



RIVERFRONT MASTER PLAN

ACKNOWLEDGMENTS

STEERING COMMITTEE

Kyle Moore, Mayor / Chair
Rick Ehrhart
John Mast
Tonia McKiernan
Nathan Koettters
Jeff Steinkamp
Bret Austin
Dave Bellis
Duane Venvertloh

STAKEHOLDERS

Adams County
City of Quincy
Quincy Park District

CONSULTANT TEAM

Klingner & Associates, P.C.
SWT Design
Convergence Design
Me STRONG, Inc.


 This plan could not have been developed without the backing of the residents of Adams County and the surrounding areas, including the many stakeholders, businesses, and individuals that gave feedback and support throughout the design process.



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THE EXECUTIVE SUMMARY

A Catalyst for Community Development

The Riverfront Master Plan conveys a comprehensive approach for the redevelopment of prime real estate within four blocks of the Mississippi River. Reimagined as a dynamic community gathering place and welcoming gateway, the proposed riverfront incorporates new attractions and refreshes existing infrastructure to infuse life into one of the Quincy and Adams County's most valuable assets.

Today, the riverfront is mainly used as a passive park, with visitors taking advantage of the area for walking, enjoying views of the river, and as a gathering space for small and mid-sized events. Steep topography between the riverfront and downtown limits accessibility and makes the riverfront area seem disconnected. Adding to this, most of the park areas are susceptible to seasonal flooding.

The Riverfront Master Plan is in direct response to priorities outlined in the Quincy Next Strategic Plan as well as a number of imminent project drivers. In the Quincy Next Strategic Plan, the community identified a strong desire to provide fiscal support for the riverfront, enhance connections toward the downtown and surrounding areas, and encourage tourism. As a response to these priorities, Adams County, Quincy Park District, and the City of Quincy approved an intergovernmental agreement in December 2019 to create a master plan vision for the riverfront. Additionally, a Riverfront Steering Committee was formed with nine members representing these entities and the greater public interest. The goals of the planning process were as follows:

- ➔ Create a destination
- ➔ Develop flood control measures
- ➔ Develop a unique experience
- ➔ Improve access to the riverfront
- ➔ Provide space for events
- ➔ Engage all residents of Adams County
- ➔ Create a community-adopted plan
- ➔ Ensure quick changes and phases

The Riverfront Master Plan process has engaged hundreds of community members, business owners, stakeholders, and jurisdictional agencies over the project's 12-month duration.





KEY ELEMENTS

- | | | |
|--------------------------------------|------------------------------------|--|
| A Parking | F Event Plaza | M Cruise Boat Dock |
| B Riverfront Shelter | G Stage and Access Area | N Volleyball Courts |
| C Front Street Angled Parking | H Terraced River Access | O Gardens and Redevelopment Opportunity |
| D Interactive Play Area | I Courtesy Docks | P Riverwalk |
| E Fountain Plaza | J Pedestrian Ramp | Q Bill Klingner Trail Connection |
| | K Scenic Overlook | |
| | L Maine Street Improvements | |



A Community Driven Plan

The City of Quincy and the surrounding areas have been engaged in multiple planning efforts aimed at retaining residents and increasing the population. Many of these plans have supported the need for an improved riverfront.

The Quincy Next Strategic Plan was adopted in March 2018 after a year-long planning process. The St. Louis-based consulting firm Development Strategies was hired to work with Quincy and Adams County residents to identify, analyze, and refine the community's goals and the strategies that could be undertaken to meet them. The following four goals became the basis of the Strategic Plan:

- Grow Quincy's Economy
- Build Up Downtown and Riverfront Assets
- Create an Accessible and Connected City for All
- Provide Rich Culture and Activities for Residents and Visitors Alike

Ten core initiatives rose to the top of the identified strategies as items which were the most desired and required effort from a broad base of community stakeholders. Among them is riverfront development, specifically: "Invest in the riverfront as a place for recreation, tourism-friendly commerce, and residential living, and in creating a better connection between the riverfront and the Downtown Core."

“ Overall, the city is missing a great potential opportunity by not developing the riverfront area. This should be a major draw to both residents and visitors to the city.

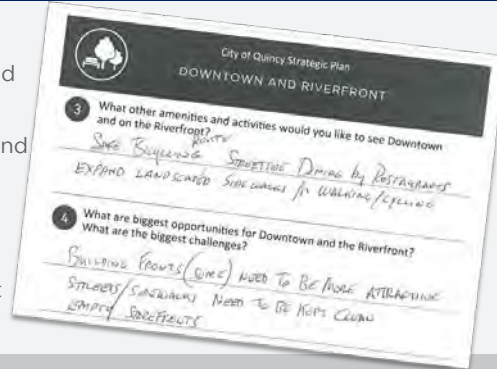
- Quincy Next Strategic Plan



DOWNTOWN REVITALIZATION, RIVERFRONT DEVELOPMENT

COMMON THEMES

- Improve quality of storefronts and streets
- Increase number of restaurants and arts and recreational activities.
- Create better access to the riverfront
- Increase residential development



Q: What other amenities would you like to see Downtown and on the Riverfront?

“More residential areas! Then grocery stores, retail, etc.”

“More water access. River activities. Clean facades. Trees and parking signs.”

DEVELOP A SENSE OF PLACE

Maintaining and improving Quincy and Adams County's sense of place through physical investment is vital to creating a better resident and visitor experience. Numerous assets form our community's sense of place: the riverfront, downtown areas, local businesses and restaurants, robust park systems, unique cultural attractions, etc. The Strategic Plan identified several investment opportunities that would have significant impact, such as strengthening access to different parts of Quincy; improving the appearance and programming of gathering spaces like the riverfront; and improving the vibrancy of neighborhoods.

Strategically realizing each of these opportunities will have positive impacts on community health, resident pride, and the ability for Quincy and Adams County to attract the visitors and new residents that will drive its economic growth.

Numerous projects are planned to occur within the next ten years. A cohesive Riverfront Master Plan will become a community guide for implementation.



Project Stakeholders

The Riverfront Master Plan Steering Committee consists of nine community stakeholders who represent the community's interest and guide the planning process. Community involvement is a key driver for the riverfront's future success.

An intergovernmental agreement between Adams County, the Quincy Park District, and the City of Quincy set the stage for the Riverfront Master Plan. The agreement was approved in December 2019 by the boards of all three entities, with Adams County and the City financially supporting the plan. The goal of the intergovernmental agreement and study was to build public consensus and to develop a strategy for riverfront development. The results will also serve as a guide for the community to share with the Illinois Department of Transportation as it makes plans for the construction of the Memorial Bridge replacement at York Street and the return of Maine Street to the City.

The intergovernmental agreement called for the formation of the Riverfront Master Plan Steering Committee. Per the agreement, the Riverfront Master Plan Steering Committee guided the riverfront master planning process. Members of the Committee were charged with steering the planning process to a successful conclusion through governance-related deliberation and decision making.

THE PRIMARY FUNCTIONS OF THE RIVERFRONT MASTER PLAN STEERING COMMITTEE MEMBERS INCLUDE:

- Provide oversight and direction;
- Define and help achieve the planning outcomes;
- Identify priorities and phases within the project;
- Monitor timelines;
- Support public outreach and engagement activities; and
- Represent the interests of appointing organizations.





Project Drivers

Changes are coming to the riverfront. Numerous projects occurring in the community will directly and / or indirectly impact the area. The Riverfront Master Plan ties these improvements together and reimagines how the riverfront can meet the needs of tomorrow.

Beginning in 2021, work will start on burying the Ameren lines in Clat Adams Park. The City of Quincy is also working on upgrades to the Water Treatment Plant that will free-up land for public use. Additionally, the Illinois and Missouri Departments of Transportation are designing a new bridge connecting Missouri to Illinois via the City of Quincy's York Street that will replace the aging Memorial Bridge. The Riverfront Master Plan embraces these project drivers and provides a structure for further improvements. These efforts offer opportunities to align projects, investment, and a coordinated vision for the future.

A LIST OF PLANNED / ANTICIPATED RIVEFRONT IMPROVEMENTS INCLUDE:

- ➔ Burying Ameren lines
- ➔ Quincy Bay Area Restoration and Enhancement Association (QBAREA, Inc.)
- ➔ Quincy Water Treatment Plant updates
- ➔ Memorial Bridge removal
- ➔ New bridge on York Street
- ➔ Lincoln Park Master Plan
- ➔ Planned street improvements along Kentucky, Spring, Second, and Cedar

History To Honor

As Adams County's largest City along the riverfront, Quincy's history has directly impacted the region and sets the stage for placemaking opportunities in the Riverfront Master Plan.

Many indigenous peoples, including the Illiniwek, Sauk, Fox, and Kickapoo Tribes, inhabited the banks and bluffs of the Mississippi. Eventually, French and other European explorers began to colonize the area, and for several years, the land was in flux due to the Seven Years' War, the American Revolutionary War, and the War of 1812. First known as Bluffs, the community now known as Quincy was named in 1825 and eventually became the county seat for Adams County.

In 1838, Quincy served as a stopping point on the Pottawatomie tribe's "Trail of Death" as they were relocated from Indiana to Kansas. For three days, the group of over 859 sojourners, along with 400 horses and 50 wagons, camped near Quincy before crossing the Mississippi River on a steam-powered ferry to Missouri. Two Trail of Death markers are located in Quincy.

The following year was also significant due to the October 1838 Missouri Executive Order 44 by Governor Lilburn W. Boggs. Members of the Church of Jesus Christ of Latter-day Saints were ordered to leave the state or be killed. By February, hundreds of Mormon refugees lined the west bank of the Mississippi River. Area residents saw the plight of the Mormons first-hand. A committee was formed, and the small community of Quincy – numbering fewer than 2,000 people at the time – absorbed more than 5,000 Mormons, giving them shelter, food, clothing, and jobs.

Beginning in the 1830s and 40s, German settlers began migrating to the region.

The journey from Germany to Quincy was perilous and often took up to 60 days, but migrants were driven by the desire to escape revolutions among the German provinces. The population exploded from the mass migration, and the enviable skills and alternate styles from the new arrivals' homeland heavily influenced the culture.

Prosperity came to the area beginning in the 1850s. In 1853, the U.S. Congress designated Quincy as a port of entry for foreign goods, and by the late 1850s, nearly 3,000 steamboats were delivering to the riverfront. Concurrently, the political support for slavery was increasingly wavering, with the Mississippi River serving as the dividing line between the slave state of Missouri and the free state of Illinois. Abolitionist and eventual President of the Illinois Anti-Slavery Party, Dr. Richard Eells, built his home in Quincy in 1835. The home famously sheltered runaway slaves crossing the river on their journey to Chicago, becoming a prominent stop on the Underground Railroad. The house still stands today and is one of the few intact, known stops on the Underground Railroad in the United States.

In 1862, a young boy by the name of Augustus Tolton arrived in Quincy. He was born in Missouri to Peter Paul Tolton and his wife, Martha Jane Chisley, who were enslaved. His mother was Catholic and named him after an uncle named Augustus. After the Civil War broke out, Peter fled to St. Louis hoping to join the Union. Martha escaped to Quincy across the river with her children. Augustus attended St. Boniface



In 1853, Quincy was designated an international port with its own custom house. The population had migrated from both Southern and Northern states. There was also an influx of German and Irish immigrants and a small community of African-Americans.

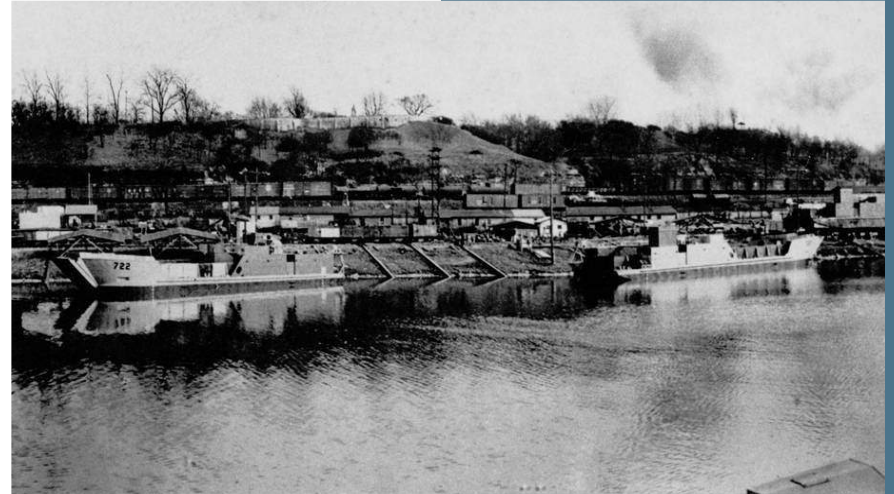


and then St. Peter Schools, graduating at the age of 18. He then went on to attend St. Francis Solanus College, now Quincy University. Upon graduation, he attended the Pontifical Urbaniana University in Rome, where he became ordained as America's first black priest. Augustus returned to Quincy as a missionary before being reassigned to Chicago. Father Tolton was buried in the priests' lot in St. Peter's Cemetery in Quincy. In 2019, Father Tolton was deemed "Venerable" – one of the final steps on the path to sainthood.

Up the bluff in Washington Square, Quincy held the most attended senatorial debate between Abraham Lincoln and U.S. Senator Stephen A. Douglas. This meeting was a precursor to the 1860 Presidential election, where Lincoln was victorious. The ushering in of the Civil War brought more attention to the area and the riverfront. With the Union securely holding on to the upper Mississippi River, General Ulysses S. Grant famously launched his first regiments from the river's banks.

By 1870, Quincy had become the second largest city in Illinois, with a population of 24,000. The riverfront was home to many riverboat clubs and taverns and supported growing industry. Over time, the City's growth slowed due to more communities being served by rail and motor vehicles. The Memorial Bridge was built in 1930. By the 1940s, the community size stabilized. The riverfront turned mostly to industrial use, including the manufacturing of war ships in WW2.

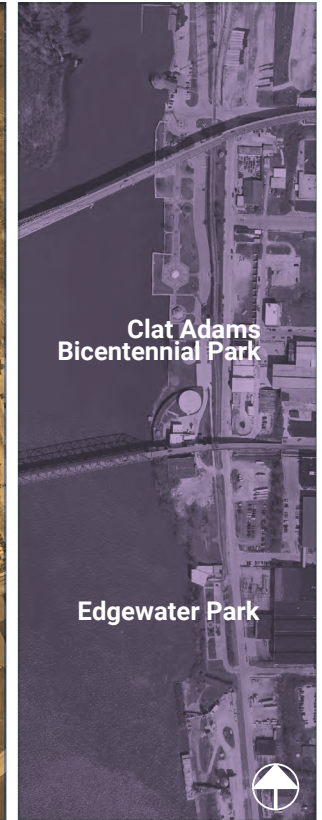
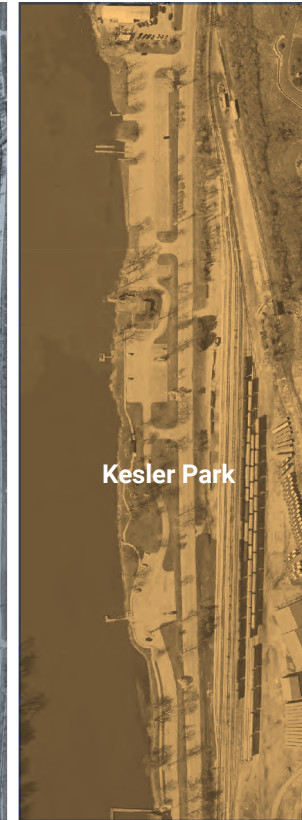
The riverfront eventually shifted to allow residents to take advantage of the water and river's edge. Attractions were developed on Quinsippi Island, including a skyride, a small gauge railroad, a few amusement rides, and a petting zoo in the 1960s. Decreasing attendance and increasing liability insurance, along with planning for a new Broadway river bridge in the 1980s, ended this effort. The riverfront today is the result of planning in the late 1980's after the Broadway bridge location was confirmed. The design was meant to clean up the riverfront, make an attractive front door between the two bridges, and provide access to the riverfront for the community.



The war can only be won in the West...The Mississippi is the key!"

- President Abraham Lincoln

SITE ANALYSIS

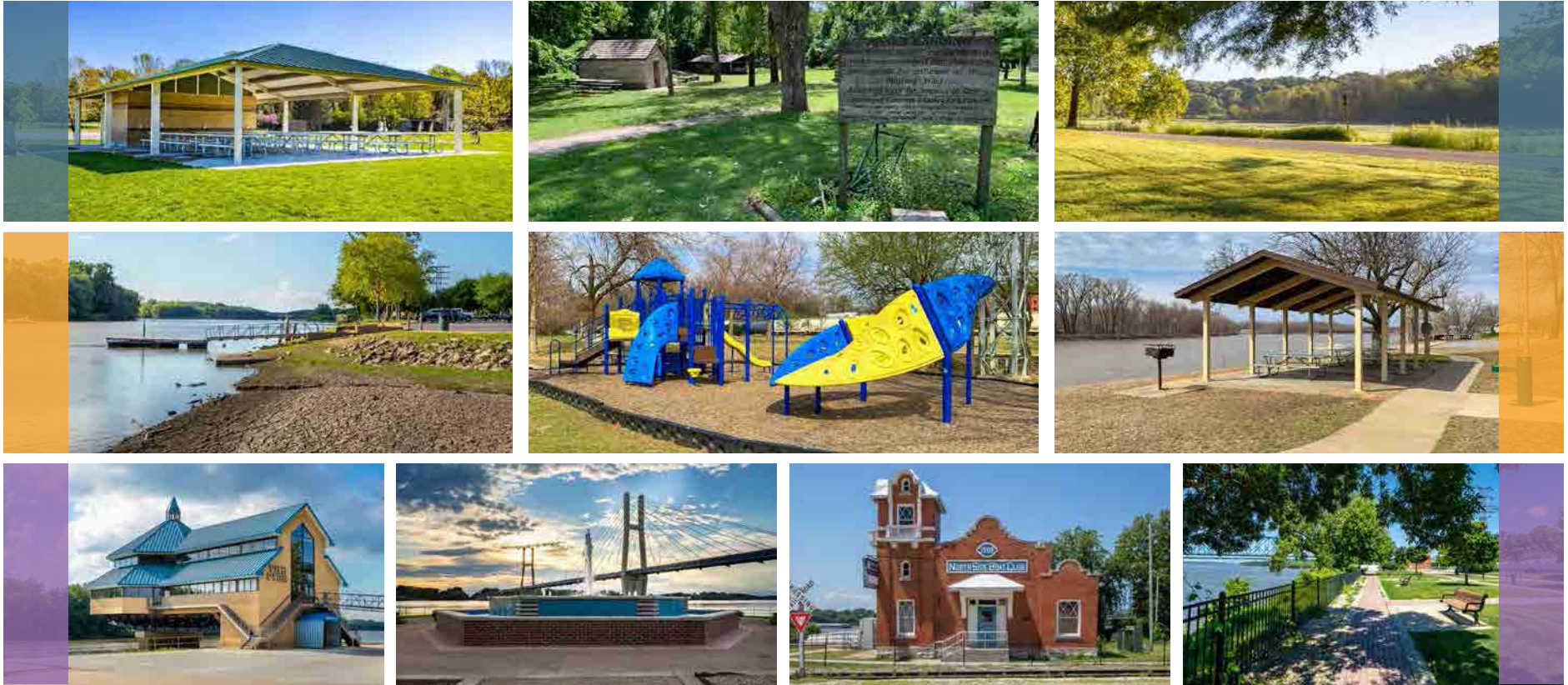


The Master Plan Study Area Overview

The main focus of the Riverfront Master Plan is approximately 12 acres between the Bayview Bridge and the proposed York Street bridge (referred to as the core zone), with additional consideration given to connections between the larger network of riverfront parks. The study area extends from All America Park on the north to Kentucky Street on the south, and from the Mississippi River to Fourth Street. Improvements to Maine Street are also included to take into consideration plans to remove the Memorial Bridge.

Serving a population of over 65,000 residents in Adams County, IL, the riverfront acts as the western border of Quincy. The area is accessible by US Highway 24, IL 57, and Quincy's downtown. Major interstate highways are located nearby: US Highway 61 / Avenue of the Saints (a multilaned divided highway which connects St. Louis, MO, with St. Paul, MN) and Interstate 172 (a spur of I-72 that connects to IL 336 and is part of IL 110, a multistate route that connects Chicago, IL, and Kansas City, MO).

A number of amenities and community attractions are located within the study area. Bob Bangert Park, which is just north of the study area, has, in recent years, been returned to a natural wetland. Lincoln Park is home to the Quincy Park District Offices as well as a brand new bike and skate park; shelter; and an all-inclusive, accessible playground. There are also several projects in various stages of development at Lincoln Park: a riverfront trail, Lincoln-Douglas debate site interpretive features, a small shelter, additional restrooms, an extension to the Bill Klingner Trail, and an outdoor stage. All of these additions are included in the Quincy Park District's recently-adopted Lincoln Park Master Plan.



Across the Quincy Bay is Quinsippi Island. The island is home to the Art Keller Marina, a shelter house, restrooms, grills, and playground equipment. There is also an 1800s Lincoln-era Log Cabin Village, which includes four log cabins, a log corn crib, a stone smokehouse, and a log church. The island is also a wonderful area to view local wildlife. Today, it is accessed via a vehicular bridge from Lincoln Park, though it was once connected directly to downtown via skyride.

In the core zone is the fountain in Clat Adams Bicentennial Park, which was renovated in 2018-2019. The fountain, with its multiple jets of water reaching up to twelve feet in height, creates a welcoming destination on the riverfront. With the nighttime backdrop of the illuminated Bayview Bridge, the fountain has become an attraction for photographs.

Restaurants, bars, and boat clubs are critical to the fabric of the study area. The privately-owned boat clubs date back over 100 years and host many public events and fundraisers. Trap shooting takes place at two of the three boat clubs. Additionally, residents of Adams County and the surrounding areas take advantage of the restaurants and bars to experience the river. There has also been ample public feedback seeking more attractions and eateries along the riverfront.

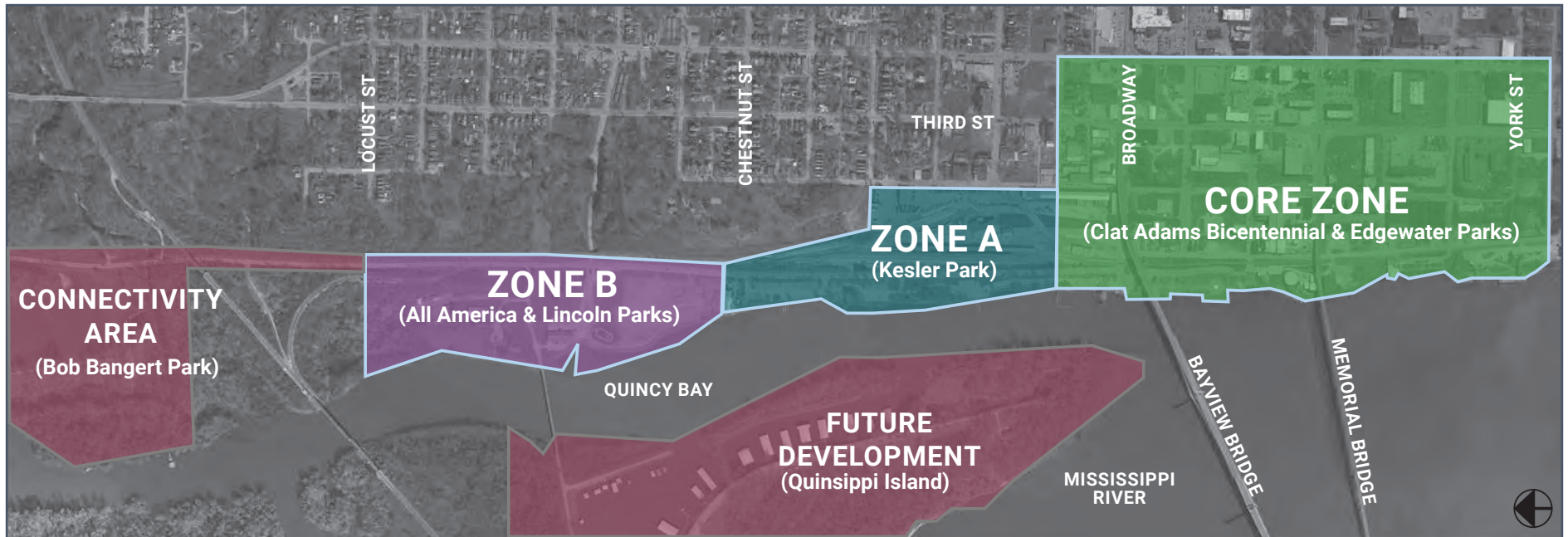
The study area faces several challenges. Though the riverfront is currently used for events, an updated layout could better support larger gatherings. Most often, the core zone is used passively as a place to park and watch the river, with some visitors using the area for walking or taking photographs. Accessibility is another key challenge due to the adjacent bluff and lack of trails. Thus, many people access the riverfront by car.

Furthermore, the park infrastructure in the core zone is susceptible to flooding. After each flood, Quincy Park District is tasked with replanting and additional maintenance. Flooding can also limit the accessibility of Bonansinga Drive and Front Street.

The neighborhood between the core zone of the riverfront and downtown is in an extended period of post-industrial transition. Though there are a number of successful businesses, the area has several blighted properties and a series of vacant lots that continue up the bluff. These and other properties in the overall study area are well-positioned for private development. Many other communities have seen significant redevelopment in properties adjacent to their riverfronts following initial investments in the parkland and public spaces. During the course of stakeholder discussions, several key property owners suggested that they are interested in developing their properties should larger riverfront development move forward.

Key Design Considerations

With an expansive area to consider in the planning process, zones were developed to highlight areas of focus. Working with the Steering Committee, it was determined that the core zone between York and Broadway Streets (Clat Adams and Edgewater Parks) and the river's edge to Fourth Street requires the greatest concentration of activity.



PROJECT ZONES

Zone A (Kesler Park) sees the most flooding, but it also provides connectivity to the rest of the riverfront. In Zone B (All America & Lincoln Parks), key connections are concurrently being developed by Quincy Park District and generating momentum for investment in the larger study area. Quinsippi Island and Bob Bangert Park are connected to the study area, but were not considered as part of this plan.

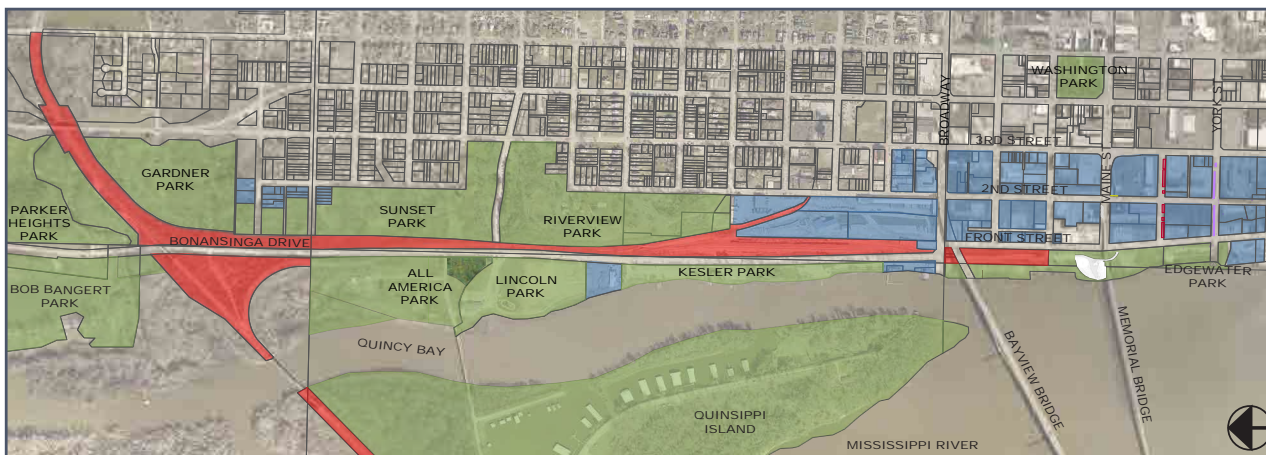
THE FLOODPLAIN

Land adjacent to the riverfront is at risk for flooding during severe Mississippi River flood events. Record flooding occurred in 1993, 2008, and 2019. All proposed development along the riverfront will require flood mitigation considerations. The map below illustrates the flood of record in 1993, and the images to the right are from the most recent flood in 2019.



PARCEL OWNERSHIP

Unique to the riverfront is the division of land ownership. Nearly all of the core zone is publicly owned by Quincy Park District and the City of Quincy. Along the bluff between York and Broadway is a mix of residential, commercial, and industrial buildings, along with lots available for future development. As public lands are developed into community amenities, it is important to consider clear delineation of public and private property as well as the potential impacts on adjacent private land-uses.

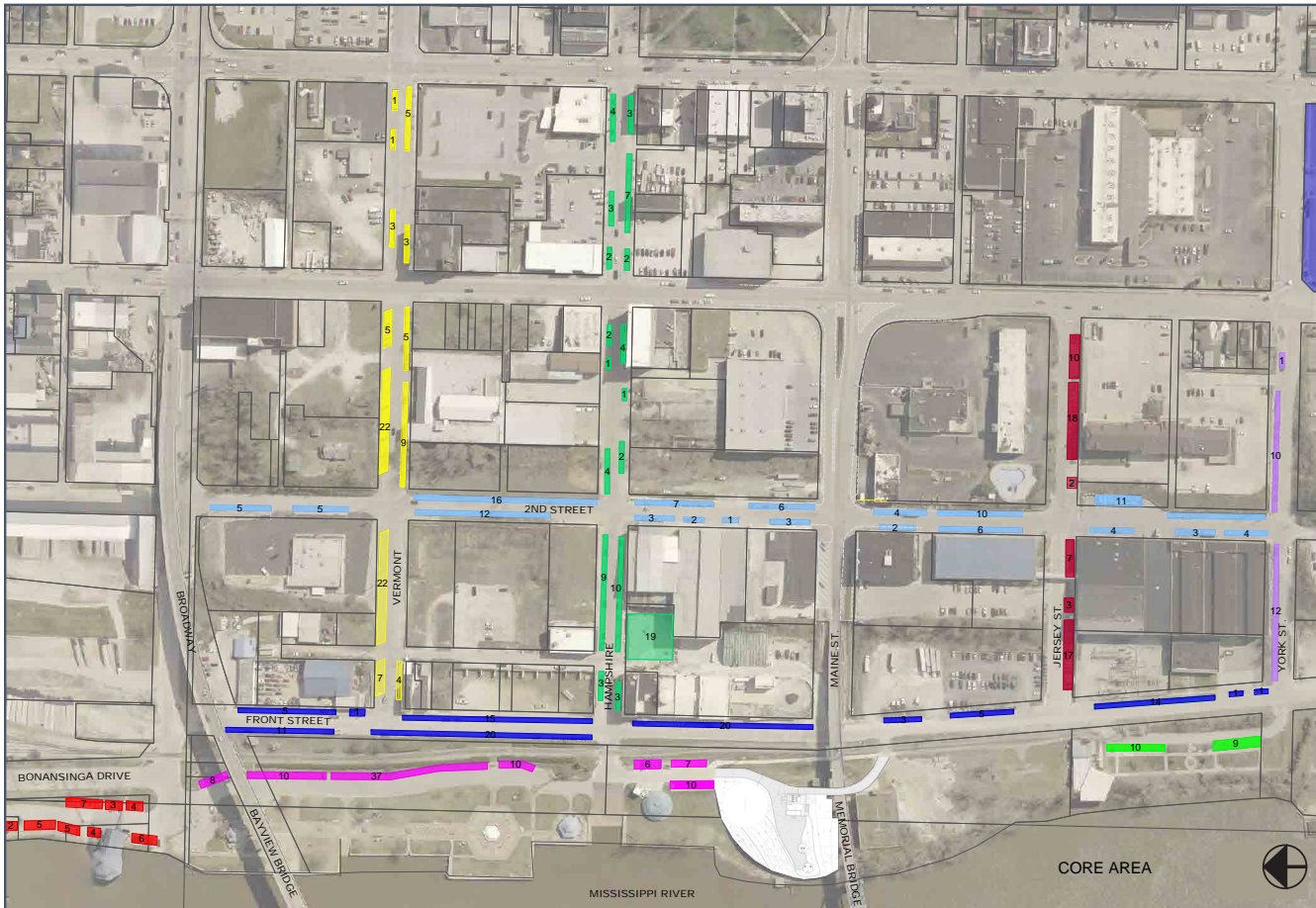




ACCESSIBILITY

There is ample vehicular access to the riverfront today; however, improvements to the adjacent streets and increasing pedestrian access should be considered in future development. The Bill Klingner Trail, located near Bob Bangert Park, ties into bike lanes on Bonansinga Drive. Extending the multiuse trail through the study area will expand a major recreational asset and drive more visitors to the riverfront. Additionally, this facility can connect to proposed bike lanes on the future York Street bridge. The proximity to the rail line presents issues for safe crossing. Currently, there are two existing railroad crossings: one is signalized and the other is not. This creates pedestrian safety concerns and will require additional considerations. Lastly, pedestrian access from downtown is a concern due to the bluffs. The riverfront improvements will need to include design features that address the future build out of the trail system, safe rail crossings, street improvements, and ADA accessibility.





EXISTING PARKING EXHIBIT

KEY	PARKING LOCATION	QTY.
█	EDGEWATER PARK	19
█	CLAT ADAMS PARK	88
█	QUINCY BOAT CLUB	36
█	FRONT STREET	96
█	VERMONT STREET	87
█	HAMPSHIRE STREET	60
█	CITY LOT "J"	19
█	JERSEY STREET	57
█	YORK STREET	23
█	2ND STREET	104
TOTAL		589

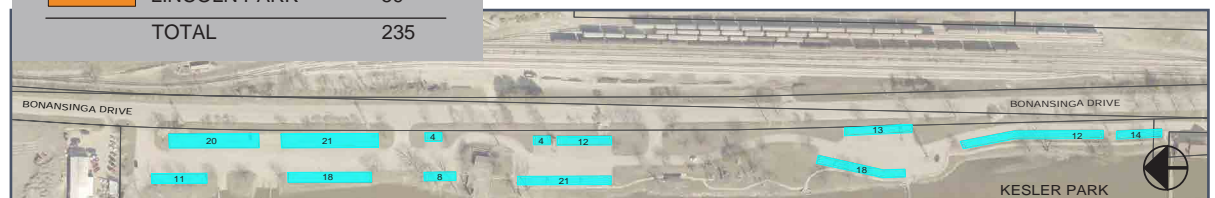
PARKING ANALYSIS

Parking is an important element to creating a successful green space and in supporting programming on the riverfront. Parking analysis determined that the study area currently has spaces for 589 stalls in the core zone and 235 stalls in Kesler and Lincoln Parks. From a programming standpoint, this could support an event for approximately 2,400 guests.



EXISTING PARKING EXHIBIT

KEY	PARKING LOCATION	QTY.
█	KESLER PARK	176
█	LINCOLN PARK	59
TOTAL		235



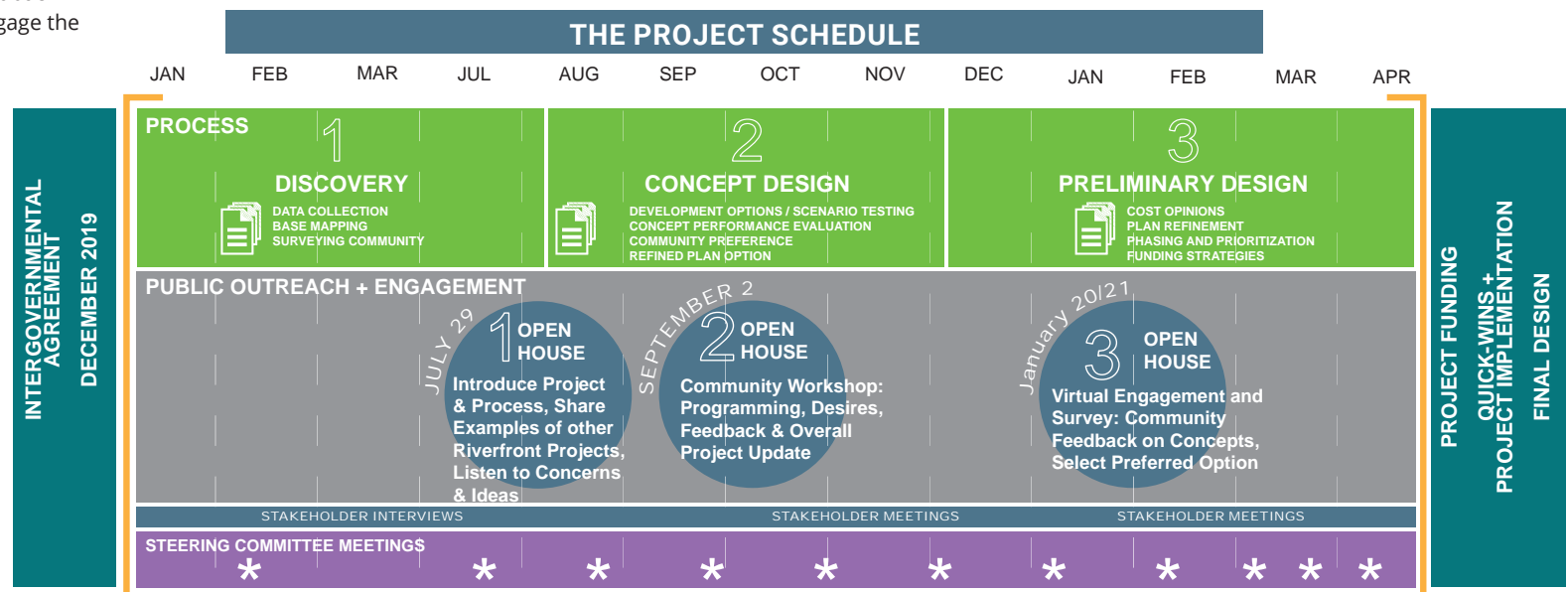
THE DESIGN PROCESS

Key Design Considerations

Planning for a community project such as the Riverfront Master Plan requires extensive community input. The planning process involves an active dialogue within the community in order to determine both what the community wants and what is possible for it to implement.

The Riverfront Master Plan process has engaged numerous community members, business owners, stakeholders, and jurisdictional agencies over the project's 12-month duration. In total, the consultant team received 2,796 survey responses throughout the project. This iterative process facilitated the ability to genuinely listen to concerns and desires from the community and proactively respond through design recommendations reflecting community input. Engagement opportunities and vehicles for feedback were intentionally designed to engage the community at key decision-making points in the process.

In addition to public outreach and community input, the consultant team worked closely with the Steering Committee, which served as a consistent sounding board throughout the planning process, building championship and advocacy for the project.



OPEN HOUSE #1 & SURVEY #1

The consultant team held the first public open house on July 29, 2020, over Zoom due to COVID-19 safety and precaution measures in place at the time. 100 people logged on to participate in the interactive webinar.

The first survey, conducted in August 2020, yielded 740 responses and focused on the current perception of the riverfront, how it is used today, and accessibility. Respondents ranked the following in order of importance: 1) walking / biking connections, 2) trail connections, 3) connectivity across railroad tracks, 4) water / river access, and 5) wheelchair / accessibility.

How frequently do you visit the riverfront?



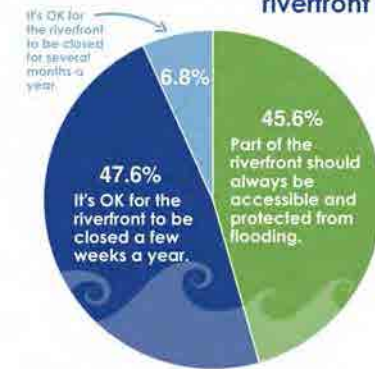
Overall Impression of the Riverfront Today



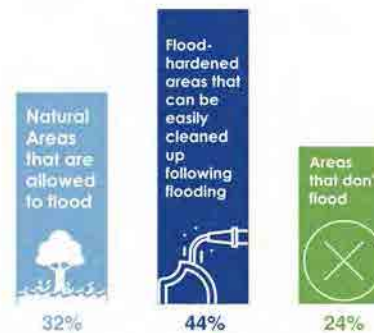
Words/phrase that best describes the riverfront today:



How accessible should the riverfront be?



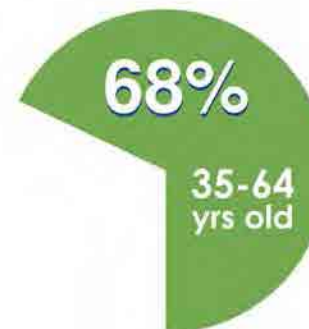
Which would you rather see?



Greatest barriers to accessing the Riverfront



Why do you go to the riverfront today? (Rank in order of importance)



STAKEHOLDER MEETINGS & PUBLIC ENGAGEMENT

The consultant team held more than 25 one-on-one and small-group stakeholder meetings throughout the design process. Stakeholders included business and property owners in the project area, potential developers, and other interested parties. In addition to these discussions, the consultant team presented to six service clubs and community organizations. These discussions focused on the needs and priorities of individual businesses and community groups, as well as how to use the Riverfront Master Plan as a tool to boost existing business and drive further economic development in the core zone.

In addition to the stakeholder and public meetings, the consultant team created a project website - www.quincyriverfront.com - and a Riverfront Master Plan Facebook group that had over 600 members at the time of this plan's publication. The website and Facebook group provide additional opportunities for the public to share ideas, offer feedback, and participate in the planning process on their own time.



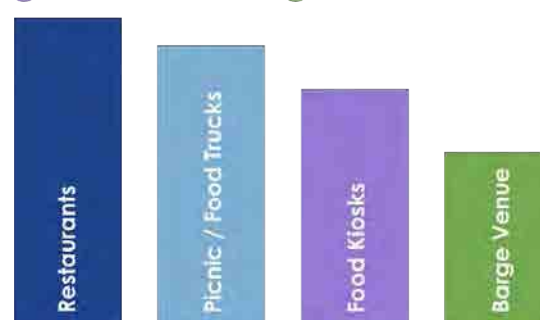
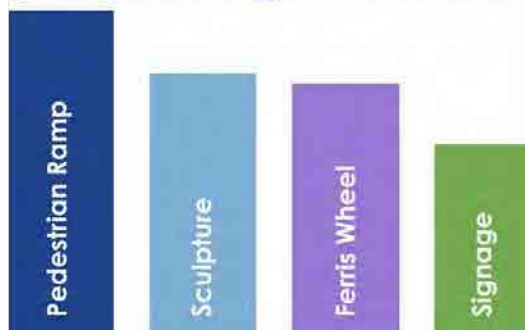
Core Zone Elements:



OPEN HOUSE #2 & SURVEY #2

Based on the results from the first survey and discussions with stakeholders and the steering committee, the consultant team identified initial programming elements to illustrate the recreational and developmental improvements that will encourage visitors to engage with the riverfront. The consultant team held a second public engagement opportunity on September 2, 2020. 100 people attended the virtual workshop.

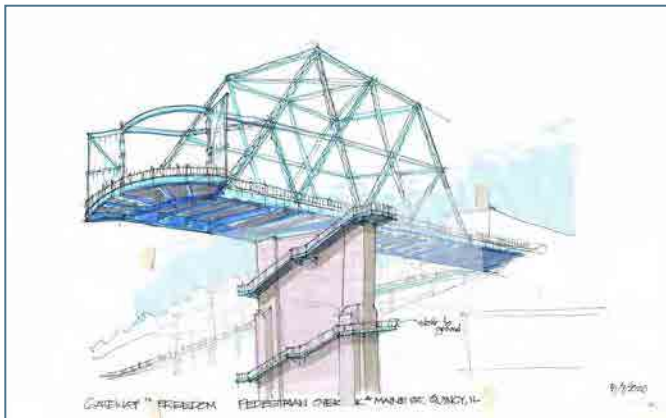
Immediately following the workshop, 1,277 people responded to a second survey focused on programming. Respondents were asked to rate a series of similar elements that varied in cost and / or scale. Survey results provided a basis for the design concepts. When asked to rank the project goals in order of priority, respondents ranked "Create a destination" as their first priority, followed by "Develop flood control measures", "Develop a unique experience", "Improve access to the riverfront", and "Provide space for events".



1,277 responses

PRELIMINARY CONCEPTS

The consultant team developed two preliminary concepts and presented them to the Steering Committee and the public for further input. Concept A: The Gateway and Concept B: Riverside Loop were built upon community feedback compiled from two initial rounds of community engagement. The Gateway celebrates Quincy's storied history of providing sanctuary to neighbors in need. The concept is centered around the creation of an observational overlook that uses a portion of the Memorial Bridge infrastructure. A large event plaza sets the stage for festivals and community events, and Hampshire Street becomes a "Restaurant Row" that provides a connection between the riverfront and Washington Park in the heart of The District.



Concept A: The Gateway



Concept B: Riverside Loop embraces the expansive parkland along the riverfront, providing several opportunities for interaction and observation. Connecting to the planned Trailhead in Lincoln Park, a trail extends along the river's edge partly on boardwalks before an accessible ramp at Maine Street carries the trail up to downtown. A loop is created following Fourth Street back to Lincoln Park via Cedar Street. A connection to downtown is achieved through mixed-use infill and small pocket parks, stretching the green of the riverfront up the bluff. Rounding out the experience are terraced stairs at the base of Hampshire Street that meet the water.

A pedestrian ramp loops down from Maine Street and turns into a walkway. That walkway extends throughout the park with an offshoot pedestrian bridge that crosses the river to Quinsippi Island.



Concept B: Riverside Loop

THE STORY MAP & PLAN REFINEMENT

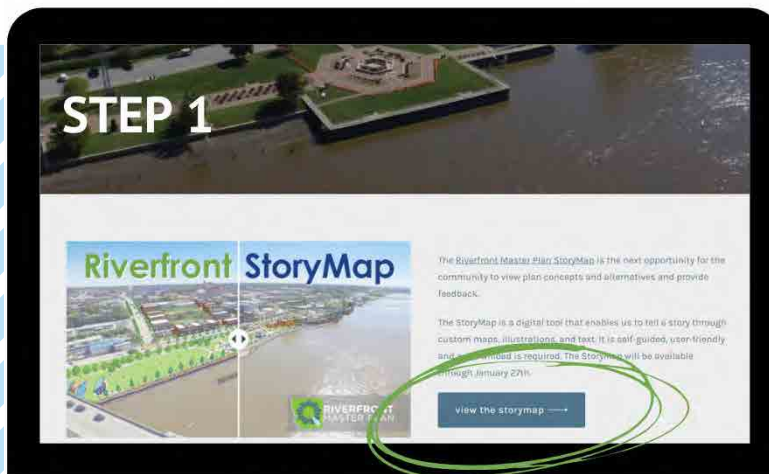
To gather additional input from the public, the consultant team created a StoryMap - a specialized interactive website - to walk viewers through the two concepts. 1,631 people viewed the StoryMap over a two-week period, and 778 people completed the accompanying survey. Two question and answer sessions broadcast simultaneously on Zoom and Facebook Live on January 20th and 21st garnered a combined 44 attendees and over 1,000 views. In response to earlier community input, Concepts A and B were designed with several common and fundamental components, including the following:

- Flood Mitigation
- Improvements to Maine Street
- The Bill Klingner Trail Connection
- Proposed elements in the The Lincoln Park Master Plan

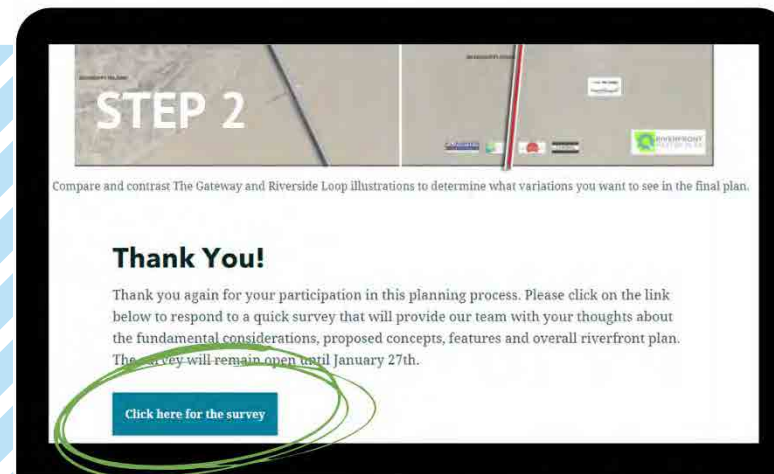
Respondents ranked flood mitigation as their highest priority fundamental consideration, followed by Maine Street improvements, the Bill Klingner Trail connection, and the Lincoln Park Master Plan. When asked to rank their overall preferred features, respondents ranked the event plaza, restaurant row on Hampshire, and the Gateway Overlook as their top three.

**85% OF
RESPONDENTS
INDICATED THAT
THEY WOULD TELL
THEIR FRIENDS AND
NEIGHBORS THAT
THEY SUPPORT
RIVERFRONT
DEVELOPMENT.**

**24% OF
RESPONDENTS
INDICATED THAT
THEY WOULD
SUPPORT PRIVATE
FUNDRAISING
EFFORTS AND
VOLUNTEER.**



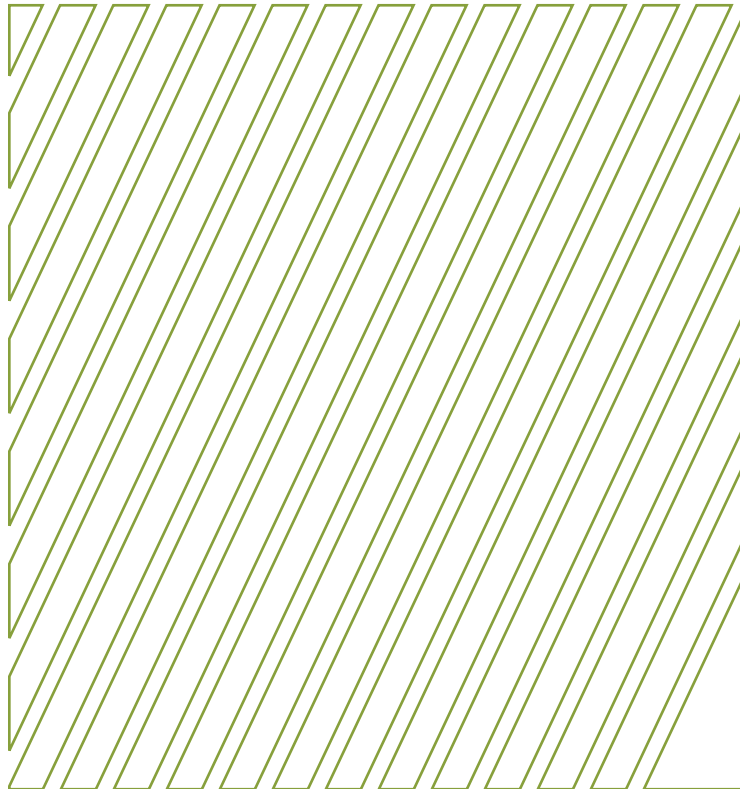
View the StoryMap. The link is at www.quincyriverfront.com.



Take the **survey**. The link is at the end of the StoryMap.

THE LINCOLN PARK MASTER PLAN

Quincy Park District has been working diligently on the programming, design, and construction of features in Lincoln Park and recently adopted a Lincoln Park Master Plan on March 10, 2021. The Riverfront Master Plan will work in conjunction with these improvements to provide a strong synergy with a new vision for the riverfront.



CONCEPTS:

The shape of Lincoln Park resembles the state of Illinois. The main concept for the park is to develop an interpretive walking loop that is connected to an extension of the Bill Klingner trail. Interpretive sign panels along the walking loop will be located at the locations of the seven (7) 1858 Lincoln-Douglas debates within the "State." These are numbered 1-7 on the plan in the order which the debates occurred and labeled on the Illinois map below.



Debate Site Map



Lincoln Interpretive Signs

An outdoor stage is proposed at the south end of the site. This location requires use of the existing parking south of the site for access.



Exercise Station

Exercise stations are proposed along the walking loop in various locations allowing users to enjoy views while exercising.



Roplay Climber

A roplay climber play structure will provide additional playground variety near the accessible playground and shelter.



Bench with Shade

A majority of the park is currently open flat area. Numerous trees and landscape plantings are proposed to add shade and character. Additionally, berms are strategically located to provide visual and noise buffers from Bonansinga Drive and parking lots.

Benches located along the bay shoreline will provide seating areas for park users to enjoy views of Quincy Bay and native flora and fauna. Some benches are proposed with shade structures. Additionally, a small shelter structure is proposed as a feature to provide shade for group activities.

SUN ANGLE ANALYSIS





APRIL JUNE SEPTEMBER

LINCOLN PARK MASTER PLAN





PARK AMENITIES KEY:

- Ⓐ Outdoor Stage
- Ⓑ Seating for 2,500 People
- Ⓒ Roplay Climber
- Ⓓ Small Shelter
- Ⓔ Exercise Center
- Ⓕ Benches w/Shade Structure
- Ⓖ Walking Loop
- Ⓗ Bill Klingner Trail
- Ⓚ Landscaped Berm
- Ⓛ Parking Expansion/Upgrade
- Ⓜ Trailhead
- Ⓝ Restroom
- Ⓟ Grass Paver Access

REPRESENTATIVE LINCOLN DEBATE SITES KEY:

- ① OTTAWA
- ② FREEPORT
- ③ JONESBORO
- ④ CHARLESTON
- ⑤ GALESBURG
- ⑥ QUINCY
- ⑦ ALTON

PARKING:
 NORTH: 155 STALLS
 SOUTH: 19 STALLS ON PARK DISTRICT PROPERTY- 137 STALLS IF SHARED WITH THE DOCK

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FINAL CONCEPTUAL PLAN

The Riverfront Gateway: A New Vision

The design team has poured over findings and feedback from the analysis and programming phases to create a new vision for the riverfront. The following next generation plan represents the culmination of over 12 months of study, planning, and engagement. The resulting plan represents a framework for riverfront redevelopment that represents the community's vision while allowing for flexibility over the course of its phased implementation. The end result is a visionary, multi-generational riverfront experience that truly has something for everyone. The Riverfront Gateway will be a regional destination of which community members can proudly take ownership.





KEY ELEMENTS

- A** Pedestrian Bridge to Quinsippi Island
- B** Loop to Pedestrian Bridge
- C** Boat Ramp
- D** Restroom & Food Kiosk
- E** Bill Klingner Trail Connection
- F** Parking

- G** Front Street Angled Parking
- H** Riverfront Shelter
- I** Riverwalk
- J** Interactive Play Area
- K** Fountain Plaza
- L** Courtesy Docks
- M** Event Plaza
- N** Terraced River Access
- O** Stage and Access Area

- P** Scenic Overlook
- Q** Pedestrian Ramp
- R** Maine Street Improvements
- S** Gardens and Redevelopment Opportunity
- T** Cruise Boat Dock
- U** Parking & Bus Pick-up / Drop-off
- V** Volleyball Courts



AERIAL OVERVIEW

An event lawn is at the heart of the new riverfront destination. This park-like environment, designed for the everyday experience, is flexible enough to draw visitors for family picnics, lunch hour walks, and sunset viewing throughout the year. This reimagined space can also occasionally host much larger community events, such as live music, festivals, and a variety of other gatherings. Stemming from this nucleus is an improved riverwalk to conveniently connect pedestrians north and south along the river's edge. Portions of this riverwalk intentionally step down to allow visitors to engage with the river – an important attractor to the riverfront. The riverwalk leads visitors to newly-designed amenities, including a destination play area featuring a wide array of outdoor experiences to entertain visitors of all ages on day-long excursions. This riverfront destination may feature anything from swings and climbing structures to outdoor gardens woven with interpretive story-telling opportunities that convey the area's rich history. At its northernmost end, the riverwalk connects with an extension of the Bill Klingner Trail. As it extends to the south, the riverwalk eventually splits, with one connection making a slow climb via a ramp to Maine Street and a proposed overlook.



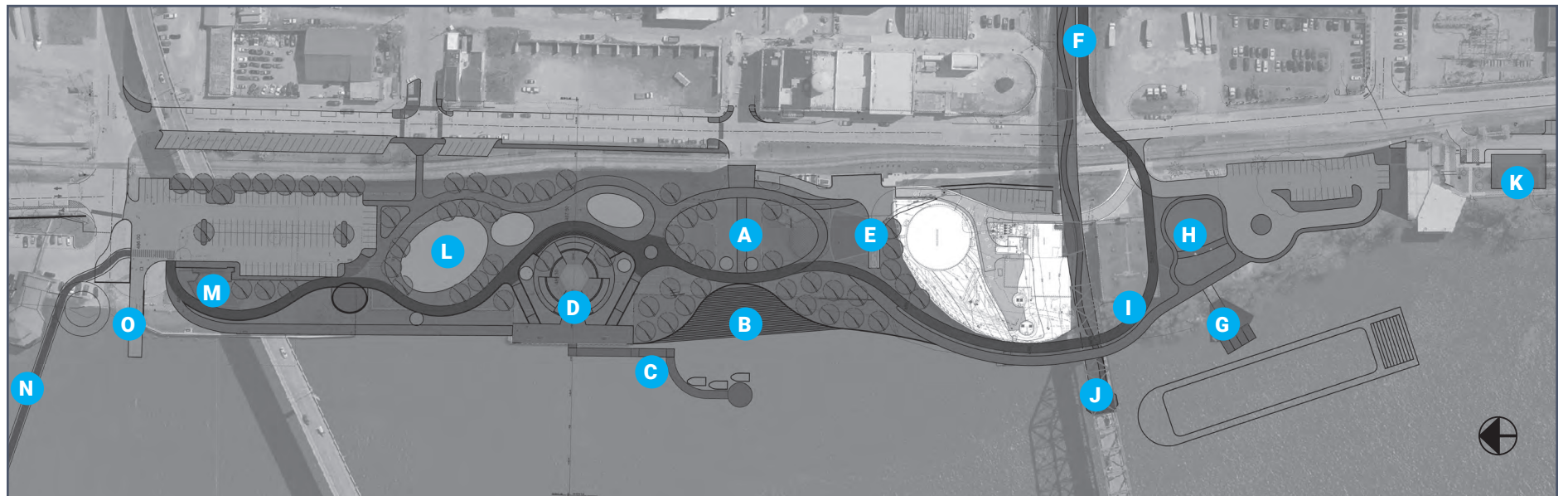
The other section maintains its connection to the river, strengthening connections to proposed development and Edgewater Park. A longer-term vision proposes a pedestrian bridge stretching across the Quincy Bay to Quinsippi Island. This connection could significantly increase active recreation and trail use along the riverfront, providing loops and greater connectivity.

In conjunction with the reimagining of riverfront properties, the master plan envisions Front and Hampshire Streets as revitalized streetscapes. Street trees, lighting, and improved pedestrian safety and connectivity will enhance the public realm while maintaining sufficient street parking and traffic flow. These corridors provide a vital framework for the riverfront's vibrancy, offering places for visitors to eat, drink, shop, and perhaps lodge. Hampshire Street offers an opportunity for a "restaurant row" and greater connectivity to downtown.



DIVERSE PROGRAMMING

Determined by public feedback, there is something for everyone included in the Final Conceptual Plan. Public desires included neighborhood improvements, flood mitigation, walking / biking connections, event space, dining, river's edge experiences, and unique experiences, among others. The following page includes a keyed plan that illustrates where the proposed riverfront addresses these elements. Diverse community programming will be critical to the success of the riverfront and will drive future investment and implementation.







THE DESTINATION

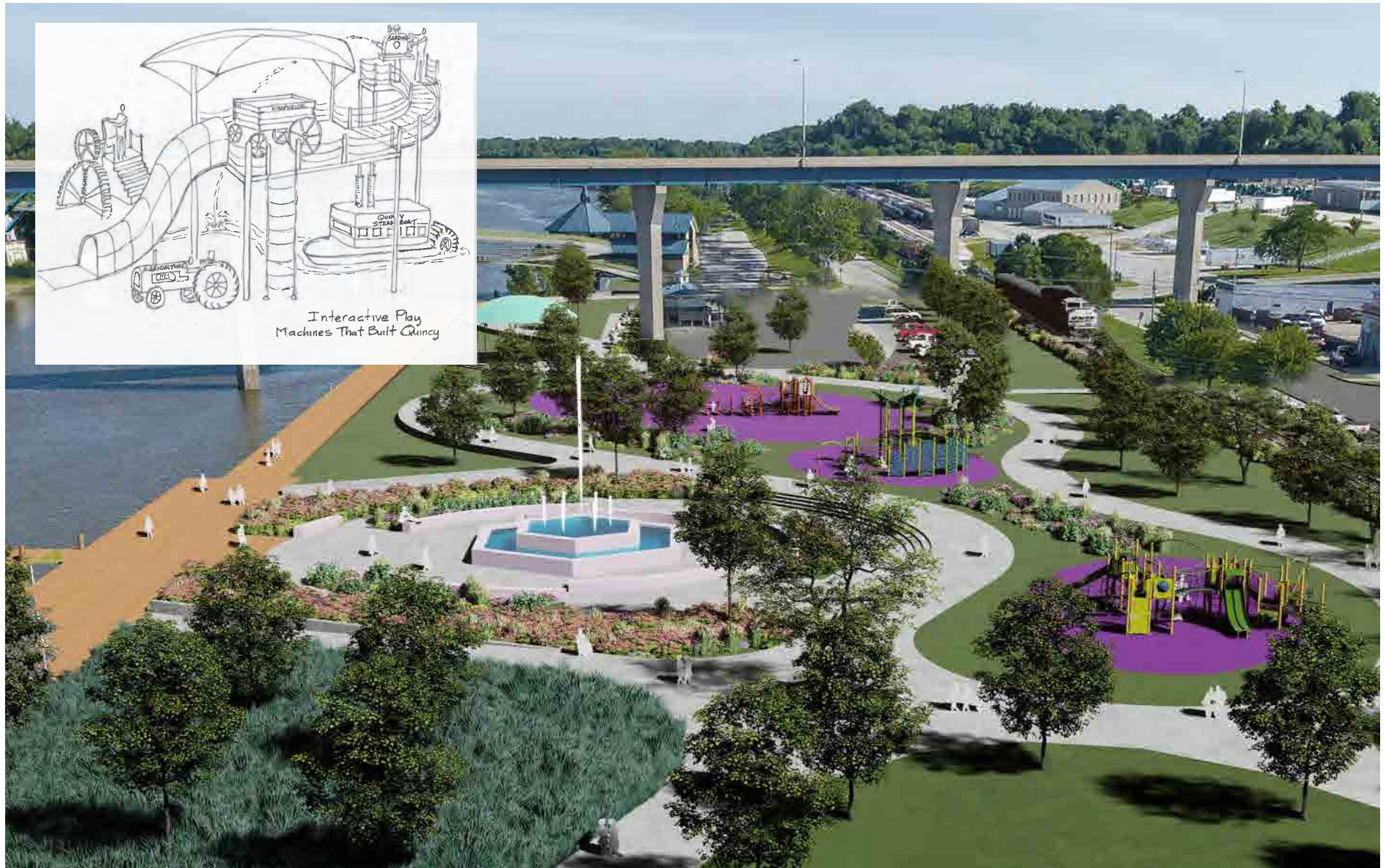
This centralized community gathering area and multipurpose event lawn / plaza at the foot of Hampshire Street provides flexible space for a variety of scalable events, from gathering with friends to community-wide festivals and celebrations.

Around the existing fountain, new jets will be incorporated along with terraced seating to mimic those at the river's edge. The entire area will be ADA accessible and intertwine with trails and the riverfront promenade.



THE COURTESY DOCK AND TERRACED STAIRS

Boating along the Mississippi is a regional pastime. This public dock can provide boaters on short visits to the area access to enjoy the nearby restaurants, shops, and entertainment. The dock also connects to the promenade and is adjacent to the terraced stairs. Each of these elements provide park visitors more direct opportunities to interact with the river.



A PLAYFUL SERIES OF SPECIALIZED SPACES

The riverfront accommodates layers of interaction and individualized relaxation. Area residents and visitors can meander through the riverwalk, attend a family reunion at the shelter, sit and watch the river, take photos at the fountain, take their children to play in the immersive play environment, or attend the latest event.

A mixture of active climbing and play structures will also tell the story of Quincy and Adams County. Quincy has a long and storied history in the innovation and manufacturing of machinery and communications technology. Creating interactive play that celebrates wagon wheels, truck bodies, tires, the steamboat, agricultural machinery, the car radio, communications technology, and more will inspire the next generation of dreamers.



THE ARRIVAL

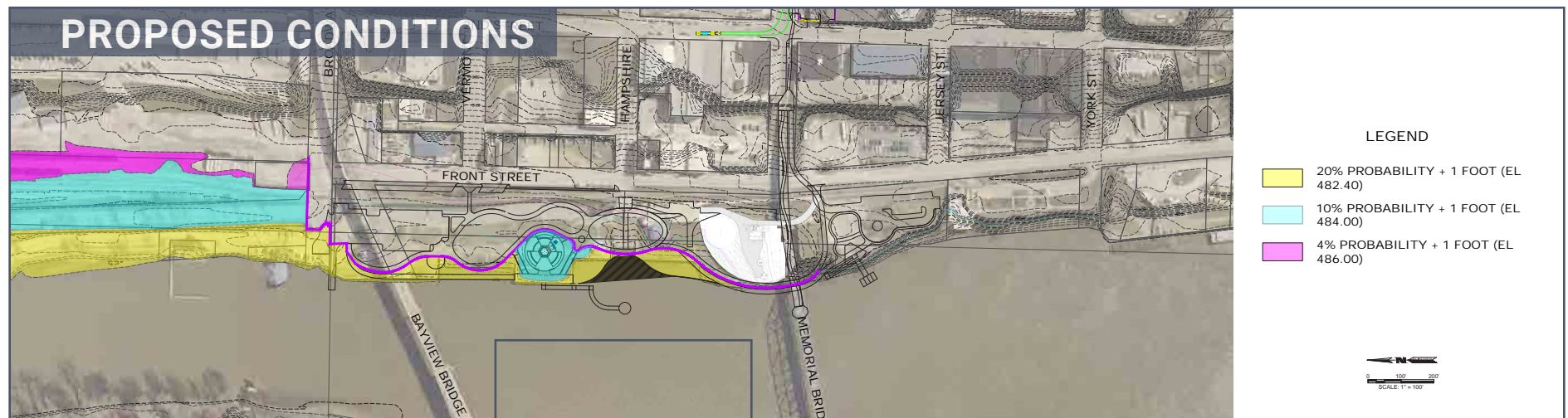
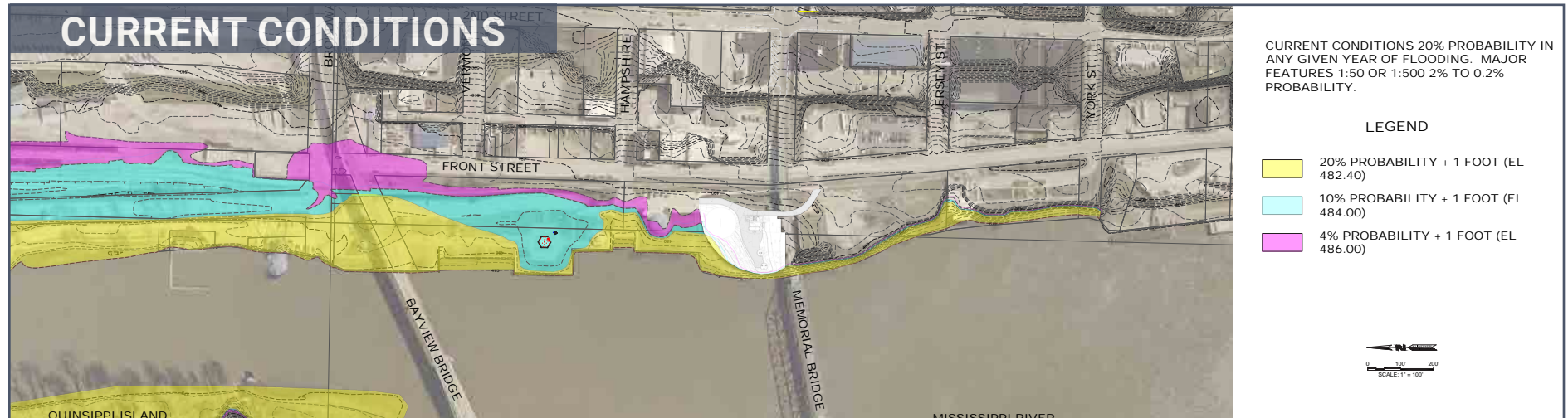
Historically, the Mississippi was the main point of entry for people traveling to the area. Today, tour boats are reintroducing travelers to life on the river, and they are discovering the beautiful communities along the banks. Quincy will greet visitors at the new cruise port dock just south of the overlook. Met by gardens and a pavilion, visitors can take the pedestrian

ramp directly into downtown or enjoy the riverfront, restaurants, and shops along Front and Hampshire Streets. Additionally, there is improved access to parking and a convenient bus drop-off and pick-up area.

Flood Mitigation

Concern has been expressed for investing in the riverfront in its current condition. The majority of survey responses indicated it is important to protect certain areas from flooding at all times, but that it was okay to allow some sections to flood periodically.

A combination of raising the surface elevation and adding low floodwalls will be incorporated into the riverfront design to reduce the probability of core zone flooding in any given year from 20% (see Current Conditions below) to 4% (elevation 486.0- see Proposed Conditions below). The upper walkway will delineate the edge of the core zone that floods more frequently, while removable wall sections will be incorporated where openings are desirable for access within the protected area. Major features and structures will be elevated to a 2% to 0.2% flood probability.



Connectivity

Increased access and circulation are an integral part of the future vision for the riverfront. The Final Concept Plan details components of existing and proposed pedestrian / bicycle and vehicular circulation.

New links to the riverfront area from the adjoining neighborhoods and downtown will create environments that are friendly to pedestrians, cyclists, and drivers. They will also increase access to the riverfront as a destination. In the Quincy Regional Transportation Plan, Third and Fourth Streets are to be converted from one-way traffic arteries to two-way streets, which will increase safety for all users.

The Bill Klingner Trail will extend from Parker Heights Park south to Lincoln Park with the potential to continue off-street along the riverfront through Kesler Park. A potential bike lane on Bonansinga Drive is also proposed. Within the core zone, an accessible ramp to Maine Street allows cyclists and pedestrians to make their way east to downtown, then south on Fourth Street. This ramp includes a link to the proposed York Street Bridge, which will incorporate a pedestrian and bicycle connection to Missouri.

The conceptual plan proposes establishing better connections throughout the riverfront, paths through parks and play places, and ensuring all spaces are accessible to a variety of physical abilities and age groups.



FRONT STREET

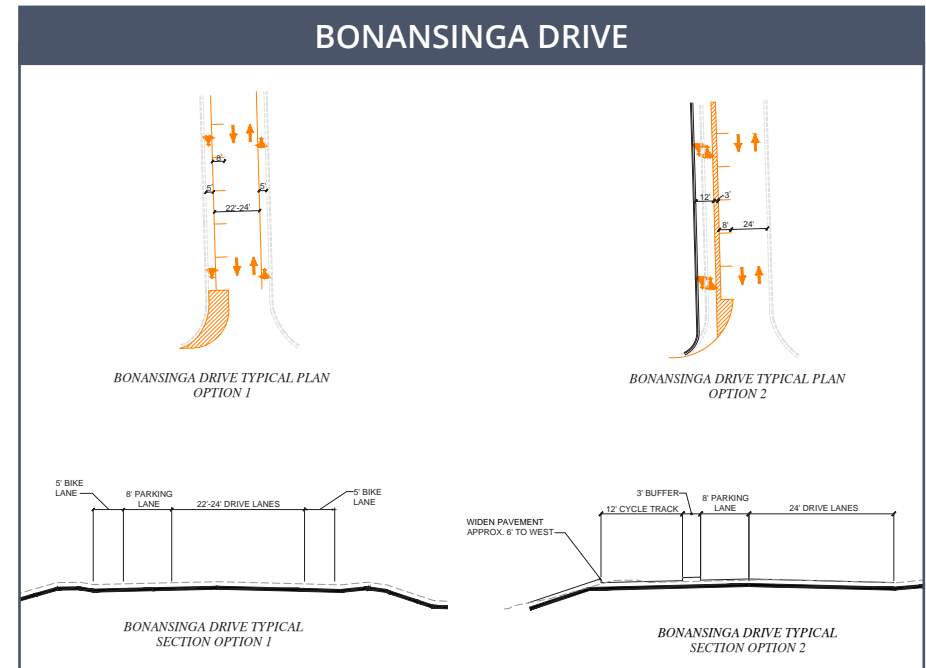
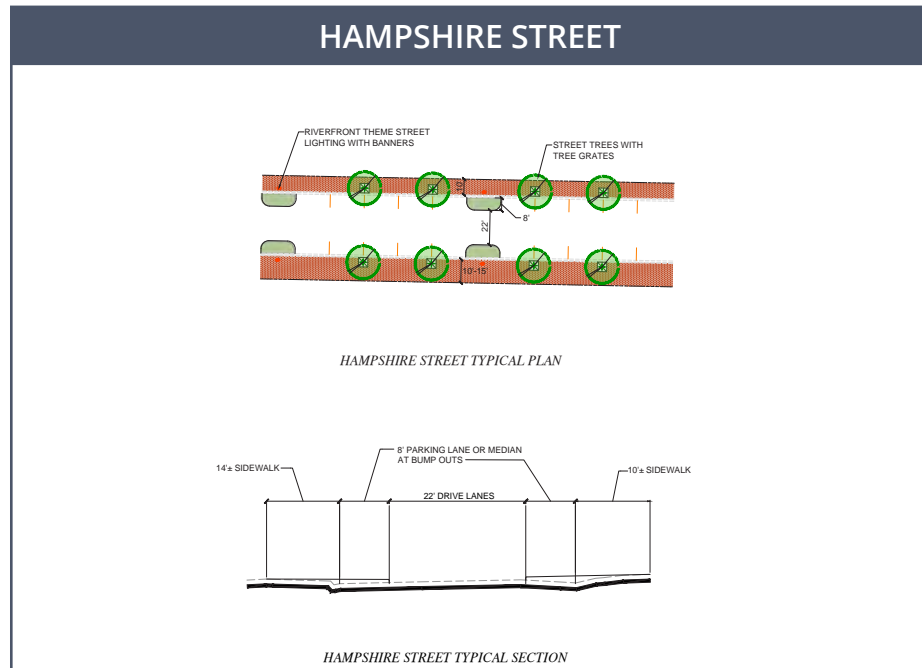
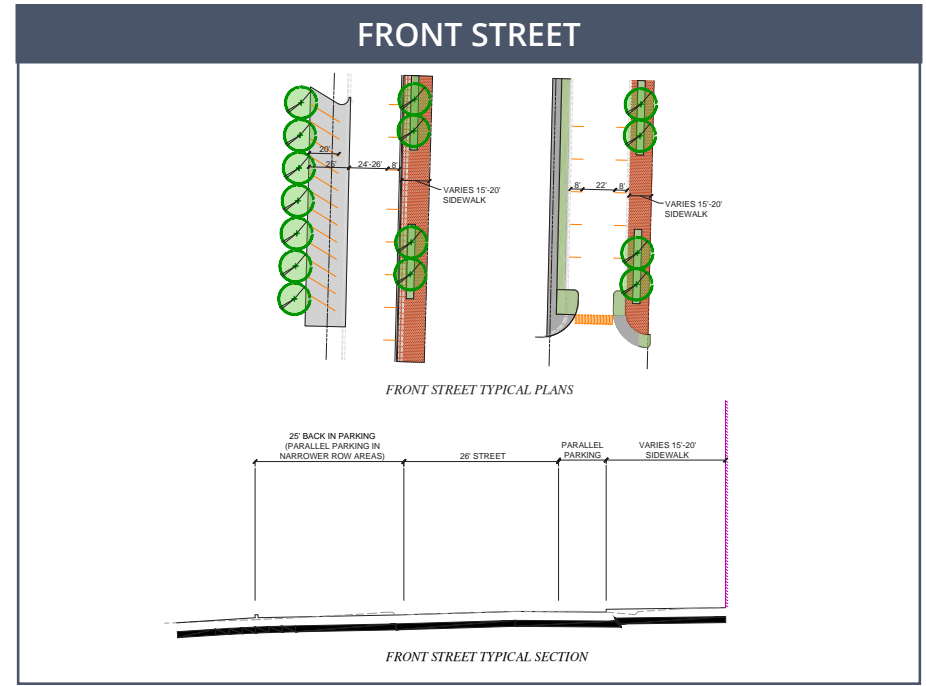
Front Street currently incorporates parallel parking along both sides of the street between Broadway and Hampshire Streets. There is adequate “green” space between Front Street and the railroad to allow for angled parking from Broadway to approximately 80 feet south of Vermont Street. At that point, parallel parking is maintained on both sides where pavement widths permit, then maintained on the east side where pavement widths limit parking to one side. Streetscape improvements, like pedestrian scale lighting, seating, planting areas, and street trees, will be incorporated to provide a more pedestrian feel to the streetscape.

HAMPSHIRE STREET (RESTAURANT ROW)

Current restaurants along Hampshire promote use of this street by pedestrians. As infill development occurs, increased pedestrian use is anticipated. The slope of Hampshire (approximately 12%) provides some challenges for pedestrians and vehicles parking along the street. An enhanced streetscape will provide opportunities for grade changes at building entrances and stopping / resting areas along the street.

BONANSINGA DRIVE

Bike lanes are proposed along Bonansinga Drive. Bike lanes currently exist along Bonansinga extending north from the north entrance to Kesler Park. Providing a continuation of those bike lanes will provide a connection from the north during times when Kesler Park is flooded. Options include bike lanes on both sides and pavement widening to provide a cycle track along the west side adjacent to the park.

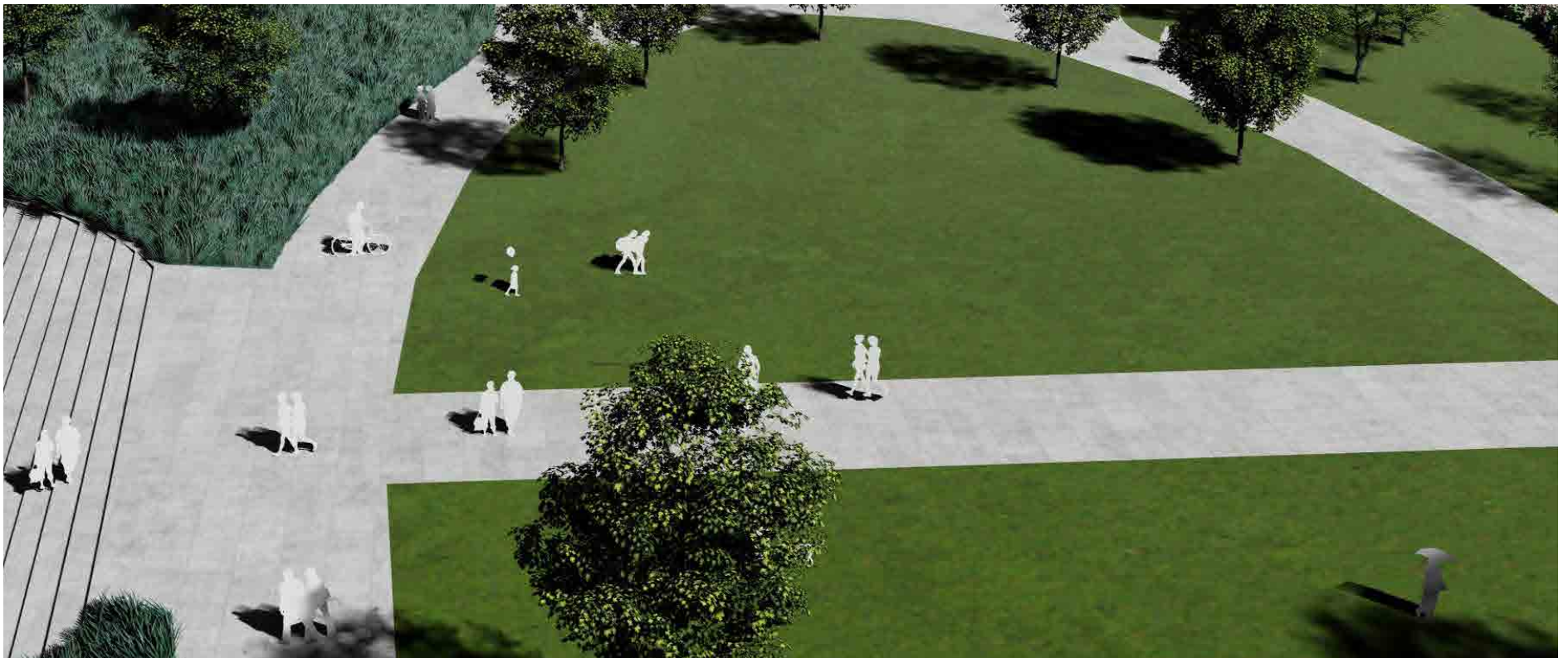




Bill Klingner Trail Connection

The Quincy Greenway and Trails Plan was created to preserve greenways in the community and increase the number of multiuse trails throughout Quincy. The Bill Klingner Trail is part of this mission.

The trail is being developed in phases, with initial construction having begun in 2008. Today the trail is 2.52 miles and extends through the City of Quincy from 24th Street to Parker Heights. The next planned phase of the trail terminates in Lincoln Park. The Final Conceptual Plan includes a trail connection from the new riverfront park through Kesler Park. The Plan also includes a trail off-shoot up the pedestrian ramp that will connect to Maine Street and allow easier access into Quincy's downtown and to the future York Street Bridge - which includes pedestrian and bike lanes into Missouri.



The Overlook & Maine Street

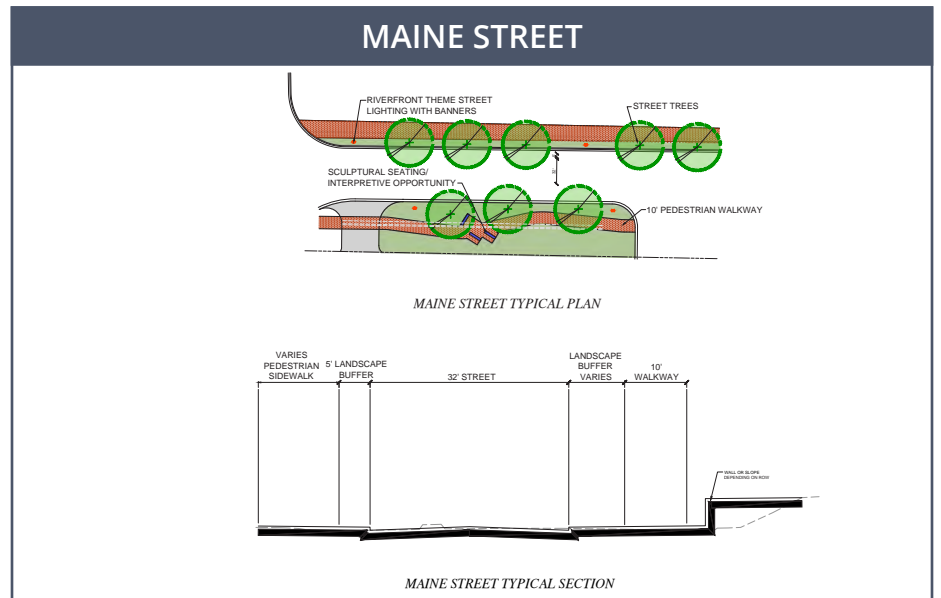
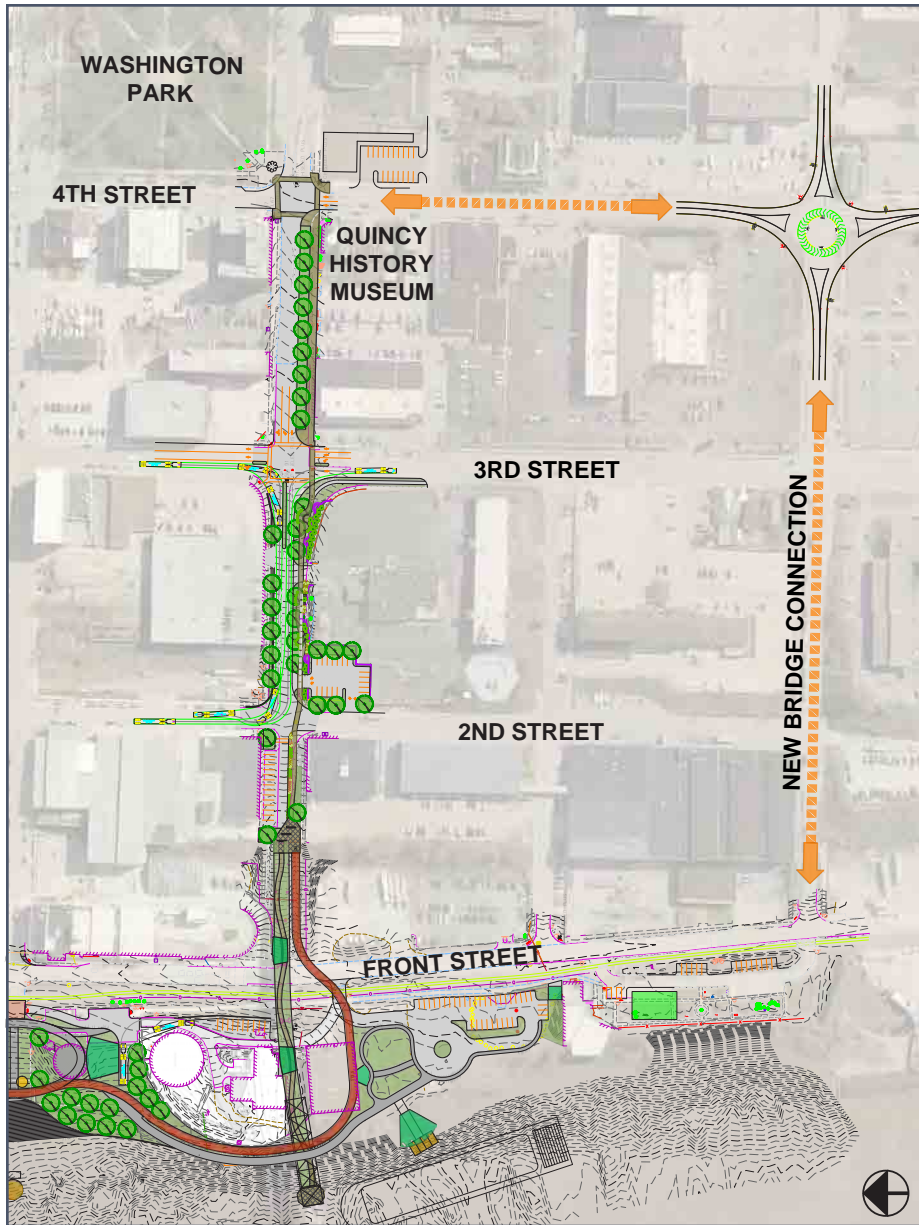
A key element, and one of the main drivers for this project, is developing a plan that reenvisioning Maine Street.

Once the Memorial Bridge is removed and the new connection is made at York Street, a portion of the Memorial Bridge infrastructure is proposed for reuse as an iconic overlook with a one-of-a-kind opportunity to view the Mississippi River. The new pedestrian corridor along Maine Street will also connect to an accessible pedestrian ramp taking visitors to the park below.

MAINE STREET PEDESTRIAN CORRIDOR

The new pedestrian corridor will establish a connection with the Historical Society of Quincy and Adams County's History Museum. Celebrating Quincy as a "Gateway to Freedom", this corridor will highlight Quincy's role in the abolitionist movement. This new pedestrian corridor will incorporate an enhanced streetscape, pedestrian amenities, public art, and interpretive historical features to draw visitors to and from the riverfront.





Following construction of the new bridge at York Street, Maine Street from the base of the Memorial Bridge will no longer carry U.S. Route 24 Highway Traffic. Pavement widths can be reduced to a local street standard (30-32 feet) to support the pedestrian corridor. The west end will be anchored with a plaza and the scenic overlook, while the east end will terminate near Washington Park and the Museum.

Setting the Stage for Success

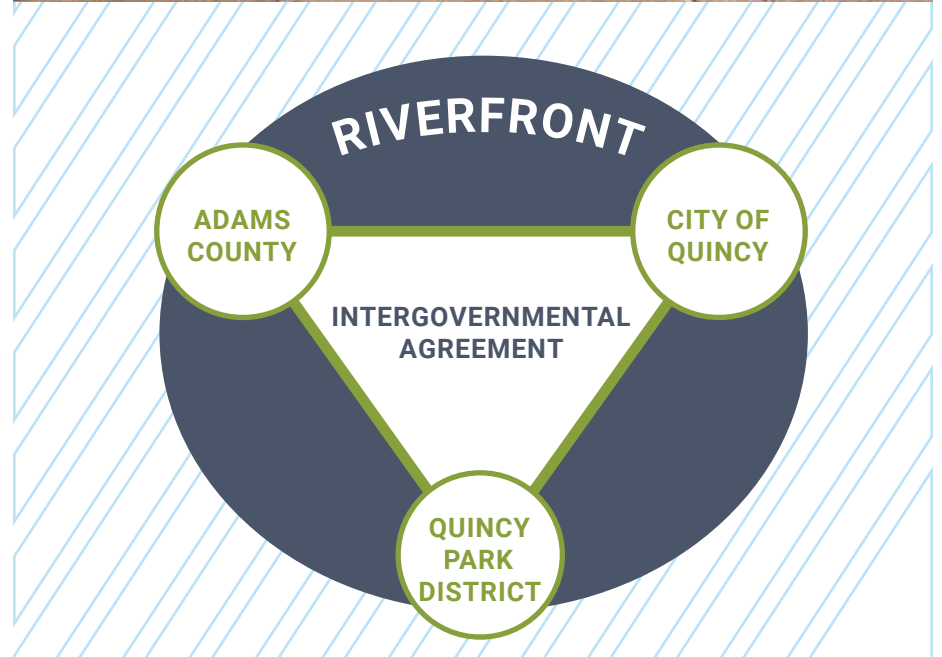
The Riverfront Master Plan provides a long range vision for directing development now and for many years into the future. It represents both the current needs of the community and future aspirations. The Plan should serve as a framework for future development. Immediate attention should be given to four primary areas of importance – governance, programming, branding, and resources / funding options.

GOVERNANCE

The master planning process has been a great success and a showcase of the community's commitment to forging a new vision for the riverfront. Most master plans that make it past the planning phase do so because there is an appropriate governance structure in place. It is critical to create a structure that defines leadership roles, decision-making processes, vehicles for fundraising, and processes for accountability. In many instances, this governing body's role extends beyond implementation to ensuring that the new park spaces are a success through programming and activation, maintenance and ongoing updates, and political advocacy.

There are many varied examples of governance structures for new park spaces that range from adoption by an existing government entity, like a park district; mixed intergovernmental boards; public/private partnerships; all the way to completely self-sufficient non-profit development corporations. Though there are still many discussions to be had, the Steering Committee has recommended a short-term governance strategy and is considering structures for longer-term governance and management. Refer to Appendix A for a more detailed discussion of what other communities have done.

In the short term, the existing steering committee consisting of members from Adams County, the City of Quincy, and Quincy Park District will be responsible for leadership and decision-making. This group has shown its ability to work together towards the collective vision in this plan, and, through its three organizations, has the capabilities to bring funding, implement elements of the plan, and oversee its success. In this structure, the existing intergovernmental agreement will be extended. Whether it is this group or another governance organization, it is expected that they will identify the roles, projects, and funding sources to strategically implement the plan.



PROGRAMMING, SHORT AND LONG-TERM

The Final Conceptual Plan has been created to breathe new life into the riverfront. The variety of spaces and modes of connectivity set the stage for dynamic, seasonal experiences that encourage frequent visits by community members and out-of-town visitors. The addition of regular programming – like an outdoor music series, cultural dancing nights, movies, yoga / fitness sessions, food truck festivals, jack-o-lantern contests, holiday lights / caroling, educational experiences, a sidewalk chalk festival, etc. – support visitors year-round. With community support and relatively low investment, these activities will help promote the thriving culture within Adams County and the surrounding areas. Various nonprofits and City entities should be encouraged to develop their own programming. Even prior to initial development, community-supported murals and existing festivals can begin. As full-time programming will be essential to the success of the riverfront development, a full-time programming coordinator for the riverfront is recommended.

RESOURCES / FUNDING OPTIONS

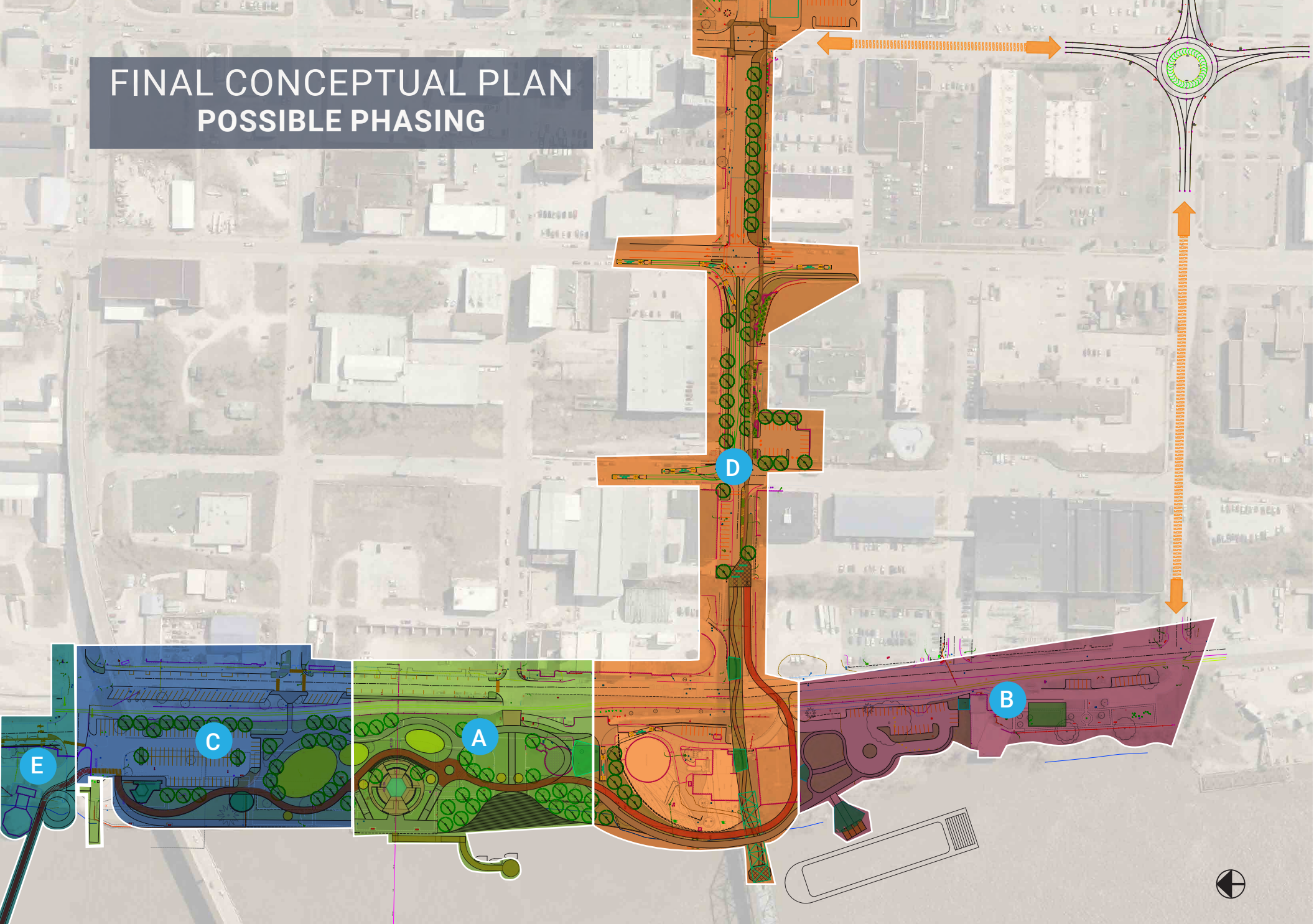
From the inception of the master planning effort, it has been understood that the governing body will work to leverage public grants and private sector dollars for riverfront improvements. Planned improvements should entice private investment in the early stages, allowing for public / private partnerships to emerge. Particular strategies may focus on the development of restaurant row, mixed-use development, and enhancements to existing area businesses. Getting partners on board early will demonstrate market potential and encourage additional development to follow.

POSSIBLE FUNDING OPTIONS

ESTABLISH	<ul style="list-style-type: none"> • Non-Profit Foundation, Friends of the Riverfront • Riverfront Taxing District - a local property tax on riverfront adjacent blocks that takes advantage of the redevelopment / reinvestment that comes as a result of investment in the park.
	<ul style="list-style-type: none"> • City-wide or County-wide sales tax • City-wide or County-wide property tax assessment, similar to Quincy Park District • Tax rate increase to Quincy Park District
LEVERAGE	<ul style="list-style-type: none"> • Memorial Bridge replacement funding • Federal Grants: Recreational Trails Program, Land and Water Conservation Fund, EPA Green Infrastructure Funding, FHWA Grant, FHWA ISTEA Grant, HUD Grant, USFWS - BIG Grant, etc. • U.S. Army Corps of Engineers Planning Assistance Grants • State of Illinois Department of Natural Resources Grants: Boat Access Area Development Grant, Illinois Trails Grant Programs, Park and Recreational Facilities Construction Program, Clean Vessel Act Grants, Certified Local Government Grants (for local historic resources preservation)
	<ul style="list-style-type: none"> • Programming and rental fees
CHARGE	<ul style="list-style-type: none"> • Concessions / lease fees • Riverboat docking fees • Downtown or city hotel lodging fee • Private donor and naming rights opportunities



FINAL CONCEPTUAL PLAN POSSIBLE PHASING



Flexible Phasing & Financial Analysis

Comprehensive cost estimates help illustrate the financial requirements of the Final Conceptual Plan. This analysis is used to help understand feasibility and prioritization within the development schedule. The following section examines the cost implications of the proposed project, the ideal phasing of these projects, and potential funding mechanisms.

A

- EVENT PLAZA
- TERRACED RIVER ACCESS
- FOUNTAIN PLAZA
- COURTESY DOCK
- STAGE AND ACCESS AREA
- HIGH WATER BOAT RAMP

B

- CRUISE PORT DOCK & PARKING
- GARDENS / LANDSCAPING
- STREET IMPROVEMENTS
- VOLLEYBALL COURTS / PARKING MODIFICATIONS

C

- INTERACTIVE PLAY AREA
- TRAIL ACCESS
- VEHICLE / TRAILER PARKING
- FLOOD WALL AND CLOSURE
- RESTROOM IMPROVEMENTS / FOOD KIOSK

D

- SCENIC OVERLOOK
- PEDESTRIAN RAMP TO PARK
- MAINE STREET IMPROVEMENTS
- HISTORICAL INTERPRETIVE FEATURES
- RIVER'S EDGE PROMENADE

E

- KESLER PARK TRAIL
- PEDESTRIAN RAMP TO BRIDGE
- PEDESTRIAN BRIDGE TO QUINSIPPI ISLAND

COST PROJECTIONS AND PHASING

Phasing and costs are a critical component of seeing the Riverfront Master Plan brought to life. It is important to implement projects in an order that complements the design process and realities of construction. Project priorities are based on stakeholder feedback as well as feasibility of sequencing. For example, utility infrastructure should be an immediate priority to ensure it is in place for future development work on the riverfront. These relationships along with costs and funding are examined in this section. Still, it is important to embrace opportunities to develop components of the Riverfront Master Plan as they arise. If an opportunity to develop a long-term project occurs before the timeline anticipated, it should be embraced as an opportunity to accelerate the completion of the Riverfront Master Plan vision.

NOTE ON CONCEPTUAL ESTIMATES

Implementation of the master plan will be a multi-year process. Funding for the project will come from many different sources over an anticipated 10-year period. These funding sources will likely include federal, state, and local funds, as well as private contributions. Decisions on final project scope and timing on implementation of each phase will be made by the governance entity, which will include the City of Quincy, Quincy Park District, Adams County, and the private sector.

The development will be implemented in phases as funding becomes available. This is intended to be a flexible plan to be used as a tool by the community. Funding opportunities may dictate the ultimate order of implementation. Each phase will require detailed design, and updated cost opinions will be prepared at the time of implementation based on the final design.

Buried Ameren Lines

Views of the riverfront are paramount to the overall master plan. Burying the overhead Ameren lines will improve the overall aesthetic and increase the usable space within the park, as well as improve views from private properties east of Front Street.

PHASE: Short-Term Priority (years 1-2)

FUNDING: Thanks to a State grant and coordination with Senator Jil Tracy, Quincy is receiving a \$350,000 grant to assist with Phase I of burying the overhead power lines that traverse the riverfront. Additional funding is expected from Ameren and the City.

COSTS:

Total Costs - \$1,100,000 - \$1,300,000

Phase I - \$350,000 - \$500,000

Currently in Planning Stage

Event Plaza

To increase functional space for festivals and other events, the plan proposes the incorporation of an event plaza at the base of Hampshire Street in the current Clat Adams Park. The plaza area will need fill to be raised from the existing grade, and a low flood wall should be incorporated to protect the area from flooding. The event lawn space should include landscaping, lighting, waste receptacles, electrical hook-ups, and Wi-Fi. Riverfront edge improvements will include sheet piling to support the addition of terraced riverfront stairs and the beginnings of an architectural promenade.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: Programming Fees, Hotel / Lodging Tax, Concession Fees, Public / Private Partnerships, Private Donor Opportunity

COSTS:

\$1,700,000 - \$2,000,000

Terraced River Access

Terraced river access adjacent to the event lawn is included to facilitate connection to the water's edge. The curved stairs – surrounded by natural, terraced areas with native plantings – will reduce siltation and minimize maintenance. This component should be constructed prior to, or in conjunction with, the pedestrian ramp and event plaza. It will be necessary to have the terraced stairs and associated fill in place to provide the required ending elevation for the pedestrian ramp.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: U.S. Army Corps of Engineers Grants, IDNR, Bridge Mitigation Funds, Transportation Enhancement Funds

COSTS:

\$2,600,000 - \$3,000,000

1-3+ Year Implementation Period

1-3+ Year Implementation Period

Fountain Plaza

The existing fountain will remain in place. Surrounding landscape beds could be replaced and / or reinvisioned. Some utility adjustments will need to be made and the land should be filled and graded to allow for the addition of surrounding concrete steps, ADA sidewalks, handrails, lighting, and sculptural seating.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: Private / Corporate Donor Opportunity, IDNR OSLAND

Funding

COSTS:

\$1,900,000 - \$2,400,000

Courtesy Dock

A courtesy dock extending from the fountain plaza provides an opportunity for a “quick win,” providing the community with the ability to host boaters that want to visit the community. Infrastructure improvements could be minimal with the initial dock installation.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: IDNR Boat Access Area Development Grant, Contributions from Boat Clubs, Private / Corporate Donor Opportunity, Fire / Rescue Funding

COSTS:

\$900,000 - \$1,400,000

1-3+ Year Implementation Period

1-3+ Year Implementation Period

Stage & Access Area

The event plaza stage and access area expand programming opportunities at the riverfront. Improvements to the water treatment plant will need to be completed prior to – or in conjunction with – the development of this area. Required work will include pavement and sidewalk removal, utility adjustments, sidewalks and walkways, the stage and foundation, landscaping, and lighting.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: Private Donor Opportunity, IDNR State Grants, City of Quincy bond funds, Quincy Park District bond funds, Private / Corporate Donor Opportunity.

COSTS:

\$500,000 - \$750,000

High Water Boat Ramp & Parking

The boat ramp is critical for safety and key for recreation during high water. Located just south of the Quincy Boat Club, work involves temporary erosion control, fill, pavement and curb removal, utility adjustments, and new boat ramp construction. Additionally, the area will require a retaining / floodwall and a floodwall closure. Depending on the phasing, the Hampshire Street ramp may be removed prior to the new ramp being constructed. Should this occur, there may be opportunities for a temporary ramp in Lincoln Park, at the Quincy Barge Dock, or other locations.

PHASE: Short-Term Priority (years 1-3+)

FUNDING: IDNR Boat Access Area Development Grant, Contributions from Boat Clubs, Private Donor Opportunity, Fire / Rescue Funding

COSTS:

\$1,300,000 - \$1,800,000

1-3+ Year Implementation Period

1-3+ Year Implementation Period

Cruise Port Dock & Parking

A potential dock for river cruise boats can be a major revenue generator for the City and County. Cruise boats currently travel the Mississippi River and stop at destinations like Hannibal, MO, and Davenport, IA. Quincy offers a rich history, unique architecture, and more parkland per capita than most cities of its size. According to the Quincy Area Convention and Visitors Bureau, visitor spending on average is approximately \$250 per person, per overnight stay. The cruise port dock, parking, and gardens will become a welcoming stop for those first entering the area. Improvements will require utility adjustments, sidewalks, pavement, earthwork, curbs and gutters, landscaping, benches, a ramp, and dock construction. If agreements can be secured with riverboat companies to make Quincy a regular stop, this becomes a revenue generating opportunity for the community.

PHASE: Mid-Term Priority (years 2-4+)

FUNDING: Tourism Board dollars, City of Quincy bond funds, Hotel / Lodging Tax, Docking Fees

COSTS:

\$3,400,000 - \$3,900,000

2-4+ Year Implementation Period

Street Improvements (Front, Hampshire, & York)

Streets in the riverfront core will require accessibility, functionality, and streetscape improvements. Front Street can support additional parking, including angled parking along the west side. There is also the opportunity for the continuation of bike trails from Bonansinga Drive that are separated from parking by a curbed area. Street improvements will include pavement and curb removal, utility adjustments, sidewalks, pavement, earthwork, and curb and gutter.

PHASE: Mid-Term Priority (years 2-4+)

FUNDING: City, Potential Riverfront Development District

COSTS:

Front Street Reconstruction (5 Blocks) - \$3,900,000 - \$4,400,000

Front Street Additional Parking - \$300,000 - \$500,000

Hampshire Street Reconstruction (3 Blocks) - \$2,300,000 - \$2,800,000

York Street Reconstruction (1.5 Blocks) - \$1,200,000 - \$1,500,000

2-4+ Year Implementation Period

Volleyball Courts / Parking Modifications

Volleyball courts in the current Edgewater Park will provide more active recreation in the core zone. This project will require erosion control and protection, tree removal, miscellaneous demolition, utility adjustments, pavements, sidewalks, grading, construction of a sand volleyball court, landscaping, fencing, and lighting. Reconfiguration of parking within the park will maintain existing parking quantities while creating space for the volleyball courts.

PHASE: Mid-Term Priority (years 2-4+)

FUNDING: IDNR Recreation Grant, Potential Partnership with the North Side Boat Club

COSTS:

\$200,000 - \$300,000

Interactive Play Area

The interactive play area, adjacent to the event lawn and fountain, is designed to provide a unique outdoor play space that celebrates area history. Play features could incorporate steam boats, simulated compressors, gears, and other interactive features that highlight Quincy's industrial history. Improvements include utility adjustments, demolition, fill, landscaping, sculpture, benches, an underdrain system, aggregate, surfacing, play equipment, and lighting.

PHASE: Mid-Term Priority (years 4-6+)

FUNDING: Private Donor Opportunity, IDNR OSLAD Grant, Corporate Donations, Service Club Support

COSTS:

\$2,800,000 - \$3,300,000

2-4+ Year Implementation Period

4-6+ Year Implementation Period

Parking & Restroom Area / Food Kiosk

At the north side of the core zone, a 77-stalled parking lot will be constructed between the existing railroad and restroom facilities. Improvements will be made to the existing restroom facilities. A restaurant kiosk, which creates an opportunity for public / private partnership, will also be added. Ensuring this area is above major flood risk using fill will be integral to its success. Demolition, utility adjustments, sidewalks, concrete, landscaping, lighting, and a gateway to the park area will be necessary.

PHASE: Mid-Term Priority (years 4-6+)

FUNDING: Private Donor, Concession Fees

COSTS:

\$2,200,000 - \$2,700,000

Scenic Overlook

Saving a portion of the existing Memorial Bridge from demolition can provide a unique scenic overlook cantilevered over the Mississippi River. This feature, just above the event lawn and adjacent to the pedestrian ramp, will create stunning views of the river and increased activity in the park. As a bridge mitigation opportunity, coordination with IDOT will be required. Since this affects the Memorial Bridge demolition, coordination should begin immediately as part of the bridge replacement design efforts.

PHASE: Long-Term Priority (years 6-8+)

FUNDING: IDOT, Bridge Mitigation Funds

COSTS:

\$1,500,000 - \$2,000,000

4-6+ Year Implementation Period

6-10+ Year Implementation Period

Pedestrian Ramp

A curved pedestrian ramp, extending down from Maine Street and intersecting the riverfront trail system below will serve as the prominent pedestrian and bike access from the riverfront to downtown. This new infrastructure will require traffic control, erosion control, miscellaneous demolition, the ramp structure, utility adjustments, a pedestrian railing, imported fill, and architectural lighting.

PHASE: Long-Term Priority (years 6-8+)

FUNDING: IDOT, Bridge Mitigation Funds

COSTS:

\$4,500,000 - \$5,000,000

Maine Street Improvements

Visitors exiting the pedestrian ramp at the top of the bluff will access downtown via Maine Street. Updating Maine Street provides an opportunity to create an interactive, pedestrian-focused walkway while still accommodating local traffic. These improvements include pavement and curb removal, utility adjustments, sidewalks, pavement, landscaping, lighting, earthwork, and curbs and gutters.

PHASE: Long Term-Priority (years 6-8+)

FUNDING: IDOT, Bridge Mitigation Funds

COSTS:

\$1,900,000 - \$2,400,000

6-10+ Year Implementation Period

6-10+ Year Implementation Period

Historic Interpretive Features

The riverfront served as a “Gateway to Freedom” for so many people throughout Quincy’s history. As such, integration of art that tells this history is suggested along the riverfront, pedestrian ramp, and the Maine Street corridor connecting the riverfront to downtown. This may include a variety of sculpture, experiential design, and signage.

PHASE: Long-Term Priority (years 6-8+)

FUNDING: Quincy Society of Fine Arts, Quincy Public Arts Commission, Private / Corporate Donor Opportunity, Arts Grants

COSTS:

\$500,000 - \$600,000

Kesler Park Trail

Running, jogging, and walking are some of the top recreational activities in the United States. This holds true in Quincy where trails are heavily utilized. The next section of the Bill Klingner Trail will extend from Parker Heights to Lincoln Park along Bonansinga Drive. Since the public has overwhelmingly stated that river’s edge experiences are preferred, consideration should be given to aligning the trail along the Quincy Bay and through Kesler Park.

PHASE: Long-Term Priority (years 8-10+)

FUNDING: IDNR Trails Grants, Recreational Trails Program Grants, ITEP

COSTS:

\$1,400,000 - \$1,900,000

6-10+ Year Implementation Period

8-10+ Year Implementation Period

Pedestrian Bridge to Quinsippi Island

An accessible ramp will lead to a pedestrian bridge that extends from just south of the Quincy Boat Club across to Quinsippi Island. This infrastructure will require traffic control, erosion control, miscellaneous demolition, the ramp and bridge structure, utility adjustments, a pedestrian railing, imported fill, and architectural lighting.

PHASE: Long-Term Priority (years 8-10+)

FUNDING: Private Donor Opportunity, RTP Grant

COSTS:

\$6,000,000 - \$6,500,000

8-10+ Year Implementation Period

APPENDIX





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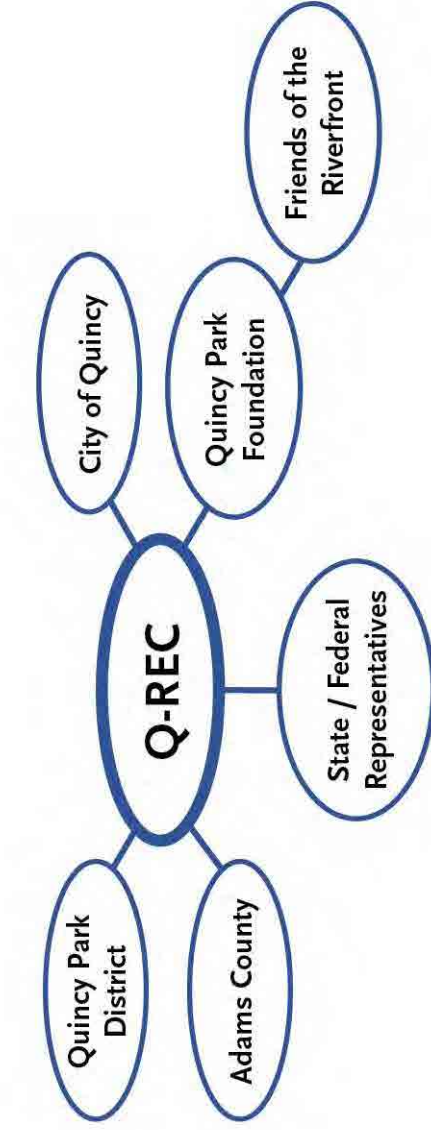
RIVERFRONT REDEVELOPMENT GOVERNANCE AND FUNDING STRUCTURES

February 19, 2021

The steering committee will need to further develop the governance of the riverfront over the next six to twelve months prior to the implementation steps and project phasing.

One potential governance structure would be establishing a Quincy Riverfront Enterprise Corporation (Q-REC). This structure would blend the best qualities of recreation, commercial, and entertainment with those of a residential neighborhood, tying into the current TIF district, which includes the Riverfront from Maiden Lane to Broadway. The TIF-Central Business District West Development Plan and Report, adopted in 1997, specifically refers to the Riverfront as a key development area – a mixed-use “people place”.

Also key is the establishment of “Friends of the Riverfront” as a 501(3)c, which would work with the existing Quincy Park Foundation. The Foundation has expressed support and interest in being a part of the riverfront redevelopment. Establishing an endowment would be part of the fundraising effort. Q-REC would have an independent board of interested community leaders / business professionals, City official(s), County official(s), and Quincy Park District member(s), as well as potential State and Federal Officials.



Waterfront Development Corporation (WDC) - Louisville, KY

<https://louisvillevaterfront.com/about-wdc/>

Type

Redevelopment Authority + mix of public, private, and endowment funding

Area

85 acres in Downtown Louisville along riverfront.

Background

WDC was enacted in 1986 by City Ordinance through the enabling legislation of the Kentucky General Assembly. The WDC acts as a Local Government Development Corporation, similar to a downtown development authority. The 85-acre WDC owns and controls had to be acquired from numerous property owners. The park now attracts 1.5 million visitors each year and hosts 120-150 events a year, mostly put on by others where WDC charges use and impact fees. The park's redevelopment has catalyzed over \$1.3B in investment in the waterfront district. Some property owned by WDC was not used for the park, but instead sold to developers. WDC also has RFQ's for development on land it owns that is sold to a developer upon substantial completion of an approved project.

Governance and oversight

The WDC board of directors includes nine Louisville Metro Government representatives and six representatives from the State of Kentucky. WDC handles the maintenance, operations, and planning for the park. WDC also has design oversight for 1 block adjacent to park via architectural review. In total, WDC has planning and design review influence over a total of 120 acres including about 35 acres of development sites in the Downtown Waterfront District.

Funding

Initial funding: Two-thirds of the original funding came from State, County, and City governments equally. Each originally appointed five board members to the WDC. One third of the original funding came from private corporations, foundations, and individuals. Private donations were used to develop the initial master plan and phasing. The master plan was used to generate additional fundraising, totaling \$130 million (3 phases, with a 4th currently in design)

Annual operating budget: \$2.24M (60% personnel and labor, 23% maintenance, 17% events).

Revenue Sources: 43% Louisville Metro Government, 19% from the state, 38% park-generated revenue. This heavy reliance on public funding has caused some financial issues in the past when the state and/or local government has reduced their contribution to WDC.

Fundraising for capital expenditures: Average \$80,000 / year, but always for specific projects, not general operations.

Endowment: WDC set up a separate foundation with an \$11 million endowment funded from earned interest and lease payments. The income is exclusively dedicated to paying for major repairs and

improvements, not operations. WDC draws only from the interest, spending about \$80,000 per year, or the equivalent of less than 1% of the capital, which they consider low or conservative.

Memphis River Parks Partnership - Memphis, TN

Type

Redevelopment Authority + mix of public, private, and endowment funding

Area

250 acres of park along 5 miles of Mississippi River

Background

The Riverfront Development Corporation (RDC) was originally formed in 2000 by the city as a redevelopment authority. In this same year, the Memphis Park Commission, which oversaw the development and maintenance of the city-wide park system, was dissolved. The RDC then took control over the riverfront park system.

RDC was rebranded as the Memphis River Parks Partnership (MRPP) in 2018 after a loss of confidence in the RDC due to project stalls and budget issues. A new CEO who used to work for Kresge Foundation also came on in 2018.

Governance Structure

The MRPP is governed by a board made up of private sector, city, and county government representatives. The city and the MRPP seem tightly integrated. One example of this relationship is when the Mayor with the MRPP's support and help set up a task force to spearhead a new park planning effort. This joint governance and decision-making structure ensure consistent lines of communication between the MRPP and City.

Funding Sources

City management contracts: The City renewed a 13-year management contract with a 10-year extension with the MRPP in 2018. This agreement stipulates that the Partnership would need authorization from the City Council before entering a facility partnership, or operating agreement for the parks. The level of city funding going towards the Partnership is set by the city council each year. Funding from city contract for FY 2019 totaled \$3,136,244.

Park Revenue: Park operations including ticket sales, admissions, rentals, parking, user fees, and property leases contributes to its annual revenue. FY 2019 - \$4,586,116

Grants and Donations: Both public and private sector contributions fall into this category including federal grants, philanthropic donations, foundations, private sector contributions, and individuals. Funding from grants and donations for FY 2019 totaled \$394,968.

Tourism Development Zone Sales Tax: The upcoming Tom Lee Park (\$60M total cost) will be funded by leveraging public money, specifically the increased sales tax revenues from the Downtown Tourism Development Zone (\$10M contribution), paired with private dollars.

Investment Income for FY 2019 totaled \$1,255.

CDDC Scioto Mile - Columbus Ohio

Type

Public Private Partnership/Downtown Redevelopment Authority + public, private, and endowment funding

Area

Redevelopment work occurring throughout downtown Columbus.

Scioto-Mile: 11 acres along Scioto Riverfront in Downtown Columbus

Background

After completing the Downtown Strategic Plan in 2002, the City tapped the Columbus Downtown Development Corporation (CDDC) which partnered with Capitol South Community Urban Redevelopment Corporation to implement the plan. Both CDDC and Capitol South are private not-for-profit entities and today, share a board of directors.

The CDDC/Capitol South's mission is to redevelop downtown Columbus to be one of the most attractive city centers in the United States. Their portfolio of projects includes renovating the Lazarus Building, an abandoned downtown department store that occupied nearly 4 square blocks of downtown, into a diverse mix of commercial, cultural, retail, and restaurant uses, to creating two urban parks - the Columbus Commons and the Scioto Mile. A current project in progress for the CDDC is "the Peninsula" which will become a mixed-use neighborhood development including residential, office, and hotel anchored by a cultural district and 50 acres of parks and community gathering space.

Today, the 11-acre Scioto Mile features a multi-use trail, swings, benches, fountains, and seating pavilions along a promenade that leads to the showpiece of the park—a 15,000-square-foot interactive water feature adjacent to a restaurant and stage.

Governance Structure

The Scioto Mile's development and continued operations is the result of a partnership between the City and CDDC/Capitol South. CDDC and Capitol South's board is made up of private sector business leaders. The City's Parks and Recreation Department owns the Scioto Mile park land. CDDC oversaw the development of the Scioto Mile and is responsible for maintenance. The CDDC created an endowment fund through the Columbus Foundation to finance that maintenance.

Funding

Initial development costs: \$44M, half public sources (Fed: \$2.2M, State: \$1M, \$1M City Park Department), and half private funding. <https://www.sciotomile.com/about/development-of-the-mile/> Details different donors and their contributions.

Annual Operating Costs: \$350,000 total with \$50K from CDDC

On-going Maintenance Funding: In the first year of its completion (2011), the Recreation and Parks Department appropriated over \$160,000 from the unappropriated balance of the Recreation and Parks Grant Fund to the Recreation and Parks Department for part-time staffing and programming costs related to Scioto Mile Park. This appears to be a one-time appropriation. Since then, the CDDC has established an endowment with The Columbus Foundation to provide for the ongoing maintenance and upkeep of the Scioto Mile. It is unclear as to whether the parks and recreation department continues to support the Scioto Mile financially.

Forest Park Forever - St. Louis, MO

Type

Park Conservancy + public and private funds

Area

1,293 acres

Background

Forest Park houses the St. Louis region's major cultural institutions—the zoo, art museum, history museum, science center, and the Muny outdoor theatre. The park also features four golf courses, a forest, acres of meadows and playing fields, tennis courts, a lake, and a river. The park receives 12 million visits a year.

Formed in 1986, Forest Park Forever is the park's conservancy organization. Conservancies fill in the gaps and add capacity to public park agencies. As private, not-for-profit park-benefit organizations, they raise money independent of the city and spend it under a plan of action mutually agreed upon with the city.

Governance Structure

Forest Park Forever partnered with the City's Department of Parks, Recreation, and Forestry, to oversee planning, operations, and maintenance of the park. The partnership includes a 30-year agreement to share decision-making between FPF and the city. The FPF board includes 5 officers, a 12-member executive committee, 18 general directors, and 10 ex-officio members. The board reports to the City's Department of Parks, Recreation, and Forestry. The City retains ultimate authority over the park and is currently responsible for snow removal, trash collection, and building and sidewalk repair while FPF handles mowing, turf management, horticulture, and litter pickup.

Financing

Initial: After completing its master planning effort in 1995, the City pledged \$43 million in public funding which FPF agreed to match with private donations.

On-going: The park is supported by a city-wide sales tax, of which the park receives a portion. FPF also raises significant funds with private donations from corporations and individuals. Additionally, in 2012, the FPF and city partnership created a \$130M endowment with \$30M from city bonds and \$100M from private donors. The bond receipts are directed into an account that can only be used with the approval of FPF and the city. This endowment continues to be the focus of fundraising efforts for FPF to be able to continually maintain the park into the future.

Urban Design Guidelines

To be successful, Quincy's revitalized riverfront area should incorporate elements that are coherent, legible, and consistent. One way to achieve these goals is through the use of design guidelines as a core zone overlay – a set of regulations and guidelines intended to apply just to the redeveloped riverfront core zone.

GUIDELINES CAN HELP DEFINE THE REDEVELOPMENT ZONE AT MORE THAN ONE LEVEL:

- ➔ Right-of-Way guidelines can help to define a consistent vocabulary of roadway designs, paving types, lighting, and street furniture within the riverfront master plan core zone.
- ➔ Wayfinding graphics can define the zone itself, create opportunities for temporary signage (e.g., for festivals), and help visitors to find attractions and destinations within the redevelopment zone.
- ➔ Building design guidelines can help new development in the core zone speak a consistent language that reflects Quincy's riverfront heritage without necessarily replicating 19th century architectural styles.

WAYFINDING & GRAPHICS

Wayfinding and graphics are a great way for the redeveloped riverfront to distinguish itself as a destination. Separate from other graphics and wayfinding efforts that may exist in Quincy and Adams County, the riverfront core zone should have distinct signage with a distinct personality that defines it as a special destination in the City and County.

In addition to fixed signage, the possibility and desirability of electronic signage that can provide traffic guidance, promote upcoming events, or be used for emergency messaging should be considered. Signage standards (and street lighting) should also incorporate arms for hanging temporary banners for fairs, festivals, events, and seasons that assist with branding and programming in the redevelopment area.



RIGHT-OF-WAY GUIDELINES

Right-of-Way Guidelines would apply to new or improved streets within the boundaries of the riverfront core zone. Establishing a consistent street "personality" will be crucial to the public's ability to discern Quincy's riverfront as a distinct destination, adjacent to but not exactly the same as Quincy's downtown. Unlike the downtown, which hosts government and civic functions as well as commerce and entertainment, the redefined riverfront core zone is more focused on recreation and entertainment, and should have a streetscape reflective of this more relaxed program of activities.

TRAFFIC CALMING STRATEGIES

The core zone already contains a variety of street types, from alleys to arterials. Not every street needs to have the same profile, but all should have the same personality. Introducing traffic calming strategies will be important to making the redeveloped core zone more attractive to pedestrians, enhancing the destination, and extending the time people are willing to spend in the area. Traffic calming strategies that will be appropriate to consider for Quincy's riverfront include:

- **ROAD DIETS:** Reducing the number and / or width of traffic lanes to slow automobile traffic through the area.
- **STREET PARKING:** Use of street parking, whether parallel or angled, wherever possible will help to slow through traffic because of the perceived risk of parked cars moving suddenly.
- **CLEARLY IDENTIFIED PEDESTRIAN CROSSINGS:** Pedestrian crossings marked not just with signage but with distinctive (or raised) paving makes drivers aware of the likely presence of pedestrians, increasing their alertness.
- **BIKE LANES:** When integrated into a larger bicycle route system, protected bike lanes increase driver awareness and help to mitigate speeding.
- **CURBLESS CONSTRUCTION:** In some areas, curbless construction blurs the distinction between pedestrian and vehicle zones in a Right-of-Way. Though not for every street, curbless construction can be an effective traffic calming tool in areas with high concentrations of pedestrian traffic and relatively low vehicle counts.
- **CHICANES:** Bumpouts and roundabouts that introduce visual interruptions into the traffic lane help to make drivers more vigilant (and drive slower).

STREET FURNITURE

More than benches, “street furniture” is a broad category of design elements that help define an area with distinctive vertical elements that are visible to both pedestrians and drivers. While benches are an obvious example of street furniture, other items that can help define the riverfront core zone include:

- Raised planters with a distinct edge
- Specific or unusual street trees
- Light fixtures (see section below)
- Fire hydrants
- Wayfinding
- Public art

The design guideline should give specific guidance as to the type of street furniture, its placement in the Right-of-Way, and recommended spacing. Street furniture should be arranged in a linear zone two to three feet wide, a consistent distance from the curb so as not to impede pedestrian sidewalk flow. Specifications for street furniture should always take into account the manufacturer’s prerogative to discontinue product lines. For this reason, having multiple sources for similar items is strongly recommended.

LIGHTING

One of the ways the riverfront area can distinguish itself is through the use of one or more street lighting fixtures that establish a personality unique from that of The District. These streets are currently lit using an old-fashioned “acorn” light fixture generally suggestive of the age of many downtown buildings. Such fixtures are common in older downtowns and, despite their difference from purely functional roadway lighting, do little to distinguish one older downtown from another. These fixtures create bright spots for drivers and pedestrians alike (which can be a source of veiling glare) while shining light in all directions (less desirable for “dark sky” considerations).

Though these acorn lights are in some ways appropriate for a historic downtown, a different, recognizable riverfront light fixture (a version of which can be sourced from multiple manufacturers) should be considered for the standard redeveloped riverfront streetlight. Ideally, such a light would be pedestrian scaled (less than 20 feet tall), full cutoff (meaning no light is directed upwards), and thematically linked to street furniture and other elements of the Right-of-Way Design Guidelines.



BUILDING DESIGN STANDARDS

The goal of development standards is not to impose an architectural style or historical-looking accoutrements on new development, but to help ensure the success of the riverfront area as a desirable destination. As such, development guidelines should be as flexible as possible to allow for a variety of expressions while helping to achieve cohesion within the riverfront’s boundaries. Building design guidelines should address the following considerations specifically:

- **SCALE:** Developed with ample public input, building design guidelines should speak to the desired scale of development. Both minimum (buildings over one story highly encouraged) and maximum (mid-rise buildings encouraged, high-rise buildings not encouraged) scales should be expressed.
- **MATERIALS:** A broad materials palette should be encouraged, including materials that are timeless (brick, terra cotta, stone, glass) as well as materials that are more specific to a particular point in time, such as metal panels, rainscreens, etc. Attention should be paid to the latter category as more current materials can also be seen as more disruptive of an area’s architectural coherence.
- **FENESTRATION:** Discussion of building fenestration, i.e., whether glazing other than punched window openings should be permitted, should be part of the building design guidelines discussion. While all-glass walls can undermine the appearance of a historic district, designers should be given latitude to use glazing to express different ideas within fairly broad parameters, for instance, by specifying that no more than 50 percent of a building façade visible to the public consists of glazing.
- **USES:** While street-level retail is always a desirable use of ground floor space, design guidelines must be realistic about the feasibility, practicality, and compatibility of retail with any particular development proposal. Ground floor retail may be a default assumption of a set of design guidelines; however, allowances should be made in particular cases where retail can be shown to be impractical, incompatible, or highly likely to fail. Because of the steep grades along the riverfront, what constitutes the “ground floor” may also be a moving target. Uses above the ground floor should allow for a wide range of residential, commercial, or light industrial activity – all of which can contribute to the success of the area at different times of day and for different reasons.

