

DESIGN REVIEW BOARD MEETING

CITY OF DAVENPORT, IOWA

MONDAY, OCTOBER 23, 2023; 5:00 PM

CITY HALL | 226 WEST 4TH STREET | COUNCIL CHAMBERS

I. Call to Order

II. Secretary's Report

A. Consideration of the August 28, 2023 Meeting Minutes

III. Old Business

IV. New Business

A. Case DR23-19: Request for Design Review, C-D Downtown Zoning District; Exterior remodel at 206 East 5th Street. Streamline Architects, petitioner, on behalf of 206 Partners LLC. [Ward 3]

B. Case DR23-20: Request for Design Approval, C-D Downtown Zoning District; Installation of a new gutter system at 401 West River Drive. City of Davenport, petitioner. [Ward 3]

V. General Discussion

VI. Public Comment

VII. Adjournment

VIII. Next Board Meeting: November 20, 2023

City of Davenport  
Design Review Board

Department: Development & Neighborhood Services  
Contact Info: Matt Werderitch 563.888.2221

**Date**  
**10/23/2023**

**Subject:**  
Consideration of the August 28, 2023 Meeting Minutes

**Recommendation:**  
Staff recommends the Design Review Board approve the August 28, 2023 meeting minutes.

**Background:**  
The August 28, 2023 meeting minutes are attached.

**ATTACHMENTS:**

| Type              | Description             |
|-------------------|-------------------------|
| ▢ Backup Material | Meeting Minutes 8-28-23 |

**REVIEWERS:**

| Department | Reviewer         | Action   | Date                 |
|------------|------------------|----------|----------------------|
| City Clerk | Werderitch, Matt | Approved | 10/20/2023 - 3:26 PM |

**MINUTES**  
DESIGN REVIEW BOARD MEETING  
CITY OF DAVENPORT, IOWA  
MONDAY, AUGUST 28, 2023; 5:00 PM  
CITY HALL | 226 WEST 4<sup>TH</sup> STREET | COUNCIL CHAMBERS

I. Call to Order

Present: Hoff, Tebbitt, Anderson, Tylka, Stinocher, Rashid, Salzer  
Excused: Inskeep, Martin  
Staff: Berkley

II. Secretary's Report

A. Consideration of the June 26, 2023 Meeting Minutes.

Motion by Hoff, second by Anderson, to approve the June 26, 2023 meeting minutes.  
Motion to approve was unanimous by voice vote (7-0).

III. Old Business

IV. New Business

A. Case DR23-16: Request for Design Approval, C-D Downtown Zoning District; Installation of Projecting Sign at 221 East 2<sup>nd</sup> Street. Rosalee Jewelry, petitioner. [Ward 3]

Berkley presented an overview of the project. The design request is to install a third projecting sign on the structure for Rosalee Jewelry, which is renting a second-floor tenant space. The business currently has signage installed in the windows above the first-floor entrance as well as signage installed within the second-floor window.

The Rosalee Jewelry projecting sign will be mounted to the north building elevation along 2nd Street. The sign will be installed on the second-floor elevation within a rectangular brick architectural feature.

Staff recommended Case DR23-16 be approved in accordance with the submitted work write up and materials.

Motion by Tebbitt, second by Stinocher, to approve staff recommendation. Motion was approved by a roll call vote (7-0).

B. Case DR23-17: Request for Design Approval, C-D Downtown Zoning District; Exterior remodel at 512 Brady Street. Streamline Architects, petitioner, on behalf of Miss Phay Cafe. [Ward 3]

Berkley presented an overview of the project. Miss Phay Cafe currently operates on the first floor at 512 Brady Street. Streamline Architects submitted a design concept to add vibrant colors and modern finishes to the existing storefront. No work is proposed on the upper floors.

A representative of Streamline Architects was in attendance to present the façade improvements.

Staff recommended Case DR23-17 be approved in accordance with the submitted work write up and materials.

Motion by Rashid, second by Tebbitt, to approve staff recommendation. Motion was approved by a roll call vote (7-0).

- C. Case DR23-18: Request for Design Approval, C-D Downtown Zoning District; Exterior remodel at 322 East 2nd Street. Streamline Architects, petitioner, on behalf of Great River Brewery & Pizza. [Ward 3]

Berkley presented an overview of the project. Great River Brewery submitted plans to reopen and renovate their former brewery and restaurant at 322 East 2nd Street. Streamline Architects submitted a design concept to refurbish the façade and outdoor patio.

Scott Florence, applicant, and Streamline Architects were in attendance to answer questions.

Staff recommends Case DR23-18 be approved in accordance with the submitted material, subject to the following condition:

1. The installation of signage shall require a separate Application for Design Review.

Motion by Tebbitt, second by Stinocher, to approve staff recommendation. Motion was approved by a roll call vote (7-0).

#### V. General Discussion

#### VI. Public Comment

#### VII. Adjournment

Motion by Hoff, second by Salzer, to adjourn the meeting. Motion to adjourn was unanimous by a voice vote (7-0). The meeting adjourned at 5:15 pm.

#### VIII. Next Board Meeting: September 25, 2023

City of Davenport  
Design Review Board

Department: Development & Neighborhood Services  
Contact Info: Matt Werderitch 563.888.2221

**Date**  
**10/23/2023**

**Subject:**

Case DR23-19: Request for Design Review, C-D Downtown Zoning District; Exterior remodel at 206 East 5th Street. Streamline Architects, petitioner, on behalf of 206 Partners LLC. [Ward 3]

**Recommendation:**

Staff recommends Case DR23-19 be approved in accordance with the submitted work write up and materials, subject to the following condition:

1. The installation of signage shall require a separate Application for Design Review.
2. The dumpster enclosure shall be fully screened and gated with a 6-8 foot tall solid fence or wall.

**Background:**

206 Partners LLC is requesting design review for a complete adaptive reuse of the former 3E Electrical, Engineering, and Equipment Company building. The vacant warehouse building will be converted into three commercial suites on the first floor with eight luxury apartments above.

Streamline Architects submitted a design concept for the building façade and site improvements.

The project scope includes the following improvements:

1. Repaint the exterior masonry. (Colors: Iron Ore, Rookwood Red, and White)
2. Remodel/construct first floor openings with new aluminum storefronts, French doors, and glass overhead doors.
3. Mount a new metal railing for a rooftop patio.
4. Install fabric storefront awnings.
5. Establish sign locations for new first floor commercial tenants.
6. Site improvements to include: landscaping, raised planters, retaining walls, dining area, and synthetic turf.

Staff recommend a separate sign package be submitted at a later date for review and approval.

The renderings indicate potential placement options on the façade. However, additional details are required for formal approval.

The Downtown Design Guidelines recommend the following for older storefronts:

1. Strengthen the architectural integrity and design unity of individual facades.
2. Create storefronts that add interest, activity, and comfort to the street environment.
3. Emphasize compatibility in design, materials, and colors to make adjacent buildings appear to the viewer as one unit.

The Downtown Design Guidelines acknowledge that facades change over time. The goal of these standards, as they relate to older historic buildings, is not to prevent change, nor is it necessary to return a façade to its original appearance. Rather the goal is to encourage sensitive and appropriate change when renovation occurs.

**ATTACHMENTS:**

Type

Description

- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material
- ▣ Backup Material

Application  
 Renderings  
 South Elevation  
 Site & Landscape Plan  
 Downtown Design Guidelines-Facade Change as Evolution  
 Downtown Design Guidelines-Historic Architectural Facade Design

**REVIEWERS:**

| Department                                | Reviewer         | Action   | Date                 |
|---|------------------|----------|----------------------|
| Community Planning & Economic Development | Werderitch, Matt | Approved | 10/20/2023 - 2:57 PM |



**CITY OF DAVENPORT**  
Development & Neighborhood  
Services – Planning  
1200 E. 46<sup>th</sup> St  
Davenport, IA 52807

**Office** 563.326.6198  
planning@davenportiowa.com

APPLICATION FOR  
**DESIGN REVIEW**

DESIGN REVIEW BOARD

| APPLICANT INFORMATION   |  |   |
|---|--|---|
| Applicant Name  | BRIEF OVERVIEW OF THE PROJECT (not a scope of work)  |   |
| Address   |  |   |
| City   State   Zip  | APPLICABILITY (PRIOR TO ANY WORK, APPROVAL IS REQUIRED)<br><br><b>Design Review Applications must be completed and approved PRIOR to the commencement of the following types of work:</b> <ul style="list-style-type: none"><li>● New construction or an alteration to an exterior of a structure where changes are visible from the public right-of-way</li><li>● New parking lots, fencing/walls, landscaping, or alterations of</li><li>● Sign installation or alteration</li><li>● Streetscaping element installation within the public right-of-way</li></ul> |   |
| Phone   |  |   |
| Secondary Phone   |  |   |
| E-Mail Address  |  |   |
| <b>Acceptance of Applicant</b><br>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.<br><br>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.<br><br>By checking this box and typing my name below, I am electronically signing this application.<br><br>Type Applicant's Name here to serve as a signature _____ Date _____ |  | <b>ALL SUBMITTALS SHALL INCLUDE:</b><br><br>Full Scope of Work (SOW) attached as a .PDF<br>all work & materials shall be described & itemized/listed in detail<br>Digital photos of existing building/sign elevations/façades<br><br>Proposed color building/sign elevations to scale<br>rendering as proposed & depicted on existing building/signs<br>Material specifications: type, dimensions, & color<br><br><b>MINOR &amp; MAJOR ADDITIONS, SITE IMPROVEMENTS, &amp; NEW BUILDINGS SHALL INCLUDE ADDITIONAL ITEMS*:</b><br>Dimensioned Site Plan (proposed & existing buildings/site items)<br>Landscape Plan<br>Grading Plan with 2 foot intervals (if needed)<br>Storage & Mechanical Screening shall be shown<br><br>* Major Additions & New Buildings may require more extensive information  |
| <b>DEVELOPMENT TEAM</b>   |  |   |
| <b>Property Owner</b>   |  | <b>Formal Procedure</b><br>(1) Application: <ul style="list-style-type: none"><li>● Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process.</li><li>● 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></li></ul> (2) Scope of Board's Consideration: <ul style="list-style-type: none"><li>● Only work described in the application may be approved.</li><li>● 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.</li></ul> (3) Post Board Ruling: <ul style="list-style-type: none"><li>● 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.</li><li>● 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.</li><li>● 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.</li></ul> |
| Address   |  |   |
| Phone   | Secondary Phone  |   |
| E-Mail Address  |  |   |
| <b>Project Manager/Other</b>  |  | Application Fee: <b>NONE</b>  |
| Address   |  |   |
| Phone   | Secondary Phone  |   |
| E-Mail Address  |  |   |
| Submit this form with attachments to: <a href="mailto:planning@davenportiowa.com">planning@davenportiowa.com</a>  |  |   |

NOTE FROM STREAMLINE ARCHITECTS:  
EXTERIOR PAINT SCHEME FOUND ON ARCHITECTURAL ELEVATION.  
THESE RENDERINGS ARE INDICATIVE OF PROPOSED SITE DESIGN.



206 E. 5<sup>th</sup> Street, Davenport, IA  
August 30, 2023



206 E. 5<sup>th</sup> Street, Davenport, IA

August 30, 2023



206 E. 5<sup>th</sup> Street, Davenport, IA

August 30, 2023



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August 30, 2023



206 E. 5<sup>th</sup> Street, Davenport, IA

August 30, 2023



206 E. 5<sup>th</sup> Street, Davenport, IA

August 30, 2023



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

[illegible]

# MIXED USE BUILDING

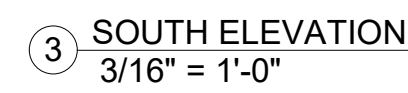
206 E 5TH STREET  
DAVENPORT, IA

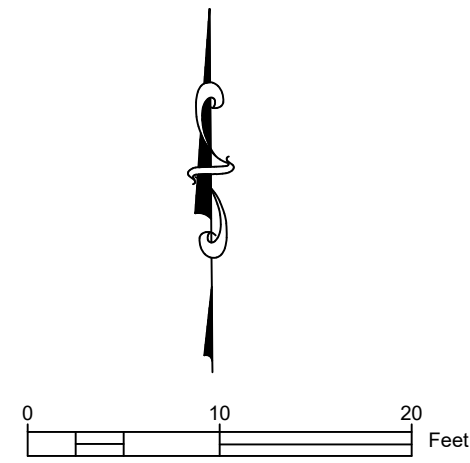
|                |          |
|----------------|----------|
| Project number | 22-122   |
| Date           | 09/18/23 |
| Drawn by       | NS       |
| Checked by     | CR       |

## EXTERIOR ELEVATIONS

A200

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LEGEND

- (A) DETAIL (SEE CONSTRUCTION DETAIL SHEETS C8.0-C8.2)
- 2R CURB RADII
- BUILDING SET BACK LINE
- EASEMENT LINE
- BOUNDARY LINE
- x- PROPOSED FENCE
- ➔ ALL RADII MEASURED TO FACE OF CURB

SITE DATA

- THIS SITE IS PART OF:  
P.I.N. F0064-24A
- AREA OF SITE:  
±0.571 ACRES
- CURRENT ZONING: ZONED C-D, DOWNTOWN ZONING DISTRICT
- PROPOSED USE: MIXED USE
- SETBACK REQUIREMENTS:  
FRONT = 0 FT TO 10 FT BUILD TO ZONE  
SIDE = 0 FT  
REAR = 0 FT

➔ SEE ARCHITECT/OWNER REGARDING UNDERGROUND UTILITIES (GAS, WATER, FIRE PROTECTION, ELECTRIC, TELECOMM)

ALL PAVEMENTS REMOVED WITHIN THE RIGHT OF WAY ARE TO BE PERMITTED AND REPLACED PER CITY STANDARDS.

ALL DESIGN BUILD UTILITY WORK SHALL BE REVIEWED WITH THE ENGINEER PRIOR TO PERFORMING THE WORK.

➔ SEE ARCHITECT/OWNER REGARDING SANITARY SERVICE.

CONTRACTOR SHALL OFFER A PRICE FOR ADD ALTERNATE TO REMOVE AND REPLAC THE SANITARY SERVICE WHEN SHOWN ON THE PLANS.

ALL PAVEMENTS REMOVED WITHIN THE RIGHT OF WAY ARE TO BE PERMITTED AND REPLACED PER CITY STANDARDS.

ALL DESIGN BUILD UTILITY WORK SHALL BE REVIEWED WITH THE ENGINEER PRIOR TO PERFORMING THE WORK.

CONSTRUCTION PLANS

206 EAST 5TH STREET

206 EAST 5TH STREET  
DAVENPORT, IA 52801  
CLIENT: 206 PARTNERS

SITE PLAN

|             |                  |
|-------------|------------------|
| PROJECT NO. | IA76-23-030      |
| DATE        | ----             |
| SURVEYED    | JAG DESIGNED SDR |
| DRAWN       | DAR APPROVED DLB |

SHEET

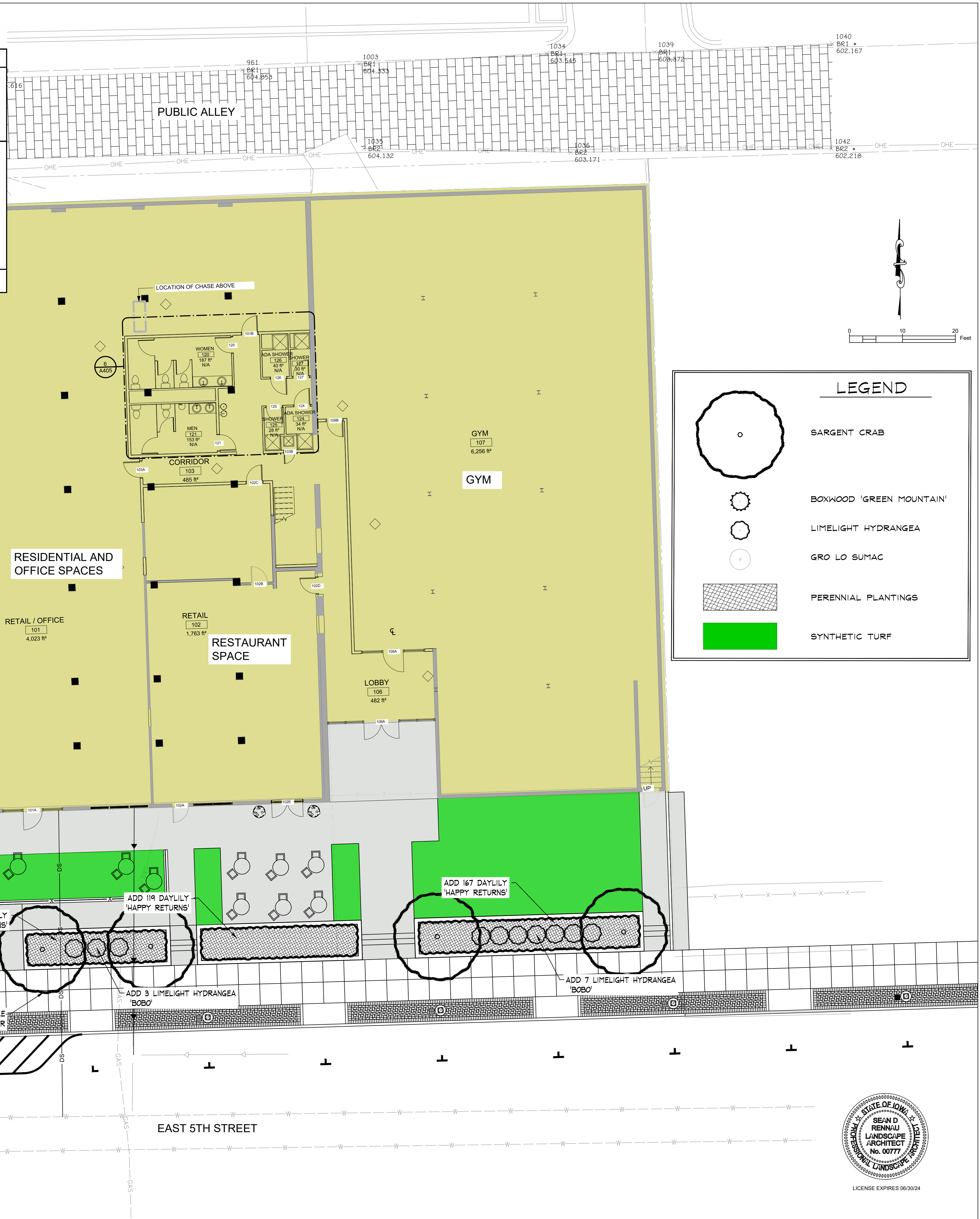
C4.0

AUSTIN ENGINEERING CO., INC.  
Consulting Engineers / Surveyors  
311 SW Water St., Suite 215  
Peoria, Illinois 61602  
License No. 184-001143



206 EAST 5TH STREET

|                                 |                                    |                     |               |                 |                        |                |
|---------------------------------|------------------------------------|---------------------|---------------|-----------------|------------------------|----------------|
| <u>Front Yard Landscaping</u>   |                                    | 206 EAST 5TH STREET |               |                 |                        |                |
| Property Line Length (ft.)      | N/A                                |                     |               |                 |                        |                |
| Total Points Required           |                                    |                     |               |                 |                        |                |
| Total Points Proposed           | 0                                  |                     |               |                 |                        |                |
| Point Difference                | 0                                  |                     |               |                 |                        |                |
| <u>Common Name</u>              | <u>Botanical Name</u>              | <u>Quantity</u>     | <u>Points</u> | <u>Subtotal</u> | <u>Size to Install</u> | <u>Remarks</u> |
| Ornamental/Intermediate Tree(s) |                                    |                     |               |                 |                        |                |
| Sargent Crabapple               | Malus sargentii                    | 4                   |               |                 |                        |                |
| <u>Common Name</u>              | <u>Botanical Name</u>              | <u>Quantity</u>     | <u>Points</u> | <u>Subtotal</u> | <u>Size to Install</u> | <u>Remarks</u> |
| PERENNIAL LIST                  |                                    |                     |               |                 |                        |                |
| Day Lily                        | Heemerocallis 'Happy Returns'      | 392                 |               |                 |                        |                |
| <u>Common Name</u>              | <u>Botanical Name</u>              | <u>Quantity</u>     | <u>Points</u> | <u>Subtotal</u> | <u>Size to Install</u> | <u>Remarks</u> |
| Deciduous Shrubs                |                                    |                     |               |                 |                        |                |
| Gro Low Sumac                   | Monrovia                           | 9                   |               |                 |                        |                |
| Limelight Hydrangea             | Hydrangea paniculata 'Little Lime' | 10                  |               |                 |                        |                |
| <u>Common Name</u>              | <u>Botanical Name</u>              | <u>Quantity</u>     | <u>Points</u> | <u>Subtotal</u> | <u>Size to Install</u> | <u>Remarks</u> |
| Evergreen Shrubs                |                                    |                     |               |                 |                        |                |
| Boxwood                         | Buxus x 'Green Mountain'           | 3                   |               |                 |                        |                |



**AUSTIN ENGINEERING CO., INC.**  
Consulting Engineers / Surveyors  
311 SW Water St., Suite 215  
Peoria, Illinois 61602  
License No. 184-001143



## CONSTRUCTION PLANS

206 EAST 5TH STREET

206 EAST 3TH STREET  
DAVENPORT, IA 52801  
CLIENT: 206 PARTNERS

ISSUED

LANDSCAPE PLAN

PROJECT NO. IA76-23-030

DATE \_\_\_\_\_

| SURVEYED | JAG | DESIGNED | SDR |
|----------|-----|----------|-----|
|----------|-----|----------|-----|

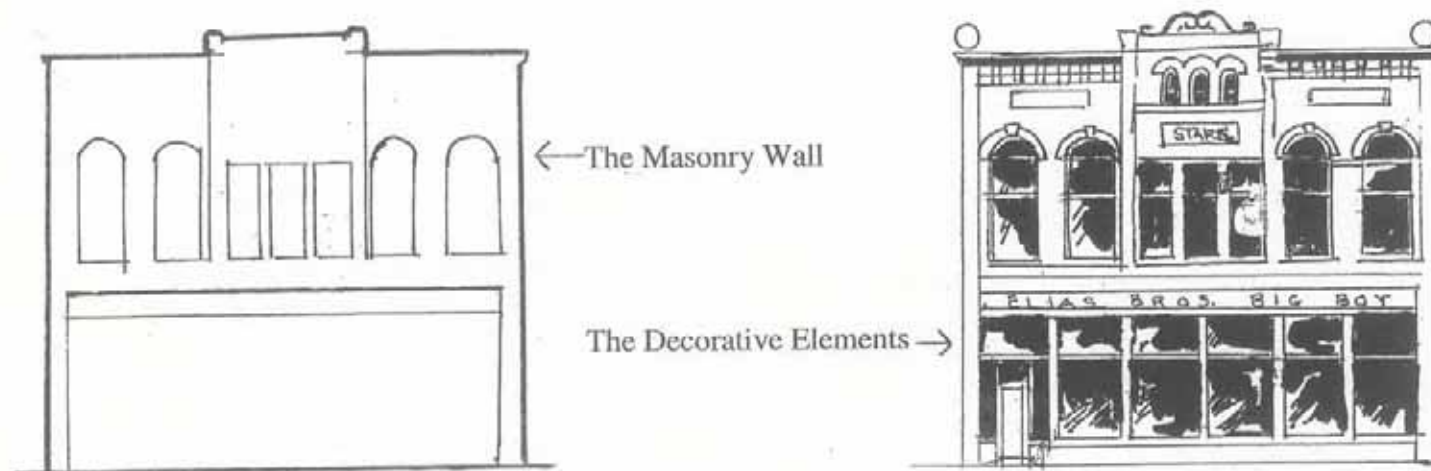
|       |     |          |     |
|-------|-----|----------|-----|
| DRAWN | DAR | APPROVED | DLB |
|-------|-----|----------|-----|

SHEET

LICENSE EXPIRES 06/30/24

# \_1.0

## Façade Change as Evolution



Facades change over time; this is natural, inevitable and often desirable. The goal of these standards, as they relate to older historic buildings, is not to prevent change, nor is it necessary to return a façade to its original appearance. Rather the goal is to encourage sensitive and appropriate change when renovation occurs.

When it was constructed the typical downtown building façade exhibited some basic inherent qualities: 1) an architectural style characterized by its decoration; 2) certain construction materials; and 3) a unified visual composition in which the parts looked related.

These qualities came together to create a visual resource. *Sensitive change* accepts these façade qualities and builds on them. The result is a harmonious blend of changes and existing elements. *Insensitive change*, on the other hand, ignores and often negates the qualities of the original resource. The result is an unnecessary clash between new and old as the drawing below illustrates.



# Historic Architectural Façade Design

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## Design Objectives:

Reinforce a sense of historical continuity

Reinforce the unique character of the City of Davenport

Encourage architectural excellence

Require the use of quality building materials

## Discussion:

The human scale, high-quality materials and architectural detailing of older building add interest and identity to the downtown environment. Whenever possible, examples of the downtown's traditional commercial, civic and residential architecture should be preserved, renovated and where necessary adapted to new uses.

The renovation and adaptive use of attractive, historic buildings helps create a positive climate for reinvestment and regeneration by strengthening the downtown's market appeal. Renovation of deteriorated buildings, vacant or poorly modernized storefronts helps the downtown overcome any image it may present of neglect and decline, also the renovation of highly visible older buildings can spark regeneration momentum and create an image of change and renewal. Older historic buildings are also useful in that their lower rents allow them to serve as small business incubators. They are also more prone than new structures to develop into the unique shops, restaurants and other uses that bring life to a downtown.

The existing downtown built environment is a product of an evolution that began with the construction of the first building and has continued until the present. The result is a city that is one part Victorian "main street" and one part "big city downtown". The Victorian portions of the downtown generally consists of older historic buildings constructed between 1850 and 1910 (with some exceptions being as late as the 1930's and 1940's), establishes the main form of the downtown. Building heights for these structures typically range between two and four stories. Although built in many sizes, shapes and architectural styles these facades are very similar.

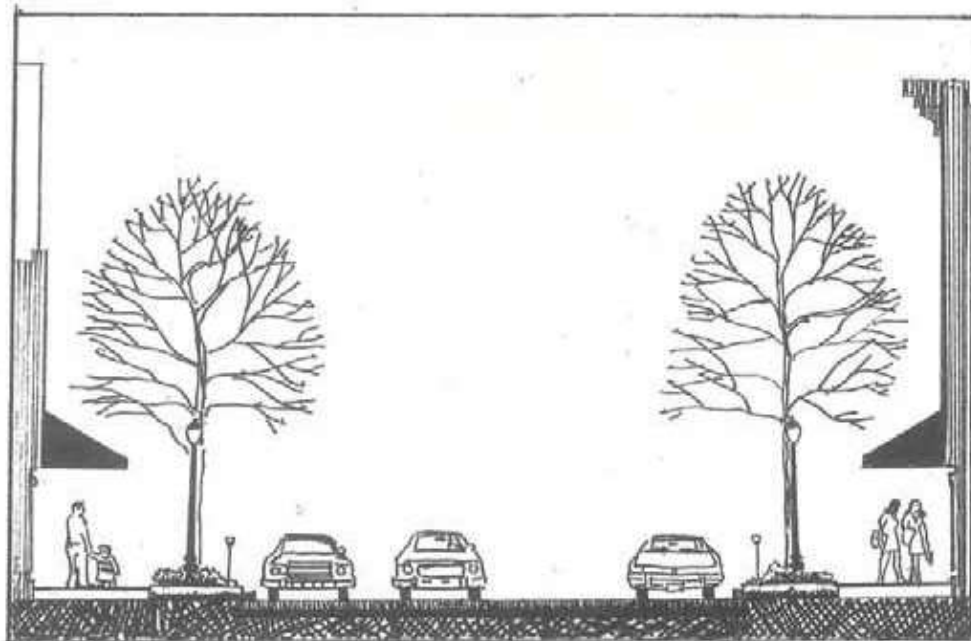
As facades of this type lined both sides of most downtown streets they formed strong blocks, marked by a rhythm of repeating parts. Because it was composed of similar facades, the block had a consistent, organized and coordinated appearance. Facades were related to each other through compatibility in height, width, setback, proportion, proportions of openings, roof forms, composition, rhythm, materials and colors.

In the downtown's main business core buildings can be much taller and more monumental. Beginning with the construction of the Hotel Davenport in 1907, downtown Davenport also began to see the kind of monumental architecture that one might more commonly associate with a much larger city such as a Chicago or a St. Louis. Other structures that followed in this pattern include the Putnam and Parker Buildings (constructed in 1910 and 1920 respectively), the Kahl Building built in 1920, the First National Bank Building in 1923 (now U.S. Bank), the American Commercial and Savings Bank (Davenport Bank Building currently the Wells Fargo Bank Building) built in 1927, the Union Savings Bank and Trust constructed in 1930 (now, the Union Arcade Building), the Mississippi Hotel and RKO Orpheum Theatre in 1931 and finally the Blackhawk Hotel built in 1935. These structures, while often being much taller than their Victorian counterparts still maintained a sense of rhythm and enclosure as they were all constructed immediately behind the sidewalk. Other attributes of downtown architecture that these buildings continued was the use of quality construction materials and rich architectural detailing. (There have been further waves of downtown construction and development. It is the intent of this chapter, however, to focus on structures constructed prior to 1950).

It is the intention of this chapter of these guidelines:

- to strengthen the architectural integrity and design unity of individual facades;
- to create storefronts that add interest, activity, and comfort to the street environment;
- to emphasize compatibility in design, materials and colors to make adjacent buildings appear to the viewer as one unit.

To create a unified block face and organize the variety of architectural styles and details of any given street over time, there must be an understanding of the historic building's design framework. Information regarding the recognition of that framework follows.



One of the most important features of the downtown streetscape is its sense of containment. The facades of the buildings create, what is in effect, an outdoor room, filled with activity.

City of Davenport  
Design Review Board

Department: Development & Neighborhood Services  
Contact Info: Matt Werderitch 563.888.2221

**Date**  
**10/23/2023**

**Subject:**

Case DR23-20: Request for Design Approval, C-D Downtown Zoning District; Installation of a new gutter system at 401 West River Drive. City of Davenport, petitioner. [Ward 3]

**Recommendation:**

Staff recommends the Design Review Board select a color for the gutter system and approve Case DR23-20 in accordance with the submitted scope of work.

**Background:**

The Freight House Farmers Market is proposing to install a replacement gutter system. The new system will keep the historic structure in a good state of repair by preventing water damage.

The City is soliciting feedback from the Design Review Board on the preferred color option(s). There is currently a mixture of color options on the building:

1. The south elevation, facing the river, has black gutters. The existing color blends with the patio roof.
2. The storefront area has galvanized gutters mounted on concrete piers. The color offers an industrial theme along the storefronts.
3. The façade abutting River Drive has dark bronze down spouts, which compliment the brick façade.

The replacement gutter system may bring a uniform color scheme to the building. Otherwise, each portion of the structure can maintain a separate color based on the architectural features of the abutting façade.

The Downtown Design Guidelines encourage trim colors to be complementary to the natural brick exterior, rather than intense colors that might dominant the building.

**ATTACHMENTS:**

| Type              | Description                       |
|-------------------|-----------------------------------|
| ▢ Backup Material | Application                       |
| ▢ Backup Material | Background Material & Photos      |
| ▢ Backup Material | Historic Property Inventory Sheet |
| ▢ Backup Material | Downtown Design Guidelines-Color  |

**REVIEWERS:**

| Department                                | Reviewer         | Action   | Date                 |
|---|------------------|----------|----------------------|
| Community Planning & Economic Development | Werderitch, Matt | Approved | 10/20/2023 - 3:13 PM |



**CITY OF DAVENPORT**  
Development & Neighborhood  
Services – Planning  
1200 E. 46<sup>th</sup> St  
Davenport, IA 52807

**Office** 563.326.6198  
planning@davenportiowa.com

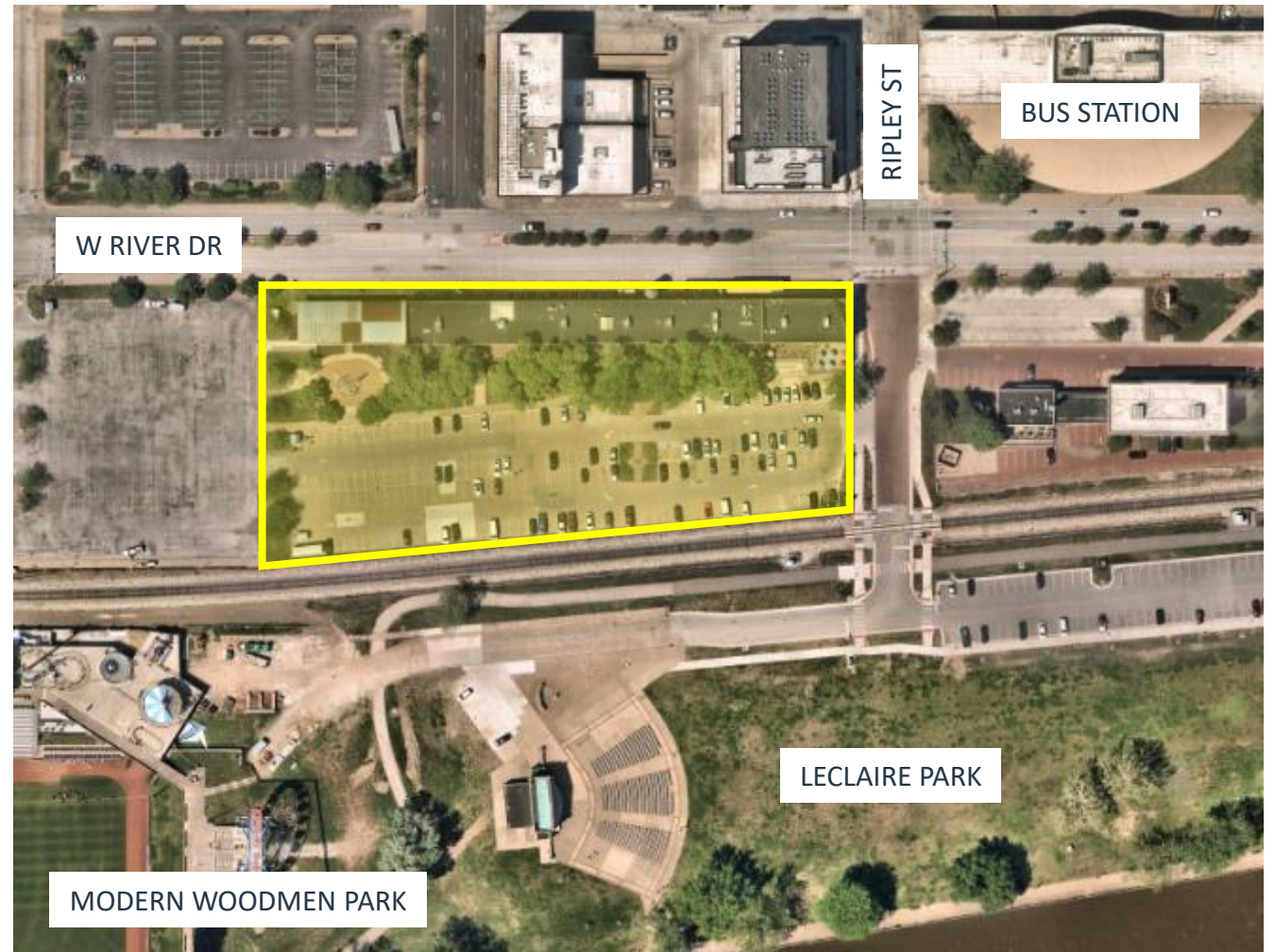
APPLICATION FOR  
**DESIGN REVIEW**

DESIGN REVIEW BOARD

| APPLICANT INFORMATION  |  |  |                  |
|--|--|--|------------------|
| Applicant Name   | BRIEF OVERVIEW OF THE PROJECT (not a scope of work)  |  |                  |
| Address  |  |  |                  |
| City   State   Zip   | APPLICABILITY (PRIOR TO ANY WORK, APPROVAL IS REQUIRED)<br><br><b>Design Review Applications must be completed and approved PRIOR to the commencement of the following types of work:</b> <ul style="list-style-type: none"><li>• New construction or an alteration to an exterior of a structure where changes are visible from the public right-of-way</li><li>• New parking lots, fencing/walls, landscaping, or alterations of</li><li>• Sign installation or alteration</li><li>• Streetscaping element installation within the public right-of-way</li></ul> |  |                  |
| Phone  |  |  |                  |
| Secondary Phone  |  |  |                  |
| E-Mail Address   |  |  |                  |
| <b>Acceptance of Applicant</b><br>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.<br><br>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.<br><br>By checking this box and typing my name below, I am electronically signing this application.<br><br><div>Type Applicant's Name here to serve as a signature _____ Date _____</div> |  | <b>ALL SUBMITTALS SHALL INCLUDE:</b><br><br>Full Scope of Work (SOW) attached as a .PDF<br>all work & materials shall be described & itemized/listed in detail<br>Digital photos of existing building/sign elevations/façades<br><br>Proposed color building/sign elevations to scale<br>rendering as proposed & depicted on existing building/signs<br>Material specifications: type, dimensions, & color<br><br><b>MINOR &amp; MAJOR ADDITIONS, SITE IMPROVEMENTS, &amp; NEW BUILDINGS SHALL INCLUDE ADDITIONAL ITEMS*:</b><br>Dimensioned Site Plan (proposed & existing buildings/site items)<br>Landscape Plan<br>Grading Plan with 2 foot intervals (if needed)<br>Storage & Mechanical Screening shall be shown<br><br>* Major Additions & New Buildings may require more extensive information | <b>SUBMITTED</b> |
| <b>DEVELOPMENT TEAM</b>  |  |  |                  |
| <b>Property Owner</b>  |  |  |                  |
| Address  |  |  |                  |
| Phone  | Secondary Phone  |  |                  |
| E-Mail Address   |  |  |                  |
| <b>Project Manager/Other</b>   |  |  |                  |
| Address  |  |  |                  |
| Phone  | Secondary Phone  |  |                  |
| E-Mail Address   |  |  |                  |
| <b>Formal Procedure</b>  |  |  |                  |
| (1) Application: <ul style="list-style-type: none"><li>• Prior to submission of the application, the applicant shall correspond with Planning staff to discuss the request, potential alternatives and the process.</li><li>• 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></li></ul>  |  |  |                  |
| (2) Scope of Board's Consideration: <ul style="list-style-type: none"><li>• Only work described in the application may be approved.</li><li>• 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.</li></ul>   |  |  |                  |
| (3) Post Board Ruling: <ul style="list-style-type: none"><li>• 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.</li><li>• 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.</li><li>• 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.</li></ul>  |  |  |                  |
| Submit this form with attachments to: <a href="mailto:planning@davenportiowa.com">planning@davenportiowa.com</a>   |  |  |                  |

# Freight House Farmers Market

DAVENPORT  
IOWA | USA



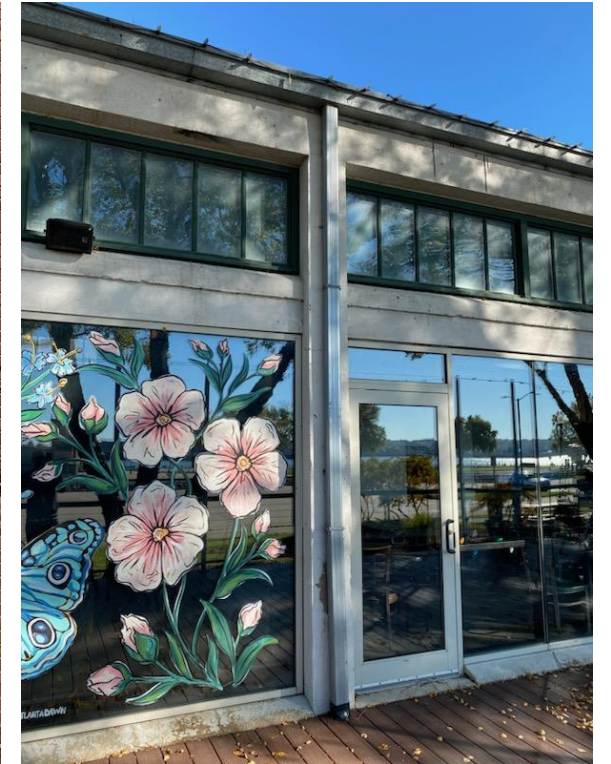
# Steel Gutters

DAVENPORT  
IOWA | USA



# Steel Gutters

DAVENPORT  
IOWA | USA



# Dark Bronze Downspouts

DAVENPORT  
IOWA | USA



# Black Patio Gutters

DAVENPORT  
IOWA | USA



NR listed

11/14/85

National Register DOC

82-110-353

7/28/83

## ARCHITECTURAL/HISTORICAL SURVEY

## DAVENPORT, IOWA

The Architects Office

Wehner, Nowysz, Pottschiull and Pfiffner

901 day building Iowa city Iowa 52240

DAVENPORT COMMUNITY DEVELOPMENT DEPARTMENT  
IOWA DIVISION OF HISTORIC PRESERVATION

SITE # 82-10- RP-S102 MAP # 1

HIST. DIST. \_\_\_\_\_

NAME Chicago, Milwaukee, St. Paul & Pacific (H) C  
Freight House

ADDRESS 102 S. Ripley Street

LEGAL DES. Original Town 17  
SUB-DIVISION BLOCK PARCEL SUB-PARCELUTM 15 7102100101451911110 ACREAGE 2 ZONE C-4  
EASTING NORTHINGOWNER Chicago, Milwaukee, St. Paul & Pacific R.R. Co.  
Union Station, 516 W. Jackson Blvd., Chicago, ILTITLE H. City of Davenport - Levee Comm. 60606  
(IF DIFF) of Land (Tract G)

MAP

(See continuation sheet)

SITE SHEET

## DESCRIPTION

FORM 2-story office block at one end of long 1-story loading dock CONST. DATE 1917

MATERIALS Concrete floors, columns, brick walls ARCH STYLE

FENESTRATION 3/1 D.H.S. in simple brick surrounds

DIST. FEATURES none of significance

ALTERATIONS none of significance

SITE &amp; RELATED STR. on levee south of Central Business District

## STATEMENT

This building is significant chiefly as a well-preserved and still functioning example of its type. The form and plan are wholly typical: 2 story office block at one end of a long, low freight warehouse and loading dock. It is architecture at its most functional, each element appropriate to its use.

ARCHITECTURE

## SOURCES

**SIGNIFICANCE** The C.M., St. P. and P. RR Freight Station is associated with an expansive period in Davenport's railroad freight industry. Because of its central levee location, the freight station chiefly served the city's large retail and wholesale businesses. Freight stations of the CB and Q and CRI and P RR also remain, but do not continue their rail freight uses.

**DESCRIPTION** The CMSt.P and P freight station was built in 1917 in response to the growing freight traffic in the city before the first world war. Station construction followed erection of the Crescent RR Bridge in 1901 which served the CMSt.P and P RR, as well as the CB and Q RR.

The railroad freight business was a major factor in Davenport's wholesale and retail commercial vitality from the 1890's on. The City's location meant favorable eastern rates and western rates could be used, giving the city a distinct advantage over instate communities.

Siting and design of the freight station demonstrate the functions of such a rail facility. Located between rail siding and the street, cargo could be easily transferred from one transportation system to another.

**SOURCES**

- \* City Directories, 1916-1919
- \* Railway Age Gazette (July 20, 1917) p. 127
- \* Espenshade, E. B., "Urban Development at the Upper Rapids of the Mississippi," Chicago, Illinois, 1944.
- \* Christiansen, Thomas P., "An Industrial History of Scott County, IA." Annals of Iowa (July, 1940)

ARCHITECTURAL HISTORIAN: Martha Bowers HISTORIAN: MARLYS SVENDSEN-ROESLER SURVEY COMP 1981

## EVALUATION

## ARCHITECTURAL

I. ARCH. EVALUATION Local  
 II. ENVIR. STATURE Supportive  
 III. INT OF CONTEXT Poor  
 IV. INT. OF FABRIC 1  
 LEVEL OF SIGNIFICANCE:  
☐ NAT. ☐ STATE ☒ LOCAL ☐ N ELIG.

## HISTORICAL

I. THEME(S) OF SIGNIFICANCE  
 A PRIMARY Transportation  
 B SECONDARY Railroad  
 II. LEVEL OF SIGNIFICANCE  
☐ NAT. ☐ STATE ☒ LOCAL  
 III NRHP  
 ELIGIBLE ☐ NOT ELIGIBLE ☐

## HISTORIC DISTRICT CLASSIFICATION

☐ A ☐ B ☐ C

## FOR DIVISION OF HISTORIC PRESERVATION USE ONLY

1 DATE RECEIVED \_\_\_\_\_  
 2 DATE OF STAFF EVALUATION \_\_\_\_\_  
 A ARCHITECTURAL B. HISTORICAL  
 ELIGIBLE FOR NRHP ☐ ☐  
 NOT ELIGIBLE FOR NRHP ☐ ☐  
 3 NRHP ACTION  
 A STATE REVIEW COMM. APP. ☐ DISAPP. ☐ TABLED ☐ DATE \_\_\_\_\_  
 B FEDERAL REVIEW APP. ☐ DISAPP. ☐ TABLED ☐ DATE \_\_\_\_\_  
 4 D.H.P. SOURCES  
☐ COUNTY RESOURCES ☐ DET. OF ELIGIBILITY  
☐ W'SHIELD SURVEY ☐ R. & C. \_\_\_\_\_  
☐ NRHP ☒ DAVENPORT A/H SURVEY  
☐ GRANT \_\_\_\_\_  
 5 SUBJECT TRACES  
 6 PHOTO  
 1604-7,8



Chicago, Milwaukee, St. Paul  
and Pacific Railroad Company

RECEIVED FEB 18 1983

516 West Jackson Boulevard  
Chicago, Illinois 60606  
Phone 312/648-3000

February 15, 1983

Dr. Adrian D. Anderson  
State Historic Preservation Officer  
Office of Historic Preservation  
Historical Building  
East 12th and Grand Avenue  
Des Moines, Iowa 50319

Re: Statement of Objection to National Register Listing

Dear Dr. Anderson:

I am in receipt of a letter dated January 25, 1983 from Mr. James E. Jacobsen, National Register Coordinator, informing us that Chicago, Milwaukee, St. Paul & Pacific Freight House, Davenport, Iowa, will be considered by the State Review Board for nomination to the National Register of Historic Places. This letter will confirm that Richard B. Ogilvie, Trustee of the property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor, is aware that said property which we fully own may be eligible for listing in the National Register of Historic Places. We also recognize that said property is scheduled for nomination at the forthcoming National Register State Review Committee meeting. We are further aware that various property and tax-related benefits are associated with National Register status.

On behalf of Richard B. Ogilvie, Trustee of the property of Chicago, Milwaukee, St. Paul and Pacific Railroad Company, Debtor, I am hereby exercising our right to object to the proposed listing in the National Register of our property located at 102 S. Ripley Street, Davenport, Iowa. I attach my signature along with a notarized signature and seal.

Yours truly,

*N. E. Smith*

N. E. Smith  
Assistant Vice President-Chief Engineer

NES/mef

Subscribed and sworn to before me by *N. E. Smith*,  
this 16<sup>th</sup> day of February, 1983.

*James E. Rot*

Notary Public in and for the State of Illinois.

My commission expires:

*July 17, 1983*

IOWA STATE HISTORICAL DEPARTMENT  
OFFICE OF HISTORIC PRESERVATION

---

ADRIAN D. ANDERSON, Executive Director  
STATE HISTORIC PRESERVATION OFFICER

RE: Chicago, Milwaukee, St. Paul & Pacific Railroad Freight House  
102 S. Ripley  
Davenport, Iowa

27 May 1983

Chicago, Milwaukee, St. Paul & Pacific R.R. Co.  
Union Station  
516 W. Jackson Blvd.  
Chicago, Illinois 60606

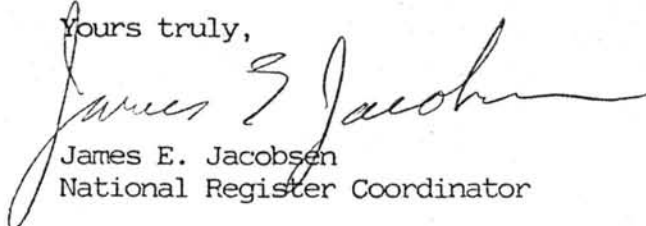
Dear Friends;

The property listed above was approved for submission to the National Park Service for a determination of eligibility for nomination to the National Register of Historic Places by the State Nominations Review Committee at its May 24 meeting.

As I noted in an earlier letter to you, a determination of eligibility is not the same as placement on the National Register. Our Committee can not recommend placement because of owner opposition to such a listing. A determination of eligibility simply means that a property has been deemed eligible and that sufficient documentation has been submitted to support that eligibility. In the event that an owner or a future owner changes his/her mind about listing a property, a determination of eligibility can be readily processed without further action on your or our part into a Registered property.

The National Park Service will have 45 days in which to review and accept this property for DOE status. Our office will submit your property in the very near future, and I will advise you by letter if and when your property is accepted.

Yours truly,



James E. Jacobsen  
National Register Coordinator

IOWA STATE HISTORICAL DEPARTMENT  
OFFICE OF HISTORIC PRESERVATION

DAVID CROSSON, EXECUTIVE DIRECTOR

~~XX~~  
STATE HISTORIC PRESERVATION OFFICER

15 October 1985

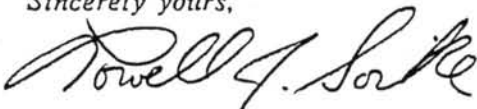
Office of the Keeper of the National Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, DC 20240

Dear Keeper:

The Chicago, Milwaukee, St. Paul and Pacific Freight House, 102 South Ripley Street, Davenport, Scott County, Iowa was determined eligible for nomination to the National Register of Historic Places on 28 July 1983. Because of owner objection, the property could not be listed at that time.

The enclosed certified letter, withdrawing objection to the listing of that property, identifies the new owner and requests immediate listing. I therefore request that this property be listed accordingly.

Sincerely yours,



Lowell J. Soike  
Deputy State Historic Preservation Officer

Enclosure

OCT 14 1985

George Gleason Architect  
918 East Tenth Street  
Davenport, Iowa 52803  
(319) 323-9336

September 17, 1985

The Keeper of the National  
Register of Historic Places  
National Park Service  
Department of the Interior  
Washington, D.C.

Dear Sir:

This letter is to inform you of the fact that I am now the owner of the Chicago, Milwaukee, St. Paul and Pacific Freight House located at 102 South Ripley Street, Davenport, Iowa. This building was determined to be eligible for the Register on July 23, 1983.

I am aware of the incentives related to a listing on the National Register and therefore wish to remove the previous objections to listing and hereby approve that the building be entered on the National Register of Historic Places.

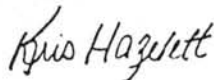
Please notify me at your earliest convenience as to the date of listing.

Thank-you

Sincerely yours,

  
George Gleason, Architect

GG:tr



An Iowa Corporation  
Member of the American Institute of Architects



## State Historical Department

East 12th and Grand Avenue, Des Moines, Iowa 50319  
(515) 281-5111

3 April 1986

The Honorable Patrick J. Deluhery  
State Senate  
State Capitol  
L O C A L

Dear Senator Deluhery:

It is my pleasure to inform you that the following property has been listed on the National Register of Historic Places as of 14 November 1985:

✓ Chicago, Milwaukee, St. Paul and Pacific Freight House (George Gadson)  
Davenport, Scott County *102 S. Ripley*

We are delighted to help identify and list Iowa's significant historical, architectural, and archaeological sites on the National Register and appreciate the participation and support of the individuals in your area. National Register listing is a distinct honor not to be taken lightly and reflects highly upon both the historical quality and interest in your district. We commend the participants and welcome future participation.

With all best wishes, I am,

Sincerely,

David Crosson  
Executive Director  
State Historic Preservation Officer

DC/jr

cc: Mr. George Gadson

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet Historical Context

Item number

8B

Page 1

In 1832 the U.S. government concluded a treaty with the Sauk and Mesquakie tribes that opened to white settlement a 50-mile-wide strip of land on the west side of the Mississippi, between the Yellow River on the north and the Des Moines River on the south. One of the beneficiaries of the Black Hawk Treaty was Antoine LeClaire, a French-Indian trader who acted as interpreter during the treaty negotiations. For his services, LeClaire was granted two tracts of land, one at each end of the Mississippi's Upper Rapids. When land was officially available for purchase, LeClaire acquired additional land adjacent to his lower tract. Three years later, in 1836, LeClaire was one of eight men, among them Indian Agent George Davenport, who laid out the first plat of the future city of Davenport. The town was incorporated by special charter in 1839, and the following year became Scott County seat.

By 1840 there were some 600 people in the new community, most emigrants from Ohio, Pennsylvania and New York. Ten years later, the population had increased threefold, and included the first wave of German immigrants who soon dominated much of Davenport's commercial and social life. By 1860 Davenport's population stood at 11,267, and the once struggling village was well on the way to becoming a major city.

Davenport's early growth was in large part a function of its location. In the city's first decades, the Mississippi was one of the nation's primary transportation routes. Davenport acquired its share of population, goods and merchandise moving west down the Ohio and north from New Orleans and St. Louis. In turn, as settlement in the Iowa interior increased, the city became a logical point from which farmers shipped produce back east. Looking to the future, however, Davenport businessmen, among them Antoine LeClaire, Hiram Price, James Grant and Ambrose Fulton began in the late 1840's to contribute money and time to railroad development: the Chicago, Rock Island Railroad from the east, and the Mississippi and Missouri Railroad west from Davenport to Council Bluffs. The lines were connected by the Mississippi River's first railroad bridge, completed in 1856.

After the Civil War, railroads replaced the rivers as the principal arteries of transportation in the midwest. In Davenport, this development was reflected in the increasing number of rail lines, freight stations and other support structures, and in the gradual reorientation of the central business district, and particularly the hotels, away from the waterfront. With the exception of sawmill owners, for whom the river remained an important aspect of their business, most people in Davenport began to see the Mississippi primarily as a barrier to be crossed. The first railroad bridge was replaced in 1872 with a double deck "combined" bridge (for both rail and wagon traffic) and yet again in 1895, when the U.S. Army Corps of Engineers gave Ralph Modjeski his first major bridge commission. In 1900 the Davenport, Rock Island and Northwestern Railroad built the Crescent Bridge, subsequently acquired by the Chicago, Milwaukee and St. Paul, and the Chicago, Burlington and Quincy Railroads, bringing the latter line to the city for the first time.

# The Use of Color

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## Design Objectives:

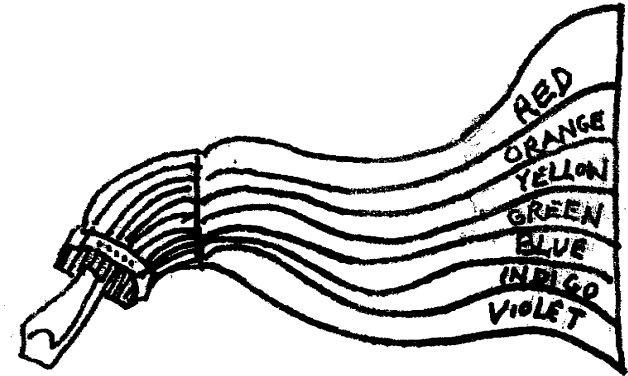
Build a positive identity

## Discussion:

The use of color is often a sensitive subject in design guidelines. The use of pre-determined colors can lead to a dull streetscape lacking distinction and interest. Matching existing color schemes also can lead to blocks or an entire district in, for example, one variation of brown. In general, the major principle in the selection of building colors is to be a “good neighbor”. Colors should coordinate with other buildings on the block or district.

Historically, building colors in Downtown Davenport have been associated with the red brick materials used in many of the downtown buildings. In fact, this locally made product is often called “Davenport Brick”. The overuse of dark brown colors, however, can also create a darker image on the street, especially during the winter months when skies are often overcast.

Color selections should also be made with consideration to the orientation of buildings, which can affect the appearance of colors. Colors on south and west facing facades will often appear warmer, due to sun exposure, than colors on the north or east sides. It is recommended with paint colors to compare a color sample on both cloudy and sunny days. (In the Downtown Design District exterior paint colors will be reviewed).



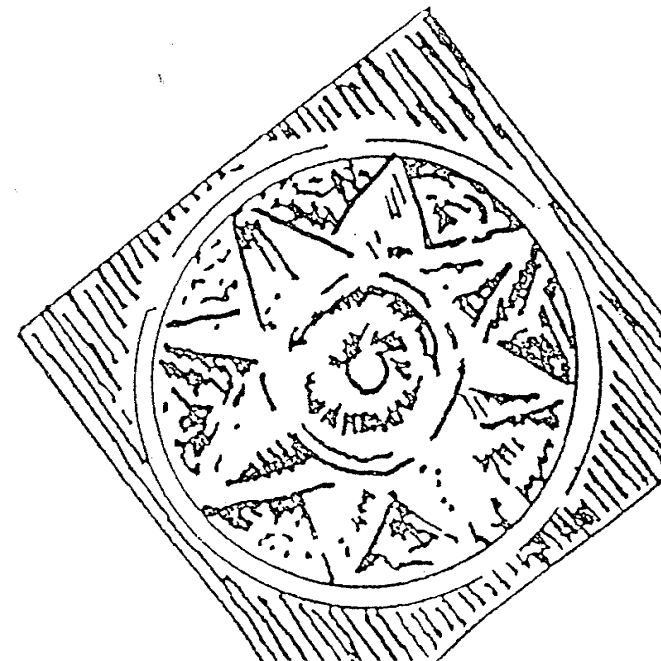
## Guidelines:

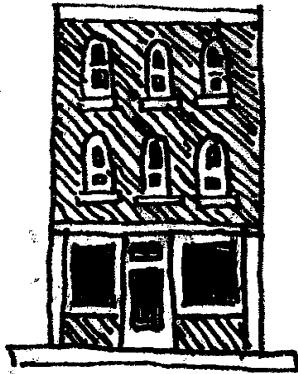
### Encouraged:

- Using subtle colors, rather than more intense hues on larger surfaces of buildings creates a more pleasing street environment.
- Paint colors related to natural materials used in the building design, such as brick, stone, tiles, and terra cotta often work best.
- Encouraging the use of contrasting accent colors for architectural details, awnings and at entrances creates interesting architectural elements. Trim colors, however, should not be so intense that they dominate the building. It is usually best to use complementary colors.

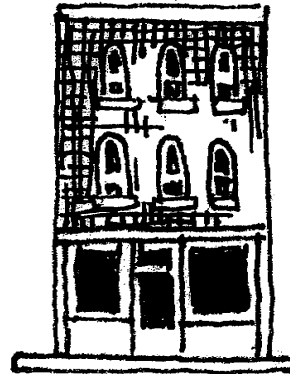
### Discouraged:

- Using a multitude of strong, vivid colors on buildings, or using colors that are not harmonious with other colors on the building or found on adjacent buildings creates incongruous streetscapes.
- Be wary of painting masonry structures. The paint will require ongoing maintenance.

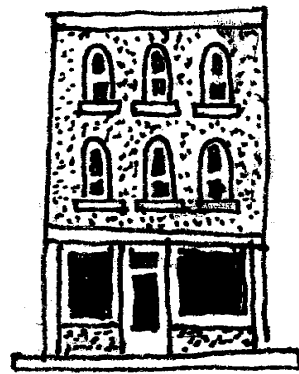




MID 1800's  
SOFT, NEUTRAL  
TINTS



LATE 1800's  
DARKER, RICHER  
SHADES



EARLY 1900's  
LIGHTER, CALMER  
COLORS

These guidelines do not require that historic buildings be painted with their original colors or colors that were commonly used during the era in which they were constructed. Should a building owner wish to use period colors the State Historical Society can provide advice regarding colors popular during the decade the building was constructed. The original color can usually be determined by sanding a small area to reveal the different layers of paint. Be aware that over time the original color may have faded. To get a better idea of the true color, wet the original surface. The base color will appear more accurately when moist.

