

DESIGN REVIEW BOARD MEETING

CITY OF DAVENPORT, IOWA

Monday, September 23, 2024; 5:00 PM

City Hall | 226 West 4th Street | Council Chambers

- I. Call to Order
- II. Secretary's Report
 - 1. Consideration of the September 9, 2024 meeting minutes.
- III. Old Business
- IV. New Business
 - 1. Case DR24-11: Request for Design Review, C-D Downtown Zoning District; Construction of a new hotel at 227 LeClaire Street. Pete Stopulos, petitioner, on behalf of 227 LeClaire LLC. [Ward 3]
 - 2. Case DR24-12: Request for Design Review, C-D Downtown Zoning District; Construction of a new mixed-use building at the corner of East 3rd Street and River Drive. Streamline Architects, petitioner, on behalf of 227 LeClaire LLC. [Ward 3]
- V. Public Comment
- VI. Adjournment
- VII. Next Meeting: October 28, 2024

City of Davenport

Department: Development & Neighborhood Services

Contact Info: Matt Werderitch | 563-888-2221

Action / Date

9/23/2024

Subject:

Consideration of the September 9, 2024 meeting minutes.

Recommendation:

Approve the minutes.

Background:

The September 9, 2024 meeting minutes are attached.

Attachments:

1. Meeting Minutes 9-9-24

MINUTES
DESIGN REVIEW BOARD MEETING
CITY OF DAVENPORT, IOWA
MONDAY, SEPTEMBER 9, 2024; 5:00 PM
CITY HALL | 226 WEST 4TH STREET | COUNCIL CHAMBERS

I. Call to Order

Present: Anderson, Hoff, Tebbitt, Molacek, Martin, Rashid
Excused: Stinocher, Tylka
Staff: Berkley, Peterson, Werderitch

II. Secretary's Report

A. Consideration of the July 22, 2024 Meeting Minutes.

Motion by Anderson, second by Hoff, to approve the July 22, 2024 meeting minutes.
Motion to approve was unanimous by voice vote (6-0).

III. Old Business

IV. New Business

A. Case DR24-10: Request for Design Review, C-D Downtown Zoning District; Davenport Main Street Landing at 101 West River Drive. City of Davenport, petitioner. [Ward 3]

Werderitch introduced the project and reviewed the Downtown Design Guidelines.

Zach Peterson, Department of Engineering and Capital Projects, presented the design for Main Street Landing to the Board. The Main Street Landing project is a decades-long planning effort for Davenport's riverfront. The approximately 5.5-acre site is bounded by Main Street, the railroad tracks, Lock and Dam No. 15, and the Mississippi River. The City of Davenport partnered with Sasaki to design a series of public spaces that celebrate Davenport's history, architecture, and geography.

Board members discussed each of the seven zones in detail. Comments were made about the following project components: flood resilience, playground equipment materials (metal slides and durability of flooring), maintenance of the park, site lighting, access points to the pedestrian bridge, landscaping, impacts to the bike path, programming of the ice-skating rink, desire for a concession stand or skate rental booth, and phasing of the project.

Board members encouraged the design team to pursue an alternative material for the playground slides. There is concern the metal slides may pose a risk to public safety during summer months when temperatures peak. City staff will research alternative materials with the consultant and provide a response to the Board at a later date with findings.

Staff recommended the Design Review Board approve the conceptual design for Main Street Landing as presented in Case DR24-10.

Motion by Tebbitt, second by Hoff, to approve Case DR24-10 as submitted. Motion was approved by a roll call vote (6-0).

V. General Discussion

VI. Public Comment

VII. Adjournment

Motion by Tebbitt, second by Rashid, to adjourn the meeting. Meeting adjourned at 6:00 pm.

VIII. Next Board Meeting: September 23, 2024

City of Davenport

Department: Development & Neighborhood Services
Contact Info: Matt Werderitch | 563-888-2221

Action / Date
9/23/2024

Subject:

Case DR24-11: Request for Design Review, C-D Downtown Zoning District; Construction of a new hotel at 227 LeClaire Street. Pete Stopulos, petitioner, on behalf of 227 LeClaire LLC. [Ward 3]

Recommendation:

Hold Discussion and Provide Feedback.

Staff recommend the Design Review Board approve the conceptual design and site layout as submitted in Case DR24-11.

Background:

Streamline Architects is soliciting feedback from the Design Review Board regarding the proposed construction of a new hotel and mixed-use building located at 227 LeClaire Street. Based on preliminary comments from the board, the applicant will further develop the design and return for final approval with detailed plans, materials, and drawings. Once completed, the new TownePlace Suites by Marriott Hotel will consist of 89 rooms with support facilities, including a lobby, indoor pool, fitness center, and rooftop patio.

The Design Review Board approved a conceptual design for a hotel on this site at its February 28, 2022 meeting. The applicant is submitting revised building elevations to better connect the architecture of the hotel with a proposed four-story mixed-use building proposed on the same block. The footprint of the hotel is in the same location as the previous version, near the corner of LeClaire Street and West Third Street. Since the site is surrounded by public right-of-way on multiple sides, a Hardship Variance must first be reviewed and granted by the Zoning Board of Adjustment to allow the building footprint to exceed the 0' to 10' build-to zone.

The developer desired a design that was more urban than the previously approved elevations. The following building materials are proposed:

1. Mac Metal Panel Harrywood-Cork
2. Undulating ACM Panel-Matte Black
3. Ribbed ACM Panel-Gray
4. Generic ACM Panel-Gray & Black
5. ACM Panel-Dark Bronze Anodized
6. Stacked Pattern Masonry-Ebony, Glossy Finish
7. Storefront Window System with Aluminum Mullions

In addition, the Downtown Design Guidelines identify the Government Bridge as a gateway into the downtown. There is an opportunity to create a prominent gateway feature at the southwest

corner of the site to welcome visitors into the downtown traveling from the Rock Island Arsenal.

The following Downtown Design Objectives apply to new construction:

1. Reinforce a sense of historical continuity.
2. Encourage compactness.
3. Encourage a diversity of uses and activities.
4. Encourage public and private investment in the future of downtown Davenport.
5. Reinforce the unique character of the City of Davenport.
6. Require the use of quality building materials.
7. Create an economically vibrant downtown.

The following Downtown Design Objectives apply to gateways and edges:

1. Promote an intuitive understanding of the physical layout of Downtown Davenport.
2. Reinforce the unique character of the City of Davenport.

Attachments:

1. Application
2. Renderings
3. Elevations
4. Site Plan
5. Riverwatch Subdivision Plat
6. Downtown Design Guidelines-Building New
7. Downtown Design Guidelines-Gateways and Edges



CITY OF DAVENPORT
Development & Neighborhood
Services – Planning
1200 E. 46th St
Davenport, IA 52807

Office 563.326.6198
planning@davenportiowa.com

APPLICATION FOR
DESIGN REVIEW

DESIGN REVIEW BOARD

APPLICANT INFORMATION		REVIEW DISTRICT	SUBMITTAL DATE	MEETING DATE
Applicant Name Company Name 227 LeClaire LLC		Downtown	9/13/24	9/23/24
Address 5111 Utica Ridge Rd		SITE ADDRESS & PARCEL OR LOCATION DESCRIPTION 227 LeClaire St, Davenport IA 52801		
City State Zip Davenport, IA 52807		BRIEF OVERVIEW OF THE PROJECT (not a scope of work) New construction of TownPlace Suites by Marriott Hotel , 89 rooms with the all support facilities, including lobby , free to guest breakfast , indoor pool and fitness center		
Phone 563-940-5722		APPLICABILITY (PRIOR TO ANY WORK, APPROVAL IS REQUIRED) Design Review Applications must be completed and approved PRIOR to the commencement of the following types of work: • New construction or an alteration to an exterior of a structure where changes are visible from the public right-of-way • New parking lots, fencing/walls, landscaping, or alterations of • Sign installation or alteration • Streetscaping element installation within the public right-of-way		
Secondary Phone				
E-Mail Address pete.stopulos@gmail.com				
Acceptance of Applicant I, the undersigned, certify that the information on this application to the best of my knowledge is true and correct. I further certify that I have a legal interest in the property in question, and/or that I am legally able to represent all other persons or entities with interest in this property, and acknowledge formal procedure and submittal requirements. I understand I am responsible for attendance at the meeting as shown on the design review board calendar. The City reserves the right to require further site studies as necessary. By checking this box and typing my name below, ☒ I am electronically signing this application. Pete Stopulos 9/13/24 Type Applicant's Name here to serve as a signature Date		ALL SUBMITTALS SHALL INCLUDE: Full Scope of Work (SOW) attached as a .PDF ☒ all work & materials shall be described & itemized/listed in detail Digital photos of existing building/sign elevations/façades ☐ Proposed color building/sign elevations to scale ☒ rendering as proposed & depicted on existing building/signs Material specifications: type, dimensions, & color ☒ MINOR & MAJOR ADDITIONS, SITE IMPROVEMENTS, & NEW BUILDINGS SHALL INCLUDE ADDITIONAL ITEMS*: Dimensioned Site Plan (proposed & existing buildings/site items) ☒ Landscape Plan ☒ Grading Plan with 2 foot intervals (if needed) ☒ Storage & Mechanical Screening shall be shown ☒ * Major Additions & New Buildings may require more extensive information		
DEVELOPMENT TEAM		Formal Procedure Application Fee: NONE		
Property Owner 227 LeClaire LLC		(1) Application: • Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process. • The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. <u>Inaccurate or incomplete applications may result in delay of required regularly scheduled meetings.</u> (2) Scope of Board's Consideration: • Only work described in the application may be approved. • If insufficient information exists to make a proper judgment on the application, the Board may continue the consideration a maximum of three regularly scheduled consecutive meetings, excluding applicant requested continuances. (3) Post Board Ruling: • If approved, design approval does not constitute a City permit or license and does vest against any other land development regulation or regulatory approval. Applicant must contact necessary development authorities. • Design approval expires one year from the date of approval unless a building permit is obtained within such period. An applicant may apply in writing for an extension of time at any time prior to the date of expiration. • Appeals to the Board's determinations are \$75 made to City Council and shall be in writing submitted to the Zoning Administrator within 30 calendar days of Board's decision.		
Address 5111 Utica Ridge Rd Davenport, IA 52807				
Phone 563-940-5722	Secondary Phone 319-499-5122			
E-Mail Address pete.stopulos@gmail.com				
Project Manager/Other Aaron Mailey				
Address 801 E 2nd Ave Suite 200, Coralville IA 52241		Submit this form with attachments to: planning@davenportiowa.com		
Phone 402-306-0649	Secondary Phone			
E-Mail Address amailey@kinseth.com				

DRB Meeting Calendar | 2024

DESIGN REVIEW BOARD | CITY OF DAVENPORT IOWA

The Applicant and/or their representatives are required to attend the DRB Meeting

Meetings are generally held the 4th Monday of each month

Submittal

Friday (12:00 PM)

Email application to: planning@davenportiowa.com

or deliver to: Planning | Public Works

1200 E 46th St | Davenport IA 52807

Meeting

Monday (5:00 PM)

Meeting Appearance is REQUIRED at:

Council Chambers | City Hall

226 W 4th St | Davenport IA 52801

01/12/24	01/22/24
02/16/24	02/26/24
03/15/24	03/25/24
04/12/24	04/22/24
05/10/24	05/20/24
06/14/24	06/24/24
07/12/24	07/22/24
08/16/24	08/26/24
09/13/24	09/23/24
10/18/24	10/28/24
11/15/24	11/25/24
12/06/24	12/16/24

** Date changed due to observed holiday | Any and all Date/Location/Time are subject to change*

Contact planning@davenportiowa.com to submit completed applications or to confirm meeting date/time

Phone Contact: 563.326.6198









RESTAURANT



























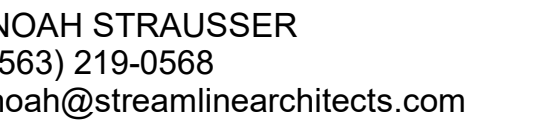






TOWNEPLACE SUITES

RESTAURANT

[illegible]

PETE STOPULOS

RIVERWATCH HOTEL
TOWNPLACE SUITES

DAVENPORT, IA

Project number	22-177
Date	09/13/2024
Drawn by	NS
Checked by	AD

EXTERIOR ELEVATIONS - HOTEL

A202



② NORTH ELEVATION
1/8" = 1'-0"



① EAST ELEVATION
 $1/8" = 1'-0"$

EXTERIOR MATERIAL LEGEND					
	ITEM	MANUFACTURER	MATERIAL SPECIFICATIONS		NOTES
	VD-1	TBD	MAC METAL PANEL HARRYWOOD - CORK		1
	MTL-1	TBD	UNDULATING ACM PANEL - MATTE BLACK		1
	MTL-2	TBD	RIBBED ACM PANEL - GRAY		1
	MTL-3	TBD	GENERIC ACM PANEL - GRAY		1
	MTL-4	TBD	ACM PANEL - DARK BRONZE ANODIZED		1
	MTL-5	TBD	GENERIC ACM PANEL - BLACK		1
	BR-1	TBD	STACKED PATTERN - EBONY, GLOSSY FINISH		1
	GL-1	TBD	STOREFRONT SYSTEM W/ ALUMINUM MULLIONS		1
NOTES: 1. ALL FINISHES TO BE APPROVED BY ARCHITECT & OWNER. GENERIC FINISHES CALLED OUT CURRENTLY TO DEMONSTRATE DESIGN INTENT.					1

NOT FOR CONSTRUCTION



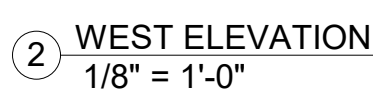
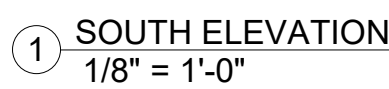
NOAH STRAUSSER
(563) 219-0568
noah@streamlinearchitects.com

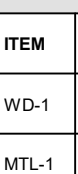
PETE STOPULOS

RIVERWATCH HOTEL
TOWNPLACE SUITES
DAVENPORT, IA

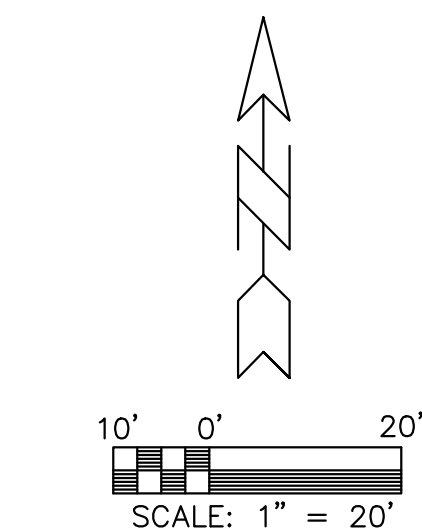
EXTERIOR ELEVATIONS - HOTEL

A203



EXTERIOR MATERIAL LEGEND				
	ITEM	MANUFACTURER	MATERIAL SPECIFICATIONS	NOTES
	WD-1	TBD	MAC METAL PANEL HARRYWOOD - CORK	1
	MTL-1	TBD	UNDULATING ACM PANEL - MATTE BLACK	1
	MTL-2	TBD	RIBBED ACM PANEL - GRAY	1
	MTL-3	TBD	GENERIC ACM PANEL - GRAY	1
	MTL-4	TBD	ACM PANEL - DARK BRONZE ANODIZED	1
	MTL-5	TBD	GENERIC ACM PANEL - BLACK	1
	BR-1	TBD	STACKED PATTERN - EBONY, GLOSSY FINISH	1
	GL-1	TBD	STOREFRONT SYSTEM W/ ALUMINUM MULLIONS	1
NOTES: 1. ALL FINISHES TO BE APPROVED BY ARCHITECT & OWNER. GENERIC FINISHES CALLED OUT CURRENTLY TO DEMONSTRATE DESIGN INTENT.				

NOT FOR CONSTRUCTION



LEGEND

- BOUNDARY LINE
- EXISTING GAS LINE
- EXISTING OVER HANGING ELECTRIC LINE
- 825 EXISTING CONTOUR
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- W EXISTING WATER MAIN

GENERAL NOTES

- THIS SITE IS PART OF:
P.I.N. L0015A01
LEGAL DESCRIPTION OF THIS DEVELOPMENT IS "LOT 1 & LOT 2 OF RIVERWATCH SUBDIVISION".
- AREA OF SITE: ±2.423 ACRES
CURRENT ZONING: C-D
PROPOSED USE: HOTEL & MULTI-USE BUILDING
- SETBACK REQUIREMENTS:
FRONT = " 0-10' BUILD TO
SIDE = " 0'
REAR = " 0'
- PARKING PROVIDED = 136 SPACES (CD ZONING DISTRICTS ARE EXEMPT FROM VEHICLE AND BICYCLE PARKING REQUIREMENTS).
- THIS SUBDIVISION IS LOCATED WITHIN THE FEMA DETERMINED SPECIAL FLOOD HAZARD AREA SUBJECTION TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN ON THE FLOOD INSURANCE RATE MAP #19163C0365G EFFECTIVE DATE MARCH 23, 2021 WITH BASE FLOOD ELEVATION OF 565.4 NAVD88. ALL DEVELOPMENT WITHIN THE SUBDIVISION IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT CITY CODE.



RIVERWATCH DEVELOPMENT

227 LECLAIRE ST.
DAVENPORT, IA

ISSUED

TITLE:

CONCEPTUAL
LAYOUT

PROJECT NO. W76-21-049
DATE 2024-09-16

SHEET

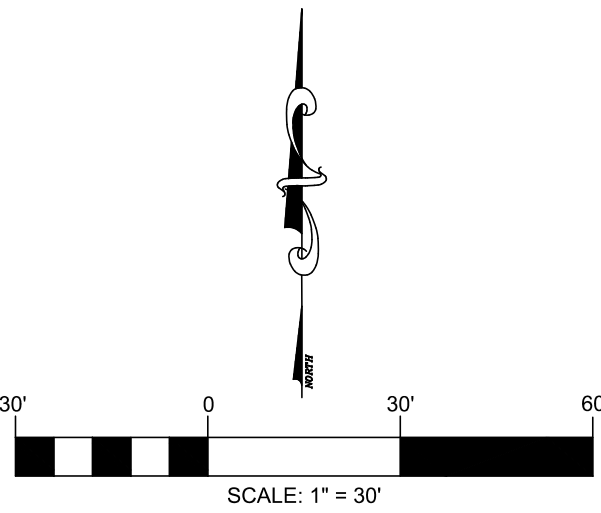
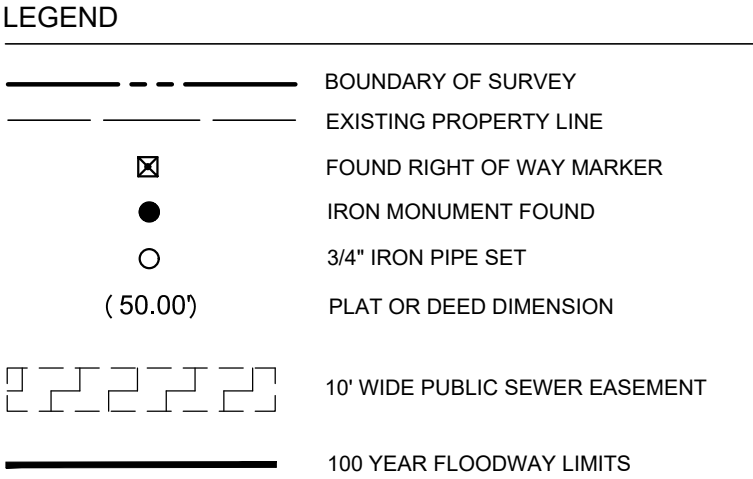
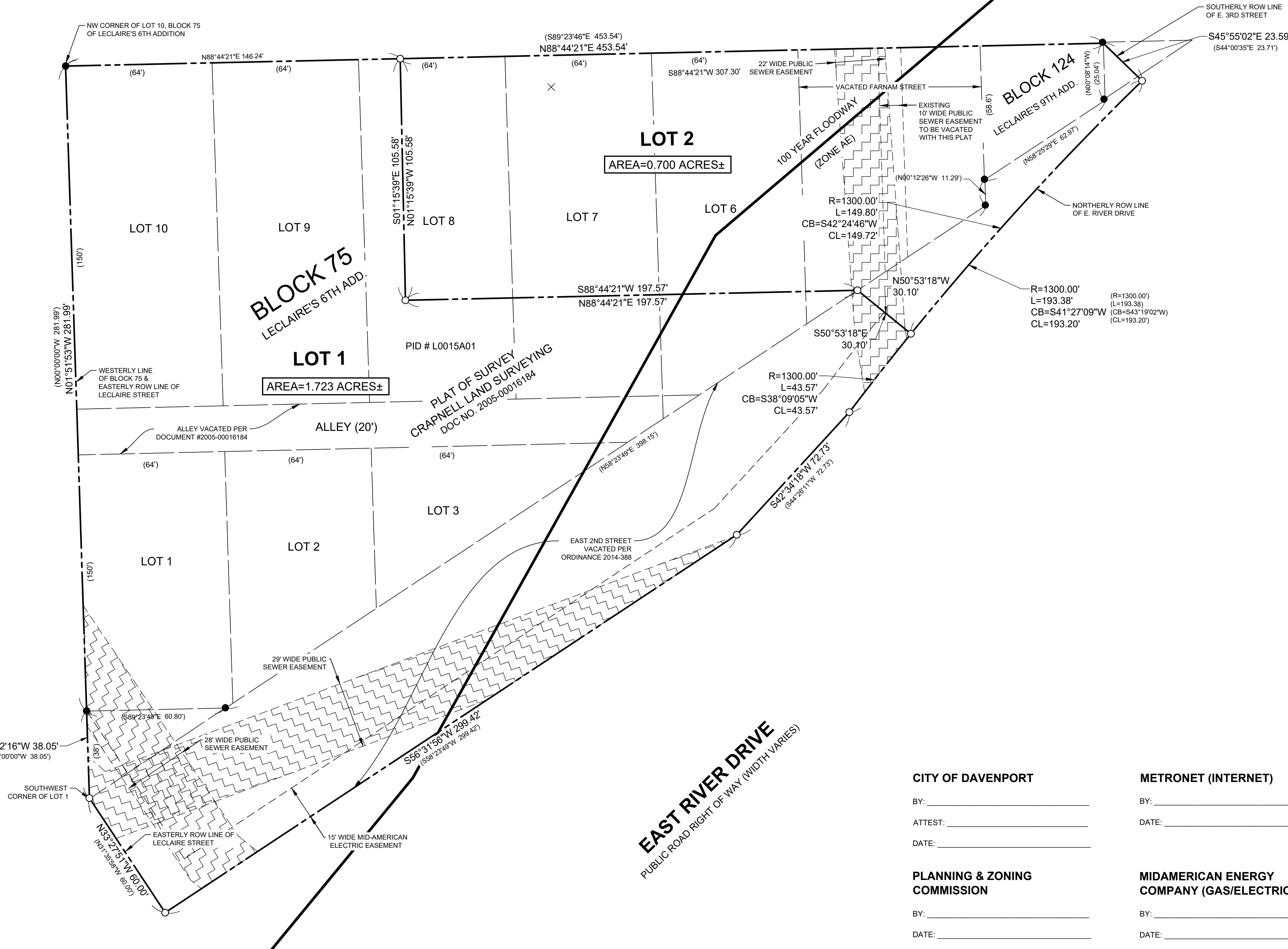
SC1

FINAL PLAT OF
RIVERWATCH SUBDIVISION
TO THE CITY OF DAVENPORT, IOWA

A PART OF BLOCK 75 IN LECLAIRE'S 6TH ADDITION, A PART OF BLOCK 124 IN LECLAIRE'S 9TH ADDITION, A PART OF
VACATED FARNAM STREET, AND A PART OF VACATED EAST RIVER DRIVE, ALL BEING IN A PART OF THE
NORTHWEST QUARTER OF SECTION THIRTY-SIX (36), TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE THREE (3)
EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF DAVENPORT, SCOTT COUNTY, IOWA

3RD STREET
PUBLIC ROAD RIGHT OF WAY (80')

LECLAIRE STREET
PUBLIC ROAD RIGHT OF WAY (80')



GENERAL NOTES

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

AREA SURVEYED = 2.423 ACRES± (105,525 SF±)

PROPERTY BEING SUBDIVIDED IS PID L0015A01.

THIS SURVEY WAS PERFORMED WITHOUT THE AID OF A TITLE COMMITMENT. THE SURVEYOR RECEIVED FROM JOHN M. CARROLL, ATTORNEY AT LAW, THE ABSTRACT OF TITLE FOR ALL OF BLOCK 75 OF LECLAIRE'S 6TH ADDITION, L0015A01 PREPARED BY IOWA TITLE COMPANY, ABSTRACTORS.

ACCORDING TO THE ZONING MAP AVAILABLE ON THE CITY OF DAVENPORT, IOWA WEBSITE AT THE TIME OF THIS SURVEY, THE PROPERTY IS CURRENTLY ZONED C-D, DOWNTOWN ZONING DISTRICT. <https://ecode360.com/35578588>

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

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

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

THE FIELD WORK WAS COMPLETED ON OCTOBER 2, 2023.

STORM WATER DETENTION AND WATER QUALITY TREATMENT ARE REQUIRED WITH THIS SUBDIVISION AND WILL BE SUBJECT TO THE APPLICABLE ORDINANCES IN PLACE AT THE TIME OF DEVELOPMENT.

THIS SUBDIVISION IS LOCATED WITHIN THE FEMA DETERMINED SPECIAL FLOOD HAZARD AREA SUBJECTION TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN ON FLOOD INSURANCE RATE MAP #19163C0365G EFFECTIVE DATE MARCH 23, 2021 WITH BASE FLOOD ELEVATION OF 565.4 NAVD83. ALL DEVELOPMENT WITHIN THE SUBDIVISION IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT CITY CODE.

OWNER/DEVELOPER

227 LECLAIRE, LLC
620 HOLMES STREET
BETTENDORF IOWA, 52722

ENGINEER

DEVIN L. BIRCH
AUSTIN ENGINEERING CO., INC.
220 EMERSON PL., STE 101-A
DAVENPORT, IA 52801

LEGAL DESCRIPTION

ALL OF BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, SCOTT COUNTY, IOWA, EXCEPTING TRACT COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK 75; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 38 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH BOUNDARY LINE OF SAID BLOCK TO THE SOUTHEASTLY SIDE OF SAID BLOCK; THENCE SOUTHWESTERLY ALONG SAID SOUTHEAST BOUNDARY LINE OF SAID BLOCK TO THE PLACE OF BEGINNING.

AND

A TRACT 20 FEET IN WIDTH, WHICH FORMERLY WAS AN EAST AND WEST ALLEY IN BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, WHICH TRACT IS DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE EAST LINE OF LECLAIRE STREET AND THE SOUTHWEST CORNER OF LOT 10 IN SAID BLOCK 75; THENCE RUNNING EAST ALONG THE NORTHERLY LINE OF SAID STRIP, WHICH FORMALLY WAS AN ALLEY TO THE NORTHERLY LINE OF EAST RIVER STREET; THENCE SOUTHWESTERLY ALONG THE NORTHERLY LINE OF EAST RIVER STREET TO THE NORTHEAST CORNER OF LOT 3 IN SAID BLOCK 75; THENCE WEST ALONG THE SOUTH LINE OF SAID TRACT, WHICH FORMALLY WAS AN ALLEY, TO THE WEST LINE OF LECLAIRE STREET AND THE NORTHWEST CORNER OF LOT 1, IN SAID BLOCK 75; THENCE NORTH 20 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING.

AND

A STRIP OF GROUND, WHICH FORMERLY WAS PART OF FARNAM STREET AND WHICH LIES BETWEEN THE SOUTH LINE OF THIRD STREET AND THE NORTHERLY LINE OF EAST RIVER STREET, AS NOW LOCATED AND BETWEEN THE EAST LINE OF LOT 6 IN BLOCK 75 IN LECLAIRE 6TH ADDITION TO THE CITY OF DAVENPORT AND THE WEST LINE OF BLOCK 124 OF LECLAIRE'S 9TH ADDITION TO THE CITY OF DAVENPORT.

AND

ALL OF BLOCK 124 IN LECLAIRE'S 9TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, SCOTT COUNTY, IOWA, EXCEPTING THERE FROM THE EAST 40 FEET

AND

COMMENCING AT THE NORTHWEST CORNER OF LOT 10, BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE CITY OF DAVENPORT, IOWA; THENCE S. 00° 00' 00" E. ALONG THE WESTERLY LINE OF BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION AND THE PRESENTLY EASTERLY RIGHT OF WAY LINE OF LECLAIRE STREET A DISTANCE OF 281.99 FEET TO THE PRESENT NORTHERLY RIGHT OF WAY LINE OF EAST 2ND STREET AND THE POINT OF BEGINNING; THENCE S. 89° 23' 49" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 60.80 FEET; THENCE N. 58° 23' 49" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 388.19 FEET; THENCE N. 00° 12' 28" W. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 11.29 FEET; THENCE N. 58° 23' 29" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 62.97 FEET; THENCE N00°08'14"W ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 25.04 TO THE INTERSECTION WITH THE SOUTHERLY RIGHT OF WAY LINE OF E. 3RD STREET; THENCE S. 44° 00' 35" E. ALONG THE NEW SOUTHERLY RIGHT OF WAY LINE OF SAID E. 3RD STREET A DISTANCE OF 23.71 FEET TO THE INTERSECTION WITH THE NEW NORTHERLY RIGHT OF WAY LINE OF E. RIVER DRIVE; THENCE IN A SOUTHWESTERLY DIRECTION ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY WITH A RADIUS OF 1300.00 FEET, WITH A CHORD BEARING OF S. 43° 19' 02" W. AND A CHORD DISTANCE OF 193.20 FEET, FOR A DISTANCE OF 193.38 FEET ARC BEING THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE; THENCE S. 44°26' 11" W. ALONG THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE A DISTANCE OF 72.73 FEET; THENCE S. 58° 23' 49" W. ALONG THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE A DISTANCE OF 289.42 FEET TO THE INTERSECTION WITH THE NEW EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET; THENCE N. 31° 35' 58" W. ALONG THE NEW EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET A DISTANCE OF 60.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION; THENCE N. 00°00'00" W. ALONG THE WESTERLY LINE OF LOT 1, BLOCK 10 OF SAID LECLAIRE'S 6TH ADDITION AND THE PRESENT EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET A DISTANCE OF 38.05 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 26,505 SQ. FT., MORE OR LESS.

NOTE: THE PRESENT EASTERLY RIGHT OF WAY LINE OF LECLAIRE STREET AND THE WESTERLY LINE OF BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION HAS A PLATTED BEARING OF S. 00° 00' 00" E. AND IS USED FOR THE PURPOSE OF THIS DESCRIPTION.

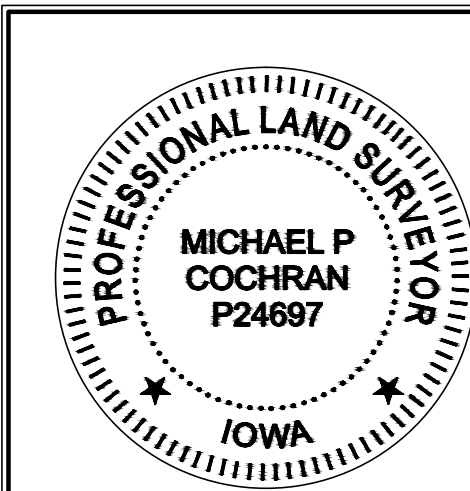
SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD AND EXISTING UTILITIES.

SAID PROPERTY AS DESCRIBED IN WARRANTY DEED - DOCUMENT NUMBER 2016-00018784.

SAID SUBDIVISION CONTAINING 2.423 ACRES, MORE OR LESS.

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

THIS SUBDIVISION IS LOCATED ENTIRELY WITHIN A SPECIAL FLOOD HAZARD AREA, ZONE AE, AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 19163C0365G, WHICH BEARS AN EFFECTIVE DATE OF MARCH 23, 2021. LIMITS OF THE 100 YEAR FLOODWAY AS SHOWN ON THIS SURVEY WAS IMPORTED FROM FEMA'S NATIONAL FLOOD HAZARD LAYER (NFHL) VIEWER" <https://hazards.fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0ad5519964444879338b5529a96cd>. ALL DEVELOPMENT WITHIN THE SPECIAL FLOOD HAZARD AREA IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT MUNICIPAL CODE.



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

MICHAEL P. COCHRAN 12-18-2023
PROFESSIONAL LAND SURVEYOR NUMBER P24697
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2023
PAGES OR SHEETS COVERED BY THIS SEAL: 1

CITY OF DAVENPORT

BY: _____

ATTEST: _____

DATE: _____

PLANNING & ZONING
COMMISSION

BY: _____

DATE: _____

CENTURYLINK / LUMEN
(TELEPHONE)

BY: _____

DATE: _____

MEDIACOM (CABLEVISION)

BY: _____

DATE: _____

METRONET (INTERNET)

BY: _____

DATE: _____

MIDAMERICAN ENERGY
COMPANY (GAS/ELECTRIC)

BY: _____

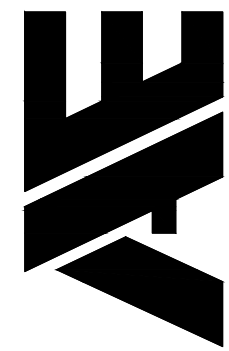
DATE: _____

IOWA AMERICAN WATER
COMPANY (WATER)

BY: _____

DATE: _____

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



FINAL PLAT OF
RIVERWATCH SUBDIVISION
PART OF THE NW 1/4 OF SECTION 36, T78N, R3E OF THE 5TH P.M.
CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

FOR: 227 LECLAIRE, LLC
227 LECLAIRE STREET DAVENPORT, IA 52801

ISSUED	REVIEW
10/04/2023	

SUBDIVISION
PLAT

PROJECT NO	IA 42-21-159
DATE	12/18/2023
SURVEYED	JAG/BRC
CHECKED	MPC
APPROVED	MPC
SHEET	

Building New

Design Objectives:

- Reinforce a sense of historical continuity**
- Encourage compactness**
- Encourage a diversity of uses and activities**
- Encourage public and private investment in the future of downtown Davenport**
- Reinforce the unique character of the City of Davenport**
- Require the use of quality building materials**
- Create an economically vibrant downtown**

Discussion:

New development should be designed to complement the existing architecture of downtown Davenport and reinforce its features.



Infill development can repair and strengthen the urban fabric by eliminating gaps created by vacant lots and surface parking. After the protection of high quality, existing architecture, the introduction of such infill development should be the downtown's primary development priority.

Building Design

Building design guidelines for Downtown Davenport primarily address the exterior of buildings and the relationship of buildings to the surrounding setting or context and the street. While building design decisions must balance many factors including economic constraints, programmatic needs, functional requirements, and aesthetics, to name a few, the relationship of the building to its downtown urban setting is the primary issue of public concern. The following building design guidelines address those public issues of site and street relationships.

Major Design Principles

There are two major design principles that are paramount to building design in Downtown Davenport. The first is the principle of "contextual fit" or contextual design – how well does the proposed building "fit" within the downtown urban setting. The second major principle is "pedestrian friendly streets" – how does the building design contribute to an active, pedestrian street life.

Contextual fit

Contextual fit or design requires evaluating the existing buildings on the block and in the surrounding district to determine the major reoccurring design elements that contribute to the character and image of Downtown as an urban place. These design elements of contextual fit include features such as building setbacks, building heights, building form, rhythm of openings, the rhythm of horizontal building lines, color, materials, texture, building style, and building details. Historically, over time, a pattern of repeated design elements will contribute to the overall character and image of Downtown Davenport.



Architects often say that a building does or does not talk to its neighbors. What they describe is how a building makes reference to its own shape and materials and the shape and materials of its neighbors. A lively conversation between buildings means that the buildings relate to each other. The color of one may be picked up and amplified by another or the roof line of another may be mimicked by yet a fourth. With buildings as with humans there is a delicate balance between attracting too much attention and being a wallflower, ignored and unnoticed. In the view of these guidelines it is best for a new building to fit in with the architectural context of its neighbors. The new building should in some way echo and mimic the materials, height, details and patterns of its neighbors.

A new building proposal need not match every building element to “fit” within the context. The more elements a new building design addresses, however, the more likely the design will contribute to the existing contextual pattern of the Downtown.

In the City of Davenport’s “main street” Victorian past building scale, forms, orientation and materials were relatively consistent. Variety and contrast were provided primarily by differences in detail and ornamentation at a relatively minor scale. As a result, overall consistency was relatively simple to maintain.

This continued to be the case even after the City of Davenport began to evolve into something more akin to a “big city downtown” in the 1920’s, 30’s and 40’s. These buildings, although taller, in other respects used the same materials, window proportions and street rhythm.

Modern architecture, on the other hand, has allowed and encouraged a greater range of choice in building form, scale, materials and character. Consequently, the potential for contrast has become much greater. While these new materials, etc., may make it more difficult to obtain a contextual fit there are still many ways in which it can occur.

There are, however, exceptions in design. In some cases, on some sites, the opposite design principle may be appropriate – creating a landmark or signature building. A signature building design creates a building that is the opposite of “contextual fit.” Signature buildings stand out in the urban setting because of their unusual design character. Such buildings are often designed as new “cutting edge” building styles or



experiments in architectural design by a leading architectural designer. The Figge Art Museum and the Holabird and Root riverfront skybridge are examples of signature structures.

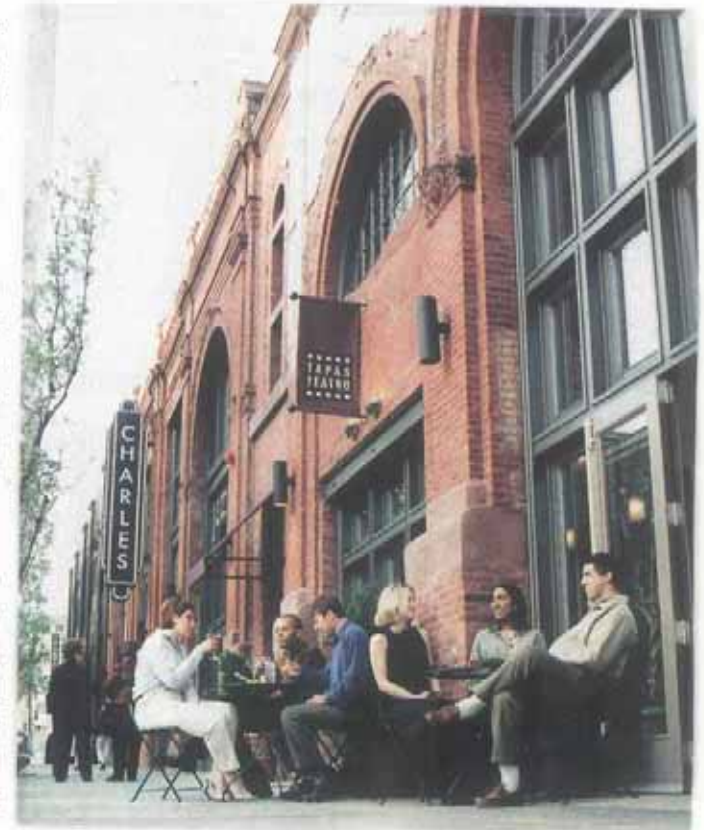
Creating many “signature” building designs within one district creates visual confusion and clutter. Thus, it is important to determine when and where a “signature” building design would be appropriate in the Downtown. Many signature buildings are created for public or civic use such as museums, government centers, schools and churches.

In most cases the principle of “contextual fit” or “contextual design” is appropriate for building design in Downtown Davenport. Building designs that would create a signature building should provide a more detailed analysis of the site and district and how the proposed building would be appropriate for the site.

Pedestrian-friendly streets

The second major principle for building design is the creation of a “pedestrian friendly” urban street environment. The types of building design elements that contribute to a pedestrian-friendly street environment include: street-level activities, building to the edge of sidewalks, windows and openings at the ground floor, awnings and canopies over window displays and entries, pedestrian amenities along the street, and extending building activities into the sidewalks such as outdoor seating, dining and sales displays.

The place where the building and the sidewalk meet is the most important spot in downtown. This is the pedestrian network where the interaction between people on the sidewalk and businesses in the buildings is most intense. It is a threshold across which commerce and activity must cross. Street level restaurants, shops, stores and businesses are all accessed at that line, and the more continuous it is the greater possibility for success they will all experience. A gap in the length of facades will create an area of low activity and low commercial potential in the same way a vacant lot will, and should be avoided wherever possible.



Buildings, as they meet the ground, also form the space around our city streets. The shape of the streetscape is created by the height and location of the buildings which line the sides. A mid-rise street wall which aligns fairly consistently with the street edge implies that the individual buildings defer to the street. Buildings which meet the street acknowledge the greater importance of the public space through which the streets run. They can, in this way, create an awareness of the greater importance of the civic whole, where building facades are shaped by the public spaces rather than the other way around.

Buildings that are designed as signature or landmark buildings can also meet the second principle of creating a pedestrian friendly street environment. New and innovative building designs should also be pedestrian friendly, inviting, and contribute to the Downtown as a lively and active place.

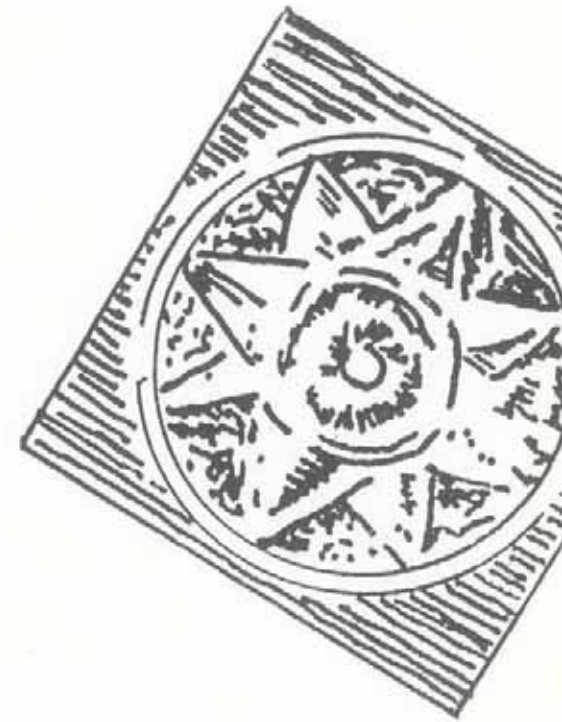
Respond to the neighborhood context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Considerations:

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a surrounding district of distinct and noteworthy character
- an adjacent landmark or noteworthy building
- a major public amenity or institution nearby
- neighboring buildings that have employed distinctive and effective massing compositions
- elements of the downtown pedestrian network



Consider complementing the existing structures in terms of:

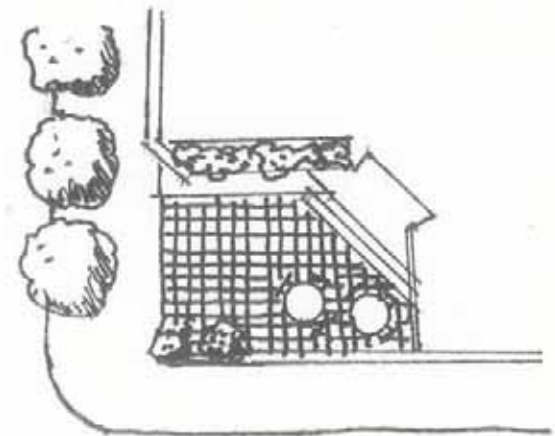
- massing and setbacks
- scale and proportions
- structural bays and modulations
- fenestration patterns and detailing
- architectural styles and roof form

Site Design and Layout – Building Setbacks

New development should replicate the setbacks of existing development. In most of the downtown this means buildings should be located on the front property line. A strong sense of enclosure is an important element of most downtown streetscapes. There are exceptions to this rule. In particular, 4th Street tends to have small landscaped setbacks associated with its various public buildings. Also, a small setback (for example 10 or 12 feet) may be desirable on residential projects that do not have first floor commercial uses.

Setback guidelines:

- Constructing buildings to the back of sidewalks, along the street, from side property to side property line reinforces the vitality of the public sidewalk.
- Locating building entrances close to the street helps to maintain visual surveillance of street and sidewalk areas.
- Cutting or clipping the corner off of a building located at the corner of two intersecting streets creates an area for landscaping and other amenities while maintaining the street wall on both streets.



Design a well-proportioned and unified building

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building so that all components appear integral to the whole.

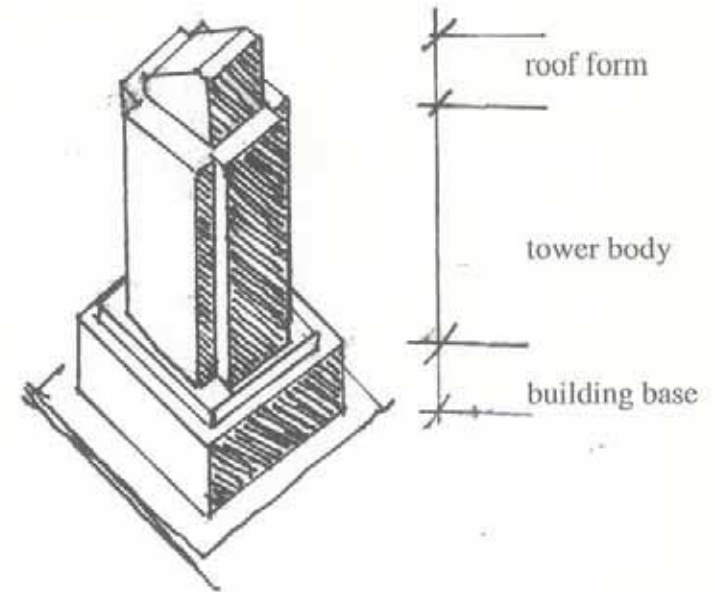
Considerations:

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- Setbacks, projections and open space
- Relative sizes and shapes of district building volumes
- Roof heights and forms

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to a building that exhibits a coherent architectural concept:

- Façade modulation and articulation
- Windows and fenestration patterns
- Corner features
- Streetscape and open space fixtures
- Building and garage entries
- Building base and top



Consider how the base can contribute to a coherent architectural concept through its massing, structural grounding and details.

When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- Exterior finish materials
- Architectural lighting and signage
- Grills, railings and downspouts
- Window and entry trim and moldings
- Shadow patterns
- Exterior lighting



Well proportioned buildings with a clearly articulated base, body and roof.

Building height and massing

The principal challenge in designing major downtown development projects is to incorporate large-scale and high rise structures into the existing context of smaller-scale buildings on a street or in a district. Where an attractive and consistent architectural character exists, an appropriate degree of compatibility is important. The dominant scale and setbacks of existing buildings should establish the framework into which the new architecture fits. When the existing architecture is mediocre, the first new project can establish the baseline on which new buildings can build to create a new context. Where the existing design standard is poor, the repetition of design elements is not desirable, and new development should be used to set a new standard.

Building height guidelines:

- Maintaining the alignment of building cornices, rooflines and building lines of new buildings adjacent to existing buildings preserves architectural continuity. This is particularly important, where the downtown's Victorian streetscape is still intact. Building heights of new buildings can reinforce traditional building facades by falling within the range of the building heights found on the immediate block or in the surrounding district. Because heights in many of the Downtown districts vary, not all buildings on a block are appropriate for matching building heights.
- Height and massing should be compatible with existing development, with sensitive transitions in height provided between existing low-rise development and taller new structures. The building mass should be broken in increments that correspond to the scale and massing of existing buildings through the use of setbacks and variable roof heights.
- When building taller new buildings consider the impact on the skyline. Tall buildings relate to the community on two levels. They can become a strong visual landmark for the region when seen from a distance. At street level they should, however, be pedestrian friendly.



Stepping a building back as it rises can create a transition between structures with differing heights, while also allowing sunlight to reach the street.

Building Materials

Downtown buildings should not only provide the appearance that they will be there for a long time, they should also provide facades and structures that will be there a long time. Construction materials should have strength, permanence and quality. Well-built buildings provide greater resale value, and by holding their value longer can help the viability of the whole downtown. Property can be affected by the value of adjacent property. Also, as poor quality buildings age, they can negatively impact the value of neighboring properties.

Building materials add greatly to the overall character and experience of the Downtown. While the structural construction materials may vary, the public face of buildings, or finish materials, should be more consistent. Davenport's buildings, fashioned from the local materials of the Midwest and reflecting local traditions, share a history.

In Downtown Davenport brick, limestone, terra cotta, architectural pre-cast concrete, granite, glass and steel are commonly used building materials. These materials provide a strong and consistent image for the Downtown.

The quality of building materials varies widely, and it is the quality of the finish materials and its application that contributes to the continuity of the Downtown character and the pedestrian experience at the street. Building materials on the ground floor of buildings are especially important. The ground floor is where most people can easily come into contact with the building's edge, where materials can be touched and easily seen. Quality building materials and their application add texture and richness to the pedestrian environment.

Continuity, contextual design or contextual fit can be created by using common materials found in Downtown Davenport that are similar in quality, character, texture, finish, and dimension to those commonly found in the best-designed buildings in the downtown (such as brick, stone, concrete, masonry, steel, glass and terra cotta). Use of these materials creates and conveys a sense of stability and strength to the urban environment.



These design guidelines do not usually rule out specific building materials. The use of materials such as artificial stone, mirrored glass, untreated wood, diagonal wood, rough-sawn wood and horizontal wood siding on large building surfaces generally creates an incongruous effect to the urban quality of the built environment and are unlikely to be approved. The use of architectural metals also is generally not appropriate. If used it is to be used in conjunction with a superior design.

Using heavily tinted or mirrored glass on the ground floor of buildings facing pedestrian-oriented streets creates unfriendly pedestrian environment and limits the visual access and permeability of the building façade at the street level. Permeable surfaces at the street level (windows, doors and entry features) helps to create a safe and active appearance.

Continuity and compatibility

New buildings should maintain a level of compatibility with design features of surrounding buildings.

Continuity and compatibility should be taken a step further in blocks where the relatively low rise (one to four story) Victorian main street of Davenport's 1800's still exists. These blocks, in particular, provide a strong rhythm of repeating parts. The height of new buildings should be similar, if not the same, as the height of historic structures. The width, proportion and proportion of openings, roof type and composition of the buildings are encouraged to be similar. In particular, these buildings tend to be constructed in a universal red brick that is often called "Davenport brick". Infill in these locations are strongly encouraged to use a similar brick color and maintain a similar proportion, composition and rhythm.

Façade Organization

As is the case with traditional commercial architecture, the street façade should be organized into two major components, the ground-level storefront and the upper architecture with strong horizontal elements separating the two. Especially on streets with a pedestrian emphasis, where a sense of human scale and amenities are essential, the ground-level storefronts should provide large window areas to share the building's interior activities with the street.



The bicycle shop (above) illustrates how being able to look into a retail store's interior can enliven the streetscape. It also provides an example of allowing merchandise to "spill out" onto the sidewalk (which can be allowed with an encroachment permit). (See the section on "Encroachments").

Provide Active – not blank – facades

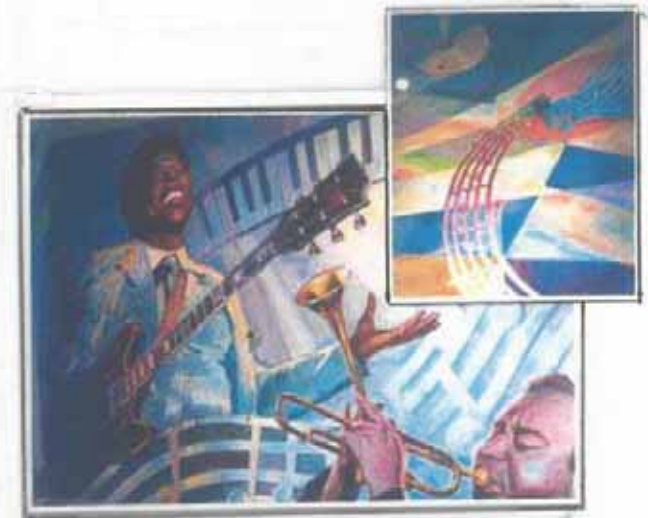
Buildings should not have large blank walls facing the street, especially near sidewalks. Blank facades limit pedestrian interaction with the building, effectively “deadening” the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

Facades, which for unavoidable programmatic reasons may have few entries or windows, should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

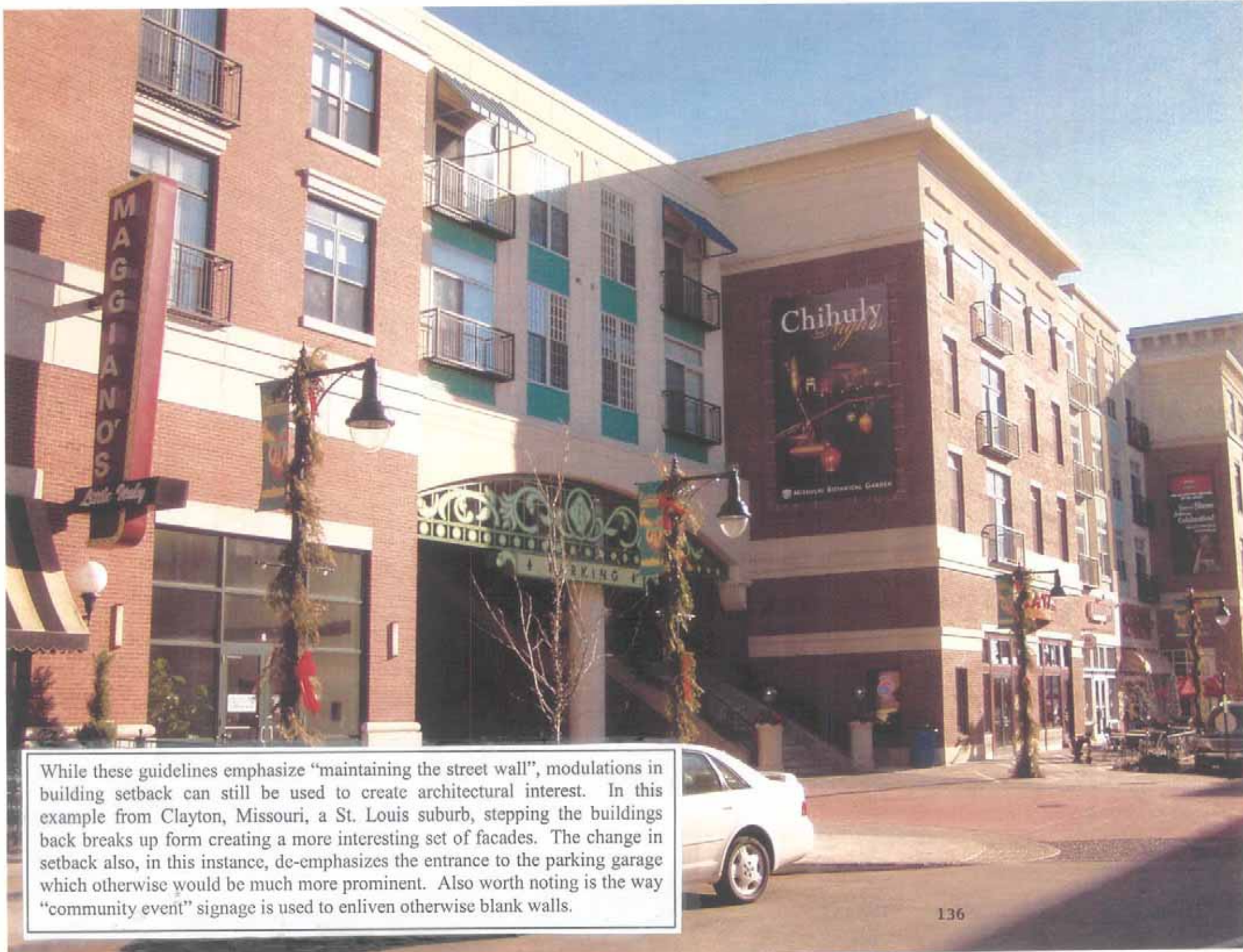
- small retail spaces (as small as 50 square feet) for food bars, newsstands, and other specialized retail tenants;
- visibility into building interiors;
- limited lengths of blank walls;
- a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall’s blank surface;
- high quality public art in the form of a mosaic, mural, decorative masonry patterns, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- small setbacks, indentations, or other architectural means of breaking up the wall surface;
- different textures, colors, or materials that break up the wall’s surface; and
- special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest.



Small shops create street life.



High-quality public art can enliven a blank wall. Refer to “Civic Art, Murals and Trompe L’oeils”.



While these guidelines emphasize “maintaining the street wall”, modulations in building setback can still be used to create architectural interest. In this example from Clayton, Missouri, a St. Louis suburb, stepping the buildings back breaks up form creating a more interesting set of facades. The change in setback also, in this instance, de-emphasizes the entrance to the parking garage which otherwise would be much more prominent. Also worth noting is the way “community event” signage is used to enliven otherwise blank walls.

Accentuate primary entrances

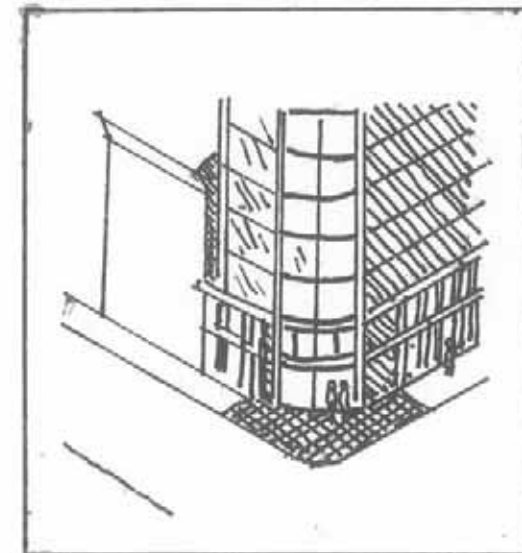
Building entrances should be oriented towards major streets. The spacing and articulation of entrances should, when possible, replicate those of existing buildings. Ease-of-use issues such as these can increase the sense that downtown was created for and belongs to everyone. Buildings which cooperate with larger scale city-wide issues regarding the way people move in the downtown can assist in creating a comfortable place for people to live and work. Civic art, artistic crafting of building materials can help distinguish building entrances. Large buildings which front multiple streets should provide multiple entrances. Primary building entrances should be accentuated. These entrances should be designed so that they are not easily confused with entrances to ground level businesses.

Reinforce the building's entry with one or more of the following architectural treatments:

- extra-height lobby space;
- distinctive doorways;
- decorative lighting;
- projected or recessed entry bay;
- building name and address integrated into the façade or sidewalk;
- artwork integrated into the façade or sidewalk;
- a change in paving material, texture, or color;
- distinctive landscaping, including plants, water features and seating; and
- ornamental glazing, railings, and balustrades.



An example of architectural elements used to make a building entrance readily apparent.



Consider carrying an extra-height lobby space through the exterior street fronting façade to aid pedestrians in identifying the entry.

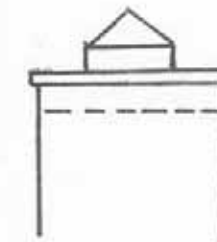
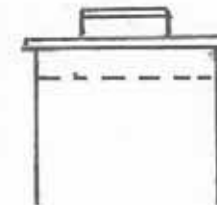
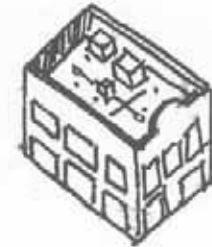
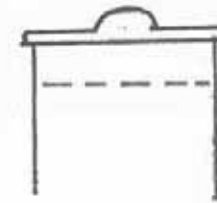
Special pavers can also be used for this same purpose. They will be reviewed, however, for consistency with sidewalk paving.

Mechanical Equipment

Locate mechanical equipment (including air conditioning units, pipes, ducts, vents, access doors, meters, transformers and other building systems equipment), away from pedestrian ways and seating areas helps minimize noise, exhaust or visual unsightliness. Additionally screening or hiding such equipment from public view will help preserve the character of the building architecture and the surrounding district.



Screening for dumpsters is required where possible.



The use of parapets and cupolas not only adds architectural interest to a building, but can also effectively screen mechanical equipment.

Develop the alley façade

Alleys downtown can be threatening or alluring, and often both. Like streets, alleys should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.

Considerations

Consider enlivening and enhancing the alley entrance by:

- extending retail space fenestration into the alley one bay (or more)
- providing a niche for recycling and waste receptacles to be shared with nearby older buildings lacking such facilities
- adding effective lighting to enhance visibility and safety
- chamfering the building corners to enhance pedestrian visibility and safety where the alley is regularly used by vehicles accessing parking and loading



Above: An example of carrying retail space one bay into the alley and chamfering the building corners to create better visibility.

Left: The Front Street Brewery, 208 East River Drive, provides an excellent example of a business turning the rear yard and alley into attractive, usable space.

Promote pedestrian interaction

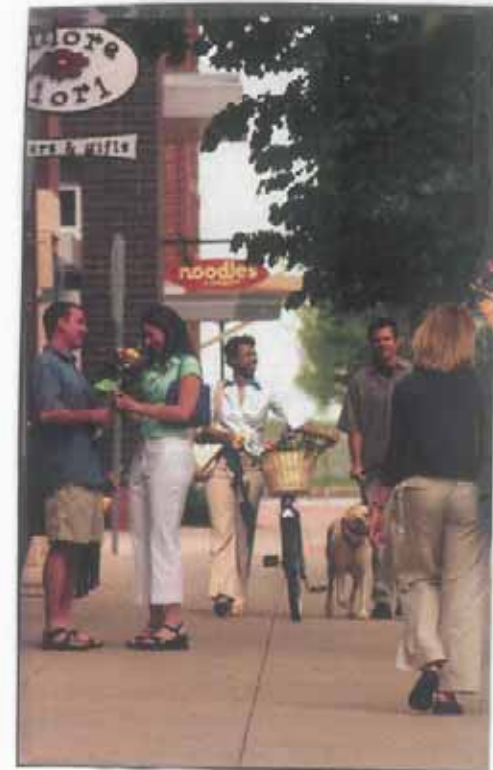
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Livelier street edges make for safer streets. Ground floor shops and market spaces providing services needed by downtown workers, visitors and residents can generate foot traffic on the streets, increasing safety through informal surveillance. Entrances, arcades, open spaces, shop fronts, seating, and other elements can promote use of the street front and provide places for friendly interaction. Design decisions should consider the importance of these features in a particular context and allow for their incorporation.

Considerations:

Provide spaces for street level uses that:

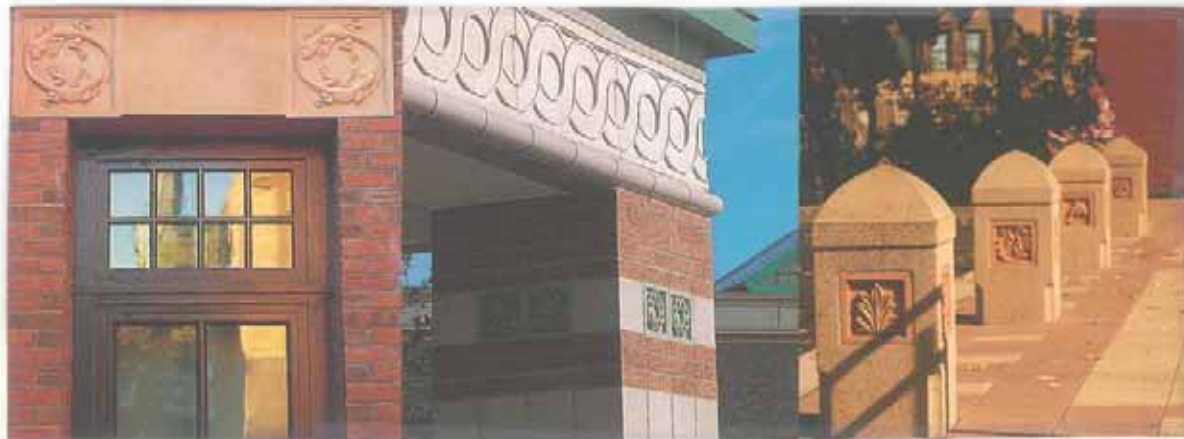
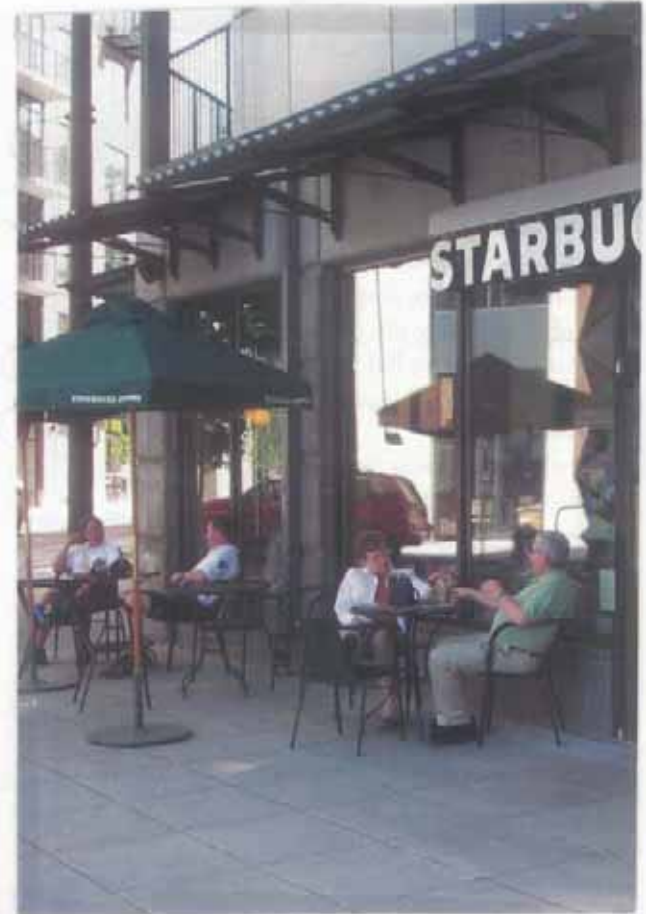
- Reinforce existing retail concentrations
- Vary in size, width and depth
- Enhance main pedestrian links between areas
- Establish new pedestrian activity where appropriate to meet area objectives



Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate consider configuring retail space to attract tenants with products or services that will “spill out” onto the sidewalk (up to six feet where sidewalk width is sufficiently wide. Allowed with an “encroachment permit”. Appropriate uses, for example, could be a flower shop).

Further articulate the street level façade to provide an engaging pedestrian experience via:

- Open facades (i.e., arcades and shop fronts)
- Multiple building entries
- Windows that encourage pedestrians to look into the building interior
- Merchandising display windows
- Exterior finish material having texture, pattern, lending themselves to high quality detailing.



Design facades on many scales

Design architectural features, fenestration patterns, and material compositions refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety and orientation.

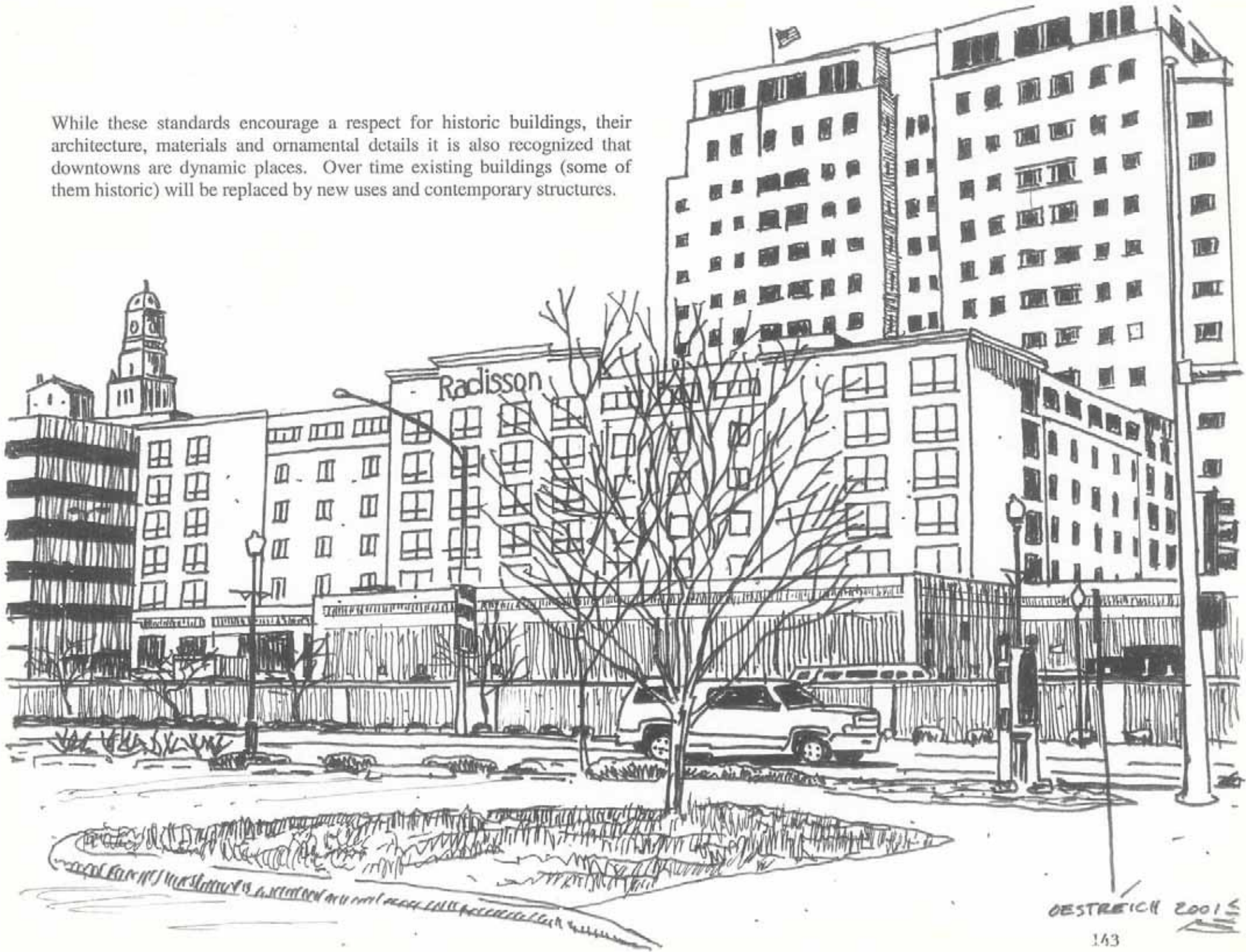
Building modulations and articulated structural bays establish a framework for composing facades scaled to reflect the activities performed within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

Consider modulating the building facades and reinforcing this modulation with the composition of:

- the fenestration pattern
- exterior finish materials
- decorative and other architectural elements
- light fixtures and landscape elements
- the roof line



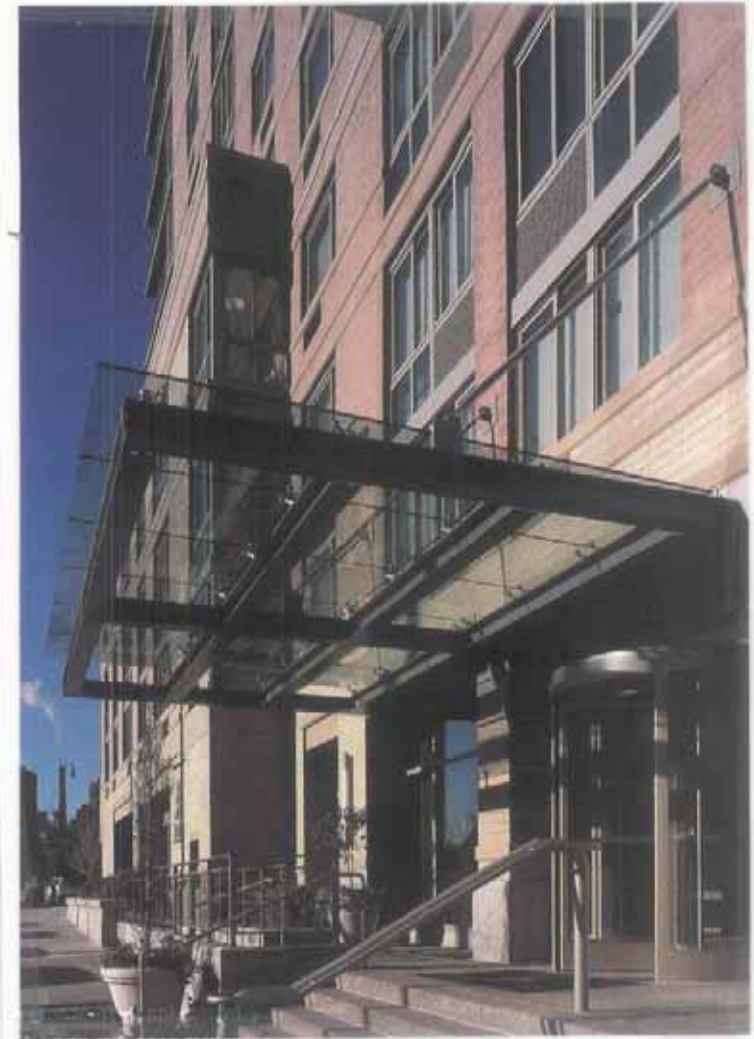
While these standards encourage a respect for historic buildings, their architecture, materials and ornamental details it is also recognized that downtowns are dynamic places. Over time existing buildings (some of them historic) will be replaced by new uses and contemporary structures.



Encourage overhead weather protection

Overhead weather protection helps to define the pedestrian realm and reduce the scale of tall buildings. Transparent or translucent canopies along the length of the street provide welcome weather protection, resulting in a more pedestrian friendly environment. Lighting beneath canopies and marquees add intimacy and promotes a sense of security. Busy downtown bus stops benefit greatly from canopies extending over the building façade.

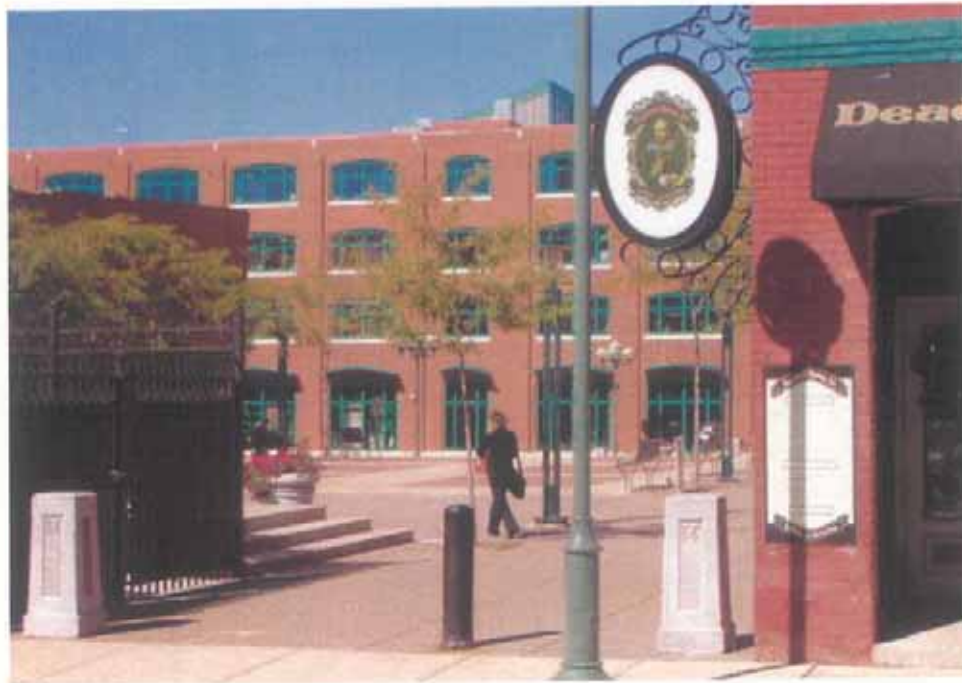
- Overhead weather protection should be designed with consideration given to:
- the overall architectural concept of the building
- uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections)
- minimizing gaps in coverage
- a drainage strategy that keeps rain water off the street level façade and sidewalk
- continuity with weather protection provided on nearby buildings
- the relationship to architectural features and elements on adjacent development especially if abutting a building of historic or noteworthy character
- the scale of the space defined by the height and depth of the weather protection
- the use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light
- if opaque material is used, the illumination of light-colored undersides to increase security after dark.



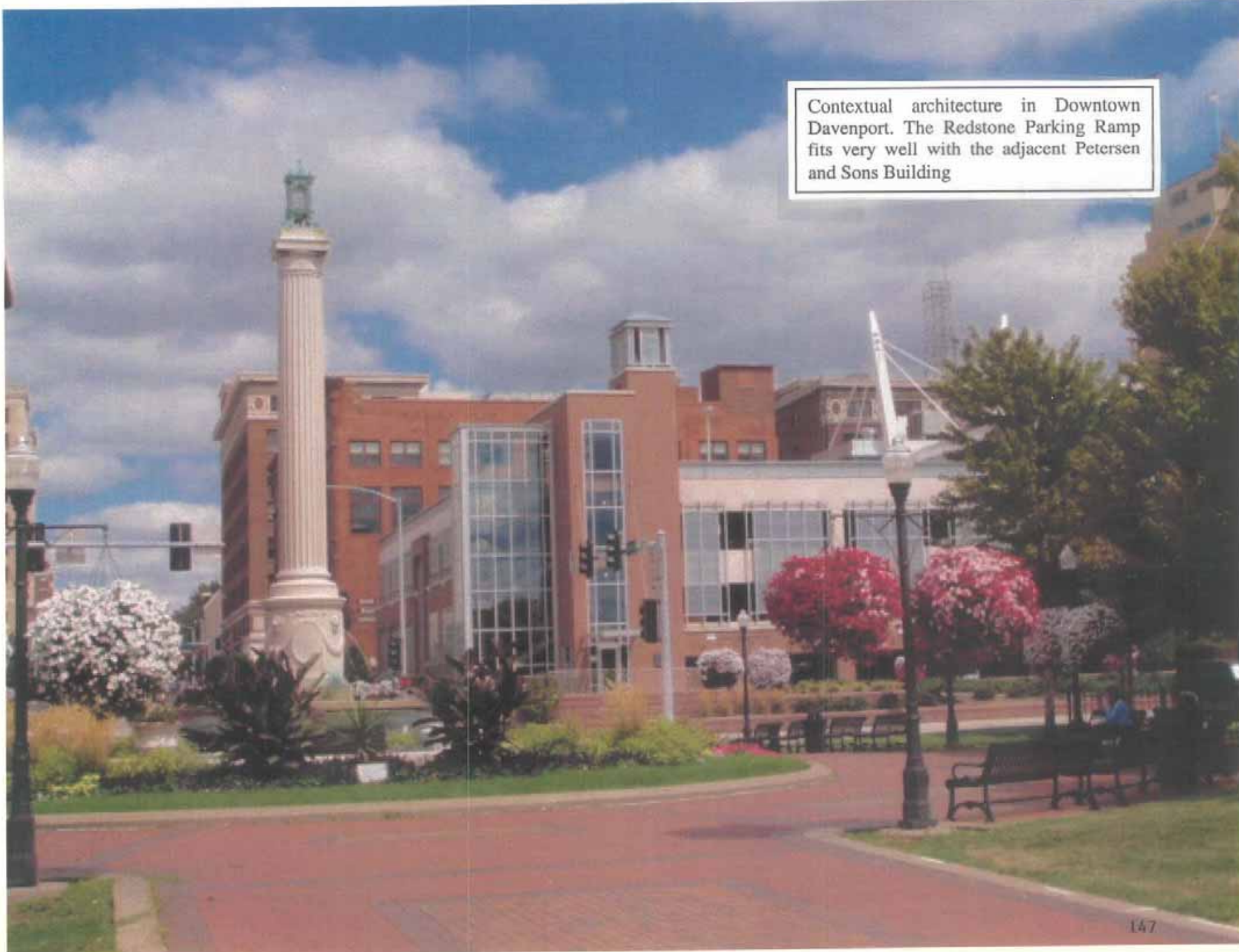


The nearby City of Moline provides a good example of the use of contextual architecture. The architectural designs of recently constructed buildings vary substantially. The structures, however, by using brick colors that are similar maintain a strong unity of design. The Radisson Hotel is worth noting in that the amount of the façade that is brick is quite small. Yet, it is enough to make this connection. (The gray EIFS or drivit that makes up the majority of the building's façade also works well in that it repeats a color which matches the limestone details that are common on both contemporary and historic structures in downtown Moline).

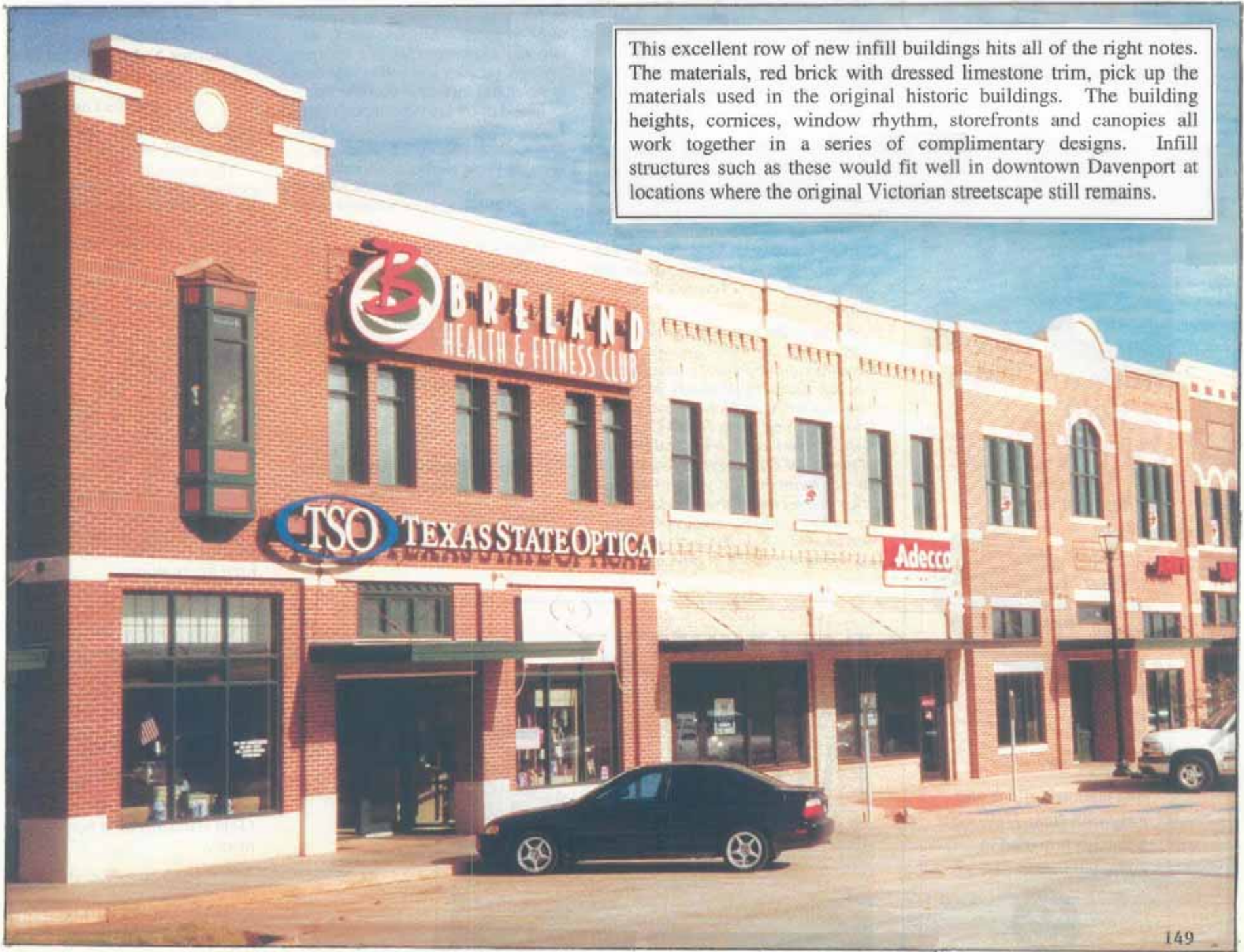




Contextual architecture in Downtown Davenport. The Redstone Parking Ramp fits very well with the adjacent Petersen and Sons Building



This excellent row of new infill buildings hits all of the right notes. The materials, red brick with dressed limestone trim, pick up the materials used in the original historic buildings. The building heights, cornices, window rhythm, storefronts and canopies all work together in a series of complimentary designs. Infill structures such as these would fit well in downtown Davenport at locations where the original Victorian streetscape still remains.





The Figge Art Museum is an example of a Signature Building. Signature buildings are structures, often built by prominent designers, constructed with cutting edge designs and materials.

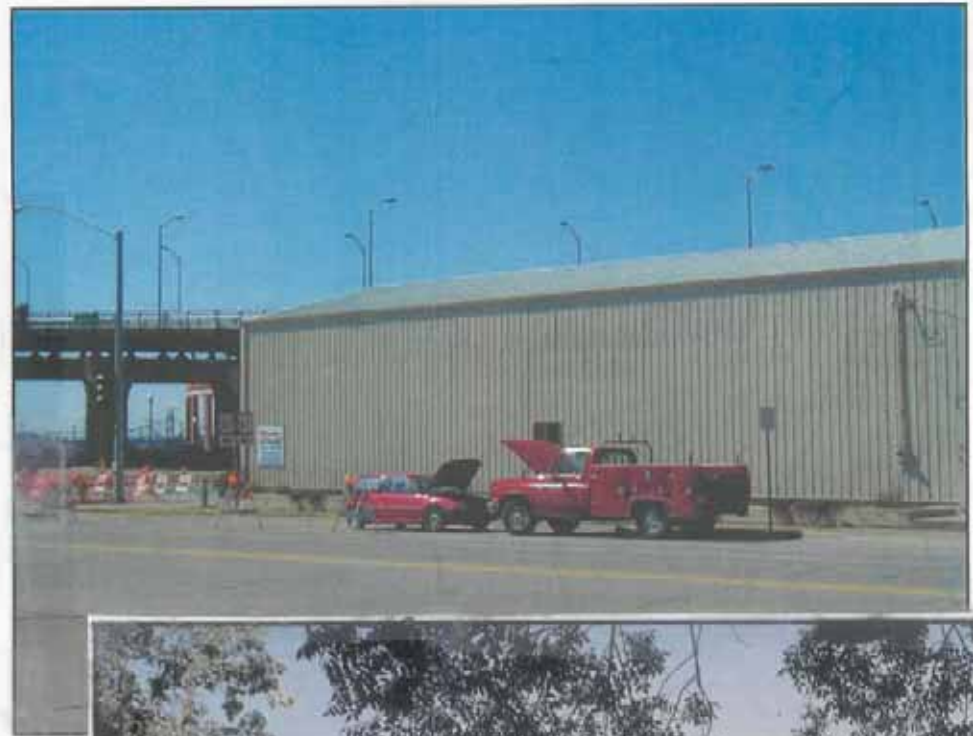




These design guidelines do not usually rule out specific building materials. Instead they use words like “quality”, “permanence” and “strength”. New structures using architectural metal, however, will be looked at very closely and approval will require a superior design. The cinema structure (left) is one example that meets that criteria. Note that much of the building’s façade is brick which readily ties it to many downtown structures. Its scale also fits well with the downtown’s Victorian architecture. The choice of an art deco design also makes the architectural metal a good choice in terms of materials. Art deco, being a “machine age” design, was often executed with metal. The structure’s exterior lighting also recalls the neon lighting of that era.



Above and below are examples of buildings utilizing some form of architectural metal that meets the requirement that designs be "superior". To the upper right is a building that clearly would not meet this requirement. Architecture of this nature is not appropriate in the Downtown Design District.



Gateways and Edges

Design Objectives:

**Promote an intuitive understanding of the physical layout of
Downtown Davenport**

Reinforce the unique character of the City of Davenport

Discussion:

As major arterial streets approach the edge of the central core of a city they often pass through low-density fringe areas occupied by a mix of light industrial businesses, automobile repair shops, vacant land and parking lots and remnants of older residential neighborhoods. Because their visual image and environmental character often are deteriorated, these areas can create a negative image for the downtown rather than a positive one. The City of Davenport is no exception to this common problem.

These edge areas can play a more positive visual and functional role as a transition between the Downtown and its adjacent neighborhoods and as a gateway to the more intensively developed central business district.

The most important and most frequently used element in gateways and edges is landscaping. A continuous row of trees (preferably of the same species) on either side of the road, a planted median, fencing and/or a landscape buffer can all help define the corridor. Landscaping can also provide a sense of enclosure which accentuates the transition between the openness of the surrounding landscape and the density of Downtown.

A well-designed gateway signals to the pedestrians and motorists that pass by that they are entering a city with a strong sense of historical roots and architectural heritage.

To be successful, Gateways:

- should be located at major access routes into Downtown Davenport.
- should serve as focal points for the community.
- need to be designed and constructed at a scale that fits the location.
- should have design elements in common while being different in overall design.
- should be civic in nature and incorporate signage to announce the entrance into Downtown Davenport.
- should connect to both community and Iowa imagery. This can include the historic, cultural and/or natural underpinnings of the community.
- should be timeless.
- should be reasonable to maintain.

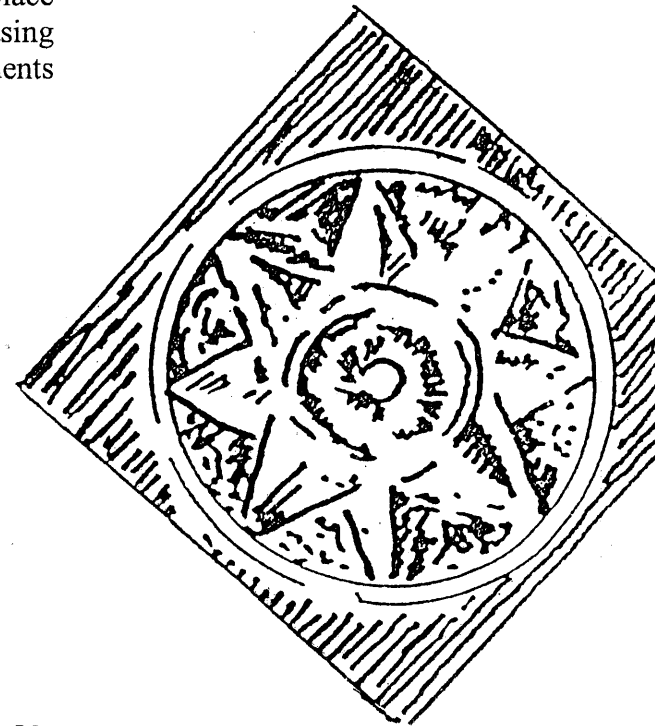
Staff envisions a total of six major gateways into the downtown. Two of these already exist -- The West Fourth Street - Quad City Times-Bix Beiderbeke gateway and the Centennial Bridge-Lady Germania gateway. A third, the Government Bridge gateway, is under construction. Over time, staff envisions additional gateways to be constructed on Brady, Main and Harrison Streets as they cross under the Iowa Interstate Railroad tracks.

Currently, the City of Davenport has a gateway for people entering downtown from the east. Although it was privately designed and constructed, the Bix Biederbecke sculpture and its landscaping serves as an excellent gateway celebrating a favorite son, Davenport's music and culture and a major yearly event and festival.

A second gateway for the foot of Centennial Bridge is also complete. This project design also focused on the City of Davenport's history by recreating a fountain sculpture ("Liberty" or "Lady Germania") that was constructed in Washington Square in 1898 (but lost over time). This "historic" (but waterless) design fits very well with the historic architecture of the adjacent German-American Heritage Center.

In many ways today's gateways can be seen as successors to the monuments of the early 20th Century City Beautiful movement which spurred the creation of numerous memorials, plazas, parks and grand boulevards in an effort to beautify and humanize the American city.

The new emphasis on gateways and corridors reflects a growing trend toward "place making" creating identifying landmarks that, in a national landscape grown increasingly homogenous, help the traveler to distinguish one place from another and give residents and downtown businesses a renewed sense of pride.



The Quad City times has created a very attractive privately funded gateway that greets people entering downtown Davenport from the east. Assets include a massive floral display that changes as the year progresses, a statue that notes an important yearly festival and finally, a sculpture representing favorite son Bix Beiderbecke and the City's music heritage.



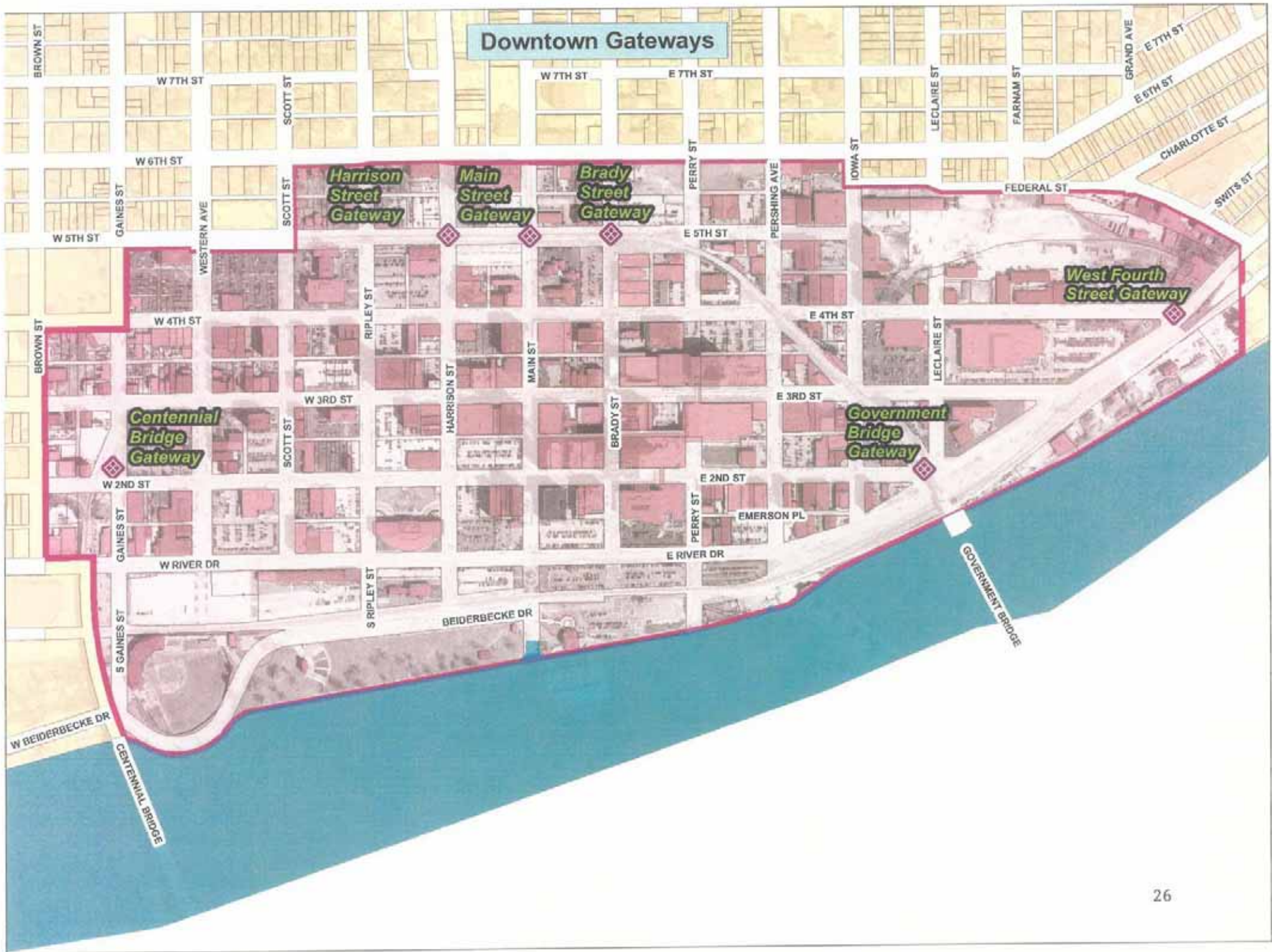


Above: The design for the Centennial Bridge gateway into the City of Davenport. The word Davenport is supported by a colonnade which is turned towards the bridge to allow citizens coming off the bridge to easily read it. A row of trees provides a backdrop for the colonnade and the focal point of the design, the sculpture "Germania" which echoes the now lost Washington Square fountain.



A hypothetical gateway design for the Main Street – Iowa Interstate Railroad gateway. (Needless to say, a project of this nature could be many years into the future.)





City of Davenport

Department: Development & Neighborhood Services
Contact Info: Matt Werderitch | 563-888-2221

Action / Date
9/23/2024

Subject:

Case DR24-12: Request for Design Review, C-D Downtown Zoning District; Construction of a new mixed-use building at the corner of East 3rd Street and River Drive. Streamline Architects, petitioner, on behalf of 227 LeClaire LLC. [Ward 3]

Recommendation:

Hold Discussion and Provide Feedback.

Staff recommend the Design Review Board approve the conceptual design and site layout as submitted in Case DR24-12.

Background:

Streamline Architects is soliciting feedback from the Design Review Board regarding the proposed construction of a new mixed-use building located at 227 LeClaire Street. Based on preliminary comments from the board, the applicant will further develop the design and return for final approval with detailed plans, materials, and drawings. The development is also subject to the granting of a Hardship Variance by the Zoning Board of Adjustment to allow the building footprint to exceed the 0' to 10' build-to zone along River Drive.

The 0.7 acre parcel, owned by 227 LeClaire LLC, is currently vacant. A developer is petitioning to convert the property into a 4-story, mixed-use building. The structure will contain retail space as well as a restaurant with outdoor dining on the first floor. The second and third floors are intended as office space, while the top floor is reserved for an event center. To best capture views of the Mississippi River, the building has large expansive windows along the south, east, and west elevations. The north facade, abutting 3rd Street, is textured with black metal panels and tinted windows. This is a design aesthetic intended to reflect Davenport's rich history of industry along the banks of the river.

The facade of the structure takes inspiration from the industrial appearance of the Government Bridge. The following building materials are proposed:

1. Mac Metal Panel Harrywood-Cork
2. Undulating ACM Panel-Matte Black
3. Stacked Pattern Masonry-Ebony, Glossy Finish
4. Storefront Window System with Aluminum Mullions

In addition, the corner of River Drive and 3rd Street is a prominent gateway into downtown. The applicant submitted renderings detailing a plaza at this corner. The outdoor dining area is an extension of the restaurant. However, this area is subject to change pending the redesign of this intersection. The following Downtown Design Guidelines apply to public plazas:

1. Consider both the seasons and the micro-climate in plaza design.

2. Provide an adequate amount of seating.
3. Provide visual and spatial complexity in public spaces.
4. Use plants to enliven urban spaces.
5. Provide civic art and fountains in plazas.
6. Where possible provide food service with plazas.
7. Increase safety in plazas through wayfinding, lighting, and visibility.
8. Consider plaza management and maintenance.

The following Downtown Design Objectives apply to new construction:

1. Reinforce a sense of historical continuity.
2. Encourage compactness.
3. Encourage a diversity of uses and activities.
4. Encourage public and private investment in the future of downtown Davenport.
5. Reinforce the unique character of the City of Davenport.
6. Require the use of quality building materials.
7. Create an economically vibrant downtown.

The following Downtown Design Objectives apply to gateways and edges:

1. Promote an intuitive understanding of the physical layout of Downtown Davenport.
2. Reinforce the unique character of the City of Davenport.

Attachments:

1. Application
2. Renderings
3. Elevations
4. Site Plan
5. Riverwatch Subdivision Plat
6. Downtown Design Guidelines-Building New
7. Downtown Design Guidelines-Public Spaces



CITY OF DAVENPORT
Development & Neighborhood
Services – Planning
1200 E. 46th St
Davenport, IA 52807

Office 563.326.6198
planning@davenportiowa.com

APPLICATION FOR
DESIGN REVIEW

DESIGN REVIEW BOARD

APPLICANT INFORMATION	
Applicant Name Company Name Streamline Architects	REVIEW DISTRICT Downtown
Address 575 12th Avenue	
City State Zip East Moline IL 61244	SUBMITTAL DATE 09/13/2024
Phone (563) 345-2724	MEETING DATE 09/23/2024
Secondary Phone	SITE ADDRESS & PARCEL OR LOCATION DESCRIPTION 227 LECLAIRE ST DAVENPORT IA 52801
E-Mail Address andrew@streamlinearchitects.com	
Acceptance of Applicant I, the undersigned, certify that the information on this application to the best of my knowledge is true and correct. I further certify that I have a legal interest in the property in question, and/or that I am legally able to represent all other persons or entities with interest in this property, and acknowledge formal procedure and submittal requirements. I understand I am responsible for attendance at the meeting as shown on the design review board calendar. The City reserves the right to require further site studies as necessary. By checking this box and typing my name below, ☒ I am electronically signing this application. Andrew Dasso 09/13/2024 Type Applicant's Name here to serve as a signature Date	BRIEF OVERVIEW OF THE PROJECT (not a scope of work) FOUR STORY HOTEL AND FOUR STORY MIXED USE BUILDING.
APPLICABILITY (PRIOR TO ANY WORK, APPROVAL IS REQUIRED) Design Review Applications must be completed and approved PRIOR to the commencement of the following types of work: • New construction or an alteration to an exterior of a structure where changes are visible from the public right-of-way • New parking lots, fencing/walls, landscaping, or alterations of • Sign installation or alteration • Streetscaping element installation within the public right-of-way	
ALL SUBMITTALS SHALL INCLUDE:	
SUBMITTED	
Full Scope of Work (SOW) attached as a .PDF ☒ all work & materials shall be described & itemized/listed in detail	
Digital photos of existing building/sign elevations/façades ☐	
Proposed color building/sign elevations to scale ☒ rendering as proposed & depicted on existing building/signs	
Material specifications: type, dimensions, & color ☐	
MINOR & MAJOR ADDITIONS, SITE IMPROVEMENTS, & NEW BUILDINGS SHALL INCLUDE ADDITIONAL ITEMS*:	
Dimensioned Site Plan (proposed & existing buildings/site items) ☐	
Landscape Plan ☐	
Grading Plan with 2 foot intervals (if needed) ☐	
Storage & Mechanical Screening shall be shown ☐	
* Major Additions & New Buildings may require more extensive information	
Formal Procedure	
Application Fee: NONE	
(1) Application: • Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process. • The submission of the application does not constitute official acceptance by the City of Davenport. Planning staff will review the application for completeness and notify the applicant that the application has been accepted or additional information is required. <u>Inaccurate or incomplete applications may result in delay of required regularly scheduled meetings.</u>	
(2) Scope of Board's Consideration: • Only work described in the application may be approved. • If insufficient information exists to make a proper judgment on the application, the Board may continue the consideration a maximum of three regularly scheduled consecutive meetings, excluding applicant requested continuances.	
(3) Post Board Ruling: • If approved, design approval does not constitute a City permit or license and does vest against any other land development regulation or regulatory approval. Applicant must contact necessary development authorities. • Design approval expires one year from the date of approval unless a building permit is obtained within such period. An applicant may apply in writing for an extension of time at any time prior to the date of expiration. • Appeals to the Board's determinations are \$75 made to City Council and shall be in writing submitted to the Zoning Administrator within 30 calendar days of Board's decision.	
Submit this form with attachments to: planning@davenportiowa.com	

DEVELOPMENT TEAM	
Property Owner 227 LECLAIRE LLC	
Address 81 E 2ND AVE - STE 200 CORALVILLE IA 52241	
Phone	Secondary Phone
E-Mail Address pete.stopulos@gmail.com	
Project Manager/Other	
Address	
Phone	Secondary Phone
E-Mail Address	

DRB Meeting Calendar | 2024

DESIGN REVIEW BOARD | CITY OF DAVENPORT IOWA

The Applicant and/or their representatives are required to attend the DRB Meeting

Meetings are generally held the 4th Monday of each month

Submittal

Friday (12:00 PM)

Email application to: planning@davenportiowa.com

or deliver to: Planning | Public Works

1200 E 46th St | Davenport IA 52807

Meeting

Monday (5:00 PM)

Meeting Appearance is REQUIRED at:

Council Chambers | City Hall

226 W 4th St | Davenport IA 52801

01/12/24	01/22/24
02/16/24	02/26/24
03/15/24	03/25/24
04/12/24	04/22/24
05/10/24	05/20/24
06/14/24	06/24/24
07/12/24	07/22/24
08/16/24	08/26/24
09/13/24	09/23/24
10/18/24	10/28/24
11/15/24	11/25/24
12/06/24	12/16/24

** Date changed due to observed holiday | Any and all Date/Location/Time are subject to change*

Contact planning@davenportiowa.com to submit completed applications or to confirm meeting date/time

Phone Contact: 563.326.6198









RESTAURANT

























TOWNEPLACE
SUITES



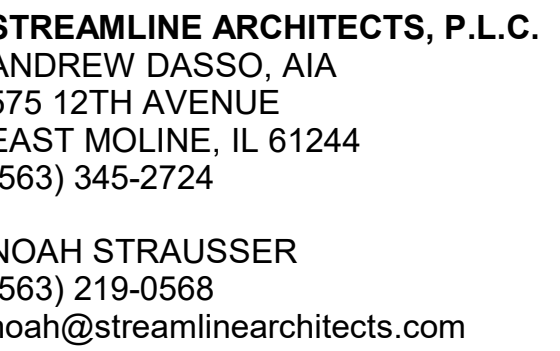






TOWNEPLACE SUITES

RESTAURANT



DAVENPORT, IA
RIVERWATCH OFFICE
PETE STOPULOS

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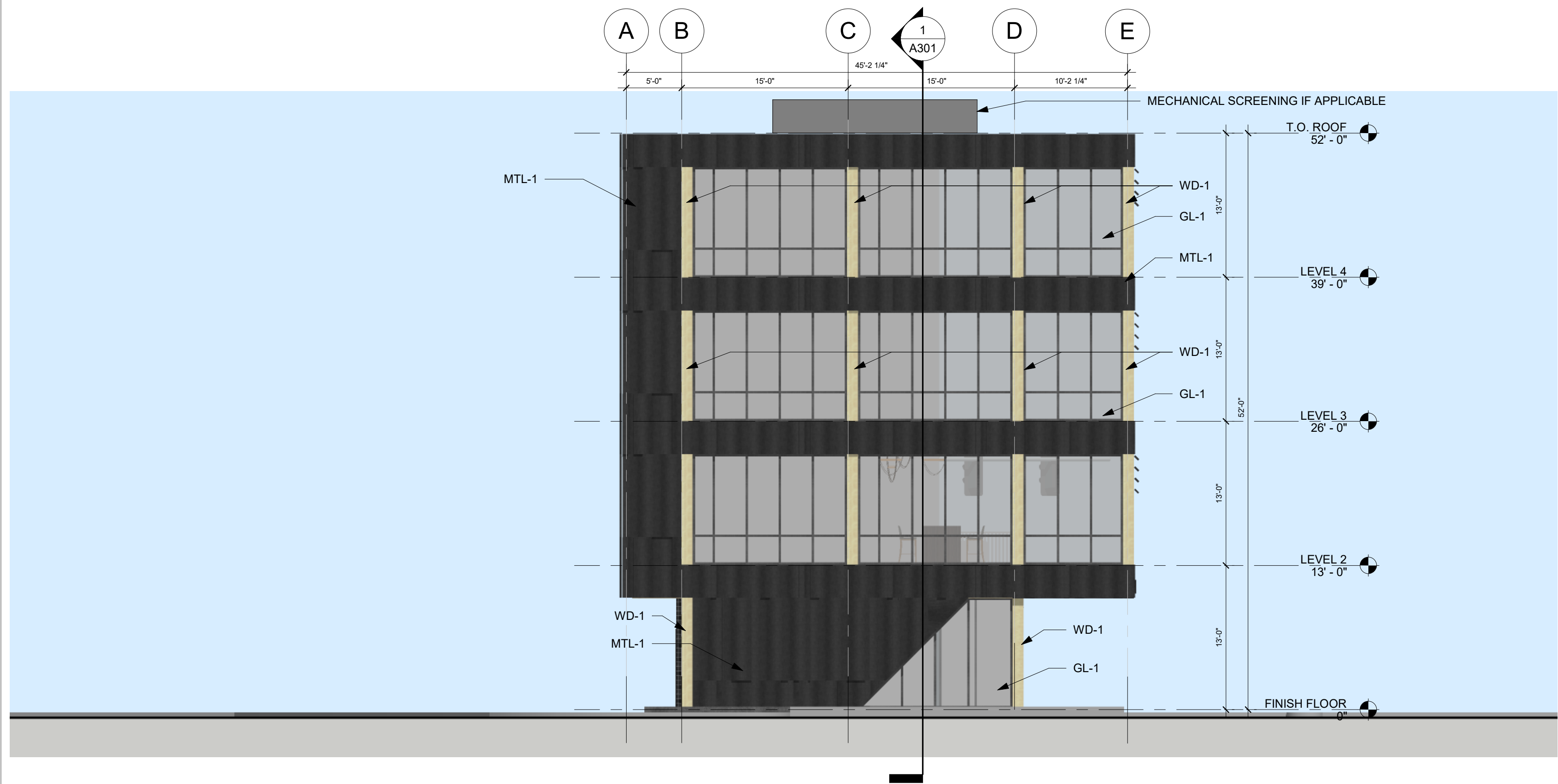
Project number	22-177
Date	09/18/24
Drawn by	NS
Checked by	AD

EXTERIOR ELEVATIONS OFFICE

A200



② NORTH ELEVATION
1/8" = 1'-0"



① WEST ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND				
	ITEM	MANUFACTURER	MATERIAL SPECIFICATIONS	NOTES
	WD-1	TBD	EXTERIOR GRADE WOOD OR MAC METAL PANEL HARRYWOOD - CORK	1
	MTL-1	TBD	UNDULATING ACM PANEL - MATTE BLACK	1
	BR-1	TBD	STACKED PATTERN - EBONY, GLOSSY FINISH	1
	GL-1	TBD	STOREFRONT SYSTEM W/ ALUMINUM MULLIONS	1
NOTES: 1. ALL FINISHES TO BE APPROVED BY ARCHITECT & OWNER. GENERIC FINISHES CALLED OUT CURRENTLY TO DEMONSTRATE DESIGN INTENT.				



NOAH STRAUSSER
(563) 219-0568
noah@streamlinearchitects.com

[illegible]

DAVENPORT, IA

EXTERIOR
ELEVATIONS
OFFICE

A201



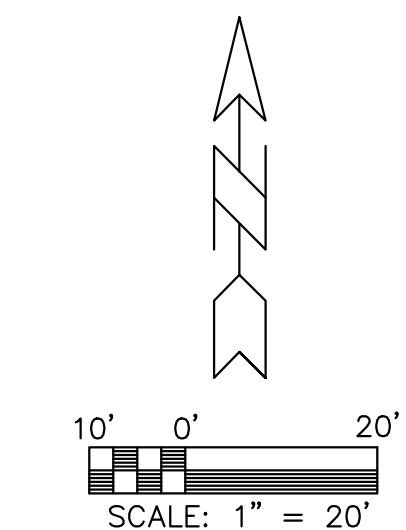
1 SOUTH ELEVATION
1/8" = 1'-0"



② EAST ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND					
	ITEM	MANUFACTURER	MATERIAL SPECIFICATIONS		NOTES
	WD-1	TBD	EXTERIOR GRADE WOOD OR MAC METAL PANEL HARRYWOOD - CORK		1
	MTL-1	TBD	UNDULATING ACM PANEL - MATTE BLACK		1
	BR-1	TBD	STACKED PATTERN - EBONY, GLOSSY FINISH		1
	GL-1	TBD	STOREFRONT SYSTEM W/ ALUMINUM MULLIONS		1

NOT FOR CONSTRUCTION



LEGEND

- BOUNDARY LINE
- EXISTING GAS LINE
- EXISTING OVER HANGING ELECTRIC LINE
- 825 EXISTING CONTOUR
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- W EXISTING WATER MAIN

GENERAL NOTES

- THIS SITE IS PART OF:
P.I.N. L0015A01
LEGAL DESCRIPTION OF THIS DEVELOPMENT IS "LOT 1 & LOT 2 OF RIVERWATCH SUBDIVISION".
- AREA OF SITE: ±2.423 ACRES
CURRENT ZONING: C-D
PROPOSED USE: HOTEL & MULTI-USE BUILDING
- SETBACK REQUIREMENTS:
FRONT = " 0-10' BUILD TO
SIDE = " 0'
REAR = " 0'
- PARKING PROVIDED = 136 SPACES (CD ZONING DISTRICTS ARE EXEMPT FROM VEHICLE AND BICYCLE PARKING REQUIREMENTS).
- THIS SUBDIVISION IS LOCATED WITHIN THE FEMA DETERMINED SPECIAL FLOOD HAZARD AREA SUBJECTION TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN ON THE FLOOD INSURANCE RATE MAP #19163C0365G EFFECTIVE DATE MARCH 23, 2021 WITH BASE FLOOD ELEVATION OF 565.4 NAVD88. ALL DEVELOPMENT WITHIN THE SUBDIVISION IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT CITY CODE.



RIVERWATCH DEVELOPMENT

227 LECLAIRE ST.
DAVENPORT, IA

ISSUED

TITLE:

CONCEPTUAL
LAYOUT

PROJECT NO. W76-21-049
DATE 2024-09-16

SHEET

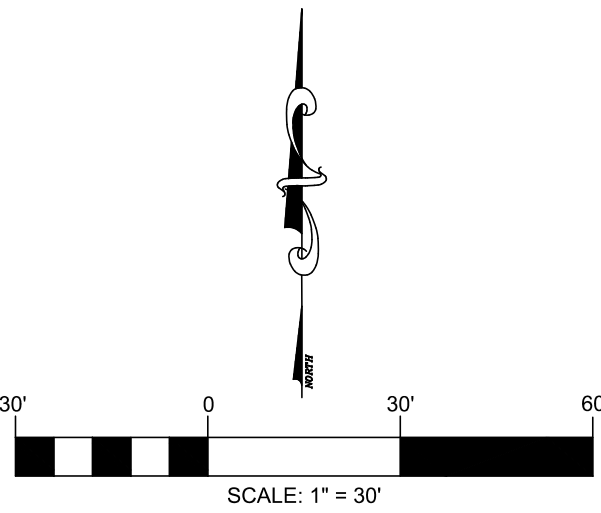
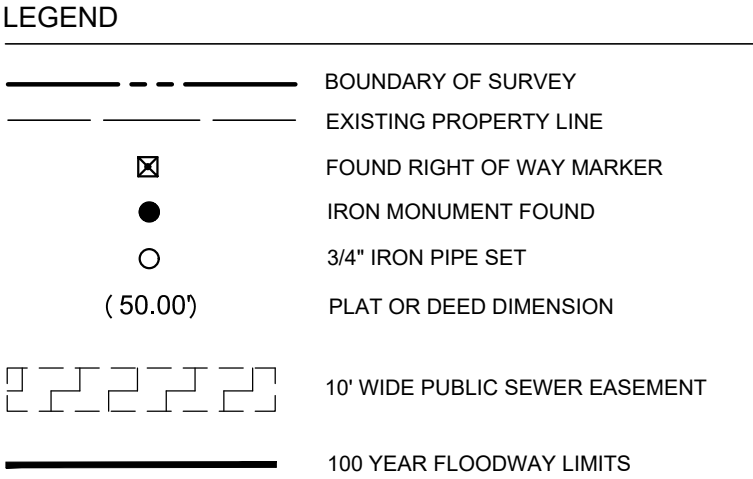
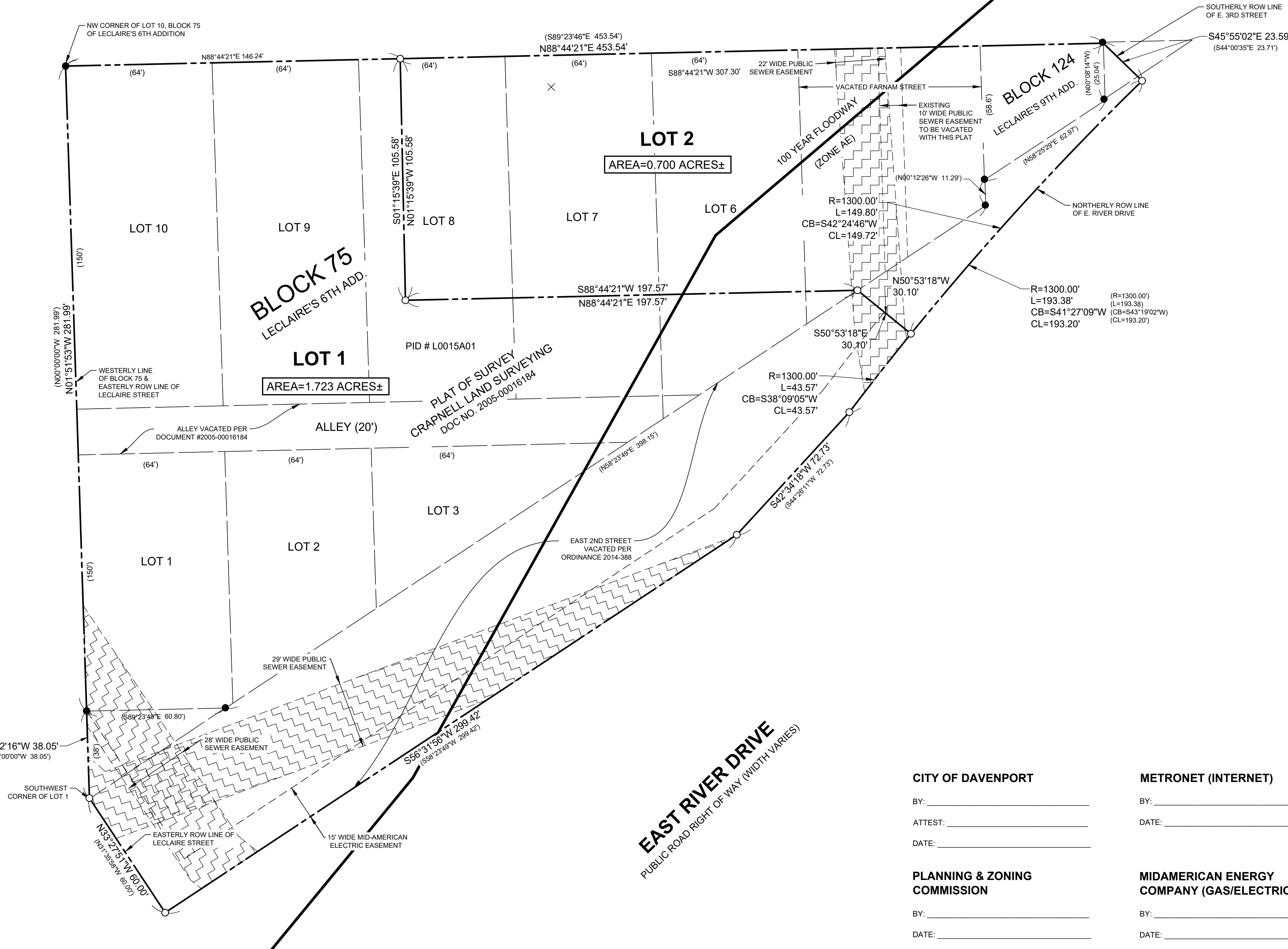
SC1

FINAL PLAT OF
RIVERWATCH SUBDIVISION
TO THE CITY OF DAVENPORT, IOWA

A PART OF BLOCK 75 IN LECLAIRE'S 6TH ADDITION, A PART OF BLOCK 124 IN LECLAIRE'S 9TH ADDITION, A PART OF
VACATED FARNAM STREET, AND A PART OF VACATED EAST RIVER DRIVE, ALL BEING IN A PART OF THE
NORTHWEST QUARTER OF SECTION THIRTY-SIX (36), TOWNSHIP SEVENTY-EIGHT (78) NORTH, RANGE THREE (3)
EAST OF THE FIFTH PRINCIPAL MERIDIAN, CITY OF DAVENPORT, SCOTT COUNTY, IOWA

3RD STREET
PUBLIC ROAD RIGHT OF WAY (80')

LECLAIRE STREET
PUBLIC ROAD RIGHT OF WAY (80')



GENERAL NOTES

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

AREA SURVEYED = 2.423 ACRES± (105,525 SF±)

PROPERTY BEING SUBDIVIDED IS PID L0015A01.

THIS SURVEY WAS PERFORMED WITHOUT THE AID OF A TITLE COMMITMENT. THE SURVEYOR RECEIVED FROM JOHN M. CARROLL, ATTORNEY AT LAW, THE ABSTRACT OF TITLE FOR ALL OF BLOCK 75 OF LECLAIRE'S 6TH ADDITION, L0015A01 PREPARED BY IOWA TITLE COMPANY, ABSTRACTORS.

ACCORDING TO THE ZONING MAP AVAILABLE ON THE CITY OF DAVENPORT, IOWA WEBSITE AT THE TIME OF THIS SURVEY, THE PROPERTY IS CURRENTLY ZONED C-D, DOWNTOWN ZONING DISTRICT. <https://ecode360.com/35578588>

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

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

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

THE FIELD WORK WAS COMPLETED ON OCTOBER 2, 2023.

STORM WATER DETENTION AND WATER QUALITY TREATMENT ARE REQUIRED WITH THIS SUBDIVISION AND WILL BE SUBJECT TO THE APPLICABLE ORDINANCES IN PLACE AT THE TIME OF DEVELOPMENT.

THIS SUBDIVISION IS LOCATED WITHIN THE FEMA DETERMINED SPECIAL FLOOD HAZARD AREA SUBJECTION TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS SHOWN ON FLOOD INSURANCE RATE MAP #19163C0365G EFFECTIVE DATE MARCH 23, 2021 WITH BASE FLOOD ELEVATION OF 565.4 NAVD83. ALL DEVELOPMENT WITHIN THE SUBDIVISION IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT CITY CODE.

OWNER/DEVELOPER

227 LECLAIRE, LLC
620 HOLMES STREET
BETTENDORF IOWA, 52722

ENGINEER

DEVIN L. BIRCH
AUSTIN ENGINEERING CO., INC.
220 EMERSON PL., STE 101-A
DAVENPORT, IA 52801

LEGAL DESCRIPTION

ALL OF BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, SCOTT COUNTY, IOWA, EXCEPTING TRACT COMMENCING AT THE SOUTHWEST CORNER OF SAID BLOCK 75; THENCE NORTH ALONG THE WEST BOUNDARY LINE OF SAID BLOCK 38 FEET; THENCE EAST ON A LINE PARALLEL WITH THE NORTH BOUNDARY LINE OF SAID BLOCK TO THE SOUTHEASTELY SIDE OF SAID BLOCK; THENCE SOUTHWESTERLY ALONG SAID SOUTHEAST BOUNDARY LINE OF SAID BLOCK TO THE PLACE OF BEGINNING.

AND

A TRACT 20 FEET IN WIDTH, WHICH FORMERLY WAS AN EAST AND WEST ALLEY IN BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, WHICH TRACT IS DESCRIBED AS FOLLOWS: COMMENCING AT A POINT IN THE EAST LINE OF LECLAIRE STREET AND THE SOUTHWEST CORNER OF LOT 10 IN SAID BLOCK 75; THENCE RUNNING EAST ALONG THE NORTHERLY LINE OF SAID STRIP, WHICH FORMALLY WAS AN ALLEY TO THE NORTHERLY LINE OF EAST RIVER STREET; THENCE SOUTHWESTERLY ALONG THE NORTHERLY LINE OF EAST RIVER STREET TO THE NORTHEAST CORNER OF LOT 3 IN SAID BLOCK 75; THENCE WEST ALONG THE SOUTH LINE OF SAID TRACT, WHICH FORMALLY WAS AN ALLEY, TO THE WEST LINE OF LECLAIRE STREET AND THE NORTHWEST CORNER OF LOT 1, IN SAID BLOCK 75; THENCE NORTH 20 FEET, MORE OR LESS, TO THE PLACE OF BEGINNING.

AND

A STRIP OF GROUND, WHICH FORMERLY WAS PART OF FARNAM STREET AND WHICH LIES BETWEEN THE SOUTH LINE OF THIRD STREET AND THE NORTHERLY LINE OF EAST RIVER STREET, AS NOW LOCATED AND BETWEEN THE EAST LINE OF LOT 6 IN BLOCK 75 IN LECLAIRE 6TH ADDITION TO THE CITY OF DAVENPORT AND THE WEST LINE OF BLOCK 124 OF LECLAIRE'S 9TH ADDITION TO THE CITY OF DAVENPORT.

AND

ALL OF BLOCK 124 IN LECLAIRE'S 9TH ADDITION TO THE TOWN (NOW CITY) OF DAVENPORT, SCOTT COUNTY, IOWA, EXCEPTING THERE FROM THE EAST 40 FEET

AND

COMMENCING AT THE NORTHWEST CORNER OF LOT 10, BLOCK 75 OF LECLAIRE'S 6TH ADDITION TO THE CITY OF DAVENPORT, IOWA; THENCE S. 00° 00' 00" E. ALONG THE WESTERLY LINE OF BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION AND THE PRESENTLY EASTERLY RIGHT OF WAY LINE OF LECLAIRE STREET A DISTANCE OF 281.99 FEET TO THE PRESENT NORTHERLY RIGHT OF WAY LINE OF EAST 2ND STREET AND THE POINT OF BEGINNING; THENCE S. 89° 23' 49" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 60.80 FEET; THENCE N. 58° 23' 49" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 388.19 FEET; THENCE N. 00° 12' 28" W. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 11.29 FEET; THENCE N. 58° 23' 29" E. ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 62.97 FEET; THENCE N00°08'14"W ALONG THE PRESENT NORTHERLY RIGHT OF WAY LINE OF SAID E. 2ND STREET A DISTANCE OF 25.04 TO THE INTERSECTION WITH THE SOUTHERLY RIGHT OF WAY LINE OF E. 3RD STREET; THENCE S. 44° 00' 35" E. ALONG THE NEW SOUTHERLY RIGHT OF WAY LINE OF SAID E. 3RD STREET A DISTANCE OF 23.71 FEET TO THE INTERSECTION WITH THE NEW NORTHERLY RIGHT OF WAY LINE OF E. RIVER DRIVE; THENCE IN A SOUTHWESTERLY DIRECTION ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY WITH A RADIUS OF 1300.00 FEET, WITH A CHORD BEARING OF S. 43° 19' 02" W. AND A CHORD DISTANCE OF 193.20 FEET, FOR A DISTANCE OF 193.38 FEET ARC BEING THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE; THENCE S. 44°26' 11" W. ALONG THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE A DISTANCE OF 72.73 FEET; THENCE S. 58° 23' 49" W. ALONG THE NEW NORTHERLY RIGHT OF WAY LINE OF SAID E. RIVER DRIVE A DISTANCE OF 289.42 FEET TO THE INTERSECTION WITH THE NEW EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET; THENCE N. 31° 35' 58" W. ALONG THE NEW EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET A DISTANCE OF 60.00 FEET TO THE SOUTHWEST CORNER OF LOT 1, BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION; THENCE N. 00°00'00" W. ALONG THE WESTERLY LINE OF LOT 1, BLOCK 10 OF SAID LECLAIRE'S 6TH ADDITION AND THE PRESENT EASTERLY RIGHT OF WAY LINE OF SAID LECLAIRE STREET A DISTANCE OF 38.05 FEET TO THE POINT OF BEGINNING. THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 26,505 SQ. FT., MORE OR LESS.

NOTE: THE PRESENT EASTERLY RIGHT OF WAY LINE OF LECLAIRE STREET AND THE WESTERLY LINE OF BLOCK 75 OF SAID LECLAIRE'S 6TH ADDITION HAS A PLATTED BEARING OF S. 00° 00' 00" E. AND IS USED FOR THE PURPOSE OF THIS DESCRIPTION.

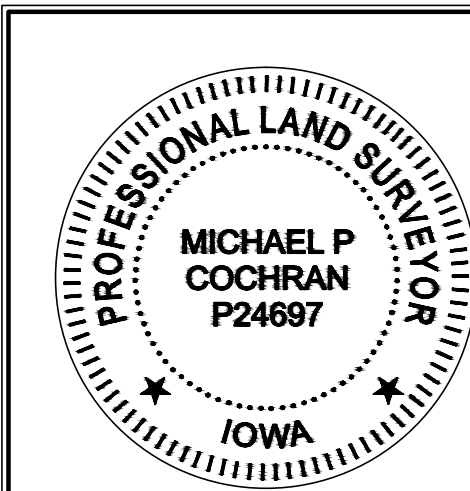
SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD AND EXISTING UTILITIES.

SAID PROPERTY AS DESCRIBED IN WARRANTY DEED - DOCUMENT NUMBER 2016-00018784.

SAID SUBDIVISION CONTAINING 2.423 ACRES, MORE OR LESS.

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

THIS SUBDIVISION IS LOCATED ENTIRELY WITHIN A SPECIAL FLOOD HAZARD AREA, ZONE AE, AS DETERMINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) AND SHOWN ON FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY-PANEL NUMBER 19163C0365G, WHICH BEARS AN EFFECTIVE DATE OF MARCH 23, 2021. LIMITS OF THE 100 YEAR FLOODWAY AS SHOWN ON THIS SURVEY WAS IMPORTED FROM FEMA'S NATIONAL FLOOD HAZARD LAYER (NFHL) VIEWER" <https://hazards.fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0ad5519964444879338b5529a96cd>. ALL DEVELOPMENT WITHIN THE SPECIAL FLOOD HAZARD AREA IS SUBJECT TO REGULATIONS IN CHAPTER 15.44 OF THE DAVENPORT MUNICIPAL CODE.



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

MICHAEL P. COCHRAN 12-18-2023
PROFESSIONAL LAND SURVEYOR NUMBER P24697
MY LICENSE RENEWAL DATE IS DECEMBER 31, 2023
PAGES OR SHEETS COVERED BY THIS SEAL: 1

CITY OF DAVENPORT

BY: _____

ATTEST: _____

DATE: _____

PLANNING & ZONING
COMMISSION

BY: _____

DATE: _____

CENTURYLINK / LUMEN
(TELEPHONE)

BY: _____

DATE: _____

MEDIACOM (CABLEVISION)

BY: _____

DATE: _____

METRONET (INTERNET)

BY: _____

DATE: _____

MIDAMERICAN ENERGY
COMPANY (GAS/ELECTRIC)

BY: _____

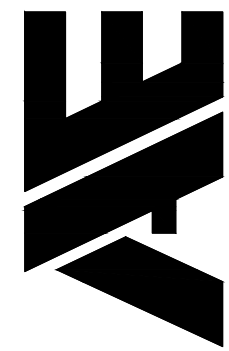
DATE: _____

IOWA AMERICAN WATER
COMPANY (WATER)

BY: _____

DATE: _____

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



FINAL PLAT OF
RIVERWATCH SUBDIVISION
PART OF THE NW 1/4 OF SECTION 36, T78N, R3E OF THE 5TH P.M.
CITY OF DAVENPORT, SCOTT COUNTY, IOWA.

FOR: 227 LECLAIRE, LLC
227 LECLAIRE STREET DAVENPORT, IA 52801

ISSUED	REVIEW
10/04/2023	

SUBDIVISION
PLAT

PROJECT NO	IA 42-21-159
DATE	12/18/2023
SURVEYED	JAG/BRC
CHECKED	MPC
APPROVED	MPC
SHEET	

Building New

Design Objectives:

- Reinforce a sense of historical continuity**
- Encourage compactness**
- Encourage a diversity of uses and activities**
- Encourage public and private investment in the future of downtown Davenport**
- Reinforce the unique character of the City of Davenport**
- Require the use of quality building materials**
- Create an economically vibrant downtown**

Discussion:

New development should be designed to complement the existing architecture of downtown Davenport and reinforce its features.



Infill development can repair and strengthen the urban fabric by eliminating gaps created by vacant lots and surface parking. After the protection of high quality, existing architecture, the introduction of such infill development should be the downtown's primary development priority.

Building Design

Building design guidelines for Downtown Davenport primarily address the exterior of buildings and the relationship of buildings to the surrounding setting or context and the street. While building design decisions must balance many factors including economic constraints, programmatic needs, functional requirements, and aesthetics, to name a few, the relationship of the building to its downtown urban setting is the primary issue of public concern. The following building design guidelines address those public issues of site and street relationships.

Major Design Principles

There are two major design principles that are paramount to building design in Downtown Davenport. The first is the principle of "contextual fit" or contextual design – how well does the proposed building "fit" within the downtown urban setting. The second major principle is "pedestrian friendly streets" – how does the building design contribute to an active, pedestrian street life.

Contextual fit

Contextual fit or design requires evaluating the existing buildings on the block and in the surrounding district to determine the major reoccurring design elements that contribute to the character and image of Downtown as an urban place. These design elements of contextual fit include features such as building setbacks, building heights, building form, rhythm of openings, the rhythm of horizontal building lines, color, materials, texture, building style, and building details. Historically, over time, a pattern of repeated design elements will contribute to the overall character and image of Downtown Davenport.



Architects often say that a building does or does not talk to its neighbors. What they describe is how a building makes reference to its own shape and materials and the shape and materials of its neighbors. A lively conversation between buildings means that the buildings relate to each other. The color of one may be picked up and amplified by another or the roof line of another may be mimicked by yet a fourth. With buildings as with humans there is a delicate balance between attracting too much attention and being a wallflower, ignored and unnoticed. In the view of these guidelines it is best for a new building to fit in with the architectural context of its neighbors. The new building should in some way echo and mimic the materials, height, details and patterns of its neighbors.

A new building proposal need not match every building element to “fit” within the context. The more elements a new building design addresses, however, the more likely the design will contribute to the existing contextual pattern of the Downtown.

In the City of Davenport’s “main street” Victorian past building scale, forms, orientation and materials were relatively consistent. Variety and contrast were provided primarily by differences in detail and ornamentation at a relatively minor scale. As a result, overall consistency was relatively simple to maintain.

This continued to be the case even after the City of Davenport began to evolve into something more akin to a “big city downtown” in the 1920’s, 30’s and 40’s. These buildings, although taller, in other respects used the same materials, window proportions and street rhythm.

Modern architecture, on the other hand, has allowed and encouraged a greater range of choice in building form, scale, materials and character. Consequently, the potential for contrast has become much greater. While these new materials, etc., may make it more difficult to obtain a contextual fit there are still many ways in which it can occur.

There are, however, exceptions in design. In some cases, on some sites, the opposite design principle may be appropriate – creating a landmark or signature building. A signature building design creates a building that is the opposite of “contextual fit.” Signature buildings stand out in the urban setting because of their unusual design character. Such buildings are often designed as new “cutting edge” building styles or



experiments in architectural design by a leading architectural designer. The Figge Art Museum and the Holabird and Root riverfront skybridge are examples of signature structures.

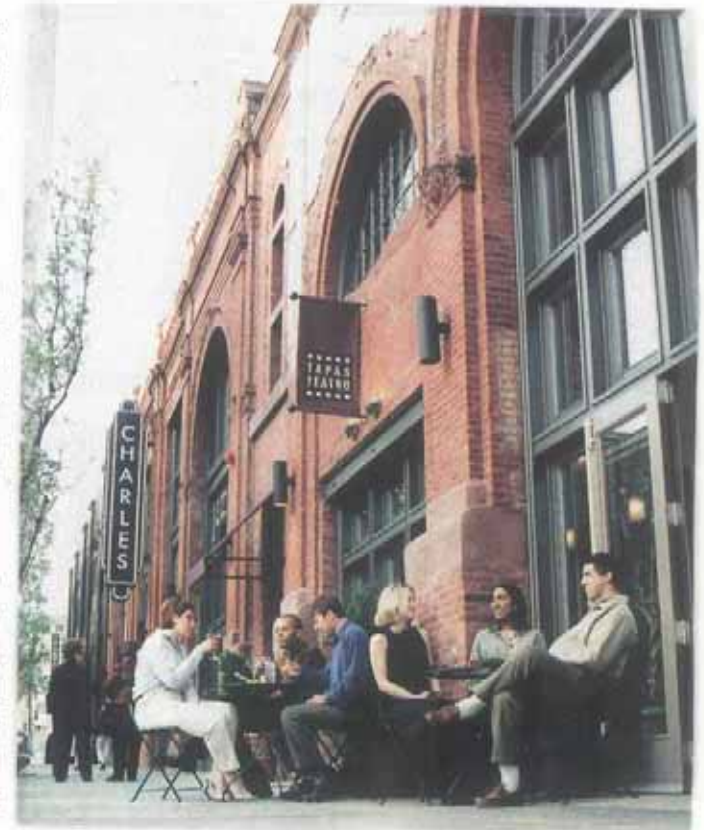
Creating many “signature” building designs within one district creates visual confusion and clutter. Thus, it is important to determine when and where a “signature” building design would be appropriate in the Downtown. Many signature buildings are created for public or civic use such as museums, government centers, schools and churches.

In most cases the principle of “contextual fit” or “contextual design” is appropriate for building design in Downtown Davenport. Building designs that would create a signature building should provide a more detailed analysis of the site and district and how the proposed building would be appropriate for the site.

Pedestrian-friendly streets

The second major principle for building design is the creation of a “pedestrian friendly” urban street environment. The types of building design elements that contribute to a pedestrian-friendly street environment include: street-level activities, building to the edge of sidewalks, windows and openings at the ground floor, awnings and canopies over window displays and entries, pedestrian amenities along the street, and extending building activities into the sidewalks such as outdoor seating, dining and sales displays.

The place where the building and the sidewalk meet is the most important spot in downtown. This is the pedestrian network where the interaction between people on the sidewalk and businesses in the buildings is most intense. It is a threshold across which commerce and activity must cross. Street level restaurants, shops, stores and businesses are all accessed at that line, and the more continuous it is the greater possibility for success they will all experience. A gap in the length of facades will create an area of low activity and low commercial potential in the same way a vacant lot will, and should be avoided wherever possible.



Buildings, as they meet the ground, also form the space around our city streets. The shape of the streetscape is created by the height and location of the buildings which line the sides. A mid-rise street wall which aligns fairly consistently with the street edge implies that the individual buildings defer to the street. Buildings which meet the street acknowledge the greater importance of the public space through which the streets run. They can, in this way, create an awareness of the greater importance of the civic whole, where building facades are shaped by the public spaces rather than the other way around.

Buildings that are designed as signature or landmark buildings can also meet the second principle of creating a pedestrian friendly street environment. New and innovative building designs should also be pedestrian friendly, inviting, and contribute to the Downtown as a lively and active place.

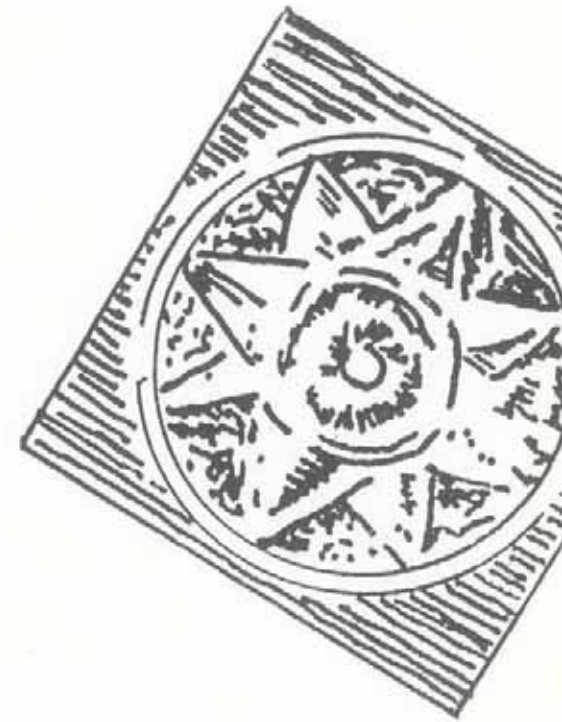
Respond to the neighborhood context

Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.

Considerations:

Each building site lies within an urban neighborhood context having distinct features and characteristics to which the building design should respond. Arrange the building mass in response to one or more of the following, if present:

- a surrounding district of distinct and noteworthy character
- an adjacent landmark or noteworthy building
- a major public amenity or institution nearby
- neighboring buildings that have employed distinctive and effective massing compositions
- elements of the downtown pedestrian network



Consider complementing the existing structures in terms of:

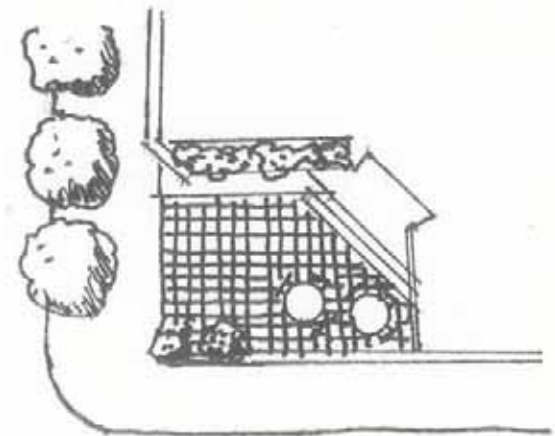
- massing and setbacks
- scale and proportions
- structural bays and modulations
- fenestration patterns and detailing
- architectural styles and roof form

Site Design and Layout – Building Setbacks

New development should replicate the setbacks of existing development. In most of the downtown this means buildings should be located on the front property line. A strong sense of enclosure is an important element of most downtown streetscapes. There are exceptions to this rule. In particular, 4th Street tends to have small landscaped setbacks associated with its various public buildings. Also, a small setback (for example 10 or 12 feet) may be desirable on residential projects that do not have first floor commercial uses.

Setback guidelines:

- Constructing buildings to the back of sidewalks, along the street, from side property to side property line reinforces the vitality of the public sidewalk.
- Locating building entrances close to the street helps to maintain visual surveillance of street and sidewalk areas.
- Cutting or clipping the corner off of a building located at the corner of two intersecting streets creates an area for landscaping and other amenities while maintaining the street wall on both streets.



Design a well-proportioned and unified building

Compose the massing and organize the interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building so that all components appear integral to the whole.

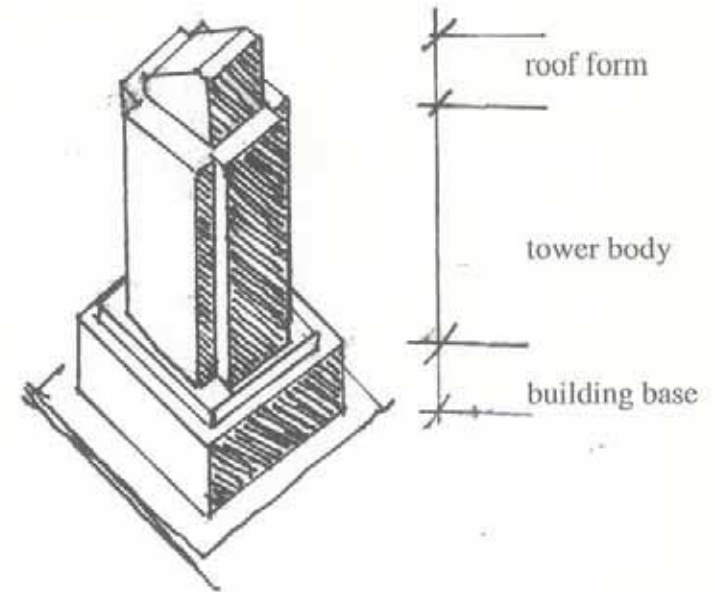
Considerations:

When composing the massing, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- Setbacks, projections and open space
- Relative sizes and shapes of district building volumes
- Roof heights and forms

When organizing the interior and exterior spaces and developing the architectural elements, consider how the following can contribute to a building that exhibits a coherent architectural concept:

- Façade modulation and articulation
- Windows and fenestration patterns
- Corner features
- Streetscape and open space fixtures
- Building and garage entries
- Building base and top



Consider how the base can contribute to a coherent architectural concept through its massing, structural grounding and details.

When designing the architectural details, consider how the following can contribute to create a building that exhibits a coherent architectural concept:

- Exterior finish materials
- Architectural lighting and signage
- Grills, railings and downspouts
- Window and entry trim and moldings
- Shadow patterns
- Exterior lighting



Well proportioned buildings with a clearly articulated base, body and roof.

Building height and massing

The principal challenge in designing major downtown development projects is to incorporate large-scale and high rise structures into the existing context of smaller-scale buildings on a street or in a district. Where an attractive and consistent architectural character exists, an appropriate degree of compatibility is important. The dominant scale and setbacks of existing buildings should establish the framework into which the new architecture fits. When the existing architecture is mediocre, the first new project can establish the baseline on which new buildings can build to create a new context. Where the existing design standard is poor, the repetition of design elements is not desirable, and new development should be used to set a new standard.

Building height guidelines:

- Maintaining the alignment of building cornices, rooflines and building lines of new buildings adjacent to existing buildings preserves architectural continuity. This is particularly important, where the downtown's Victorian streetscape is still intact. Building heights of new buildings can reinforce traditional building facades by falling within the range of the building heights found on the immediate block or in the surrounding district. Because heights in many of the Downtown districts vary, not all buildings on a block are appropriate for matching building heights.
- Height and massing should be compatible with existing development, with sensitive transitions in height provided between existing low-rise development and taller new structures. The building mass should be broken in increments that correspond to the scale and massing of existing buildings through the use of setbacks and variable roof heights.
- When building taller new buildings consider the impact on the skyline. Tall buildings relate to the community on two levels. They can become a strong visual landmark for the region when seen from a distance. At street level they should, however, be pedestrian friendly.



Stepping a building back as it rises can create a transition between structures with differing heights, while also allowing sunlight to reach the street.

Building Materials

Downtown buildings should not only provide the appearance that they will be there for a long time, they should also provide facades and structures that will be there a long time. Construction materials should have strength, permanence and quality. Well-built buildings provide greater resale value, and by holding their value longer can help the viability of the whole downtown. Property can be affected by the value of adjacent property. Also, as poor quality buildings age, they can negatively impact the value of neighboring properties.

Building materials add greatly to the overall character and experience of the Downtown. While the structural construction materials may vary, the public face of buildings, or finish materials, should be more consistent. Davenport's buildings, fashioned from the local materials of the Midwest and reflecting local traditions, share a history.

In Downtown Davenport brick, limestone, terra cotta, architectural pre-cast concrete, granite, glass and steel are commonly used building materials. These materials provide a strong and consistent image for the Downtown.

The quality of building materials varies widely, and it is the quality of the finish materials and its application that contributes to the continuity of the Downtown character and the pedestrian experience at the street. Building materials on the ground floor of buildings are especially important. The ground floor is where most people can easily come into contact with the building's edge, where materials can be touched and easily seen. Quality building materials and their application add texture and richness to the pedestrian environment.

Continuity, contextual design or contextual fit can be created by using common materials found in Downtown Davenport that are similar in quality, character, texture, finish, and dimension to those commonly found in the best-designed buildings in the downtown (such as brick, stone, concrete, masonry, steel, glass and terra cotta). Use of these materials creates and conveys a sense of stability and strength to the urban environment.



These design guidelines do not usually rule out specific building materials. The use of materials such as artificial stone, mirrored glass, untreated wood, diagonal wood, rough-sawn wood and horizontal wood siding on large building surfaces generally creates an incongruous effect to the urban quality of the built environment and are unlikely to be approved. The use of architectural metals also is generally not appropriate. If used it is to be used in conjunction with a superior design.

Using heavily tinted or mirrored glass on the ground floor of buildings facing pedestrian-oriented streets creates unfriendly pedestrian environment and limits the visual access and permeability of the building façade at the street level. Permeable surfaces at the street level (windows, doors and entry features) helps to create a safe and active appearance.

Continuity and compatibility

New buildings should maintain a level of compatibility with design features of surrounding buildings.

Continuity and compatibility should be taken a step further in blocks where the relatively low rise (one to four story) Victorian main street of Davenport's 1800's still exists. These blocks, in particular, provide a strong rhythm of repeating parts. The height of new buildings should be similar, if not the same, as the height of historic structures. The width, proportion and proportion of openings, roof type and composition of the buildings are encouraged to be similar. In particular, these buildings tend to be constructed in a universal red brick that is often called "Davenport brick". Infill in these locations are strongly encouraged to use a similar brick color and maintain a similar proportion, composition and rhythm.

Façade Organization

As is the case with traditional commercial architecture, the street façade should be organized into two major components, the ground-level storefront and the upper architecture with strong horizontal elements separating the two. Especially on streets with a pedestrian emphasis, where a sense of human scale and amenities are essential, the ground-level storefronts should provide large window areas to share the building's interior activities with the street.



The bicycle shop (above) illustrates how being able to look into a retail store's interior can enliven the streetscape. It also provides an example of allowing merchandise to "spill out" onto the sidewalk (which can be allowed with an encroachment permit). (See the section on "Encroachments").

Provide Active – not blank – facades

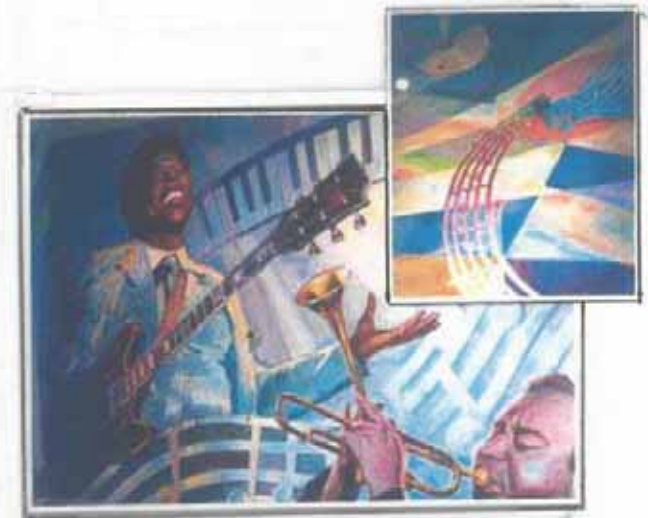
Buildings should not have large blank walls facing the street, especially near sidewalks. Blank facades limit pedestrian interaction with the building, effectively “deadening” the street environment where they occur. They provide opportunities for defacement with graffiti and encourage other undesirable activities.

Facades, which for unavoidable programmatic reasons may have few entries or windows, should receive special design treatment to increase pedestrian safety, comfort, and interest. Enliven these facades by providing:

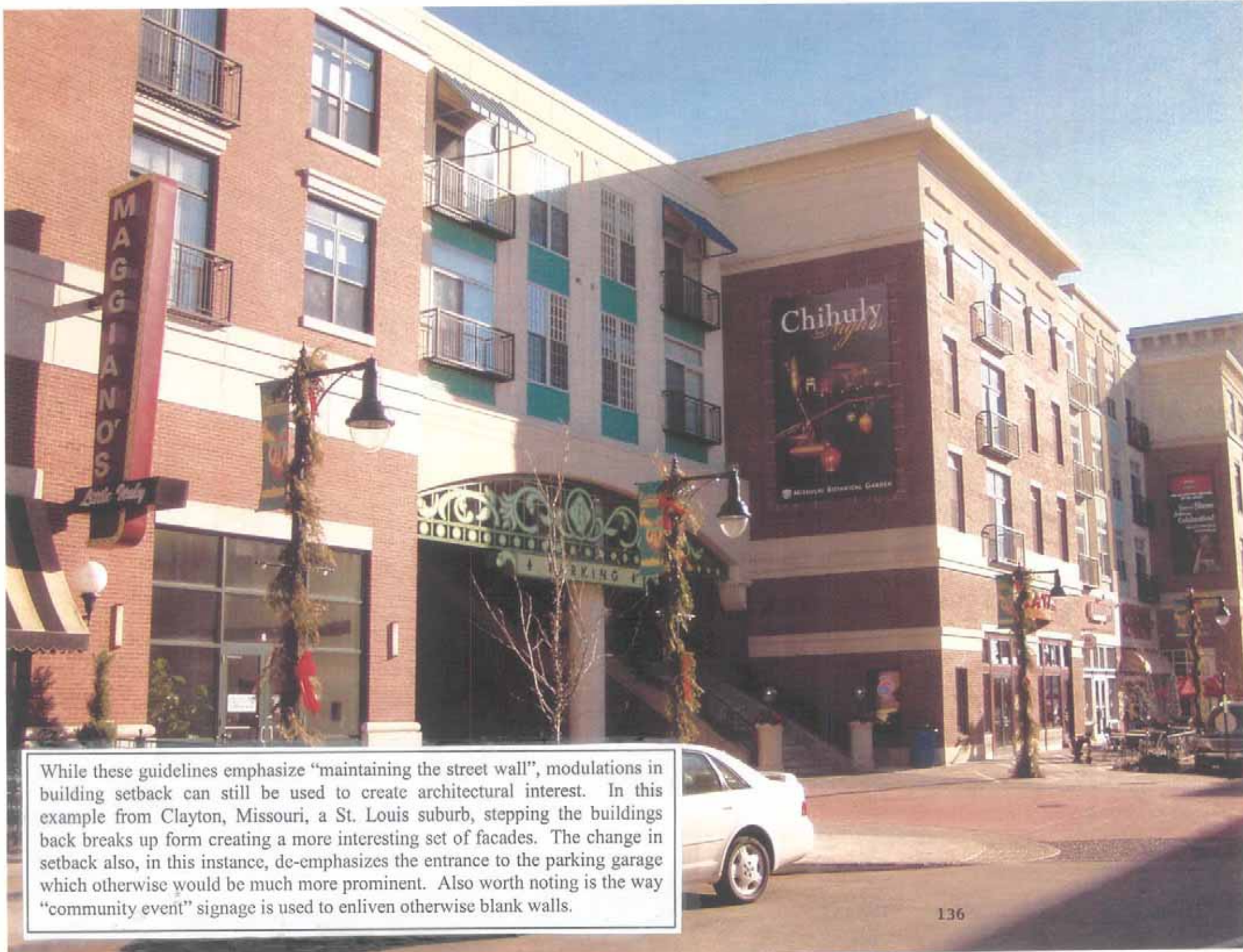
- small retail spaces (as small as 50 square feet) for food bars, newsstands, and other specialized retail tenants;
- visibility into building interiors;
- limited lengths of blank walls;
- a landscaped or raised bed planted with vegetation that will grow up a vertical trellis or frame installed to obscure or screen the wall’s blank surface;
- high quality public art in the form of a mosaic, mural, decorative masonry patterns, sculpture, relief, etc., installed over a substantial portion of the blank wall surface;
- small setbacks, indentations, or other architectural means of breaking up the wall surface;
- different textures, colors, or materials that break up the wall’s surface; and
- special lighting, a canopy, awning, horizontal trellis, or other pedestrian-oriented feature to reduce the expanse of the blank surface and add visual interest.



Small shops create street life.



High-quality public art can enliven a blank wall. Refer to “Civic Art, Murals and Trompe L’oeils”.



While these guidelines emphasize “maintaining the street wall”, modulations in building setback can still be used to create architectural interest. In this example from Clayton, Missouri, a St. Louis suburb, stepping the buildings back breaks up form creating a more interesting set of facades. The change in setback also, in this instance, de-emphasizes the entrance to the parking garage which otherwise would be much more prominent. Also worth noting is the way “community event” signage is used to enliven otherwise blank walls.

Accentuate primary entrances

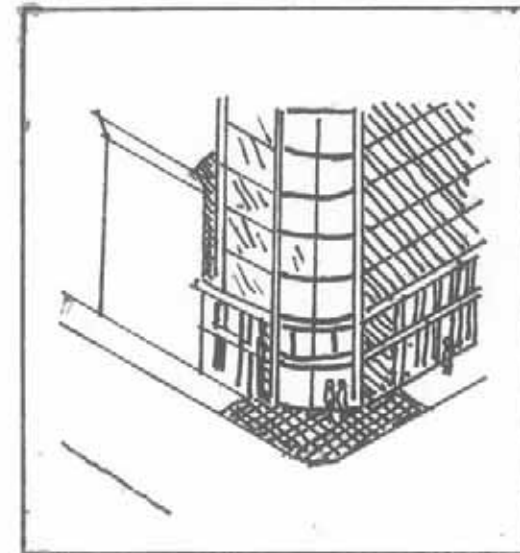
Building entrances should be oriented towards major streets. The spacing and articulation of entrances should, when possible, replicate those of existing buildings. Ease-of-use issues such as these can increase the sense that downtown was created for and belongs to everyone. Buildings which cooperate with larger scale city-wide issues regarding the way people move in the downtown can assist in creating a comfortable place for people to live and work. Civic art, artistic crafting of building materials can help distinguish building entrances. Large buildings which front multiple streets should provide multiple entrances. Primary building entrances should be accentuated. These entrances should be designed so that they are not easily confused with entrances to ground level businesses.

Reinforce the building's entry with one or more of the following architectural treatments:

- extra-height lobby space;
- distinctive doorways;
- decorative lighting;
- projected or recessed entry bay;
- building name and address integrated into the façade or sidewalk;
- artwork integrated into the façade or sidewalk;
- a change in paving material, texture, or color;
- distinctive landscaping, including plants, water features and seating; and
- ornamental glazing, railings, and balustrades.



An example of architectural elements used to make a building entrance readily apparent.



Consider carrying an extra-height lobby space through the exterior street fronting façade to aid pedestrians in identifying the entry.

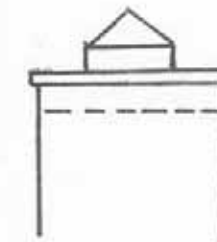
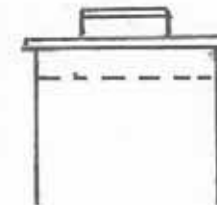
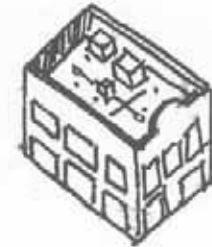
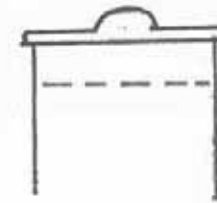
Special pavers can also be used for this same purpose. They will be reviewed, however, for consistency with sidewalk paving.

Mechanical Equipment

Locate mechanical equipment (including air conditioning units, pipes, ducts, vents, access doors, meters, transformers and other building systems equipment), away from pedestrian ways and seating areas helps minimize noise, exhaust or visual unsightliness. Additionally screening or hiding such equipment from public view will help preserve the character of the building architecture and the surrounding district.



Screening for dumpsters is required where possible.



The use of parapets and cupolas not only adds architectural interest to a building, but can also effectively screen mechanical equipment.

Develop the alley façade

Alleys downtown can be threatening or alluring, and often both. Like streets, alleys should accommodate a variety of needs while providing for a safe and comfortable pedestrian environment.

Considerations

Consider enlivening and enhancing the alley entrance by:

- extending retail space fenestration into the alley one bay (or more)
- providing a niche for recycling and waste receptacles to be shared with nearby older buildings lacking such facilities
- adding effective lighting to enhance visibility and safety
- chamfering the building corners to enhance pedestrian visibility and safety where the alley is regularly used by vehicles accessing parking and loading



Above: An example of carrying retail space one bay into the alley and chamfering the building corners to create better visibility.

Left: The Front Street Brewery, 208 East River Drive, provides an excellent example of a business turning the rear yard and alley into attractive, usable space.

Promote pedestrian interaction

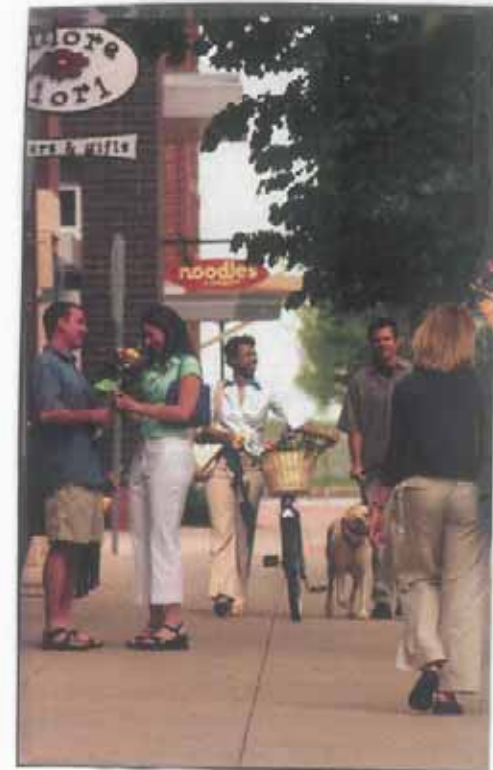
Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open to the general public.

Livelier street edges make for safer streets. Ground floor shops and market spaces providing services needed by downtown workers, visitors and residents can generate foot traffic on the streets, increasing safety through informal surveillance. Entrances, arcades, open spaces, shop fronts, seating, and other elements can promote use of the street front and provide places for friendly interaction. Design decisions should consider the importance of these features in a particular context and allow for their incorporation.

Considerations:

Provide spaces for street level uses that:

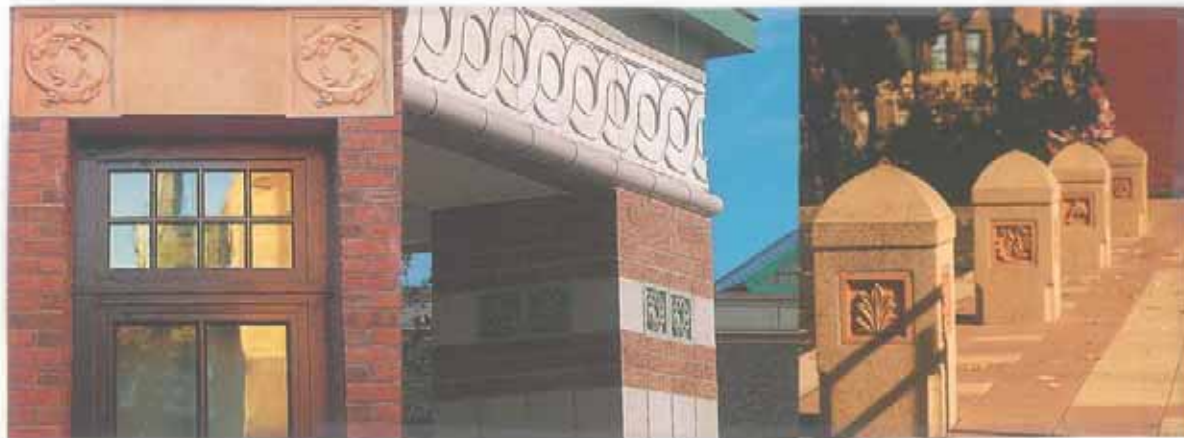
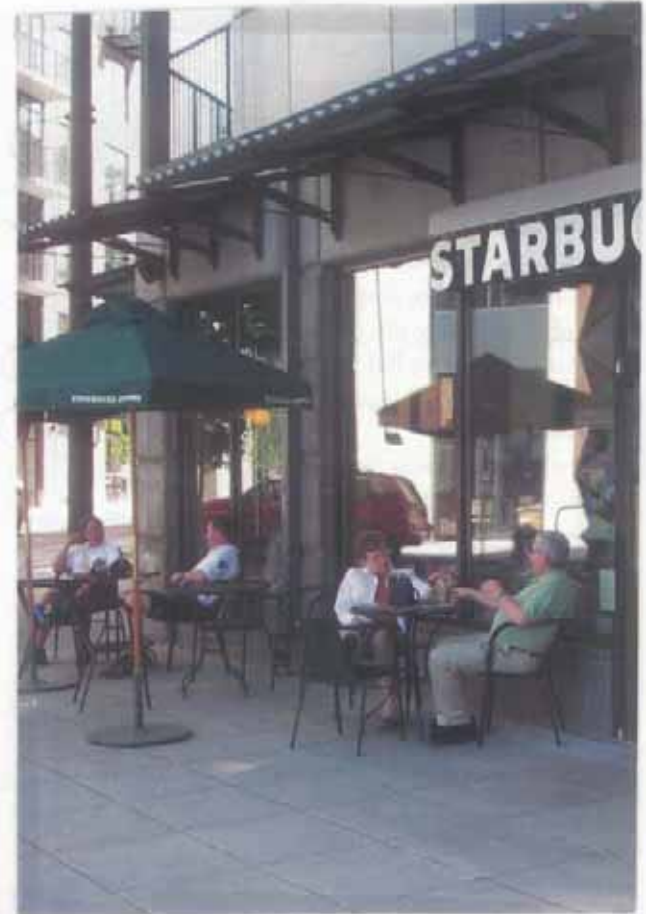
- Reinforce existing retail concentrations
- Vary in size, width and depth
- Enhance main pedestrian links between areas
- Establish new pedestrian activity where appropriate to meet area objectives



Design for uses that are accessible to the general public, open during established shopping hours, generate walk-in pedestrian clientele, and contribute to a high level of pedestrian activity. Where appropriate consider configuring retail space to attract tenants with products or services that will “spill out” onto the sidewalk (up to six feet where sidewalk width is sufficiently wide. Allowed with an “encroachment permit”. Appropriate uses, for example, could be a flower shop).

Further articulate the street level façade to provide an engaging pedestrian experience via:

- Open facades (i.e., arcades and shop fronts)
- Multiple building entries
- Windows that encourage pedestrians to look into the building interior
- Merchandising display windows
- Exterior finish material having texture, pattern, lending themselves to high quality detailing.



Design facades on many scales

Design architectural features, fenestration patterns, and material compositions refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety and orientation.

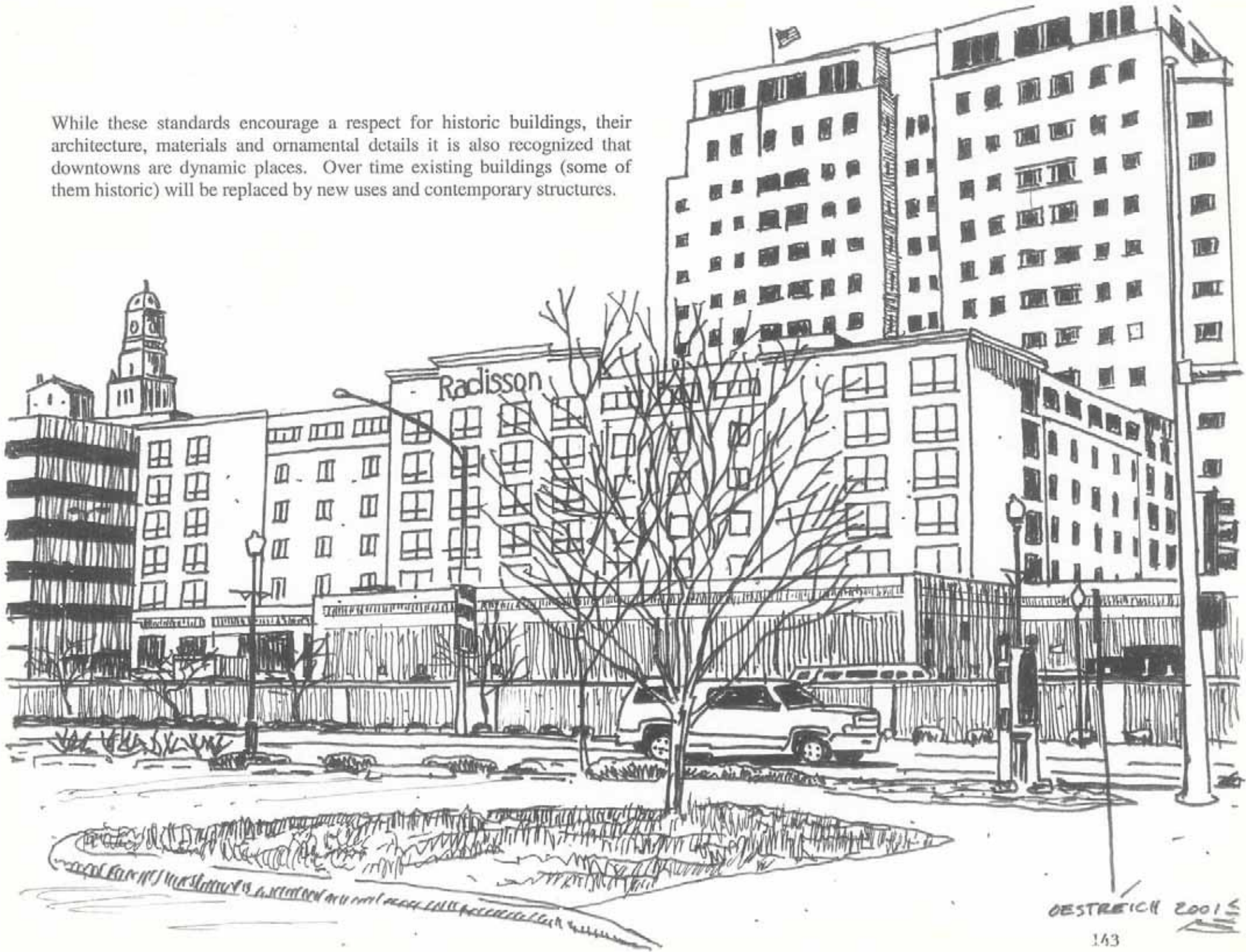
Building modulations and articulated structural bays establish a framework for composing facades scaled to reflect the activities performed within. Architectural elements arranged to enhance orientation, comfort, and visual interest invite pedestrian interaction. Transparency at the street level enlivens the street environment, providing interest and activity along the sidewalk and at night providing a secondary, more intimate, source of lighting.

Consider modulating the building facades and reinforcing this modulation with the composition of:

- the fenestration pattern
- exterior finish materials
- decorative and other architectural elements
- light fixtures and landscape elements
- the roof line



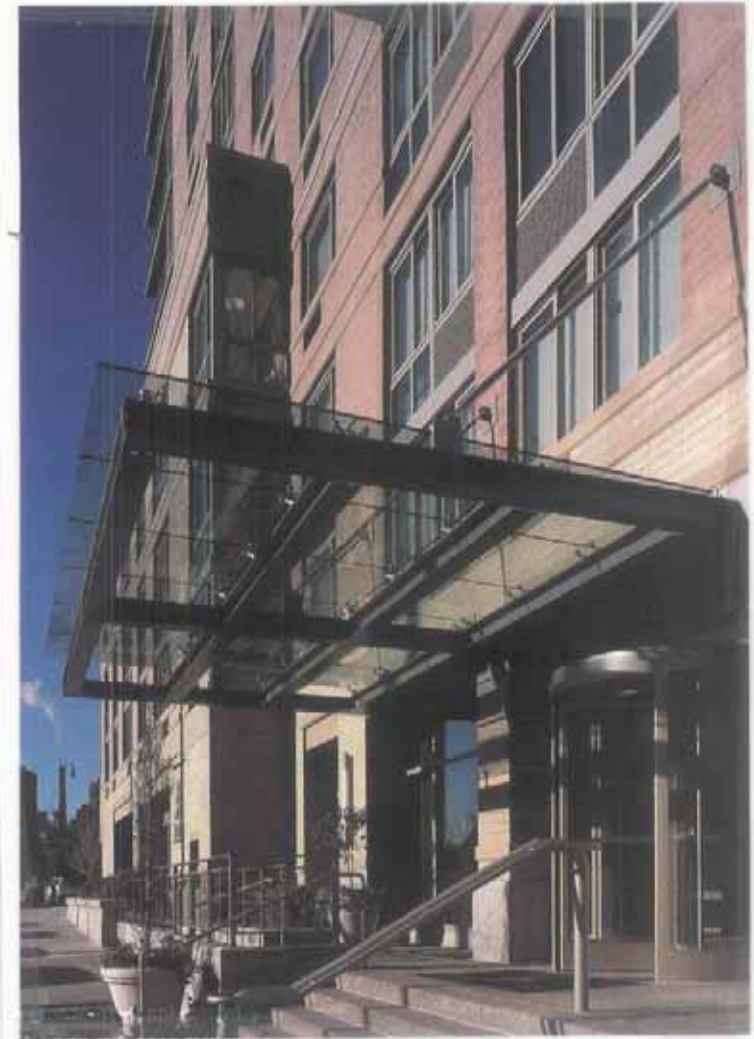
While these standards encourage a respect for historic buildings, their architecture, materials and ornamental details it is also recognized that downtowns are dynamic places. Over time existing buildings (some of them historic) will be replaced by new uses and contemporary structures.



Encourage overhead weather protection

Overhead weather protection helps to define the pedestrian realm and reduce the scale of tall buildings. Transparent or translucent canopies along the length of the street provide welcome weather protection, resulting in a more pedestrian friendly environment. Lighting beneath canopies and marquees add intimacy and promotes a sense of security. Busy downtown bus stops benefit greatly from canopies extending over the building façade.

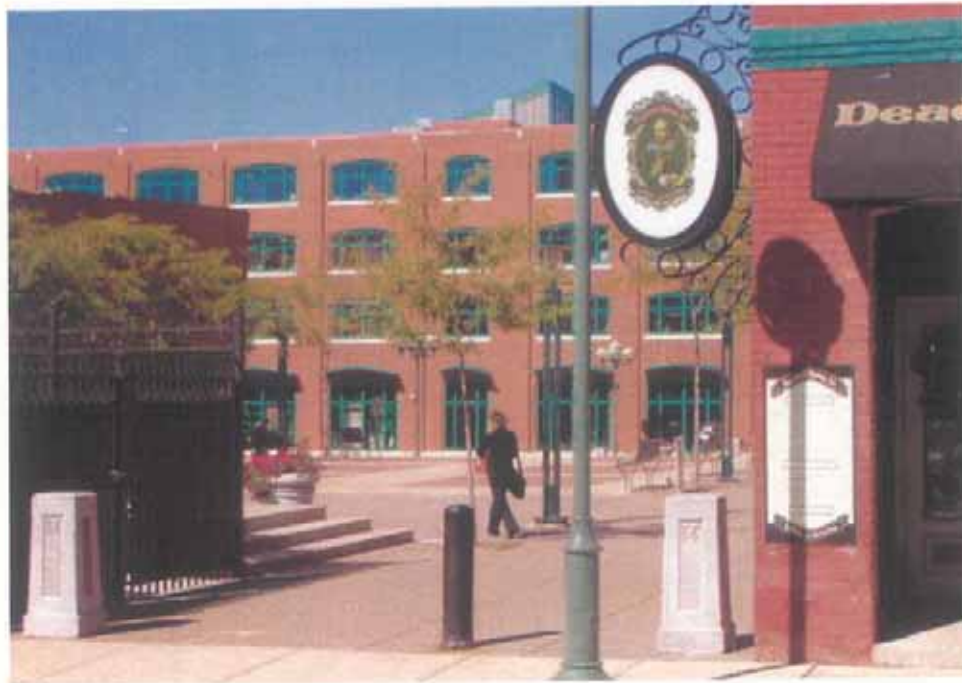
- Overhead weather protection should be designed with consideration given to:
- the overall architectural concept of the building
- uses occurring within the building (such as entries and retail spaces) or in the adjacent streetscape environment (such as bus stops and intersections)
- minimizing gaps in coverage
- a drainage strategy that keeps rain water off the street level façade and sidewalk
- continuity with weather protection provided on nearby buildings
- the relationship to architectural features and elements on adjacent development especially if abutting a building of historic or noteworthy character
- the scale of the space defined by the height and depth of the weather protection
- the use of translucent or transparent covering material to maintain a pleasant sidewalk environment with plenty of natural light
- if opaque material is used, the illumination of light-colored undersides to increase security after dark.



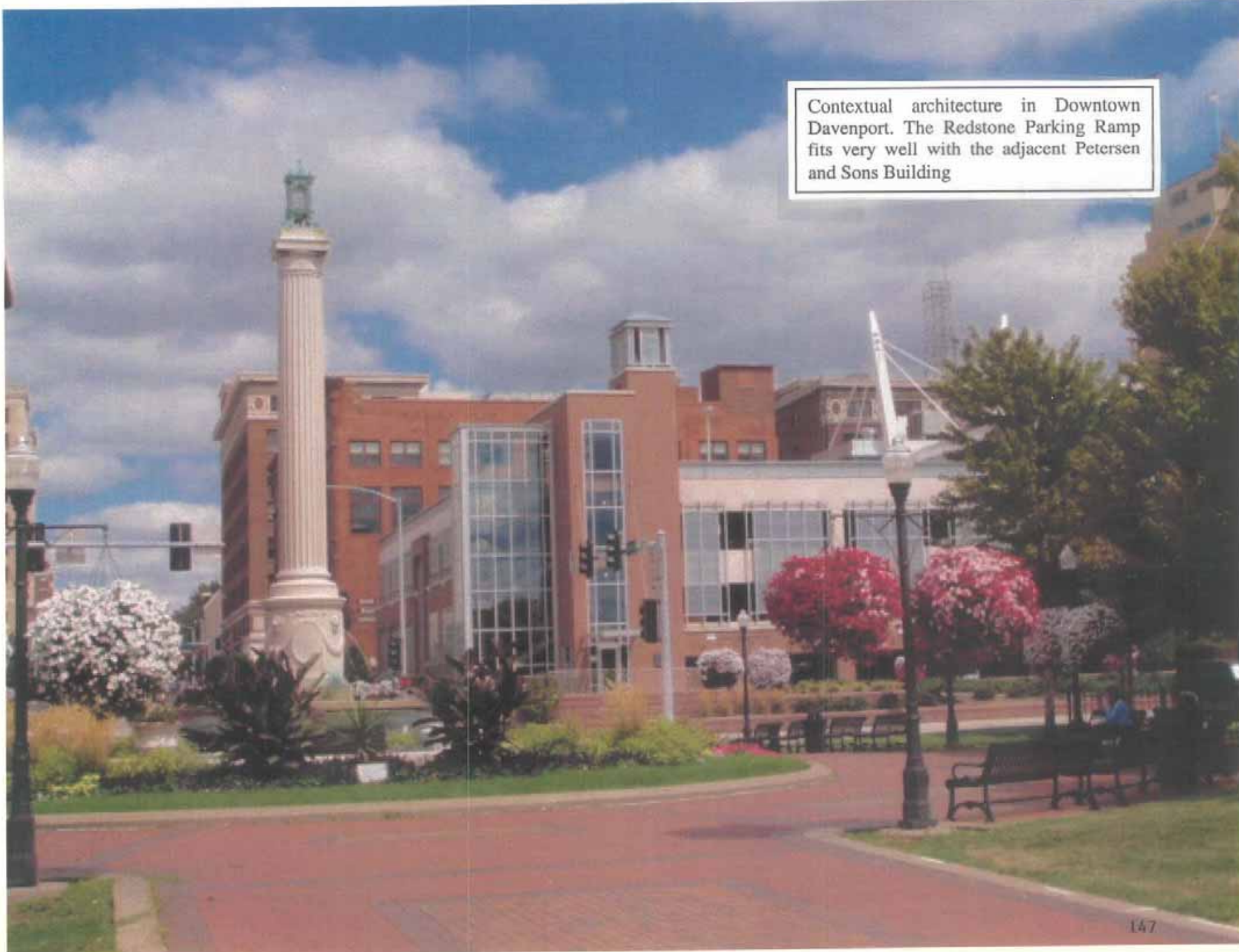


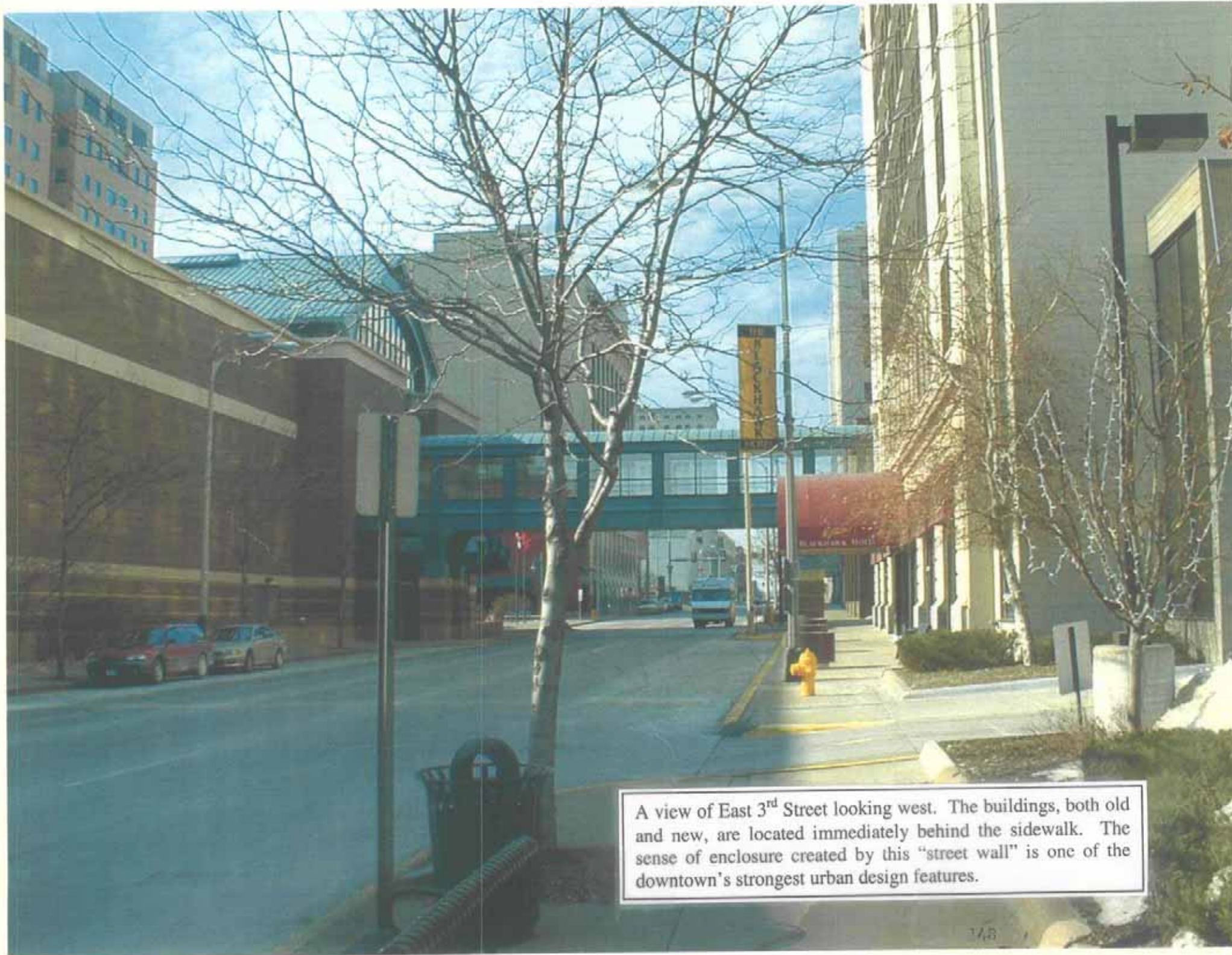
The nearby City of Moline provides a good example of the use of contextual architecture. The architectural designs of recently constructed buildings vary substantially. The structures, however, by using brick colors that are similar maintain a strong unity of design. The Radisson Hotel is worth noting in that the amount of the façade that is brick is quite small. Yet, it is enough to make this connection. (The gray EIFS or drivit that makes up the majority of the building's façade also works well in that it repeats a color which matches the limestone details that are common on both contemporary and historic structures in downtown Moline).





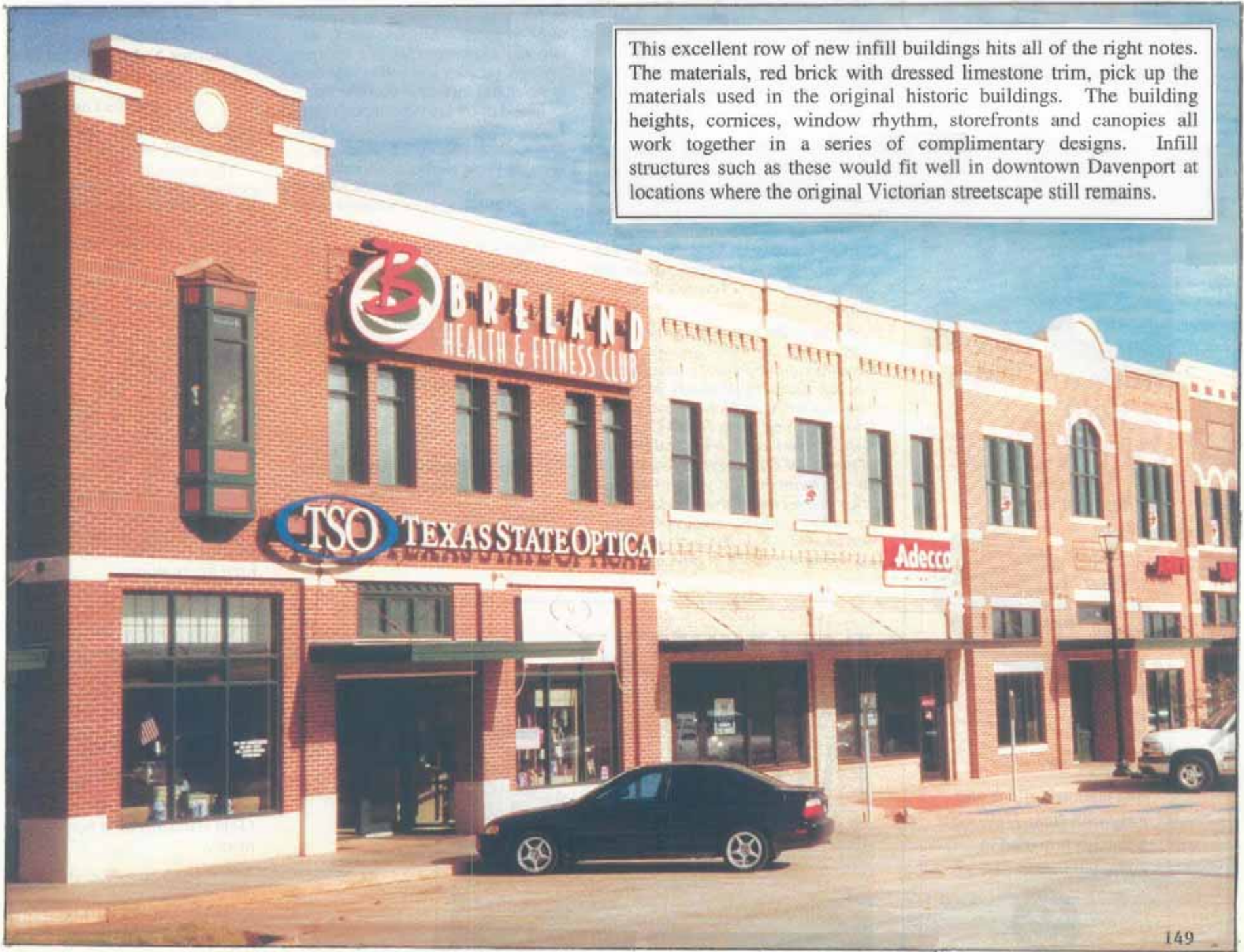
Contextual architecture in Downtown Davenport. The Redstone Parking Ramp fits very well with the adjacent Petersen and Sons Building





A view of East 3rd Street looking west. The buildings, both old and new, are located immediately behind the sidewalk. The sense of enclosure created by this "street wall" is one of the downtown's strongest urban design features.

This excellent row of new infill buildings hits all of the right notes. The materials, red brick with dressed limestone trim, pick up the materials used in the original historic buildings. The building heights, cornices, window rhythm, storefronts and canopies all work together in a series of complimentary designs. Infill structures such as these would fit well in downtown Davenport at locations where the original Victorian streetscape still remains.





The Figge Art Museum is an example of a Signature Building. Signature buildings are structures, often built by prominent designers, constructed with cutting edge designs and materials.

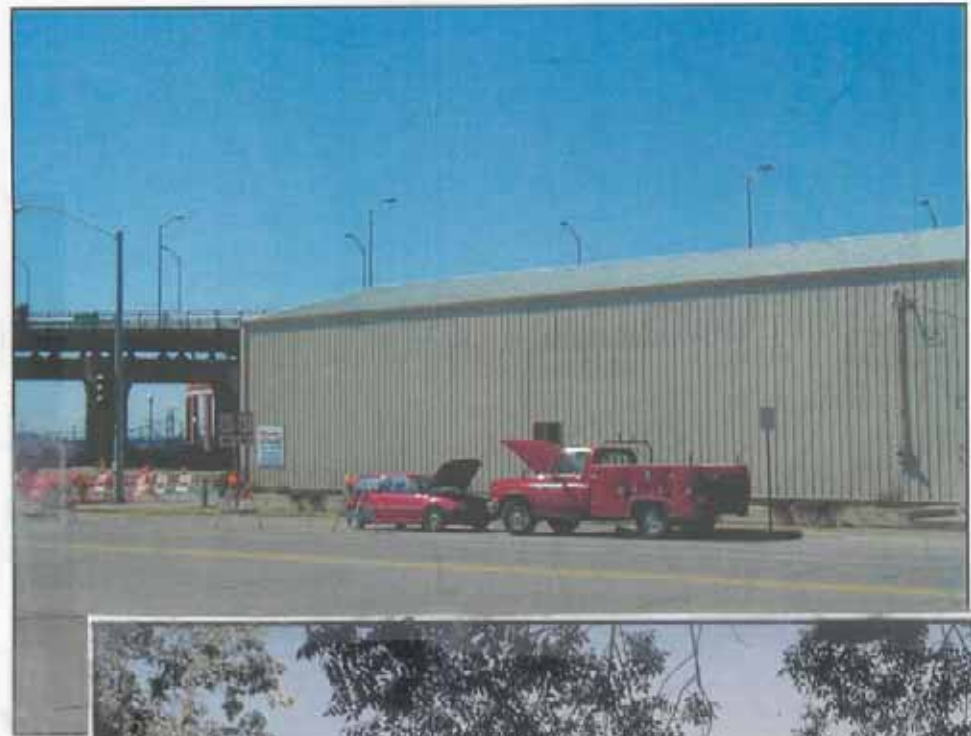




These design guidelines do not usually rule out specific building materials. Instead they use words like “quality”, “permanence” and “strength”. New structures using architectural metal, however, will be looked at very closely and approval will require a superior design. The cinema structure (left) is one example that meets that criteria. Note that much of the building’s façade is brick which readily ties it to many downtown structures. Its scale also fits well with the downtown’s Victorian architecture. The choice of an art deco design also makes the architectural metal a good choice in terms of materials. Art deco, being a “machine age” design, was often executed with metal. The structure’s exterior lighting also recalls the neon lighting of that era.



Above and below are examples of buildings utilizing some form of architectural metal that meets the requirement that designs be "superior". To the upper right is a building that clearly would not meet this requirement. Architecture of this nature is not appropriate in the Downtown Design District.



Public Spaces

Design Objectives:

Encourage a diversity of uses and activities

**Develop the public nature of downtown and reinforce the sense that
Downtown belongs to everyone**

Reinforce the unique character of the City of Davenport

Actively promote civic art and cultural activities downtown

Encourage intense street level activity

Maintain a sense of connection to the natural environment

Discussion:

The downtown's public spaces provide opportunities for human interaction and enjoyment. When these public gathering places display a distinctive personality and add to the vitality of downtown street life they can be significant catalysts for private investment.

To be successful, a public space should do the following:

- Soften and humanize the hard surfaces of the human environment. Ensuring that some of the land in the intensely developed core is allocated to green space is a tangible way to express concern for human values. These spaces add pleasure and enjoyment to the downtown experience, create visual interest and provide attractive settings for business and leisure activity.
- Create settings for casual social interaction, civic gatherings, informal recreation and special events.
- Establish elements that can articulate the downtown's physical structure. Downtown public open spaces can be focal points in the urban structure if a consistent development pattern and a strong sense of place exists.
- Establish identity-building elements. Public spaces can create a memorable image for the city center and serve as symbols of a healthy community social life.



The downtown should have a variety of public spaces to meet a variety of functional needs.

The Riverfront

The riverfront and its associated park space is the City of Davenport's most precious asset. It ties the city and the downtown to the natural environment, it provides dramatic views, locations for a variety of civic gatherings, festivals, special events and recreational activities.

Parks and linear open spaces contribute to the livability of the downtown by creating refreshing counterpoints to the otherwise dense urban setting. These green spaces, which provide opportunities for informal recreation and are important image builders, and can be especially influential in creating a positive environment for downtown residential development.



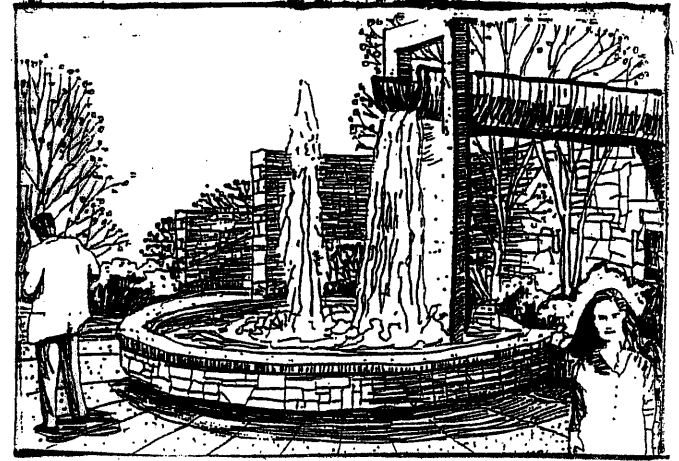


Plazas

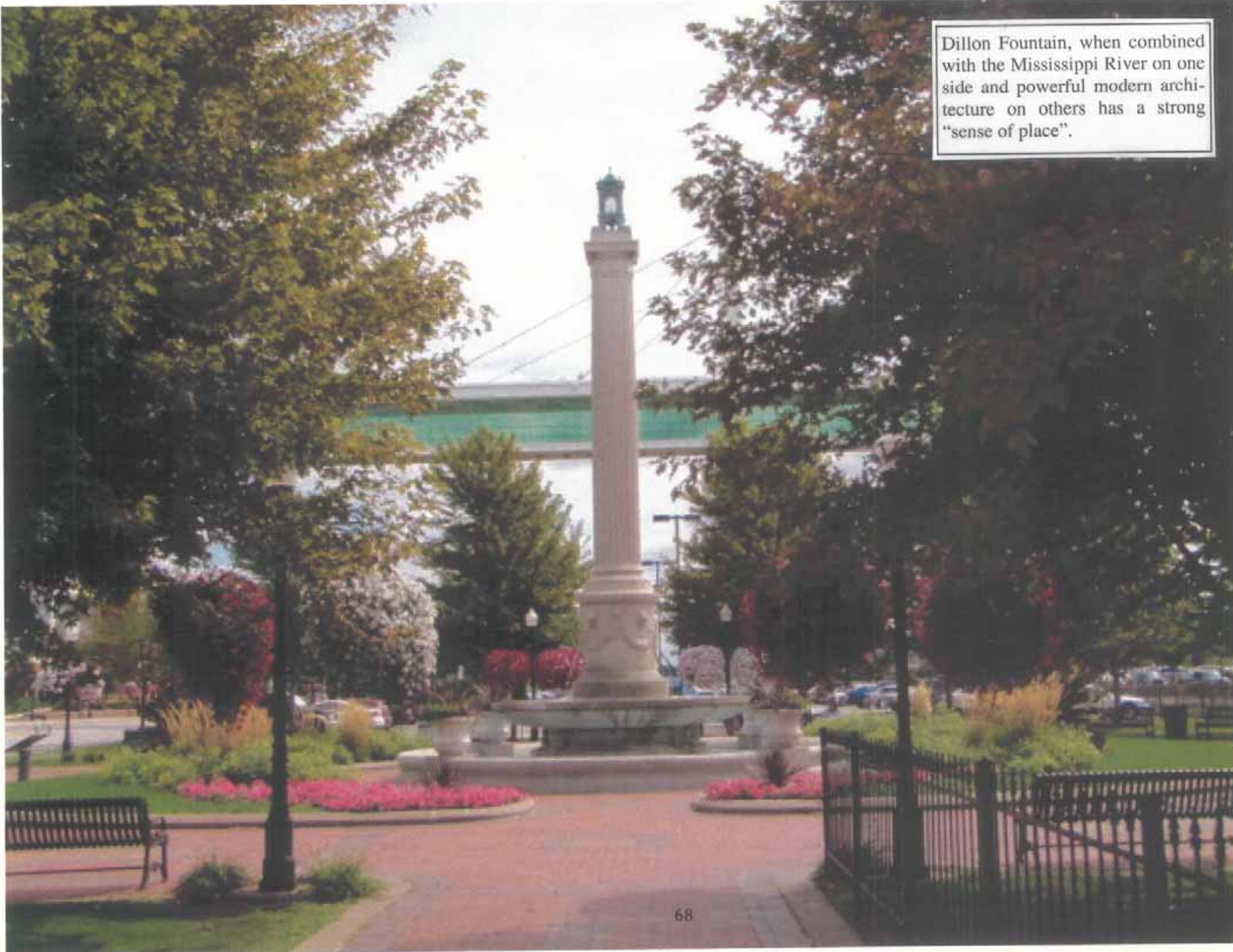
Urban plazas are the outdoor rooms of a downtown. They are the places where people gather to relax and socialize. If the space is both a visual focal point and an important activity center, it can become a powerful symbol and a place that lives in the visitor's memory as the essence of the city center.

Downtown plazas should be designed with public use as a priority. The use of public open space downtown is often dependent on the real estate maxim of "location, location, location." Therefore, it is important to analyze the location of a proposed plaza in terms of the existing plazas in the area, the linkage to a downtown pedestrian and transit system (buses for now. Perhaps other systems in the future), the primary population to be served and the density and diversity of proximate users.

Downtown plazas should be designed through the consideration of function, size and the activity of any open space in relation to the urban context around it. They should not be viewed as leftover exterior space to dress up, but rather as opportunities to create enlivened places for people to enjoy. The function could be simply a visual setback for a building and transition zone or it could be a transit stop, a place for lunchtime relaxation, or sidewalk cafes. The size may affect the comfort of its patrons and determine the appropriate activities. Larger spaces may accommodate displays, exhibits, and performances. Plaza design should always consider the diversity of uses and activities that might occur such as passing through, relaxing, and the needs of different user groups. If the plaza is to accommodate pedestrian traffic, eliminate barriers between the sidewalk and the street. If the plaza is to accommodate stopping and relaxing provide dense furnishings, focal elements and defined edges. If the plaza is to accommodate concerts or rallies, provide unimpeded open space or use furnishings that can quickly and easily be moved for such events.



Dillon Fountain, when combined with the Mississippi River on one side and powerful modern architecture on others has a strong "sense of place".



The following guidelines apply to plazas:

1. Consider both the seasons and the micro-climate in plaza design.

Different climates and/or dramatic seasonal changes can significantly influence the design of site furniture and the subsequent comfort of users.

- All open space elements should enhance a pedestrian oriented urban environment that has the appearance of stability, quality and safety.
- Orient public open space to receive the maximum direct sunlight possible, using trees, overhangs and umbrellas to provide shade in the warmest months.
- Consider what the plaza will look like and how it will function during winter months.

2. Provide an adequate amount of seating.

Research has shown that seating is an important element in the success of plazas. Orientation, style and the comfort of seating are all factors.

- Provide for a variety of seating locations which accommodate the needs of various sitters.
- When possible, place seating in both sunny and shaded areas. Shade may be created by trees, trellises, canopies, umbrellas or building walls.
- Place seating where sitters can watch passersby. People watching is a favorite past-time.
- Seating wall heights should be approximately 16-18 inches.
- Provide some seating that encourages interaction.



3. Provide visual and spatial complexity in public spaces.

Broad expanses of hard paving create uninviting and alienating environments. Framed views, changes in grade level, subspaces, the provision of different places to sit and landscaping trees, shrubs and flowers, create a diversity of places for people to use and enjoy.

- Walking surfaces should be attractive.
- Lighting should be pedestrian scaled.
- Frame views out of the plaza where appropriate, to visually link the plaza with the rest of the City.
- Visually connect sub areas of the plaza.
- Physically connect level changes with ramps as well as steps. Make all plazas handicapped accessible.
- Avoid dramatic grade changes that discourage public use.
- Where plazas are sunken, provide focal points to draw people downward.
- Where plazas are raised, use plantings to draw people upward.
- Use landscaping to define different areas within the plaza.

4. Use plants to enliven urban spaces.

Humans are part of the biological world and comfort is our judge of habitat, natural and unnatural. Plants provide an intimate connection to the natural world. Groupings of plants can create an urban oasis. Turf provides green spaces to soothe the eye and invite relaxation. Flowers provide a connection to the seasons through the use of color, texture and fragrance. Native plants are adapted to the vagaries of climate.

- Consider the impact of wide expanses of pavement on heat gain within the plaza. Cover at least 30% of the plaza surface in plant materials.
- Select a variety of plants to provide color, texture and fragrance.
- Consider the eventual height and masses of mature plants in regard to views, shade and maintenance.
- Provide adequate soil depth and width to encourage healthy growth. Provide underground irrigation and drainage where appropriate.



5. Provide civic art and fountains in plazas

Civic art, sculpture and fountains are popular features in plazas worldwide. They function best when they promote interaction and communication among people who use the public space. Civic art that speaks to the City of Davenport's unique character and sense of place is encouraged.

- Include civic art in the plaza design. Consider any built element as an opportunity for art. This can include tree grates, benches, manhole covers, paving, railings, fencing, overhead structures, signage, etc.
- Select art that communicates Davenport's sense of place, creates a sense of joy and delight and stimulates play and creativity.
- Include fountains for visual attraction, to screen traffic noise and for cooling effects.
- Provide art, sculpture and fountains with which people can interact by means of touch, movement and play.
- Locate sculptures in places that do not impede pedestrian circulation and lines of site.
- Scale sculptures and fountains to the size of the plaza.

6. Where possible provide food services with plazas.

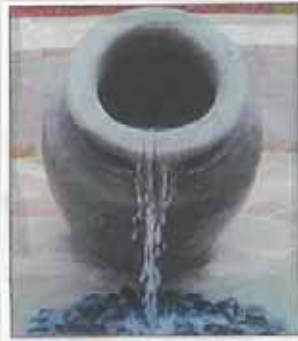
- Locate food services next to plazas.
- Consider spaces to accommodate vendors.
- Provide comfortable places to sit and eat.
- Provide trash containers.

7. Increase safety in plazas through wayfinding, lighting and visibility.

To encourage the feeling of safety in plazas, both during the daytime and at night, designs need to include appropriate wayfinding and lighting. Plaza layout needs to promote visibility both into and out from the plaza.

- Provide lighting which promotes a feeling of safety at night. Be sure to light corners and out of way locations.





Sculptures and fountains should be scaled to fit the size of the park or plaza they are to be placed in. In the case of very large spaces one can use grade changes and landscaping to create more intimate subspaces.



- Link plaza lighting to streetscape lighting.
- Design for visibility from the street and the ability to see through from one part of the plaza to another. Nationally, some very prominent plazas have been demolished because visibility and safety were not adequately considered when they were designed.
- Encourage heavy use across varied activities to minimize vandalism.

8. Consider plaza management and maintenance

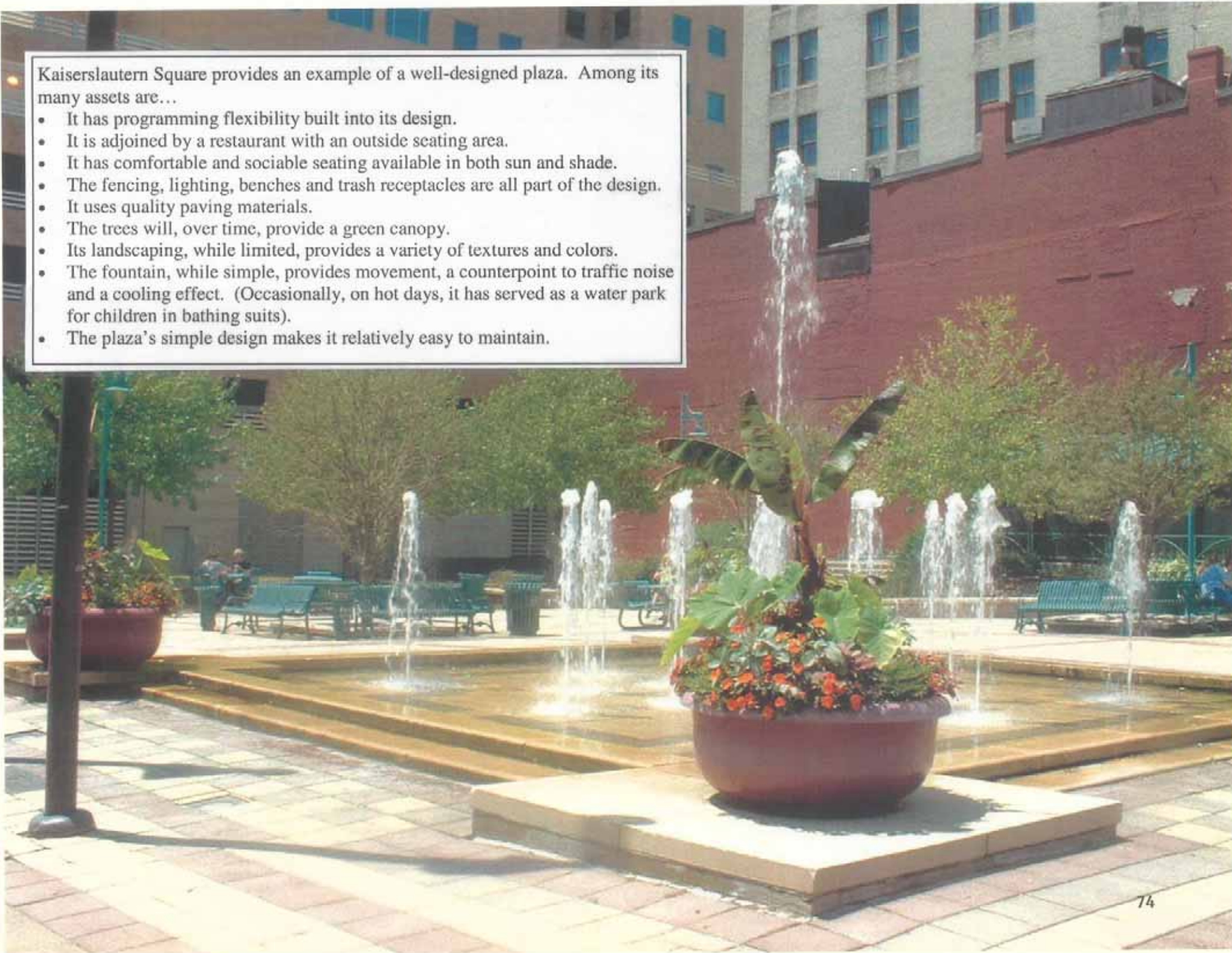
In many urban plazas the future management and maintenance is not considered up front with the conceptual design. How the space will be used should be an integral part of the design process. If the plaza is to be used for special events, exhibits and performances, the layout needs to be flexible. Temporary canopied shade, a stage, a place for concessions, and information kiosks may need to be provided. Maintenance issues will affect the design of fountains and irrigation systems, the selection of materials, plants, lighting and civic art.

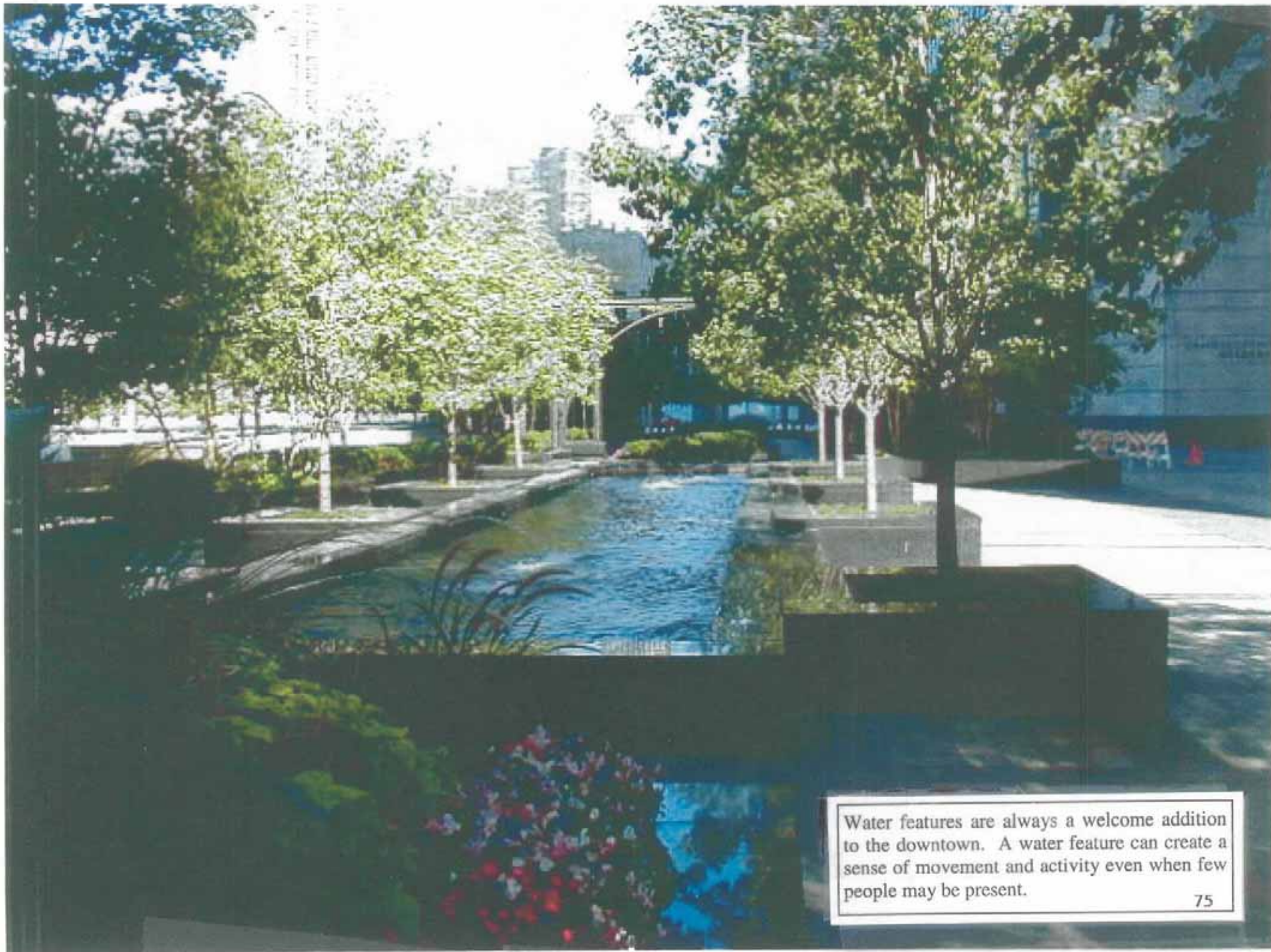
- If special events are planned, provide a flexible stage and audience area.
- Provide for the exterior electrical needs of lighting and speaker systems.
- Provide attachment locations for banners, decorations and temporary signs.
- Provide informational kiosks to post scheduled events.
- Provide locations for temporary concessions.
- Calculate the cost of running fountains and irrigation systems.
- Design fountains to prevent overspray on to adjacent pavement.
- Determine if plant maintenance will be in house or contracted out. Determine the maintenance level that is acceptable.
- Provide an adequate number of litter containers and an appropriate collection schedule. Coordinate with other plaza furnishings.
- Select built material for durability and longevity.
- Select plant materials for low water use and low maintenance.
- Design to avoid damage by skateboarders.



Kaiserslautern Square provides an example of a well-designed plaza. Among its many assets are...

- It has programming flexibility built into its design.
- It is adjoined by a restaurant with an outside seating area.
- It has comfortable and sociable seating available in both sun and shade.
- The fencing, lighting, benches and trash receptacles are all part of the design.
- It uses quality paving materials.
- The trees will, over time, provide a green canopy.
- Its landscaping, while limited, provides a variety of textures and colors.
- The fountain, while simple, provides movement, a counterpoint to traffic noise and a cooling effect. (Occasionally, on hot days, it has served as a water park for children in bathing suits).
- The plaza's simple design makes it relatively easy to maintain.





Water features are always a welcome addition to the downtown. A water feature can create a sense of movement and activity even when few people may be present.



City planning studies have found that the availability of food, either within or immediately around the edge of a plaza, is among the highest predictors of whether a plaza will become a well-used people place.