

western gateway vision plan DOWNTOWN DAVENPORT

prepared for:

DOWNTOWN DAVENPORT PARTNERSHIP

project team:







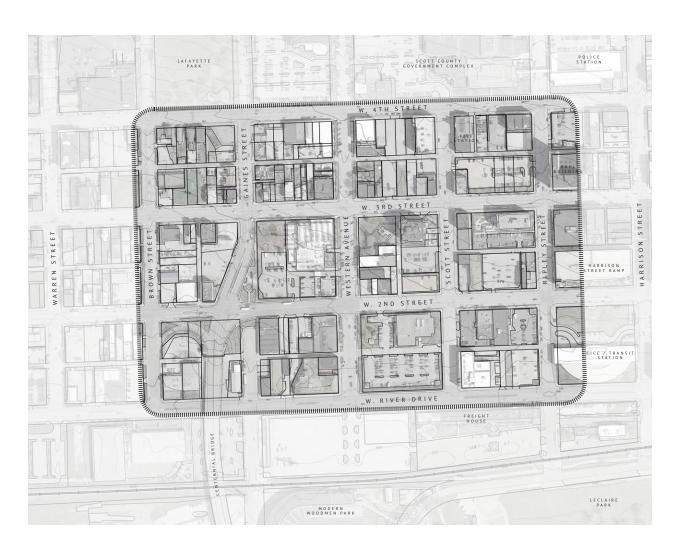
The revitalization of Downtown Davenport over the previous fifteen years has been the result of quality planning, creative economic development strategies, and a strong commitment to creating a sustainable and livable downtown core. Many of these achievements are visible today in the central area of downtown and along the riverfront. As the city considers future opportunities to enhance the quality of life in the downtown, it has become increasingly important to understand the potential of all areas of the downtown. One such area that has received considerably less private investment in recent years is the area west of Ripley Street between River Drive and 4th Street. While some of this area has been addressed in various ways by previous planning efforts, this "Western Gateway" has not been studied comprehensively in terms of its long-term redevelopment potential. The purpose of The Western Gateway Vision Plan is to establish a cohesive and inspiring vision for this district that provides guidance for future enhancements to the public realm and private properties.

THE PLANNING AREA

Boundaries |

The boundaries of the Western Gateway study area are West 4th Street to the north, West River Drive to the south, Ripley Street to the east, and Brown Street to the west. While these streets define the focus area of the study, much consideration was given to factors outside of these limits that may have significant impacts on the public realm, potential land uses, and future redevelopment scenarios. Examples of conditions outside of the study area that influence the district include:

- The north side of West 4th Street includes significant civic land uses including the Scott County Government Complex, the Davenport Police Headquarters, and Lafayette Park.
- The eastern edge of the study area includes the relatively dense mixed-use core of the downtown. The east side of Ripley Street includes The Kahl Building / Capitol Theater (where a recent housing project and theater renovation was recently proposed), the Harrison Street Parking Ramp, and the Eastern Iowa Community College Building and Ground Transportation Center.
- The south side of West River Drive includes a cluster of community amenities including The Mississippi River, LeClaire Park, Modern Woodmen Park (home of the Quad Cities River Bandits baseball team), the Riverfront Bike Trail, The Freight House, Union Station, Rivers Edge, Centennial Park, and the Centennial Bridge.
- The western edge of the study area represents an eclectic mix of land uses and businesses. Several large employers exist in the area including Oscar Meyer Foods, G&K Services, Nichols Aluminum-Alabama, and Nestle Purina PetCare Company.



General Conditions |

The twelve-block study area is defined by a walkable street grid. Many of the streets have been improved with the standard Downtown Davenport streetscape treatment which helps to visually connect it to the central district of the downtown. However, the existing buildings in the study area do not consistently front the public streetscapes and they are often separated by surface parking lots. The building stock is a mix of massing and style with some historically significant structures. Building heights are varied from one story office buildings to mid-rise residential buildings. This lack of continuity and relatively low density impacts the overall walkability of the area and creates a district with relatively low visual cohesiveness.

Land uses are mixed with a large amount of non-profit/institutional uses such as a city fire station, Eastern Iowa Community College, The German-American Heritage Center, Community Health Care, and the Scott County YMCA. Much of the housing in the study area is targeted to low to moderate income levels with many dwelling units receiving some type of government housing subsidy. A wide mix of commercial uses occupies many of the other existing buildings. Blighted buildings and vacancy exists along with many properties that are currently not realizing their highest and best use. Like most of the downtown, flood boundaries limit certain land uses and types of development. Most of these limitations occur along West River Drive.



Looking east along West 3rd Street.



Looking east along West 2nd Street.



Looking south along Ripley Street from West 4th Street.

PREVIOUS PLANS & INFLUENCES

Over the last several decades, The City of Davenport and The Downtown Davenport Partnership have been very proactive in planning for the sustained success of the downtown. Many planning efforts have influenced the built environment and continue to shape the public realm and private investment. A variety of planning studies impact the Western Gateway specifically. The following are brief summaries of those planning efforts.

The Downtown Davenport Strategic Plan | 1999

This plan created the roadmap for the revitalization of the Downtown. Major priorities were established including the vision for an art museum, structured parking, streetscape improvements, conference center, and design guidelines. This led to the creation of River Renaissance in 2000 which spearheaded the implementation of The Figge Art Museum, The Sky Bridge, River Center, Adler Theatre, The River Music Experience, New Ventures Building and two parking structures.

RiverVision | 2004 (updated in 2014)

RiverVision established a vision for the Riverfront in Downtown Davenport and beyond. The plan led to many phased open space improvements. In 2014, the plan was updated with a significant focus on the downtown segment of the riverfront.

Downtown Design Guidelines | 2007

This comprehensive document established design standards for public streetscapes and guidelines for private property improvements. The document includes guidelines for historic preservation, façade improvements, new construction, signage, and parking lot screening.

The City Livable Report | 2008

Authored by Jeff Speck, this document highlights ten specific "calls to action" to improve downtown. The recommendations include improvements to public streetscape and public plazas along with various infill development opportunities.

Davenport in Motion - 10 Year Transportation Master Plan | 2009

Davenport in Motion is a guide book for transportation improvements throughout Davenport. Specific guidance is provided for downtown streets including recommendations for one-way street conversions, onstreet parking, and bike lanes. These recommendations serve as the public realm framework for the Western Gateway Vision Plan.

10 Year Downtown Strategic Action Plan | 2013

This Action Plan establishes near-term and midterm strategic tactics to improve the livability of the downtown. In addition, the plan identifies priority redevelopment sites in the Eastern, Central, and Western portions of downtown based on a detailed market study of residential and office property. Two catalytic redevelopment sites were identified by this plan that fall within the Western Gateway study boundaries. This plan also identified the predominance of surface parking areas and overall lack of density in the western portion of downtown. Other key planning observations included the importance of "transitional locations and uses" from the more vibrant areas of central downtown to the west as well as the importance of the conversion of the one-way streets to two-way operation. The Western Gateway Vision Plan uses the strategic actions and planning principles of this Action Plan as its launching point into a more comprehensive study of private development and public realm opportunities.



GOALS & OBJECTIVES

The goals and objectives of the Western Gateway Vision Plan reflect many of the principles that were established by previous planning efforts. They have also been shaped by current priorities and the input of various area stakeholders. This plan is guided by three overarching goals and four specific objectives.

GOALS 1 | Facilitate economic development and encourage new investment 2 | Strengthen connectivity and accommodate multiple modes of transportation 3 | Preserve history and improve neighborhood character 2 | Identify future development sites and their potential capacity 3 | Identify preservation / reuse opportunities 4 | Identify future public realm improvements

The redevelopment of the West Gateway will be influenced by a variety of factors over time. Economic cycles and market demand will have a significant impact on the pace of change in the district. While the timing of future investments may be somewhat unpredictable, this plan anticipates that the following factors will largely influence the physical changes in the district.

- 1. The Urban Street Network
- 2. Property Ownership
- 3. Existing Building Stock
- 4. Proposed Land Use
- 5. Design Guidelines

URBAN STREET NETWORK

The existing grid of urban streets is critical to the framework of the downtown. The logical layout of streets is an easily understood wayfinding system for visitors and residents. The Davenport in Motion Plan provides recommendations for future improvements to all downtown streets including those in the Western Gateway. These streets were categorized into specific typologies. A summary of these typologies and the recommendations for each are as follows:



West 3rd Street | West 4th Street |

Convert one-way eastbound 3rd Street and one-way westbound 4th Street to two-way operations, using three-lane sections (two travel lanes with a two-way left turn lane) with on-street bicycle lanes and parallel parking. The long-term solution includes portions of the dedicated turn lane being converted to a planted median.

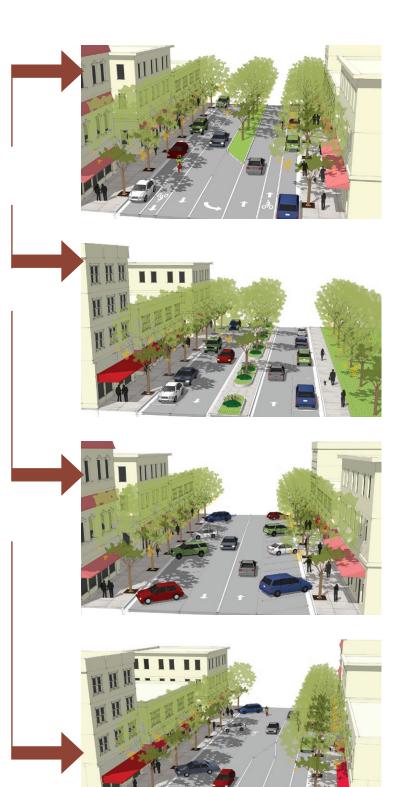
West River Drive |

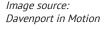
Iowa Department of Transportation and the City of Davenport recently completed improvements to River Drive including raised median planters. These improvements were part of the traffic calming strategy for this active vehicular corridor.

Brown Street | Western Street | Scott Street | Ripley Street | While these streets currently differ in terms of vehicular lanes and on-street parking configurations, the long-term recommendation is for these streets to function in similar ways. The general recommendations for these streets include one travel lane in each direction and angle parking on both sides of the street. There are a few exceptions to this standard cross-section such as the segment of Western Avenue between West 2nd Street and River Drive where a left turn lane is required. These north/south streets provide critical connectivity for the Western Gateway to the amenities of the riverfront.

West 2nd Street |

Between Gaines Street and Western Avenue, 2nd Street would transition from the current two travel lanes in each direction to one travel lane in each direction east of Western Avenue. There would be on-street parallel parking on both sides of the street but sidewalks would be similar to the current configuration – 12.5 feet with a minimum 8-foot walk zone and a curb zone for plantings and furnishings incorporated into the sidewalk. Between Western Avenue and River Drive, 2nd Street would have one 10-foot travel lane in each direction with a center turn lane. Angle street parking would be used on one side of the street and parallel parking on the other side. The sidewalk configuration would be similar to between Gaines Street and Western Street.



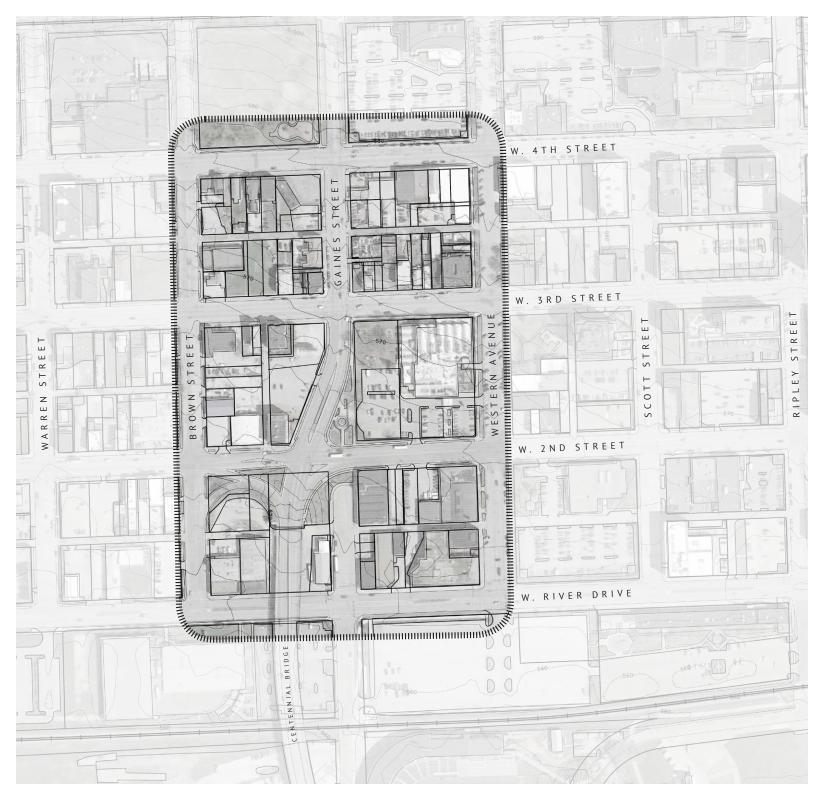


Centennial Bridge / Gaines Street Gateway |

This corridor represents a significant gateway into Davenport. Over time, several improvements have visually enhanced this corridor including the Gateway Park, streetscape improvements, and landscaping. However, Gaines Street represents far more than a community gateway and image opportunity. This street is currently a significant barrier between the downtown to the east and the neighborhood to the west. In the future, additional improvements should not only focus on aesthetics but they should also strengthen the physical and visual connectivity from east to west. Improvement projects that would substantially improve the function and aesthetics of this corridor include the following:

The Gateway Park welcomes visitors to Davenport at the intersection of West Gaines Street and West 2nd Street.





1. Intersection Improvements at Gaines Street and West 2nd Street

The Davenport in Motion Plan recommends the following improvements to this intersection:

This project would remove the channelized right-turn lanes to/ from the Centennial Bridge at the intersection of Gaines and 2nd Street, which function as little ramps connecting to other downtown streets. The proposed intersection redesign would tighten those up into a single-point at-grade intersection with corner radii left suitable for truck and heavy vehicle movements. The redesign would improve walkability of this part of downtown.

By eliminating these "ramps" and tightening the curb radii, additional space would be created at the southeast and southwest corners of the intersection for green space and/or an improved redevelopment site. In addition, future improvements to West 2nd Street, West 3rd Street and West 4th Street will create enhanced intersections at Gaines Street that improves pedestrian connectivity.

2. Landscape improvements at The German American Heritage Center Parking Lot

A decorative fence and shrubs currently separates the GAHC parking lot from the west edge of Gaines Street. The area for landscaping is currently not large enough to provide an appropriate landscape solution to visually soften the view of the surface parking lot, the rear façade of a building, and a billboard. Acquisition of an additional five to ten feet of right-of-way along this edge could create this landscape opportunity without the GAHC losing any parking spaces. Note: some minor re-striping of the parking lot would be required.

3. Future Redevelopment

As properties are improved or redevelopment occurs along this segment of Gaines Street, compliance to the Downtown Design Standards will be critical to improving the function and aesthetics of this gateway corridor. Some redevelopment concepts for some of these properties are shown in Section 3 of this plan.



The existing channelized right turn lanes to and from the Centennial Bridge create an intersection at West 2nd Street that is very unfriendly to pedestrians.



Little visual separation exists between West Gaines Street and the GAHC parking lot.

PROPERTY OWNERSHIP

While property ownership is subject to change, it is important to take a "snapshot" of the current property ownership situation in order to evaluate potential synergies among property owners and predict the potential time frame for improvements. The following exhibit illustrates:

- A significant amount of property is owned by government entities or non-profit agencies. Government controlled properties include the State of Iowa, Scott County and the City of Davenport. Non-profit entities include The Scott County YMCA, Community Health Care, Eastern Iowa Community College, and the German American Heritage Center. The Scott County YMCA has a long-term plan to construct a replacement facility on the east edge of the downtown which would make their existing site available for reuse or redevelopment. Eastern Iowa Community College recently announced plans to consolidate their operations in the central core of downtown. This will likely lead to the availability of several parcels in the Western Gateway for reuse or redevelopment.
- Several private property owners control 0.5 acres or more in the Western Gateway. In several cases, one or two of these property owners control a substantial portion of an entire city block. Collaboration between these owners may lead to joint redevelopment approaches that may yield the most beneficial results for all parties.
- Many private property owners control less than 0.5 acres. These properties are typically clustered together and often include significant structures that should be preserved and enhanced. Many of these properties represent what remains of the original urban fabric of the Western Gateway and should be considered valuable opportunities for unique retailers, office environments and housing.

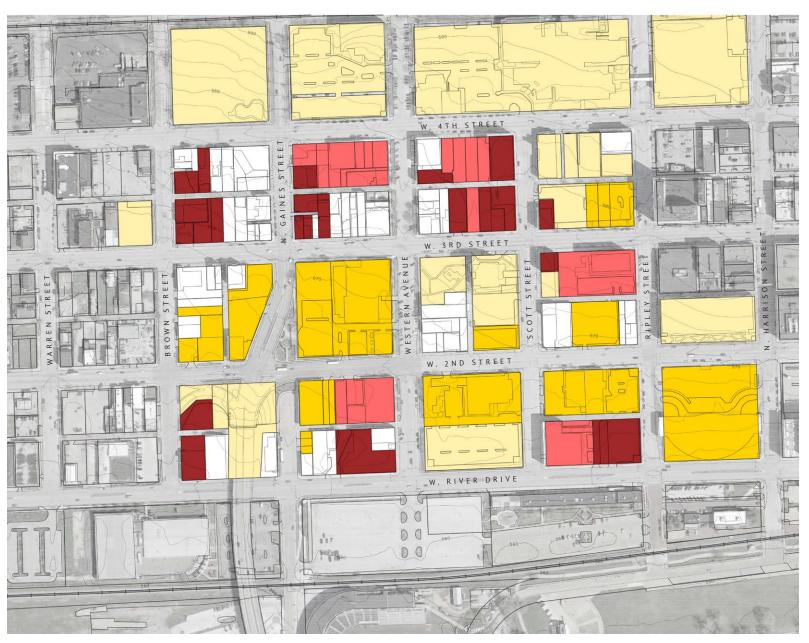
LEGEND

Publicly Owned

Non Profit / Institutional

Private Property > .5 Acres

Private Property < .5 Acres



BUILDING STOCK

Many buildings throughout the Western Gateway are historically significant and their long term protection is critical to preserving and enhancing a strong sense of place in Downtown Davenport. Several of these buildings are part of the West 3rd Street Historic District.

Other buildings, while not designated as historical, should be considered as long-term pieces of the downtown fabric as a result of their current use. Edgewater on Third and The Heritage are midrise buildings that provide affordable housing alternatives to elderly and disabled residents. This plan anticipates that this will be the long-term use for these buildings. In contrast, the relatively low density buildings along West 2nd Street that are currently occupied by Community Health Care may not have an obvious long-term reuse strategy. If Community Health Care is accommodated in a new development in the future, these sites would likely become more dense development sites with midrise buildings and possibly structured parking. The possible increase in density of development results from the anticipated market demand and the location of these sites adjacent to the riverfront park system.













Several historic properties contribute to the unique character of the Western Gateway.

PROPOSED LAND USE PLAN

The Proposed Land Use Plan (see page 12) encourages a wide variety of mixed-use development to occur in the future. While the term "mixed-use" can refer to a wide variety of potential development scenarios, the mixed-use category recommended for the Western Gateway generally refers to "vertical mixed-use". In other words, residential and/or office uses will primarily be located above a ground floor retail use. This creates opportunities for people to live near places that they work and shop and limits dependence on automobiles. This also limits sprawling land uses in favor of higher density development.

The Land Use Plan identifies the following categories:



Retail Corridors |

West 2nd Street is the primary retail corridor of downtown and should be extended throughout the Western Gateway over time in the form of ground floor retail opportunities. West 3rd Street and Gaines Street will likely have opportunities for ground floor retail based on the relatively high traffic counts and future infill development. West 4th Street may have limited opportunities for ground floor retail as a result of the high concentration of civic uses along this corridor and the relatively low amount of office and residential opportunities.



Mixed-use low rise |

This category includes ground floor retail, but may only have one floor of office or residential above. This is a result of relatively small parcel sizes that limit the amount of parking to support a larger development program. This use may also be appropriate as a result of the parcel being adjacent to relatively small scale building masses.



Mixed-use with predominantly residential |

This category anticipates multiple floors of residential and/or office above ground floor retail. A larger percentage of residential is anticipated as a result of a lower supply of parking compared to office use.



Mixed-use with predominantly office |

This category anticipates multiple floors of office and/or residential above ground floor retail. A larger percentage of office is anticipated as a result of additional proximate parking supply and adjacency to other downtown office properties.



Open Space |

While the Riverfront park system serves as a high quality recreational amenity for downtown residents, smaller scaled park spaces within a block or two of residents and office workers is important to the livability of downtown.



Ground Transportation Center |

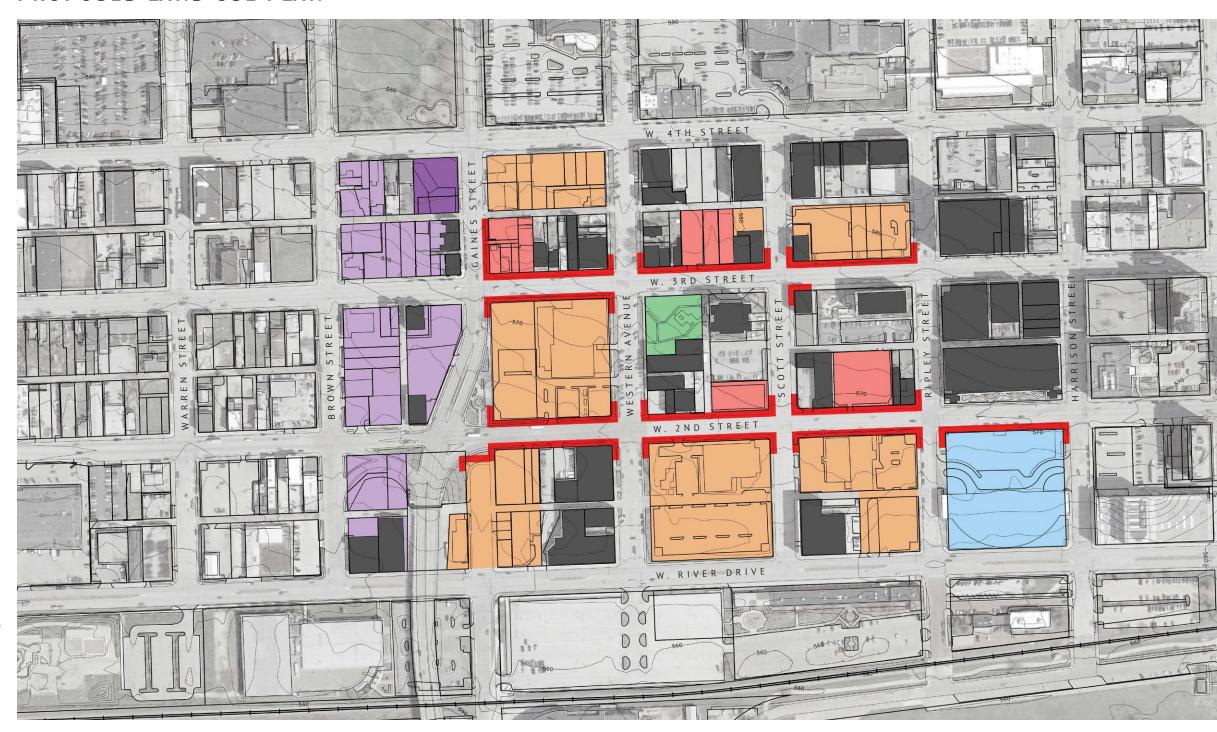
This very specific use, which currently is located at Ripley Street and West River Drive, should remain in the downtown with proximity to services and job centers. While the land use plan indicates a location along Gaines Street which is proximate to major thoroughfares, many locations could be considered. See page 14 for more information on transit and Grand Transportation Center.



Light Industrial | Flex Office |

This category anticipates an eclectic mix of uses west of Gaines Street including opportunities employment provided by flex office and light industry. Unique residential properties and specialty retail can co-exist within this land use area.

PROPOSED LAND USE PLAN



LEGEND

Retail Corrido

Mixed Use Low Rise

Mixed Use (Predominantly Residential)

Mixed Use (Predominantly Office)

Open Space

Ground Transportation Center

Light Industrial / Flex Office

The following redevelopment concepts represent opportunities for public realm improvements and infill development. These concepts have been organized geographically with some consideration to the anticipated timing of development. However, many factors could influence the timing of any of the concepts proposed. Near term opportunities could become longer term developments and mid to long term concepts could become near term opportunities based on economics, availability of property, and market demand.

The three-dimensional graphics have been created to illustrate the vertical mix of land uses (e.g. office or residential floors above ground floor retail), the general scale and massing of the potential infill buildings, and the general placement of the buildings relative to the public street system. These illustrations are not intended to suggest architectural style or design. Architectural style and detail should be provided by the individual project developer/architect utilizing the Downtown Design Guidelines as a reference. The City Design Review Board will continue to provide guidance and review for all development proposals.

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MOVING WEST

THE RIPLEY, SCOTT & WESTERN BLOCKS

With the success of many projects in the core of downtown, it is likely that the general track of redevelopment in the Western Gateway will move from east to west. The future redevelopment of the Kahl Building/Capitol Theatre, the fire station expansion, and the current parking supply available in the Harrison Street Ramp are all indicators of positive change along Ripley Street. The following redevelopment concepts could have a significant impact on the Western Gateway.

The EICC Block |

With Eastern Iowa Community College consolidating its operations into a campus in the core of downtown, this site becomes a high profile redevelopment opportunity. The site is adjacent to the core of downtown, the Harrison Street Ramp, The Figge Art Museum, and the Riverfront.

The Concept:

- Relocate the Ground Transportation Center to another location in the Downtown. Sites along West River Drive with views of the Riverfront should generally be reserved for relatively dense mixed-use development. This plan identifies a location at West Fourth Street and Gaines Street, but many other sites should be evaluated based on access to thoroughfares, services and employment centers.
- Locate a new mixed-use building along the West 2nd Street frontage. Establish ground floor retail along this important retail corridor and relocate the current open space to the south side of the block in the more flood prone elevation. Provide multiple stories of "class A" office space above the ground floor

- elevation and the upper level can be accessed from the West 2nd Street elevation. Supplement parking with adjacent on-street spaces and the Harrison Street Ramp.
- Other redevelopment concepts may be considered for this site including a renovation and/or expansion of the existing structure. However, in any redevelopment scenario, the creation of appropriate density, a vertical mix of uses, and the activation of the West 2nd Street corridor should be important design review criteria.



TRANSIT | AMTRAK | GROUND TRANSPORTATION CENTER

Relocating the Ground Transportation Center to another downtown location will likely depend on several factors. The City of Davenport has recently constructed a bus maintenance facility for its CitiBus fleet of vehicles. The need for a Transportation Center downtown will be more dependent on a regional operator, such as Greyhound, and their needs. Multiple downtown CitiBus stops and routes should be maintained throughout downtown for convenient access to jobs, services, institutions, and the growing number of downtown residents.

The future Amtrak rail system with a station in Moline should provide a shuttle system to Downtown Davenport. This represents an important opportunity for visitors to the Quad Cities to have a direct and convenient connection to Downtown Davenport. A major bus stop should be established in a central and prominent location to accommodate this new transit service. One such location that should be considered would be at the SkyBridge Courtyard on West 2nd Street between Main Street and Brady Street. This new stop could be a regular CitiBus stop and a special Amtrak Shuttle stop.

River Walk East | The Concept:

- Locate a multi-story residential building on the northwest corner of Ripley Street and West River Drive. This building will complement the River Walk lofts building in mass and scale.
- Provide one level of parking below residential units with vehicular access from West River Drive. Supplement parking with adjacent onstreet spaces.
- Provide pedestrian access to a small elevator lobby or community space at the corner of Ripley Street and West River Drive to help activate the streetscape.



- Locate two new mixed-use buildings along the West 2nd Street frontage. One of the buildings will be located north of the existing River Walk Lofts and the other building will utilize the entire block to the west. Establish ground floor retail space along the West 2nd Street frontage in both buildings. Provide multiple residential floors above the retail and parking floors. Office uses may also be accommodated based on parking availability.
- Provide two levels of parking at each building.
 Supplement parking with adjacent on-street spaces.
- Locate new mixed-use buildings with ground floor retail along West 2nd Street to fill existing surface parking lots. Provide parking at the rear of these buildings where possible and supplement with on-street spaces.



Kahl/Capitol Theater Parking Lot and Streetscape |

The redevelopment of the Kahl Building and the restoration of the Capitol Theater will have a significant impact on the Downtown. The parking lot at the northwest corner of Ripley Street and West 3rd Street is critical to the success of this project. This project also represents an opportunity to energize areas to the west including properties at the intersection of West 3rd Street and Scott Street.

The Concept:

• Link the Kahl/Capitol Theater project to the intersection of Scott Street and West 3rd Street through the creation of an enhanced streetscape. Consider complimenting the standard streetscape treatment with an architectural element or vertical graphics that provide a visual link along West 3rd Street.







Western Avenue & 3rd Street Park |

This existing open space is currently owned by the City of Davenport but is underutilized as a public space. As a result of the layout of the park, it appears to be an extension of the Heritage housing project which may make the space feel more private and not accessible to the public. The location and size of this park makes it ideal for development as an urban pocket park with easy accessibility to downtown residents.

The Concept:

• Consider engaging downtown residents in the development of design concepts for this existing open space. Develop a vision for the park and pursue funding sources.







RDF / Enterprise Block |

These two property owners control a significant portion of this important block. Several historic structures are located on this block including the Danceland Ballroom building and the Tri City Equipment building on West 4th Street, and the Ranzow buildings on West 3rd Street. Collaboration between these entities could unlock several redevelopment scenarios that could benefit all parties. The existing event space in the Danceland building provides a unique event space that is a desirable downtown amenity. Securing the adjacent parking area to the west of the building via purchase or a shared access agreement could help insure its long-term viability.

- Locate a new mixed-use building with ground floor retail along West 3rd Street to fill the middle of the block.
- Develop a parking plan for the block with shared access that benefits all users.
- Provide a parking lot screening treatment that includes a combination of masonry columns and/or wrought iron fencing along West 4th Street that complements the historic architecture of Danceland and Tri City Equipment.



THE GAINES STREET GATEWAY

THE WESTERN, GAINES, & BROWN BLOCKS

This gateway area provides unique opportunities for redevelopment. Centennial Bridge/Gaines Street provides large traffic volumes and high visibility for several properties. The implementation of the public realm improvements discussed in Section 2 of this document would further enhance the function and aesthetics of this corridor and increase the redevelopment potential for many properties. The following redevelopment concepts represent significant steps toward transforming this corridor.

Gaines Street & West River Drive |

This opportunity consists of a couple of property owners and a segment of Gaines Street right-ofway. Several of the properties are currently for sale. This concept assumes that the right-of-way could be acquired from the City to create a larger redevelopment parcel. None of the existing buildings are considered historically significant which creates more flexibility in the development of the site.

- Locate a multi-story mixed-use building on the southeast corner of Gaines Street and West 2nd Street. Ground floor retail space should be encouraged along West 2nd Street.
- Provide two levels of parking below the residential and/or office floors with vehicular access to the lower level from West River Drive and access to the second level from West 2nd Street. Provide vehicular circulation along the east side of the building.
- Provide pedestrian access to a small elevator lobby or community space along West River Drive to help activate the West River Drive streetscape and encourage access to the Riverfront.



YMCA Property |

Upon completion of a new YMCA facility in the eastern portion of downtown, this site will become available as a significant redevelopment opportunity. The site has high visibility and convenient access from Gaines Street, West 2nd Street, and West 3rd Street.

- Locate a new mixed-use building on the parcel with multiple levels of residential above the retail and parking floors. Office uses may also be accommodated based on parking availability.
- Provide two levels of parking below the occupied floors with access to the lower level from West 2nd Street and access to the second level from West 3rd Street. Supplement parking with adjacent on-street spaces.
- Locate first floor residential units along the Western Avenue frontage. Consider townhome /walk up style units where building entries are separated from the street elevation.



The Buesing Block |

A redevelopment proposal currently exists to establish a new housing project in the northern portion of this block. As this gateway area is improved, the remainder of the block could be enhanced with a variety of small infill mixed-use buildings.

- Support the redevelopment of the north side of the block for multi-story housing. Encourage pedestrian access to a small elevator lobby or community space at the intersection of Gaines Street and West 4th Street to help activate the streetscape.
- Locate a smaller mixed-use building at the intersection of Gaines Street and West 3rd Street. Residential and/or office uses will occupy the space above the ground floor retail. Parking can be provided in a surface parking lot behind the building and supplemented with on-street spaces. This building should complement the existing buildings in the West 3rd Street historic district in terms of general scale and massing.



West of Gaines Street |

The area west of Gaines Street should be enhanced as an area for office and light manufacturing land uses that will continue to provide employment opportunities. Public and private investment in the Gaines Street Gateway area should improve the long-term redevelopment opportunities west of Gaines Street. In addition, many opportunities exist for synergies among property owners to collaborate on property assembly and create larger scale redevelopment opportunities. As marketrate redevelopment moves west from the core of downtown, this area may also become an opportunity for work force housing and live/work space.

Some properties may represent more near-term redevelopment opportunities based on their location within the Gaines Street Gateway. A collection of historic buildings occupies the northwest corner of West 3rd Street and Gaines Street. These buildings represent a significant opportunity to preserve the history of Downtown Davenport through appropriate redevelopment and historic restoration. The prominence of these buildings along the Gaines Street Gateway has a significant impact on the image and identity of the downtown district. In addition, these buildings are part of the West 3rd Street Historic District and provide a visual connection from the buildings east of Gaines Street to the buildings west of Gaines Street. These buildings should become high priority redevelopment opportunities. A mix of potential uses could occupy these buildings including specialty retail and professional office on the ground floors and residential in the upper floors.





The redevelopment and restoration of these historic buildings at West 3rd Street and Gaines Street will have a significant impact on the image of downtown and encourage redevelopment west of Gaines Street.



Much of the building stock west of Gaines Street represents unique opportunities for adaptive re-use.



EXISTING BUILDINGS

SUMMARY

The Western Gateway Vision Plan builds upon the tactics established by the 10 Year Downtown Strategic Action Plan to create a redevelopment path for private properties and the public realm. This district represents a great opportunity to create a more vibrant and economically sustainable Downtown Davenport. Various underutilized properties can provide the next generation of opportunities to live and work in downtown. Many of these properties are relatively large in comparison to parcels in the central portion of downtown. In addition, many of these parcels are currently used as surface parking lots which will likely be less costly to develop in the future. This creates several opportunities for larger scale mixed-use infill development.

While new infill development projects will have a significant impact on the neighborhood, the Western

Gateway will not reach its full potential without adhering to a multi-pronged development approach. This approach includes the following principles.

1. Enhancement of the Public Realm.

The continued enhancement of the downtown street system to create a safe and vibrant environment for pedestrians, bicycles, and automobiles will provide critical connectivity to people living and working in the downtown.

2. Preservation of Historic Building Stock.

Many significant buildings exist throughout the Western Gateway and their long term protection is critical to preserving and enhancing a strong sense of place in Downtown Davenport.

3. Appropriate Land Uses and Density.

A vertical mix of land uses with appropriate density will help to ensure synergy among residents, office workers, and retailers.

4. Design Guidelines and Review.

Future development proposals will continue to be informed by the Downtown Design Guidelines with review provided by the City Design Review Board.

The redevelopment concepts depicted in this plan represent opportunities for enhancing the vitality of downtown. The concepts are realistic scenarios based on the redevelopment capacity of the potential sites. The timing of any of the scenarios is dependent on market demands and many other factors including the willingness of property owners to develop, partner with other developers, or sell their properties. Creative development agreements between property owners and incentive packages may also be required to initiate some of these opportunities. Future proposals should not be required to match the concepts shown here, but they should align with the goals, objectives and the framework that this plan establishes.



