

# Labadie: Enhancing Our Place

*A Demonstration Project of the St. Louis Great Streets Initiative*



Great Streets Initiative; Demonstration Project  
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# S t r e e t s C o m m u n i t y A s s e t s

## St. Louis Great Streets Initiative

The St. Louis Great Streets Initiative is a project of the East-West Gateway Council of Governments (EWG) that encourages community leaders to use their streets to create connections and centers of economic and social activity.

Streets are community resources, and the St. Louis Great Streets Initiative teaches how to make them more than just conduits for vehicular travel. Great streets in St. Louis emphasize all modes of travel, including vehicular, pedestrian, public transit and bicycling. This requires planners, designers, and developers to think differently about our streets. We must address the auto-centric approach that has dominated our thinking over the years in order to transform these streets into great community resources. Moving automobiles is still an essential function of a great street; it is just not the only function.

Considering how street design choices affect the pedestrian realm and the abutting land uses is central to the St. Louis initiative. Doing so requires more than just building a sidewalk along the edge of a busy street. It requires the careful and intentional creation of an environment that suits walking, bicycling, and transit. It requires taming traffic in a way that still allows for mobility, but at speeds that are safe and not threatening to pedestrians. Too often arterial streets divide communities. Great Streets bring communities together. These key objectives are achievable through well-tested, simple, planning and design techniques.

East-West Gateway has developed a digital web guide of best practices for street planning and design. The guide, along with the ideas presented in this booklet, suggests ways that our streets can be great community assets.

The Great Streets guide is available at [www.greatstreetsstlouis.net](http://www.greatstreetsstlouis.net).

As part of the Great Streets project, we have worked with selected communities to develop customized conceptual designs. This booklet summarizes the Great Streets concept design for Labadie, Missouri, in Franklin County.



## What Are Great Streets?

“Great Streets,” “Complete Streets,” “new urbanism,” “Smart Growth,” “place-making,” are all labels for the same objective: making our public spaces and streets more attractive, sustainable, and “friendly” for all users. The following specific characteristics capture the spirit of our specific mission:

**Great Streets are representative of their places.** A Great Street reflects its adjoining neighborhood and has a scale and design appropriate to the character of the abutting properties and land uses.

**Great Streets allow people to walk comfortably and safely.** The pedestrian environment on, along, and near the street is well-designed and well-furnished. The relationship between the street and its adjacent buildings is comfortable, conducive to walking, and inviting to people.

**Great Streets contribute to the economic vitality of the city.** Great Streets facilitate the interaction of people and the promotion of commerce. They serve as destinations, not just as corridors for automobiles and trucks, and provide location value to the businesses that sustain the local economy.

**Great Streets are functionally complete.** Great Streets support balanced mobility with appropriate provision for safe and convenient travel by all of the ground transportation modes: transit, walking, bicycling, personal motor vehicles, and freight movement.

**Great Streets provide mobility.** Great Streets strike an appropriate balance among the three elements of modern mobility: through travel, local circulation, and access. The right balance varies with the function of the street and the character of its neighborhoods and adjoining properties.

**Great Streets facilitate place-making.** Great Streets incorporate within them places that are memorable and interesting. These may include plazas, pocket parks, attractive intersections and corners, or simply wide sidewalks fostering an active street life.

**Great Streets are green.** Great Streets provide an attractive and refreshing environment by working with natural systems. They incorporate environmentally sensitive design standards and green development techniques, including generous provision of street trees and other plantings and application of modern stormwater management practices.



Labadie:  
Enhancing Our Place





## Labadie: Enhancing Our Place

Supported by a strong local committee, the County Commission and staff of Franklin County submitted an application for planning assistance through the Great Streets program for the unincorporated town of Labadie, Missouri. The project was selected as one of four demonstration projects from a pool of nearly 40 applicants.

This rural hamlet on Route T in Franklin County is a small but popular destination. Its restaurants and shops provide a quaint, old-time atmosphere that attracts visitors from all over the area. A future great street project will build on these appealing features and further enhance Labadie as a place to visit and experience the pleasant country feel for which it is known.

Together with Franklin County, local business owners and residents are committed to enhancing Labadie as a place to live, visit, and work. The local enthusiasm and leadership are what made this demonstration project possible, and are ultimately what will make the next step a success. The collaboration and commitment at the local level are excellent and serve as an example for other communities desiring similar improvements.

The following pages provide a summary of the planning conducted for Labadie, including a summary of the project problem statement, definition of critical elements, alternative concept development, alternative concept evaluation, stakeholder engagement and feedback, and recommended next steps.

While this booklet represents a capstone in this very important first phase, it marks only the beginning of the design process and future construction of a great street in Labadie. From here, Franklin County will work with East-West Gateway to advance to the next steps as quickly as possible. The time frame for implementation will largely depend on how well all parties are able to work together in determining how best to proceed.



## Aspiring to Something Greater

Labadie already attracts visitors and patrons from across Franklin and St. Louis Counties and the St. Louis region. Unique restaurants and a small town ambiance define the town center. Labadie has potential to grow, and indeed over the next decade it is expected to grow. Current and new businesses can prosper, and that is one objective of this demonstration project.

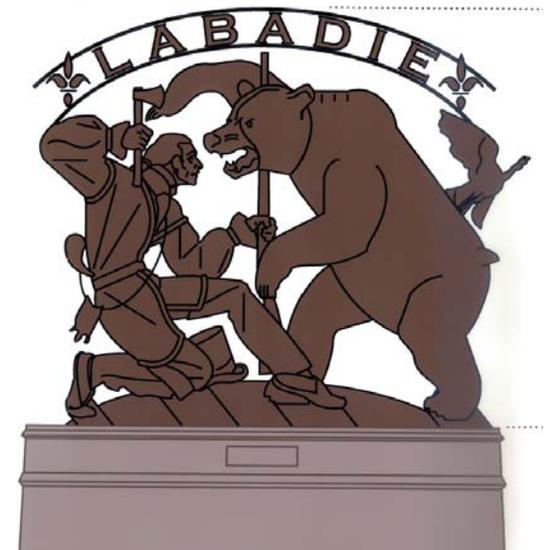
Labadie can build upon its existing strengths to become a place that is even more attractive for visitors by enhancing the pedestrian environment within the town center while still balancing the need for vehicular access. Places for people to walk and linger in the town center area will serve to bolster the small town environment of Labadie.

The photos above are of other streets, local to St. Louis and beyond, that demonstrate the type of environment desired for Labadie. Note some of the distinguishing features that they

offer. Some elements are subtle, while others are more obvious, but most are intentional elements aimed at creating a great street for the respective communities.

Creating an environment that is more accommodating and attractive for pedestrians while still allowing for motor vehicle mobility requires a careful balancing act. There will be a wide range of choices to select for a future project along Front Street in Labadie, each having their own benefits.

To arrive at the right design solutions, it is important to understand the underlying problems that currently exist along the corridor. The following sections delve into those problems and the effect that they are having on the existing environment.





## Understanding the Problems

The project team worked closely with Franklin County, the Missouri Department of Transportation, local businesses, and residents to explore and define key problems preventing Labadie from achieving its potential as a great street.

### **The “Place” Lacks Spatial Definition**

In between the attractive buildings of downtown Labadie is an undefined, very wide expanse of asphalt. The street, the parking, and crossroads all meld together as a single grey, unattractive feature that dominates the "place."



A vast “sea of asphalt” provides little definition to the “place” of Labadie, leaving parking unorganized and pedestrian areas ill-defined.

### **No Defined Pedestrian Realm**

Amid the expanse of asphalt described above, there is no defined place for pedestrians—no sidewalks, no benches, no area for pedestrians to linger or walk after a fine meal.

### **Incoherent Parking Layout**

Parking in Labadie, especially on weekends, is chaotic and incoherent. Locals and visitors alike park anywhere and everywhere, creating a less-than-appealing visual experience. This chaos sometimes leads to minor dings and dents as people squeeze into any spot they can find.



## Understanding the Problems

### No Existing Architectural Guidelines

Labadie is picturesque and attractive, but it is lacking a "vision" for its character and appearance. There are no guidelines in place to shape existing and future development.



What will prevent future development from blemishing the ambiance of existing Labadie? Architectural guidelines can help.



Existing Route T intersection is very wide and does little to calm traffic passing by.

### Route T Context

Route T serves as the "gateway" into downtown Labadie, and in its current form is a high-speed 2-lane road with a very wide intersection at Front Street. These elements are not conducive to enhancing Labadie as a place for pedestrians.

### Truck Traffic

Front Street serves a relatively high number of truck trips to and from the power plant north of town. Selecting design elements that serve trucks and also enhance the pedestrian environment will require a careful balance of tradeoffs between choices.

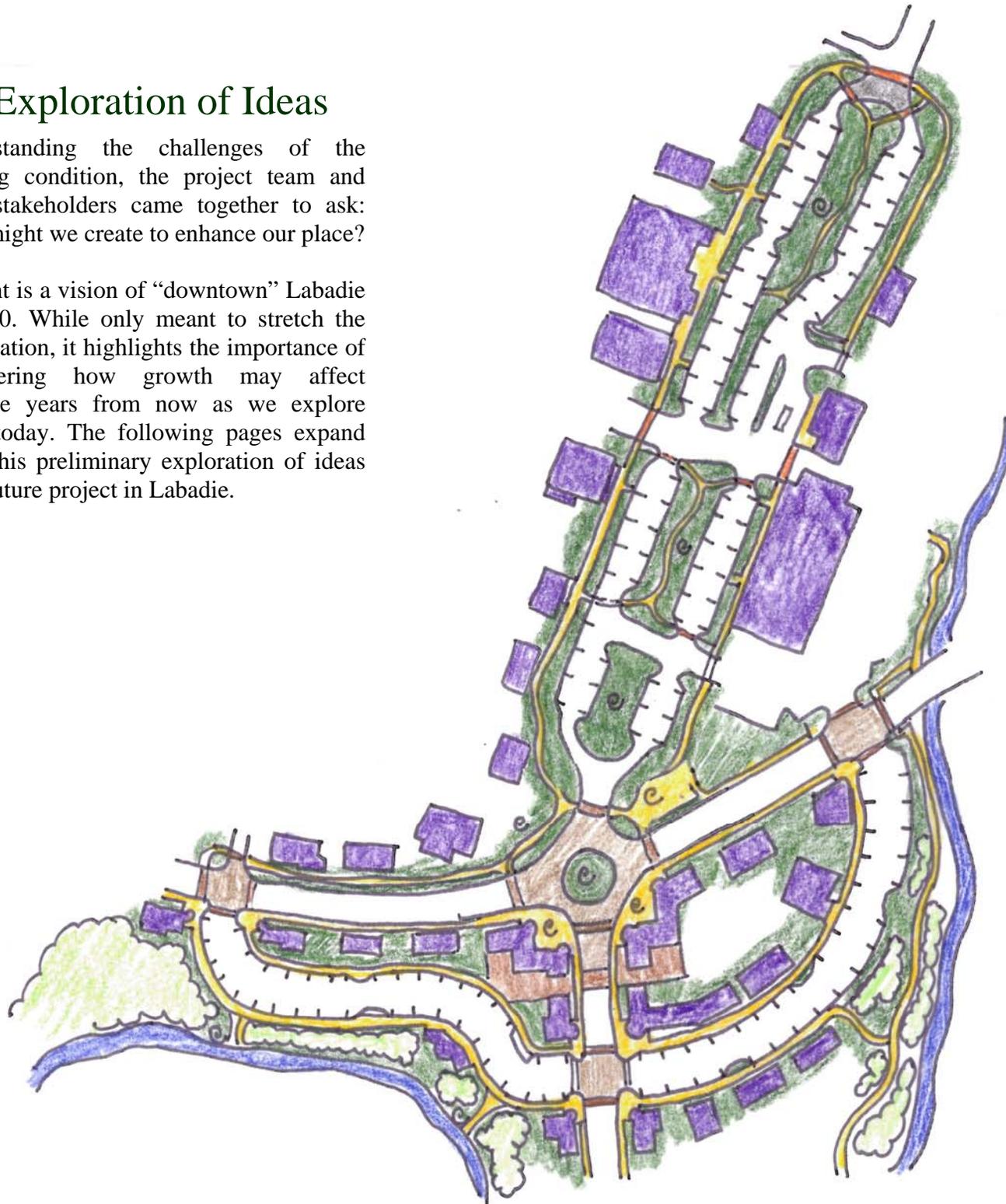
### Future Development

The areas south of Route T and Front Street, on the east side of the creek, and north of downtown are all candidates for future development. Careful land use planning now can create an environment that regulates appropriate form of future developments.

## An Exploration of Ideas

Understanding the challenges of the existing condition, the project team and local stakeholders came together to ask: what might we create to enhance our place?

At right is a vision of “downtown” Labadie in 2030. While only meant to stretch the imagination, it highlights the importance of considering how growth may affect Labadie years from now as we explore ideas today. The following pages expand upon this preliminary exploration of ideas for a future project in Labadie.





## An Exploration of Ideas

The wide-open area between the building frontages in Labadie provides a unique opportunity to change the look, feel, and function of the existing condition. To begin a discussion about how best to reallocate that existing space, the project team prepared six conceptual ideas that address the various problem elements described in the previous section.

Each of the ideas reallocated space in Labadie differently. Some focused heavily on areas for pedestrian activity. Others focused on maintaining parking supply. Some introduced traffic calming circles and other treatments to slow traffic on Front Street and Route T. All of them offered significant change to the existing condition.

These ideas served as a beginning point for the project team to understand what the local group of business owners and residents deemed to be most desirable for a future solution.



3 Brothers Restaurant in Labadie hosted several stakeholder group meetings throughout the life of the project.

On December 3, 2007 the stakeholders met on the second floor of 3 Brothers restaurant in Labadie to review the preliminary ideas developed by the project team. Strong participation from local community leaders provided comments and recommendations on a variety of issues related to the future of downtown Labadie.

The following pages depict each of the six initial concepts and the various features they offer.

## The Multi-way

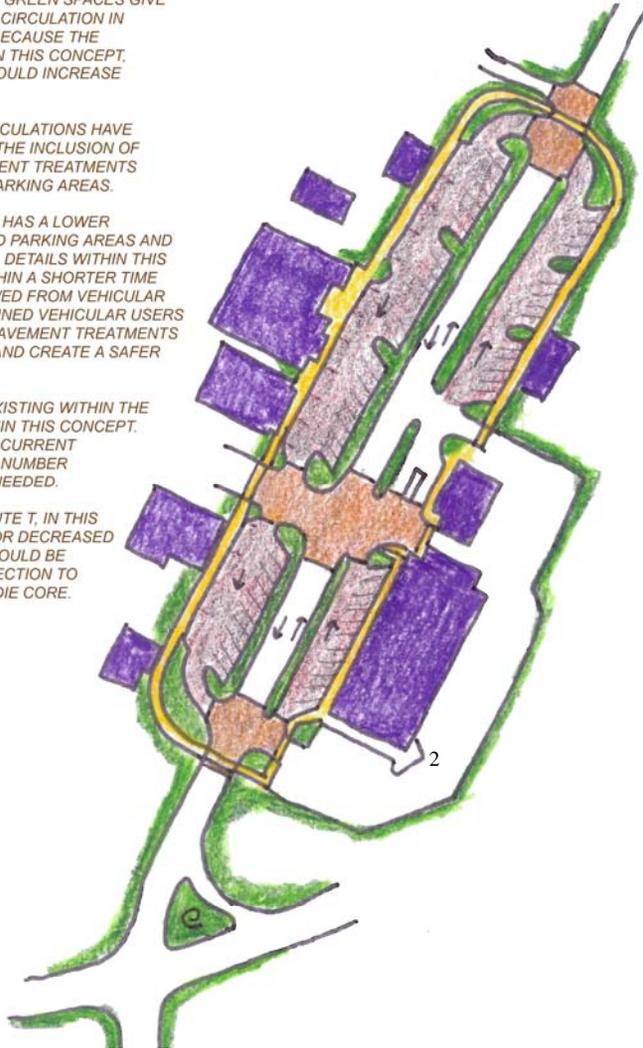
**GENERAL DISCRPTION:** THIS CONCEPT UTILIZES EXISTING VEHICULAR AND PEDESTRIAN CIRCULATION WITH THE ADDITION OF GREEN SPACES. THESE GREEN SPACES GIVE MORE ORGANIZATION TO VEHICULAR CIRCULATION IN THIS HIGHLY VEHICULAR CONCEPT. BECAUSE THE AMOUNT OF PARKING IS MAXIMIZED IN THIS CONCEPT, BUILDING DENSITIES AND HEIGHTS COULD INCREASE IN THE FUTURE.

**SPATIAL DEFINITION:** VEHICULAR CIRCULATIONS HAVE GREATER DELINIATION AND ORDER. THE INCLUSION OF GREEN SPACES AND VARIOUS PAVEMENT TREATMENTS DELINIATES BETWEEN TRAVEL AND PARKING AREAS.

**PEDESTRIAN REALM:** THIS CONCEPT HAS A LOWER PEDESTRIAN FOCUS WITH INCREASED PARKING AREAS AND SEPARATE TRAVEL THROUGH LANES. DETAILS WITHIN THIS CONCEPT WOULD EXPERIENCED WITHIN A SHORTER TIME PERIOD SINCE MOST WOULD BE VIEWED FROM VEHICULAR USERS. INTERSECTIONS WITH COMBINED VEHICULAR USERS AND PEDESTRIANS HAVE UNIFORM PAVEMENT TREATMENTS TO MINIMIZE POTENTIAL CONFLICTS AND CREATE A SAFER PEDESTRIAN PASSAGE.

**PARKING:** THE CURRENT PARKING EXISTING WITHIN THE LABADIE CORRIDOR IS UTILIZED WITHIN THIS CONCEPT. PARKING AREAS ARE MAINTAINED TO CURRENT CONFIGURATIONS AND MAXIMIZED IN NUMBER TO SUPPORT A PARKING DEMAND IF NEEDED.

**ROUTE T:** THE INTERSECTION AT ROUTE T, IN THIS CONCEPT, HAS NARROWED LANES FOR DECREASED SPEED. A LANDMARK OR FEATURE WOULD BE INCORPORATED WITHIN THIS INTERSECTION TO PROVIDE A GATEWAY INTO THE LABADIE CORE.



## The Boulevard

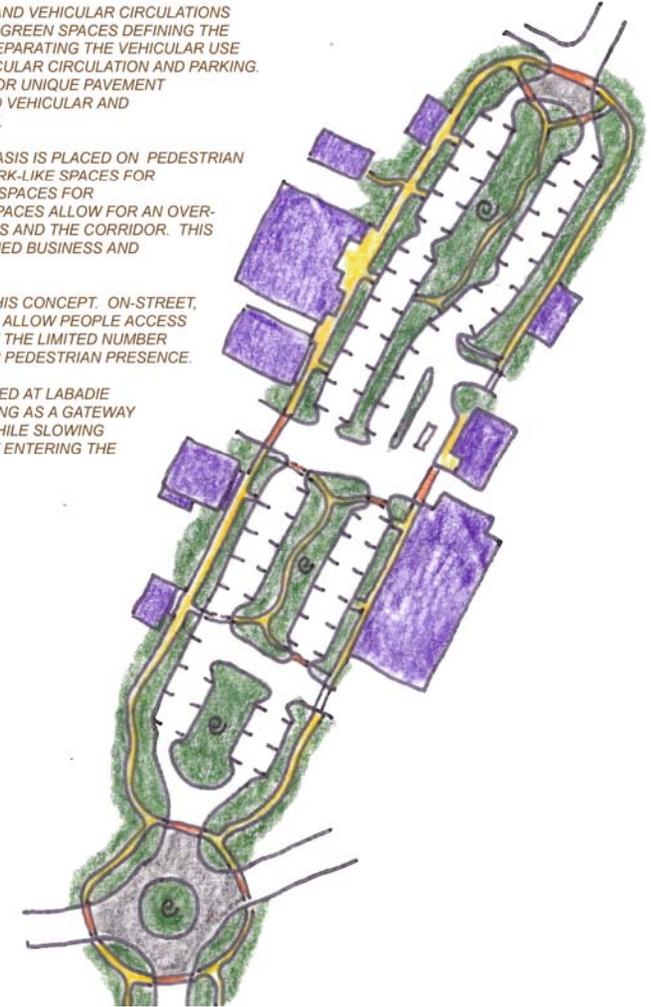
**GENERAL DISCRPTION:** THIS CONCEPT HAS INCREASED GREEN AND OPEN SPACES. BOTH VEHICULAR AND PEDESTRIAN USERS ARE COMBINED WITHIN A GREENWAY CORRIDOR BETWEEN BUILDING FACADES

**SPATIAL DEFINITION:** PEDESTRIAN AND VEHICULAR CIRCULATIONS ARE SEPARATED WITH LARGE OPEN GREEN SPACES DEFINING THE PEDESTRIAN COMPONENT, WHILE SEPARATING THE VEHICULAR USE COMPONENT WITH COMBINED VEHICULAR CIRCULATION AND PARKING. INTERSECTIONS HAVE RAISED AND/OR UNIQUE PAVEMENT TREATMENTS TO SIGNIFY COMBINED VEHICULAR AND PEDESTRIAN CIRCULATION AND USE.

**PEDESTRIAN REALM:** A HIGH EMPHASIS IS PLACED ON PEDESTRIAN CIRCULATION WITH LARGE OPEN PARK-LIKE SPACES FOR PEDESTRIAN MOVEMENT BUT ALSO SPACES FOR GATHERING. THESE LARGE OPEN SPACES ALLOW FOR AN OVER-LAPPING LINE BETWEEN BUSINESSES AND THE CORRIDOR. THIS PARKWAY CAN ENCOURAGE COMBINED BUSINESS AND COMMUNITY ACTIVITY WITHIN.

**PARKING:** PARKING IS MINIMAL IN THIS CONCEPT. ON-STREET, PARALLEL PARKING IS PROVIDED TO ALLOW PEOPLE ACCESS TO THE CORRIDOR BY VEHICLE, BUT THE LIMITED NUMBER IS MEANT TO ENCOURAGE A HIGHER PEDESTRIAN PRESENCE.

**ROUTE T:** A ROUND ABOUT IS UTILIZED AT LABADIE BOTTOM ROAD AND ROUTE T, SERVING AS A GATEWAY OR "FRONT DOOR" INTO LABADIE, WHILE SLOWING VEHICULAR TRAFFIC FROM ROUTE T ENTERING THE LABADIE CORE.



## Preliminary Ideas to Reconfigure Labadie

## The Parkway

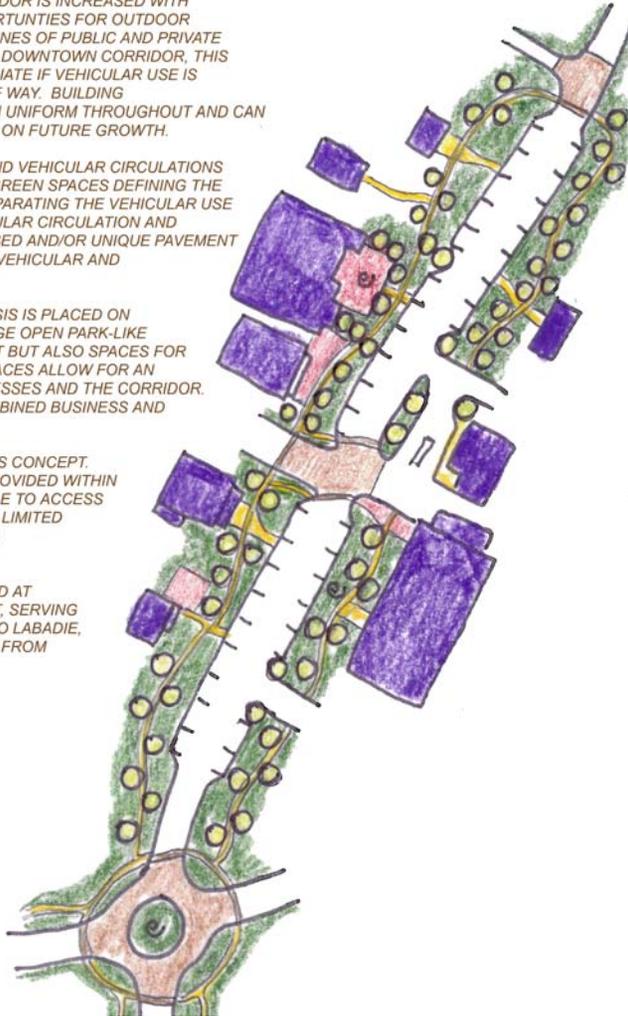
**GENERAL DISCRPTION:** THIS CONCEPT EMPHASIZES A LARGER PEDESTRIAN COMPONENT BY INCORPORATING WIDE A PARKWAY CORRIDOR. THE BUILDING FACADES ARE PUSHED TO THE STREET, HOWEVER IN THIS CONCEPT THE PEDESTRIAN ELEMENT WITHIN CORRIDOR IS INCREASED WITH MEANDERING SIDEWALKS AND OPPORTUNITIES FOR OUTDOOR GATHERING AREAS. BECAUSE THE LINES OF PUBLIC AND PRIVATE ARE CURRENTLY AN ISSUE WITH THIS DOWNTOWN CORRIDOR, THIS CONCEPT WOULD BE MOST APPROPRIATE IF VEHICULAR USE IS LIMITED WITHIN THE PUBLIC RIGHT OF WAY. BUILDING HEIGHTS AND DENSITIES CAN REMAIN UNIFORM THROUGHOUT AND CAN EITHER REMAIN OR INCREASE BASED ON FUTURE GROWTH.

**SPATIAL DEFINITION:** PEDESTRIAN AND VEHICULAR CIRCULATIONS ARE SEPARATED WITH LARGE OPEN GREEN SPACES DEFINING THE PEDESTRIAN COMPONENT, WHILE SEPARATING THE VEHICULAR USE COMPONENT WITH COMBINED VEHICULAR CIRCULATION AND PARKING. INTERSECTIONS HAVE RAISED AND/OR UNIQUE PAVEMENT TREATMENTS TO SIGNIFY COMBINED VEHICULAR AND PEDESTRIAN CIRCULATION AND USE.

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**PARKING:** PARKING IS MINIMAL IN THIS CONCEPT. ON-STREET, PARALLEL PARKING IS PROVIDED WITHIN THE CORRIDOR. THIS ALLOWS PEOPLE TO ACCESS THE CORRIDOR BY VEHICLE, BUT THE LIMITED NUMBER WILL ENCOURAGE A HIGHER PEDESTRIAN PRESENCE.

**ROUTE T:** A ROUND ABOUT IS UTILIZED AT LABADIE BOTTOM ROAD AND ROUTE T, SERVING AS A GATEWAY OR "FRONT DOOR" INTO LABADIE, WHILE SLOWING VEHICULAR TRAFFIC FROM ROUTE T.



## The Pedestrian Parkway

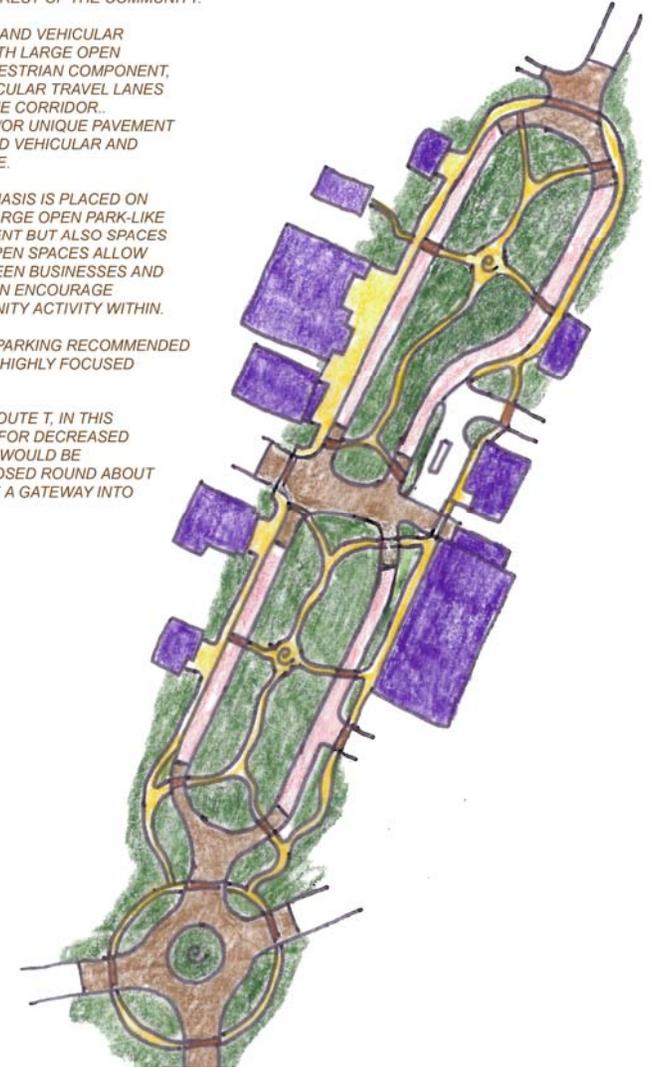
**GENERAL DISCRPTION:** THIS CONCEPT IS PRIMARILY PEDESTRIAN FOCUSED, GIVING THE LABADIE CORE AN ENTIRELY DIFFERENT FEEL TO THE REST OF THE COMMUNITY.

**SPATIAL DEFINITION:** PEDESTRIAN AND VEHICULAR CIRCULATIONS ARE SEPARATED WITH LARGE OPEN GREEN SPACES DEFINING THE PEDESTRIAN COMPONENT, WHILE SEPARATING ONE-WAY VEHICULAR TRAVEL LANES TO MAINTAIN ACCESS THROUGH THE CORRIDOR. INTERSECTIONS HAVE RAISED AND/OR UNIQUE PAVEMENT TREATMENTS TO SIGNIFY COMBINED VEHICULAR AND PEDESTRIAN CIRCULATION AND USE.

**PEDESTRIAN REALM:** A HIGH EMPHASIS IS PLACED ON PEDESTRIAN CIRCULATION WITH LARGE OPEN PARK-LIKE SPACES FOR PEDESTRIAN MOVEMENT BUT ALSO SPACES FOR GATHERING. THESE LARGE OPEN SPACES ALLOW FOR AN OVER-LAPPING LINE BETWEEN BUSINESSES AND THE CORRIDOR. THIS PARKWAY CAN ENCOURAGE COMBINED BUSINESS AND COMMUNITY ACTIVITY WITHIN.

**PARKING:** THERE IS LITTLE TO NO PARKING RECOMMENDED FOR THIS CONCEPT TO MAINTAIN A HIGHLY FOCUSED PEDESTRIAN COMPONENT.

**ROUTE T:** THE INTERSECTION AT ROUTE T, IN THIS CONCEPT, HAS NARROWED LANES FOR DECREASED SPEED. A LANDMARK OR FEATURE WOULD BE INCORPORATED WITHIN THE PROPOSED ROUND ABOUT WITHIN INTERSECTION TO PROVIDE A GATEWAY INTO THE LABADIE CORE.



## Preliminary Ideas to Reconfigure Labadie

## The Central Node

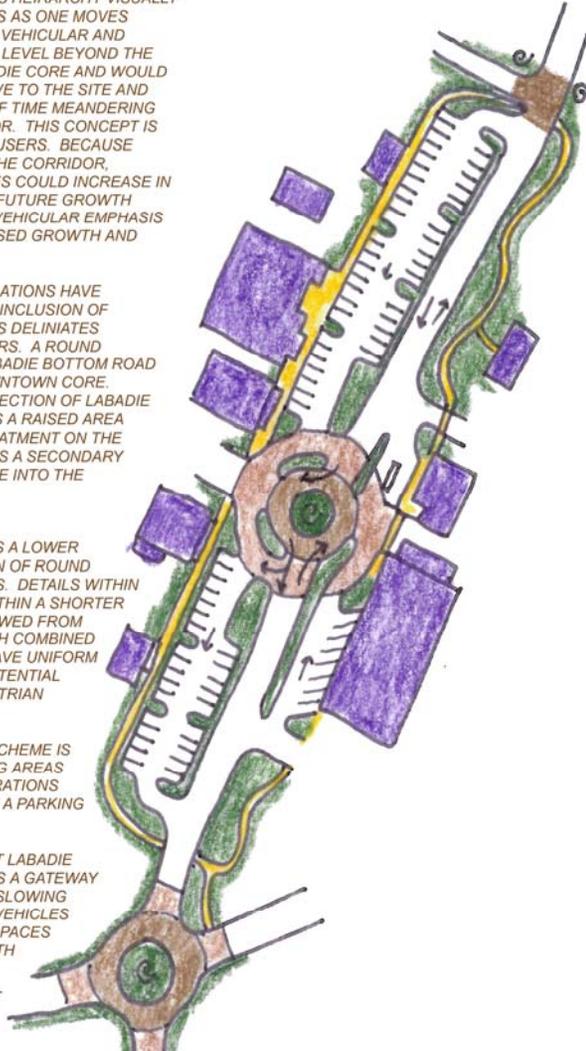
**GENERAL DISCRPTION:** THIS CONCEPT MAINTAINS EXISTING VEHICULAR PATTERNS AND PARKING CONFIGURATIONS, WHILE CREATING A HEIRARCHY OF SPACES. THIS HEIRARCHY VISUALLY GIVES THE USER A SEQUENCE OF SPACES AS ONE MOVES THROUGH THE LABADIE CORE FOR BOTH VEHICULAR AND PEDESTRIAN USERS. THIS CONCEPT IS A LEVEL BEYOND THE CURRENT CONDITIONS WITHIN THE LABADIE CORE AND WOULD TAYLOR TO USERS THAT GENERALLY DRIVE TO THE SITE AND NOT SPEND A CONSIDERABLE AMOUNT OF TIME MEANDERING AND WALKING THE DOWNTOWN CORRIDOR. THIS CONCEPT IS MORE WEIGHTED TOWARDS VEHICULAR USERS. BECAUSE OF THE HEIRARCHY OF SPACES WITHIN THE CORRIDOR, BUILDING STYLE, HEIGHTS, AND DENSITIES COULD INCREASE IN RESPONSE TO THESE NODES BASED ON FUTURE GROWTH DEMANDS. SINCE THERE IS INCREASED VEHICULAR EMPHASIS THIS CONCEPT COULD SUPPORT INCREASED GROWTH AND BUILDING DENSITY.

**SPATIAL DEFINITION:** VEHICULAR CIRCULATIONS HAVE GREATER DELINIATION AND ORDER. THE INCLUSION OF GREEN SPACES AND PAVING TREATMENTS DELINIATES DIFFERENT SPACES FOR DIFFERENT USERS. A ROUND ABOUT AT WASHINGTON STREET AND LABADIE BOTTOM ROAD CREATES A CENTRAL FOCUS OF THE DOWNTOWN CORE. A SECOND ROUND ABOUT AT THE INTERSECTIE OF LABADIE BOTTOM ROAD AND ROUTE T, AS WELL AS A RAISED AREA WITH A DIFFERENTIATING PAVEMENT TREATMENT ON THE NORTH SIDE OF THE DOWNTOWN CORE, IS A SECONDARY SPACE MEANT TO BE A GATEWAY FEATURE INTO THE DOWNTOWN CORE AND ALSO SERVES AS A TRAFFIC CALMING METHOD

**PEDESTRIAN REALM:** THIS CONCEPT HAS A LOWER PEDESTRIAN FOCUS WITH THE INCLUSION OF ROUND ABOUTS AND INCREASED PARKING AREAS. DETAILS WITHIN THIS CONCEPT WOULD EXPERIENCED WITHIN A SHORTER TIME PERIOD SINCE MOST WOULD BE VIEWED FROM VEHICULAR USERS. INTERSECTIONS WITH COMBINED VEHICULAR USERS AND PEDESTRIANS HAVE UNIFORM PAVEMENT TREATMENTS TO MINIMIZE POTENTIAL CONFLICTS AND CREATE A SAFER PEDESTRIAN PASSAGE.

**PARKING:** A HIGHER DENSITY PARKING SCHEME IS UTILIZED WITHIN THIS CONCEPT. PARKING AREAS ARE MAINTAINED TO CURRENT CONFIGURATIONS AND MAXIMIZED IN NUMBER TO SUPPORT A PARKING DEMAND IF NEEDED.

**ROUTE T:** A ROUND ABOUT IS UTILIZED AT LABADIE BOTTOM ROAD AND ROUTE T, SERVING AS A GATEWAY OR "FRONT DOOR" INTO LABADIE, WHILE SLOWING VEHICULAR TRAFFIC. IN THIS CONCEPT. VEHICLES ENTER LABADIE THROUGH A SERIES OF SPACES THAT ENCOURAGE REDUCED SPEEDS WITH NARROWER TRAVEL LANES, VARYING PAVEMENT TREATMENTS, AND A CENTRAL ROUND ABOUT.



## The Town Square

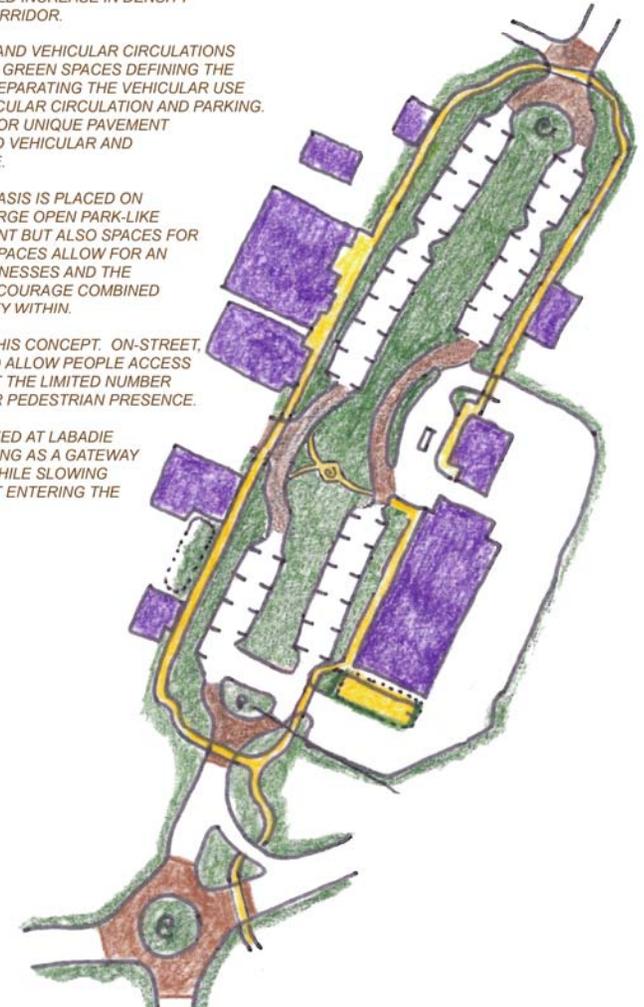
**GENERAL DISCRPTION:** THIS CONCEPT HAS INCREASED GREEN AND OPEN SPACES. BOTH VEHICULAR AND PEDESTRIAN USERS ARE COMBINED WITHIN A GREENWAY CORRIDOR BETWEEN BUILDING FACADES. TO GIVE GREATER DEFINITION TO THIS CORRIDOR BUILDINGS COULD INCREASE IN DENSITY AND HEIGHT TO EMPHASIZE THE CORRIDOR.

**SPATIAL DEFINITION:** PEDESTRIAN AND VEHICULAR CIRCULATIONS ARE SEPARATED WITH LARGE OPEN GREEN SPACES DEFINING THE PEDESTRIAN COMPONENT, WHILE SEPARATING THE VEHICULAR USE COMPONENT WITH COMBINED VEHICULAR CIRCULATION AND PARKING. INTERSECTIONS HAVE RAISED AND/OR UNIQUE PAVEMENT TREATMENTS TO SIGNIFY COMBINED VEHICULAR AND PEDESTRIAN CIRCULATION AND USE.

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**PARKING:** PARKING IS MINIMAL IN THIS CONCEPT. ON-STREET, PARALLEL PARKING IS PROVIDED TO ALLOW PEOPLE ACCESS TO THE CORRIDOR BY VEHICLE, BUT THE LIMITED NUMBER IS MEANT TO ENCOURAGE A HIGHER PEDESTRIAN PRESENCE.

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## Preliminary Ideas to Reconfigure Labadie



## Reactions from People Who Care

The stakeholder group provided insightful comments on the preliminary ideas presented. While differences of opinion did exist on certain issues, the group was largely unified on the following thematic comments:

1. Enhancing the pedestrian experience is important for a future project in Labadie
2. Creating additional green space is desirable
3. Maintaining sufficient parking supply is important; the future project should not result in a significant loss of parking supply
4. Maintaining the old-time Labadie feel is important for any future project
5. Calming of traffic through the town center is necessary

6. Maintain focus on town center first, then consider expansion into future development areas
7. Need to distinguish between public vs. private right-of-way improvements
8. Try to maintain existing access patterns wherever possible

In addition to these general themes, the stakeholder group also provided specific reactions to each of the preliminary ideas presented.

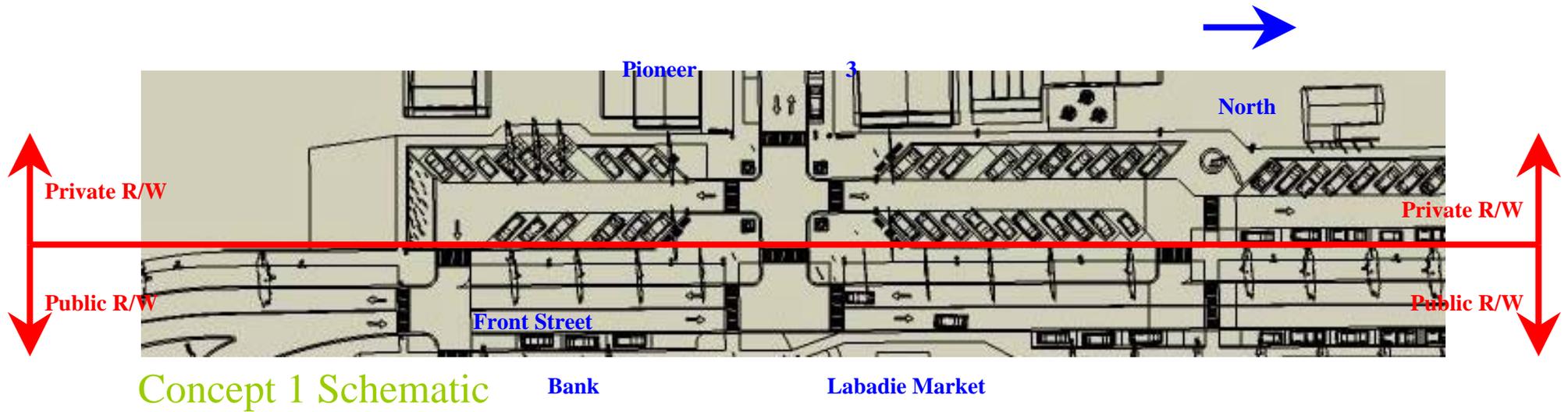
- The Multi-way: provides sufficient parking but not quite enough green space
- The Boulevard: broad approval of increased green space, but concern over the wide median separating traffic lanes
- The Parkway: plentiful green space, and good combination of parking and driving lanes in same general space

- The Pedestrian Parkway: very undesirable due to elimination of parking in town center
- The Center Node: roundabout at Washington is not desirable, but some central feature has strong appeal
- The Town Center: central feature at Washington is desirable, especially for traffic calming and pedestrian gathering

These comments served as the basis for the development of additional concepts that more closely fit the aspirations of the community.

# Concept 1: Pedestrian Boulevard





# C o n c e p t 1

Having identified key preferences for a future great street project in Labadie, the project team developed in greater detail two solutions that capture the aspirations of the community. The three key elements offered a set of “givens” for the concept development:

- The pedestrian experience must be enhanced with green space and gathering places.
- The parking supply should not be reduced in any significant manner.
- Public and private right-of-way (r/w) improvements should be coordinated

Within this context, the project team developed two concepts to address the community aspirations for Labadie. The team compartmentalized the concepts into public r/w improvements and private r/w improvements. We know that private r/w improvements will ultimately be at the discretion of the individual land owners, but

land owners are encouraged to work together to enhance the overall place instead of “stove-piping” their individual ideas.

Concept 1 places greater priority on the pedestrian realm in the public r/w. The “typical section” consists of two 11-foot-wide lanes on Front Street.

On the east side, an 8-foot-wide parallel parking lane is proposed for the entire length of the district (with a gap in front of Labadie Market to maintain access patterns).

On the west side, the project team proposes a “pedestrian boulevard.”. With roughly nineteen feet of public space available west of the southbound driving lane, the pedestrian boulevard can take on many different forms. It is proposed here as a 7-foot-wide sidewalk and 10-foot-wide tree lawn, with a one-foot dimension reserved on the outside for aesthetic “edging”. These dimensions can shift

to place greater priority on sidewalk space or on green space, and they do not necessarily need to be of uniform width throughout the district.

In the private r/w, Concept 1 places greater emphasis on parking since the public r/w space favors the pedestrian realm. Two lanes of angled parking are proposed for the entire district on the west side of Front Street. Vehicles will enter the west side parking areas from Washington Street. Vehicular traffic flows one-way southbound and one-way north bound from Washington.

# Concept 1

**Private Right of Way.** The project team acknowledges that the form of the private r/w is ultimately up to the local landowners to determine. To assist them in that decision, the concepts considered different forms for development on the private side of the r/w. In Concept 1, the emphasis is on parking supply. Two rows of parking are proposed for the entire length of the corridor, as depicted at right.

The ultimate solution will ideally be more than simple striping on the existing asphalt. Thoughtful selection of paving materials will improve the look of the parking area, transforming drab asphalt into colorful, functional spaces. Permeable pavers are recommended to aid in the low-impact management of stormwater in Labadie.



**Private R/W south of Washington, Looking North.** Here, Concept 1 proposes the private r/w focus on parking supply reconfiguration with improvements to both vehicular and pedestrian access in the district.

# Concept 1



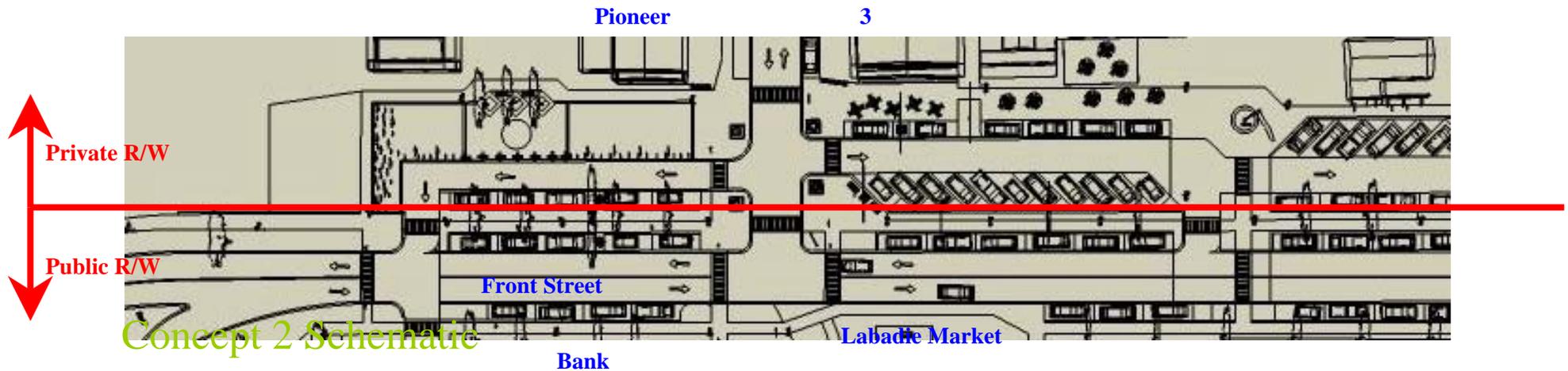
**Public R/W south of Washington, Looking North.** The wide pedestrian boulevard, depicted at left, provides Labadie an opportunity to create a district-wide space for people to walk, gather, and linger.

**Public Right of Way.** Within the public r/w, Concept 1 places greater priority on enhancement to the pedestrian experience. It provides a single parallel parking lane on the east side of Front Street, but converts the west side into a pedestrian boulevard with a 7'-wide sidewalk and a 10'-wide tree lawn. Two 11'-wide vehicular travel lanes are provided in the same location as the existing driving lanes.

The ultimate form and dimension for the pedestrian boulevard is flexible. Narrowing the tree lawn to five feet wide and widening the sidewalk by an additional five feet can create a wider space for pedestrian and bicyclist activity. If desired, the tree lawn can be hardscaped and decorative tree grates utilized for tree plantings. Tree species selection will be made as part of the next phase, the design phase, in planning.

## Concept 2: Public Parking Focus





## C o n c e p t 2

Concept 2 places greater priority on developing parking supply within the public r/w. The “typical section” consists of two 11-foot-wide lanes on Front Street. On both the east and west sides of Front Street, an 8-foot-wide parallel parking lane is proposed for the entire length of the district (with a gap in front of Labadie Market to maintain access patterns). A narrower pedestrian walkway is still included on the west side, consisting of a 5-foot-wide sidewalk and a 5-foot-wide tree lawn.

In the private r/w, this concept places greater emphasis on pedestrians, since the public r/w space favors the development of parking supply. In front of the two restaurants north of Washington Street, wide frontages are proposed to accommodate outdoor dining and pedestrian walkways.

Converting one of the angled parking lanes to a parallel parking lane creates the additional pedestrian space. It is shown here as the west side, but doing so on the east is also an option.

For the parcels south of Washington, an open green space is proposed with a single lane of parallel parking on the eastern edge of the parcels. The green space can take on a variety of forms. Here it is shown as a combination of pavement and plants, with lighting ballasts, trees, and shrub landscaping placed strategically to define spaces and walkways. A pedestrian walkway is provided at the building frontages and is intended to be continuous with the walkway provided north of Washington Street. Again the intent is that all of the parcels will work together so that the private improvements are contributing to the greater good of Labadie.

The project team also proposes improvements north of Pacific Street and at Route T. These improvements are common to both Concept 1 and Concept 2, and are depicted in greater detail beginning on page 26.

# Concept 2

**Private Right of Way.** Space to accommodate pedestrians is provided within the private r/w of Concept 2.i A combination of green space and hardscape is shown here, with a continuous sidewalk fronting the buildings on the west side of the district. Each respective owner will determine the specific form of each parcel, but coordination between parcels will be necessary.

Parking is provided via a single parallel parking lane on the east edge of the parcels, augmenting the dual parallel parking lanes within the public r/w of Front Street. Additional parking supply may be created north of Pacific Street by extending these parallel parking lanes to all the way to the railroad bridge.



**Private R/W South of Washington, Looking North.** In Concept 2, green and open space is the focus within the private r/w. North of Washington (not shown here), the green space is converted to hardscape for outdoor dining space.

## Concept 2



**Public R/W South of Washington, Looking North.** Dual parallel parking lanes on both sides of Front Street will narrow the driving lanes and will enhance parking supply. Note the new green space offered in front of the bank building. Green spaces offer opportunities for rain gardens.

**Public Right of Way.** Within the public r/w, Concept 2 places greater priority on parking supply. It provides two parallel parking lanes, one on each side of Front Street. It provides a narrower pedestrian sidewalk and tree lawn on the west edge of the existing r/w. Two 11'-wide vehicular travel lanes are provided in the same location as the existing driving lanes, as in Concept 1.

The parallel parking lanes will serve multiple functions: parking supply, traffic calming, and buffering to the adjacent sidewalks and pedestrian activity. Street trees and architectural lighting will add a vertical dimension to the street that currently is lacking, resulting in a stronger sense of place along the district.

# Comparison Views of 2 Concepts



Concept 1 Looking South from Pacific Street



Concept 2 Looking South from Pacific Street



Concept 1 Looking North from Washington Street



Concept 2 Looking North from Washington Street



Concept 1 Looking North from Bank Driveway



Concept 2 Looking North from Bank Driveway

# Additional Comparison Views of 2 Concepts



Concept 1 Looking North at Washington Street



Concept 2 Looking North at Washington Street



Concept 1 Looking West at Washington Street



Concept 2 Looking West at Washington Street



Concept 1 Looking North from Route T



Concept 2 Looking North from Route T



# District-wide Design Elements Common to Both Concepts





## Opportunities North

There are significant opportunities north of the district to add parking supply and open space. As shown here along Front Street, parallel parking lanes are proposed all the way to the railroad bridge. Doing so will obviously add parking supply, but it will also serve to calm traffic by narrowing the road and creating more “friction” between the street and parking lanes.

Continuous sidewalks are proposed in this section as well. The sidewalks could be either immediately adjacent to the parking lanes or buffered by tree lawns. Pedestrian-scale street lighting is also proposed and will be important components that link this new area to the primary district center at Washington Square. It is imperative that these parking and gathering areas provide well-lit environments that are connected to the attractions south if they are to truly become part of the place that is Labadie.

The local sewer district recently informed the project team that the area just east of Front Street and south of the railroad bridge might be donated to the project for development as park land/open space. This area has many potential functions: picnicking, festival gathering space, children’s play area, etc. It creates an entire new dimension for Labadie and will strengthen its sense of place.

Together, all of these elements present a tremendous opportunity to enhance the appeal of Labadie as a destination. Visitors and locals alike will have a stronger district with attractive, well-lit walking areas and gathering spaces. These characteristics will encourage walking and lingering throughout the district.

*Note: these opportunities are common to both Concept 1 and Concept 2.*

# Opportunities South

South of the primary district in Labadie, specifically in the area of the intersection between Front Street and Route T, there is opportunity to create a “gateway” into Labadie. A simple form of that “gateway” is depicted below. There are numerous benefits to this type of improvement. First, if designed correctly it will help to slow traffic on Route T itself. Adding vertical elements such as architectural lighting, trees, and landscaping will help to narrow what is today a very wide intersection. Tightening some of the turning radii will prevent vehicles from turning too fast (but will still allow all vehicles, including large trucks, full access at the intersection). Defining the pedestrian realm with decorative sidewalk treatments, high-visibility crosswalks, and appropriate pedestrian-scale lighting will highlight this intersection as a place for people and will also alert drivers to their presence. A monument or public art piece in the open space south of the bank, shown here as a fountain, will add yet another attraction in Labadie to encourage walking and lingering throughout the district. For these elements to be successfully implemented, it is critically important that well-designed lighting and pedestrian walkways are linked to the center of the district at Washington Square. Only then will these opportunities truly expand the sense of place in Labadie. Plans for this intersection area also an important part of preparing for future growth.

*Note: these opportunities are common to both Concept 1 and Concept 2.*





Washington Square

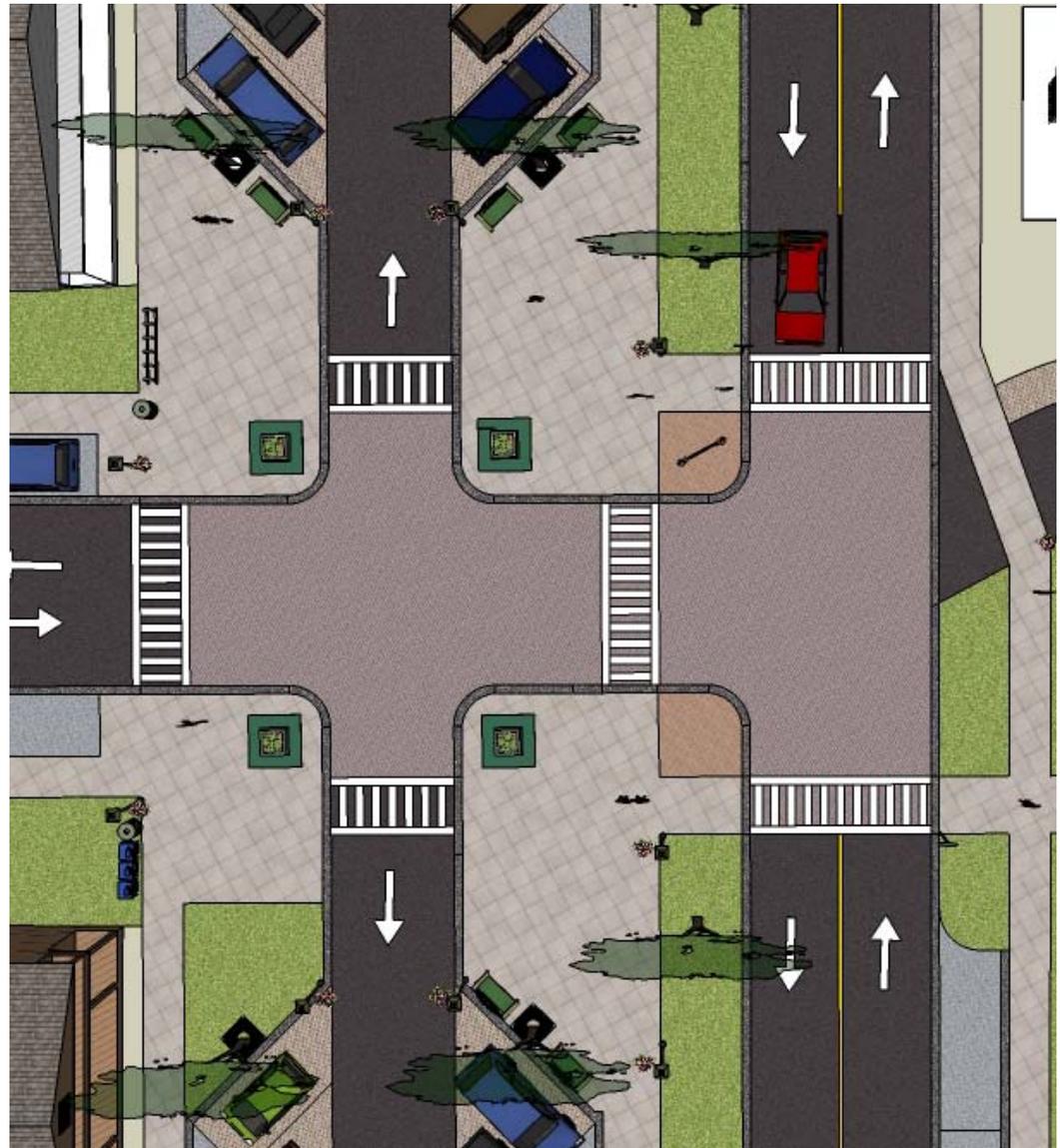
## Washington Square:

### *Creating a gathering place for people within the public right-of-way*

A “town square” can provide a community with something to build around. Providing a “heart” to the place, it offers character and nostalgia to a community. For a small town like Labadie, it adds to the quaint ambiance and gives visitors yet another reason to dine, shop, and linger in Labadie.

Both concepts offer a “town square” configuration at the intersection of Front Street and Washington Street. Branded as “Washington Square”, this space capitalizes on the concentration of public r/w available around the intersection to create an attractive place where people can sit after an evening meal, linger in the morning with a cup of coffee and the newspaper, or simply stroll through on a leisurely afternoon.

Shown at right in “plan” view, note the expansive sidewalk area provided around the intersection. Combined with the narrow street and intersections, it provides a “central” attraction in the middle of the district. Site furnishings such as planter boxes, news racks, picnic tables, benches, and public art are just a few of the amenities to potentially compliment this space.





## Traffic Calming Along Route T

Route T serves an important role in any future project for Labadie. It is the route on which visitors come and go from Labadie. As such, it has a “gateway” role for the community. In its current form, Route T is not an effective gateway. Cars travel too fast along the highway. There are no effective landmarks at the Front Street intersection or along Route T itself as vehicles approach Front Street.

Applying a variety of traffic calming techniques along Route T approaching Labadie (from both the east and the west) will tremendously enhance the gateway into Labadie, and will also improve vehicular safety, as Labadie becomes an even more popular destination.

MoDOT is encouraged to create a “reduced speed zone” surrounding Labadie that drops the speed from 55 mph to 25 mph (from the school to Powell Street). Doing so will require carefully designed advance signage to alert drivers to the changing speed limit well in

advance of this area. A pedestrian crossing on the recently constructed Route T bridge will further prioritize pedestrians in the Labadie area.



Other treatments such as pedestrian scale lighting and street trees alongside of Route T will narrow the visual dimension of the street, thereby aiding the traffic calming effect on drivers. Textured and/or tinted pavement materials can be used to highlight key

intersections. “Speed humps”, rumble strips, and landscaped medians at intersections are recommended at key turning locations. High-visibility crosswalks will define pedestrian crossing zones and command driver attention to them. All of these elements will collectively calm traffic along Route T.

The travel time impact on Route T as a result of these elements will be nominal, but the gateway and safety benefits will be significant. It is anticipated that a future great streets project in Labadie will increase the vehicular demand for access at Front Street. This increase in demand further substantiates the need to reduce speeds along Route T in this area to allow drivers to assess gaps in traffic and safely to navigate turning maneuvers.



## District Lighting Enhancements

Lighting affects the street environment in two major ways: the performance and quality of the lighting affects safety and navigability, and the street light equipment (usually a series of poles and luminaries) can help shape the character and aesthetics of Labadie.

The architectural style or character of a streetlight should draw from and complement the architectural and historic character of the district. For Labadie, that may take on a variety of forms but ought to have a historic design that meshes with an overall architectural theme for the district.

Lighting will be important in Labadie for numerous reasons, but perhaps most importantly to link new parking areas with the center of the district. Enhancing the parking

lot behind the bank building east of Front Street with pedestrian scale lighting along clearly-defined walkways will encourage greater use of that existing parking capacity.



Providing well-lit walkways north of the district will encourage use of the proposed parallel parking lanes, and will also create a framework for new development such as the sewer district parkland or even private retail.

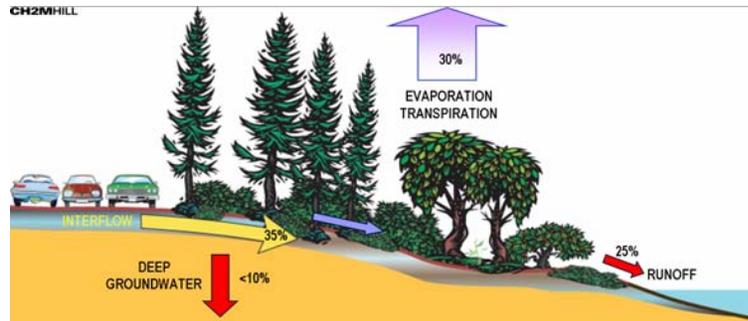
Lighting at the intersection with Route T will also be important in creating a gateway for Labadie. Combination street height and

pedestrian scale lighting will provide a safe, attractive environment for automobiles and pedestrians alike.

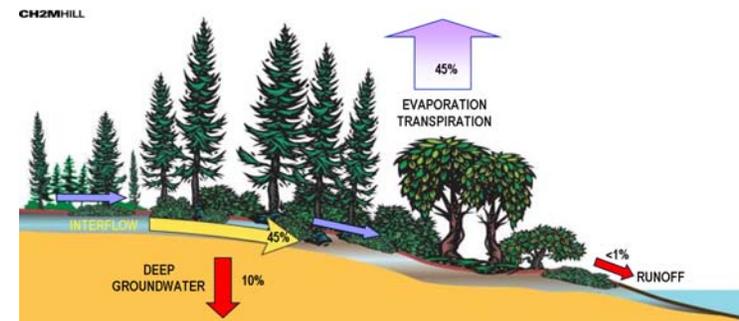
Additional lighting of building facades (sconce lighting, wall-wash lighting), pathways (bollards), and landscaping (uplighting and holiday lighting) can be useful tools in special place-making efforts. These enhancements are recommended to both the private and public r/w in Labadie.



## How can we get this...



## ...to function more like this???



## Managing Stormwater

The existing impervious surfaces of roads and parking in Labadie, in combination with the close proximity to the adjacent creek, presents an opportunity to minimize impact of stormwater runoff on the local watershed. Through a variety of low-impact development (LID) techniques, this project can enhance the environment while creating a great street for Labadie.



A variety of LID techniques should be considered in the design phase of this project. The concepts proposed create features that mimic the natural stormwater runoff patterns originally present in this area of Franklin County.

Stormwater planter boxes are a technique used more frequently adjacent to buildings. They provide catchment areas that store runoff rather than sending it to outfall as quickly as possible. A variety of plant species are available to help detain runoff and provide aesthetic landscaping at the same time.

Pervious pavers (on left), porous concrete, and permeable asphalt are also options to slow the rate of runoff to the nearby creek. These treatments allow water to permeate through them rather than sheeting off of them. Water drains through the pavement/pavers down to and through a gravel base. This process both slows and cleans stormwater before it reaches an outfall to the stream.



Rain gardens are another technique that are proposed, particularly around the east edge of the project, to slow and store runoff and reduce the speed by which it travels to the creek outfall.



## Managing Stormwater

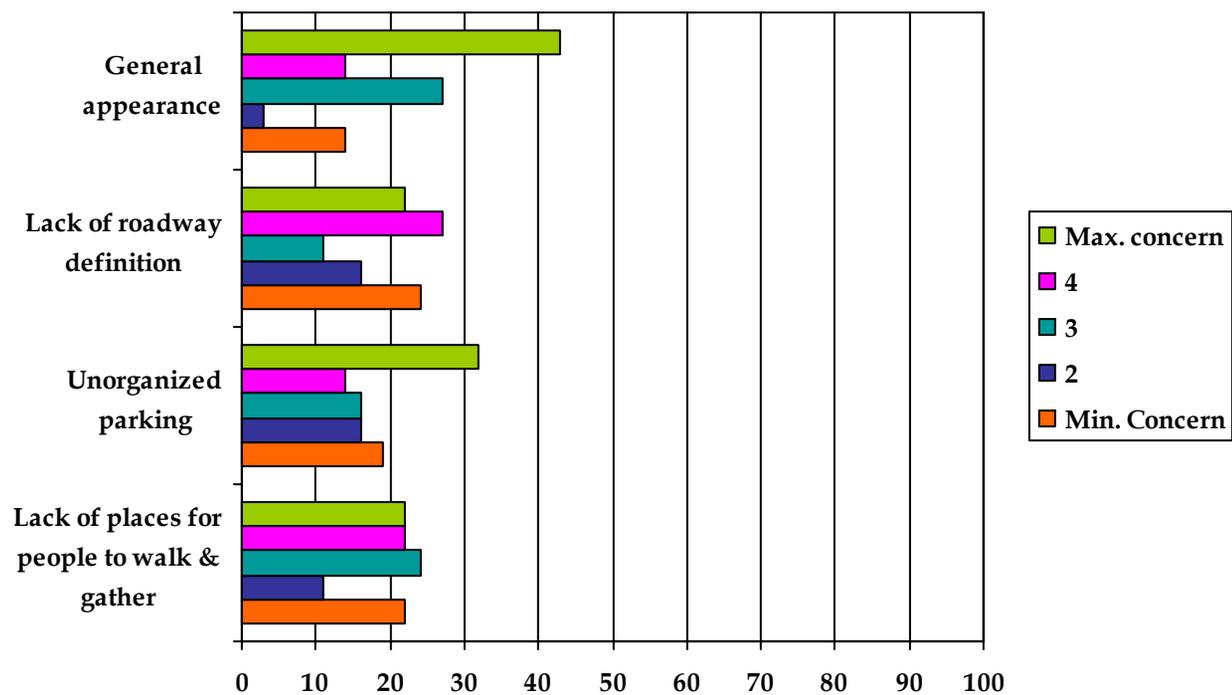
### Rain Gardens

Rain gardens provide a natural, aesthetic method to slow and store stormwater runoff. Note the two photos above. The photo at left shows the existing condition in Labadie today. Why not strive for something more with rain gardens, such as the photo shown at right? They enhance the form and function of the street environment and offer significant environmental and place-making benefits for Labadie.

# Public Perception

On April 1, 2008, East-West Gateway and the project team conducted a public open house to share two concepts for Labadie based on the feedback provided by stakeholders at previous meetings. A variety of input was gathered as part of that open house.

Two basic issues stood out in the minds of stakeholders when asked “Which of the following are of most concern to you?” General Appearance and Unorganized parking stood out as the two that attendees had stronger opinions about. The other two, Lack of Roadway Definition and Lack of Places for People, had a more mixed response. Given this response, the future project ought to prioritize appearance and reorganization of parking.



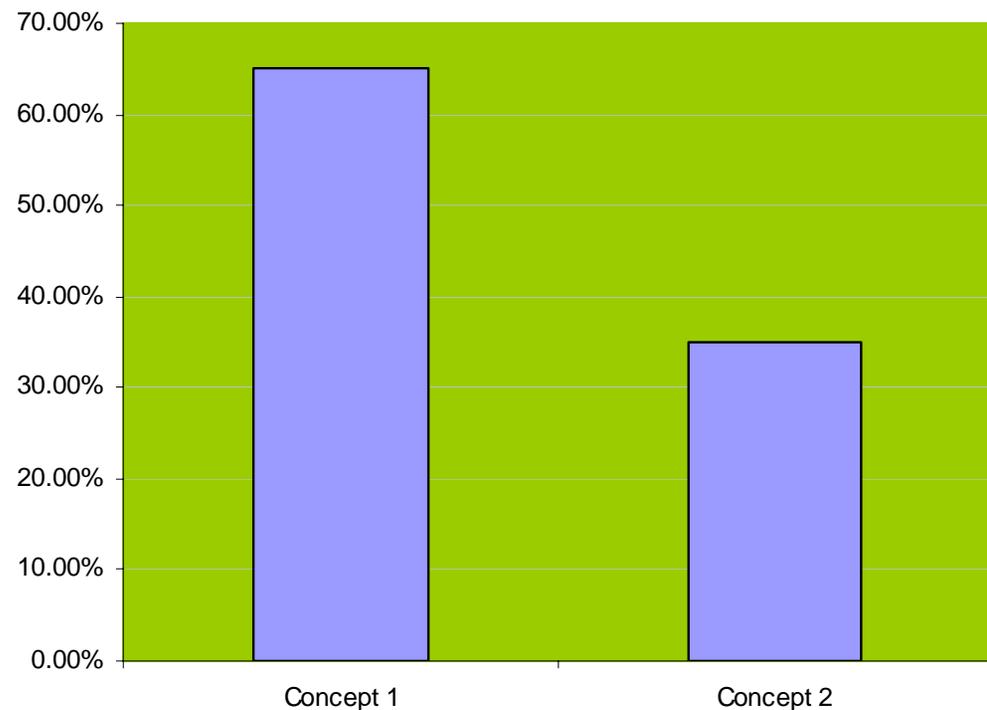
# P u b l i c P e r c e p t i o n

Of the two concepts, the 37 stakeholders in attendance expressed a significant preference toward Concept 1. Nearly twice as many attendees favored Concept 1 over Concept 2, as depicted in the table at right.

When asked which elements of the preferred concept appealed most, the following characteristics consistently came up:

- More spaces for town gatherings
- More green space
- More pedestrian space
- Maximize parking on private side
- Seating, and sidewalks, space in front of restaurants
- Larger Washington Square entrance to Labadie

Franklin County staff and Commissioners also unanimously favored Concept 1.



*“Coming together is the beginning;*

*Keeping together is progress;*

*Working together is success.”*

*-- Henry Ford*

## **T h e   W a y   F o r w a r d**

Where Labadie goes from here is in large part up to the collaborative effort of the stakeholder group. Franklin County should continue to lead the stakeholder group and provide the necessary guidance in moving forward.

With Franklin County as a “champion” to organize and mobilize the local stakeholder group, there are two important questions to address:

1. **Which concept is preferred within the public right-of-way?** The stakeholder group and the County prefer Concept 1 (based on comments from last meeting and subsequent County staff and Commission meetings).

2. **Given the answer to #1, how will the private right-of-way be organized?** This question is more complex and the answer is less clear at this time. Additional collaboration between the County and the landowners along Front Street will be necessary. Ideally, the landowners will work together to ensure that each parcel accommodates the needs and uses of the adjoining parcels to maximize the benefit for the broader district.

For this project to have maximum benefit, it needs a unified approach to public and private improvements.

The way forward will include the following specific steps from this point:

1. Once the County and local stakeholders have a clear sense of preferred direction, EWG will work with designated representatives to develop a scope of work for design.
2. The County will need to develop a memorandum of understanding with EWG that identifies project representatives and commitment on matching funds.
3. Engineering design will be developed in 2009, and improvements may begin as early as 2010.

**Great Streets are representative  
of their places; they reflect the  
character of their community**



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