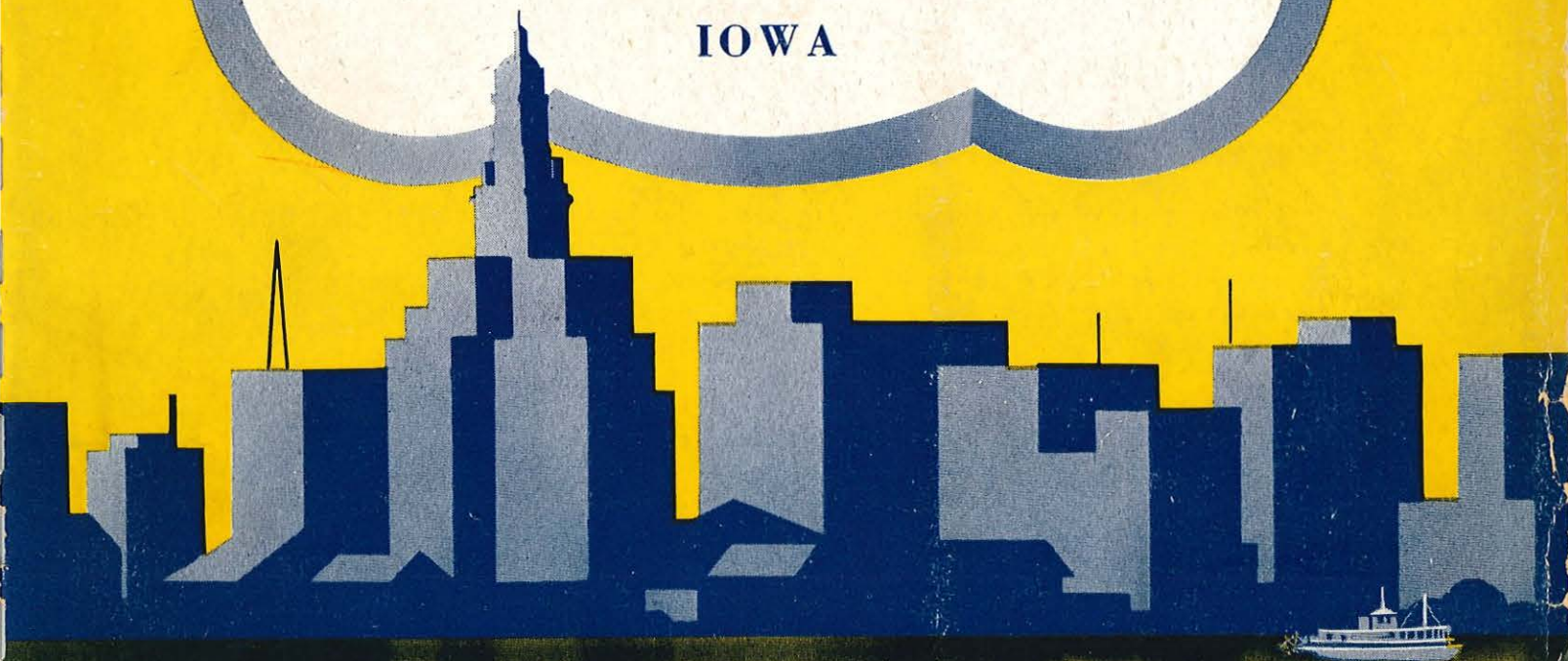


Scott

# Major Streets

CITY OF DAVENPORT

IOWA



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# MAJOR STREETS

## Davenport, Iowa

### PART II

#### CITY PLAN COMMISSION

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Ben Comenitz	W. A. Priester
Mel Foster	W. H. Romine
R. C. Graham	E. L. Ruhl
Henry H. Jebens	C. E. Shrout
Walter Kruse	Harry Ward
John M. Malloy	Frank Weisbrook

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W. A. Priester, Chairman	Mel Foster, Secretary
H. M. Nabstedt, Vice-Chairman	H. T. Sindt, Engineer

#### Consultants

Harland Bartholomew & Associates  
Planning Engineers  
St. Louis, Missouri

February, 1946

# Foreword

By the City Plan Commission

Davenport, Iowa

To insure the development of a community in an orderly fashion, it is essential that a plan be developed to guide the future growth of the city. Not a plan devised to encourage the spending of public funds, but a plan that will show the best use to which the tax dollars can be put.

A city plan is essentially a general scheme, showing the location and extent of physical improvements needed to serve both the present and future population. It does not encourage the spending of public money but instead insures that when public expenditures are made the completed projects will provide maximum benefits and be an integral portion of the future city. It is the only means whereby

duplication of expenditures and early obsolescence of improvements can be avoided.

It is with this in mind that the City Plan Commission has prepared this report on major streets. Several public agencies other than the city have already announced plans for highway and street improvements in the post-war period. It is essential that plans be made to determine the location and character of these improvements to insure the maximum benefit to Davenport. There will be additional funds available to the city for future street improvements and the plans must necessarily cover a long range program. It is not the intention, therefore, that all of the indicated street improvements be made within a limited period.

## DIAGRAMMATIC MAJOR STREET PLAN

Plate Number 1 graphically indicates the various types of major streets that should be provided in Davenport. The plan is entirely diagrammatic and is not adapted to existing street systems nor to the topography. It merely indicates the type of major streets that should be available if the area was undeveloped and a new city was being designed.

### 1. Radial Routes

The most important type of major streets are the radial routes which lead directly from the central business district through the residential areas and on into the adjoining rural sections. These are usually the routes used by the federal and state highways. The majority of the vehicular traffic movement in cities is between the residential areas and the central business district and should be accommodated on wide and direct streets. A right-of-way width of at least 80 feet and a 56 foot pavement is essential on these routes, and frequently a right-of-way of 100 feet or more is necessary. Since Davenport is already developed with a rectangular street system it will be impractical to develop all of the desirable diagonal routes, as this would damage too much existing development. However, the pattern should be approximated as closely as possible.

### 2. Cross-Town Streets

These routes should connect all sections of the city and enable cars to move from one section to another without traversing the radials or entering the business district. They are also used by traffic to reach the radial routes. Locust Street in Davenport is an example of a cross-town route.

Normally these streets are about one-half mile apart in residential districts. While they will not carry as much traffic as the radial routes they should have a minimum pavement width of 40 feet and, in some instances, a pavement width of 56 feet may not be excessive. A right-of-way width of at least 60 feet is necessary and an 80 foot right-of-way should be secured wherever possible. This wider right-of-way would permit the development of a 56 foot pavement if ever this became imperative, and it would provide more area for lawns and planting between the homes and the pavement.

### 3. Circumferential or By-Pass Streets

While the majority of traffic entering a city as large as Davenport desires to stop at some point within the city,

usually the central business district, there are a number of trucks and passenger vehicles that are destined through rather than in the community. These through cars should be able to by-pass rather than enter the town, in order to avoid congesting the local streets. This by-pass route should be accessible to the various highways entering the city so that traffic could interchange on the outskirts. Kimberly Road in Davenport is almost ideally located for a by-pass route, and the city is fortunate in having this present development.

### 4. Streets Near the Business District

In the ideal street system the central business district would be bounded by a wide distributor street which would connect with all the radials and enable traffic to pass around the edge of the district until it reached the street upon which it wished to enter. It is also very desirable that off-street parking lots be located along these distributor streets. This would enable the cars to park at the edge of the district and avoid congestion within the central area. The local bus routes should then enter the heart of the business district, which would be an almost ideal distribution of the persons using this district.

### 5. Minor Streets

Since the majority of the major thoroughfares are located about one-half mile apart a large proportion, approximately 75 or 80 per cent, of the total streets within the city can be minor streets and will not require any expensive improvements. These minor streets need not be over 50 feet wide, and a 26 or 27 foot pavement is usually adequate. They should be adopted to the topography and preferably should be curved and some of them dead-ended so as to discourage their use by through traffic. This will protect the adjoining residential property and create a desirable environment.

Since much of the future urban area in Davenport is already developed with streets, it will thus be impossible to develop a major and minor street system that will correspond with the ideal or diagrammatic scheme. However, the ideal system must be approached as closely as fixed local conditions will permit.

# CITY OF DAVENPORT I O W A

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COMMISSION

HARLAND BARTHOLOMEW & ASSOCIATES  
CITY PLANNING ENGINEERS  
SAINT LOUIS, MISSOURI.

THE MAJOR STREETS CONSTITUTE A SMALL PART OF THE ENTIRE STREET SYSTEM AND CAN ACCOMMODATE THE MAJOR PART OF THE CITY'S TRAFFIC--THE REMAINING STREETS ARE PRIMARILY RESIDENTIAL IN CHARACTER. CONCENTRATION OF WIDE HEAVY PAVEMENTS ON THE FEW MAJOR STREETS AND PROVIDING NARROW INEXPENSIVE PAVEMENT FOR THE MINOR STREETS RESULTS IN GREAT ECONOMY.

CIRCUMFERENTIAL & CROSSTOWN STREETS AFFORD OPPORTUNITY FOR THROUGH TRAFFIC TO AVOID THE MORE CONGESTED PARTS OF THE CITY. THEY CONNECT THE VARIOUS RESIDENTIAL & INDUSTRIAL DISTRICTS WITH EACH OTHER AND SHOULD BE CONTINUOUS THROUGHOUT THE CITY.

RADIAL STREETS CONNECT THE CENTRAL PART OF THE CITY WITH THE RESIDENTIAL SECTIONS AND OFTEN FORM PART OF THE STATE HIGHWAY SYSTEM, THUS CARRYING BOTH LOCAL AND THROUGH TRAFFIC.

DISTRIBUTOR STREETS CONNECT WITH THE DOMINANT RADIALS--THEIR FUNCTION IS TO GIVE TRAFFIC AMPLE OPPORTUNITY TO ENTER THE BUSINESS DISTRICT--THESE STREETS MUST BE OF AMPLE WIDTH.

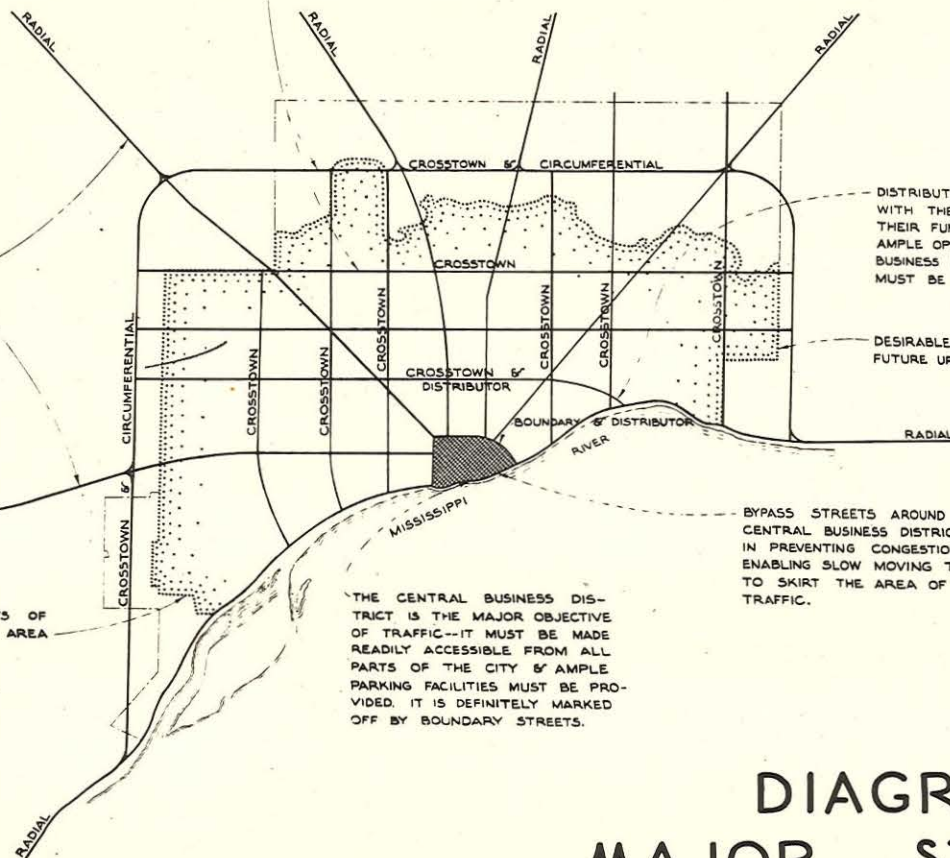
DESIRABLE LIMITS OF FUTURE URBAN AREA

RADIAL STREET--AT LEAST 80' WIDE

DESIRABLE LIMITS OF FUTURE URBAN AREA

THE CENTRAL BUSINESS DISTRICT IS THE MAJOR OBJECTIVE OF TRAFFIC--IT MUST BE MADE READILY ACCESSIBLE FROM ALL PARTS OF THE CITY & AMPLE PARKING FACILITIES MUST BE PROVIDED. IT IS DEFINITELY MARKED OFF BY BOUNDARY STREETS.

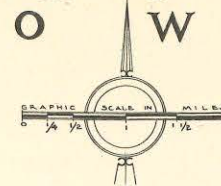
BYPASS STREETS AROUND THE CENTRAL BUSINESS DISTRICT AID IN PREVENTING CONGESTION BY ENABLING SLOW MOVING TRUCKS TO SKIRT THE AREA OF DENSE TRAFFIC.



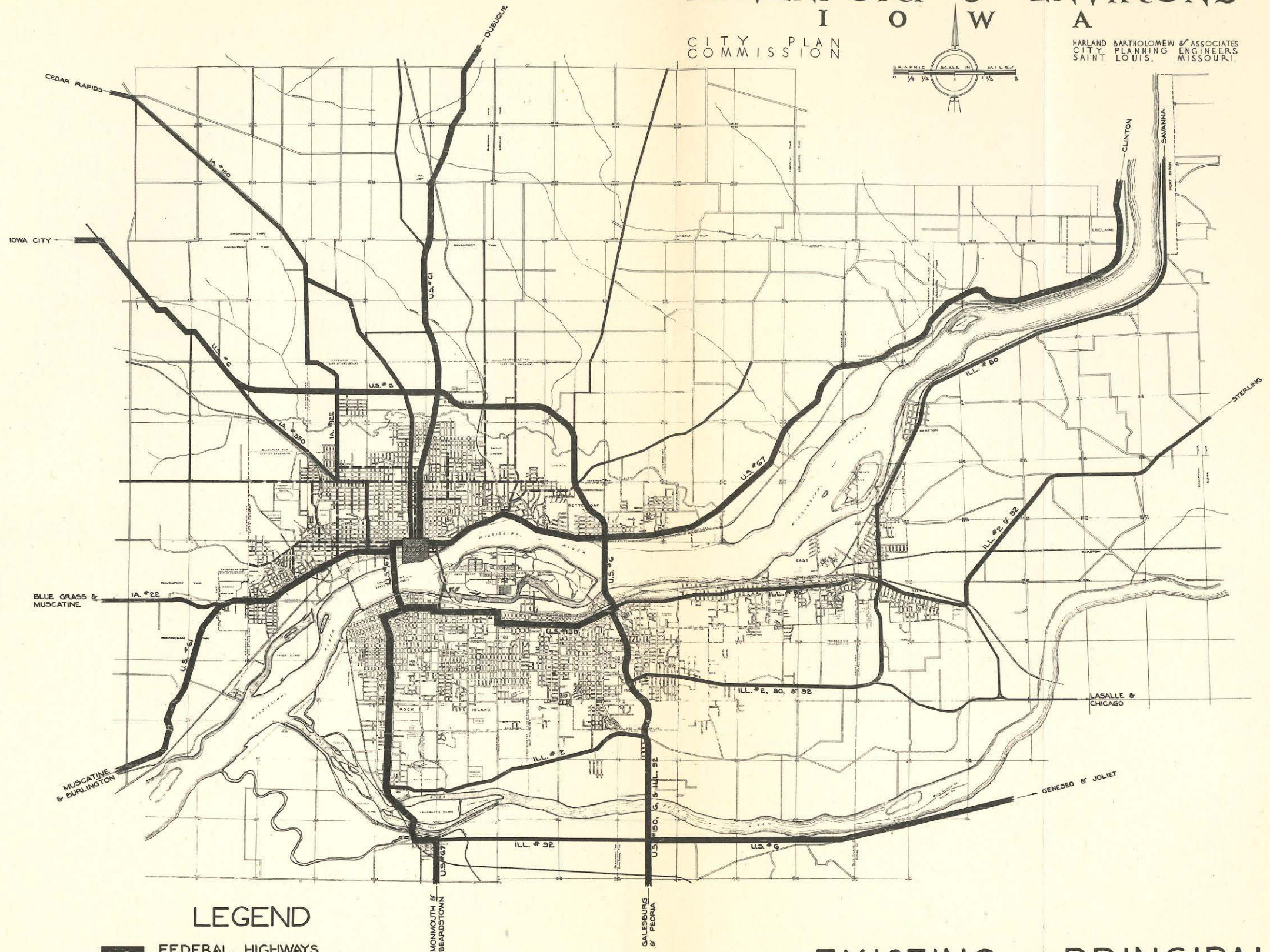
## DIAGRAMMATIC MAJOR STREET PLAN

# DAVENPORT & ENVIRONS

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## LEGEND

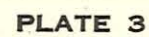
- FEDERAL HIGHWAYS
- STATE HIGHWAYS
- MAJOR COUNTY HIGHWAYS
- OTHER MAJOR CITY STREETS

EXISTING PRINCIPAL  
HIGHWAYS & STREETS

FEBRUARY 1949

CITY PLAN  
COMMISSION

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## TRAFFIC FLOW

Plate Number 4 graphically shows the comparative amount of traffic carried on the most important streets within the city during a twelve hour period in an average day. Data for this plan was obtained partially from the 1937 traffic survey and partially from the survey made by the State Highway Commission in 1941. Wherever possible the earlier figures have been adjusted to the increase revealed in the 1941 count. The plan does not attempt to show the volume of traffic on all streets but only upon those which are more intensively used. Furthermore no volume is shown over the two bridges connecting Davenport with Rock Island. No counts are available for both of these bridges that would show their comparative use since the newer Rock Island Bridge was put in operation.

The East River Drive is the most heavily traveled street in the city. Approximately 10,000 cars used this street near the business district during the twelve hour period. There is also a very heavy movement of traffic on the streets north of the business district. Here four streets, namely Harrison, Main, Brady and Pershing carry large volumes of traffic. Traffic enters these streets from the east-west streets such as Locust, and then uses them to reach the business district. The concentration of traffic upon the three paralleling streets (Harrison, Main and Brady) is not particularly desirable in that too much residential property is affected by the large volume of traffic. West and south-west of the city the majority of the traffic is concentrated on Fourth Street and on Rockingham Road.

Several important facts are revealed by this plan. One is the small volume of traffic on the highways at the edge

of the urban area. The only exception is on the East River Drive which actually continues to traverse an urban area, as it also serves the town of Bettendorf. There is a pronounced increase in the volume of traffic as the roads pass through the urban area and approach the business district. It is evident that wide streets are necessary within the city to accommodate this concentration of traffic.

Secondly; the central business district is the major objective of the traffic. The widening and improving of streets leading to this area should be a major portion of the street improvement program. It will be further noted that much of the traffic entering Davenport desires to go to the central district rather than to by-pass it. Kimberly Road carries only about 1,000 cars during the average day, and some of these cars are probably local movement from one section of the city to another.

Thirdly, the plan clearly indicates the need for additional cross-town streets. There is a large volume of traffic upon Locust Street, especially near Harrison, Main and Brady. Widening and improvement of Locust is necessary as is the development of several additional cross-town streets. It will be noted that a few east and west cross-town routes such as Twelfth and Fourteenth are heavily traveled for short distances but there are so many jogs and dead-ends on these streets that the traffic diffuses over several routes.

Finally, the plan indicates the need of additional street improvements in the western and eastern parts of the city. Here there is no concentration of traffic due to an inadequate street system, and several improvements are needed to afford directness and to give a better distribution.

## PROPOSED MAJOR STREET PLAN

Plate Number 5 shows the location and extent of the proposed major street system. This plate, by different forms of delineation, indicates the major streets that are located on existing routes which are of adequate width, the existing streets that are to be widened, and the proposed extensions and new streets.

The ultimate width of the right-of-way in terms of feet is also indicated by the number in the circle. This symbol also indicates the desirable width of pavement that may ultimately be needed. For example, an 80 foot right-of-way should contain a pavement width of at least 56 to 60 feet so that there will be two lanes of moving traffic in

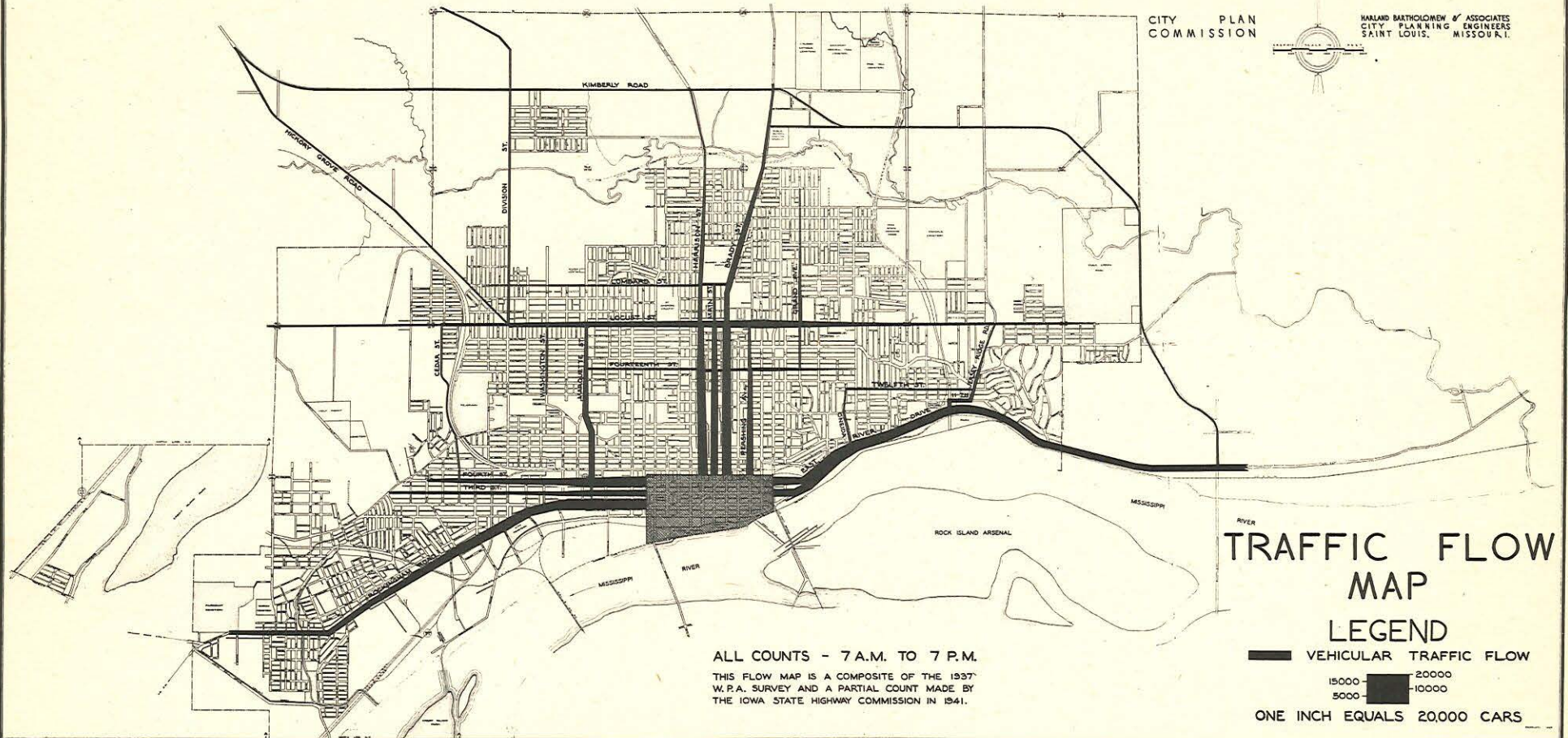
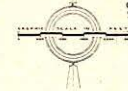
each direction and one parking lane on either side. It would always be desirable to acquire a wider right-of-way in order to have more open or planted area between the paving and the adjoining property, especially in residential districts. Thus, the right-of-way on some of the outlying sections are shown as 80 to 100 feet, whereas only four lanes of paving may be necessary. In a few instances, such as along Kirkwood Boulevard, relatively narrow paving will be adequate but the wider right-of-way should be maintained.

Because of the existing street system in Davenport and the compact development, especially south of Duck Creek,

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ALL COUNTS - 7 A.M. TO 7 P.M.  
THIS FLOW MAP IS A COMPOSITE OF THE 1937  
W.P.A. SURVEY AND A PARTIAL COUNT MADE BY  
THE IOWA STATE HIGHWAY COMMISSION IN 1941.

## TRAFFIC FLOW MAP

### LEGEND

VEHICULAR TRAFFIC FLOW  
15000 - 20000  
5000 - 10000

ONE INCH EQUALS 20,000 CARS

and location near the center of the city it will continue to be one of the most important thoroughfares and should be improved with a wide pavement.

The present pavement is 56 feet wide as far north as Eighth Street and should be widened to at least 56 feet as far as Kimberly Road. North of Kimberly there should be at least a 40 foot pavement. While some expensive property will be encountered, no unusual difficulties should be involved in this improvement.

2. **HARRISON STREET.** This is another north and south radial route that serves the central business district and also carries State Highway No. 150. There is a considerable amount of commercial development along this street and it should always be retained as a major thoroughfare. One of the immediate improvements needed is new repaving with a minimum width of 40 feet and south of Twelfth Street the new pavement should be at least 56 feet wide. Eventually the right-of-way should be widened to 80 feet, which can probably best be accomplished by the establishment of set-back lines through existing development.

3. **FOURTH STREET.** This is a wide thoroughfare that now carries a considerable volume of traffic. It provides excellent access to the northern portion of the business district and extends between Telegraph Road on the west and East River Drive on the east. Its connection with East River Drive permits large volumes of traffic entering from the eastern and northeastern portion of the city to reach the northern portion of the business district. In this central area it thus serves as a distributor street.

One of the major improvements necessary on this street is to widen the pavement west of Pine and to make a direct connection with Telegraph Road to avoid the present circuitous movement at the intersection of these two important routes.

4. **EAST RIVER DRIVE.** This is the most heavily traveled street in Davenport. It is the only radial route serving the eastern and northeastern portion of the city, and it also provides radial service to Bettendorf and to the eastern industrial districts. It also accommodates U. S. No. 67. An added advantage of this street is that it is located near the river and thus provides attractive views and serves as a parkway for pleasure cars.

Because of the strategic location of this route and the impossibility of securing any alternate location, it should be substantially improved in the future. Between the business district and the intersection with Oneida, a six lane pavement is essential. Much of this necessary widening must be made along the north side of the route. Beyond Oneida an even wider right-of-way should be provided and a six lane pavement with a divided strip in the center should

comprise the ultimate improvement. Pull-out spaces for parking cars to obtain views along the river should be provided wherever possible. In limited sections it may be possible to develop the two roadways at different grades, even though this will involve relocation of the adjoining railroad tracks. This entire project will carry such a large volume of traffic and perform such an important function in the future city, which together with its admirable location along the river makes it imperative that an outstanding improvement be provided. It should be one of the first projects to be undertaken in the post-war period.

5. **ROCKINGHAM ROAD AND NEW STREET ALONG THE RIVER.** Rockingham Road now serves as a radial to the southwestern part of the city and accommodates U. S. No. 61. There is a mixture of uses along this street; the frontage is intensively developed. It would be almost financially impossible to widen its right-of-way and pavement so that they could adequately carry the existing and future traffic. Therefore, even though Rockingham Road should continue as a major street as proposed in the plan, it should not be widened to 100 feet as is proposed for East River Drive.

Instead of widening Rockingham Road, it is recommended that a new street be developed which will serve as a continuation of East River Drive following First Street along the south side of the business district and then extending diagonally to the southwest along the riverfront. This street together with East River Drive would form an outstanding radial and highway route through the entire city.

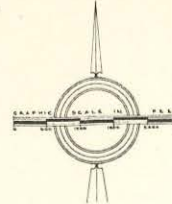
The proposed route is extremely well located in relation to the business district, being at the extreme southern portion, where it can assist in stabilizing or improving property values in the central area. A substantial portion of the route is located in open, vacant property, so that an adequate right-of-way with divided pavement can be provided. Very few streets would intersect this route and it would actually serve as a limited access highway, yet could be improved at a very nominal cost. It will be recalled that this was recommended as one of the possible locations for the interstate highway but should be developed as a major highway even if it is not used for the regional route.

Two other important advantages of the highway are: (a) it would be located along and afford extra views of the river; and (b) it would provide access to and encourage the development of the large area well fitted for industrial use between the railroads and the river in the western half of the city.

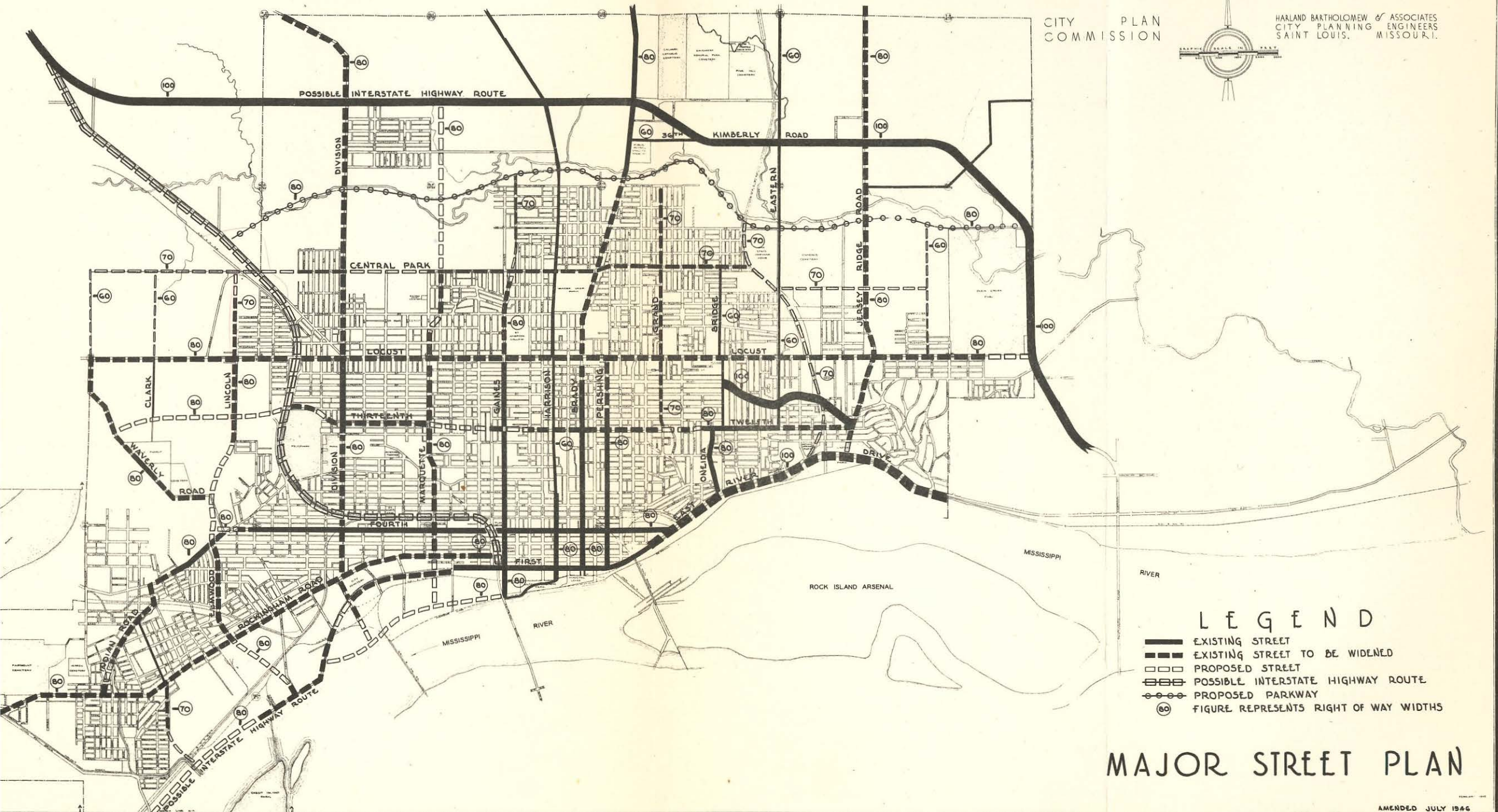
This route has such important and far-reaching possibilities that it should be among the first projects initiated in the post-war period.

# CITY OF DAVENPORT I O W A

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- ## LEGEND
- EXISTING STREET
  - - - EXISTING STREET TO BE WIDENED
  - □ □ PROPOSED STREET
  - - - POSSIBLE INTERSTATE HIGHWAY ROUTE
  - ○ ○ PROPOSED PARKWAY
  - 60 FIGURE REPRESENTS RIGHT OF WAY WIDTHS

## MAJOR STREET PLAN

AMENDED JULY 1946

Street to Lincoln Avenue and Eleventh Street. Elmwood should then be extended south from Rockingham Road to a junction with the new route proposed along the river. This route will provide excellent access to the industrial areas, which is one of the main objectives of traffic. The proposed route should have an 80 foot right-of-way.

6. DIVISION STREET. This street now extends from the proposed route along the river to the north city limits and on into the rural areas. The major improvements are widening the right-of-way and the paving, and connecting the jogs at the intersection with Rockingham Road and Twelfth Street. It is recommended that the right-of-way width be 80 feet.

7. MARQUETTE STREET. Because of moderate grades this street is an important north and south route and carries the majority of the truck traffic entering or leaving the western portion of the city. There is also a large amount of local traffic using the street. It is imperative that Marquette Street be connected with Kimberly Road. To avoid bringing a large amount of traffic past hospitals located on Marquette north of Lombard, it is proposed to make a connection from Marquette to Lillie Avenue south of Lombard and then extend Lillie Avenue to a connection with Kimberly Road. This connection is shown in Plate No. 8. At the present time Marquette extends as far south as Second Street, and an extension should be made to continue Marquette south to intersect the new highway along the river. Plate No. 9 shows this extension between Second and First Streets. The right-of-way should be 80 feet wide and a paving width of at least 56 feet would be needed eventually.

8. GAINES STREET. This street has the most direct connection with the new Centennial Bridge. It is also well located in relation to the central business district. Its major disadvantage is the steep grades between Fifth and Eighth Streets. It will always be an important route, and north of Locust the right-of-way should be widened to 70 feet. Gaines should also be connected with Western Avenue at Central Park and extended to provide a continuous route from the bridge to Duck Creek.

9. PERSHING AVENUE. This is an important route for traffic traveling between the central business district and the northeastern part of the city. It provides considerable relief for Brady street which is already congested. The present right-of-way and paving as far north as Fourteenth Street are satisfactory, but widening is necessary between Fourteenth and Locust Streets.

10. GRAND AVENUE. This route will extend from Twelfth Street to Thirty-second. The street requires widening of the pavement and a 70 foot right-of-way.

11. ONEIDA AVENUE. This is an important connection between East River Drive and Twelfth Street. It now has a very satisfactory grade and an ample right-of-way. This paving, however, requires widening.

12. BRIDGE AVENUE. It is proposed to use this route as a connection between Twelfth Street and Central Park Avenue. The present right-of-way and paving widths are adequate, but the jog at Locust should be corrected.

13. EASTERN AVENUE. While the majority of traffic on this street will be north of Locust Street, it is advisable that it be improved as a major route as far south as Twelfth Street. The present right-of-way is adequate, but the paving should be widened eventually.

14. NEW ROAD ALONG MILWAUKEE RIGHT-OF WAY. The branch of the Milwaukee Railroad in the eastern part of the city may be abandoned at some future date. When this occurs a portion of the right-of-way should be secured as a north and south major street. This street should extend between East River and the parkway along Duck Creek. Because of the grades along the present railroad it will be impossible to improve this street so that it will meet the grade at all east and west major street crossing it. However, enough property should be acquired at these intersections to provide for connecting ramps. The other east and west major streets in this area will serve for a number of years so that there is no immediate importance in securing this right-of-way, but it should be protected if and when the railroad is abandoned.

15. JERSEY RIDGE ROAD. This is the farthest east cross-town route, extending from East River Drive to the city limits. A new connection should be made from the end of Jersey Ridge Road at Eleventh Street across Lindsay Park to East River Street. This can be done without disturbing the playing fields located in Lindsay Park and will eliminate the present circuitous routing. This connection will relieve the congestion in the shopping district on Mound and Eleventh Streets, yet will provide direct and convenient access to this district. The present right-of-way should be widened as well as the pavement.

16. FOREST ROAD. This is a secondary major street to provide for cross movement between Locust Street and the Duck Creek Parkway. It will require an extension from High Street to Duck Creek. A 60 foot right-of-way should be adequate.

### Parkways

The major street plan also indicates a general alignment of a parkway along Duck Creek. Exact details of this route will be more carefully studied in the Park and Recreation report, but it is indicated here to show its relationship to the major street system. It is entirely possible that the route will be extended to the west and south in the extreme western portion of the city. The area is extremely well suited for the development of a parkway, and it will also serve as a logical boundary along the northern edge of the future urban area. A wide right-of-way must be acquired along this entire route.

There is another short strip of major street that will also serve as a parkway. This is the proposed connection between the new highway along the river through the southwestern portion of the city and the present LeClaire Park. This route joins the highway where the latter veers toward First Street and provides for the continuation of a riverfront drive. The street should be located so that there will be a wide area between the riverfront and the street which can be used for park and recreational purposes.

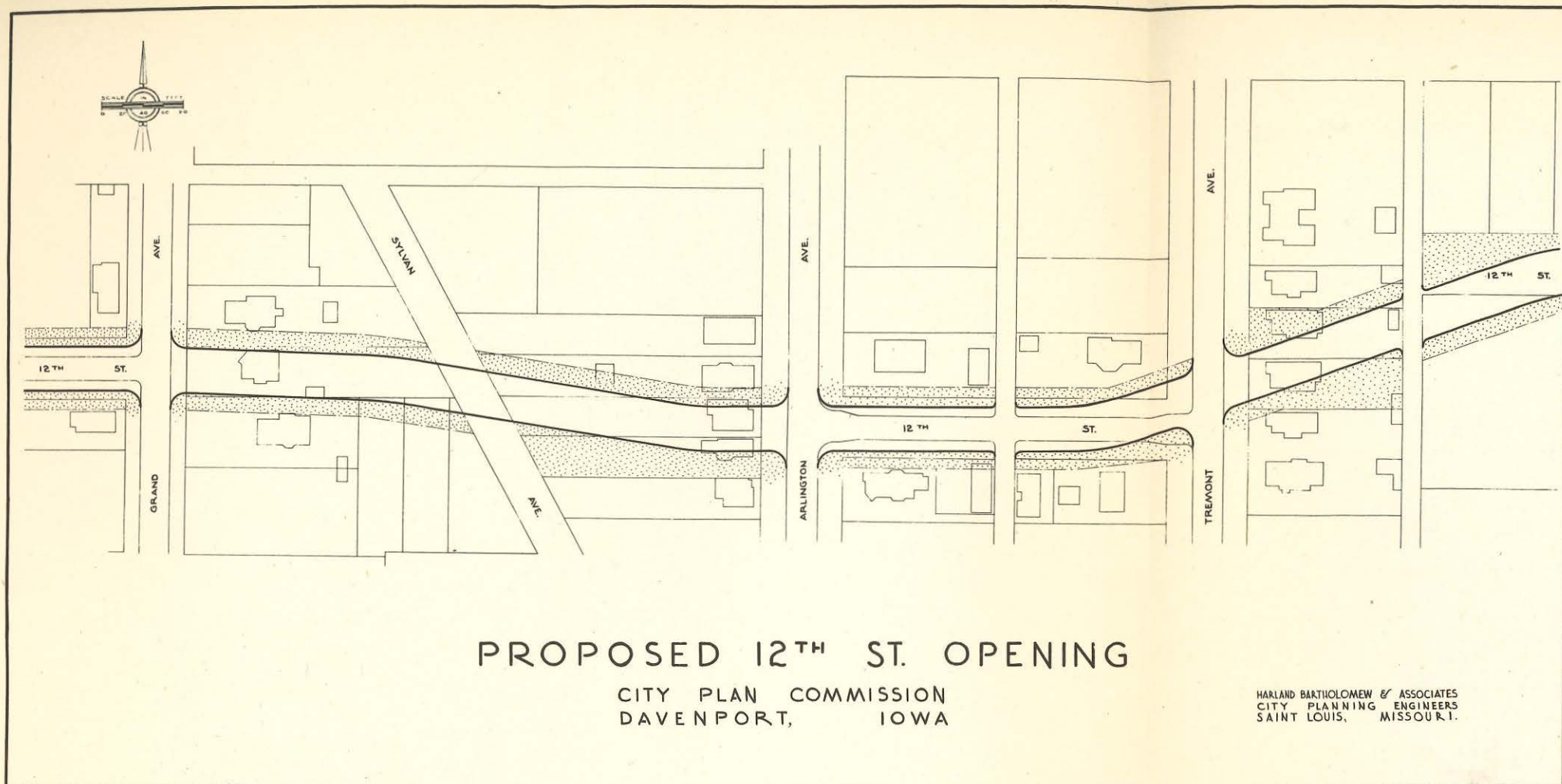


PLATE 6

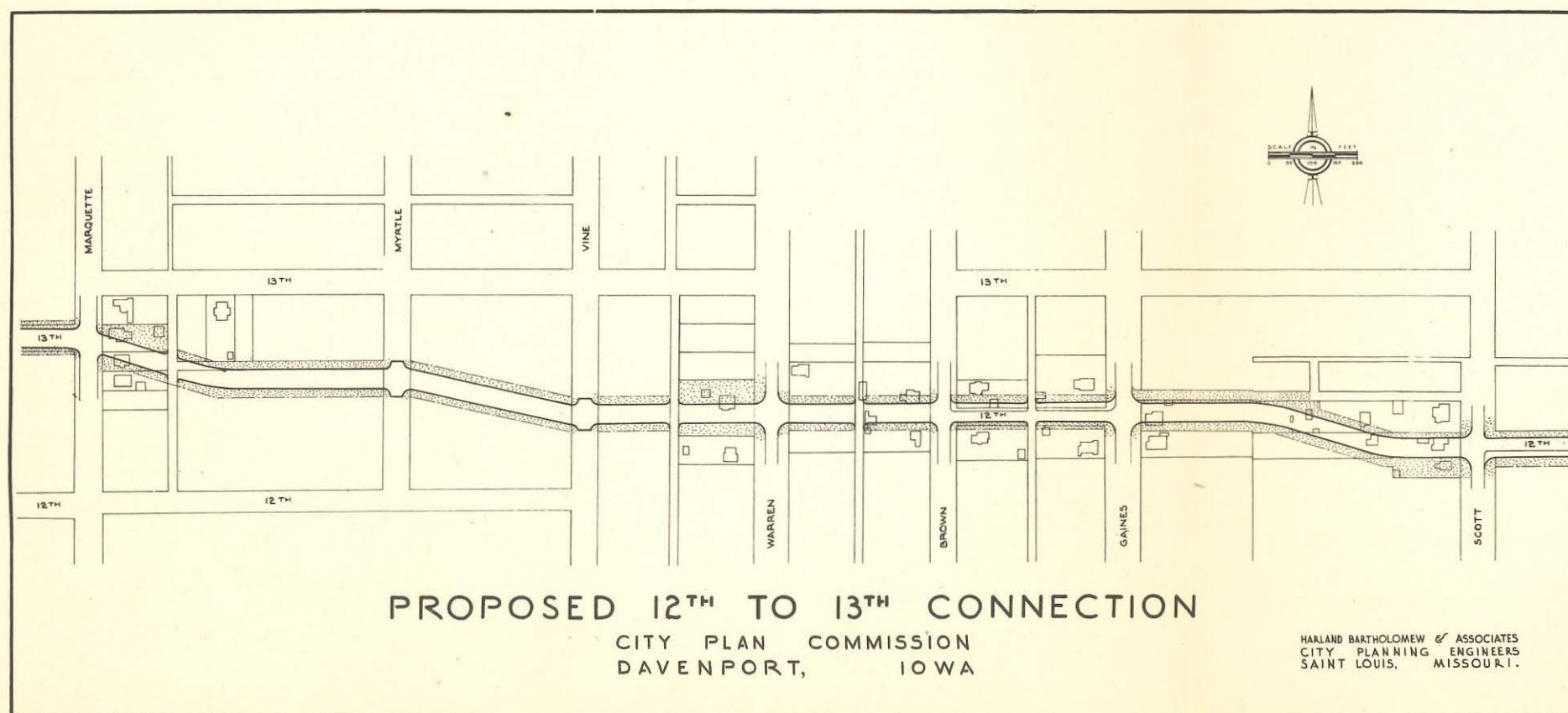
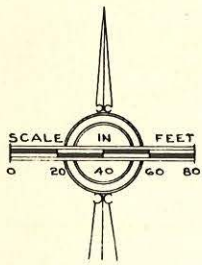


PLATE 7



LOMBARD

STREET

MARQUETTE ST.

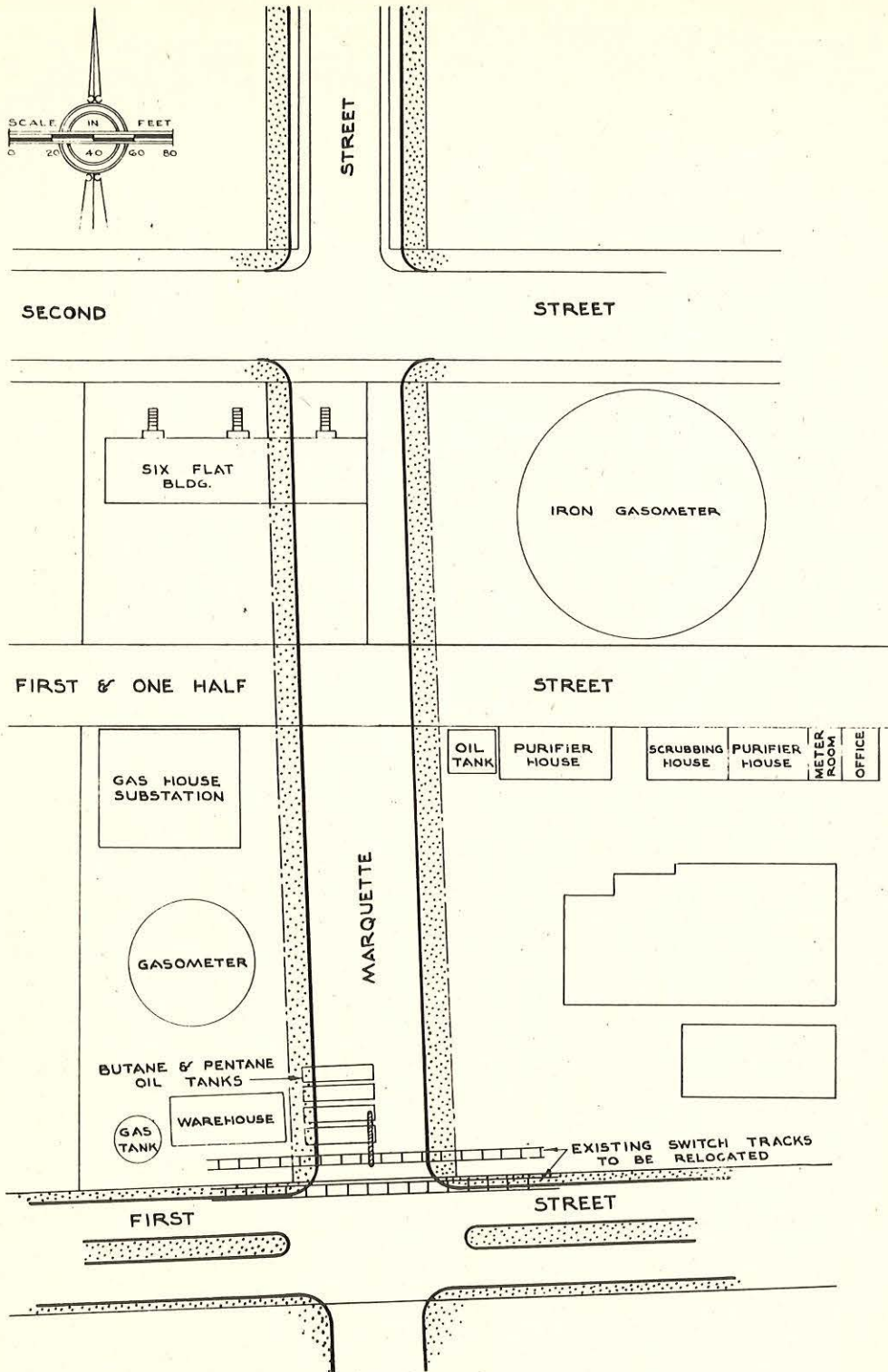
LILLIE AVE.

HIGH

STREET

# CONNECTION FROM MARQUETTE TO LILLIE

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DAVENPORT, IOWA.

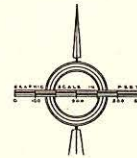


# MARQUETTE EXTENSION TO FIRST STREET

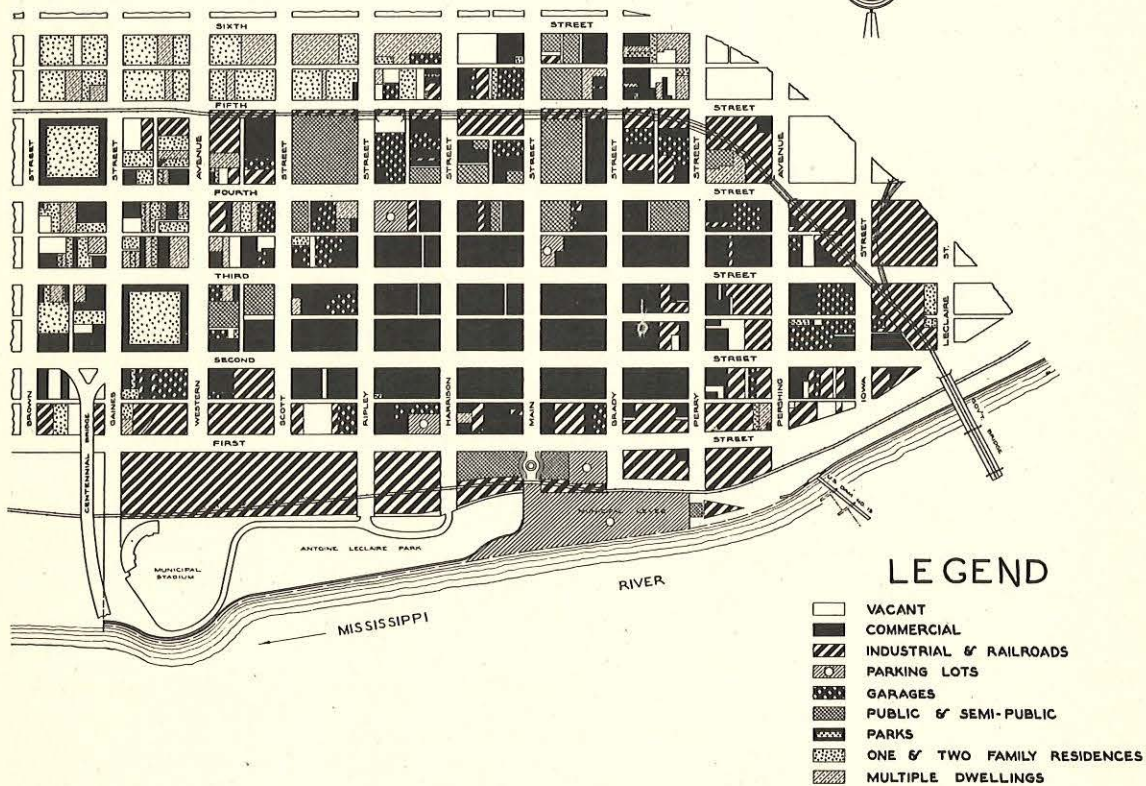
CITY PLAN COMMISSION  
DAVENPORT, IOWA

# DAVENPORT CENTRAL BUSINESS DISTRICT

CITY PLAN COMMISSION  
DAVENPORT, IOWA



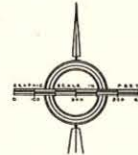
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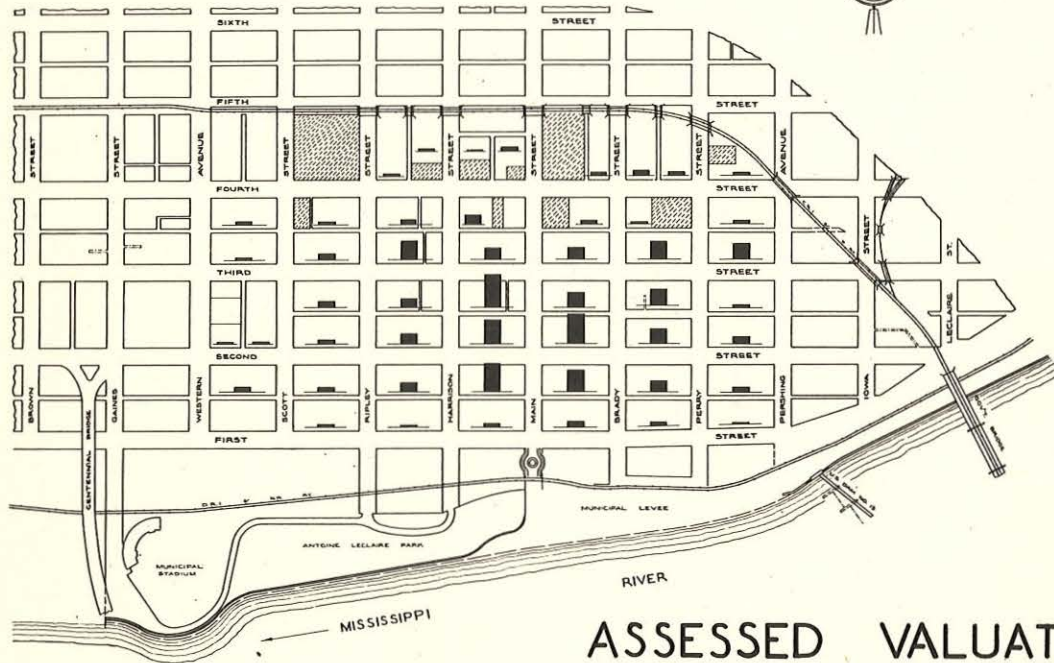
## EXISTING LAND USES

# DAVENPORT CENTRAL BUSINESS DISTRICT

CITY PLAN COMMISSION  
DAVENPORT, IOWA



HALLAND BATHOLMEW & ASSOCIATES  
CITY PLANNING ENGINEERS  
SAINT LOUIS, MISSOURI



## ASSESSED VALUATIONS

### LEGEND & SCALE

\$800,000. — \$1,000,000.  
\$100,000. — \$400,000.  
TAX EXEMPT PROPERTY NOT  
INCLUDED IN ASSESSED VALUATION

The present arrangement of assessed valuations in Davenport business district is quite good. The highest values are near the center and the southern portion of the district. There is no pronounced trend towards an unbalanced growth in any direction, although the higher values have indicated a tendency to locate east rather than west of Main Street. The present organization should facilitate the protection of these values in the future.

The importance of Davenport's business district is indicated by the fact that its present assessed valuation is \$11,100,580 while the total 1944 assessed valuation of the city was \$61,896,631. Here in this small area of only about 95 acres (including streets), or 0.8 per cent of the total city area, is concentrated 18 per cent of the total valuation. Large areas of homes would be necessary to contain the same value, and in turn would require many miles of streets, sewers, school facilities, and the like. Servicing and public facilities required in the business district are small in comparison with the income received therefrom, and a substantial profit results to the city.

It is by no means inferred that the assessed valuations of this district are too high. They are similar to those found in other important business districts. The important fact is that this is the most valuable portion of the city and means so much to the welfare of all citizens that every effort must be made to maintain these high values and to improve them in the future. Once the district is decentralized, the high values are never recaptured.

#### **Present Street and Off-Street Parking Facilities**

Plate No. 12 graphically shows the present street and off-street parking facilities within the central area. Of particular interest is the large amount of curb space that is not available for parking because of corners, fire hydrants, loading and unloading zones, and the like. Of the 40,090 lineal feet of curb space within the central area only 25,175 or 62.8 per cent, is available for parking. This space could accommodate 1,420 cars if all were parked at one time.

It will be further noted that a substantial portion of the available space is limited to 5 and 10 minute and to one hour parking. A very small proportion is available for unlimited parking. On the normal turnover of this space, it can accommodate about 7,700 cars during the average ten-hour business day. The amount of curb space available for parking will decrease rather than increase, since the plan included adequate area to accommodate probable future commercial development and more and more space will be used for loading and unloading zones. In brief, there is not now nearly enough curb space to accommodate the parking needs in Davenport's central district, nor is there any possibility of ever securing adequate space along the curbs.

There are only four private parking lots within the central district and, with the exception of the one at the northeast corner of Third and Main, they are located around the boundary. In general, there are fewer private parking lots in Davenport than in the other cities of similar size. This is probably partly due to the municipal

parking area on the levee and to the extensive commercial use made the central business district. The four private parking lots provide space for a total of 335 cars.

There are seven garages providing parking facilities, and these can accommodate a maximum of 528 cars at one time. They are also primarily located on the outskirts of the business district.

The city is especially fortunate in having the excellent municipal parking space on the levee. Being located at the extreme southern portion of the business district, it has a tendency to stabilize the property values in this section, even though this portion is the farthest from the population that travels to the district. Except in periods of high water the parking lot can accommodate approximately 800 cars at one time. The area is within reasonable walking distance of the business center, and additional facilities similar to this area should be provided in other locations around the district.

#### **Probable Future Requirements**

No data is available showing the exact number of parking spaces that will be required in Davenport's business district in the future. This will largely depend upon the space that will be made available, upon its location, and upon other forms of transportation such as local buses. There is every indication, however, that as much space as will be provided would be utilized. The following data gives some indication of probable future needs.

The number of persons per car in Scott County prior to the war was about 3.7. This will probably be about 3.5 persons per car soon after the war, which would result in about 21,500 cars in Davenport and about 4,000 additional in the rural portions of the county. There would also be about 30,000 cars on the Illinois side of the river in the territory that is served by the Davenport business district.

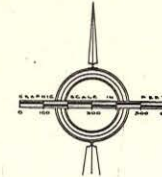
If 40 per cent of Davenport's cars (8,600), 20 per cent of the rural Scott County cars (800), and 20 per cent of the Illinois cars (6,800) desired to park in the business district during the average day there would be a total of 15,200 cars desiring to park. If this is increased by 25 per cent by 1970 there would be need for about 19,000 parking spaces.

These percentages of cars desiring to park are entirely arbitrary. A check in certain cities containing 400,000 or more persons revealed that about 20 per cent of the total passenger autos registered parked in the business district during the average day. The percentages of persons desiring to park increases in the smaller cities, and because of the importance of Davenport's business district 40 per cent is not unreasonable, in fact it is probably conservative. Another factor is that additional cars will probably desire to park if adequate space could be made available.

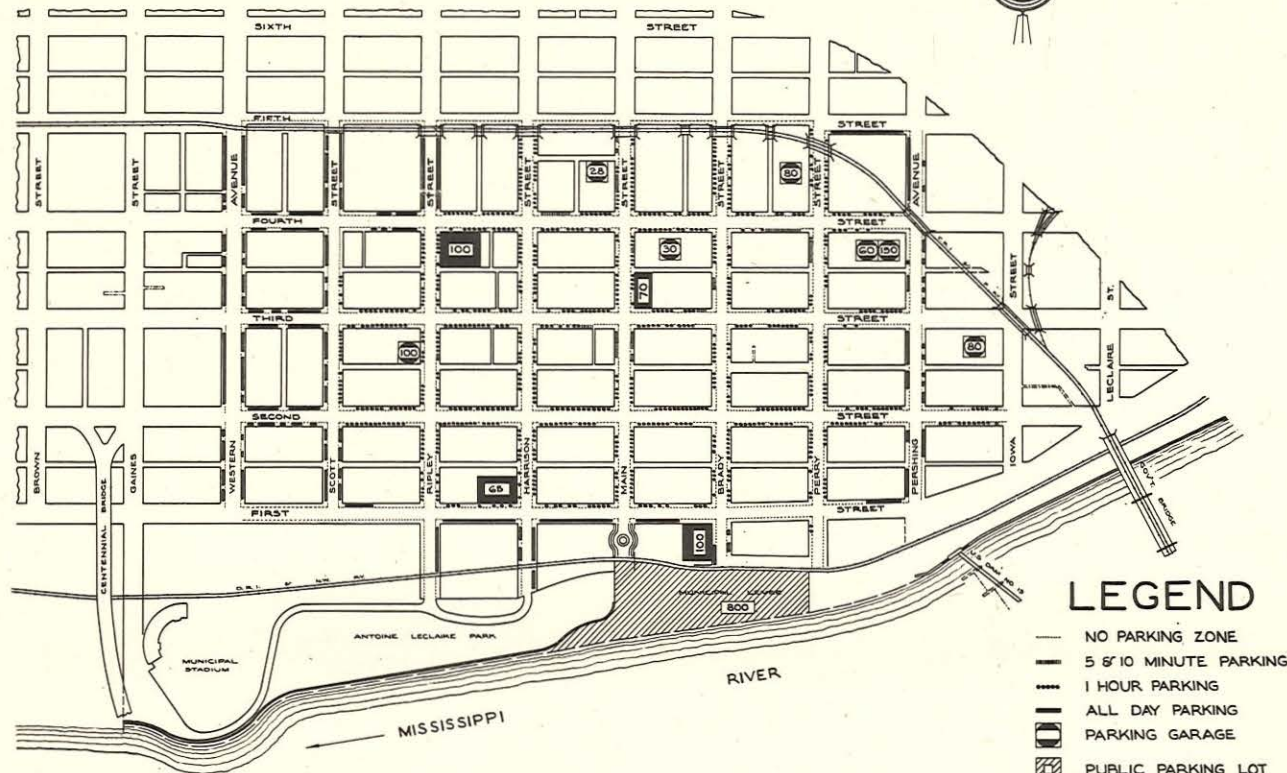
Another check on this matter is revealed by the fact that according to a traffic survey in 1937 about 40,000 cars entered Davenport's business district during a 12-hour period. At least 90 per cent, or 36,000 of these entered during the ten-hour period from 8:00 a.m. to 6:00 p.m.

# DAVENPORT CENTRAL BUSINESS DISTRICT

CITY PLAN COMMISSION  
DAVENPORT, IOWA



HARLAND BARTHOLOMEW & ASSOCIATES  
CITY PLANNING ENGINEERS  
SAINT LOUIS, MISSOURI



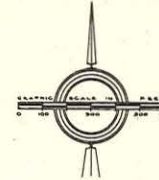
## LEGEND

- NO PARKING ZONE
- 5 & 10 MINUTE PARKING
- 1 HOUR PARKING
- ALL DAY PARKING
- PARKING GARAGE
- PUBLIC PARKING LOT
- PRIVATE PARKING LOT

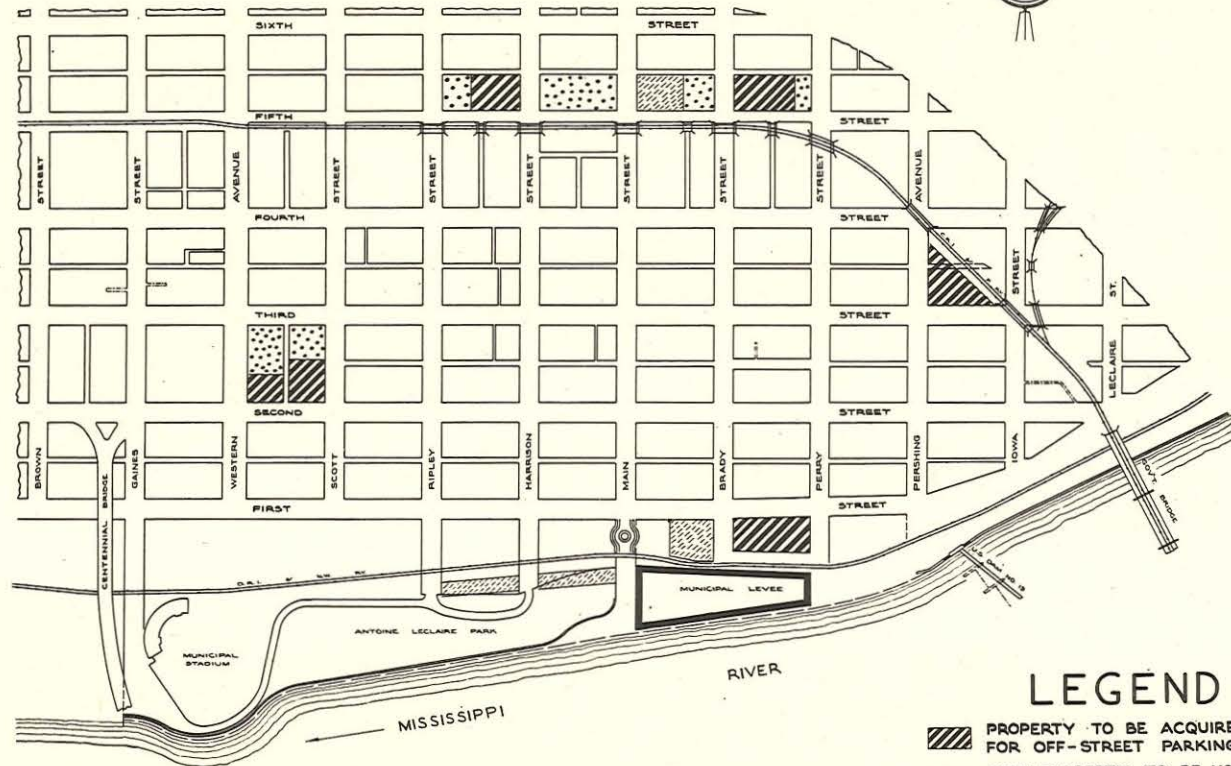
## PRESENT STREET & OFF-STREET PARKING FACILITIES

# DAVENPORT CENTRAL BUSINESS DISTRICT





CITY PLAN COMMISSION  
DAVENPORT, IOWA



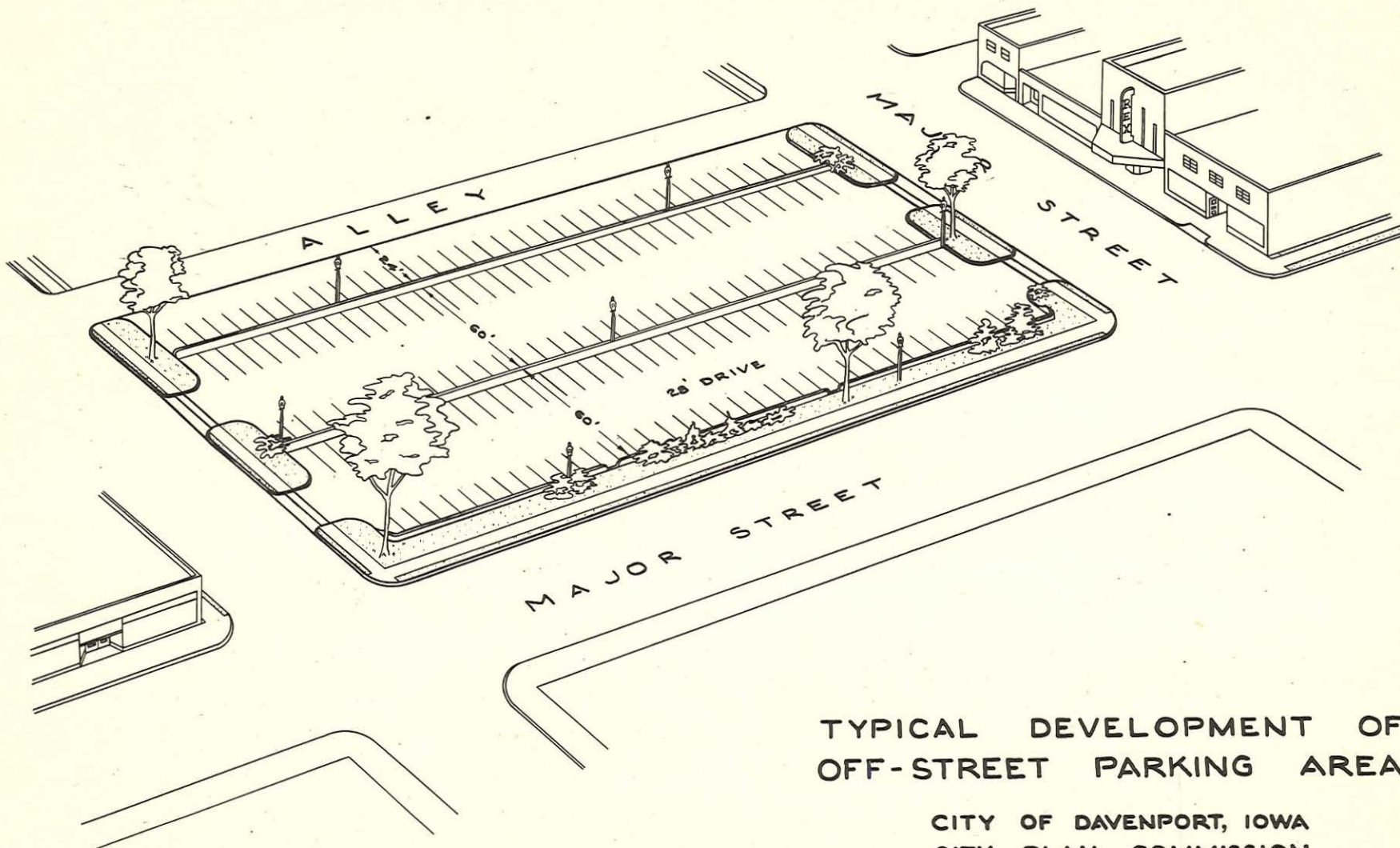
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SAINT LOUIS, MISSOURI.



## LEGEND

-  PROPERTY TO BE ACQUIRED FOR OFF-STREET PARKING
-  CITY PROPERTY TO BE USED FOR OFF-STREET PARKING
-  PROPERTY TO BE ACQUIRED IN THE FUTURE FOR OFF-STREET PARKING
-  TO BE DOUBLE DECKED

## SUGGESTED PARKING AREAS



TYPICAL DEVELOPMENT OF  
OFF-STREET PARKING AREA

CITY OF DAVENPORT, IOWA  
CITY PLAN COMMISSION

JULY 1945

HARLAND BARTHOLOMEW & ASSOCIATES  
CITY PLANNING ENGINEERS  
SAINT LOUIS, MISSOURI.

## SUBDIVISION REGULATIONS

The many jogs, dead-ended streets and varying street widths in Davenport clearly indicate the influence that land subdivision has upon the major street system. The subdivision of land also has a major influence upon the character and value of residential development, and upon the welfare of the entire city. A subdivision in which the streets are adopted to the topography, where lots are adequate and logically arranged, and in which physical improvements such as street surfacing, sewers and water facilities are provided is an important contribution to the urban area. It is essential that all new subdivisions be carefully regulated in the future.

While much of Davenport is already subdivided there is a considerable amount of land now vacant in the future urban area. Furthermore, the redevelopment of built-up portions of cities should become an increasingly important function. Just because an area is now obsolete and blighted is no reason why it should continue in this condition. It should gradually be cleared, the lots rearranged and some adjustment made in the streets so that a new and modern development could be provided. Such redevelopment would make full use of the existing costly improvements such as paving, sewers, water lines and other public utilities.

The Plan Commission and the City Council are the logical agencies to control new subdivisions. The Commission is thoroughly conversant with the conditions, problems, and future needs of the urban area and is preparing a master plan showing the location and extent of the necessary improvements. All the new subdivisions should logically be adjusted to the proposals of this master plan. The City Council also has a vital interest in subdivisions in that it accepts the streets, easements and other dedications for the public and must be assured that they will be an advantage rather than a liability to the future city.

Minimum standards have been established by ordinance to enable the City Council and the Plan Commission to make proper and equitable decisions regarding new subdivisions. This will insure equality for all new subdivisions, and the regulations will not be a matter of changing desires and ideas. These rules and regulations are very similar to those that have been adopted and are now in effect in various cities and counties throughout the country. The regulations can be divided into about three major phases, namely:

1. REGULATIONS REGARDING THE DATA AND INFORMATION THAT MUST BE PROVIDED UPON THE PRELIMINARY AND FINAL SUBDIVISION PLAT. A preliminary plan is essential so that the subdividers' desires can be checked by the Plan Commission, and any changes necessary to conform to the minimum standards agreed upon before expensive engi-

neering work is done in the field. The information required upon both the preliminary and final plat is necessary in order for all parties to be sure that the plat is properly related to the surrounding development.

2. REGULATIONS REGARDING MINIMUM STANDARDS OF DESIGN. These regulations are concerned with minimum street widths, lot sizes, block dimensions, easements and other elements that are necessary to insure a satisfactory development. It should be understood that they are minimum standards, conforming to both local conditions and to modern practices. Higher design standards would be desirable and should be encouraged.

3. PHYSICAL IMPROVEMENTS IN SUBDIVISIONS. Since land is being subdivided for the erection of homes or other urban uses thereon, it should contain the facilities necessary for satisfactory urban living. These include some type of surfacing on the streets, water mains and facilities for the disposal of sewerage and storm water. These facilities should be provided before the lots are sold and buildings erected thereon. It is the lot purchaser that invariably pays for those improvements, so no hardship would be imposed upon the developer.

Davenport is fortunate in that state legislation permitted the adoption of subdivision regulations. At least two other cities in the state, namely Des Moines and Mason City, have adopted similar regulations.

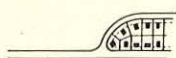
It is also fortunate that the control of subdivisions extends for a distance of one mile beyond the corporate limits, except in the city of Bettendorf. The area near the city is subject to scattered development which would have a major influence upon the development within the corporate limits. There are already a few subdivisions located beyond the corporate limits, and more can be expected unless the area is subject to proper regulations. In many states the Planning Commissions are given control of subdivisions for a distance of three or more miles beyond the corporate limits, so that a distance of one mile is entirely reasonable. The regulations provide for a different standard of improvements as well as a different standard of design wherever subdivisions are located beyond the probable future urban area.

The accompanying Plate No. 15 graphically shows certain standards and principles of subdividing which should improve residential development. These plans conform very closely to those followed by the Federal Housing Administration in their approval of subdivisions for insurance and loans. The Commission should discuss these principles and objectives with any subdivider prior to the preparation of the preliminary plat, so that the most modern type of development will be provided in the future.



**BAD**

MINOR STREETS SHOULD ENTER MAJOR STREETS AT RIGHT ANGLES TO MINIMIZE TRAFFIC HAZARD. LOTS WITH DOUBLE FRONTAGE ARE UNECONOMICAL AND UNDESIRABLE AND SHOULD BE AVOIDED.



**GOOD**

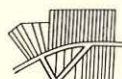


**BAD**

LOTS SHOULD BE ARRANGED TO OBTAIN MAXIMUM FRONTAGE ON OPEN SPACES, PARKS, AND VIEWS.



**GOOD**

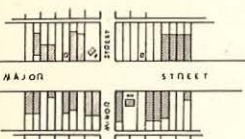


**BAD**

MODERN HOMES WITH ATTACHED GARAGES REQUIRE WIDE LOTS. GREAT DEPTH IN RESIDENTIAL LOTS IS WASTEFUL AND THE EXTRA LAND IN THE REAR OF THE LOT IS USELESS. LOTS 50 TO 60 FEET IN WIDTH SHOULD NOT GREATLY EXCEED 130 FEET IN DEPTH. LARGER LOTS SHOULD HAVE A SIMILAR PROPORTION.

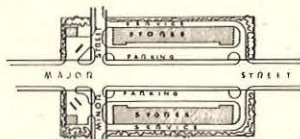


**GOOD**

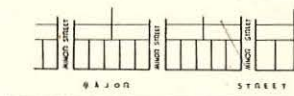


**BAD**

COMMERCIAL AREAS SHOULD NOT BE DEVELOPED IN AN UNRELATED AND HAPHAZARD MANNER BUT SHOULD BE CONCENTRATED IN A GROUP AND PROVIDED WITH ADEQUATE OFF-STREET PARKING AND SERVICE AREAS.

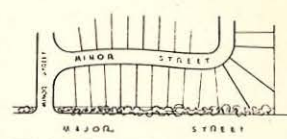


**GOOD**

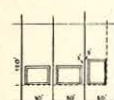


**BAD**

INTERSECTIONS OF MINOR STREETS WITH MAJOR STREETS SHOULD ALWAYS BE HELD TO THE MINIMUM AS NUMEROUS INTERSECTIONS CAUSE DELAY AND HAZARD. LESS THAN FIVE PERCENT OF HIGHWAY FRONTAGE IS NEEDED FOR COMMERCE. FRONTING OF LOTS ON MINOR STREETS AND PROVISION OF PLANTING SCREENS WILL PROTECT HOMES FROM TRAFFIC.



**GOOD**

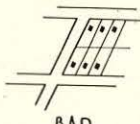
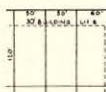
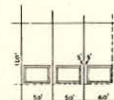


**BAD**

BUILDING LINES ARE ESSENTIAL ON ALL STREETS TO CREATE A SPACIOUS CHARACTER IN RESIDENCE AREAS. CORNER LOTS NEED EXTRA WIDTH TO PROVIDE BUILDING LINES ON BOTH STREETS AND ALLOW ADEQUATE BUILDING AREA.

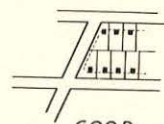


**GOOD**



**BAD**

LOT LINES PERPENDICULAR TO THE STREET PERMIT REGULAR BUILDING LINES, HOUSES IN GOOD RELATION TO EACH OTHER & TO THE STREET & PREVENTS AN UNSIGHTLY, "SAW-TOOTH" EFFECT.



**GOOD**

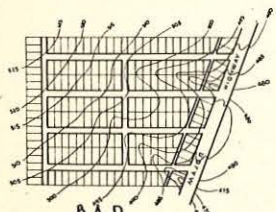


**BAD**

DEAD END STREETS SHOULD BE AVOIDED. A MINIMUM AREA SHOULD BE IN STREETS AND THE LOTS ARRANGED TO PRODUCE ATTRACTIVE GROUPS OF HOMES.

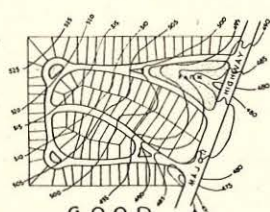


**GOOD**



**BAD**

ADJUSTMENT OF THE SUBDIVISION TO THE TOPOGRAPHY OF THE GROUND RESULTS IN BETTER STREET AND LOT GRADES, A MORE ECONOMICAL DEVELOPMENT WITH LESS GRADING, AND A PLEASANTER, MORE BEAUTIFUL PLACE IN WHICH TO LIVE. USE OF ROUGH GROUND - RAVINES, WATER COURSES, ETC. - FOR PARK PURPOSES ENHANCES VALUES WITHIN THE SUBDIVISION.



**GOOD**

## ILLUSTRATIONS OF CERTAIN PRINCIPLES OF LAND SUBDIVISION

NOTE: MANY OF THESE EXAMPLES ARE TAKEN OR ADAPTED FROM FEDERAL HOUSING ADMINISTRATION TECHNICAL BULLETINS NO. 5 & NO. 7 AND FROM THE LAND SUBDIVISION MANUAL OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS.

CITY PLAN COMMISSION  
DAVENPORT, IOWA

HAYLAND BATHOLOMEW & ASSOCIATES  
PLANNING CONSULTANTS  
SAINT LOUIS - MISSOURI

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