economic stability and provides goods, services and jobs for its residents. However, too often buildings are designed without significant consideration to neighboring parcels and overall effect on the area. To ensure high-quality and long-lasting projects, the guidelines listed below address the design of private (re)development in the Arsenal Gateway Neighborhood. Additional guidance is provided on the subsequent pages according to the specific land use proposed.

- ▶ **Street Relationship:** Design the building such that the primary building façade is orientated towards the street with a public entrance that is connected to the public sidewalk. A minimal front yard setback is desired. Encouraged setback areas would provide pedestrian-oriented spaces (e.g. outdoor seating area, a hardscape plaza, landscaping, etc.), rather than automobile-oriented spaces (e.g. driveways, parking, loading docks, etc.).



Portion of the building is set back from the street, allowing extra room for a larger pedestrian zone.

- ▶ **Lighting:** Pick fixtures that complement the character of the building. Illuminate parking lots and pedestrian walkways uniformly and to the minimum level necessary to ensure safety. Lighting should be energy efficient and should render colors as accurately as possible. Preferred light types include: LED, fluorescent, and high-pressure sodium.



Examples of full cutoff fixtures that minimize glare and light pollution.

- ▶ **Parking:** Fit the parking below the building or place it on the side/back of the building, wherever feasible. Provide shared parking and access between properties to minimize the number of curb cuts. Provide vegetative buffers between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should have adequate throat depths to allow for proper vehicle stacking.



An example of parking being shared between two developments with parking limited to the side or rear yards (no front yard parking).

- ▶ **Landscaping:** Provide generous landscaping, with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots.



Trees and shrubs within and around parking areas greatly improve the aesthetic appearance and overall pedestrian experience.

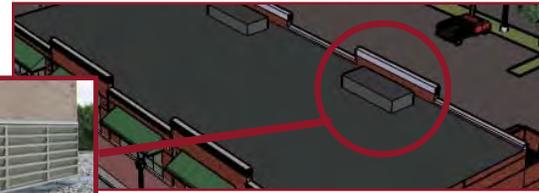
- ▶ **Stormwater:** Use rain gardens and bio-retention basins on-site (i.e. in parking islands) in order to filter pollutants and infiltrate runoff, wherever feasible. Consider using permeable surfaces, pervious asphalt, pervious concrete, and/or special paving blocks.



Examples of permeable surfaces.



▶ **Service Areas:** Trash and recycling containers/dumpsters, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.



Example of a building facade screening rooftop mechanical from ground view.

▶ **Scale & Articulation:** Design the building using architectural elements that provides visual interest and human scale that relates to the surrounding neighborhood context and overall character.



Desired vertically-proportioned building.

▶ **Windows, Doors & Garages:** Buildings should activate the street by providing significant visibility through the street-level facade to activities/displays within the building. Clearly define door entryways. To the greatest extent possible, design garage doors to be screened from street view (e.g. locate garage entrance on side/back facade, use landscaping and walls to reduce overall visibility of entrance, and recess building plane to mitigate direct views of entrance).



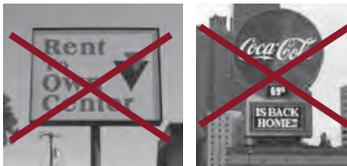
An example of large windows providing significant visibility into the building.

▶ **Building Projections:** Canopies and awnings should be provided along facades that give access to the building.



A good example of mounted awnings placed below the horizontal expression line.

▶ **Signage:** Use pedestrian-scaled sign types: building-mounted, window, projecting, monument, and awning. Signs should not be excessive in height or square footage.



Free-standing and roof signs are not conducive for a downtown, pedestrian-friendly district.

▶ **Colors & Materials:** Use high-quality, long-lasting finish materials (e.g. kiln-fired brick, stucco, and wood) on at least the front facade, if not on all sides. All facades should have similar or complementary materials and paint colors as used on the front façade.



Examples of secondary facades continuing the design quality, material palette, and color palette of the primary facade.





Well-Designed Buildings



DESIGN GALLERY: Land Use Specific

COMMERCIAL BUILDING

BAD Design Elements: *Primarily blank walls, minimal fenestrations with no clear glass (no visibility into the building), horizontally-proportioned facade, no landscaping, and no articulation of the building entrance.*

GOOD Design Elements: *Horizontal expression line and clerestory windows*

BAD Design Elements: *No clear glass (no visibility into the building), horizontally-proportioned facade, and little articulation of the building entrance.*

GOOD Design Elements: *Horizontal expression line, significant fenestrations, and ample landscaping.*

GOOD Design Elements: *Vertically-proportioned facade, significant fenestrations with clear glass, articulations of the building entrance, varying building heights, and high-quality exterior building materials.*

Bad Design



Better Design



Best Design



MIXED USE BUILDING

BAD Design Elements: *Minimal fenestrations along the street-level facade, horizontally-proportioned facade, no articulation between commercial first floor and residential upper units, low quality exterior building material, building setback with parking in front of building, and no landscaping.*

Bad Design



BAD Design Elements: *Limited definition between the lower and upper level, and parking along the front of the building.*

Better Design



GOOD Design Elements: *Significant fenestrations on street-level and on the upper floor, canopies over windows, high-quality materials, varying roofline, and articulation of the building's primary entrance.*

Best Design



GOOD Design Elements: *Vertically-proportioned facade, articulation between street-level commercial and residential units above, significant fenestrations on street-level, varying roofline, building sections set back from primary facade, and high quality building materials.*



Well-Designed Buildings





Well-Designed Buildings



DESIGN GALLERY: Land Use Specific (cont.)

INDUSTRIAL/STORAGE BUILDING

BAD Design Elements: No windows, horizontally-proportioned facade, minimal sloped roof, low-quality building material, no articulation of building entrance, and no landscaping.



BAD Design Elements: Minimal windows (none at street-level), no clear designation of the base, middle and top of the building, and little articulation of the building entrance.



GOOD Design Elements: Vertically-proportioned facades, ample clerestory windows, high-quality materials on all sides, varying facade heights, and ample landscaping.

GOOD Design Elements: Vertically-proportioned facade, articulations of the building entrance, varying roofline, significant windows at street-level and above, ample landscaping, and high-quality exterior building materials.



MULTI-FAMILY BUILDING

BAD Design Elements: *Horizontally-proportioned facade, no articulation of building entrance, low sloped roof with no gable to street, no discernible building base, and no expression lines or other building articulations.*

GOOD Design Elements: *High-quality building materials, large and vertical windows.*



BAD Design Elements: *No discernible building base and minimal building articulations.*

GOOD Design Elements: *High-quality building material, articulation of the building's primary entrance, gables to the street, varying building plane, and vertical windows.*



GOOD Design Elements: *High-quality building materials, variety of building materials, articulation of the building's primary entrance, varying roofline, varying building plane, vertical windows, balconies, and discernible base, middle and top*



Well-Designed Buildings





ACTION PLAN

This plan is a guide to help City officials and economic development professionals attract and direct investment within the Arsenal Gateway Neighborhood. The desired vision for this neighborhood cannot be created overnight. However, by incrementally implementing the recommendations within this plan the neighborhood can become an exemplar of Rock Island resurgence and success.

ACTION STEP SUMMARY

Pages 100-101 provide a summary of the recommendations described in Section 3 and 4, including assignment of responsible for completing each project and a preferred time frame for completion. Implementation timelines are categorized as short-term (2013-2016), medium-term (2017-2022), and long-term (2023 and beyond) based on several factors, including:

- ▶ Whether the recommendation is tied to new development.
- ▶ Whether the project requires any design or construction services.
- ▶ Whether the proposed improvement is within public or private property – projects that are within the existing public right-of-way, or that require minimal property acquisition, may take less time to implement.
- ▶ Road reconstruction projects are usually the best time to make infrastructure or streetscaping improvements.
- ▶ Probable cost – projects with higher costs are likely to take longer to implement.

POTENTIAL FUNDING SOURCES

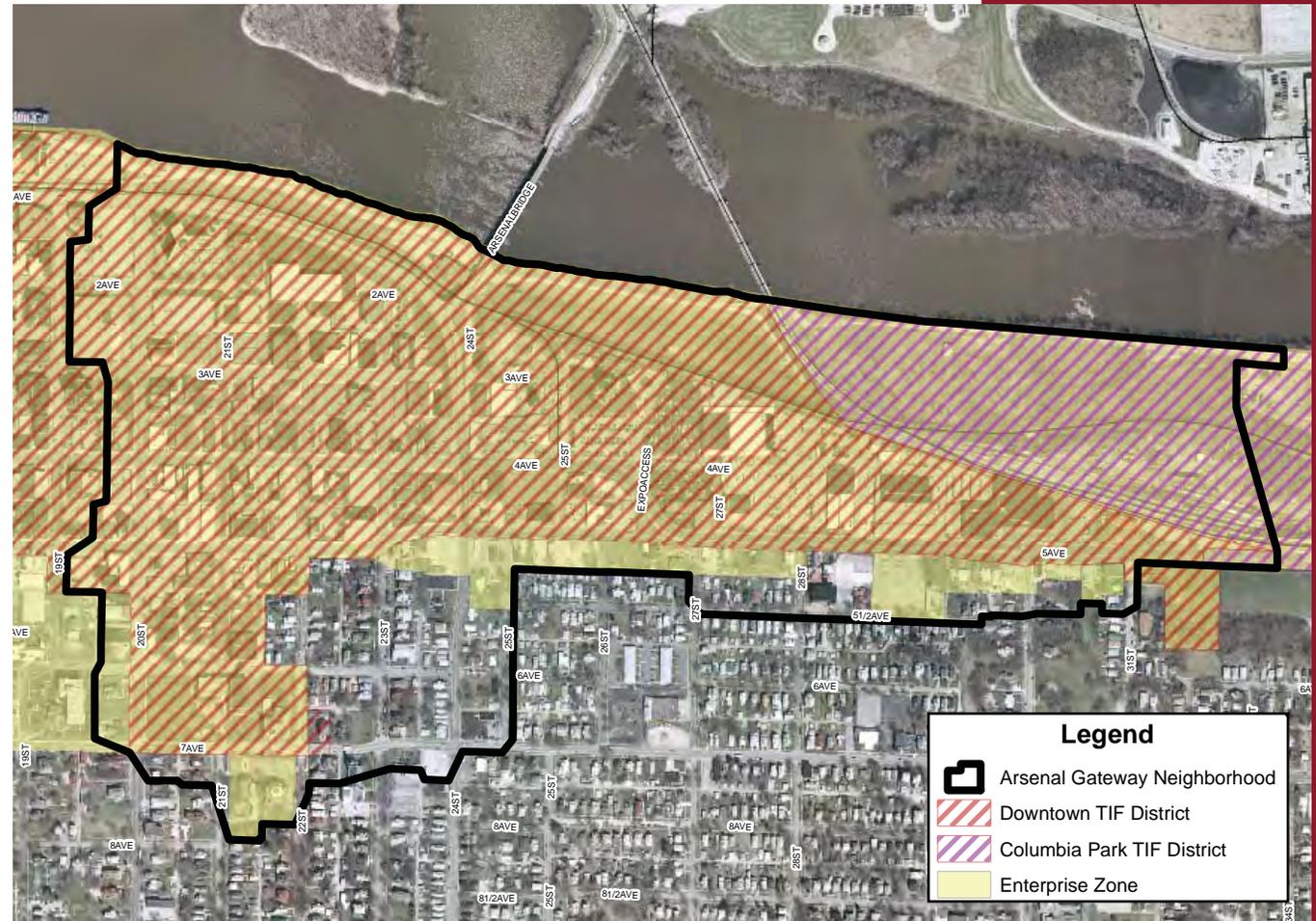
There are five broad funding sources available to help offset costs to complete the projects listed in this Plan, as described below. See pages 102-107 for summaries of funding programs available to the Arsenal Gateway Neighborhood.

- ▶ **General Municipal Funding** – It is assumed that some general municipal funds/borrowing will be required to assist with the completion of projects or as a matching source for state or federal grants (e.g. wayfinding, signage, or streetscaping projects).
- ▶ **Special Assessments** – Particular projects that benefit individual properties (e.g. water, sewer, or sidewalk installations) could be funded through special assessments whereby the City recoups initial design and construction costs through increased real estate taxes on those properties for a set period of time.
- ▶ **Private Donations, Developers/Impact Fees** – Some of the wayfinding projects (e.g. gateway signs) could be partially or fully funded through private donations or public fund raising. Funding for other infrastructure projects can also be offset by using funds from impact fees the City collects as part of the approval of new development in the corridor.
- ▶ **State and Federal Grants** – There are many different state or federal grants that may be able to offset the costs of some of the identified projects. Only those programs most likely to award funding to Rock Island are listed. The two grant programs that most closely fit with the recommendations of this plan are the Illinois Transportation Enhancement (ITEP) Grant and the National Scenic Byways Discretionary Grant program.





► **Tax Increment Financing (TIF) / Business Improvement District (BID)** – The majority of the Arsenal Gateway Neighborhood is located in the Downtown TIF District (see map at right), which could potentially fund streetscaping, infrastructure, or business recruitment projects. The City could also create a Business Improvement District (BID) through the commercial areas, in particular along 4th & 5th Avenues. A BID is a defined area within which businesses pay an additional tax or fee in order to fund improvements within the district’s boundaries. A BID could be used to fund construction of streetscaping enhancements or to fund marketing initiatives.



TIF & ENTERPRISE ZONE MAP





ACTION PLAN: Project Plan Summary

ACTION	TIMELINE			RESPONSIBLE PARTIES	POTENTIAL FUNDING SOURCES
	SHORT-TERM (2013-2016)	MID-TERM (2017-2022)	LONG-TERM (2023+)		
ROAD & BIKE FACILITIES IMPROVEMENTS (RB)					
A.1 Shared Bike/Parking Lane (20th ST)	High Priority			City Engineering Dept.	ITEP*, General Fund
A.2 Shared Bike/Parking Lane (30th ST)		Low Priority	Medium Priority	City Engineering Dept.	ITEP*, General Fund
B Reverse Angled Parking/Shared Road	High Priority			City Engineering Dept.	ITEP*, General Fund
C 4th/5th Avenue - Extended Urban Terrace	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
D 5th Avenue - Extended Green Terrace	Medium Priority	High Priority		City Engineering Dept.	ITEP*, National Scenic Byways Discretionary grants
E 30th Avenue Extension North			Low Priority	City Engineering Dept.	ITEP*, Columbia Park TIF, General Fund
F 4th/5th Avenue Split Relocation	Medium Priority	High Priority		City Engineering Dept.	ITEP*, National Scenic Byways Discretionary grants
G.1 26th Street Upgrade	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
G.2 26th Street Extension		Low Priority	Medium Priority	City Engineering Dept.	ITEP*, General Fund
H 6th Avenue Bike Boulevard (& Multi-use path links)	Medium Priority	High Priority		City Engineering Dept.	ITEP*, SRTS, General Fund
I 20th Street Bike Lanes & Box	High Priority			City Engineering Dept.	ITEP*, General Fund
J 7th Avenue Auxiliary Lane	High Priority			City Engineering Dept.	ITEP*, General Fund
K.1 24TH ST Multi-Use Path (1st to 3rd AVE)	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
K.2 24th ST Multi-Use Path (3rd to 4th AVE)	High Priority			City Engineering Dept.	ITEP*, General Fund
K.3 4th AVE Multi-Use Path (24th to 26th ST)	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
K.4 26th ST Multi-Use Path (5th AVE to alley)	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
INTERSECTION & CROSSING IMPROVEMENTS (IC)					
i 1st AVE Enhanced Crossing	High Priority			City Engineering Dept.	ITEP*, General Fund
ii Rock Island Parkway Intersections	Medium Priority	High Priority		City Engineering Dept.	ITEP*, National Scenic Byways Discretionary grants
iii 30th ST Mid-block Crosswalk & Signage	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
iv Railroad/Pedestrian Crossings	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
PUBLIC PARKING IMPROVEMENTS (PP)					
1 2nd/20th Parking Garage	Low Priority	Medium Priority	High Priority	City	Downtown TIF, General Fund, CIP
2 4th/20th Parking Garage			Low Priority	City, Developer	Downtown TIF, General Fund, CIP
3 4th/26th Parking Garage		Low Priority	Medium Priority	City	Downtown TIF, General Fund, CIP
4 4th/24th Parking Lot (and property acquisition)			Low Priority	City	Downtown TIF, General Fund, CIP
5 26th Street "Trailhead" Parking lot		Low Priority	Medium Priority	City	Downtown TIF, General Fund, CIP
STREETSCAPING ELEMENTS IMPROVEMENTS (SE)					
1.1 4th & 5th Avenues - Lighting & Banners	Medium Priority	High Priority		Neighborhood, Business District, City	ITEP*, Community Fundraiser, General Fund
1.2 4th & 5th Avenues - Bumpout Landscaping	High Priority			Neighborhood, Business District, City	ITEP*, General Fund
1.3 4th & 5th Avenues - Street Furniture	Low Priority	Medium Priority	High Priority	Neighborhood, Business District, City	ITEP*, Community Fundraiser, General Fund
2 7th Avenues-"Historic Broadway" Light Scheme		Low Priority	Medium Priority	Broadway Neighborhood, City	ITEP*, Broadway Historic District Association
3 24th Street Retaining Wall Improvements	Low Priority	Medium Priority	High Priority	Neighborhood, City	ITEP*, Community Fundraiser, General Fund
4 Temporary Art Work	Medium Priority	High Priority		Neighborhood, Business District, City, Property Owners	Community Fundraiser, General Fund
5 Downtown-Extend Existing Light Fixtures		Low Priority	Medium Priority	City	ITEP*, General Fund
6 Directional Signage	Medium Priority	High Priority		Neighborhood, Business District, City	ITEP*, General Fund
7 Broadway Historic District-Historical Markers	Low Priority	Medium Priority	High Priority	Broadway Neighborhood, City	ITEP*, Broadway Historic District Association
8 IL-92-Great River Road & Scenic Byway Signage		Low Priority	Medium Priority	City Engineering Dept.	ITEP*, National Scenic Byways Discretionary grants
9 Reconstruct Sidewalks in Poor Condition		High Priority		City Engineering Dept.	ITEP*, General Fund
10 Replace Brick Streets according to Brick Streets Plan	Medium Priority	High Priority		City Engineering Dept.	ITEP*, General Fund
11 Decorative Crosswalks Enhancements	High Priority			City Engineering Dept.	ITEP*, General Fund
12 Parking Lots Buffer	High Priority			Business District, City	ITEP*, General Fund
13 Living Alleys		Low Priority		Business District, City	General Fund

*When going after ITEP funding, combining many of the streetscape projects will increase chances of success and make a larger impact on the Neighborhood





ACTION	TIMELINE			RESPONSIBLE PARTIES	POTENTIAL FUNDING SOURCES
	SHORT-TERM (2013-2016)	MID-TERM (2017-2022)	LONG-TERM (2023+)		
GREENSPACE IMPROVEMENTS (GS)					
1 Schweibert Riverfront Park Extension	Low Priority	Medium Priority	High Priority	Business District, City, Park Board	OSLAD**, Community Fundraiser, General Fund
2 Fork Greenspace	Low Priority	Medium Priority	High Priority	City, Park Board,	OSLAD**, Community Fundraiser, General Fund
3 Temporary Greenspace		Low Priority	Medium Priority	City, Park Board,	OSLAD**, General Fund
BUS SYSTEM IMPROVEMENTS (BS)					
1 Bus System-New/Revised Route	High Priority			MetroLINK, City	
2 Bus System-Bus Shelters	Low Priority	Medium Priority	High Priority	MetroLINK, City	
RIVER ACCESS IMPROVEMENT (RA)					
1 Canoe/Kayak Launch Site		Low Priority	Medium Priority	MetroLINK, City	
CATALYSTS PROJECTS (CP)					
A High Density Residential Development	High Priority			City, Developer	Downtown TIF
B Transit Station	High Priority			MetroLINK, City	Downtown TIF
C Spencer Towers Conversion to Market Rate		Low Priority	Medium Priority	RIHA, Developer	Downtown TIF, City Assisted Programs
D United States Postal Service Building		Low Priority	Medium Priority	USPS, Developer, City	Downtown TIF, City Assisted Programs
E Mixed Use Development w/ (Converted Public) Park		Low Priority	Medium Priority	City, Developer	Downtown TIF, OSLAD*
F Market on Third Expansion	Low Priority	Medium Priority	High Priority	RIHA, Developer, City	Downtown TIF, City Assisted Programs
G Commercial/Mixed Use Development	Medium Priority	High Priority		City, Developer	Downtown TIF, City Assisted Programs
H Mixed Use/Hotel Development	Low Priority	Medium Priority	High Priority	City, Developer	Downtown TIF, City Assisted Programs
I Commercial Reuse	High Priority			City, Developer, Property Owner	Downtown TIF, City Assisted Programs
J "Signature" Office Development	High Priority			City, Developer	Downtown TIF, City Assisted Programs
K Mixed Use/High-Density Residential Development		Low Priority	Medium Priority	Developer, City	Downtown TIF, City Assisted Programs
L Market Rate Housing			Low Priority	Developer, Property Owners	Downtown TIF, City Assisted Programs
M School Site Redevelopment	Medium Priority	High Priority		School District, City, Developer	Downtown TIF, City Assisted Programs
N Neighborhood Revitalization		High Priority		City, RIHA	CDAP Housing Grants
O Broadway (Greenspace) Park	Low Priority	Medium Priority	High Priority	City, Broadway Neighborhood, Property Owner	OSLAD*, LWCF, Broadway Historic District Association
O Multifamily (Townhome) Housing		Low Priority	Medium Priority	City, RIHA	Downtown TIF, City Assisted Programs
Q Mixed Use Development	Low Priority	Medium Priority	High Priority	City, Developer	Downtown TIF, City Assisted Programs
R Mixed Use Development	High Priority			City, Developer	Downtown TIF, City Assisted Programs
S "Signature" Office/Hotel Development	High Priority			City, Developer	Downtown TIF, City Assisted Programs
T Surface Parking/Future Office Development	Medium Priority	High Priority		City, Developer	Downtown TIF, City Assisted Programs
U Office Development		Low Priority	Medium Priority	City, Developer	Downtown TIF, City Assisted Programs
V Market Rate Housing Development		Low Priority	Medium Priority	Housing Developer, Developer, City	Downtown TIF, City Assisted Programs
W Expo Center Facelift and Parking Lot Updates			Low Priority	Expo Center, City	Downtown TIF, City Assisted Programs
X Market Rate Residential Development		Low Priority	Medium Priority	Housing Developer, Developer, City	Downtown TIF, City Assisted Programs
Y Commercial Use added to Water Treatment Plant			Low Priority	City Public Works Dept., City, Developer	Downtown TIF, City Assisted Programs

*City should consider applying for an OSLAD grant that covers all the parks and greenspaces at once.





ACTION PLAN: Funding Programs

FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
TRANSPORTATION			
<i>Safe Routes to School (SRTS)</i>			
<ul style="list-style-type: none"> * Safe Routes to School (SRTS) programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes. * Eligible projects/activities must focus on children in kindergarten through eighth grades. Projects must be within a two-mile radius of any elementary or middle school. 	Reimbursement program; 100% funded. Infrastructure project must be \$25,000 and over; non-infrastructure projects must be \$10,000 and over.	January-March applications available. Due in April. Submit every 2 years, next is 2014.	Illinois Department of Transportation
<i>Truck Access Route Program (TARP)</i>			
<ul style="list-style-type: none"> * Assists local government agencies in upgrading highways to accommodate 80,000-pound trucks 	State provides \$45,000 per lane-mile and \$22,000 per intersection or up to 50% of the entire project, wherever is less. State's share not to exceed \$900,000.	Annually every "Fall"	Illinois Department of Transportation
<i>National Scenic Byways Discretionary Grants</i>			
<ul style="list-style-type: none"> * A project should benefit the byway traveler's experience, whether it will help manage the intrinsic qualities that support the byway's designation, shape the byway's story, byway. <p>There are eight categories of eligible project activities:</p> <ul style="list-style-type: none"> State and Indian Tribe Corridor Management Plan Implementation Safety Improvements Byway Facilities Access to Recreation Resource Protection Interpretive Information Marketing Program 	Program funding varies each year; 20% local match funds required.	No regularly scheduled deadline (January 8, 2012 was the most recent deadline)	Federal Highway Administration



FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
TRANSPORTATION (cont.)			
<i>Illinois Transportation Enhancement Program (ITEP)</i>			
<ul style="list-style-type: none"> * Provision of facilities for pedestrians/bicycles * Provision of safety and educational activities for pedestrians & bicyclists * Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails) * Historic Preservation * Rehabilitation/operation of historic transportation buildings (including historic railroad facilities and canals)* * Establishment of transportation museums * Acquisition of scenic easements and scenic or historic sites * Scenic or historic highway programs (including the provision of tourist and welcome center facilities) * Landscaping and other scenic beautification * Control and removal of outdoor advertising * Environmental mitigation of water pollution due to highway run-off or reduce vehicle caused wildlife mortality * Archeological planning and research 	<p>Construction projects must be \$200,000 and over.</p> <p>All other projects must be \$25,000 (federal share) and over.</p> <p>Reimbursement program to project sponsor.</p> <p>20% local match funds required.</p>	<p>Every two years, around May, during even numbered years.</p>	<p>Illinois Department of Transportation</p>
HISTORIC STRUCTURE REHAB & REUSE			
<i>Illinois Historic Preservation Tax Credit Program</i>			
<ul style="list-style-type: none"> * Tax credit for owners of historic structures located within the River Edge Redevelopment Zones who undertake certified rehabilitations during the taxable year * Rehabilitation must be consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards). * Structure must be certified as historic * The structure must be used for income-producing use(s) 	<p>State income-tax credit equal to 25% of a project's qualified expenditures</p>	<p>No regularly schedule deadline (runs from 2012 through 2016)</p>	<p>Illinois Department of Commerce & Economic Opportunity</p>
<i>Federal Historic Preservation Tax Credit Program</i>			
<ul style="list-style-type: none"> * Available for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be "certified historic structures". * Encourages private sector investment in the rehab and re-use of historic buildings * Rehabilitation must be consistent with the Secretary of the Interior's Standards for Rehabilitation (Standards). 	<p>Federal income-tax credit of 10% or 20% of a project's qualified expenditures</p>		<p>National Park Service US Department of the Interior</p>





ACTION PLAN: Funding Programs (cont.)

FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
BROWNFIELDS/REDEVELOPMENT			
<i>Municipal Brownfield Development Grant (MBRG)</i>			
<ul style="list-style-type: none"> * Provides funding for properties contaminated or suspected of being contaminated by petroleum, hazardous waste, or both * Funds can be used for implementation of remediation activities 	Maximum grant amount that may be initially requested is \$120,000, with no more than \$240,000 available per municipality	Grant applications accepted January 1st thru July 1st.	Illinois Environmental Protection Agency
PUBLIC/COMMUNITY FACILITIES			
<i>Community Development Assistance Program (CDAP) - Housing Program</i>			
<ul style="list-style-type: none"> * This program assists communities by providing grants to local governments to help them in financing economic development projects, public facilities and housing rehabilitation * The program is targeted to assist low-to-moderate income people by creating job opportunities and improving the quality of their living environment * Single Family Owner Occupied Housing * Monies used to upgrade existing housing stock in the communities 	Program funding varies each year. May request grant funds up to \$350,000.	Must be submitted on a specific day in January of each year	Illinois Department of Commerce & Economic Opportunity (DCEO)
PARKS & RECREATION			
<i>Open Space Lands Acquisition and Development Program (OSLAD)</i>			
<ul style="list-style-type: none"> * Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. 	Funding assistance up to 50% of approved project cost. Up to \$750,000 available for acquisition projects. Maximum of \$400,000 for development/renovation projects.	Written application must be submitted to IDNR between May 1 and July 1 of each year.	IDNR
<i>Land and Water Conservation Fund (LWCF)</i>			
<ul style="list-style-type: none"> * Provides funding assistance to local government agencies for acquisition and/or development of land for public parks and open space. 	Funding assistance up to 50% of approved project cost. Up to \$750,000 available for acquisition projects. Maximum of \$400,000 for development/renovation projects.	Written application must be submitted to IDNR between May 1 and July 1 of each year.	IDNR





FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
CITY ASSISTED PROGRAMS			
<i>Façade Improvement Program</i>			
<ul style="list-style-type: none"> * Provides a financial incentive to commercial property owners or tenants who are planning to renovate the exterior of a property. Designed as a rebate program with funds disbursed after all of the authorized work has been completed. * All work must be performed in compliance with all applicable City Codes and Ordinances. * Prevailing Wages must be paid by all contractors, subcontractors, and laborers involved in project. * Awnings, building permits, architectural fees, cleaning, painting of exterior surfaces, landscaping, repair or restoration of architectural detailing, signs, storefront rehab, window/door repair or replacement 	<p>Rebate of 25% to office-based, service, or non-retail businesses.</p> <p>Rebate of 50% if the commercial building contains a retail business</p> <p>A rebate of 75% for sustainable or energy-efficient improvements</p> <p>Maximum rebate of \$15,000.</p>	<p>Funded on the City's fiscal year calendar, April 1-March 31. Applications are considered on a first-come basis until program dollars have been depleted.</p>	<p>City of Rock Island</p>
<i>Enterprise Zone</i>			
<ul style="list-style-type: none"> * New construction or renovation of commercial, industrial, and multi-family residential buildings within Rock Island's designated Enterprise Zone * Investment tax credits against Illinois income tax * Jobs tax credits * Sales tax deduction on building materials 	<p>Projects which increase a property's assessed value by \$100,000+ also qualify for property tax rebates (must require a City building permit).</p> <p>All businesses within RIEZ are exempt from state use tax on natural gas.</p> <p>Projects that result in \$5M+ in investment and 200+ jobs created may qualify as an IEZ Certified Business - then are exempt of state tax on electricity, natural gas, and some telecommunications.</p>	<p>Application may be submitted at any time.</p>	<p>City of Rock Island Economic Development Office</p>





ACTION PLAN: Funding Programs (cont.)

FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
CITY ASSISTED PROGRAMS (cont.)			
<i>Sustainable Business Incentives</i>			
<ul style="list-style-type: none"> * Facade Improvement Program - rebate on percentage of the costs of Energy Star rated products, green roofs, and other energy efficiently or environmentally sound materials for exterior improvements to an existing commercial property * Commercial/Industrial Revolving Loan Fund - City's low-interest loan fund will lend money for jobs created for businesses whose primary product or service contributes to environmental or sustainable objectives. * Permit Fee Rebate - City will rebate a portion of building permit fee associated with the construction of a LEED-certified building. * Sustainable Design Assistance Team - Free design review and counsel offered by a team consisting of engineers, architects, and construction professionals. 	<p style="text-align: center;">Rebate of 75% of costs.</p> <p style="text-align: center;">\$15,000 per green job created.</p> <p style="text-align: center;">Rebate on a case-by-case basis.</p> <p style="text-align: center;">Free</p>	<p style="text-align: center;">Application may be submitted at any time.</p>	<p style="text-align: center;">City of Rock Island</p>
<i>Columbia Park TIF District</i>			
<ul style="list-style-type: none"> * May assist with a portion of interest costs, assessment and cleanup of contaminated soil, building rehabilitation, construction of engineered barriers such as parking lots on contaminated sites, demolition and site preparation, and land assembly costs. * The cost of materials and labor for new construction is not an eligible TIF expense. * The cost of materials and labor for new construction is not an eligible TIF expense. 	<p style="text-align: center;">Determined on a case by case basis</p>	<p style="text-align: center;">Application may be submitted at any time.</p>	<p style="text-align: center;">City of Rock Island</p>
<i>Downtown TIF Upper Story Housing Loan program</i>			
<ul style="list-style-type: none"> * May be used for interior or exterior rehab costs. Includes soft costs such as architectural and design fees, appraisals, plan review and permit fees. * Qualifying items include: electrical system upgrades, reconstruction of bathrooms and kitchens, window upgrades, carpet, paint and trim-finish units, new door installation, plaster and dry-wall, etc. * Requires in-depth development agreement. 	<p style="text-align: center;">Maximum of \$20,000 per newly reestablished unit and \$10,000 per unit that was occupied within the past five years.</p> <p style="text-align: center;">TIF funding cannot be more than 40% of the cost of the total project.</p> <p style="text-align: center;">10% construction contingency required.</p>	<p style="text-align: center;">Funded on the City's fiscal year calendar, April 1-March 31. Applications are considered on a first-come basis until program dollars have been depleted.</p>	<p style="text-align: center;">City of Rock Island</p>





FUNDING PROGRAMS BY CATEGORY	MAXIMUM AWARD	APPLICATION DUE DATE	GRANTING AGENCY
CITY ASSISTED PROGRAMS (cont.)			
Commercial/Industrial Revolving Loan Fund			
<ul style="list-style-type: none"> * Provides gap financing for business start-ups or for expansion projects. * The program offers low-interest loans to industrial, commercial, light manufacturing, retail, and service industries. Funds can be used toward the purchase of fixed assets and for working capital purposes. * Attract and retain businesses that provide permanent jobs * Maximize investment within the City * Promote sales and tax-generating projects * Provide financial assistance to eligible businesses * Redevelop vacant and/or blighted land 	<p>At least one job must be created for each \$10,000 borrowed.</p> <p>At least 51% of the jobs that are created must be given to persons with low or moderate incomes</p> <p>At least 50% of the total project financing must be obtained from other sources</p> <p>Minimum amount to borrow through the program is \$10,000 and the maximum is \$100,000</p> <p>Interest rates can be as low as 50% of the prime for five years or less (longer term loans may involve a higher interest rate)</p>	<p>Application may be submitted at any time.</p>	<p>City of Rock Island NOTE: Funded with Community Development Block Grant funds--other federal requirements shall be required of the borrower.</p>
Sales Tax Rebate Program			
<ul style="list-style-type: none"> * New or existing retail sales tax payers within the City may be eligible for a rebate of the city's portion of retail sales tax. * Participating retailers only eligible for one (1) 12-month rebate. 	<p>Rebate capped at \$30,000</p> <p>Retailers must increase taxable retail sales by \$500,000 or more during a 12-month period.</p>	<p>Application may be submitted at any time.</p>	<p>City of Rock Island</p>
ADDITIONAL PROGRAMS			
MidAmerican Energy Company			
<ul style="list-style-type: none"> * Company offers a number of programs to encourage energy efficiency in commercial and industrial properties 			<p>Mid American Energy Company</p>

