

Downtown Davenport Streetscape Improvement Plan

City of Davenport, Iowa



May 2018

Contents

1.0 Introduction

- 1.1 Streetscape Area Defined
- 1.2 Existing Conditions
- 1.3 Streetscape Improvement Goals
- 1.4 Urban Design Concepts

2.0 Street Types, Areas and Streetscape Elements

- 2.1 Decorative Streetlights
- 2.2 Sidewalk Paving
- 2.3 Tree Wells and Street Trees
- 2.4 On Street Parking Spaces
- 2.5 Vehicle Travel Lane Width
- 2.6 Crosswalk Design
- 2.7 Accessibility to Off Street Areas
- 2.8 Utility Vaults and Basements Extending into the Right-Of-Way
- 2.9 Main Street and Primary Design Streets
- 2.10 Secondary Design Streets
- 2.11 River Drive

3.0 Streetscape Furniture

- 3.1 Permanent and Temporary Encroachments
- 3.2 Benches
- 3.3 Trash Receptacle
- 3.4 Seasonal Landscape Planters
- 3.5 Bicycle Racks
- 3.6 Pedestrian Lights
- 3.7 Bollards

4.0 Gateways

5.0 Design Consideration Adjacent to Public Urban Spaces

**Resolution Adopting Downtown Davenport Streetscape
Improvement Plan**

1.0 Introduction

Downtown Davenport Streetscape Improvement Plan 2nd Addendum (Streetscape Updates)

In 1996, "Streetscape Master Plan Design Standards" was prepared by LDR International, Inc. for the Davenport Downtown Development Corporation, a predecessor of the Quad Cities Chamber of Commerce. The plan was adopted by the City of Davenport as an amendment to the Comprehensive Plan. Specific elements of the plan were incorporated into the drafting of the more detailed "The Standard Specification for Public Improvement" document which is used by Davenport Public Works.

This document updates the streetscape portion of the Downtown Design Guidelines. Two decades have passed since implementation of the guidelines; new ideas, technology, and techniques have emerged. Additionally, amendments to the Americans with Disabilities Act require more accessibility consideration. Further, the development pattern and success of downtown Davenport suggest extending streetscape improvements boundaries to the west and east is warranted. Finally, clarity is necessary with respect to the roles and responsibilities of the City of Davenport, the Downtown Davenport Partnership and downtown stakeholders. This addendum, along with minor changes to the Downtown Design Overlay District Ordinance and the Standard Specifications used by the Engineering Division, seeks to address the above issues.

Acknowledgements:

The Downtown Davenport Streetscape Improvement Plan was authored by the City of Davenport Community Planning and Economic Development Department. However, its development was the result of collaboration and substantial input from the following:

Davenport Public Works
Downtown Davenport Partnership
Complete Streets Committee
City of Davenport Design Review Board

1.2 Existing Conditions

There have been substantial streetscape improvements to the downtown since the 1996 Streetscape Master Plan Design Standards. Some of the challenges identified in the 1996 plan remain the same while new challenges have been identified.

- Existing sidewalks are too narrow to accommodate pedestrian activities and amenities.
- Existing basement vaults restrict streetscape elements.
- Implementation of streetscape improvements has been incremental.
- The downtown area is large and there is variation block to block regarding sidewalk width, streetscape improvements and building first floor elevations.
- Existing pedestrian lights are not adequate to serve as roadway lights and are powered by the adjacent property's electrical system.

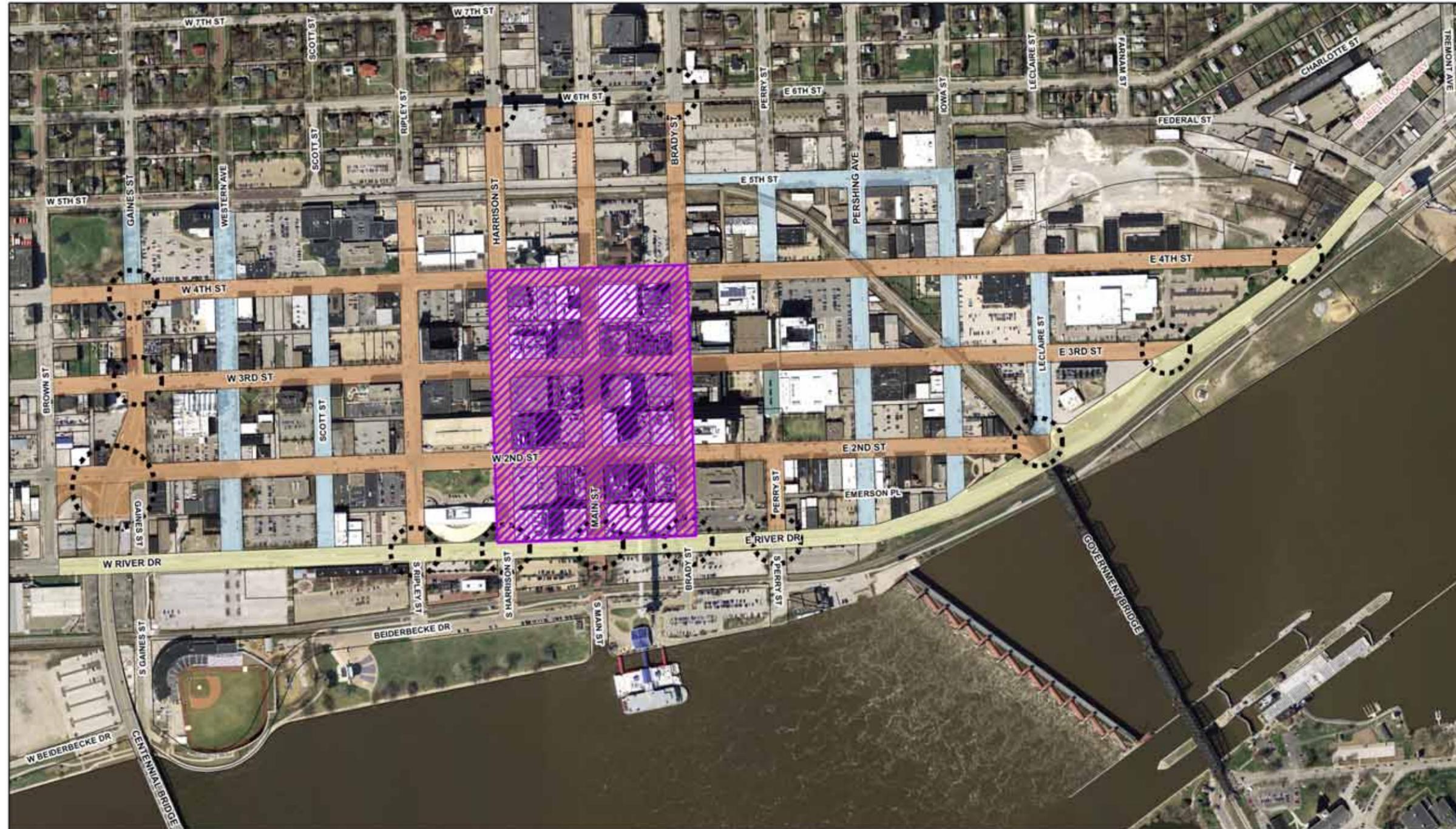
1.3 Streetscape Improvement Goals

- Enhance the downtown's character and livability by fostering attractive design and activities that give comfort, convenience, safety and pleasure to all its residents and visitors.
- Strengthen connections to the riverfront and gateways into the downtown.
- Foster a collaborative environment when addressing design challenges.
- Allow flexibility in streetscape design where on street and/or off street features warrant.
- Convert existing lighting in the public right-of-way and require all streetlights onto the City of Davenport's electrical network.
- Replace or convert existing pedestrian lights to LED decorative streetlights, which will allow them to serve as lighting for pedestrians and streets.
- Remove and replace existing "cobra head" lights with LED decorative streetlights.
- Utilize the existing 80 foot right-of-way in the downtown by decreasing the traveling lane width and increasing the sidewalk width and/or providing on street bicycle lanes.

1.4 Urban Design Concepts

1. Create a strong sense of place in Downtown Davenport through the implementation streetscape improvements.
2. Create a balanced and accessible environment for pedestrians, bicyclists, transit users and motorists.
3. Provide structure with respect to streetscape improvements.

2.0 Street Types, Areas and Streetscape Elements



There are three street types in Downtown Davenport:

1. Primary Design Streets. These are the most travelled streets in the Downtown and contain the primary connections to and from Downtown and Riverfront.
2. Secondary Design Streets. These are lesser travelled streets in the Downtown.
3. River Drive. A state highway, which is perceived as a barrier to the riverfront.

There are two street areas in Downtown Davenport

1. Primary Impact Zone. This area should receive the highest design treatment with curb extensions at intersections and a greater emphasis on connections to the Riverfront.
2. Gateways. These represent the transition between the Downtown and Riverfront and Downtown and adjacent areas.

Figure 2. Street Types, Primary Impact Zone and Gateways

2.0 Street Types, Areas and Streetscape Elements (continued)

Streetscape elements include:

- Decorative streetlights
- Sidewalk paving
- Tree wells and street trees
- On street infrastructure (on street parking spaces, bicycle lanes and crosswalks)

There shall be a comprehensive approach (such as a half block) when designing streetscape elements even if it is only financially feasible to construct a portion of the improvements.

Ideally, streetscape elements would be incorporated in an uninterrupted manner. However, on street and/or off street features may warrant the need for flexibility in streetscape design. Examples include utility vaults, basements extending into the right-of-way, shallow depth utilities and driveway approaches to off street parking areas.

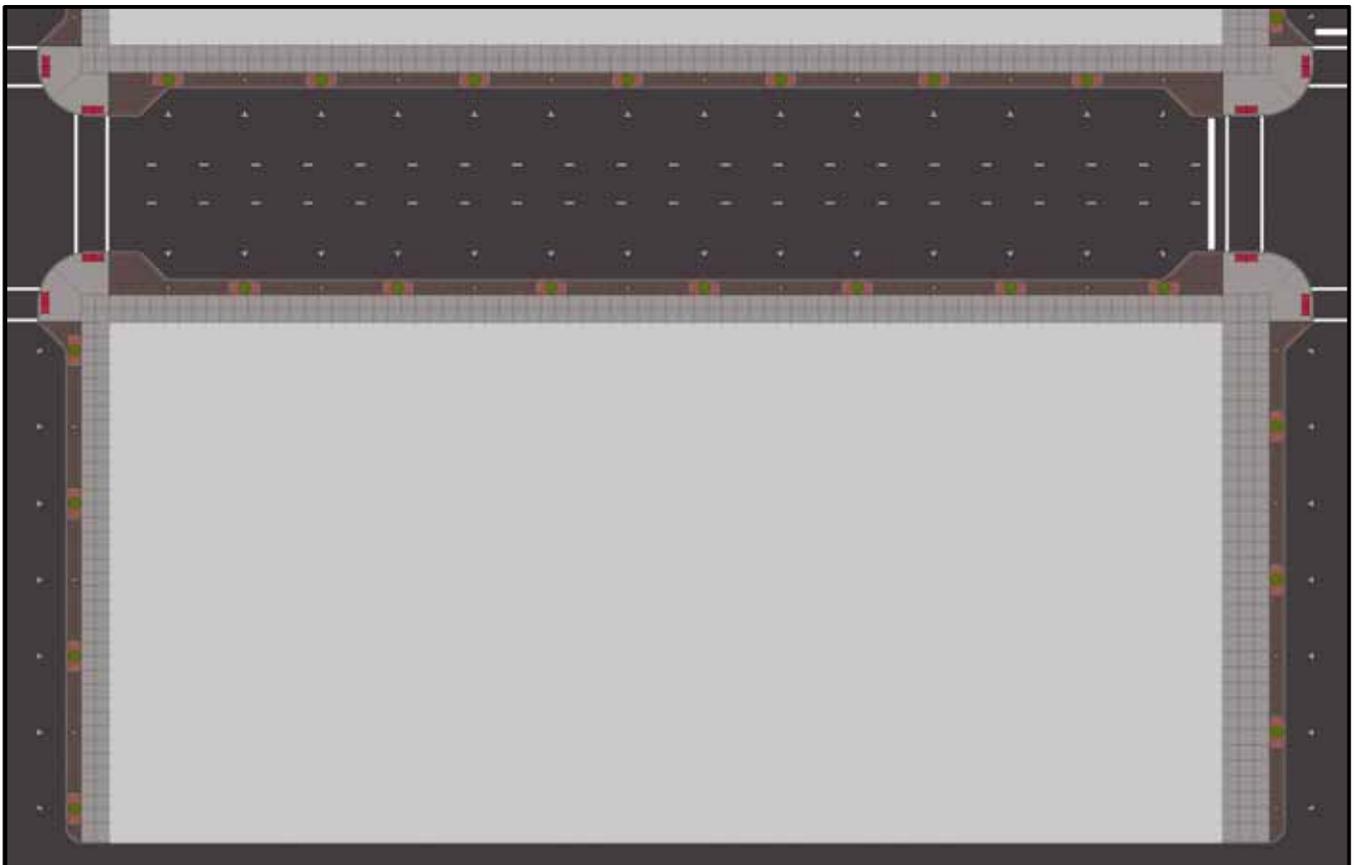


Figure 3. Uninterrupted Streetscape

2.1 Decorative Streetlights

Decorative streetlights shall be a primary consideration when designing a block. Streetlights shall be located 2 feet on center from the back of curb and spaced 44 feet on center. Ideally, streetlights will be located between 22 foot long on street parallel parking spaces. Streetlights shall be staggered with lights on the opposing block face to allow better light coverage. See figure 4.

Streetlight spacing will vary adjacent to street and alley intersections where it is desirable to have a greater concentration of light.

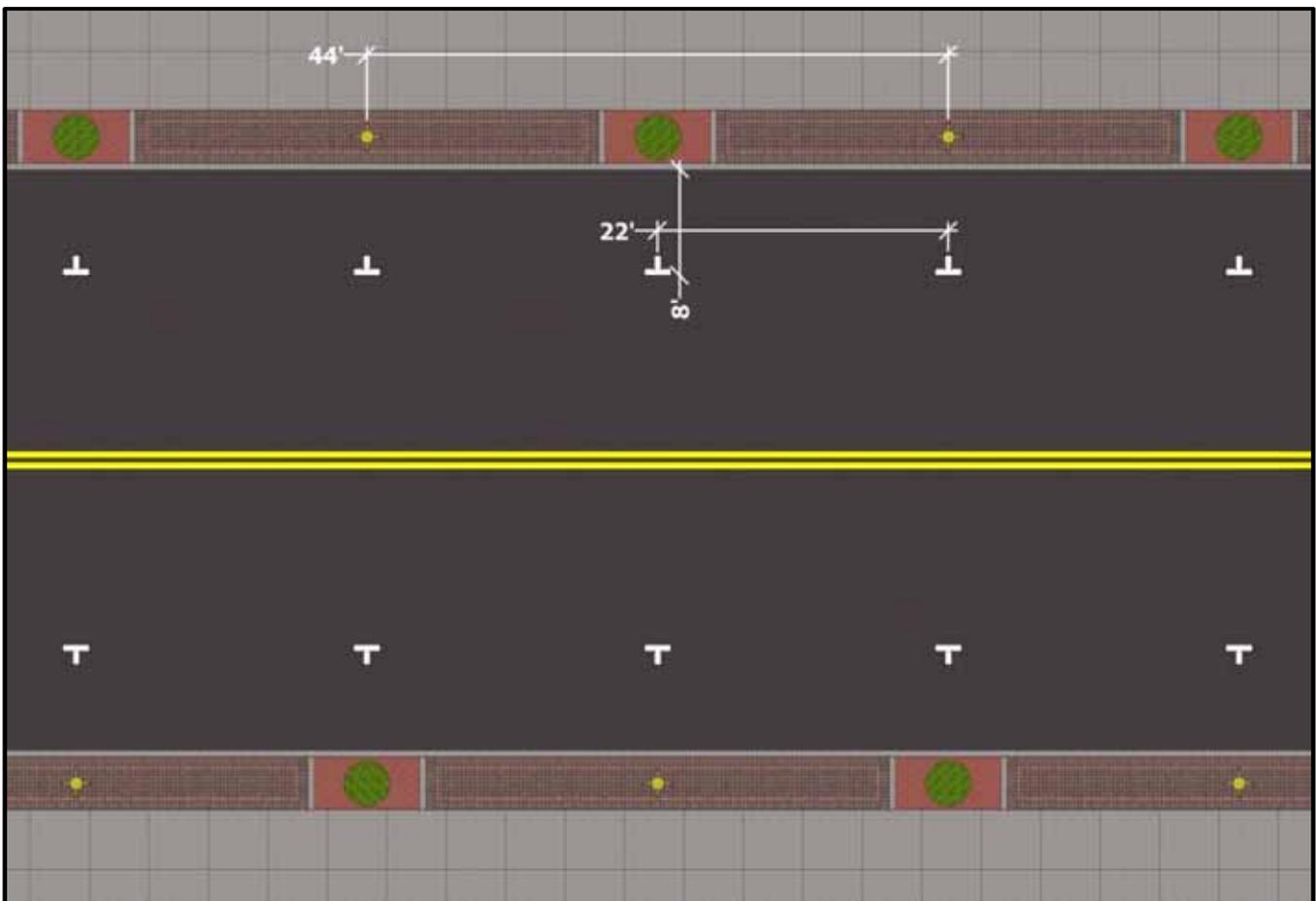


Figure 4. Decorative Streetlight and Tree Well Location

2.2 Sidewalk Paving

Brick paver accent panels shall be parallel with the street directly behind the curb and between tree wells. These panels shall be constructed of 4 inch by 8 inch brick pavers set in a 90 degree herringbone pattern contained by both a stretcher and header course of brick around the perimeter. The 4 foot wide by 35 foot long brick accent panel shall terminate at each tree well. The stretcher course of brick around the perimeter of the panels as well as the courses within the design of the panel are intended to be darker in color than the remainder of the panel.

Poured concrete panels shall be parallel with street directly behind the brick panel, if any. The concrete shall have a broomed finish with smooth, troweled edges to create a window pane effect. Panel dimensions will vary based on existing sidewalk conditions in regards to vaults, basements and utility access; however, the desire is for the panels to measure in the range of 4 to 5 feet.

If installing brick accent panels is not financially feasible, the installation of concrete adjacent to the building shall have a thickened edge and keyway to allow for brick accent panels to be installed at a later time.

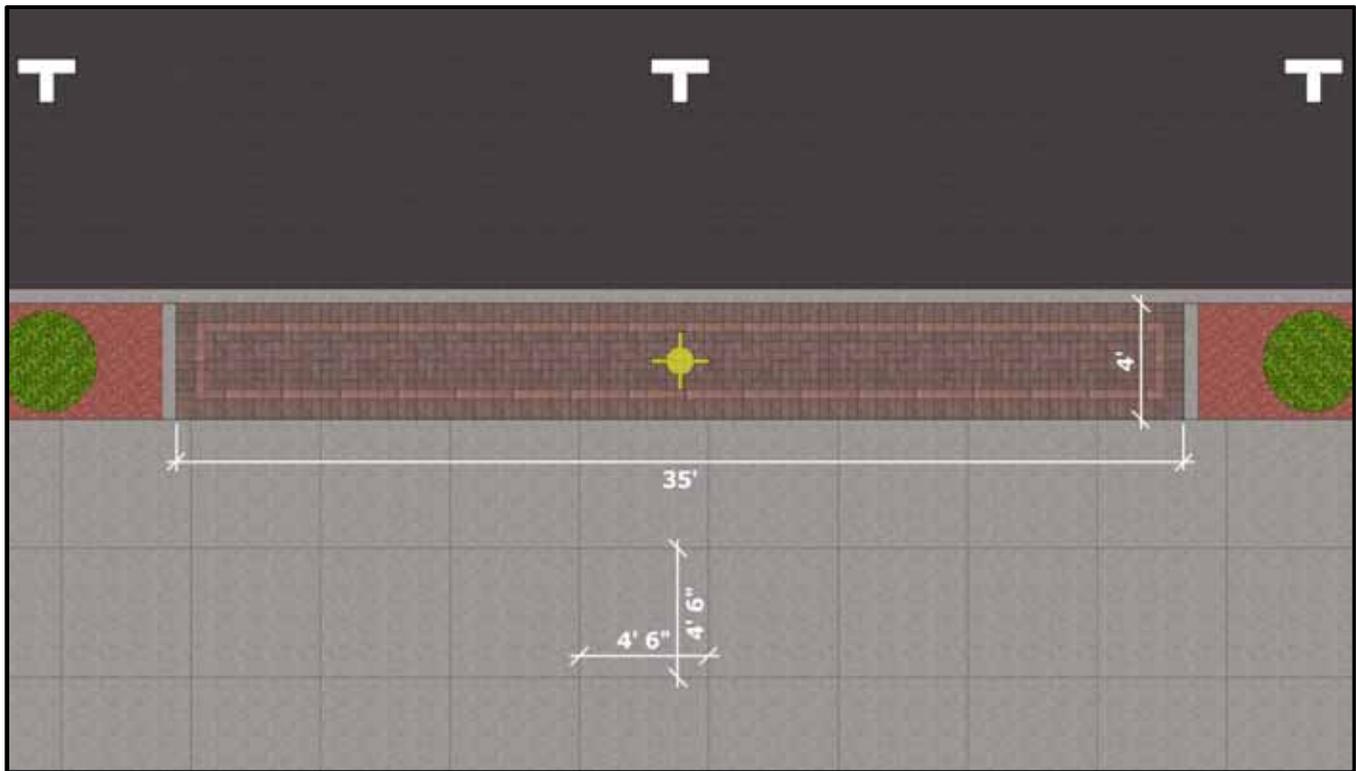


Figure 5. Sidewalk Paving

2.3 Tree Wells and Street Trees

Tree wells shall be a secondary consideration when designing a block. Tree wells shall be 4 feet by 9 feet (outside dimensions) and defined by a 6 inch wide concrete band where it meets the brick accent panels, a 6 inch wide curb adjacent to the street and the poured concrete panels on the side opposite of the curb. See Figure 6.

Ideally, tree wells shall be located between 22 foot long on street parallel parking spaces and staggered with tree wells on the opposing block face.

The type of street tree depends on the surrounding environment. For example, tree wells adjacent to parking lots may be planted with a tree that has a large spread, while tree wells adjacent to buildings may need to be planted with trees that are pyramidal or columnar. Therefore, the City of Davenport Forestry Department shall select and install street trees.

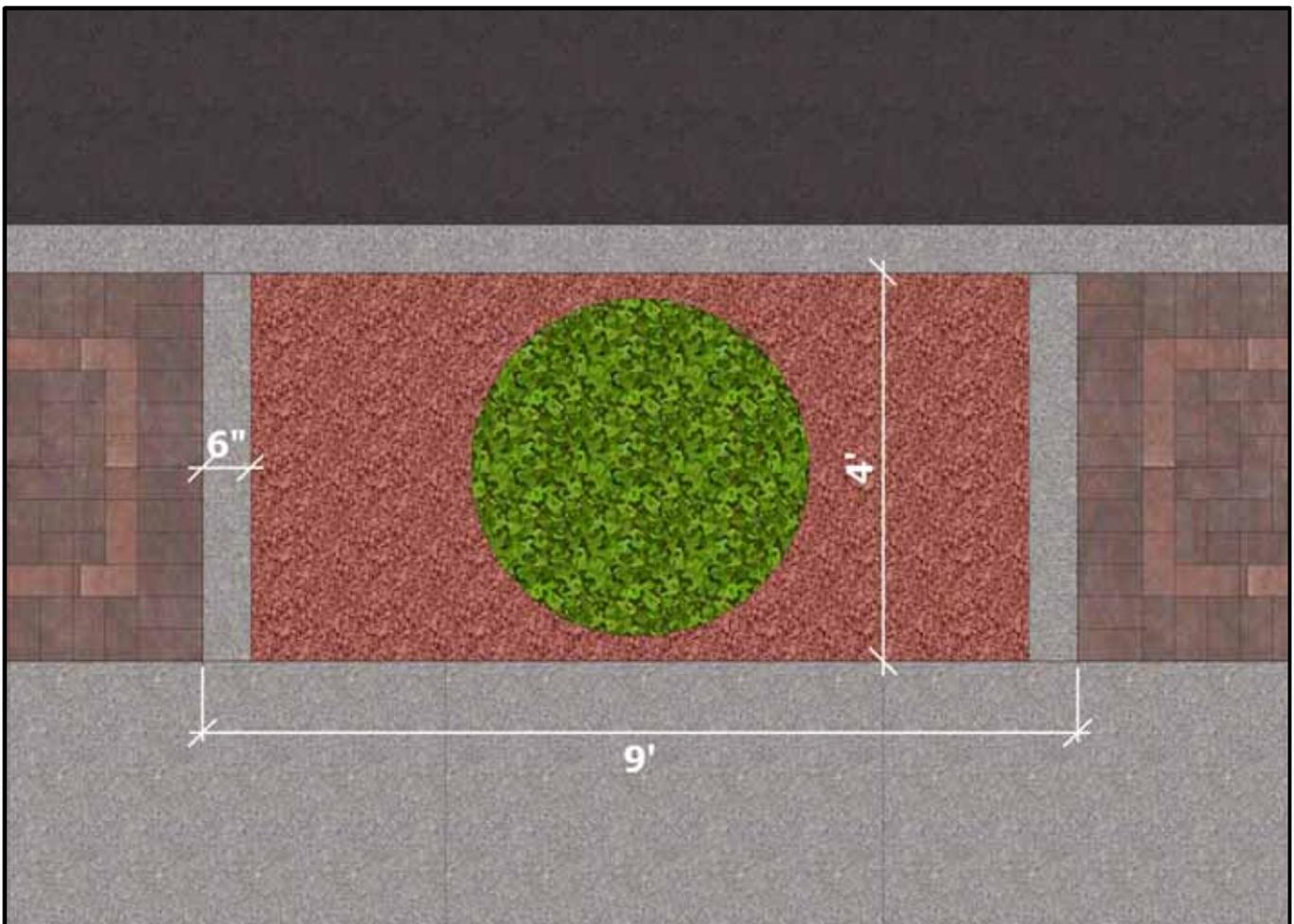


Figure 6. Tree Well Dimensions

2.3 Tree Wells and Street Trees (continued)

In certain locations, tree wells can function as a stormwater management feature.

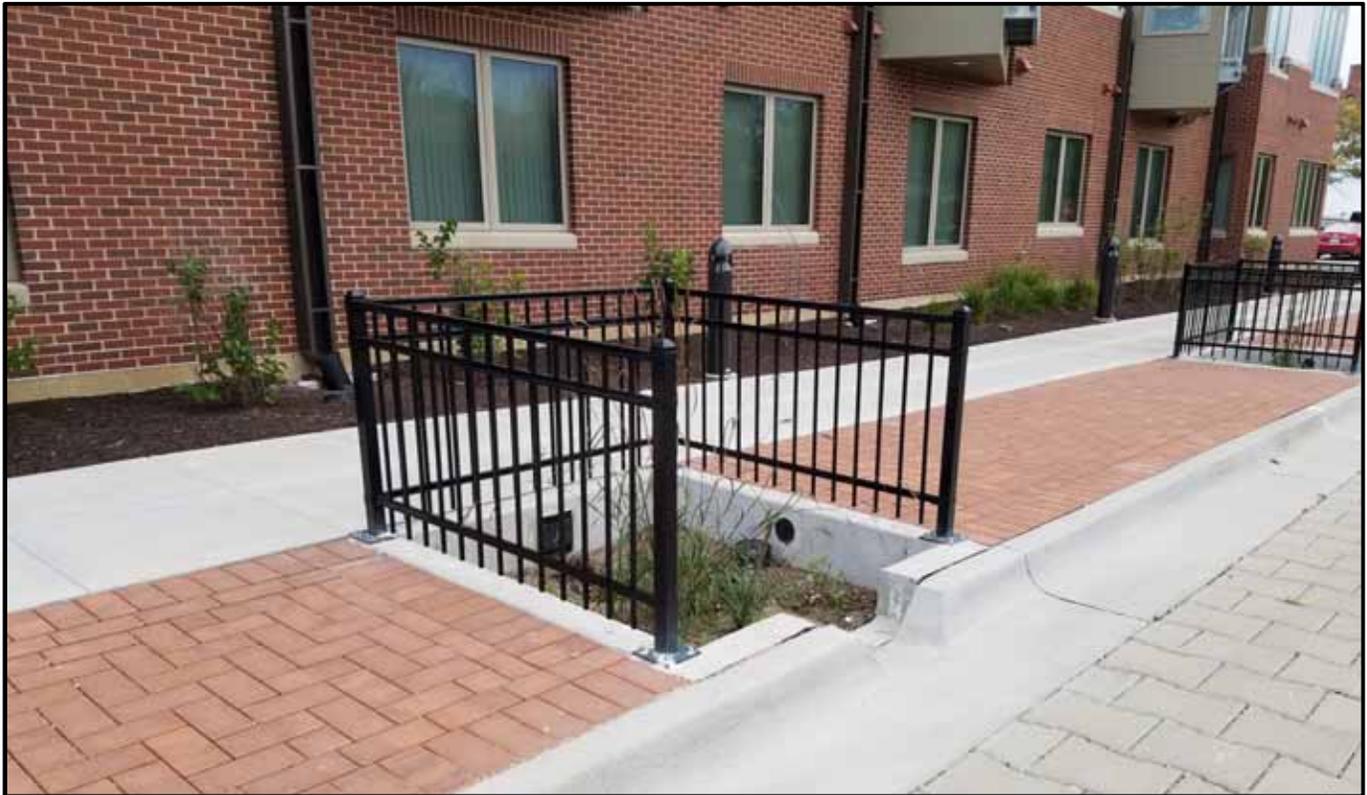


Figure 7. Tree well with Stormwater Management Feature

Due to the change in elevation from the sidewalk to the bed of the tree well, a trip hazard barrier is necessary. Examples include fencing and tree grates. See figures 7 and 8. Where fencing is utilized, it shall achieve consistency with Section 3.0 entitled *Streetscape Furniture*.



Figure 8. Tree well with Stormwater Inlet and Tree Grate

2.4 On Street Parking Spaces

On street parallel parking spaces shall be 8 feet wide by 22 feet long. See figure 4. Diagonal parking spaces should be replaced with parallel parking spaces if feasible, which would allow for the sidewalk to be expanded and/or on street bicycle lanes.



Figure 9. Diagonal Parking on East 2nd Street

Accessible on street parking spaces shall be provided in accordance with Public Right of Way Accessibility Guidelines.



Figure 10. Accessible Parking Space

2.5 Vehicle Travel Lane Width

Existing vehicle travel lanes in the Downtown are generally 11 feet wide with a 3 foot wide area adjacent to parallel parking spaces.

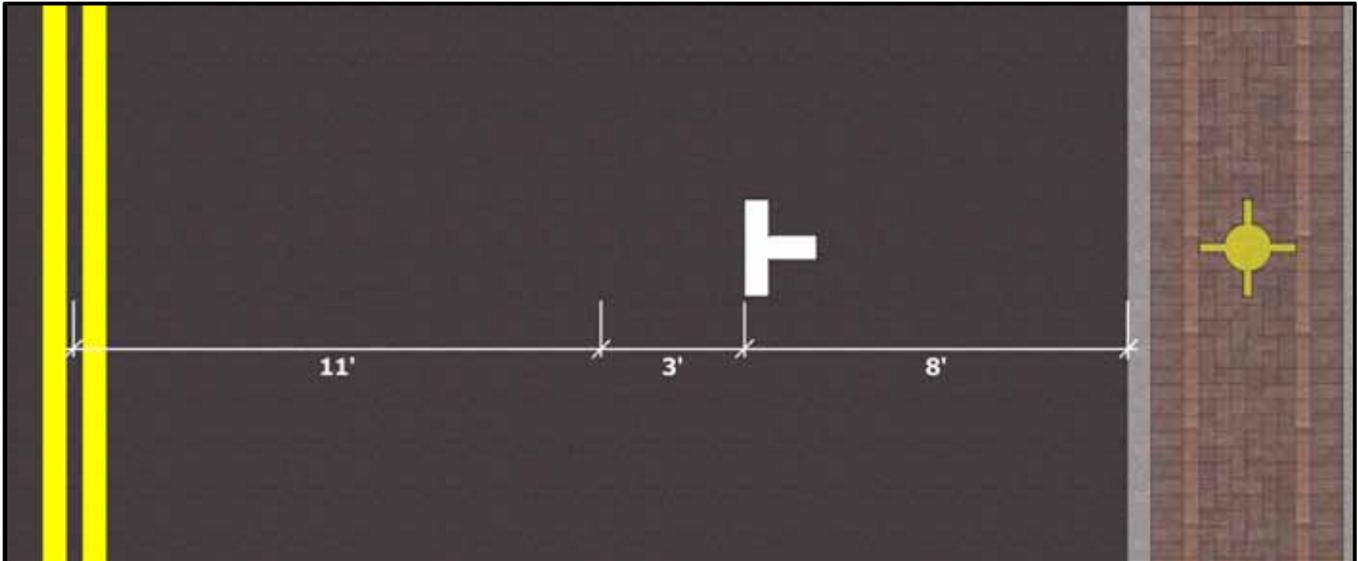


Figure 11. Travel Lane with On Street Parallel Parking

Historically, wider travel lanes have been implemented to create a more comfortable environment for motorists. However, wider travel lanes are correlated with higher vehicle speeds. Lane widths of 10 feet are appropriate in the Downtown considering the speed limit is predominantly 25 miles per hour. For designated truck routes, 11 foot wide travel lanes are appropriate.

As an illustration, removing turn lanes at intersections and narrowing the travel lane width would allow for the implementation of a protected bicycle lane.

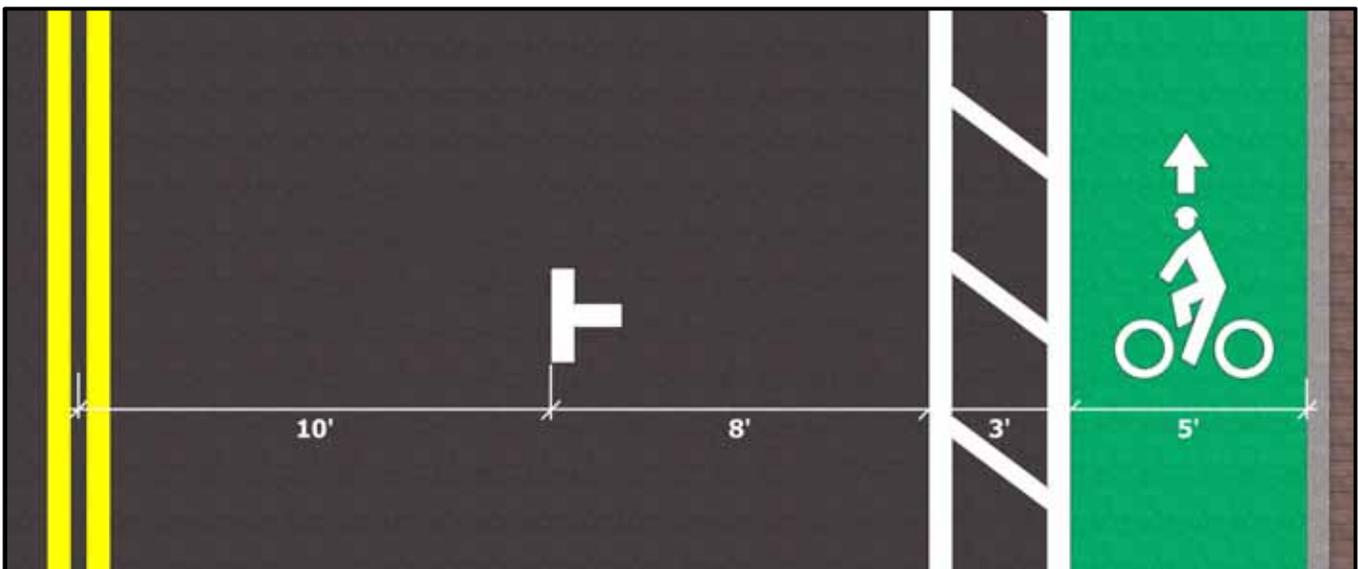


Figure 12. Reduced Travel Lane Width with a Protected Bicycle Lane

2.6 Crosswalk Design

Pedestrian crosswalks in the downtown should be consistent in layout and design. Crosswalks should be painted and be 10 feet in width. It is generally desirable to align the outer limits of crosswalks with the building facades of the two intersecting streets. This approach allows the streetscape to continue visually across the road. However, this method does not always work due to misaligned building facades, curb extensions, curvilinear streets or streets that are misaligned. Crossing widths should be maximized wherever possible to increase their visibility from automobiles.



Figure 13. Recommended Crosswalk Design

Corner ramps should be avoided. Additionally, special paving within the crosswalk should be avoided due to long term maintenance concerns.



Figure 14. Misaligned Crosswalk due to Corner Ramp.

2.7 Accessibility to Off Street Areas

Providing access to off street areas (businesses, apartments, parks, etc.) shall be the responsibility the tenant or property owner. Design alternatives from most desirable to least desirable are as follows:

1. Raising the sidewalk along the entire block. This is a comprehensive approach of addressing accessibility to individual businesses along an entire block face.



Figure 15. Sidewalk along West 3rd Street

Design challenges:

- Expensive.
- Maintaining a maximum curb height of 6 inches while achieving maximum pavement slope.

2.7 Accessibility to Off Street Areas (continued)

2. Constructing a concrete accessible ramp with hand rails. Accessible ramps shall not cross side property lines as extended into the right of way. Hand rails should achieve consistency with Section 3.0 entitled *Streetscape Furniture*.



Figure 16. Accessible entrance to 402 East 4th Street

Design challenges:

- Maintaining an adequate clear path on the outside of the accessible ramp.
- Higher first floor elevations require longer accessible ramps.

2.7 Accessibility to Off Street Areas (continued)

3. Constructing a raised concrete ramp, which also provides an accessible clear path.



Figure 17. Accessible entrance to 211 East 2nd Street

Design challenges:

- Maintaining an adequate clear path on the outside of the accessible ramp.
 - The location of streetscape elements, which preclude extending the ramp to the curb.
4. Constructing a temporary wooden or wood composite ramp. A temporary ramp may be constructed while a more comprehensive solution can be implemented. Naturally weather resistant wood, painted wood and wood composites are preferred. Pressure treated wood should be avoided on exposed portions of the ramp.

2.7 Accessibility to Off Street Areas (continued)

There are instances where an accessible route into a building is technically infeasible.



Figure 18. 100 block of West 3rd Street

2.8 Utility Vaults and Basements Extending into the Right-Of-Way

Abandoned utility vaults and underutilized basements extending into the right-of-way should be condemned and filled by the adjacent property owner. For example, a stem wall could be placed at the edge of the proposed streetscape and filled with a flowable material.



Figure 19. Utility vaults interrupting Streetscape on Harrison Street

2.9 Primary Design Streets

Primary design streets shall contain the brick accent panels, poured concrete panels, streetlights and tree wells. Within the Primary Street Impact Zone, 8 foot curb extensions should be installed at the intersections. Figure 20 illustrates the elimination of turn lanes on Main Street, which would allow sidewalk widths to be increased. Please note that the purpose of this concept is to only depict how the existing 80 foot right-of-way in the Downtown could be utilized. The challenge with increasing sidewalk widths is the location of existing stormwater infrastructure, such as curb inlets.

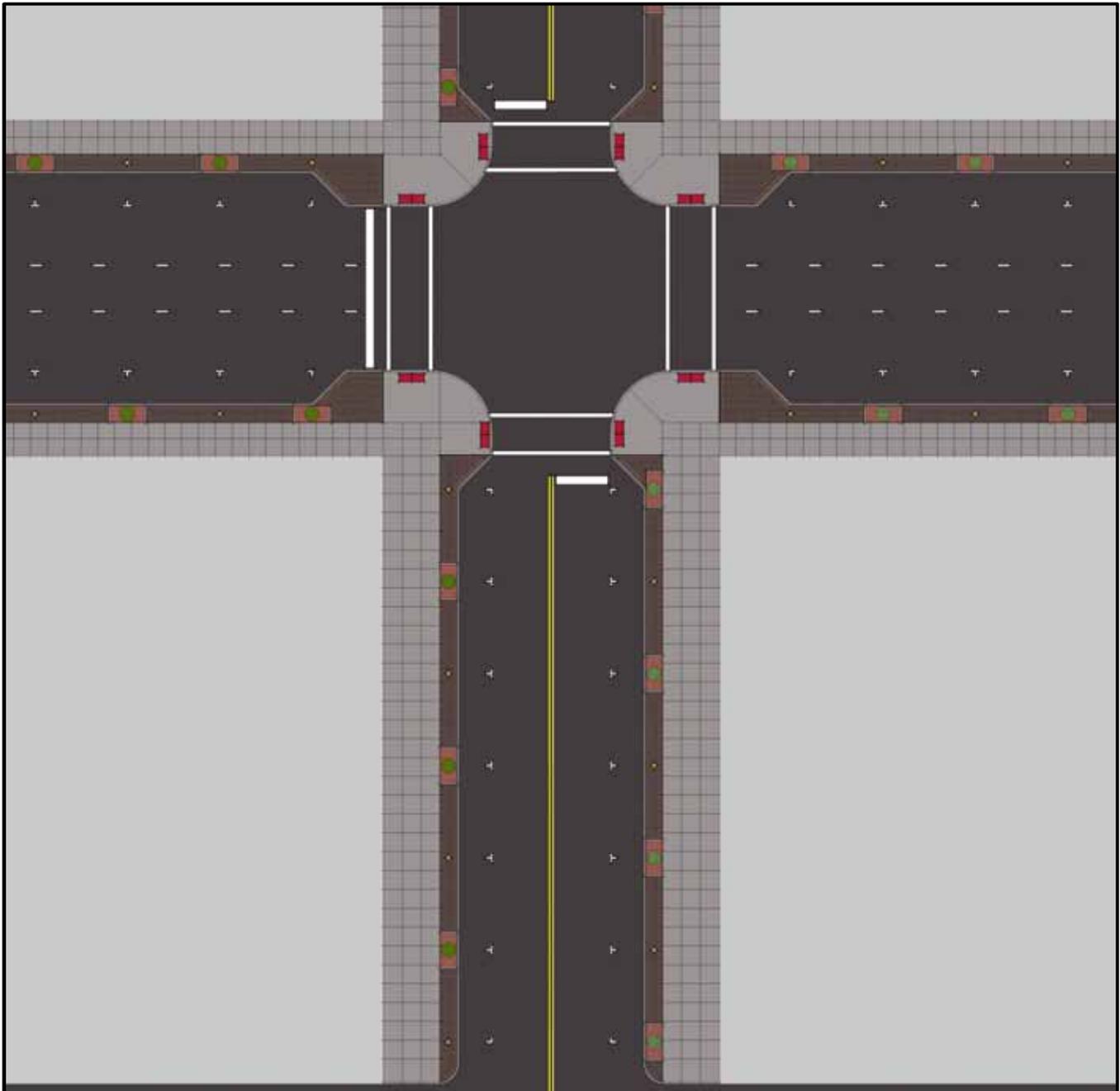


Figure 20. Main Street and West 3rd Street Concept

2.9 Primary Design Streets (Continued)

Figure 21 illustrates maintaining the existing curb locations on Main Street and the elimination of turn lanes, which would allow the installation of a protected bicycle lane. Please note that the purpose of this concept to only depict how the existing 80 foot right-of-way in the Downtown could be utilized.

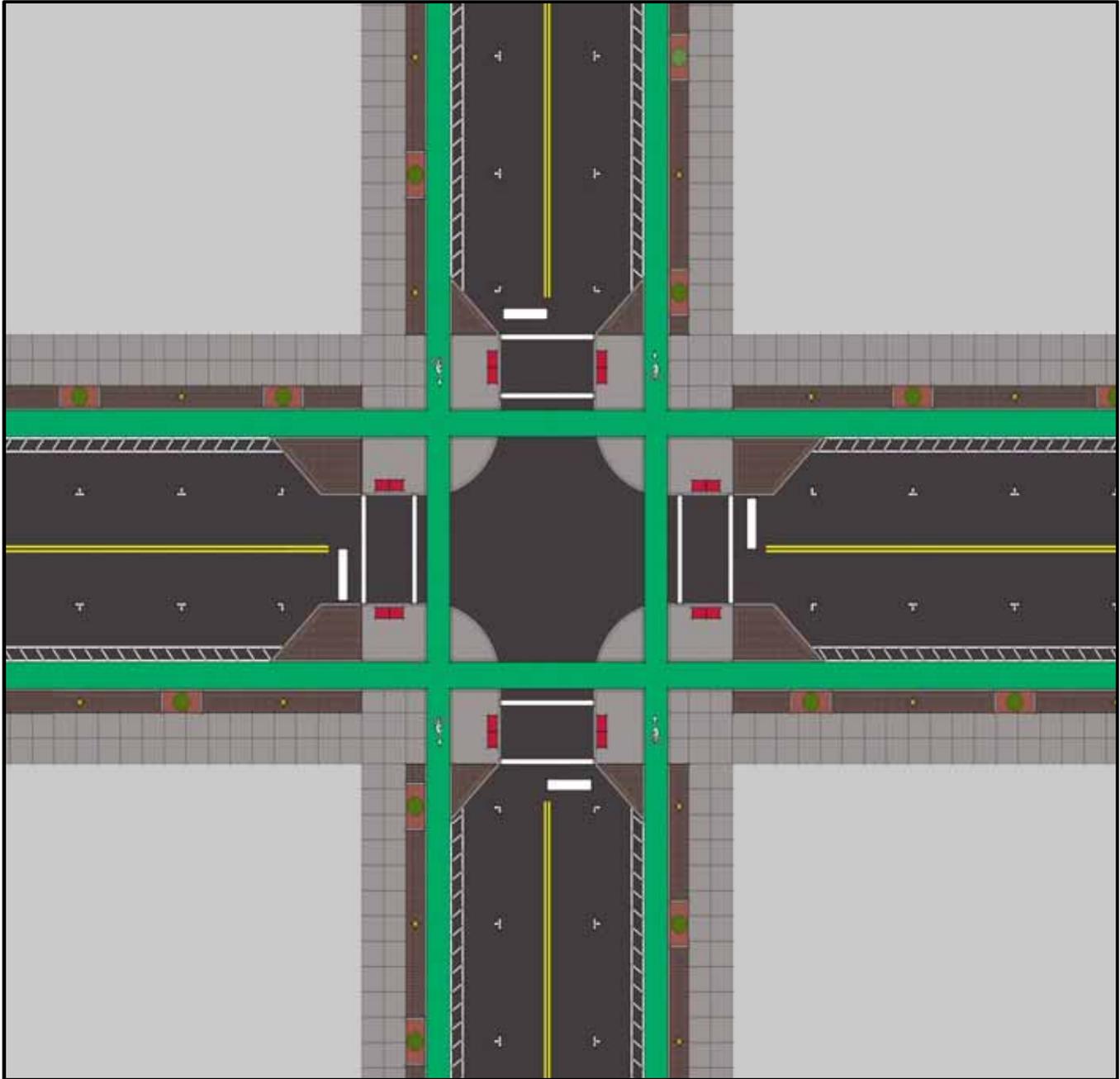


Figure 21. Main Street and West 3rd Street Concept

2.10 Secondary Design Streets

Secondary design streets shall contain poured concrete panels, streetlights and tree wells. Turn lanes could be removed and the sidewalk widths increased.

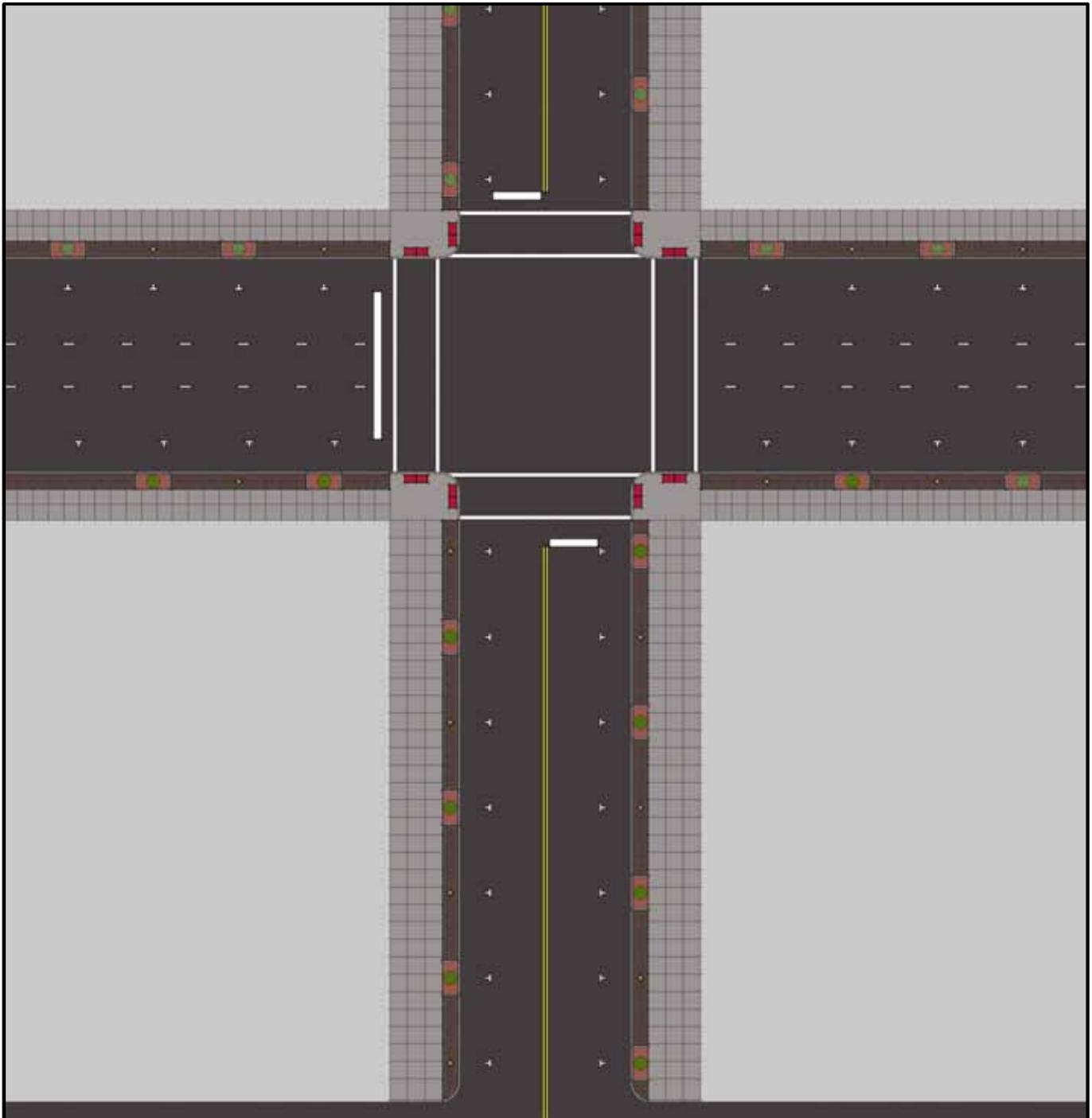


Figure 22. Secondary Street Concept

2.11 River Drive

River Drive shall contain poured concrete panels and streetlights. Due to the vehicles speeds and use, decorative streetlights should be placed at the back of the sidewalk.



Figure 23. Decorative Street Light Location on East River Drive

3.0 Streetscape Furniture

Streetscape furniture plays a vital role in creating a desired theme or sense of place in the downtown environment. The elements to be considered include permanent and temporary encroachments, benches, trash receptacles, seasonal landscape planters, bicycle racks, pedestrian lights, shelters and bollards.

General Recommendations

- Streetscape furniture should be limited to a single "palette" and apply to the entire downtown.
- Only strong and durable elements should be selected.
- Furniture should have an adequate setback from the curb to avoid damage from motor vehicles.
- The family of streetscape furniture should be adapted for use in downtown parks and open spaces.
- The selected color for all furniture will be black with a matte finish. Black is the most effective color to use in a traditional streetscape environment.



Figure 24. Streetscape Furniture Surrounding Dillon Fountain

3.1 Permanent and Temporary Encroachments

An encroachment means an object or part of a structure or building secured to, affixed to or extending over, upon or under the surface of the public property. Encroachments require a license and/or permit from the City of Davenport.

Permanent encroachments include, but are not limited to, marquees, canopies, awnings, signs, fire escapes and outdoor seating areas. Permanent encroachments which are affixed to a building but are not upon the surface of the public property shall be reviewed in accordance with the Downtown Design Guidelines.

Permanent encroachments affixed to the surface of the public property shall be given special consideration. Permanent encroachments shall achieve consistency with Section 3.0 entitled *Streetscape Furniture*. An alternative to black may be considered if the object is compatible with the design and color of the building. In order to maintain a comfortable pedestrian environment, there should be a sufficient pedestrian clear path of 7 feet, which does not include the brick paver accent panels. Figure 25 depicts of clear path of 4 feet, which can create a crowded pedestrian environment when there is a lot of pedestrian activity.



Figure 25. Permanent encroachment on Main Street

3.1 Permanent and Temporary Encroachments (continued)

Temporary encroachments are objects placed upon the surface of the public property which are not affixed to the ground. Temporary encroachments include, but are not limited to, tables and chairs, privately owned landscape planters and a-frame signs. Temporary encroachments shall achieve consistency with Section 3.0 entitled *Streetscape Furniture*. An alternative to black may be considered if the object is compatible with the design and color of the building. In order maintain a comfortable pedestrian environment, there shall be a sufficient pedestrian clear path of 7 feet, which does not include the brick paver accent panels.



Figure 26. Temporary Encroachment on East 2nd Street.

3.2 Benches

Placement should depend on need and not interfere with pedestrian movement.

Benches shall be constructed with contoured metal strapping and metal seats. The frame or end members shall be heavy metal for quality and durability. A specific bench model is not specified, since there are a variety of benches which are compatible with the design criteria. Purchase and installation shall be the responsibility of the City of Davenport and/or Downtown Davenport Partnership.



Figure 27. Bench on Main Street

3.3 Trash Receptacles

Placement should depend on need and not interfere with pedestrian movement.

Receptacles shall be constructed with metal straps or rods containing a basket or liner and lid. As an alternative smaller receptacles may be placed on utility poles at street intersections.

A specific receptacle model is not specified, since there are a variety of receptacles which are compatible with the design criteria. Purchase and installation shall be the responsibility of the City of Davenport and/or Downtown Davenport Partnership.



Figure 28. Trash Receptacle on Utility Pole.



Figure 29. Trash Receptacle on Main Street

3.4 Seasonal Landscape Planters

Seasonal landscape planters include hanging baskets and planter pots or boxes.

Seasonal landscape planters shall be placed on decorative street lights. Purchase and installation of hardware and plants and installation shall be the responsibility of the Downtown Davenport Partnership.



Figure 30. Hanging baskets on Harrison Street.

3.4 Seasonal Landscape Planters (continued)

Planter pots or boxes shall be placed in locations without street trees. Placement should depend on need and not interfere with pedestrian movement. Purchase and installation of plants shall be the responsibility of the Downtown Davenport Partnership.



Figure 31. Planter Box at the John Deere Pavilion, Moline, Illinois

3.5 Bicycle Racks

Bicycle racks should be placed at various locations in the downtown. Placement should not interfere with pedestrian movement.

Bicycle racks shall be heavy metal for quality and durability. A specific bicycle rack is not specified. Purchase and installation shall be the responsibility of the City of Davenport and/or Downtown Davenport Partnership.



Figure 32. Bicycle rack on West 3rd Street

3.6 Pedestrian Lights

Properly placed decorative streetlights will adequately broadcast light on the street and sidewalk. In locations where decorative streetlights are not feasible, pedestrian lights may be installed. These lights shall be simply designed and be approximately 3 feet in height.

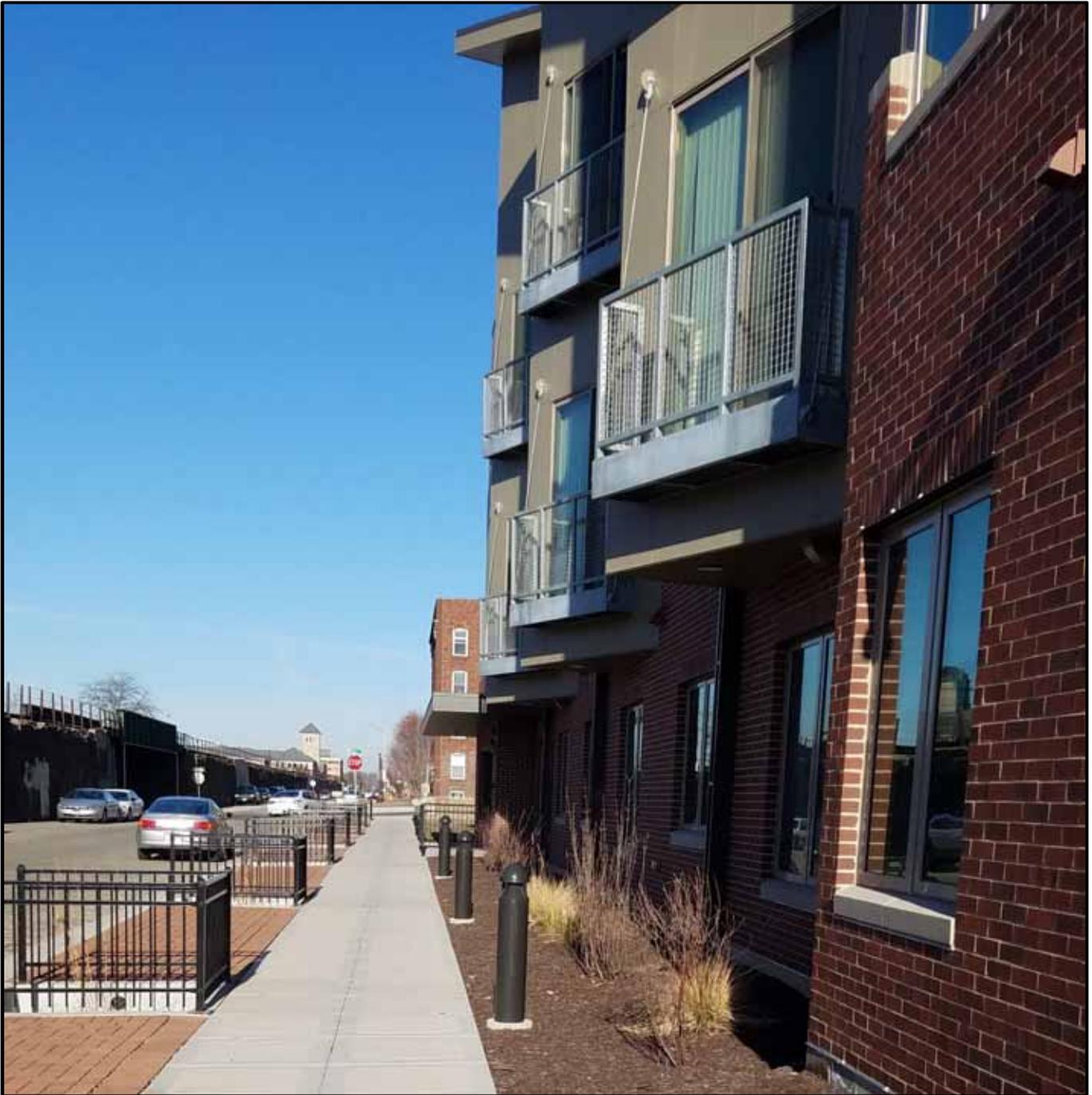


Figure 33. Pedestrian Light on East 5th Street

3.7 Bollards and Barriers

Bollards and barriers are a permanent encroachment which are placed in locations to prevent conflicts with motor vehicles. Bollards shall be simply designed and be approximately 3 feet in height. Permanent barriers may be considered if compatible with the design and color of the building. In order maintain a comfortable pedestrian environment, there should be a sufficient pedestrian clear path of 7 feet, which does not include the brick paver accent panels. However, considering Placement should not interfere with pedestrian movement.



Figure 34. Barriers on East 4th Street

4.0 Gateways

Gateways represent the transition between the Downtown and Riverfront (riverfront gateways) and Downtown and adjacent areas (urban gateways).

Gateways provide an opportunity for a higher design treatment, which signals to pedestrians, bicyclists, transit users and motorists that they are entering a mixed-use district with a strong sense of history and architectural heritage.

Riverfront gateways should facilitate safe pedestrian access to the riverfront while maintaining views to the Mississippi River.



Figure 35. New Lady of Germania Statue at the corner of Gaines Street and West 2nd Street.

5.0 Design Consideration Adjacent to Public Urban Spaces

Public urban spaces should incorporate streetscape elements in accordance with standards for primary design streets (brick accent panels, poured concrete panels, streetlights and tree wells) within the street right-of-way. Figure 35 depicts this treatment at Bechtel Park.



Figure 36. Bechtel Park

Notably, the design of the riverfront requires special consideration. Riverfront plans for specific area of the riverfront shall be developed and adopted by City Council.