

City of Moline

PLAN COMMISSION

Wednesday, August 8, 2018

4:00 p.m.

Council Chambers, 619 16th Street

AGENDA

1. Call to order
2. Approval of minutes
3. New business
 - a. 2001 Comprehensive Plan assessment (Jeff Anderson, City Planner)
 - b. Zoning Code review topic and action summary (Shawn Christ, Land Development Manager)
4. Other business
 - a. I-74 redevelopment zone (Shawn Christ, Land Development Manager)
 - b. Other
5. Review upcoming meetings
6. Public comment
7. Adjourn

Any person with disabilities who wishes to attend the meeting who requires a special accommodation or any other person requiring a special accommodation in attending the meeting should notify Anamaria Vera, Department of Planning & Development, 524-2030.

MEMORANDUM

TO: Moline Plan Commission
FROM: Jeff Anderson, AICP, City Planner
DATE: August 3, 2018
SUBJECT: Review and Assessment of the Comprehensive Plan 2001

Please find the attached review and assessment of the Comprehensive Plan 2001 document. As we have discussed, staff has been conducting a review of the Comprehensive Plan 2001. This exercise has been conducted for the purpose of determining the relevancy of the document as a guide for Moline's future development and related activities.

You will recall that the review of the Comprehensive Plan has been the third step in a process to determine whether or not the City's Comprehensive Plan should be updated and to what extent if it is determined that the Plan is in need of updating. The first step in this effort involved a review of current trends, themes, and topics in the urban planning field and specifically those being applied to the development of comprehensive plans.

The second step focused on a review of the corridor, district, neighborhood, and other planning documents that have been developed since the Comprehensive Plan 2001 was adopted. As part of this second step, staff prepared a map that displayed the geographic coverage of these subsequent plans.

Now, with the third step in the process complete, it will be the Plan Commission's job to evaluate the information provided in each of these steps and make a recommendation to the City Council on how best to maintain the usefulness and relevancy of the City's Comprehensive Plan. **In regards to a staff recommendation, after completing the three steps mentioned above, it staff's opinion that the Comprehensive Plan should be updated in its entirety.** This has as much to do with key aspects of the planning process as to whether to update some or all sections of the Plan, but we can discuss this in more detail at Wednesday's meeting.

I believe the document and the process to develop the Plan have served the City well. The Plan states that it was developed as a 20-year guide for development-related activity and that 20-year time horizon is nearly up. Additionally, I would point to the fact that much has changed at local, regional, national, and global scale since the Plan was developed and adopted.

I am pleased to see how many recommendations made within the Plan have been accomplished and how many projects have been implemented. I further believe that the Plan Commission should take pride in the positive manner in which the Comprehensive Plan 2001 has served the community, especially given the amount of time and effort that the Plan Commission invested in developing and maintaining the Plan.

I look forward to our discussion on next steps regarding the potential update of the City's Comprehensive Plan. Please do not hesitate to contact me should have questions in advance of Wednesday's Plan Commission meeting.

Comprehensive Plan Review - 2018

Chapter 1 – Socioeconomic Analysis, Inventory, and Evaluation of Existing Conditions

The inventory and subsequent analysis of existing conditions in the City sets the stage for developing recommendations and guidelines for the future development of the City. As such, understanding trends and patterns related to demographics, economics, and land use are fundamental to the planning process. The following is a list of items from Chapter 1 that would benefit from being updated or reassessed in light of current conditions:

- Update demographic and related census data from 2000 to 2010 or use most current estimates available.
- Update economic development trends, statistics, and related information.
- Update the location quotient (LQ) tables and add quantitative and qualitative data on global, national, and regional business and employment trends and include an analysis of LQ in light of the trends.
- Consider a data software package for presentation and analysis of data (i.e., ESRI) that can be used for both plan purposes and for future analysis.
- Consider a modified version of Bi-State’s data portal to accommodate “Moline” data.
- Field check and conduct GIS analysis on current land use and check against employment and business data.
- Update and conduct a more detailed assessment on the Airport and Rail (see Long Range Transportation Plan).
- Update Major Centralized Services Facilities section.

Chapter 2 – Community Utilities

As with the preceding chapter, understanding the location, capacity, and condition of community utilities is essential for guiding future growth and development. To that extent, the following is a recommendation for updating the information within Chapter 2:

- Request Public Utilities and Engineering Divisions to review and update utility and service sections, including maps. Topics to add may include:
 - South of Airport tower
 - “Red water” locations
 - Plant capacity upgrades (recently implemented and proposed) and impacts of such upgrades

Chapter 3 – Transportation Management and Analysis

This chapter contains a review of primary transportation modes within the City. The review contained within the Plan included identifying the basic condition, availability, and extent of traffic, transit, pedestrian/bicycle, and airport systems available to Moline. The following list provides recommendations on information that could be updated in order to better assess, understand, and plan for the future of these transportation elements:

- Update physical improvements to the Airport, flights per day, enplanements, destinations and connections.
- Update major roadway improvements, planned roadway projects, and the I-74 Bridge project.
- Update transit routes and service, BRT plans, The Q Multimodal Station and status of High Speed Rail.
- Update bicycle facility improvements and highlight the bike share plans and Bikeways Plan.
- Update pedestrian and sidewalk initiatives and improvements.

Chapter 4 – Intergovernmental Agreements

The stated purpose of this chapter is to provide a review of existing intergovernmental agreements and evaluate their relationship to facilitating or conflicting with the development of the plan. In order for this assessment to be useful in today's environment, the following updates are recommended:

- Provide an update on the status of the state's Enterprise Zone Act and the local Enterprise Zone status.
- Add a section that provides an overview of the Bi-State Regional Commission's role in facilitating intergovernmental projects and communications.
- Add the Milan Growth Boundary Agreement to the Annexation section and provide a status of the Coal Valley and Milan Growth Boundary Agreements.
- Provide an update on the QC Airport Cooperation Agreement(s) and projects, i.e., TIF business park.
- Provide an update on cooperative efforts between the School District and the City.
- Provide an update on the QC Chamber (merger, Q2030, ROC, QC First).

Chapter 5 – Public Participation

Chapter 5 contains a review of the various public participation activities that took place as part of the planning process for developing the Comprehensive Plan 2001 document. While there have been numerous public participation events associated with the various neighborhood, district, and corridor plans that have been developed since the Comprehensive Plan 2001, it has been 17 years since the public has been asked for its views on a comprehensive set of community-wide issues and topics.

Much has remained similar in terms of Moline's physical development, yet much has changed during the past 17 years in terms of demographics, economics, cultural attitudes, technology, transportation, education, real estate development trends, consumer preferences, etc. This would all suggest that a planning-related public participation exercise is warranted as a means to inform public policy and development-related investment on behalf of the public.

Several items of community importance that were identified and discussed during the Comprehensive Plan 2001 process included a need for more proactive code enforcement, improved right-of-way conditions (including making sidewalk repairs) and providing new sidewalks where none exist, as well as improving pedestrian, bicycle, and transit accommodations. These seem to have been prescient observations given the direction and shift in public attitudes towards transportation modes over the past decade or two.

Should the City's Comprehensive Plan be updated, I would suggest that we examine the public participation process utilized to develop the Comprehensive Plan 2001 document. I believe it served the 2001 Plan well and would provide an excellent foundation or platform from which to establish an updated public participation effort. Specifically, I believe the stakeholder interviews, town planning charrettes, economic workshops, parks and recreation charrette, youth charrette, redevelopment and real estate workshop, and neighborhood awareness walks were especially helpful to the process of identifying and discussing the public's issues, wants, and needs that were affecting the community. I would heartily recommend that we seriously consider including a series of neighborhood awareness walks that include the City Council, Plan Commission, City staff, and local residents.

An updated public participation process should take full advantage of the technology-based tools currently available, including social media, website presence, smartphone applications, online surveys, etc. However, there should still be a focus on in-person public meetings, workshops, and charrettes where people have the opportunity to ask questions, offer opinions, and have discussions on person-to-person basis.

Chapter 6 – Critical Issues Report

The Critical Issues Report flows from the information collected in the Plan's preceding chapters. Issues discussed within the chapter are grouped into the following categories:

- Housing and Neighborhood Stabilization
- Business Development and Retention
- Transportation Systems
- Quality of Life

The chapter also contains a series of maps identifying physical features that present development constraints such as floodplains, drainage ways, ravines, abandoned coalmines, wetlands, and soils

unsuitable for development. The plan also points out that some of these constraints can also become opportunities such as wetland preservation, public access to streams, views of rivers and ravines, etc.

The following section provides a brief assessment of each of the critical issue categories included in the chapter:

- Housing and Neighborhood Stabilization

- The opening paragraph in this section states that Moline's average household income is much higher than the County and the MSA 's. It would be important to assess and update this information and review Moline's current household income standings in this regard and the impact it has on the future well-being of Moline's neighborhoods.
- Issues and concerns identified in this section include property maintenance and a need for proactive code enforcement, investment in sidewalks, and preserving the natural beauty of the area such as ravines and green space. These concerns would still seem to be relevant and would benefit from a more current evaluation.

- Business Development and Retention

Issues identified in this section of the report that should be reviewed or updated may include the following:

- Status and quality of the local workforce
- Condition of local infrastructure and impact on economic activity
- Assessment of local, regional, national, and global trends (including opportunities and threats) affecting Deere, the Arsenal, Arconic, Genesis, Unity Pointe, and other primary employers
- Assessment of local small business climate and opportunities to encourage investment and expansion that take advantage of Moline's central location and convenient regional accessibility
- Position Moline and the QC's for success in the new economy
- Need for economic diversification
- Future of South Park Mall and current state of retail economic restructuring
- Opportunities to support the continued growth of WIU

- Transportation Systems

This section identifies a number of transportation-related issues to assess and projects to implement. While a number of these have been completed or are currently in the works such as the John Deere Rd project, I-74 bridge, planning for a roadway network south of the Airport, the West Rock River Bridge; there remain a number of items to be assessed or pursued such as:

- Expansion of air service at the Airport
- Expanded investment in transit
- Signal timing and synchronization along arterials
- Expansion of an area-wide multi-use trail system
- Expansion and improvement in the City's sidewalk system

- Improvement of roadway and alley conditions
- Ensuring passenger rail service to Chicago and to cities to the west
- Quality of Life

This section acknowledges the vision for Moline as a preferred place to live and work, and it also focuses on the two topics of neighborhoods and services. Again, a number of the issues and opportunities identified in the Plan under this section have been or are being addressed such as encouraging residential units above the first floor in the downtown, establishing a more rational link between land use and zoning, updating regulations to require landscaping and beautification, improving communication between the City and neighborhood associations, establishing curbside recycling, improving sidewalk conditions, providing public areas for events in the downtown such as plazas, and enacting a 1% sales tax to fund school improvements. The community should be proud of this list of accomplishments and it should take note that the impetus for making these items community priorities, in part, resulted from the Comprehensive Plan 2001 community planning process. However, there are still a number of issues identified in this section that require current assessment, re-evaluation, or implementation. These items include:

 - Expansion of services and residential accommodations for an aging population
 - Supportive educational, entrepreneurial, and social services for the growing Hispanic population and other immigrant populations
 - Dedication and expansion of park and green space
 - Enhancement of cultural amenities including attention to arts and sciences
 - Expansion of housing code enforcement for both owner-occupied and rental housing
 - Development of a strategy to repurpose to vacant commercial and other properties
 - Development of strategies and investment to maintain and enhance Moline’s neighborhoods

Chapter 7 – Goals and Objectives

This chapter presents goals (broad statements) and objectives (more specific statements) that address the critical issues of the City that were discussed in the previous chapter 6. Following is a list of the goal themes and assessments for each of the goal areas in terms of accomplishments, current needs, etc.:

1) Utilization and Preservation of Natural Resources

Assessment: Through the development of the current Zoning Code’s Natural Resource Protection Standards, the adoption of the Stormwater Utility Ordinance, and the updating of the Flood Hazard Code, the City has addressed primary objectives under this goal. Additionally, the City has included language and guidance related to environmental sustainability in its plans that have been adopted since the Comprehensive Plan 2001. In general, this section could be re-assessed in terms of current thinking around the concept of “resiliency.”

2) Housing Development and Neighborhood Stabilization

Assessment: Housing data as reflected in this section's objectives pertaining to housing price ranges should be updated to reflect current pricing, demand, and market activity. The recommendation to develop quality infill standards should be assessed in light of the infill development standards that were included within the current Zoning Code. The recommendation that pertains to providing public education as a means to avoid NIMBYism should be assessed to determine if this is still an issue. This could be accomplished as part of a community survey or housing-related workshop. The section as a whole should be evaluated against current market demands and activity related to the level of demand for new housing units, type of units, and locational and amenity-related expectations or preferences.

3) Business Development and Retention

Assessment: A major objective in this section can be checked off the list in terms of the development of WIU on the Moline riverfront. That being said, the presence of WIU suggests that other planning and development related issues should be explored such as development opportunities adjacent to WIU and future expansion of WIU. While most of the objectives contained within this section remain valid pursuits, emphasis should be added in relation to further assessment of technology and the new economy's impacts on the local economy and opportunities available for economic expansion. Additionally, as mentioned previously in this report, special attention should be given to the current retail restructuring phenomena that is taking place throughout the country, especially given the important role of retail activity within the City of Moline. Topics related to retail restructuring that should be investigated include the "greyfields" trend affecting regional shopping malls, recycling of limited lifespan big boxes, and repurposing of commercial development space that has exceeded its useful economic life.

4) Transportation System Maintenance and Enhancement

Assessment: Several objectives that can be removed from this section include the recommendation to adopt a policy for right-of-way related to utilities and fiber and the recommendation to develop a transportation network plan for the area south of the Rock River as these items have been accomplished. I believe emphasis and additional study should be directed to the objectives pertaining to encouraging mixed-use development, expanding air service at the Airport, expanding the community's trail system, and improving and expanding the City's sidewalk system. It may also be worth noting that the objective related to studying IL 92 has been addressed locally in the update of the Riverfront Master Plan and will be further addressed in a new study on a regional basis for the entire Illinois Quad Cities via a recently funded IDOT study for Illinois 92. Other objectives listed within this section continue to be timely and relevant actions worth pursuing.

5) Provision of Public Services and Utilities to Meet Current and Future Needs

Assessment: Under this item, the City has continued to utilize the Stormwater Utility as a means to fund improvements to the Stormwater system, so this item can be checked off. The City has implemented curbside recycling and that item can be checked off as well. Consideration of indoor recreational facilities continues to be a topic of discussion and could warrant further study. Acquiring greenspace and expanding trail systems should also receive additional attention in regards to updating the community's current needs. Finally, addressing existing infrastructure and planning for future infrastructure to attract or accommodate new development requires further study, especially in light of the City's recent accomplishments working with the County on the former Oak Glen water tower and its future use to support development south of the Rock River.

6) Creating Quality Places

Assessment: The City has addressed a number of the objectives listed under this goal. The items that can be checked off include developing design and site plan review standards, developing landscape standards, developing stream buffer zones, updating sign regulations, and developing buffer standards for adjacent incompatible uses. Items that warrant additional study and focus include encouraging Traditional Neighborhood Development, which could also include an analysis of form based coding and the provision of a variety of gathering places for public meetings and special events throughout the community. This items pertaining to public spaces should also include an assessment of programming for such spaces. Additionally, the concept of focusing on the design, maintenance, and programming of the "Public Realm" should be incorporated into a future Comprehensive Planning effort. The Public Realm crosscuts a number of the chapters, issues, goals, and recommendations within the Comprehensive Plan. Consequently, it can serve as a unifying element for development plans and serve as a lens by which to examine and evaluate development proposals.

7) Growth South of the Rock River

Assessment: Most of the objectives contained within this Goal and section were addressed as part of the Airport South District Development Plan. However, given the fluid and dynamic nature of development trends, public expectations, economic cycles, and future Airport-related development, the City should continue to review and update the Airport South District Development Plan to maintain its relevance as a blueprint and guide for development south of the Rock River. Notwithstanding the above, now that the Airport South District Development Plan is in place, new objectives specific to development actions and investments should be evaluated and incorporated into the City's plans and policies.

8) Economic Development

Assessment: The objectives under this section would all appear to be valid items; however, it would be a good idea to re-assess and evaluate specifics such as economic threats and opportunities, potential for business expansion and new business development, as well as updating specific economic development strategies. Information gleaned from an update of the Chapter 1 socio-economic analysis could be useful and help inform strategy development and updates. This section could also benefit from a review of the QC Comprehensive Economic Development Strategy (CEDS) and the various business development programs being pursued by the QC Chamber of Commerce and its affiliate entities.

Chapter 8 – Parks and Recreation

This chapter contains information pertaining to park and recreation standards and levels of service, trends, inventory of local park and recreation facilities, facilities provided by others, equity mapping and underserved areas, citizen involvement in the parks and recreation planning process, analysis of citizen input, and recommendations. All of this is good and useful information for the park and recreation planning process, albeit some sections may benefit from a more in-depth review and updating such as the citizen involvement, which was based in large part on a Park and Recreation Charrette. With that said, the Park Board and Park and Recreation Department also developed a Park and Recreation Strategic Plan in 2003 with the assistance of Lyle Sumek Associates, Inc. and a Comprehensive Parks & Recreation Master Plan in 2004 with the assistance of Bi-State Regional Commission. Given the age of all three planning efforts mentioned above, the Parks and Recreation Board and Department would most likely benefit from an updated master plan. However, a decision should be made as to whether such an effort would be facilitated by the Park and Recreation Board outside of the Comprehensive Plan process or as part of the City's Comprehensive Planning Process.

Chapter 9 – Traffic Circulation and Access Conditions

This chapter provides information on the functional classification of the City's roadways, identifies major street corridors, examines volume and capacity, identifies system constraints, and discusses access control and traffic calming. Additionally, the chapter provides information related to transit, bicycle and pedestrian system, and provides recommendations for future improvements and implementation. The following is a list of items, by section, that should be updated, removed, or otherwise modified:

Major Street Corridors

- While some corridors have maintained a similar volume and capacity since the Comprehensive Plan was developed, some corridors have been physically modified through construction road improvements, some have experienced increases in traffic volume, and some have been modified through signalization or timing changes that can affect flow, volume, and level of service. Consequently, it would be wise to update traffic count information for all major street corridors and evaluate their current functionality.

Traffic Volumes and Street Capacity

- As noted above traffic counts should be updated. In the case of traffic volumes and capacity, it is important to have current traffic count data in order to identify and assess those roadways that are functioning in a high-volume capacity. Additionally, it would be helpful to examine the needed number of lanes to achieve an acceptable level of service in light of more current roadway design types such as complete streets, context sensitive design, traffic calming, road diets, and intelligent transportation system (ITS) architecture.
- Considering the above, it would be helpful to update Table 9-1, Arterial Street Traffic Volume and Capacity.

System Constraints

- This section should be updated to reflect, at a minimum, the improvements being made to John Deere Road and I-74 (including the bridge), as well as other projects that have or will have an impact on system constraint.

Transit

- MetroLINK continues to implement system enhancements, improvements, and new levels of service. In order to more accurately reflect MetroLINK's continuous enhancements and improvements, this section should be updated to reflect their current routes, service availability, modes of service and modes accommodated, as well as technological (i.e., smart phone apps and real time route information via shelter displays) and environmental sustainability-based changes.

Bicycle/Pedestrian System

- Public acceptance of expectations for a high level of bicycle and pedestrian system accommodations has continued to increase since the drafting the Comprehensive Plan 2001. While the Plan recognized and recommended improvements that could be made to improve the system, this section would benefit from, at a minimum, the inclusion of the following items:
 - Acknowledgment, and perhaps inclusion, of the Moline Bikeways Plan within this section of the Plan or as an Appendix. While the Bikeways Route map was adopted as an element of the Comprehensive Plan, the Bikeways Plan itself was not included. At a minimum, there is good information contained within the Bikeways Plan that could further supplement the Comprehensive Plan.
 - The review of methods and types of bicycle/pedestrian facilities should be expanded within the Plan, e.g., Complete Streets, Context Sensitive Design, Bike Lanes, Sharrows, Separated Side Paths, Multiuse Trails, etc.
 - As a supplement to the preceding bullet point, it would be desirable to include a bibliography of design manuals that provide current guidance and design specifications for designing and constructing bicycle and pedestrian facilities.

Future Improvements

- **Corridor Improvements**
 - Avenue of the Cities – The Plan should be updated to reflect roadway and streetscape improvements that have been made to the Avenue as well as the name change from 23rd Avenue since the development of the Comprehensive Plan. This section should also include a discussion of the Avenue of the Cities Corridor Plan that is currently underway or a reference to the Plan as an adopted element assuming that the Avenue Corridor Plan is adopted upon completion.
 - John Deere Road – The plan should be updated to include the project that is currently underway to expand and improve John Deere Road. The Plan should also include a discussion of the proposed realignment of John Deere Road and I-74.

- **New Rock River Bridges**
 - The Plan should reference the completion of the West Rock River Bridge and associated improvements or modifications in regards to traffic flows and patterns, bicycle/pedestrian trail, and roadway and land use realignments.
 - The Plan should emphasize the continued need for and interest in the development of an East Rock River Bridge.

- **Major Streets South of the Rock River**
 - The Plan should be updated to reflect the roadway network and trail system contained within the Airport South District Development Plan.

Implementation Plan

- Access Management Policies
 - Access Management standards and guidelines should be reviewed to validate that they are still current and update said standards and guidelines as needed. Additionally, these standards should be evaluated in light of more current roadway design methods discussed previously which may include methods such context sensitive design and complete streets.

Capital Improvement Program

This section should include information pertaining to the City's method of prioritizing street improvements based on those projects that would benefit from sewer, water, and roadway improvement. It would also be beneficial to include information on roadway lifecycle (curve of death) and its use to program certain types of roadway improvements at certain points in a road's lifecycle.

Traffic Circulation Maps

Existing Functional Classification, Daily Traffic Volumes, Future Functional Street Classification, and 23rd Avenue Corridor Improvements Maps should be updated to reflect current volumes and classifications, changes in future functional classifications, and work completed or proposed new projects.

Chapter 10 – Future Land Use

Chapter 10 represents the culmination of the information and recommendations provided in the preceding sections of the Plan (inventory, analysis, issues, and goals and objectives). As noted in the introduction of this chapter, the Future Land Use Plan serves as a guide for the planned and orderly growth of the City of Moline. Zoning changes subdivisions, annexations, infill development redevelopment and new development should be coordinated with the future land use plan. One additional item of note found within the Introduction is the statement regarding the Plan’s anticipated time horizon of 2020. While this date can have a certain amount of flexibility or variance depending on how the plan is being used and for what specific location or topic, it should be instructive that the Plan is nearing the end of its intended useful lifespan.

The following comments and recommended updates are organized in order by section:

Growth Projections

Growth projections should be updated using the most recent U.S. Census updates or estimates and related demographic data.

- Annexation South of the Rock River
 - An update on the status of the Coal Valley and Milan Growth Boundary Agreements should be included in this section. Additionally, the Airport South District Development Plan should be referenced as a guide for future annexation.

Future Land Use Map

The Future Land Use Map should be updated to reflect the various, corridor, neighborhood, and other district master plans that have been completed since the Comprehensive Plan 2001 was adopted.

Future Land Use Implementation

- Proactive Rezoning
 - Re-evaluate the stated need for area-wide downzoning found in this section in light of the 2006 Zoning Map Amendment that was part of updating the Zoning Code.

- Landowner Proposed Rezoning
 - Update the sentence within this section that recommends adopting a more modern zoning code.
- Development Review
 - Update the first paragraph within this section that recommends amending the development codes to require consistency with the Comprehensive Plan.
- Other Utility Services
 - Evaluate the assertions made within the second paragraph of this section pertaining to the availability of telecommunications infrastructure to determine if this is still the case and prepare recommendations for expansion of such infrastructure if deemed appropriate.

Principles of Sustainable Development

Update this section to include a discussion of the Triple Bottom Line sustainability concept as well as the newer concept of resiliency and its role or function in terms of urban planning activities.

- Transportation and Public Places
 - Add a bullet point to this section for information on autonomous vehicle activity and its impact on urban systems and planning.

Neighborhood Strategies

Comment from the editor: I believe this section is extremely relevant and has stood the test of time over the past 17 years in regards to the quality of the strategies included. In the coming years I believe that it will be more important than ever for Moline’s neighborhoods to be perceived by the community-at-large as desirable places to live and worthy of investment. I think whatever we can do to improve and enhance the City’s neighborhoods and add to the residents’ quality of life will be imperative to preserving the economic and social value of Moline as place to live, work, be educated, and play.

Community Design Considerations

- Sidewalks, Trails and Bikeways
 - This section should be updated to include a reference to the Bikeways Plan.
- Business Park Design Guidelines
 - This section should be re-evaluated to determine if it needs to be tweaked for current development trends. The tone of the guidelines seems to be suburban and development trends are moving in a more urban direction, even for development outside of a traditional urban core area. An example of something to update would be the on-street parking prohibition found on page 10-22.

- The Landscape and Screening, Lighting, and Sign recommendations should be updated to acknowledge the codification of these requirements since the Comprehensive Plan was adopted in 2001.

Planning Districts

Avenue of the Cities Vision and Implementation Strategy

This section should be updated to reflect the Avenue of the Cities Corridor Plan that is currently under development.

Westside Planning District

This section should be updated to reflect the updated Florencia Plans from 2014 and 2016 that were part of the Riverfront Neighborhoods Master Plan and the Moving Moline Forward Plan.

Moline Centre Planning District

This section should be updated to reflect the updated Moline Centre Plans from 2014 and 2016 that were part of the Riverfront Neighborhoods Master Plan and the Moving Moline Forward Plan.

Eastside Planning District

This section should be updated to reflect the updated Edgewater Plans from 2014 and 2016 that were part of the Riverfront Neighborhoods Master Plan and the Moving Moline Forward Plan.

Morgan Park Planning District

- The Housing and Neighborhood Stabilization section and the Quality of Life section should be updated to reflect the Garfield School Senior Residential project.

Forest Hill Planning District

- Provide an update on the progress of the River to River Corridor Trail project pertaining to grant funding for the section from Avenue of the Cities north to the riverfront.

Highland Park Planning District

- Provide an update on the 41st Street Genesis Health complex. The Plan recognized that the site had been proposed for a hospital, but the medical complex had not yet been constructed at the time the Plan was approved.
- The Plan makes a recommendation for developing an overlay district to guide development in the 41st Street corridor. I would suggest evaluating the efficacy of the current Zoning Code in terms of guiding appropriate development and compare that to what may or may not be gained by establishing an overlay district.

- The Plan (page 10-50) recommends evaluating subsurface conditions at the “proposed” hospital site on 41st Street. This recommendation can be removed in light of the fact that subsurface conditions were evaluated.
- The Plan (page 10-50) recommends developing a bike and pedestrian plan. This should be updated to recognize the creation of the Moline Bikeways Plan; however, a city-wide pedestrian plan should still be developed.

Blackhawk Planning District

- Provide an update on the Avenue of the Cities streetscaping projects that have been implemented in recent years.

Rock Valley Planning District

- Provide an update on the John Deere Road construction project.
- Provide an update on the North Rock River Corridor Plan.
- Add a recommendation to develop a streetscape plan for 16th and 27th Streets in proximity to South Park Mall.

Deere Valley Planning District

- Provide an update on the John Deere Road construction project.
- Add a recommendation to conduct a feasibility study for 49th Avenue (52nd Avenue extended) crossing over I-74 as has been discussed in the past.
- Assess potential locations for an East Rock River Bridge.
- Acknowledge that the Zoning Code now contains landscape buffer requirements for incompatible land uses.

South Rock Planning District

- Update or replace this section with the Airport South District Development Plan.

Existing and Future Land Use Maps

- Update Existing Land Use Maps per changes in use since the Comprehensive Plan 2001 was developed.
- Update Future Land Use Maps per corridor, district, and neighborhood plans that have been approved since 2001 and to accommodate any other changes in proposed use that are in the City’s best interest.



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Community Development
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Economic Development
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Land Development
524-2050

MEMORANDUM

TO: Plan Commission
FROM: Shawn Christ, Land Development Manager
SUBJECT: August 8th agenda items
DATE: August 3, 2018

Zoning code review topic and action summary report

I've attached a report on the Council's directive to review the zoning code and subsequent actions taken. Please review and recommend any changes or corrections.

I-74 redevelopment zone

The I-74 bridge realignment/redevelopment zone study group consists of representatives from Renew Moline, the City Council, Plan Commission, MetroLINK, private property owners, developers, and city staff. The group has been meeting to wrap-up the Lakota study which was commissioned by Renew Moline.

Recent conversations have centered around zoning standards and mechanisms to help ensure future development or redevelopment is appropriate for this urban area. The group has expressed a desire for a short-term (immediate) approach to respond to development submittals which may include a Council policy statement of design principles. I've attached an early policy draft for your information and will discuss at next week's meeting.

The conversations have also included a long-term approach for new zoning mechanisms such as a form-based district or overlay. This approach would likely involve new planning efforts and public input.

POLICY STATEMENT
of
GUIDING PRINCIPLES FOR DESIGN AND CONSTRUCTION
within the Moline
DOWNTOWN URBAN REDEVELOPMENT ZONE

The downtown urban redevelopment zone (“redevelopment zone”) is the area containing the existing Interstate 74 bridge and the new interstate bridge currently under construction, known as the I-74 realignment zone, and adjoining areas in downtown Moline. Specifically, the redevelopment zone is that area located south of the Mississippi River, north of 7th Avenue, east of 16th Street, west of 23rd Street between 7th Avenue and the railroad, and west of 25th Street/University Drive from the railroad to the Mississippi River.

The Moline Zoning & Land Development Code, the Comprehensive Plan, and numerous downtown plans and studies throughout recent years offer essential guidance for future development within the redevelopment zone. Moline officials have expressed a strong desire to ensure future redevelopment of this area is welcoming, attractive, and appropriate for Moline’s urban core. To help ensure consistency and appropriateness within the redevelopment zone, and to ease and simplify the design process, the City Council wishes to adhere to the guiding principles from these plans and studies with all future design and construction within the urban redevelopment zone. A representative summary of these principles is provided below. These and all relevant design principles should be utilized by developers, designers, review bodies, and decision-makers to ensure that construction meets Moline’s future vision for this area.

1. Higher density development
 - a. Building location and scale compatible with surroundings; highest density focused along the 5th Avenue and 19th Street corridors.
 - b. Minimum building height of 3 stories along the 19th Street and 5th Avenue corridors, and on any site adjacent to a building more than 5 stories.
 - c. Minimum building height of 2 stories in all other areas within the zone.
 - d. Existing buildings should not be demolished and replaced with surface parking.
2. Pedestrian-oriented development
 - a. Maintain continuous building facades fronting directly on public sidewalks.
 - b. Lack of front and side setbacks for all development including high-density residential.
 - c. Most parking needs met on-street and in public/private structures, or in public/private lots in rear of buildings.
 - d. Vehicle-oriented services such as fueling stations, car washes, drive-ins, and drive-thru lanes placed away from the street and modified to adapt to an urban environment.
3. Compatible design and integrated development
 - a. Mix of commercial/residential uses. Buildings typically have businesses or services on the first floor and offices or residential units above.
 - b. Architectural lighting of buildings and structures operate at 3000 - 4000 Kelvin (warm white color temperature) while at rest.

Report on Zoning Code review -- August 2018

Moline Plan Commission

At their November 7, 2017 meeting, the City Council voted to direct staff to work with the Plan Commission to review the zoning code to find ways to make it more flexible, in particular, to look at options including but not limited to allowing special use permits in the O-1 district, as well as the possibility of retail. The following summarizes actions taken in light of this direction.

Topic and Action Summary			
Date	Event and topics discussed	PC action taken	Outcome
12/13/17	Presentation and discussion of Council directive, considerations and possible options	Introduction and discussion	Continued to next meeting
1/10/18	2 nd presentation and discussion; reviewed series of trends. Considered retail in O-1, expanding B-1 district, form-based coding, other topics.	Continued discussion	Staff to bring back additional information and analysis. Support for form-based code; consultant needed plus public input and plan
2/28/18	Public hearing for code amendment to eliminate in-vehicle sales/service as special use in O-1 district and add to B-1 district	Recommend approval	Amendment passed by City Council
	Public hearing for code amendment to allow limited sales & service as special use in O-1 district	Continued hearing to next meeting	
3/14/18	Public hearing for code amendment to allow limited sales & service as special use in O-1 district	Recommended denial due to lack of support from Comprehensive Plan	Amendment passed by City Council after reconsideration
4/11/18	Continued discussion on zoning topics; narrowed list the following topics for further analysis: <ul style="list-style-type: none"> - Housing: tiny homes, accessory homes, short-term rentals - Accessory vs. principal structure size - Gravel driveways - Building heights in R-4 and R-6 districts 	Continued discussion	Staff to bring back additional information and analysis

	- Personal/professional services or indoor institutional in industrial districts		
5/9/18	Building height limits in R-4 and R-6 districts; accessory vs. principal structure size.	Reviewed comparison of standards throughout QC region. Moline found comparable to other communities.	Changes not needed
	Housing (tiny homes, accessory homes, short-term rentals)	Continued discussion	Staff to bring back additional information and analysis
	Gravel driveways for single-family homes	Discussed with Public Works; gravel driveways rare, no concerns with tracking or clogging storm sewers. Curb approaches must be concrete.	Changes not needed
5/23/18	Public hearing for code amendment to revise minimum width and placement standards for sidewalks	Recommended approval	Amendment passed by City Council
	Public hearing to allow indoor entertainment as special use in I-1 district	Recommended approval	Amendment passed by City Council
6-27-18	Discussion of housing alternatives: tiny houses, accessory dwelling units, short-term rentals, small-lot subdivisions	No universal definition of tiny houses, some mobile, others fixed foundations. Areas within Moline allow for higher-density infill. The zoning code includes an accommodating PUD process.	No changes at this time. Staff asked to continue to monitor trends and changes regarding housing and keep Commissioners updated with new information.