Kimmswick great streets

A New Historic Era
TO THE PEOPLE OF KIMMSWICK,

THANK YOU...for inviting us in!
THANK YOU...for your lavish hospitality!
THANK YOU...for your good will and open hearts!
THANK YOU...for sharing your food and table!
THANK YOU...for your hopefulness and kindness!
THANK YOU...for your energy, enthusiasm, and leadership!
THANK YOU...for celebrating along the way!

Cheers, to a new historic era!
immswick great streets

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Do not go gentle into that good night.
Rage, rage against the dying of the light.

~ Dylan Thomas
A Tribute to Gary Paskiewicz
A place’s character and culture develop over time, influenced by geography, geology, politics, civic leaders, shared mores, economy, ecology and opportunity. Developments and decisions of the past sway decisions in the present which affect the future. Securing a strong understanding of what shapes and shaped Kimmswick will help delineate the story lines holding influence today. These histories, stories, and data can help determine Kimmswick’s future.

### Built Setting
The built setting is the stage in which a story is set describing physical elements, character and quality of Kimmswick. History and culture influence building architecture and the city’s layout. Infrastructure and regional connectivity create opportunity and barriers to civic life. Of great importance, the relationship between Kimmswick and the Mississippi has direct impact on the community’s prosperity or decline.

### Operational Setting
The operational setting outlines the roles and organizational structures supporting the community. Comprehending the responsibilities the City, residents, Kimmswick Merchant’s Association, and Kimmswick Historical Society fill will shed light on what works and what may be holding the community back.

### Environmental Setting
Kimmswick’s environs are the reason for its existence, and one of its greatest struggles. The Mississippi, specifically its floods, have the strongest impact on civic life. Understanding the lay of the land and the community’s response to flooding will reveal challenges and opportunities in hopes of developing permanent solutions.

### Market Setting
Economics always have an essential part in a community’s story. Kimmswick’s novel niche and regional draw make it unique. It attracts daily regulars, moderate sized crowds and large influxes of people throughout the year. This flow of visitors defines the community and its regional identity. When Kimmswick Port and the Delta Queen begin operations, Kimmswick’s mystique will become even richer.

This chapter researches each of these settings shedding light on Kimmswick.

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“...for a town of this size it was unusual, for here lived rich people, poor people, white people, black people, good people, bad people, rebels and Yankees, cultured people and uncultured.”

- William Bradshaw, *Life in Kimmswick*
Kimmswick’s built environment examines Kimmswick’s man-made features and what historically and currently shapes the community. The city’s layout, public realm, and architecture tell a story unique to Kimmswick. Infrastructure, often unnoticed, determines a visitor’s perception and manner of occupying city spaces. Kimmswick’s character is beloved by its residents and attracts tens of thousands of visitors. The following examination will explore what makes Kimmswick a great place and consider ways its charm can further be enhanced.

**HISTORY, CULTURE & ARCHITECTURE**

Kimmswick’s history and architecture drive its civic culture. Its story cannot be told without understanding regional and national culture and events. The story is compelling and even landmark, considering the Kimmswick Bone Bed discovery was the first solid evidence of the coexistence of humans and giant prehistoric creatures like the mastodon.

Women have played a key role in Kimmswick’s development. Wilhelmine Kimm oversaw Kimmswick’s progress while her husband traveled, and Lucianna Gladney Ross’s investments continue to bring life to the town. Women currently represent the majority of business ownership.

Development generally falls within four time periods – Kimmswick’s establishment in 1859 to Kimm’s retirement in 1872, post-Kimm from 1872 to the 1920s, a decline in activity from the 1930s and 40s to the 1970s, and Lucinda Gladney Ross’s redevelopment beginning in the 1970’s to the present day.

Theodore Kimm, a successful St. Louis dry goods merchant, purchased the land to become Kimmswick on Oct 4th, 1850, allegedly following a St. Louis fire devastating the downtown merchants district. The land – divided into Kimmswick, approximately the current township, and West Kimmswick, approximately current-day unincorporated Imperial – spanned from the Mississippi River to what is now Interstate 55. Transportation spurred Kimmswick’s founding in 1859 following the St. Louis and Iron Mountain Railroad’s establishment in 1958. Two north-south lines bisected Kimmswick, the east line

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**HISTORIC BUILDINGS & SITES:** The highest density of historic structures resides along Market, Front and Second Streets.
**KIMMSWICK DEVELOPMENT HISTORY**

- **THEODORE KIMM ERA (1859-1972)**
  - Railroad Station - 1859
  - Arnold House - 1865
  - Schad-Caldwell House - 1865
  - Ruess-Terry House - 1866
  - The Market - 1877
  - Kirk House - 1888
  - Montesano Park - 1880-1920
  - Meyer Mercantile Building - 1875
  - Steamboat Providence 1880s-1933

- **POST-THEODORE KIMM ERA (1872-1940)**
  - Wagner House - 1880
  - Montesano Park closes
  - Windsor Harbor Bridge re-erected
  - Great River Riverfront Council

- **1941-1976**
  - Theodore Kimm purchases land
  - Mastodon skeleton discovered
  - Missouri Compromise
  - Missouri statehood
  - St. Louis Merchant District fire
  - I-55 Constructed, MO State Parks purchases Mastodon State Historic Site
  - Kimmswick Bone Bed added to National Registry of Historic Places
  - St. Louis World's Fair
  - Forest Park Highlands Opens
  - WW I begins
  - WW II begins
  - WW I ends
  - America enters WW II
  - Delta Queen honored National Historic Landmark
  - Civil War begins
  - Civil War end
  - Civil War Reconstruction Era ends
  - Iron Mountain Railroad opens
  - Kimmswick founded
  - Kimmswick becomes incorporated
  - Theodore Kimm retires
  - Kimmswick 2nd largest town in Jeff. Co.
  - Montesano Park reopens, show boats run from St. Louis to Kimmswick
  - World War I & II end
  - World War II begins
  - World War II ends

- **1977-1989**
  - The Cabin & Old House moved to Kimmswick
  - Burgess-Howe & Barbagallo Houses moved to Kimmswick
  - 1st Apple Butter Festival, Kimmswick Historical Society founded
  - Apple Butter Pavilion constructed
  - General E. Lee Steamboat docks
  - Blue Owl Restaurant opens
  - Delta Queen Port of Call opens
  - Montesano Park reopens

- **LUCIANNNA GLADNEY ROSS TO PRESENT (1970s-2018)**
  - The Old House (1770) moved 1973
  - Apple Butter Pavilion
  - The Christmas Haus

**REGIONAL/NATIONAL HISTORY**

- **1910-1919**
  - Windmill & Barn burned
  - Great River Riverfront Council

- **1920-1929**
  - West Kimmswick becomes Imperial

- **1930-1939**
  - World War I & II end
  - World War II begins

- **1940-1949**
  - World War II ends
  - America enters WW II

- **1950-1959**
  - America enters WW II
  - World War II begins

- **1960-1969**
  - World War II ends
  - America enters WW II

- **1970-1979**
  - America enters WW II
  - World War II begins

- **1980-1989**
  - America enters WW II
  - World War II begins

- **1990-1999**
  - America enters WW II
  - World War II begins

- **2000-2009**
  - America enters WW II
  - World War II begins

- **2010-2019**
  - America enters WW II
  - World War II begins

- **2020-2029**
  - America enters WW II
  - World War II begins

- **2030-2039**
  - America enters WW II
  - World War II begins

- **2040-2049**
  - America enters WW II
  - World War II begins

- **2050-2059**
  - America enters WW II
  - World War II begins

- **2060-2069**
  - America enters WW II
  - World War II begins

- **2070-2079**
  - America enters WW II
  - World War II begins

- **2080-2089**
  - America enters WW II
  - World War II begins

- **2090-2099**
  - America enters WW II
  - World War II begins
Kimmswick was established during the Civil War and characteristic of a border state, split between the Union and Confederacy. While the Hermann-Oheim House was a safe house for the underground railroad, Theodore Kimm spent time in a St. Louis prison charged as a Southern sympathizer. To this day, when the Mississippi River is low, the Union gunboat Monarch, which sank in a winter ice gorge in December of 1964, can be seen from the Anheuser Estate.

Common St. Louis architectural construction of the period is represented in many types of Kimmswick’s brick and clapboard buildings. This period witnessed the construction of the iconic National Hotel, brick and mortar row development like the Schad-Caldwell House and Ruess-Terry house (currently the Dough Depot), Victorian homes like the Kirk House (currently Quinn’s Quirks), the Tudor-style Hermann-Oheim House (currently under renovation), and modest structures like the Arnold House. Buildings ranged from one to three stories in height with larger commercial structures located along Front Street near the railway, particularly between Market and Rock Creek.

After Kimmswick incorporated in 1871, Kimm retired in 1872, auctioning his unsold lots and dedicating land as civic open space. He set aside property at the corner of Third and Market Streets for a village green, Jefferson Square for a public park, and gave an acre for a city cemetery. By 1876, Kimmswick was the second largest town in Jefferson County with over 100 residents. It boasted an iron forge, a steam flour mill, a brewery, a brickyard and limestone quarries that supplied materials for St. Louis construction, and large greenhouses shipping fresh flowers to St. Louis. Kimmswick flourished, as William Bradshaw noted in *Life in Kimmswick*, attracting “rich people, poor people, white people, black people, good people, bad people, rebels and Yankees, cultured people and uncultured.”

The founding period’s business climate flourished during the years following Kimm’s retirement, growing from 182 residents in 1890 to 235 in 1910. Montesano Springs Park, a large amusement park, was established in 1880 raising luxuriously ornate Victorian style buildings. The Providence Steamboat and the railway shuttled visitors by the thousands to the

On the north end of town, Montesano Park boasted ornate Victorian structures attracting thousands.
park for day trips to ‘the country.’ Fourteen natural sulfur springs served as an attraction and revenue source, shipping bottled spring water as far as New York. The park hosted a hotel and restaurant, dance pavilion, boating lake, merry-go-round, roller coaster, pony track, bowling alleys, shooting gallery, ‘Herr Bismark’s Tent Show’, and other attractions north of present-day Kimmswick. During St. Louis’ 1904 World’s Fair, attendees traveled to the Kimmswick lime quarry to witness prehistoric Clovis Indian artifacts and mastodon bones. In 1896, the Highlands amusement park opened just west of St. Louis adjacent to the site of the World’s Fair, competing with Montesano Springs. West Kimmswick separated from Kimmswick becoming Imperial, MO, in 1905. Montesano Springs eventually closed in the 1920s, but show boats continued circuits until 1933. The quarry also ceased operations in the 1930s. Kimmswick’s population declined 40% from 1910 to 1920. Though business and development were reeding, the National Landmark Windsor Harbor Bridge was moved from Carondelet, MO, in 1928 and re-erected in 1930. Development during this period included Montesano Springs Park’s ornate Victorian structures, steamboats and show boats, establishment of civic open space, the City Hall, the Wenon-Drake House whose stone steps have been preserved from the National Hotel, and the two-story Meyer Building with its clapboard main building and log and mortar annex. Following World War II, the steady closing of businesses sent Kimmswick into a period of industrial decline though the population grew in the quiet, secluded setting peaking at 303 residents in the 1960s. In the 1970’s, a glaring loss of historic buildings to ruin or demolition sparked Lucianna Gladney Ross’s vision of rehabilitating Kimmswick. The heiress to the 7-Up fortune was the driving force behind the preservation of Kimmswick’s industrious, active history. Restoration began with several old homes being renovated and re-purposed into quaint shops. This plan worked quite well and many more homes and buildings followed suit. A unique feature to Ross’s vision is showcased on the block between Second and Third and Elin and Oak Streets, where old log and mortar buildings from throughout the St. Louis area were relocated. Each unique structure supports differing attractions with the Kimmswick Historical Society’s The Cabin and the Burgess-Howe House Museums. Jefferson Port Authority’s The Old House currently housing the Delta Queen Port of Call restaurant, the Barbagallo House being renovated as the Delta Queen Museum, and the Winery. The Old House, once a historic carriage stop, has hosted General Ulysses S Grant, General Robert E Lee, and nationally syndicated radio personality Paul Harvey. Founded in 1977, the Kimmswick Historical Society institutionalized Ross’s vision by expanding Kimmswick’s historical offerings beyond Kimmswick to support local, state and national culture through education, scientific study, protection, preservation, restoration and interpretation of significant sites and objects. Concurrently, Missouri State Parks bought the Mastodon State Historic Site, home to the Kimmswick Bone Bed archaeological area. Started in 1977, the Apple Butter Festival celebrated it’s 41st anniversary in 2018 attracting more than 100,000 visitors. Today this festival, along with the Strawberry Festival, generates 60 percent of Kimmswick’s City revenue. Ross constructed the Apple Butter Pavilion in 1982 on Market Street in Kimmswick’s center green space. In the mid-1980s, the steamboat returned. The General E. Lee docked on the Mississippi outside Kimmswick and offered a floating restaurant and regular live entertainment. The ship’s owner proposed making it a casino in the early 1990s, which resulted in a sharp cultural division between residents and the steamboat’s return to St. Louis. Though commerce, cultural activity, and industry increased, Kimmswick witnessed dramatic population shifts. Between 1970 to 2000, residency declined 65% from 268 to 94 residents. From 2000 to 2016, it grew 57% to 158. Today the community’s culture lives in tension supporting the quaint, quiet community reminiscent of the 1940s to 1970s and the Lucianna Gladney Ross’s resurgence beginning in the 1970s. With the 2018 planned arrival of the National Landmark Delta Queen paddle boat, Kimmswick continues to build on its history. Takeaways: 

Four periods define Kimmswick’s development history - Kimm Era, Post-Kimm Era, Post-War Decline, and Gladney Ross Era

- The Post-Kimm Era showcases a boom in culture and entertainment with the introduction of show boats and an amusement park
- Kimmswick erected the Windsor Harbor Bridge toward the end of the Post-Kimm Era
- The Post-War Decline witnessed waning in Kimmswick’s built structures, activities, and identity producing a quiet community
- The Gladney Ross Era continues today working to restore Kimmswick’s identity as a historic destination
- Today Kimmswick culture reflects two time periods Kimmswick as an active destination and a quiet community

Gladney Ross moved historic regional buildings to the city

Architecturally, Kimmswick’s fluid history incorporates different pre-modern styles

Kimmswick’s history links directly to local, regional, national, even international events

The Kimmswick Bone Bed is an internationally recognized important historic site

Kimmswick has multiple nationally registered landmarks and historic places

The Kimmswick Historical Society was founded in 1977 to educate and preserve Kimmswick’s history

Kimmswick marginally showcases its history story to the public

Kimmswick continues to attract national history as the Delta Queen steamboat plans to dock at the new port
People instinctively rely on their environs to navigate in and between places. Activity nodes, landmarks, gateways, edges and corridors define places, districts, and regional areas. Distinguishing characteristics of Kimmswick’s existing built environment were analyzed to understand what features may have guided visitors to their destination in three distinct settings – an average day with hundreds of visitors, a small to medium event with thousands of visitors, and a large event with tens of thousands of visitors. The following diagrams present a synopsis of Kimmswick’s defining features.

Historically, Kimmswick’s entry was the train depot located at the intersection of Market and Front street. People arrived in Kimmswick via the Mississippi River and the railroad. Today visitors travel an indirect route from Interstate 55, arriving at Kimmswick’s historic back door. Developing a stronger connection to Interstate 55 and establishing an understandable front door on the town’s western edge will enhance visitor experience. To re-establish Kimmswick’s historic back door. Developing a stronger connection to Interstate 55 and establishing an understandable front door on the town’s western edge will enhance visitor experience.

## Corridors/Edges

Corridors are linear paths connecting destinations. Function and character often categorize corridors. Kimmswick’s corridors can be divided into access, arterial and minor corridors. Highway K functions as the primary access road into Kimmswick. Market serves as the primary arterial for vehicles and pedestrian flow within Kimmswick. Elm, 2nd and Front streets serve as minor corridors moving vehicles and people to destinations off Market. During the Apple Butter Festival corridors could be divided into access, festival and shuttle corridors. Highway K, Montebello, and Windsor Harbor Road classify as access roads conveying vehicles and pedestrians to and from the festival. Active, congested festival corridors are retail and attraction roadways including Market, 2nd, 3rd, 5th, Beckett, and Elm. Moderate activity occurred on Mill and 4th while shuttles hampered festival activity on Front. The shuttle corridor of Front and Vine are designated specifically to the shuttle system. There is no direct path to Kimmswick’s Downtown.

Edges are boundaries distinguish one area from another. They can be real, ephemeral, or imaginary. They can be physical barriers like rivers and interstates or permeable such as a forest edge. Kimmswick’s edges include Rock Creek on the southern boundary, the railway on the eastern edge, and a more naturalized steep-sloped woodland area defines the west side. No perceivable northern edge exists as residential development to the north blends into the community. Rock Creek separates parking at Windsor High School from open field parking along Route K during large festivals. The slopes along 4th Street in Lucianna Gladney Ross Park are a barrier to activity and connectivity during festivals. At a human scale buildings and festival tents define the public realm.

## Gateways/Landmarks

Gateways are perceived transitions from one area to another. They can be recognized as literal passage gates, an abrupt change in building character, an elevation change or the signed edge of a district or neighborhood. Typically, Route K serves as the primary recognizable entry to Kimmswick. The rural character along Route K changes to a small-town character upon arriving at the intersection of Beckett and 5th. Windsor Harbor Bridge and the modern vehicular bridge constitute secondary gateways to Kimmswick. Three entries to the Apple Butter Festival signify three distinct gateway experiences. Route K continues to function as an entry with surroundings changing abruptly as the roadway raises to enter Kimmswick and vending booths line Beckett. Barricades on the south leg of the intersection of Vine and Montebello allow pedestrians arriving on shuttles to pass while blocking vehicular traffic into the festival. The Windsor Harbor Bridge over Rock Creek provides a scenic pedestrian transition into the south side of Kimmswick. The railway underpass functions as a secondary gateway. There were few minor gateway transitions after entering the festival area.

Landmarks are popularly recognizable natural or built features which may or may not be activity nodes themselves. The team and visitors identified the Christmas House, City Hall, Blue Owl Restaurant, Windsor Harbor Bridge, the Mississippi River, and the log and mortar buildings Delta Queen Port of Call, Burgess-How House, and Barbagallo House as consistent recognizable landmarks at all times. Landmarks are located throughout the community with a higher density around the central green space and along Elm.
TAKEAWAYS

• Kimmswick’s original “front door” faced the Mississippi River and railway; Currently, Route K accesses the city’s historic “back door”
• Route K is Kimmswick’s primary access corridor, Windsor Harbor Road is secondary
• Edges like Rock Creek, the railway, naturalized woodland buffers and development patterns funnel access to the two primary entries
• Historic structure and well-known businesses act as primary landmarks
• The Beckett and 4th intersection confuses new visitors wondering which direction will lead to events and destinations
• Landmarks are distributed throughout Downtown
• Gateways are not well defined
• Transition in built environment or festival activity function as gateways to Kimmswick
• Market Street and connected ancillary spaces host most activity nodes
• During events, tents, dumpsters, vehicles, and crowd

Activity nodes are centers where people congregate and may include plazas, event spaces, or attractions. During common days, the Dough Depot patio and Blue Owl generate peaks of activity most noticeably during lunch hours. During the small to medium event, these locations still remain activity centers with the addition of street activities and entertainment on Market Street at the intersections of 2nd and Front streets. During the large event the team recognized the activity nodes - Blue Owl entry and tabled area on 2nd Street, the Historic Society’s Apple Butter Pavilion, and the Food Court south of City Hall - as unique activity generators within Kimmswick’s Downtown. Shuttles during the large event deterred commercial and festival activity on Front Street. Kimmswick’s activity radiates around Market Street.

Wayfinding helps direct people from place to place. Upon arrival at the intersection of Beckett and 4th, visitors unfamiliar with Kimmswick hesitate trying to understand which direction to turn. Billboards at the intersection point left while the main activity corridor, Market Street, is right. Pedestrian wayfinding signage is installed low for legibility but can be easily blocked by vehicles or other taller elements. Festival coordinators rely heavily on the Palaroo app to help people find specific vendors, destinations, parking, entertainment and more. The app is promoted on the event website and via yard signs. Festival wayfinding in many places including the festival entry points and key locations like the intersection of Beckett and 4th was absent. Signs indicating shuttle stops were small and hard to perceive. Dumpsters, vendor tents or festival atteners often blocked existing wayfinding signage as it was too close to the ground.
**BUILT ENVIRONMENT PROPORTION**

Places consist primarily of vertical and horizontal elements. The relationship between vertical and horizontal scales define spatial settings. Recognized guidance height-to-width ratio for primary corridors ranges from a maximum spacing of 1 high by 3 wide (1:3) to a minimum 2 high by 3 wide (2:3); tighter ratios provide stronger definition. Vertical elements create the strongest definition of spaces. Buildings provide solid edges. Trees can provide a canopy enveloping the pedestrian realm creating a comfortable environment and the notion of protection. Benches, fences, lighting, bollards, signage and other elements can further develop street setting.

The following diagrams illustrate Market from 4th Street to Front Street. Understanding the spatial make-up will help develop solutions and guidance relating to the historic setting to further accentuate Kimmswick’s sense of place.

**TAKEAWAYS**

- The Market corridor has inconsistent built environment proportions losing a sense of place at points
- Market from Front to 2nd Streets is a well defined corridor
- Blue Owl parking on Market between 2nd to 3rd Streets reduces definition on Market
- One-story buildings and undeveloped parcels create a wide open space at the central green space
- The Meyer Building at 4th and Market Streets anchors the end of the corridor creating a sense of entry from the west

**MARKET & 4th STREET: Differing scale on north and south**

- This section opens to the central green space to the north. One-story buildings front Market to the south along with an open lot. With limited vertical elements on the north this portion is the least developed space along the corridor.

**MARKET BETWEEN 3rd & 4th STREETS LOOKING EAST**

- This location is the narrowest portion of the corridor. One-story buildings to the north encroach on the roadway reducing the pedestrian realm. The section’s narrowness helps support an active node; however, it forces more vehicular and pedestrian mingling.

**MARKET EAST OF 3rd STREET LOOKING EAST**

- This location widens slightly and building heights reduce by half. The road width and building setbacks retain the rural-urban setting; however, the openness to the sky generates a less defined outdoor room.

**MARKET WEST OF 2nd STREET LOOKING EAST**

- This location widens slightly more. Trees define the southern edge, and, with the parking lot behind them, no built elements reinforce the street space. The two-story building on the north helps define the public realm as the southern border softens.

**MARKET EAST OF 2nd STREET LOOKING EAST**

- This location has a street to building ratio creating a distinct outdoor room. As the historic gateway to the community, the buildings act as a passage way. The scale is human and comfortable. Multiple story buildings develop a rural-urban setting.

**MARKET NEAR FRONT STREET LOOKING EAST**

- This location opens to the central green space to the north. Buildings on one side of the street create a strong sense of entry from the west.

**MARKET NEAR 4th STREET LOOKING EAST**

- This location widens slightly more. Trees define the southern edge, and, with the parking lot behind them, no built elements reinforce the street space. The two-story building on the north helps define the public realm as the southern border softens.
Photo: Once the “front door” to Kimmswick. Three-story buildings at Market and Front develop a well defined public realm.
INFRASTRUCTURE

Kimmswick's historic setting, flood hazards, diverse program demands, and limited capital funds weigh heavily on the community's infrastructure. Infrastructure observations and analysis focus on these key areas:

- Vehicular traveled ways and typical roadway cross sections
- Street signage and pavement markings
- Topography
- Pedestrian access routes (PAR) and ADA access
- Public utilities, including street lighting.
- Public realm drainage conditions
- Amenities

Traveled Ways

The main access road to Kimmswick is Missouri Highway K, which intersects US Route 67/61 approximately ½ mile east of Interstate 55 (mile marker 186). This stretch of highway, outside the city limits, is a two-lane, two-way road that includes a modern bridge structure. The traveled way is approximately 24’ wide and includes Rpart shoulders approximately 7’ wide on both sides of roadway. The asphalt roadway surface is in generally good condition. A secondary access road into Kimmswick is located in the southeast portion of the city, crossing Rock Creek on a modern roadway bridge adjacent to the pedestrian-only Windsor Harbor Bridge. Its traveled way is approximately 22’ wide, and there are paved shoulders approximately 2’ wide on both sides of roadway. It should be noted that both of these primary access roads can become impassible during flooding events. The only access in and out of the City becomes impassible during flooding events.

Approaching Kimmswick from the west on Highway K, the roadway crests at the intersection of 5th Street, with the general topography of the City rolling downward to the east towards the Mississippi River. After an initial drop in elevation of approximately 15 feet from 5th Street to 4th Street, the terrain flattens out and is quite flat from 3rd Street to the railroad embankment just east of Front Street. North to South, the City’s drainage is divided roughly along Oak Street, with runoff concentrating in two main outlet locations in the city. Drainage conditions are addressed in detail later in this chapter in Natural Environment.

The streets of Kimmswick comprise a total of approximately 10,000 linear feet, just under 2 miles, of paved roadway. The typical section throughout Kimmswick is flush, without curbing and mainly without formal sidewalk pavement and with an only slightly crowned traveled way pavement. This is common in small, rural communities. Street sections are primarily asphalt pavement, with the traveled way varying in width from 22’ to 32’. Streets are generally in fair to good condition, both for the roadway pavement and the gravel shoulder areas. Some streets have a gravel shoulder that functions as the pedestrian access route (PAR). Other streets do not have this shoulder, mostly north of 4th Street, with the general topography of the City rolling downward to the east towards the Mississippi River. After an initial drop in elevation of approximately 15 feet from 5th Street to 4th Street, the terrain flattens out and is quite flat from 3rd Street to the railroad embankment just east of Front Street. North to South, the City’s drainage is divided roughly along Oak Street, with runoff concentrating in two main outlet locations in the city. Drainage conditions are addressed in detail later in this chapter in Natural Environment.

Kimmswick’s postored speed limit is 20 miles per hour. Given the City’s destination appeal for shopping and festivals, lowering the speed limit to an odd number such as 12 miles per hour would provide a more pedestrian-friendly environment and ‘calm’ traffic throughout town. The lower speed limit would also complement the small turn radii at street intersections. Existing radii at intersections are small, sometimes not present, with little room to enlarge these radii. The slower speed limit would add a level of safety, contributing to slower, more calculated turning movements. As there are only a few speed limits signs in the City, additional speed limit signage is recommended.

Most of city pavement slopes are ADA compliant, or could easily be made compliant. Some businesses are not ADA compliant at present. Many have steps at the entrance doors, while others have basically flush entries, but with thresholds to negotiate, and some businesses have ramps at the entrance. Key items to address in bringing businesses into ADA compliance include the removal of barriers (as defined in ADA guidance), providing accessible parking stalls, and providing accessible entrances. However, ADA guidelines include exceptions for facilities built before 1993.

Due to the limited amount of curbed roadway sections, there are almost no ADA curb ramps present in the City. While curb ramps are therefore not needed to provide access to sidewalks and shoulders, the absence of detectable warnings is an issue that makes street crossings more problematic for visually impaired users. Also, the flush roadway and undefined edge further impact visually impaired users.

Consistent pedestrian routes in the form of paved sidewalks, with upgraded signage and pavement markings for consistent crossings, would provide better accommodations for all pedestrians, especially mobility and visually impaired users. Existing alleys, paved and unpaved, are located in the public right-of-way and can be utilized
retain flush pavement grades, particularly in the main business district. Given the variety of business fronts throughout Kimmswick, consistent roadway improvements would unify the roadway, reduce maintenance, and enhance historic appeal.

Utilities
A significant number of overhead utility power lines parallel Kimmswick’s roadways. Considering flooding frequency, retaining the overhead network could contribute to resiliency. Keeping the utility over flood levels allows for easy access in emergency situations and reduces the potential for underground water damage. Portions of the community could benefit from relocation of these lines or exploring underground options to increase character and reduce conflicts. However, utility relocation or burial is costly. There is also a slight historic nature to overhead utility poles communicating an upgraded but

Drainage
Storm inlets are sparse in general, and some areas of the city, such as the public green spaces, have shallow ditches leading to open culverts under streets. Some intersections would benefit from additional storm inlets, such as at the intersection of Mill and 2nd Streets. Siltation at that intersection indicates pooling water during storm events. Visual evidence indicates limited erosion occurring adjacent to the roadways. Some sections of roadway would clearly benefit from edge curbing primarily where storm inlets are placed, such as the intersection of Front and Vine Streets. The lack of roadway curbing at those locations limits the effectiveness of inlets and creates a roadside obstacle for vehicular traffic. One area where curbing has been added to enhance storm inlet effectiveness is the northwest quadrant of the Front and Mill Street intersection. Stormwater conditions discussed later in this chapter in Natural Environment.

Though large festival events are few in number, these events are integral to Kimmswick’s culture. Festival layouts should be considered in any public right of way design. Certain upgrades like vertical curbing could have benefits but would alter the nature of the large events. Streets are closed to vehicular traffic during large events. The addition of curbs would add tripping hazards and could hamper tent and festival set up. Therefore, while some curbing for stormwater inlets could provide a positive benefit, any improvement should
TAKEAWAYS

- Route K has 12-foot 40 mph travel lanes and 7-foot paved shoulders
- Windsor Harbor Road has 11-foot 25 mph travel lanes and 2-foot paved shoulders
- Kimmswick’s streets are in fair-good condition with a posted speed of 20 mph and widths between 19-33 feet
- County GIS indicates typical roadway right-of-ways are 45-foot wide
- Most pavement slopes within the public realm are ADA compliant
- Few streets have vertical curb and gutter requiring limited ADA ramps
- Front and Market Street intersection curb and gutter is non-compliant with ADA
- Roadways lack definition adversely impacting visually impaired
- Addition of vertical curbing would impact festival functions potentially creating trip hazards
- Overhead power poles parallel many streets
- Low pressure sodium street lights are only located at intersections not modern industrial aesthetic. There may be ways to creatively integrate these elements with a positive aesthetic effect.

There are a limited number of street light poles, and some areas of the City are quite dark after dusk. This can help promote a quiet evening setting with the opportunity to enjoy the night sky. The addition of pedestrian lighting would enhance security and safety and support Kimmswick businesses operating during evening hours. Existing street lights are low pressure sodium that emit an unnatural orange light with little light pollution cut-off and reflect a small color spectrum. Upgrading to dark sky LED fixtures would emit a greater color range in a more focused pattern, with better results from less light. This in tandem with dark sky pedestrian lighting could retain the rural night skyline yet provide a higher quality pedestrian experience.

Built in 2004, the Kimmswick waste water treatment plant is less than two decades old. Constructed to modern standards, the sanitary system serves Kimmswick sufficiently.

Amenities

The presence of amenities for pedestrians in the public right-of-way is limited and generally inconsistent. Planter boxes functioning as bases for wayfinding signage and a few street trees comprise the public realm’s limited landscaping. Utilizing landscaping and amenities would further define use, enhance the community’s character and identity, increase pedestrian comfort, improve safety, and support adjacent businesses.
Comfortable settings are attractive places to linger. The Center for Urban Forest Research’s 2007 study indicates that retail areas with trees attract more patrons who spend 9-12 percent more time and money while shopping. While there are many factors incorporated in retail development, providing clean, safe, comfortable places increases patronage. People attract people, and places designed to accommodate people support thriving activities.

Safety, particularly at night and when alone, will be the first factor deterring visitors. Lighting is one of the primary design elements contributing to a sense of security allowing people to comprehend their setting at vulnerable times of the day. Kimmswick’s current lighting is limited primarily to one street light at every intersection. The low pressure sodium lamps have a limited color spectrum and street lighting is naturally designed primarily for movement in the safe confines of a vehicle. Pedestrian lighting typically creates a space 2.5 times as bright. Pedestrian lights can be found in the central green space, away from any pedestrian path, and the Blue Owl parking lot; however, the spacing in both cases is inadequate to achieve acceptable pedestrian lighting levels. Should business past dusk become common, pedestrian lighting is recommended in areas with evening business hours.

Good maintenance and cleanliness support a visitor’s sense of security; therefore, trash receptacles are considered necessary to secure a retail area’s character. One trash receptacle per block on each side of the street in a retail area is a common guideline. Market supports this standard, but secondary retail corridors do not have receptacles. Waste collection is as important as providing receptacles. Providing receptacles in high pedestrian traffic areas is recommended, provided a public or private maintenance agreement is established.

The presence of people also contributes to visitor safety. Street furnishings and shade help develop street life. Kimmswick’s public realm and associated gathering spaces, such as patios on private property, are flush with a variety of seating. Forty seat benches and thirty-one tables with chairs have been identified, well above the street furnishing minimum standards. While seating is numerous, shade is in short supply. Sparse street trees leave 71-81 percent of what could be considered Market Street’s pedestrian realm in the sun. Front Street fairs considerably better with approximately fifty percent shade coverage. Considering Market claims half the street furnishings, increasing shade along the corridor should be considered.

While such elements of comfort may not be necessary elements of a streetscape, street furnishings, lighting, and trees strongly contribute to safety and enhance a community’s sense of place. These design elements can also establish Kimmswick’s identity and contribute to the historic character. Consistent materials and repetition are recommended for safety and identity.

### TAKEAWAYS
- Lighting is limited to one street light at each intersection
- Existing low pressure sodium street lighting emits a limited color spectrum
- Market and Front Streets have no public realm pedestrian scale lights
- Existing pedestrian lighting is widely spaced producing insufficient coverage and doesn’t light utilized pedestrian paths
- Market Street has sufficient trash receptacles; secondary commercial corridors do not have sufficient trash receptacles
- Existing trash receptacles do not match Kimmswick’s historic aesthetic
- The public realm and associated gathering spaces provide numerous seating opportunities
- Amenities in the public realm are inconsistent in character
- Market Street pedestrian realm has only 19-29 percent shade covering the pedestrian realm
- Front Street has approximately 50 percent shade covering the pedestrian realm
- Increasing shade along Market Street would enhance visitor experience
Within Kimmswick there are several transportation modes utilized: automobiles, recreational vehicles, neighborhood electric vehicles, bicycles and walking. These modes negotiate within the same roadway realm. As the riverfront develops and destinations expand, there will be increased opportunity for active transportation within Kimmswick, as well as getting to Kimmswick, which in turn increases residential livability, connectivity, safety, and access. It is critical to define the level of comfort present in the study area. This analysis provides the foundation for direction and recommendations by establishing a baseline for measuring implementation success.

Kimmswick has very few sidewalks with streets serving vehicles and pedestrians. Present undersized sidewalks, 2 to 2.5 feet wide in some locations, do not connect to a broader network. Most local school properties provide sidewalks along roadways. No pedestrian facilities exist connecting the high school or elementary school properties to local or regional neighborhoods. Rock Creek and Highway 61/67 are major barriers to pedestrian and bicycle activity. The Windsor Harbor Bridge provides a historic active transportation connection from Kimmswick to the Anheuser Estate across Rock Creek.
Highway 61/67 is designated as part of the national Mississippi River Trail (MRT), yet it does not accommodate national, statewide, regional, or local travel. The roadway section includes four twelve-foot wide travel lanes with a posted speed of 40 mph and varying shoulders from two to seven feet wide. The speed and shoulder inconsistency are uncomfortable for most cyclists and unsafe for pedestrians. No other roads connected to the study area have bicycle facilities.

Using the Bicycle Level of Traffic Stress (BLTS) methodology established by the Mineta Transportation Institute’s (MTI), analysis of bicycle traffic stress on roads in and around Kimmswick was completed. The analysis combines individual roadway characteristics, like the presence of dedicated bicycle facilities, number of travel lanes, presence of parking, and posted speed limit, to assign a level of traffic stress to each roadway segment.

At its core, the BLTS scoring decreases in comfort (1 for highest comfort level) as the number of lanes, posted speed limit, and traffic volumes increase. For example, traffic volumes reduce comfort more where bicyclists share the road with motorized vehicles.

Streets within Kimmswick support an environment comfortable for all ages. Though travel speeds on Windsor Harbor Road and Montebello are slow, minimal shoulders and limited view sheds make riding within the travel lanes uncomfortable only for seasoned cyclists. Though Route K has generous shoulders, travel speed reduces its score to LTS 3. Discussed earlier, travel lanes, travel speeds, and inconsistent shoulders create an inhospitable environment on the MRT Highway 61/67. Imperial Main Street is also a highest stress street based on higher traffic volumes and lack of facilities. River Street was analyzed as an alternate route from Imperial into Kimmswick and scored an LTS 2.

Strong active transportation networks encourage greater use when the system connects destinations in support of safety, access, recreation, and intensity of use. Kimmswick is ideally located to leverage local schools, parks and open space, riparian corridors, and historic destinations to support a highly engaging system with multiple funding opportunities. The best networks span across governmental boundaries.

The Union Pacific (UP) rail line runs north/south parallel to Front Street and limits access to the Mississippi River. Two passenger trains, 5-10 freight trains, and sometimes overflow traffic from UP Chester Subdivision travel through town daily. The speed limit through Kimmswick is 55 mph for passenger trains and 50 mph for freight. Four crossings link Kimmswick to the other side - an at-grade crossing to the sewer plant, an underpass at Mississippi Street, an underpass on the south side of Rock Creek, and an at-grade crossing at the south end of the Anheuser property off Windsor Harbor Road. Both at-grade crossing lack a signal, gate, or train warning devices. The Mississippi Street underpass has limited vehicle clearance, and the roads are narrow with limited room for simultaneous vehicle and pedestrian or bicycle use. Mississippi Street is the primary existing access point for the proposed port, dock and riverfront development. The fact that the Mississippi Street underpass is susceptible to flooding, is a significant issue to address with regard to maintaining connectivity during floods. During these flooding events, there would not be access to the riverfront via the current infrastructure.

The Port Authority has planned an at-grade crossing at Market Street for pedestrian, bicycles, and vehicles. UP has a well-defined process for developing new crossings which includes removing three existing for each new crossing. Eliminating the underpass crossings will not count as an overall crossing removal. They work closely with MODOT to determine the appropriate safety features. The Port Authority has proposed installing fencing on both sides of the tracks to prevent pedestrian crossings at other locations. Grade-separated crossings are highly preferred over at-grade crossings for safety advantages. The City of Kimmswick and the Jefferson County Port Authority will need to maintain a relationship with UP officials and facilitate regular communication regarding the condition of the UP overpass structures. The number of projected and actual visitors traversing any crossing should be coordinated. Providing an overpass above UP tracks would require 22-feet of clearance.

Due to the elevated nature of the rail line, it acts as a natural levee, but also traps water within the interior watershed. There is a low area in the northern part of the City that drains through an underpass. However, to prevent flooding from the Mississippi during the extreme flood events, the City blocked off part of the underpass, allowing only a restricted path for stormwater to discharge east to the Mississippi River. Therefore, there are times during major flooding events when pumping is required to discharge storm water from within the interior drainage basin. This requires a discharge hose to be placed across the tracks. Although the hose is placed beneath the rails between the ties, UP takes issue with that arrangement, likely due to the potential to cause derailment.

**TAKEAWAYS**

- **Kimmswick** is ideally located to leverage local schools, parks and open space, riparian corridors and historic destinations to support a highly engaging active transportation system
- **Kimmswick Downtown** supports few sidewalks
- Highway 61/67 is designated the Mississippi River Trail though the roadway’s design creates a hostile environment for bicycles
- Locals schools are not connected to a broader bicycle and pedestrian network
- Rock Creek and Highway 61/67 are major barriers to bicycle and pedestrian activity

**RAILWAY CORRIDOR**

**TAKEAWAYS**

- Kimmswick has four railway crossings - two at-grade and two underpasses
- The Port Authority plan proposes an at-grade Market Street crossing
- UP requires removing 3 existing crossings for each new crossing
- MODOT determines appropriate safety features for at-grade crossings
- The Port Authority has proposed fencing to focus crossing at approved locations
- Eliminating the railway underpasses will not count toward mitigating the Market Street crossing
- UP does not approve of running stormwater pump hoses under rails
- UP would like to remove the north outlet from beneath the tracks
Kimmswick’s relationship with the Mississippi River and Rock Creek reflect primarily passive and defensive connections. Presently, little waterfront infrastructure and few amenities exist.

These two waterways’ character differ sharply. The expansive Mississippi River inhabits a floodplain with more gradual accessible slopes. Its muddy waters pass Kimmswick on a gradual arch regularly carrying industrial vessels. Rock Creek carved a channel at the foot of steep bluffs, exposing rock outcroppings and ledges. The rock bottom produces a much clearer waterway, carrying industrial vessels. Rock Creek’s south side lead vehicles, pedestrians, and bicyclists to informal gathering/fishing areas on the Mississippi. Stakeholder interviews revealed the green space between the railway and Mississippi is a coveted natural recreation area where Kimmswick’s residents ride four-wheelers, fish in the slough, and even hunt.

Flooding regularly threatens Kimmswick. The original street grid for Kimmswick begins 1,200 feet west of the Mississippi River with Front Street paralleling the river. The railway acts as a levee, and the town has constructed a temporary levee from the railway meandering west along Rock Creek. The railway acts as a visual and physical barrier to the waterfront hiding the riverfront. Kimmswick has four railway crossings discussed earlier. Development along Mill Street faces away from Rock Creek. These buildings and the temporary levee obscure Rock Creek’s waterfront and the bluffs on the other side.

No wayfinding provides directions to the riverfront, nor do any official parks, trails, or additional amenities exist. Jefferson County Port Authority has plans to develop the green space between the railway and Mississippi River including an at-grade roadway crossing at the end of Market Street, a bank landing designated for the Delta Queen riverboat, moorings, parking, a civic amphitheater near Rock Creek, fishing access to the slough, and riparian boardwalks. The plan proposes moving the Windsor Harbor Bridge 500 feet closer to the Mississippi to link the development directly to the Anheuser Estate as an amphitheater entrance. Because the Anheuser Estate hosts private seasonal events nearly every weekend, the Estate is considering park development on the north end open to public access during private events on the south end.

Jefferson County Port Authority revealed a riverfront redevelopment plan in the fall of 2017 to support the arrival of the Delta Queen. The Port presently has $985,000 for the initial development phase. The River Connectivity Map (page 19) represents Jefferson County Port Authority planning and interviews with Anheuser Estate representatives.
Operational examination considers Kimmswick’s management, policies, organizations, traffic, parking, and event management and logistics seeking to understand the functional relationships of the City’s culture impacting infrastructure. This section analyzes the built and natural environments from an operations, policy and programming perspective. Information was primarily acquired through stakeholder interviews, event observation, and official records.

CITY MANAGEMENT STRUCTURE

Kimmswick city management centers around the relationship between the Board of Alderman performing primarily legislative duties and the mayor working with the Alderman as the City’s executive manager. Kimmswick has two wards with two Alderman each, comprising the Board of Alderman. Third Street divides the wards with Ward 1 to the west and Ward 2 to the east. The mayor acts as a tie-breaker for the Board of Alderman functioning in an executive role responsible for managing the City’s affairs with support from the City Treasurer/Clerk and Director of Public Works, the only two paid employees. The mayor must bring major decisions (i.e. hiring employees) before the Board for approval.

Currently, there are no zoning, ordinances, or comprehensive plan, and policy decisions are brought before the board for comment and vote. To address this deficiency, the Board of Alderman and mayor have enacted a planning commission tasked with developing the community’s first comprehensive plan, drafting zoning policy, and updating ordinances in alignment with state and federal codes.

Kimmswick operates like a “household” in that money is only spent if money is in the bank. Without a comprehensive plan and consistent policy, borrowing money or bonding is difficult. Revenue hovers around $200,000 annually from three revenue streams – an enterprise fund, a one percent retail tax, and a road fund garnered from Jefferson County fuel taxes. The enterprise fund, approximately 60 percent of annual revenue, comprises profits from volunteer managed festivals and other events. Retail taxes make up approximately 27 percent of Kimmswick’s revenue with the road fund standing at approximately 13 percent.
Including reserves, Kimmswick has approximately $325,000 on the books. Jefferson County holds a road escrow tax that the community seldom uses, typically for major infrastructure projects. Funds become available upon request to the County. The community must solicit bids, select a contractor, and seek approval. Then Kimmswick fronts the full bill turning in receipts for 100 percent reimbursement when the job is complete. The current escrow balance is approximately $137,000.

The board is responsible for policy and emergency planning. Flooding preoccupies the emergency management defending against five floods in the last five years. Floods take a considerable toll on Kimmswick’s budget, costing approximately $100,000 or more to protect the town during each event. FEMA reimburses 75 percent of the costs for donations, infrastructure, and damages. These funds are only reimbursed after temporary levees are demolished and the appropriate paperwork is filed. It can take upwards of one and a half years to receive reimbursements placing a substantial financial burden on the community. SEMA promises reimbursement of 10 percent of federal compensation, but Kimmswick has not been compensated by SEMA for any flood events to-date.

Port Authority development will substantially increase Kimmswick’s revenue should the Delta Queen receive federal exemption for overnight cruising. Kimmswick passed a petition for a 3 percent tax on all museum profits. The Delta Queen is considered a floating museum. The community will also garner income from the $1.30 per foot landing fee for vessels not claiming Kimmswick as their port of call. The resulting revenue has not been estimated or included in current revenue projections.

Capital improvement projects occur as necessary. Kimmswick is currently operating on a policy that no major above-ground infrastructure improvements will occur until stormwater infrastructure is complete. The current financial model is highly vulnerable and unsustainable.
establish a consistent budget. This will allow Kimmswick to address flooding with a more permanent solution, and subsequently focus on other improvements.

Anheuser Estate
Kimmswick maintains the Anheuser Estate, the ancestral home of Fred and Mabel Ruth Anheuser, also known as Fredmar Farms. Fred and Mabel Ruth took ownership of the 23 acre estate in the 1940’s from Fred’s father, W. Fred Anheuser, who was the founder of E. Anheuser Brewing Company, later Anheuser-Busch Brewing Company.

When Fred passed, Mabel Ruth and her heirs donated this riverfront estate to the City of Kimmswick to address flooding with a more permanent solution, and subsequently focus on other improvements.

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The grounds feature a landmark tree and several outdoor arenas occupied by the riding horses still stabled at Fredmar Farms in memory of Mabel Ruth, an accomplished equestrian. Ride On St. Louis, a comprehensive therapy, conditioning, and learning non-profit organization, leases the equestrian facilities to serve adults and children with disabilities. The organization is outgrowing the space and considering moving to other facilities.

Private weddings and events have become regular weekend affairs during the warmer seasons, restricting public access to the estate. Wedding parties often stay in nearby Arnold. Operating these events taxes the capacity of the part-time management structure.

The Estate is evaluating opportunities to increase visitorship and revenues. Current marketing relies heavily on word of mouth and Facebook. Located outside Kimmswick proper, no wave finding identifies the Estate and visitors often don’t find it. Corporate executive meetings are being considered, though space is limited for larger corporate meetings and events.

Department of Public Works
Kimmswick’s Department of Public Works (DPW) consists of one person who oversees all public buildings, roads and infrastructure, parks and open space, and tends the Anheuser Estate. The City contracts all major projects moving forward as funds become available. The Board of Aldermen must approve projects over $500 and most projects over $5,000 go out to bid. DPW moves properties. Trash and snow removal are contracted expenditures.

Flooding and stormwater management are of highest importance. Above-ground improvements will not be considered until stormwater problems have been addressed. The outlet under the railway on the north end of town is of greatest concern. Stormwater from developments north of Kimmswick flows down Vine Street and collects at two 15 inch corrugated plastic pipes. Plans have been prepared for installing underground pipe along Vine Street to convey water to the railway; however, upgrades to the outlet under the railway weren’t addressed. These outlet pipes are undersized and litter and debris clog them easily, creating ponding that could flood some residences. The Director of Public Works has had to manually clear the outlets in three to four feet of water and was once nearly pulled under by the outlet’s vortex. Additionally, the north outlet needs a flood gate for emergency management.

Sidewalks and pedestrian lighting are the highest above-ground priority after stormwater concerns are addressed. Kimmswick is considering succession planning for the current Director of Public Works, who plans to retire.

Emergency Management
The Director of Public Works supports the Emergency Management Director. Flooding activates the entire community, and volunteers, including inmates, maintain pumps around the clock. Kimmswick builds an eight-foot temporary levee for each flood, which can take upwards of a month to remove. The City continues to work with the Corps of Engineers to develop a ten-foot wall solution, but current options cost more than the community can afford. FEMA sets aside mitigation funding for 50/50 matching grants. Kimmswick hopes to leverage its historical landmarks for additional funding.

One alderman holds most emergency management institutional knowledge and experience. A manual does not exist to guide others in the future.

Police
Kimmswick supports a part-time police department consisting of nine officers, mostly handling traffic incidents. Jefferson County handles calls when no officers are on duty. The police department also supports bigger festivals, including the Apple Butter Festival, Strawberry Festival, and Witches Night Out, and contracts additional help when necessary. The Chief and a veteran crew of fifteen commissioned officers handle the Apple Butter Festival. Increases in City events and programming would impact the police department. Programming for non-city events would need to include hiring security sub-contractors.
**Takeaways**

- Kimmswick has limited borrowing ability
- Kimmswick doesn’t have zoning or ordinances in place to guide development
- Festivals generate 60% of Kimmswick’s revenue
- Volunteers are the City’s main work force and primary revenue generators
- Flooding severely burdens City finances
- Investment in above-ground improvements will not occur until completing stormwater infrastructure
- Sidewalks and pedestrian lighting are City’s top above-ground priority.
- The Anheuser Estate is under-utilized and not a well-known asset
- Weekend private events stretch the Estate’s part-time management capacity
- The Anheuser Estate is considering developing a park on the north end for public access during private events
- Minimum 20-foot aisles are required for events
- Development heights cannot exceed 75-foot ladder truck requirements

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**Fire Safety**

The Rock Community Fire Protection District addresses fires and provides building inspections and permits for plumbing, electrical, and foundations in accordance with the 2015 International Building Code. Since taking over inspections in 2003, fires have reduced 60 percent. The community has a consistent fire hydrant pressure around 100 psi. Kimmswick’s narrow roadways concern the department though the existing facilities are functional. Access to Kimmswick is another concern, particularly during flooding.

The district supports festivals by helping with emergency planning. A minimum 20-foot aisle is required on all streets. During events, Route K hosts a command post at the end of vehicular traffic; a fire truck is stationed near 3rd and Elm Streets, and fire fighters host a cooling station and educational booth.

Waterborne firefighting operations are planned when the fire district acquires a decommissioned coast guard boat. Docking at Kimmswick’s port would be ideal along with the inclusion of a water supply standpipe to fight fires at the docks. The timing of the boat acquisition is not precisely known at present.

Development can not extend beyond the reach of the District’s 75-foot ladder truck should an observation tower be erected, though access to a 100-foot ladder truck is available in Mehlville and Festus. The district hopes to acquire one within the next 3-6 years.

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The Mississippi River provides a spectacular backdrop for events on the Anheuser Estate. It features approximately 1,500 feet along the Mississippi and over 900 feet of waterfront along Rock Creek.
ORGANIZATIONAL RELATIONSHIPS

The Kimmswick Merchants Association (KMA), non-affiliated businesses and Kimmswick Historical Society function within Kimmswick with different relationships with the City and its residents.

Kimmswick Business Community

Kimmswick supports 45 distinct businesses within the community, including four restaurants, two bed and breakfasts, a motorcycle shop, a photographer, HVAC repair, a day care, and numerous novelty and gift shops. Businesses pay a one percent tax to the City of Kimmswick, which accounts for 27 percent of the City’s annual revenue.

Most businesses open between 10am - 11am and close at 5pm. Interviews state some opening times can be inconsistent. The Delta Queen Port of Call restaurant stays open Thursday through Saturday until 8pm and Smokey Robinson’s Cajun Smokehouse remains open to 8pm Tuesday through Thursday, 10pm Friday and Saturday, and 9pm Sunday. Owners, visitors, and residents have expressed a desire for later hours. Stakeholder interviews revealed two reasons for early closure - closing early supports a quiet, quaint Kimmswick, and the lack of pedestrian lighting is unsafe for clientele, particularly elderly. Many shops close during winter months.

KMA represents the majority of business establishments and runs the Visitor Center located on Market Street across from the central green. The KMA hosts multiple events including the Cookie Walk and Witches Night Out. Witches Night Out is the only event charging an admittance fee of $25 for a one night party hosting 4,000 women dressed as witches. The event raises $100,000 in ticket sales alone. Ticket sales open in July and sell out in two weeks. Tickets cap at 4,000 to keep the event within the commercial area, though residents report witches roaming throughout town. Proceeds support multiple charities, including the Visitor Center, and provide marketing funds for the KMA. In 2017 one dollar per ticket went to the City.

Business owners expressed that visitors like the quaint feel and slow pace. Owners would appreciate public restrooms, a pedestrian friendly environment, and more parking. A clean, continuous sidewalk space, ADA accommodations, seating, lighting, signage, and fewer puddles would constitute a pedestrian-friendly environment. Owners expressed that parking is a daily problem, noting some visitors leave due to parking shortages. Bus parking also needs to be addressed. Some owners proposed a shuttle service from remote lots east and west of Kimmswick.

The business community conceded Kimmswick is not known to everyone in the region. Factors that could increase Kimmwick’s recognition include broader advertising, community promotion, greater utilization and promotion of the Anheuser Estate, increased visitation and hours for the history museum, and more places to stay over night. Once, the Blue Owl was the only restaurant destination in Kimmswick. The addition of three restaurants broadens dining choices and increases dining hours.

Friction has existed between the business community and residents. Visitor parking and events intrude on residents’ sense of quiet, quaint community. Closing at 4pm limits opportunities for residents to visit shops and few shops cater to residents’ daily needs. Additionally, few business owners reside in Kimmswick, reducing familiarity between residents and owners. As the quaint, quiet atmosphere is attractive to residents and businesses, owners expressed a concern to stay within a relational comfort zone. Late night drinking establishments and loud music have created problems in the past. Owners also noted some properties rough appearances reflect poorly on their businesses.

Flooding and the City’s finances concern business owners. Implementation of improvement also alarms owners, who fear disruption in business could be detrimental for a long time after construction is completed. January, February, and March would be the best times for construction. Most members are older non-residents with ties to Kimmswick or a passion for history. The museum is filled with images and memorabilia related specifically to Kimmswick most donated by relatives of former residents or business owners. Admittedly, many current residents and business owners have not visited the museum. Kimmswick’s story and history are not well promoted to visitors either.

KHS owns and operates many of Kimmswick’s historic structures including Kimmswick History Museum, the Apple Butter Pavilion, Burgess-Howe House, The Little Cabin, and the Windsor Harbor Bridge. Many members would like to see the KHS help host the Apple Butter Festival. Twenty-five volunteers peel apples and man the apple butter vats in the Historic Society’s Pavilion, churning the butter over open flames for the festival’s duration. In 2017, the Society sold over 306 gallons of apple butter with proceeds going to support the KHS’s operation.

Historical Society

Established in 1977, the Kimmswick Historical Society (KHS) was founded during the period Ms. Gladney Ross embarked on her Kimmswick restoration vision. The Society’s mission includes education and scientific study, protection, preservation, restoration and interpretation of sites and objects significant to Kimmswick’s local, state and national culture. They run the Kimmswick History Museum open free of admission Saturdays and Sundays March through December from 1pm - 4pm, though donations are welcome. The museum is located away from most visitor attractions at 3rd and Vine Streets. Visitors can purchase a walking tour guide for $5 and Life in Kimmswick by William Bradshaw for an additional $10. The Society also opens the Burgess-Howe House Sundays from Easter through December from 1pm- 4pm. Interviews state opening times can be inconsistent. Groups of ten or more can reserve tours for $3 per person. Members volunteer to run each of these offerings.

TAKEAWAYS

- The 1% sales tax provides 27% of the City’s revenue
- Businesses and business hours do not cater to residents
- Most business owners do not reside in Kimmswick
- Kimmswick’s quaint, quiet atmosphere is distinctly attractive to visitors
- Ticket sales from Witches Night Out equal nearly half the City’s operating budget
- Owners would like to see public restrooms, pedestrian friendly streets, and lighting
- Lack of lighting and ADA facilities pose safety concerns
- Flooding and City finances concern the business community
- Residents and businesses coexist within conflict zones
- Owners consider lodging and higher utilization of the Anheuser Estate benefits
- Kimmswick Historical Society operates limited hours on volunteer labor
- Most KHS members do not reside in Kimmswick
- Kimmswick History Museum is located out of the way of most local attractions
- Kimmswick’s history and story are not well known locally and not readily told to visitors
- KHS maintains many iconic, historic Kimmswick structures

Past and Present - Existing Conditions|25
Regional System
Kimmswick is located approximately 25 miles south of St. Louis straight down Interstate I-55. Kimmswick can be accessed via three interchanges at I-55 Richardson/Vogel Road, Imperial Main Street and Route M exits. The most direct access is Imperial Main Street as shown in Figure 1. Almost all Kimmswick visitors use the Imperial Main Street interchange. Getting off I-55 at this location when heading to Kimmswick involves a right turn off Imperial Main Street on Route 61/67 followed by a quick left turn on Highway K. Highway K is the main access into Downtown Kimmswick. Route K, Route 61/67, and I-55 are state routes operated by the Missouri Department of Transportation (MoDOT). Route 61/67 parallels the I-55 acting as an interstate incident bypass. MoDOT also operates and maintains some Intelligent Transportation Systems (ITS) equipment on their routes to help guide travelers and for incident management, discussed further below.

Jefferson County Public Works operates and maintains Imperial Main Street. There are signals controlling traffic at the Imperial Main Street interchange at I-55 and on Imperial Main at Route 61/67. Route 61/67 at Highway K is side-street stop controlled. ModOT ITS
The Missouri Department of Transportation (MoDOT) manages interstate and arterial traffic at its Traffic Management Center (TMC) located at the interchange Interstate 64 and Route 141 in Chesterfield, Missouri. From this location, a collection of roadside traffic sensors, closed-circuit television cameras (CCTV), dynamic message boards (DMS), and other equipment are monitored daily by TMC staff. This serves as a powerful tool for observing and ultimately relieving traffic congestion and improving safety. This St. Louis Traveler Information resource, or Gateway Guide program, provides information on traffic conditions on interstate highways in St. Louis City and County, as well as St. Charles, Jefferson and Franklin counties. There are CCTV and DMS features that provide travelers information regarding access and traffic conditions to Kimmswick.

Average Daily Traffic Volumes
Route 61/67 is a four-lane facility between Imperial Main Street and Windsor Harbor Road, with two lanes both north and southbound. 2016 Annual Average Daily Traffic (AADT) volumes on Route 61/67 at Highway K show 15,500 vehicles per day, with an even 50/50 split northbound and southbound. There are approximately 200 commercial trucks on Route 61/67 on the average day. There is ample capacity for vehicles on the roadway and at the intersections and access points in this section of roadway. During special events, this roadway can become congested with traffic turning towards Downtown Kimmswick.

Local Street Network & System
The local roadways that primarily serve and connect Kimmswick to the regional interstate network are Highway K to the west and Windsor Harbor Road to the south. Highway K is a two-lane roadway that serves as the main entrance into Downtown Kimmswick for most visitors. The 2015 AADT volumes on Highway K were 2,900 vehicles, providing ample capacity for accessing the City of Kimmswick. Highway
K has wide outside shoulders heading into town, but no formalized sidewalks or pedestrian facilities. Providing entry from the south, Windsor Harbor Road is a narrow, local road with one lane in each direction and limited pedestrian facilities. Traffic volumes for Windsor Harbor Road are estimated at less than 2,000 cars (though no counts have been done recently). Though both provide a clear connection into Downtown, neither Highway K nor Windsor Harbor Road have the character or facilities that foster a sense of arrival or entrance into Downtown Kimmswick.

Downtown Kimmswick has a great historic street grid, providing efficient circulation for the local shops and destinations both on normal days and during special events. The streets are all two-lane roadways, mostly narrow; however, none have centerlines, curbs, or pedestrian amenities. All the streets have daylighted drainage with the occasional open culvert, of which some areas near Market Street have portions of very narrow sidewalks. A couple locations on Vine Street, Front Street, and Market Street have had some drainage work (including new curbs and storm inlets) completed recently to better handle frequent rainfall and river flooding events. The street infrastructure throughout Downtown Kimmswick is modest and aligned with the humble, historic character of the area, though in many cases mis-aligned with the intended uses and opportunities for increased commercial and business activity in the area.

Within Downtown Kimmswick, Market Street is the major business and commercial street, considered the economic and entrepreneurial heart of the City. It serves as the center of the Apple Butter Festival and the major east-west walking connection between the western entry point on Highway K and the southern entry point at Windsor Harbor. Market Street has limited areas of on-street parking, most of which are unmarked and unpaved, blurring the lines between areas for cars and areas for pedestrians.

With respect to connections between Downtown Kimmswick and the proposed port development on the Mississippi Riverfront, the railroad almost completely disconnects the street network with exception of the winding underpass from Mill Street below the train trestle. This connection point is also subject to major flooding events and the required erection of temporary levee’s during flooding events, which – with increasing climate extremes – is having a major impact on the local economy and revenues due to impacts on local business, special events, tourism, and increased mitigation demand. Greater consideration should be given to stronger and more resilient, direct connections to increase connectivity between Downtown and the Riverfront.

Kimmswick’s street network is intact and interconnected serving the Downtown well; though, some issues do arise relative to the adjacent port, rail, and water infrastructure. Functionally classified roads include Highway K, Beckett Street, 4th Street from Beckett to Market Street, Market Street, Front Street from Market to Vine Street and Vine Street from Front to Broadway.

KIMMSWICK

REGIONAL TRANSPORTATION SYSTEM

- Interstate Highway
- State/Regional Highway
- Interstate Exchange

LOCAL TRANSPORTATION SYSTEM

- Interstate Highway
- State/Regional Highway
- Kimmswick

TAKEAWAYS

- Most interviewed motorists utilize the Exit 186 - Imperial Main Street on I-55 traveling to Kimmswick
- Access to Kimmswick from I-55 is indirect and poorly marked
- Four-lane Highway 61/67 parallels I-55 between one-quarter to one-half mile east
- Annual average daily traffic on Highway 61/67 at Route K indicates 15,500 traffic volume
- Two hundred commercial trucks utilize Highway 61/67 daily
- Annual average daily traffic on Route K indicates approximately 2,900 traffic volume
- Highway K has wide 7-foot shoulders with no formalized sidewalks or bike lanes
- Annual average daily traffic on Windsor Harbor Road estimates less than 2,000 traffic volume
- Windsor Harbor Road has narrow lanes and minimal paved shoulder
- Neither Route K or Windsor Harbor Road foster a sense of arrival
- Congestion on Imperial Main Street, Highway 61/67, and Route K backs traffic up on the Exit 186 off-ramp during large events
Parking in Downtown Kimmswick primarily occurs on street shoulders and formal or informal parking lots. Because this realm is not formalized, on-street parking often conflicts with pedestrian activity. Cars park haphazardly. With few signs limiting parking, cars parked near intersection impede sight distances and walking areas. Vehicles often block business loading zones and driveways even where protective signage is present. Higher parking density occurs on and around Market Street. The Blue Owl owns the private parking lot at Market and 2nd Streets, which is designated only for their patrons. With exception to special events, on-street and off-street parking appeared to be sufficient during regular and peak daily business hours.

Though currently sufficient, formalizing on-street parking would provide clarity and a sense of security for visitors. This definition would also create a distinct parking-protected pedestrian realm. With the arrival of the Delta Queen, the relationship between parking and pedestrian realm should support the goals of Kimmswick’s residents, commercial community, and Kimmswick’s numerous events in connecting the community to the riverfront.

Kimmswick hosts varying sizes of events. Small-medium event parking functions utilizes the regular daily patterns and facilities. However, local traffic within Kimmswick shuts down during the Apple Butter and Strawberry Festivals. The lack of definition and vertical changes, like curbs defining parking and pedestrian realms, benefits festival tent layout. The lack of formal designation and definition allows festival managers freedom when organizing events. Parking occurs in remote lots with visitors walking to town or riding a shuttle. Any public realm improvements should support these larger events, providing opportunities for better organization of events of any size.

**EXISTING PARKING**

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**TAKEAWAYS**

- On-street and Off-street parking appear sufficient for existing regular and peak daily business hours
- Delineating parking would secure availability and develop a protected pedestrian realm
- Signage, particularly at intersections, would improve safety and protect loading zones and accesses
- Small-medium size events function utilizing regular parking patterns
- Roadway improvements should consider large festival operations and layout
- Remote parking at the high school requires shuttle service with no direct pedestrian access to Downtown
Kimmswick hosts events ranging in size from a few thousand attendees to tens of thousands. Observation and analysis were conducted for a small to medium-scale event, the Kimmswick Christmas Cookie Walk, which attracts between 3,000-5,000 visitors over three days, and a large-scale event, the Apple Butter Festival, which attracts over 100,000 visitors over two days.

With over 40 years of experience, Kimmswick has learned many lessons and runs a festival primarily with volunteers in a highly professional manner. The Cookie Walk invites visitors to walk from business to business collecting a different cookie from each establishment. The recipes for each are assembled into a booklet and sold as the Kimmswick Christmas Cookie Cookbook. Visitors can also meet Santa and Mrs. Claus, ride on a horse drawn carriage, have their faces painted, listen to street performers, or simply sit next to a fire while enjoying Kimmswick's various shopping and dining establishments.

Over the past 41 years, the Apple Butter Festival has grown to be the largest event in Jefferson County. Kimmswick’s roadways shut down to only pedestrian and bicycle traffic. Police must manage traffic at the intersection of Highway 61-67 and Imperial Main Street to and from the event, directing visitors to remote parking areas around Kimmswick.

The contrasting scale and scope of these different events inhabit and impact the community in different ways. Kimmswick’s infrastructure must support this dramatic range of civic activity.

**Visitors**

Both events attract visitors with a wide age range and physical abilities. A number of disabled attenders enjoyed the events, including visitors on wheelchairs (motorized and non-motorized); with canes, strollers, and crutches; and visually impaired. Dogs as pets were prominent with attendees of the Apple Butter Festival.

Cookie Walk participants come more frequently to Kimmswick than Apple Butter Festival visitors. Cookie Walk visitors are a relatively older population, with over 60% of participants aged 55 and older. The vast majority were female, some with husbands or partners, but most in groups with other women. Young children were present; however, the visitor survey findings indicate children 18 and under and parent-aged adults from 35-54 were underrepresented.

Apple Butter Festival visitors are not regular visitors to Kimmswick, with the majority of survey takers indicating they visit once per year or less, or that this was their first visit to Kimmswick. There is a wide age range for Apple Butter Festival visitors with a nearly equal distribution of people within the 25-34, 34-44, 45-54, and 55-64 age ranges.

**Pedestrian Flow**

During the Cookie Walk, Kimmswick functions like most days with pedestrians assuming priority throughout town. Pedestrians take over Kimmswick during the Apple Butter Festival as vehicular traffic is restricted. Pedestrian facilities are inconsistent, undersized, not accessible or non-existent throughout Kimmswick, forcing pedestrians into the streets. Merchants recognized the need to creatively delineate pedestrian space for business access, visibility, merchandise, furnishings and comfort.

Specific to the Apple Butter Festival, parking on the north side of Windsor Harbor Bridge is not delineated, which creates an
Photo: Apple Butter Festival attenders enter Kimmswick at Becket (bottom center), following activity around 4th Street to Market Street.
indirect pedestrian path from the bridge to the festival. A number of people cross the railway between parking to the east and the festival on the west.

Traffic Patterns
Cookie Walk traffic operates similar to daily travel patterns with the exception of unfamiliar visitors. People unfamiliar to Kimmswick arriving via Route K have no clear guidance directing them where to go at the 4th street intersection. Low volume vehicular circulation poses limited traffic flow concerns. On-street parking occurs throughout Kimmswick with the exception of Vine Street. The corner of 4th and Market is a blind corner which typically does not have regular on-street parking, but parking during the event further decreases visibility.

Kimmswick closes to vehicular traffic at 8am for the Apple Butter Festival and reopens at 5pm. Vehicles of Kimmswick residents within the festival area are allowed entry via the Windsor Harbor Road bridge; however, very few travel in and out during the festival.

Police manage traffic flow from the Imperial Main Street and Highway 61/67 intersection onto Route K and Windsor Harbor Road. Vehicles arriving via Route K are ushered into fields for parking. Those leaving on Route K are directed to turn north onto River Street to access Imperial Main Street at Highway 61/67.

Apple Butter Festival shuttle service is a fleet of school buses. They run from Windsor High School following Windsor Harbor Road, north on Front Street, and west on Vine to Windsor Elementary School. Shuttles turn around in the school’s parking lot. The modern Mill Street bridge was reserved for buses and the occasional passenger vehicle. In preparation for the festival, the festival coordinators indicated the turn at Front Street and Vine Street was a pinch for the shuttle buses. Upon observation, the corner functioned sufficiently.

There are two shuttle stops within Kimmswick’s Downtown, the primary one at Vine and Montebello, the other at Mill and Front Streets. During the morning through lunch until approximately 1pm, passengers traveled to Kimmswick getting off at the stops. Lines at the shuttle stops began forming around 1pm extending more than one and a half blocks. People walk around the shuttles with little concern for safety. Shuttles and pedestrians conflict along Front Street between Mill Street and Market and at the intersection of Vine Street and Montebello. The scale and frequency of the buses made the vending and shops on Front Street unpleasant for lingering.

Spatial Use & Character
Kimmswick knows how to create distinct event atmospheres. Most activity occurred within roadway corridors - bustling with street entertainment for the Cookie Walk and lined with tents and shops during the Apple Butter Festival.

APPLE BUTTER FESTIVAL CORRIDOR ACTIVITY

<table>
<thead>
<tr>
<th>STREET NAME</th>
<th>APPROX. WIDTH</th>
<th>ACTIVITY</th>
<th>CORRIDOR TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd</td>
<td>14'-24'</td>
<td>Very active and congested</td>
<td>Secondary Festival</td>
</tr>
<tr>
<td>3rd</td>
<td>13'-17'</td>
<td>Very active and congested</td>
<td>Secondary Festival</td>
</tr>
<tr>
<td>4th</td>
<td>21'-27'</td>
<td>Moderate-Active pedestrian use and congestion. Primary connector route to Market and Elm, Pinched to 12' on north corner of Beckett</td>
<td>Secondary Festival</td>
</tr>
<tr>
<td>5th</td>
<td>21'-28'</td>
<td>Very active and congested</td>
<td>Primary Festival</td>
</tr>
<tr>
<td>Beckett</td>
<td>27'-Full width</td>
<td>Very active and congested</td>
<td>Primary Festival</td>
</tr>
<tr>
<td>Elm</td>
<td>16'-24'</td>
<td>Active and congested between 3rd and 4th. Moderate activity and congestion from 3rd toward Front Street</td>
<td>Primary Festival</td>
</tr>
<tr>
<td>Front</td>
<td>Full width</td>
<td>Shuttle route. Tempered to Moderate pedestrian activity</td>
<td>Shuttle</td>
</tr>
<tr>
<td>Market</td>
<td>18'-35'</td>
<td>Very active and congested</td>
<td>Primary Festival</td>
</tr>
<tr>
<td>Mill</td>
<td>Full width</td>
<td>Tempered activity with no congestion</td>
<td>Secondary Festival</td>
</tr>
</tbody>
</table>
roadway corridors and the engagement of tents and storefronts is diffused along the corridors. The entire span of the festival corridors was utilized for booths or pedestrian activity. Tents lined the primary and secondary festival corridors with dispersed gaps for shop access, dumpsters and ATMs.

Tents are 10’ x 10’ standard with some vendors occupying multiple spaces. As Kimmswick Christmas Cookie Walk showcased a festive Christmas decor with holiday bows on lanterns lining Route K, power poles ringed with ribbon topped with bows and candy canes, evergreen wreaths and garlands, nativity scenes, and inflatable Santas. The setting was light, unhurried and joyous as visitors walked the streets collecting cookies at participating businesses. A horse drawn carriage circled Downtown streets while people waited in line for face painting or a seat at a local restaurant. Men sat on benches or rocking chairs as women visited shops.

Visitors strolled throughout town exploring what was around each corner. Streets became multi-use paths with vehicles, pedestrians, bicycles, golf carts and horse drawn carriages roaming from destination to destination. The same streets also hosted activities like warming around the fire, outdoor dining, pictures with Santa and Mrs. Claus, face painting, carriage stops and vending. Door-to-door pavement was defined in a multitude of ways, from on-street parking lining the roadway edge to planters, seating, merchandise, banners, signage, lanterns, and cones.

The most intense activity occurred in the densest part of town along Market between 2nd and Front streets. The festive nature of the decor and event accentuated warm welcoming business entries. Open green space and the Historical Society Pavilion weren’t used for much more than a shortcut across town. The town’s history provided the setting but visitors lightly interacted with the history beyond anecdotal references to markers on buildings.

With booths, activities and entertainment, the Apple Butter Festival drew a lively crowd. Most activity occurs within the roadway corridors and the engagement of tents and storefronts is diffused along the corridors. The entire span of the festival corridors was utilized for booths or pedestrian activity. Tents lined the primary and secondary festival corridors with dispersed gaps for shop access, dumpsters and ATMs.

Tents are 10’ x 10’ standard with some vendors occupying multiple spaces. As much of Kimmswick’s Downtown is one story in height, the character of these buildings is lost in the sea of people and tents. This created a sense that the festival could have been held almost anywhere in many locations. The sense of place was enhanced with sustained views to historic structures peeking over tents and the tops of two story buildings located primarily in the southeast corner of Downtown.
The food court near City Hall and Jefferson Park served as a rest area for visitors, especially families with small children. Play areas, the petting zoo, and pony rides occupied the park and provided activity and novelty for visitors seated at benches or picnic tables. Poor weather may have contributed to the lack of visitor density in open spaces during the observation time. Some visitors used the tops of trash receptacles as bar tables.

The shuttle drastically diminished pedestrian comfort and activity at tents and shops along Front Street, and Mill Street similarly lacked foot traffic compared with northern festival corridors.

Large events require more and larger services. Dumpsters, particularly near the food booths on 3rd Street, were overflowing and created an unsightly and odorous presence. In some locations, portable restrooms were located directly adjacent to vendors – a potential detriment.

Entries to the festival were not gateways. The beginning of booths delineated the start of the festival. Visitors encountered booths on the north side of Route K. Entry points lacked identification of arrival, such as banners or overhead signage.

With the great crowds milling around, people became part of the environment, softening edges while sustaining a festive energy. Entries lacked a strong sense of welcome and arrival as gateways were marginally defined.

**TAKEAWAYS**

- Primary event attenders at both event sizes were women
- Young children were present; however, visitor survey findings indicate children 18 and under and parent aged adults from 35-54 were underrepresented
- Pedestrians primarily utilize the roadway to travel around Kimmswick at both event sizes
- Most event activity occurred within roadways
- The most intense small-medium size event activity occurred in the densest part of town along Market between 2nd and Front Streets
- Large event shuttle traffic discouraged visitor frequency to booths and shops on Front Street
- Merchants recognize the need to creatively delineate pedestrian space for business access, visibility, merchandise, furnishings and comfort
- During large events, Route K is the primary pedestrian corridor

- Market, Beckett, and 5th streets are primary large event corridors hosting the highest amount of activity
- Small-medium size event attenders arriving via Route K have no clear guidance directing them where to go at the 4th street intersection.
- Large event tents block Kimmswick’s shops and buildings one-story building facades
- Tents, vehicles and dumpsters block visibility of existing wayfinding signage
- Police direct traffic, assist with directions of visitors, and appear to be instrumental in safe operations
- Locations of dumpsters supporting the festival can become unsightly
- Event entries lacked a strong sense of welcome and arrival as gateways were marginally defined
- No bicycles were present at the large event, few at the small-medium event
Pedestrians fill the streets. Three-story buildings at Market and Front streets serve to develop a well-defined public realm.
Kimmswick is located alongside two water bodies, the Mississippi River to the east and Rock Creek to the south. During a site visit November 16, 2017, the Department of Public Works and town officials identified numerous concerns and issues related to stormwater drainage and flood events.

Stormwater infrastructure consists of culverts, ditches, limited drain inlets, three small detention basins, and two stormwater outlets to Kimmswick’s north and south.

Kimmswick has two sub watersheds that drain to the north and south of town. Vine St is the dividing line between the two, with runoff in the north heading toward the Mississippi and in the south to Rock Creek. The study area (right) encompasses 130 acres and produces 743,343 cubic feet (5.56 million gallons) of runoff during a two-year storm of 3.25 inches in 24 hours and 2,545,114 cubic feet (19 million gallons) during a 100-year storm of 7.70 inches in 24 hours.

The north watershed is 32 acres and includes a subdivision to the north of Kimmswick that contributes to the city’s stormwater runoff. Sixty percent of the area is impermeable, 21% is soil type C (moderately well-drained), and 19% is soil type D (poorly drained). The north watershed produces 247,692 cubic feet (1.85 million gallons) of runoff in a two-year storm and 739,424 cubic feet (5.53 million gallons) in the 100-year storm.

The north watershed drains to a shallow depression and out through a metal wall barricading the railroad underpass with two 12-inch culverts, one in each corner. According to Kimmswick DPW, the railroad requires the wall and would like to eliminate
Photo: Taken in January, 2016, this rare winter flood caught Kimmswick by surprise. The community has endured five floods in five years.

the culverts which would result in flooding. Leaf debris clogs the culverts requiring constant clearing. During heavy rain, this is unsafe and potentially life threatening. To prevent Mississippi River backflow, exercise balls are placed in the culverts and inflated to plug the outlet. This solution works, but is not best practice and is dangerous for the operator. DPW said a proper flood gate is the highest priority.

The south watershed is larger, encompassing 97 acres. Twenty percent of the area is impervious, 42% is soil type C (moderately well-drained), and 38% is soil type D (poorly drained). The south watershed produces 506,340 cubic feet (3.79 million gallons) of runoff in a two-year storm and 1,810,852 cubic feet (13.55 million gallons) in a 100-year storm.

The south watershed drains into a detention basin with limited capacity for stormwater management. An expansion of this basin could be beneficial to stormwater management. A manual sluice gate stormwater outlet prevents Rock Creek from backflowing into Kimmswick. Flash flooding can create dangerous operation of the gate, which is closed manually and lacks safe access. Proper access and remote operation would be beneficial.

**Flooding**

Kimmswick’s location relative to Rock Creek and the Mississippi River creates problematic flood conditions during heavy rainfall and spring floods. Kimmswick has experienced three major floods over the past five years. Highway K remains open five times annually for 2-30 plus days. The Mississippi Street access to the riverfront floods at approximately 25 foot elevation marker. Historical data indicates this floods, on average, two to five times annually for 2-30 plus days. Most access-closing floods happen during Kimmswick’s peak season.

The south watershed produces 506,340 cubic feet (3.79 million gallons) of runoff in a two-year storm and 1,810,852 cubic feet (13.55 million gallons) in a 100-year storm.

**Flooding**

Kimmswick has constructed a temporary levee from the railway across Front Street, behind Mill Street and Streets, north to the intersection of Mill and 2nd Streets, and west to the waste management property. The segments across Front Street and 2nd Street must be constructed and demolished after each flood. This temporary levee blocks the access Windsor Harbor Road for upwards of a month after flooding recedes.

At issue with this flood mitigation strategy is the cost burden on the community, and one man, the DPW director, removes the temporary levee.

The graphs to the right show the height of the Mississippi River at the St Louis gage based on estimated and actual data. The range of river levels at the St Louis gage is from -5 feet to an all-time high of 50 feet, a total range of 55 feet. Typically, the river fluctuates between 0-30 feet.

Observing historical data, 40 feet is a very high level for the river. Looking at the past 5 years, the river exceeded a 40-ft height on three occasions. Historically, this happened a total of two additional times over the past 35 years of data. These findings suggest that the Mississippi River has been reaching higher water levels more regularly which could be occurring for a variety of reasons including river channelization, upstream development, or changes in climate.

Kimmswick’s outlets backflow at the 35 foot elevation marker at which point the south outlet sluice gate and the north outlet culverts must be closed or blocked to prevent backflow. Floodwater has reached this stage five times in the last five years.

**TAKEAWAYS**

- Kimmswick experiences “bathtub effect” flooding and Mississippi floods
- The north outlet floods from runoff outside Kimmswick
- The undersized north outlet clogs easily creating a hazards
- The south outlet does not have proper access and the manual gate can be dangerous
- Both outlets have limited storage capacity
- The outlets backflow at 35 foot flood elevation
- Mississippi Street riverfront access floods at approximately 25 foot flood elevation
- Historical data indicates flooding is becoming more frequent and severe
**TOPOGRAPHY**

Kimmswick’s topography is higher on the western and northern corner of town with an elevation of 470 feet and slopes towards the east and south. Overall, the land slopes towards Rock Creek to the south and the Mississippi River to the east. The low point of elevation, 390 feet, is on the southern boundary of the analysis area where the south watershed’s drainage basin drains into Rock Creek.

A ridge runs from the waste management property at the end of 4th Street north through the school up Montebello. The ridge slopes to the west steeply to the ball park and open field, where terrain flattens in the Rock Creek floodplain. To the east, slopes from the ridge descend moderately to 4th Street where grades level to minimal slope to Front Street.

Kimmswick’s Downtown is formed like a bowl. Slopes descend south toward Vine Street, east down the ridge to 4th Street, and the railway on Kimmswick’s eastern edge and temporary levee on the southern edge cradle the community.

East of the railway, a knoll rises northeast of the underpass, but, generally, grades slope gradually toward the Mississippi River and Rock Creek. The Mississippi’s exposed soil river edge is steep but accessible.

Rock Creek carves a channel between the base of steep picturesque bluffs on the southern edge and a flat, lowland shelf to the north nearly 15 feet above the stream’s surface. The channel cuts nearly thirty feet below the Windsor Harbor Bridge and tapers down to the Mississippi confluence.

Most of the Anheuser Estate sits approximately 25-feet above the Mississippi with flat, gentle slopes. Approximately four acres on the estate’s northeast corner is on a 10 to 15-feet lower shelf at the Rock Creek confluence. Bluffs rise above the estate west of Windsor Harbor Road.

**TAKEAWAYS**

- Topography slopes from northwest to southeast
- The ridge runs from the waste management site to Windsor Elementary and north
- Kimmswick’s Downtown is shaped like a bowl
- The Anheuser Estate is approximately 25 feet above the Mississippi
- Bluffs line Rock Creeks southern edge
Kimmswick’s soils are classified as predominantly silty and clay soils in areas closest to the Mississippi River and somewhat more loamy around the community’s core, increasing the infiltration rate. These are soils with slow or very slow infiltration rates, meaning they drain slowly and have very high runoff rates. When considering infiltration of stormwater, soil type must be taken into account. Areas with less infiltrative soils would benefit from soil amendment or replacement with structural soils or modular stormwater storage to provide additional sub-surface water storage capacity.

The approximate area of Downtown Kimmswick is 1,560,000 square feet. Approximately 45 percent of Downtown Kimmswick is impermeable, with approximately 702,000 square feet of impermeable surfaces and 858,000 square feet of permeable surfaces.

**SOILS & PERMEABILITY**

<table>
<thead>
<tr>
<th>Infiltration Potential</th>
<th>Soil Name</th>
<th>Drainage Class</th>
<th>Infiltration Rate</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Well-drained 52%, 89.9 Acres</td>
<td>60043 - Menfro silt loam, 40-50% slope</td>
<td>Well drained C</td>
<td>0.2 in/hr</td>
<td>28.2 Acres</td>
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<td></td>
<td>60024 - Wilbur silt loam, 0-2% slope</td>
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<td>0.2 in/hr</td>
<td>26.3 Acres</td>
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<td></td>
<td>60025 - Urban land - harvester complex, 2-9% slope</td>
<td>Moderately Well Drained C</td>
<td>0.2 in/hr</td>
<td>25 Acres</td>
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<tr>
<td></td>
<td>73208 - Caneyville silt loam, 8-15% slope</td>
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<td>0.2 in/hr</td>
<td>4.1 Acres</td>
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<tr>
<td></td>
<td>60003 - Menfro silt loam, 9-14% slope</td>
<td>Poorly drained D</td>
<td>0.06 in/hr</td>
<td>15.5 Acres</td>
</tr>
<tr>
<td></td>
<td>64007 - Freeburg silt loam, 0-2% slope</td>
<td>Somewhat poorly drained</td>
<td>0.01 in/hr</td>
<td>4.1 Acres</td>
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<tr>
<td></td>
<td>66052 - Waldron silty clay loam, Frequently flooded</td>
<td>Somewhat poorly drained</td>
<td>0.01 in/hr</td>
<td>30.8 Acres</td>
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<tr>
<td>Poorly-drained 48%, 83.1 Acres</td>
<td>66053 - Fishpot-urban land complex, 0-3% slope</td>
<td>Somewhat poorly drained C/D</td>
<td>0.01 in/hr</td>
<td>32.7 Acres</td>
</tr>
</tbody>
</table>

**TAKEAWAYS**

- Soils in Kimmswick’s Downtown have a poor infiltration rate
- 60% of Kimmswick’s Downtown is impervious
FLOODED
Most of Kimmswick is located within the FEMA designated 100-year floodplain. A two-year storm event also creates flood conditions in the lower-lying elevation along adjacent watercourses.

The two-year storm creates flooding in town to an approximate elevation of 379 feet, primarily inundating depression drains and swales to Rock Creek. This area is located south of Market Street west of the Blue Owl parking lot. This small tributary represents a low-lying area next to a set of buildings near Smokee Robinson’s Cajun Smokehouse most vulnerable to flooding. Otherwise, flooding from a two-year storm affects largely uninhabited areas, such as the fields north and south of Hwy K and the area east of the railroad.

The 100-year storm event floods to an elevation of approximately 414 feet. Unchecked, flooding would engulf nearly 60 percent of Kimmswick and affect most inhabitants.

FEMA Development requirements
Generally, development must follow the base flood elevation as prescribed by FEMA, according to the Flood Insurance Rate Map (FIRM) for that area. Kimmswick has a flood protection project.

FIRMs with flood protection projects may show areas protected from flooding by the 100-year flood because of the presence of a levee, concrete dike, floodwall, seawall, or other structure. These areas are usually designated as Zone X. This is an indication that the flood protection structure has either been evaluated and found to meet all of the National Flood Insurance Program requirements for flood control structures, or has been certified by a federal agency with levee design responsibility as having
ACE FLOOD BARRIER OPTIONS

ACE OPTION 1: This option proposes a 10-foot tall levee including four feet of overbuild for risk and consolidation. It assumes side slopes of 1:3 (Vertical : Horizontal) and a 12-foot wide levee crown making the levee approximately 74 feet wide. With an additional USACE required 15-foot vegetation buffer on both sides the total width approaches 104 feet. Slope stability concerns locate the levee about 40-feet away from the bank. In conjunction with the levee, a road closure structure would be required over the roadway and a pump station. Acquisition of three properties on Mill Street would be required for this alternative to be constructed. With a 30 percent contingency, Option 1 is estimated at $12 million.

ACE OPTION 2: Similar to the levee, the 9-foot floodwall option includes an additional 3 feet of overbuild. This height requires a USACE T-wall type flood wall with a nearly 40-foot wide excavation footprint for safe construction. Again, slope stability concerns locate the floodwall about 40-feet away from the top of bank. Similar to the Option 1, a road closure structure and pump station are required. Acquisition of at least the easternmost property on Mill Street and the garage/shed building at the pump station are required. Acquisition of at least the easternmost property on Mill Street and the garage/shed building at the pump station are required. With a 30 percent contingency, Option 1 is estimated at $8.3 million.

ACE OPTION 3: Non-structural flood-proofing incorporates multiple flood-risk reduction techniques not involving structural methods such as berms, levees, floodwalls, flood gates, etc. Instead, nonstructural flood-proofing encompasses dry or wet-flood proofing, elevation of structures, buyout, acquisition and relocation. The specific non-structural strategies employed are based on variables including flooding characteristics, site characteristics, building characteristics, and repetitive loss status among others. The estimated cost to implement the nonstructural flood-proofing solutions is estimated at $2.4 million.

ACE OPTION 4: This option proposes a temporary floodwall solution which the City would deploy prior to a flood and remove after. There are many systems on the market that claim various levels of flood risk reduction. The US Army Corps of Engineers does not endorse or recommend any particular product, but recommends products tested by the Engineer Research and Development Center (ERDC). An estimate for this option is based on a portable “Jersey barrier” type structure stored near the site for rapid deployment. Though labor intensive, it is the most cost effective solution and doesn’t require demolition of private properties. With a 30 percent contingency, Option 4 is estimated at $294,000.

been adequately designed and constructed to provide protection from a 100-year flood event. A levee that provides a lower level of protection, and that is not certified or does not meet the requirements for levees, may be shown on the FIRM, and flood elevations are computed as if the levee did not exist.

As indicated in the FIRM for Kimmswick, the base flood elevation is 416 feet. The railroad and temporary levee are at higher elevations, preventing backflow from the Mississippi River and Rock Creek from entering Kimmswick and contributing to the 100-year flood.

Major flooding events need protective measures. The US Army Corps of Engineers (ACE) presented four options in the August 2017, Flood Risk Reduction Study. All alternatives reduce flood risk from the 100-year storm described as “1% annual chance exceedance.” Options presented include:

- Option 1: Construction of a 1% annual chance exceedance levee
- Option 2: Construction of a 1% annual chance exceedance floodwall
- Option 3: Nonstructural flood-proofing of flood prone structures
- Option 4: Acquisition of temporary flood risk reduction system

Option 4 is the most cost effective solution, but requires the most labor. In essence, it is a more formal solution to the current temporary levee. Options 1 and 2 require extensive capital costs and up-front labor. They incur minimal long-term maintenance but directly impact on private property. Option 3 is not viable proposing dramatic and invasive measures to existing structures which would undermine Kimmswick’s historic character.

TAKEAWAYS

- Kimmswick’s natural and man-made topography surround the town making a bowl
- Most of Downtown’s topography is flat
- Kimmswick’s soils have slow to very slow infiltration rates resulting in slow drainage and very high runoff rates
- Green infrastructure infiltration/storage solutions would require depressing areas, amending soils, importing structural soil, or modular stormwater storage
- A 100-year flood would inundate nearly 60 percent of Kimmswick if unmitigated
- The US Army Corps of Engineers proposed four flood solutions including a permanent levee, floodwall, non-structural flood-proofing, and a temporary floodwall solution
- All solutions except the temporary floodwall directly impacts private property with two requiring building removal
- The temporary floodwall is the most cost-effective, but requires ongoing labor and maintenance
- The permanent levee, floodwall, and non-structural flood-proofing incur substantial up-front costs and labor, but require minimal ongoing maintenance
Presently, Kimmswick has a strong civic culture that enables it to run numerous events but is challenged by fiscal and formal organizational constraints. On the fiscal side, the City receives its funding from two primary sources: revenues from its major events and sales taxes. These revenue streams vary year-to-year and require significant expense in terms of time and City resources to fully realize. On the organizational side the City is dependent on volunteers, many of whom are aging, to run the events program.

DEMOGRAPHICS

This market study divides the region into three areas. The Primary area comprises Kimmswick. The Secondary Area comprises eight zip codes surrounding Kimmswick. The Tertiary Area includes seven counties surrounding St. Louis region.

In Jefferson County the 65 and older age cohort is expected to grow by 78 percent between 2015 and 2030, according to the Missouri Division of Budget & Planning. Additionally, the 35 to 44 cohort is also expected to grow by 23 percent.

Within the Secondary Study Area, the demographic groups tend to fall into two broad categories: neighborhoods that are dominated by older residents who are either retired or approaching retirement, and those with younger residents who are in the process of establishing families and deeper ties to their neighborhoods. While the highest percentage of visitors to Kimmswick from the Secondary and Tertiary Study Areas are over 65, the median ages of over 70% of the top market segments living in those trade areas are between 35 and 47.

As indicated in the Population Growth table to the right, ages 25-34 and 55+ increased in population in the primary and secondary study areas.
Photo: The National Historic Landmark Delta Queen paddle boat plans to cruise the rivers again in 2019. This luxury cruise ship boasts gorgeous architectural detail and mill work.
To better understand who attends Kimmswick’s festivals and the opportunities these visitors bring, a visitor survey was conducted during Apple Butter Festival, October 28th and 29th, 2017; the Cookie Walk, December 1st through 3rd, 2017; and during non-event days between December 4th and December 10th. In total, 480 surveys were collected - Apple Butter Festival: 247, Cookie Walk: 135, and non-event days: 98. Findings from the three events are bulleted below.

### VISITOR MARKET & EVENT VISITATION

- **80%+ VISITORS ARE PREDOMINATELY WOMAN**
- Population increased in the 25-34 and 55+ cohorts over the past seven years
- Projections say 35-44 and 65+ age ranges will grow significantly through 2030
- Large and medium events attract different visitors than non-event days
- 80 percent of regular visitors are women mostly over 45
- Event visitors desire restrooms and more retail/dining options
- Most frequent purchases are food and beverages

### EVENT VISITATION

- **Draws a wide age range of visitors**
- Predominantly women - 67%
- Not regular visitors to Kimmswick - 36% only time visit the city each year
- Income bracket $75,000 - $99,999 equals 24%
- Most frequent purchase from vendors was food and beverages
- Twenty-seven percent of survey respondents suggested new offerings, the most common being for additional restaurants and food options.

### APPLE BUTTER FESTIVAL VISITORS

- Visitor population over 60% 55+ years in age
- Predominantly women - 74%
- 43% visit once a quarter or bi-annually
- Participants spent money at local shops and restaurants more frequently than festival visitors with comparable or slightly higher purchasing amounts
- 40% wanted more restrooms; Other desires: winery, sports bar, more restaurants, coffee shop, decor shop, bait shop, and ice cream

### NON-EVENT DAY VISITORS

- Older population with 28% age 65 or older, 38% 45-64 age range
- Predominantly women - 80%
- Visit frequently - 25% weekly, 20% monthly, 26% semi-annually/quarterly.
- Majority of non-event day spending is at Kimmswick restaurants - 87% spend money eating and drinking

### COOKIE WALK VISITORS

- Older population with 28% age 65 or older, 38% 45-64 age range
- Predominantly women - 80%
- Visit frequently - 25% weekly, 20% monthly, 26% semi-annually/quarterly.
- Majority of non-event day spending is at Kimmswick restaurants - 87% spend money eating and drinking

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**ASSETS & OPPORTUNITIES**

Kimmswick has developed a regional reputation as a destination with charming historic buildings, authentic character, and a plethora of locally-owned shops and boutiques. These stores are in a highly walkable, main street-style setting. This contrasts with the majority of retail options in the area surrounding Kimmswick, which are predominately in malls and auto-oriented locations adjacent to highways. These typically host a high proportion of national chains found everywhere.

Kimmswick’s unique setting has also helped establish a strong destination identity for numerous festivals and other events of varying sizes throughout the year, attracting thousands of visitors in support of local businesses and attractions. The two largest events on the Kimmswick calendar, the Apple Butter Festival and the Strawberry Festival, are run primarily by volunteers through the City. These events recently have been more expensive to run while the revenues have remained flat.

Though Kimmswick hosts numerous successful large and medium-scale events each year, there are fewer small-scale events targeted at Kimmswick’s local population and the surrounding area. Neighborhoods populations in these areas tend to enjoy outdoor activities and eating out.

Visitors and residents indicated in surveys that they were interested in additional retail and dining options. Kimmswick has nearly 40 existing stores. Visitors noted these stores are not always open. Many close on certain days of the week or have limited business hours to avoid inconveniencing residents or because of merchant lifestyles. Some businesses close entirely for the winter. The inconsistency of business hours constrains Kimmswick’s success as a retail destination.

Neighborhood commercial services like grocery stores, pharmacies or filling stations are not likely to thrive in Kimmswick. Being located off the beaten path with a small population, the through traffic necessary for such establishments does not exist. Commercial businesses geared toward tourism and destination activity are better suited. However, convenience retail focused on cruise ship patrons and supporting over-night visitors will be highly beneficial.

### TAKEAWAYS

- Kimmswick has reputation as regional destination
- Kimmswick’s historic character and walkable setting is a unique retail experience in the area
- Most area residents enjoy eating out and outdoor recreation
- Few events concentrate on local area resident
- Strong volunteer base runs large events
- Inconsistent business hours constrain retail destination success
- Visitors and residents indicate interest in broader variety of retail and dining options
- Commerce is best geared toward tourism and destination activities
- Convenience retail will support travelers and over-night guests
Kimmswick owns the 95-year-old Anheuser Estate, the ancestral home of Fred and Mabel Ruth Anheuser, great grandson of the eventual founder of Anheuser-Busch Brewing Company. The home is situated on 23 acres of park-like setting, within walking distance of Downtown Kimmswick. It offers occasional tours to the public, and according to the Estate’s operators has become one of the region’s top wedding venues, hosting numerous outdoor weddings in its gazebo. Expanding private events, including hosting business conferences and retreats, is being considered. A board of directors consisting of two City representatives and three Anheuser representatives operates the Estate. The Trust receives all revenues generated by the Estate.

The Anheuser Estate is a signature asset for Kimmswick. Its recent opening as an events destination for weddings has brought new visitors to the city. However, large events need to be held in outdoor tents since the house only has capacity for small groups, limiting the Estate to seasonal usage. The Estate further lacks certain infrastructure like sufficient restrooms and permanent commercial food preparation areas that would support hosting events year-round.

**TAKEAWAYS**
- The Estate is one of the region’s top wedding venues
- Broadening Estate offerings is currently being considered
- The Anheuser Estate Trust receives all revenues
- Capacity and infrastructure are insufficient for year-round events
Kimmswick visitors; event and non-event-day visitors, Anheuser Estate private event and wedding attendees, and Delta Queen passengers; currently have limited hospitality options should they wish to stay overnight. A single room at the Greenhouse Inn is the only place available. Another establishment plans to open three more rooms at Front and Market.

Ten mid-scale or upper-midscale hotels operate within 12 miles of Kimmswick. Occupancy rates at these hotels are high in the summer months, peaking at 74% in June, but occupancy steeply declines during the winter. As a result, the overall occupancy rate is 61%, below the 70% occupancy rate that signals sufficient demand to support an additional hotel of a similar format.

Bed and breakfasts are often successful lodging options in heritage-oriented destinations like Kimmswick with evening dining and retail options. An increase in year-round visitors may create a market sufficient to support this style of lodging.

**TAKEAWAYS**

- One room is available in town
- Three rooms plan to open soon
- Ten regional hotels have a yearly occupancy around 61%, below 70% occupancy indicating demand for additional accommodations
- Peak regional hotel occupancy is 74% in summer
- Boutique lodging options are often successful in heritage-oriented destinations
The Delta Queen, a National Landmark paddleboat, is a major new attraction planned for Kimmswick in the near future. Jefferson County Port Authority plans to break ground fall 2018 to construct a riverfront access and landing to accommodate the Delta Queen. Future plans include mooring facilities for other potential cruise ships and Mississippi River boat traffic.

The Delta Queen originally operated from 1927 to the 1940s ferrying passengers between San Francisco and Sacramento. In the 1940s, the Delta Queen was itself ferried to the Mississippi River where it was rehabbed and operated until 1966, when Congress passed the first Safety at Sea law prohibiting the Delta Queen from operating as an overnight passenger ship. However, between 1966 and 2008, the Delta Queen operated up and down the Mississippi River, utilizing Cincinnati and New Orleans as its primary ports of call, through a series of legislative exemptions from Coast Guard safety standards. From 2009 until 2014, the vessel operated as a floating hotel based in Chattanooga, Tennessee. Since 2014, it has been docked in Louisiana awaiting a new legislative exemption allowing it to offer overnight passenger trips. Once the Delta Queen receives a new exemption, Kimmswick will become its primary port of call. As of February 2018, the Senate passed a bill that grants this exemption, but the House is yet to act on corresponding legislation.

The Delta Queen Steamboat Company, the current operators of the Delta Queen, selected Kimmswick in part because of its quaint charm. The city’s strategic position close to St. Louis, a key riverboat hinge point along the Mississippi River, strengthened the city’s appeal.

As the primary port of call, it will exclusively utilize Kimmswick as a starting or ending point for cruises. Each time it docks in Kimmswick, up to 176 passengers will be embarking and disembarking the boat. Delta Queen passengers embarking and disembarking in Kimmswick will have time to explore the town before and after their cruise. On a typical day in port, passengers ending their cruise will disembark between 8 and 9am, while passengers for the next cruise will begin boarding at 3pm. They plan to bring passengers, primarily from St. Louis, to Kimmswick around 12pm, ensuring three hours to explore the town. Previous passengers will leave the city immediately following.

High-ticket prices tend to attract well-off cruise passengers averaging 50 years old in age. The Delta Queen Steam Boat Company anticipates charging $450 – $500 per person per night. The steam boat’s heritage and historic roots attract an international passenger base totaling nearly fifty percent. During previous operations between 25 – 50 percent of passengers per voyage were repeat guests. According to the operators, the Company caters to conferences and groups theming the ship and port landing accordingly which may include corporate retreats, gardening clubs, college reunions, historic re-enactors, Rhodes Scholars, and the National Railroad Association to name a few. They have even towed a large carrying motorcycles for Harley Davidson groups. Bicycles are provided for passengers who would enjoy getting off at one stop and being picked up at the next.

The Delta Queen plans to dock in Kimmswick 20 – 25 days per year. The Delta Queen will only operate in Kimmswick from June through December moving to the south Mississippi during the off-season. Additional Kimmswick visitors may go to see memorabilia at the Delta Queen Port of Call Restaurant or planned Delta Queen Museum throughout the year.

The Company plans to offer different cruise packages to match demographic trends. Baby Boomers take shorter vacations but more per year. The Delta Queen will offer long regionally based weekend trips from Kimmswick to Memphis, St. Charles, or round trip starting and stopping in Kimmswick.

Viking Cruises has contacted the port with initial expectations to dock in Kimmswick once per week seasonally. The Delta Queen owners also anticipate one 400 passenger and two 100-200 passenger vessels docking per month. The City of Kimmswick has passed ordinances to receive 3 percent of all Delta Queen sales in Kimmswick and $1.30 per foot dock fee on the port’s mooring.

TAKEAWAYS
- The Delta Queen port of call is in Kimmswick for its proximity to St. Louis and quaint charm
- The steam ship will dock 20-25 days in Kimmswick from June-December
- Upwards of 352 passengers will explore Kimmswick each day in dock
- Average passengers are well-off international patrons around 50 years of age
- 25 to 50 percent of passengers are repeat guests
- Delta Queen Steam Boat Company caters to groups and conferences

- The ship and landing are often themed for specific passenger groups
- Passengers are provided bikes
- Demographic specific packages are planned
- Viking Cruisees expect to dock in Kimmswick once per week seasonally
- One 400 passenger and two 100-200 passenger are anticipated to dock monthly
- Kimmswick will receive three percent on all Delta Queen sales within Kimmswick
- Kimmswick will receive $1.30 per foot dock fee on the port’s mooring

LOCAL SUPPORT: Kimmswick garners 3 percent of all Delta Queen sales within the city including tickets.
Change is coming. The Delta Queen has chosen Kimmswick as its port of call and Jefferson County Port Authority will break ground on their port plan this year implementing the access road and landing. Right now, Kimmswick has the opportunity to decide how these changes will play out. Anticipating potential impacts, good or bad, will help guide change and navigate future events.

As indicated in the previous chapter, many factors have influenced change in Kimmswick, and the city has a long and rich history which continues to shape it. Active, free-market merchants, lavish entertainers, and quaint, modest residents have had their historic moments. Nature, both resources and processes, are a reason for the town’s existence propelling life and trade up and down the Mississippi River. Nature is also a great threat to the community’s livelihood. Advances in transportation technology fundamentally changed Kimmswick’s regional connections and relationships. Local, regional and even national culture and entertainment are essential to the town’s operations. All these factors find their expression in Kimmswick’s economic life-cycle typically in intense, active bursts.

“This are two bridges over the creek, the St.L.I.M.&S. RR bridge and the county foot and wagon bridge. Both were truss bridges with high arching tops which was perfect to dive from and to play follow the leader.”

- William Bradshaw, Life in Kimmswick

This chapter analyzes these factors, distilling key findings from the existing conditions to reveal present opportunities and challenges. These findings should empower the community to make decisions and take action toward shaping Kimmswick’s desired future.

Analysis Dashboard
The analysis dashboard collects analysis findings into succinct points presented in a graphic summary. Having all relevant conclusions in one place helps facilitate new connections, relationships, and understandings, important when engaging complex integrated situations like Kimmswick’s. Justification for these conclusions is presented in the following analysis section.

Analysis
The analysis section unpacks critical conditions and relationships in narrative and diagram forms from which opportunities and challenges are identified. These deductions represent a specific place in time derived from available data. This “snap shot” provides a framework for evaluating and prioritizing future decisions and investments.
The analysis dashboard is a quick overview which provides the opportunity to see the key challenges and opportunities at once. These opportunities and challenges are integrally connected to one another. Solutions in one area need to consider impacts and potential synergies related to other key areas.

**OPPORTUNITIES & CHALLENGES**

The dashboard on the opposite page highlights ten key opportunity and challenge areas. These include internal relations and operations, flooding, heritage connections, market trends, infrastructure needs, and finances. They appear broad ranging and disparate in nature but, in reality, are intimately related. One example, floods consume 50 percent of the Kimmswick’s annual budget and the railway and levee restrict access to the riverfront. This quick example touches three key areas - eliminate stormwater problems, connect to the riverfront, and improve financial resilience.

In tandem with community input, analysis conclusions help formulate the project vision, goals, and objectives described in the next chapter “End in Mind.” Centering the project’s goals and objectives on Kimmswick’s key opportunities and challenges will ensure the most pressing needs and valued aspects are incorporated at the project’s core. Solutions need to address as many of these opportunities and challenges as possible. Better still, leveraging opportunities to resolve challenges further bolsters the solution’s value. Thinking this way will inevitably result in unique solutions tailored to fit Kimmswick’s unique culture, character and operations.

This dashboard will be influential in project prioritization and implementation. Communicating the essential aspects of any project helps garner community support. It is also helpful when seeking funding assistance. These dashboard items are identified and quantified for each project outlined in the project cut sheets presented in the final chapter “Happily Ever After.”

Reasoning and detail behind the analysis conclusions shown in this dashboard are presented in the following analysis section.
RESIDENT-COMMERCE RELATIONS
Navigating the balance, and sometimes tension, between resident and commercial expectations may be challenging.

TELL KIMMSWICK’S STORY
The opportunity to share the rich history and stories associated with Kimmswick’s heritage would connect with visitors at many levels.

INCREASE REGIONAL CONNECTIVITY
Regional connectivity is a current challenge. Enhancing connectivity through signage, promotion and recreational connections could expand visitor demographics.

DIVERSIFY REVENUE STREAMS
Kimmswick relies almost solely on festival revenues, a community concern. Diversifying revenue streams may be challenging without development and commercial expansion.

CONNECT TO NATURE
The rich natural assets immediately surrounding Kimmswick present an opportunity to connect with a broader segment of the region and could be leveraged to develop complimentary business opportunities.

ELIMINATE STORMWATER PROBLEMS
Mississippi flooding and internal flooding present the greatest immediate challenge. Developing an affordable, permanent solution is required for the town to sustain itself.

CONNECT TO THE RIVERFRONT
Once known as a river town, Kimmswick has lost its connection to the riverfront. The railway and levees provide real challenges to reconnect with this great asset. Connecting is a must for port development.

EXPAND DEMOGRAPHIC MARKETS
Kimmswick thrives on a very narrow demographic, older women. Expanding their market to a more diverse demographic with complimentary businesses is a great growth opportunity.

IMPROVE FINANCIAL RESILIENCE
Floods represent a financial burden Kimmswick cannot continue to bear. The community also relies heavily on volunteers. Add in insecure revenue streams and the community is facing imminent challenges.

LEVERAGE DINING EXPERIENCE
Nearly half the residents in the surrounding area enjoy eating out. Leveraging dining experiences presents an opportunity to connect with a broader population segment.
Kimmswick was founded as a commerce-driven mercantile community with opportunities for all residents to prosper. The resulting prosperity positioned Kimmswick as an economic, cultural and recreational destination finding its apex in the early 1900s and dwindling out entering the 1930s. This commercial decline remained through the 1970s producing a quiet, quaint culture attractive for raising a family resulting in a doubling of the population.

Lucianna Gladney-Ross recognized the latent history and culture and took steps to bolster greater activity with bold and sometimes extravagant projects. She moved many regional historic structures into Kimmswick, built new businesses, and establishing civic institutions trying to cultivate a historic past. In the process she developed a new history laying the foundation for enormous regional events like Apple Butter Festival, the nationally recognized Blue Owl Restaurant, and even the arrival of the anticipated National Landmark Delta Queen steamboat.

Kimmswick finds itself at the confluence of two epochs - the quaint, quiet community and the more recent culturally active resurgence. These are intertwined in the way the city operates. Between 60 and 80 percent of the annual city budget is generated in two weekend festivals and managed, for the most part, by scores of local volunteers. Businesses open mid-morning and close at 4pm to protect the quiet culture where kids can safely play in the streets. Many businesses aren’t even open during the winter. Interviews indicated people specifically come to Kimmswick to step away from their fast paced life. The diagram on page 55 shows the historical time line indicating the overlap of the quaint, quiet community and activity resurgence. Successfully navigating commercial and

HISTORIC LANDMARKS & ATTRACTIONS: Most historical emphasis is given to downtown Kimmswick, but the towns history extends beyond the city limits.
Kimmswick's connection to significant historic people, places and events of beyond the city's boundaries (Historic Landmarks & Attractions page 54). Currently, the community focuses attention on Kimmswick proper and doesn't tell their story publicly. Surrounded by numerous compelling and diverse landmarks, Kimmswick has the potential to attract new visitors and investment as a regional hub of connectivity and culture. The Delta Queen's arrival and diverse historic story could be leveraged to reconnect residents and Kimmswick's identity back to the riverfront. Following are a list of a few Kimmswick's historic connections:

- The "Kimmswick Bone Bed" at Mastodon State Historic Site is the first evidence in the world humans lived with extinct animals.
- Lewis and Clark used an ancient oak on the corner of the Anheuser Estate to navigate the Mississippi.
- A sunken civil war ship can be seen off the Anheuser Estate's banks when the river is low.
- The Hermann-Oheim cellar served as a stop on the underground railroad.
- Ulysses S Grant and General Lee frequented the Old House, not to mention national radio personality Paul Harvey broadcast radio shows there.

KIMMSWICK DEVELOPMENT HISTORY

REGIONAL/NATIONAL HISTORY

1820

- Missouri statehood
- Missouri Compromise

1821

- Mastodon skeleton discovered

1839

- Civil War begins

1859

- Theodore Kimm purchases land

1861

- WW I begins

1865

- Kimmswick Bone Bed added to National Registry of Historic Places

1872

- WW I end

1876

- St. Louis World's Fair

1877

- General E Lee Steamboat docks

1897

- The Christmas Haus

1904

- First Apple Butter Festival, Kimmswick Historical Society founded

1905

- Blue Owl Restaurant opens

1914

- General E Lee Steamboat docks

1918

- America enters WW II

1920

- Ulysses S Grant and General Lee frequented the Old House

1939

- Mastodon site re-discovered

1941

- I-55 Constructed, MO State Parks purchases Mastodon State Historic Site

1973

- The Old House (1770) moved

1975

- Burgess-How House moved

1976

- Apple Butter Pavilion constructed

1980

- Kimmswick Port Phase 1

1989

- The Cabin & Old House moved to Kimmswick

1991

- Commercial Resurgence

2016

- The Market -1877

2018

- Apple Butter Pavilion - 1982

2019

- Commercial Decline
The increased risk of flooding and the need for infrastructural improvements poses a significant challenge for Kimmswick. In the past five years Kimmswick witnessed five historically high floods compared with nine in the previous thirty years (see Flood Frequency 1982-2018). Currently the city spends 50 percent of the annual budget fending off each flood building temporary levees. Flooding is not only the largest city expenditure, it is also a threat to annual festivals, the largest source of income for Kimmswick. The city’s limited and fluctuating revenue will not be able to sustain flood defenses. A permanent solution is needed.

Flood management is not only necessary guarding against the Mississippi, flooding within Kimmswick poses a threat as well. Outlets need upgraded and confronting runoff needs to happen before reaching them.

The only riverfront access, Mississippi Street, regularly floods for extended durations (see Flood Frequency 2012-2018). Being the only route to the proposed port, this presents a critical issue for commerce and events.

**THE RIVER**

FLOOD MANAGEMENT

- Flooding within Kimmswick poses a threat as well.
- Outlets need upgraded and confronting runoff needs to happen before reaching them.

FLOOD FREQUENCY 1982-2018

- Daily observation at 8:00 am gage height
- Estimated daily observation at 8:00 am gage height
- Period of approved data

FLOOD FREQUENCY 2012-2018

- Daily observation at 8:00 am gage height
- Estimated daily observation at 8:00 am gage height
- Period of provisional data
Kimmswick’s disconnection from a major transportation route poses a major challenge. Historically, visitors and goods arrived on the Mississippi River side of town via boat or train. Visitors arrived directly in Kimmswick’s downtown greeted with active shops and a bustling street life. With the advent of automobiles and the construction of I-55, multiple roadways and turns dilute the sense of arrival. What was once the community’s back door is now the front entry which is disconnected from downtown activity. Even after arriving in Kimmswick, destinations are not easily perceived and wayfinding is lacking.

The arrival of the Delta Queen and the development of the Kimmswick port will reactivate the riverfront re-establishing the historic entry. The port also has the opportunity to provide new sources of revenue, to supplement festivals and events, and catalyze new developments and connections in historic downtown Kimmswick. Presently, a visitor may not understand Kimmswick’s proximity to the Mississippi River and no visual, infrastructure, or signage connections exist in the primary commercial area. A more direct and recognizable connection to the riverfront is needed.

Kimmswick is also regionally disconnected. Not only is the city disconnected via vehicular transportation routes, there are no pedestrian or bicycle connections either. Rock Creek and regional topography limit access opportunities. The Mississippi River Trail follows Highway 61/67, just outside Kimmswick, but lacks bicycle facilities. Mastodon State Historic Site has a popular trail system but is also disconnected from the region. The Great Rivers Greenway system, comprising over six hundred miles of trails and greenways, includes the Mississippi River and Meramec River Greenways which are only four miles from Kimmswick.

ARRIVAL & CONNECTIONS

PRESENT FRONT ENTRY: Pictured above, Kimmswick’s current entry lacks spatial definition and a sense of arrival.

REGIONAL BIKE CONNECTIONS

HISTORIC FRONT DOOR: Pictured above, Kimmswick’s historic entry placed visitors in the well defined center of activity.
**EVENTS & FESTIVALS**

Festivals are integral to Kimmswick providing between 60 to 80 percent of the annual revenue. This places the city in a vulnerable position as these events are susceptible to poor attendance, poor weather, flooding, and rely entirely on volunteers. The large influx of visitors provides an opportunity to promote the city’s new riverfront development, capture untapped sources of revenue, and attract new demographics. Port space suitable for events could support a 125 percent expansion of the Apple Butter Festival.

Expanding large festivals into new port allows Kimmswick to re-think the way these events operate. Improving pedestrian connectivity from Windsor High School parking to downtown could eliminate the need to run a shuttle into town altogether. Shuttle travel times may be reduced by half creating the opportunity to increase frequency or reduce the shuttle fleet resulting in savings. Dropping off visitors near the Windsor Harbor Bridge would place people on the riverfront giving them a historic gateway experience into town. Front Street could then become a prime festival corridor. Portions of the festival in residential areas could move to Front Street or the port. Looping shuttles around the Anheuser Estate is a great promotional opportunity.

Navigation and way-finding improvements would also improve the pedestrian experience and increase retail exposure. Emphasizing the Kimmswick’s unique character and new riverfront development during events and festivals may increase non-event visitation. A redeveloped port is an excellent opportunity to showcase the Delta Queen and promote Kimmswick as “the Historic River City.”

**POTENTIAL FESTIVAL IMPROVEMENTS:** When the port develops, the festival can expand to the riverfront and changes can be made to improve visitor experience and potentially save money.
**MARKET POTENTIAL**

Kimmswick has a number of growth opportunities. The regional market indicates a substantial spending gap in three key areas - sporting goods and hobby stores, food and beverage, and furniture and home furnishings. These markets compliment Kimmswick’s current retail offerings. The local consumer cross section directly supports the gap findings for food and beverage and sporting goods and hobby stores. Over 40 percent of the local population is active in outdoor recreation and enjoys eating out. Kimmswick’s beautiful natural resources, riverfront development and recent restaurant expansion could tap into these trends. Current trends also indicate a decline in historic destinations while demand for eco-tourism is increasing. This emphasis on connections to nature would compliment and supplement Kimmswick’s historic resources diversifying the market.

Kimmswick’s current market leans heavily on older women. Broadening offerings could help capture a wider market segment. Events currently focus on large and medium scales. Smaller diverse events present a low risk opportunity to tailor activities targeting residents, families and a growing population of young professionals.

Given current regional lodging options and the increase in visitors the Anheuser Estate and Delta Queen may attract, Kimmswick could fill a boutique niche with inns or bed and breakfasts providing upwards of ten suites.

**MARKET DEMOGRAPHIC SEGMENTS**

<table>
<thead>
<tr>
<th>Market Segments</th>
<th>Secondary Study Area</th>
<th>Median Age</th>
<th>Median Household Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thrifty, relies on smartphones and prefers domestic travel</td>
<td>12.3%</td>
<td>35</td>
<td>$55K</td>
</tr>
<tr>
<td>Affluent, and enjoys family oriented-pursuits</td>
<td>12.2%</td>
<td>37</td>
<td>$84K</td>
</tr>
<tr>
<td>Enjoys outdoor activities like hunting, fishing, hiking, and camping</td>
<td>11.5%</td>
<td>43</td>
<td>$72K</td>
</tr>
<tr>
<td>Appreciates amenities and programs that support their children</td>
<td>11.2%</td>
<td>40</td>
<td>$55K</td>
</tr>
<tr>
<td>Enjoys good food, wine, and amenities of city cultural events</td>
<td>8.5%</td>
<td>44</td>
<td>$104K</td>
</tr>
<tr>
<td>Are on the go, eats out regularly, and enjoys home improvement projects</td>
<td>8.1%</td>
<td>37</td>
<td>$67K</td>
</tr>
<tr>
<td>Enjoying the transition from child rearing to retirement</td>
<td>6.0%</td>
<td>47</td>
<td>$68K</td>
</tr>
</tbody>
</table>

**POPULATION GROWTH:** From 2010-2017 population decreased except in the 25-34 and 55+ age brackets.

**47.1% RESIDENTS ENJOY EATING OUT**

**43.4% RESIDENTS ENJOY OUTDOOR ACTIVITIES**

**TRADE AREA SUPPLY & SPENDING POTENTIAL**
chapter 3
Public participation in a planning process can be a good measure of a community’s desire to create a better future for themselves and for successive generations. By this account, the overwhelming participation in the Kimmswick Great Streets Project is a strong indication that people in this community care deeply about their shared future and are willing to contribute their time, energy, resources, and inspiration to create a better life for themselves, their children, and their neighbors. This collective vision for a brighter future is essential to the planning process, as it represents the community’s shared values and aspirations. This section of the plan captures the people of Kimmswick’s shared vision for a brighter future and identifies goals and objectives to achieve that vision.

**Vision Statement**

Vision is the most valuable asset to any project. The project vision statement brings together community values and project purpose to create a desired end that will result from the implementation of the plan. Vision can unify efforts and resources and inspire great outcomes.

**Goals**

Goals are tangible, actionable directions toward realizing the vision. Though the Kimmswick Great Streets Project has one vision, there are two sets of complimentary goals. The City of Kimmswick’s set of goals is locally focused, serving residents first and the region second. Jefferson County’s and the Jefferson County Port Authority’s goals are regionally focused, supporting the broader county. Both sets of goals work toward the same end from differing perspectives.

**Objectives**

Objectives measure increments of progress toward goals. They help generate energy and enthusiasm among community residents and partners and demonstrate measurable progress towards achieving the broader goals and vision. While accomplishing individual objectives should be celebrated as milestones along the path of implementation, it is important that Kimmswick and its partners continue to keep sight of the long-term project vision and communicate it to residents and visitors.

“Drive like your kids live here.”

- Yard Sign by School
The Kimmswick Great Streets Project vision encapsulates the community’s aspirations for economic growth, environmental sustainability, governmental resiliency, and strengthened identity and character. The vision represents the project’s ultimate end. Project goals, objectives, recommendations, and implementation strategies all serve as means to bring the vision to life.

The project vision was developed through a collaborative and iterative engagement process through which project partners, stakeholders, and community residents could express their needs, desires, and aspirations for a better Kimmswick. The process began at the Apple Butter Festival before the project was officially started. Here, the project team interviewed festival coordinators, surveyed visitors, and observed people’s movements, activities, and interactions with public spaces and places throughout the town.

At the project initiation meeting, project partners communicated their desired outcomes for the Kimmswick Great Streets Project, with attention to both local and regional issues. Subsequent conversations with stakeholders illuminated Kimmswick’s built, operational, natural, and economic settings, all of which were further researched and analyzed to develop an understanding of the project’s context.

At Public Workshop #1, a listening session, attendees discussed what they love about Kimmswick and what they would like to see change, all over a potluck dinner, which kept the mood light and welcoming. As representatives from each group summarized their discussions to the entire community, common themes emerged: strengthening the historic community character and quality of life, addressing flooding from the Mississippi River and within Kimmswick, increasing riverfront access, supporting economic development, and creating a pedestrian-friendly environment.

The following statement incorporates these diverse inputs in a shared project vision:

The Kimmswick Great Streets Project aims to realize Kimmswick’s full potential as a regional destination, establishing economic, environmental and municipal resilience while maintaining and enhancing Kimmswick’s unique charm and character.
ACHEIVING A VISION
Great projects begin as dreams and a desire for positive change. Activating these dreams and desires takes energy and intention. Specific, actionable goals and objectives to achieve the Kimmswick Great Streets Project vision. As each objective is completed, Kimmswick will move one step closer to transforming the vision into reality.

VISION
Kimmswick realizes its full potential as a regional destination, establishing economic, environmental and municipal resilience while maintaining and enhancing Kimmswick’s unique charm and character.

End in Mind - Vision, Goals, & Objectives |67
chapter 4
Path traveled
In planning, the path traveled determines the end. A planning process with the most brilliant ideas, but no interest in pursuing the plan collects dust on the shelf. It simply isn’t worth the paper.

The Kimmswick Great Streets planning process was designed to develop project champions - resident advocates, political champions, agency support, business buy-in. The project team dedicated whole weeks to being in Kimmswick; getting to know the community’s story; getting to know the people. The intense process made the path smooth and scenic.

Tailored Process
A multi-part charrette format was employed conducting a series of public workshops held at regular intervals over the course of several months. This process allows more opportunity for the team to develop concepts, refine, and iron out technical issues on complex large projects between public feedback sessions. This approach fosters multiple engagements helping build a stakeholder team with relational bonds focused toward achieving one vision. There are many opportunities to express and engage challenges and develop solutions alongside the community and stakeholder group. It also creates multiple occasions to gather and assess information integrating it into the evolution of the project. There are also multiple times to step back and consider the opportunities and challenges to develop strategies for success.

Unique Engagement Approach
Becoming part of the community was the project’s community engagement goal. Traditional approaches - web site, stakeholder interviews, regular client meetings, visitor surveys, etc. - laid a solid foundation. The tailored process in Kimmswick’s small town setting afforded opportunities to enter into the community and know people by name. A Christmas Card (handed out door to door by Alderman with jars of Apple Butter) introduced the project and the team. A recommendation to host a potluck became essential to every public meeting. An implementation forum introduced potential champions and funders to Kimmswick with a guided tour. These among other touches help develop strong ties.

“I don’t know why we don’t do this more often.”
- Public Workshop Potluck Participant
Engagement Process

Community Engagement is central to the process accounting for nearly 40% of the project’s time and energy. The complex nature and scope of the Kimmswick Great Streets project demanded robust public participation and stakeholder engagement to build the foundation for community driven solutions. In the end Kimmswick will be responsible to implement the plan.

**FEEDBACK LOOPS**

The process was designed to create regular opportunities to seek direction and input from residents, community leaders and technical advisors.

**Session #1 Kick-Off**
This Project Team meeting set the project’s course. The team developed a community engagement plan, assembled the Advisory Committee (AC), and established regular workshops for the Project Team.

**Session #2 Vision Session**
This week long work session centered around a public work shop to develop a working project vision during an interactive public engagement events. Meetings with the AC and Project Team developed consensus on a path forward.

**Session #3 Idea Exploration**
The second public work shop gathered input on three preliminary scenarios. Potential project champions met for an implementation forum, and the AC and Project Team developed consensus on next steps.

**Session #4 Working Concept Plan**
The third public workshop gathered input on the working concept. The AC and Technical Committee provided feedback.

**Session #5 Finalize Concept**
A public open house presented the preferred concept and fielded questions. The AC reviewed potential governance options. The Technical Committee strategized implementation.

**Session #6 Implementation Strategy**
The AC met again to discuss recommended governance and the community gathered to generate project excitement celebrating work done and the anticipated first implementation phase.
Session #1
- Project Team Kick-off
- Community engagement plan
- Stakeholder Interviews
- Data collection
- Large festival evaluation
- Visitor Surveys
- Advisory Committee formation
- Establish schedule

Session #2
- Public Work Session #1 visioning
- Community Potluck
- Advisory Committee Meeting #1
- Stakeholder meetings
- Working Project Vision
- Working Project Goals
- Project Team Brainstorming Session

Session #3
- Public Work Session #2 idea testing
- Advisory Committee Meeting #2
- Implementation Forum
- Guided Kimmswick tour for potential project supporters
- Stakeholder meetings
- Project Team meeting

Session #4
- Public Work Session #3 to review concept
- Community Potluck
- Advisory Committee meeting #3
- Technical Advisory meeting #1
- Stakeholder meetings
- Project Team meeting

Session #5
- Public open house to present preferred concept
- Community Dinner
- Advisory Committee meeting #4
- Technical Advisory meeting #2
- Stakeholder meetings
- Project Team meeting

Session #6
- Advisory Committee meeting #5
- Draft plan review
- Stakeholder meetings
- Implementation forum
- Demonstration projects
- Ribbon cutting
- Press meeting
- Community picnic
Process Stream

The project structure takes the shape of a funnel or stream collecting information from broad sources, traveling over and around the terrain, inevitably reaching one end. Six streams mix and merge running a course from beginning to end.

**Data Gathering**
The project begins taking a wide-ranging survey of events, routines, elements, structures, and culture past and present. Information from the built setting, operational setting, natural setting, and market setting paints a broad picture of Kimmswick.

**Listening & Visioning**
Utilizing varying strategies and techniques, stakeholders, residents, business owners, employees, politicians, visitors, and historians offers on-the-ground perspective of the hopes, dreams, challenges and opportunities relevant to life in Kimmswick. Common themes emerge which are then formulated into the project vision.

**Idea Testing**
The most important challenges percolate to the top, and ideas to solve, remove and enhance existing assets and opportunities are presented to the community to consider from different perspectives.

**Concept Development**
Ideas most appropriate for Kimmswick move forward while others are discarded. The pertinent ideas are then formulated into a working concept. A public workshop draws locals into the design process and the Advisory Committee and Technical Advisory Committee filters the concept with finer detail.

**Preferred Concept**
After refining, the concept takes on more detail. Again, it’s presented to the public. Advisory Committee, and Technical Committee; this time to answer questions and consider how to make Kimmswick’s vision a reality.

**Implementation**
Finally, all the streams come together to play their part. Project costs, funding opportunities, project responsibilities, time lines, implementation strategies and design guidance coalesce. With a concept fulfilling the projects vision and goals, the next step is transitioning from planning to construction.
At the outset of the project, the consultant team went through an extensive process of collecting as much data as possible about the physical, social, and economic aspects of Kimmswick, in order to gain an initial understanding of its issues and history.

In concert with gathering data, the consultant team also held meetings and interviews with many local leaders and other key individuals who provided invaluable insight and perspective about Kimmswick’s issues.

Building on what the team had heard and learned from initial interviews and data collection, a public workshop was held to begin understanding the broadest array of desires, and concerns, and hopes among Kimmswick area residents about the future of the City. This allowed the team to begin generating ideas for the next step in the project.
The team then translated the initial ideas into a set of scenarios, which were designed to help visualize several alternatives of Kimmswick’s future growth and development. Each scenario had a somewhat different and unique emphasis, which helped participants consider the benefits and trade-offs of each.

The scenarios were then presented in detail to the public at the next workshop, and participants were asked to discuss and express their preferences for different aspects of each scenario and the scenarios overall. This allowed the team to better understand participants’ relative degree of acceptance or resistance to the various scenario elements.
The outcomes of the scenario exercise were then evaluated and synthesized by the team. From this, the most promising and pragmatic elements of the scenarios were carried forward into a “working concept,” which was subsequently presented to the public at the next workshop.
During the final workshop, participants were again asked to discuss and provide feedback on the working concept. A combination of interactive discussion and keypad polling was used to help gauge preferences for various concept elements and provided instant sharing of feedback amongst all participants.
Finally, the team evaluated the results of the feedback received during the workshop. From this, along with input from the Advisory Committee and guidance from the Technical Advisory Group, the team made refinements to the working concept in order to arrive at a preferred concept. This preferred concept became the foundation for the development of a detailed implementation strategy and plan.

The City and residents clearly indicated flood protection as top priority. Project costs and processes moved some flood projects from Immediate Impact to Core Projects.

**PROJECT ELEMENT**

- Improve North Outfall
- Redirect Stormwater Runoff
- Localized Interventions to Reduce & Store Runoff
- At-Grade Railroad Crossing
- Dedicated Funding Stream for City

**IMMEDIATE IMPACT**

- Permanent Levee with Flood Wall Entry
- Enhanced Gateway Signage
- Complete Streets Enhancements
- Enhanced Lighting
- Screen Sewage Plant
- Promote and Expand Festivals Year-Round
- Public Space
- Development & Business

**CORE PROJECTS**

- Natural Environmental Enhancements
- Strengthen City Staff Capacity
- Revenue Enhancement Package
- Governance
- Comprehensive Plan
- Expanded Business Offerings & Hours
- Kimmswick Village Green
- Programming & Events
- Trail & Greenway System
- Redevelop Trash Transfer Facility

**ICING ON THE CAKE**

- Improved North Outfall
- Redirect Stormwater Runoff
- Localized Interventions to Reduce & Store Runoff
- At-Grade Railroad Crossing
- Dedicated Funding Stream for City

- Permanent Levee with Flood Wall Entry
- Enhanced Gateway Signage
- Complete Streets Enhancements
- Enhanced Lighting
- Screen Sewage Plant
- Promote and Expand Festivals Year-Round
- Public Space
- Development & Business

**Yes Please!**

- Natural Environmental Enhancements
- Strengthen City Staff Capacity
- Revenue Enhancement Package

**OK, Let’s Do This**

- Permanent Levee with Flood Wall Entry
- Enhanced Gateway Signage
- Complete Streets Enhancements
- Enhanced Lighting
- Screen Sewage Plant
- Promote and Expand Festivals Year-Round
- Public Space
- Development & Business

**Maybe Later**

- Natural Environmental Enhancements
- Strengthen City Staff Capacity
- Revenue Enhancement Package

- Improved North Outfall
- Redirect Stormwater Runoff
- Localized Interventions to Reduce & Store Runoff
- At-Grade Railroad Crossing
- Dedicated Funding Stream for City

**Yes**

- Natural Environmental Enhancements
- Strengthen City Staff Capacity
- Revenue Enhancement Package

**Let’s Hold on This**

- Permanent Levee with Flood Wall Entry
- Enhanced Gateway Signage
- Complete Streets Enhancements
- Enhanced Lighting
- Screen Sewage Plant
- Promote and Expand Festivals Year-Round
- Public Space
- Development & Business
chapter 5
Kimmswick has a history of giving extra effort to take care of what's important. Volunteers exude fortitude and perseverance not thinking twice to risk their life because it's the right thing to do. At the same time, this town of little over 150 throws the biggest parties in the county. Kimmswick's spirit has overcome adversity time and time again. The Kimmswick Great Streets project presents an opportunity to address their most difficult challenges taking the community beyond basic survival to flourishing.

Flood Management
The Mississippi presents Kimmswick with a great opportunity in the Delta Queen and planned port. It also threatens Kimmswick's livelihood. The Great Streets solutions not only defend against flooding, but add to the community's culture.

Public Space
Kimmswick's natural setting is core to its inhabitant's lifestyle cultivating a generational heritage. The outdoor festival culture draws visitors from across the region and even the nation. The Great Streets solutions expand and enhance both Kimmswick characteristics providing places to develop stronger community relationships and expand their offerings to the region all the while reducing the impact influxes of visitors have on the residents.

Business & Governance
Economic development links directly with the City's service capacity. Flood Management and Public Space tie directly into the economic development strategy. Zoning and ordinance recommendations provide the framework for economic expansion which supports Kimmswick's resident lifestyle.

Design Guidelines
Design guidelines recommend good development practices which add to the quaint, historic character. These will protect the aesthetic and appeal developed over time which helps transport people to a slower paced, nostalgic setting. The guidelines also promote natural systems which enhance the aesthetic character.

“Down by the river where these boats landed there was a large grove of cottonwood trees, a real nice place in itself.”
- William Bradshaw, *Life in Kimmswick*
Kimmswick experiences flooding from two directions - Mississippi Flooding and the “bath tub effect” as stormwater is retained within the City behind temporary levees. Flood frequency has increased in the past five years compared with historic data. Addressing flooding is the community’s primary concern.

**FLOOD MANAGEMENT INTENT**

Proposed flood management solutions protect the City’s pocket book reducing capital, operations, and maintenance costs while leveraging external financial resources. Recommendations also protect the City’s historic character with a hybrid flood barrier solution using temporary deployable barriers in lieu of a flood gate across Windsor Harbor Road saving millions.

**Mississippi Flood Strategy**

Recommendations address Mississippi flooding initially with a temporary deployable flood barrier at Windsor Harbor Road, valve gates and a debris grate at the north outlet, and improved access to the south sluice gate. The deployable barrier will stabilize the city’s revenue never having to pay for a temporary levee again. An earthen levee establishes more than fifty percent of the permanent barrier simultaneously creating a large stormwater storage area which helps defend against internal flooding. Finally, temporary deployable barriers will extend 210 linear feet connecting into 120 linear feet of permanent flood wall which connects to the earthen levee. This hybrid approach could cost 20 to 30 percent of the Army Corp of Engineers (ACE) estimates. Permanent pump stations firmly establish Kimmswick’s defenses against Mississippi flooding.

**Kimmswick City Flood Strategy**

Diverting runoff and creating stormwater storage areas constitute the primary strategies defending against flooding within Kimmswick. These two management solutions handle 90 percent of a two-year storm and are the most cost effective approaches possible.

Teaming with Jefferson County Department of Public Works (DPW), 730,000 gallons of stormwater (13 percent of a 2-year storm) along 5th Street will be diverted out of Kimmswick’s watersheds A stormwater
FLOOD DEFENSE: It’s the little things that count. Diverting runoff, slowing and retaining stormwater in swales, designing soils and pavement for infiltration and creating pockets to store water result in big help against flooding.
storage area at each outlet increases stormwater storage capacity to 4,900,000 gallons (77 percent of a 2-year storm). This storage buys time during a larger storm to defend against Mississippi flooding and move temporary pump stations in place. Eventually the storage areas render permanent pump stations more feasible.

Most stormwater runoff flows across Kimmswick from Vine Street to Rock Creek. All stormwater will cross additional low impact development (LID) solutions prior to reaching the storage area. Bioswales, bioretention, and pervious pavements slow runoff, filter water, and increase overflow capacity effectively countering 100 percent of a two-year storm. These applications enhance the community's character elevating residential quality of life and visitor experience. Bioswales and bioretention bring a sense of nature and the riverfront into the built environment. Pervious pavers provide a historic quality to pedestrian and parking realms.

DEPLOYABLE FLOOD BARRIER: Affordable, lightweight, and easy to assemble, these 4-foot-wide by 8-foot-tall units latch together forming a water tight defense against rising flood waters. The plan recommends a 210 foot deployable barrier at 8 percent of the cost of a concrete flood wall.

STORMWATER DIVERSION: The plan sends over 13 percent of the runoff Kimmswick currently receives out of town reducing flood risks at both outlets. The above plan captures Montabello runoff from development north of town conveying it west to Lucianna Gladney-Ross Park.
Bioswales provide greater stormwater management benefits compared with underground piping. Piping stormwater removes water from an area quickly increasing flood frequency and pushing impacts downstream. Kimmswick has experienced the result of developed properties passing stormwater management down the line. The cumulative effects have required increasing resources over time.

Bioswales replicate natural processes. They are stormwater design elements which direct and convey stormwater run-off over land at a natural pace. Engineered soil retains stormwater less than 24 hours preventing mosquitoes. Transpiration, vegetative absorption, and soil infiltration can occur as a result. Other benefits include dramatically lower implementation costs compared with sub-surface piping.

Bioswales bring the river experience into Kimmswick’s core. The plan makes bioswales attractive features creating opportunities for people to experience nature in a controlled, architectural setting. The stormwater deck pictured frames rain gardens between usable decks over the bioswale. As shown, this unique feature could host tables and chairs and provides greater connectivity between the street and the Village green. The bioswale example illustrates how a simple swale with well-designed landscape is an attractive roadside edge. This treatment should be considered throughout Kimmswick where appropriate.

Pervious pavers are installed to allow water pass through the joints. Stormwater is then collected underneath in rock voids. Engineers design a pipe to slowly release the storage into a traditional underground storm system. Slowing the stormwater’s release reduces downstream flood impacts.

The Market Street example shows pervious pavers in the parking area. Water from the pedestrian realm and roadway flow to the parking area where it infiltrates. These pavers add to the street’s character.
Public space recommendations offer the broadest reaching scope and vision. Kimmswick’s regional destination identity extends its influence beyond the city limits simply out of necessity. Public space projects also have to cross difficult local barriers including a railroad and insecure city finances. The recommendations which follow may be considered too big for such a small town. Having witnessed the grand accomplishments of this practical community, they would not fit Kimmswick if the proposals weren’t larger than life opportunities, attainable with a few good relationships and practical, timely actions.

Kimmswick has a number of excellent assets from which to build. The recommendations aspire to enhance these traits. Threatening challenges also exist. The recommendations aim to leverage those challenges in the creation of unique solutions which enrich life with the very problems making it almost unbearable at times.

Stormwater particularly haunts Kimmswick threatening life and property. Runoff and stormwater impact every inch in town. Solutions meet each site specific challenges accordingly. Near Windsor Elementary, downhill neighbors complain of flooding from the school’s runoff. A proposed tabled intersection routes runoff from the school, out of town, stopping water from harming the neighbors or adding to flood problems at the city’s outlets. It also slows traffic for children at the entry and helps develop the only sidewalk connection to school. Other portions of school runoff are routed to a Jefferson Park swale. Enhancing the swale provides an opportunity to build a natural play area and outdoor classroom.

On Rock Creek’s banks, a recreational trail serves the deployable barriers as a level foundation on which to rest while holding back the Mississippi. The alignment provides access to and from Kimmswick in times of danger. It follows the flood barrier’s dry side, to the top of the levee, onto an elevated boardwalk, over a bridge over Rock Creek to higher ground. The route also reduces festival shuttle use by about half.

The next six pages present the Kimmswick Great Streets plan. Blue numbered labels correspond with a photo montage on pages 98 through 103.
The Kimmswick Great Streets plan spans the following six pages. This plan overview shows the page corresponding to each area.

NOTE: See page 102 for trail and path connectivity.
Kimmswick Blvd Intersection Entry

- Wayfinding Signage
- Traffic Calming
- Road Diet on Highway 61/67 from Imperial Main Street to Windsor Harbor Road
- Protected Pedestrian/Bicycle Path
- Monument Signage
- Street lighting in Intersection
- Regional Connectivity

Kimmswick Blvd

Mississippi River Trail

River Street

Wayfinding Signage

Protected Pedestrian/Bicycle Path

Regional Connectivity

17

MATCH NEXT PAGE
Overcoming Adversity - Recommendations

Riverside Steps
Delta Queen
Kimmswick Overlook
Windsor Harbor Road at Rock Creek
River Trail
Mississippi River

Rock Creek Market Pavilion
Observation Deck
River Connection
Feature
Flood Barrier
Fencing
Gated Roadway
Ed.
Bicyclists
reduces Sidewalk Pavement

Amphitheater Pavilion
Interpretive/Educational Decks

Anheuser Estate
Kimmswick Port
Fishing Dock
Mississippi River Access
Mississippi Street

Riverfront Park
Boat Tours
Anchorage
Marina
Ferry Service

Heritage Trail
Potential Stormwater Storage Area
Gated Roadway for Pedestrians & Bicyclists
1. Kimmswick Boulevard Intersection Entry
Residents from the Kimmswick/Imperial area have no pedestrian or bicycle access to Windsor High School or between communities. The 61/67 and Route K intersection lacks visitor guidance to Kimmswick. Reducing the space on Highway 61/67 vehicle use to three lanes (Two through lanes/Center Turn) allows room for a protected ped/bike path on the east side of the roadway. It also affords space to develop a monumental entry to Kimmswick at the 61/67 and Route K intersection. These improvements dramatically increase regional connectivity establishing Kimmswick’s identity a mile away from town. A traffic study is needed to define the best facility.

2. Kimmswick Blvd Bridge Embellishment
Embellishing Route K’s modern bridge with a “historic” character and incorporating lighting is another transition experience into historic Kimmswick. Incorporating a shared ped/bike path increases regional connectivity which also supports festivals.

3. Riparian Trail
A network of riparian trails provides a recreational river experience connecting Kimmswick with Mastodon Historic Site.

4. Kimmswick Blvd Entry Gateway
The final of three transition experiences from modern life into the past, the gateway officially welcomes visitors to Kimmswick. Narrowing and shifting vehicular travel lanes south consolidates space north to create a shared use path.
5. Kimmswick & 4th Street Intersection
A key decision point, this intersection helps visitors find their destination. The axial view into the Village Green encourages them to come in and explore Kimmswick.

6. Market Street
Kimmswick’s main street, the plan recommends improvements elevating roadway function and the community’s character. There are no vertical curbs allowing the area to function as it does today which works well for Kimmswick. The improvements make the whole space ADA accessible. Defining realms for vehicular travel, parking, and pedestrians provides safe space for people to walk and interact with shops. Currently, the open roadway perfectly supports Kimmswick’s large festivals. These improvements only increase festival functionality. Other improvements include lighting, benches, trees and landmark intersection treatments.

7. 3rd Street Bioswale & Stormwater Deck
Described earlier in Flood & Environment recommendations, this environmental feature attractively defines the Village Green’s east edge. Decks provide ADA connectivity and a unique space to have lunch with a friend or host a street event. The decks also increase functional space during festivals.

8. Kimmswick Village Green
This park is a great asset. It should be designed in homage to historic central greens creating a variety of spaces for rest and activity. A Heritage Plaza is proposed just south of City Hall. An excellent area to gather or host an event, the plaza also functions as the primary trailhead for the Heritage Trail.
9. Active Street Edge/Heritage Trail
At street edges without storefronts, the plan proposes defining the edge with interactive elements. These areas are great opportunities to tell Kimmswick's story through interpretive signage, banners, sculpture, art and other historic elements. Utilizing these areas for the Heritage Trail will not only activate the space but invite people to explore the rest of Kimmswick.

10. Screen Sewer Plant
The Rock Creek Public Sewer Plant is an eyesore to residents and visitors. When originally constructed a vegetative screen was installed which has since died. The sewer plant should re-establish the screen reducing its visual impact on Kimmswick and the future port.

11. Fishing Dock
The port plan proposes public access to the “Slough” with fishing and possibly kayaking and canoeing. Kimmswick should leverage amenities like this to welcome visitors and establish a reputation as an active, outdoor community.

12. Levee Trail
Incorporating a trail into the levee offers an accessible riverfront experience. This trail as part of a larger regional network provides regional connectivity to the Mississippi and enhances festival circulation. The trail also serves the function of levee access and deployable barrier platform.
13. Windsor Harbor Road at Rock Creek
This intersection offers a unique opportunity to develop a welcoming public gathering space connected to Rock Creek. Embellishing the modern bridge, an entry gateway over Windsor Harbor Road, and trail access will make it a great crossroads. Windsor Harbor Bridge is an iconic visitor destination. Developing a market area with a pavilion and observation deck will draw in more people and provide a family picnic place for residents. Developing a waterfront connectivity feature further establishes Kimmswick’s river-town identity.

14. Boardwalk
Boardwalks have a certain romantic draw. They are a great place to interact with nature. Boardwalks are proposed in the port master plan and along Rock Creek near Windsor High School in environmentally sensitive areas. These areas are fantastic for incorporating educational elements about the water cycle, the unique habitat and other natural phenomena.

15. Amphitheater
Another outdoor area Kimmswick should leverage, the port’s amphitheater provides a place outside town for events. It could also be programmed to support smaller groups, light classes or scouting troops during the day.

16. Riverside Steps
Riverside steps are excellent people places. People are naturally drawn to water and activity on the river. Incorporating steps near the landing will enhance visitor experience and potentially bring larger festivals like Apple Butter to the riverfront.
17. Confluence Park & Regional Connectivity

A key feature of the plan, developing a riverfront park with connection to regional trails will greatly benefit Kimmswick. Locally, children would have safe routes to schools. People could safely ride a bike or walk between Kimmswick and Imperial.

Regionally, Highway 61/67 is designated the Mississippi River Trail (MRT). Currently there are no bicycle facilities on it. The Great Streets plan proposes upgrading this regional asset with a barrier protected shared use path. In addition, a riparian trail to Mastodon State Historic Site could be incorporated into a history tour or heritage trail. Jefferson County has latent plans to provide a bicycle connection from Mastodon to Hillsboro and, shown on the Regional Connectivity diagram on the next page, a connection to Eureka and Six Flags would make a great loop around northern Jefferson County and make more regional connections to destinations.

Kimmswick is only a few miles from the Meramec River confluence, a link into the 600 mile trail network the Great Rivers Greenway system. This link would connect Kimmswick to the Gateway Arch and downtown St. Louis 22 miles away. An economic survey of the Katy Trail found the average daily trip to be 44 miles. And parties spent $147 on average during these excursions. The ribbon was recently cut on a segment of the Mississippi River Greenway in Cliff Cave park just over the Meramec. Linking to this trail segment would be a great first step.

The economic development plan further describes the regional trail network’s benefits.
Regional Connectivity

18 Delta Queen

19 Kimmswick Port Overlook

20 River Trail
Business and governance limit or promote each other. Revenues from commerce represent only 20-30% of the City of Kimmswick’s small annual budget. Kimmswick’s basic geography and city boundaries can support only limited physical commercial growth and taxing residents isn’t popular with merchants. Kimmswick cannot rely on revenues from local businesses alone. The City generates 60-80% of its own annual revenue hosting two major regional festivals. Similarly, Kimmswick’s Merchant’s Association (MA) hosts regular small-medium sized events. Analysis indicates efforts from these groups don’t support each other. The vast majority of City revenues come from visitors who return one to three times annually, while consistent regulars primarily sustain the MA. The Great Streets plan recommendations seek to unify the efforts of both groups, elevating the entire community.

Imagining 5 years into the future, exciting developments will shape Kimmswick’s culture. The Delta Queen and potentially other cruise ships will dock regularly bringing in significant influxes of people, activities, and City revenue. The riverfront amphitheater will draw crowds to concerts, more events will take place at the Anheuser Estate, and a new levee and flood prevention improvements will significantly reduce flood impacts.

More activity, more people are all good things that also bring increased demand for services to keep Kimmswick clean, maintain infrastructure, and protect residents from being overrun. Kimmswick should work towards creating a Coordinating Entity unifying the various groups and organizations toward common goals and a shared future. This entity could expand capacity to make the most of the new opportunities, promote Kimmswick, attract complimentary businesses, run programs and events, oversee capital improvements, and guide the community’s future.

We recommend a Community Improvement District (CID). The main purpose of the coordination entity, whether it is a CID or something else, is to direct implementation of the Great Streets plan using the ONE KIMMSWICK perspective. CID’s are governmental entities legally recognized within the State of Missouri and separate from the City and Merchant’s Association.
CID’s offer a wide range of levy powers, reasonable financing capacity (bonds), flexibility for services and improvements, and the ability to change and adjust over time. The following tables list potential public services and infrastructure improvements a CID could provide. CID’s can only invest revenue within the district’s boundaries fully supporting those within the district. Of the coordinating entities available in Missouri, the CID framework and structure best fits Kimmswick’s vision and goals.

This district can be tailored to be as simple or complex as the associated parties would like. The Entity should include merchants, residents, the City of Kimmswick and others to collectively govern development for the good of all. A Coordinating Entity’s legal status offers a level of trusted professionalism when entering into contracts, attracting employees, or seeking to attract businesses to Kimmswick. As it is a legal entity, legal council should be retained in the district’s establishment.

A CID would offer a relatively small, but unique source of revenue that can be used to do things other sources cannot – specifically, fund personnel and provide services. Central to the recommendation, the CID should employ an Economic Development, Program and Events Coordinator. This will expand the capacity of the City and MA, and even the Port Authority, Anheuser Estate, Historic Society and/or others to potentially increase revenue for operations and maintenance further expanding the CID’s capacity, increasing coordination efficiency and benefits between groups, and guaranteeing more control over maintenance standards. This higher level of professionalism and legal standing is more likely to open the door to such relationships and see them blossom.

A CID is not a replacement for the City of Kimmswick but a supporting partner. As City revenues increase, it can be responsible for flood management, as well as funding a basic level of maintenance for city infrastructure and facilities that it has not been able to provide in the past. The Revenue Source table (right) shows a range of rough estimate revenue sources the CID could manage ranging from low to high. A CID could potentially generate as much as $300,000 to provide services and improvements without any additional taxes on businesses or residents.

See Appendix for more CID details.

### POTENTIAL PUBLIC SERVICES
- Organize vehicular and pedestrian traffic and vendors
- Operating or contracting for provision of live music, parking, buses, mini-buses, or other modes of transportation
- Providing or contracting for provision of security personnel, equipment or facilities for the protection of property and persons
- Providing or contracting for cleaning, maintenance and other services to public and private property
- Promoting tourism, recreational or cultural activities or special events
- Promoting business activities, development, and retention
- Providing or contracting for cleaning, maintenance and other services to public and private property
- Providing refuse collection and disposal services
- Contracting for or conducting economic, planning, marketing or other studies

### POTENTIAL INFRASTRUCTURE IMPROVEMENTS
- Pedestrian plazas and amenities
- Parks, lawns, trees, and other landscape
- Event center, meeting facilities
- Sidewalks, streets, alleys, ADA ramps
- Traffic signs and signals
- Utilities, drainage, water, storm, and sewer systems
- Parking lots, garages, or other facilities
- Music and entertainment facilities
- Any other useful, necessary, or desired improvement

### REVENUE SOURCE LOW HIGH

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Low</th>
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<tbody>
<tr>
<td>Strawberry - Apple Butter Festival Expansion</td>
<td>$100,000</td>
<td>$150,000</td>
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<tr>
<td>Great Steamboat Festival</td>
<td>$16,200</td>
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<td>-</td>
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<td>Rock Creek Landing Markets &amp; Events</td>
<td>$53,750</td>
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<td>Rock Creek Pavilion</td>
<td>$3,100</td>
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<tr>
<td>History Tour</td>
<td>$6,000</td>
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<tr>
<td>Kimmswick Port Operations</td>
<td>$8,000</td>
<td>$8,000</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$252,455</strong></td>
<td><strong>$353,605</strong></td>
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OPEN SPACE & RETAIL EXPANSION

Existing Programming & Events
The two largest events on the Kimmswick calendar, the Apple Butter Festival and the Strawberry Festival, are run primarily by volunteers with coordination by the City. Interviews with stakeholders reveal that it is increasingly difficult to find enough volunteers to run these events. Additionally, these events recently have been more expensive to run because of higher shuttle and insurance costs, as well as having to hire some staff because there are fewer available volunteers, while the revenues have remained flat, reducing the City’s revenue. Medium-sized events, like the Witches Night Out, are run by non-City groups but similarly report experiencing increased costs.

Though Kimmswick hosts numerous successful large- and medium-scale events each year, fewer small scale events target residents and locals in the surrounding area. Small scale activities, while primarily geared towards families and community building, can also support local businesses. Additionally, there is a critical gap in the events calendar from January to May. The lack of cold weather events limits the year-round appeal of Kimmswick.

Recommended Programming & Events
Should Kimmswick take steps to add programming, the plan recommends primarily focusing on small-scale, locally-focused events and programs such as painting in the park, lawn games, and movies on the Village Green, as well as adding cold weather programs such as winter art exhibits, and ice carving. Most of these events would likely take place on the centrally located newly renovated Village Green. Smaller events are lower risk to experiment with attracting a broader demographic. Regular localized programming will generate consistent patronage to consider reducing medium-sized events. Managed appropriately, impacts to Kimmswick’s reputation as a place to go to see what’s happening. Potentially, consistent smaller, locally-focused programming and events could generate enough patronage to consider reducing medium-sized events. Managed appropriately, impacts to Kimmswick’s residents could decrease - a win-win for everyone. A Coordinating Entity should plan a portion of events and programming toward experimenting with different models.

Kimmswick should also capitalize on its riverfront access to provide programs that cater to both residents and regional visitors. In the short-term, family-oriented events such as river walks and ranger programs should be considered. In the longer term, Kimmswick should leverage the Jefferson County Port Authority’s planned port amphitheater to host concert series and theatrical performances.

Open Space Expansion Context
Communities benefit from being regionally connected, especially through methods such as a regionally connected trail network which anyone can utilize. A literature review from the Pennsylvania Land Trust Association demonstrated the positive impact that trails can bring to communities, including:

- Boosting spending at local businesses
- Providing low or no-cost recreation options that are attractive to families and younger cohorts, a missing visitor demographic
- Being an inexpensive way to diversify community activities

A 2012 economic study of the Katy Trail, a regional trail crossing Missouri located in the St. Louis area, revealed visitors’ on average 44 mile day trip spend $147. Additionally, these events recently have been more expensive to run because of higher shuttle and insurance costs, as well as having to hire some staff because there are fewer available volunteers, while the revenues have remained flat, reducing the City’s revenue.

Open Space/Retail Expansion
Kimmswick should build out a local trail network, potentially including a heritage trail component. The trail should pass by the Village Green, the riverfront, and lead to the city’s core retail corridors. Over the longer term, the community should advocate development of a larger network in northern Jefferson County linked to the broader regional trail network.

A zoning code that clearly designates the commercial and residential areas of the city should be enacted. This delineation will help to reduce concerns about disruptions to residents, potentially enabling those businesses to extend their operating hours. The delineation would also provide the a Coordinating Entity with clarity on where potential new retail businesses could open. This clarity will help the Entity promote retail business opportunities within the city.

Kimmswick should draft a retail business “guidebook.” The guidebook would include recommended standards for business hours, facades, and outdoor dining. In particular, these standards should recommend longer business hours that are responsive to the desires of residents and visitors as demonstrated in surveys of Kimmswick residents and visitors conducted in October and December 2017.

New retail complimentary to current business offerings should be targeted for recruitment. These retailers could include a small outdoors or sporting goods shop that may appeal to men, or a boutique home furnishings and gift store that would appeal to a younger demographic.
Village Green

The Village Green is Kimmswick’s civic center. The plan recommends small-scale activities geared toward local-area residents. These activities fill gaps in the activities calendar cultivating regular social opportunities which also cultivate business activity. Warm-weather and cold weather activities could increase capacity for additional types and sizes of events potentially stimulating local business expansion. Corporate retreats and additional weekend use would address a gap in the market providing potential guests for new lodging should it be considered.

Primary Commercial Area

Leveraging an enhanced pedestrian realm, riverfront, and local trail network, including the Heritage Trail, will bring a broader demographic to support and expand local business. These low-cost or no-cost recreational options attract families and younger visitors.

Rock Creek Market

Adjacent to the iconic Windsor Harbor Bridge, this venue could host small markets and fairs. Located along trails, it is a great place to stop for a meal and explore Kimmswick. The pavilion, deck, and waterfront feature offer a picturesque setting for reunions and parties.

Riverfront Amphitheater

The proposed riverfront amphitheater will have the capacity to host 500+. This incredible asset will support current festivals, entertain riverboat passengers, and showcase concerts and outdoor theater. School children, clubs, and businesses are expected to utilize the space for education, recreation, and entertainment.
**Festival Operations**

Festival revenue comprises 60-80% of Kimmswick’s annual budget. The new port development presents the opportunity to extend festivals to the Mississippi River. The port has the room to support a 125 percent festival increase; however, 50 percent growth over 5-10 years is more practical. Parking limitations, staff capacity, and vendor diversity are potential limiting factors. The plan recommends restricting festival activity north of Elm Street removing it entirely from the residential area.

Kimmswick should develop a trail system along Rock Creek connecting to Windsor High School. Installing a bridge over Rock Creek makes the walk negligible compared with remote field parking on Route K. This enhanced connectivity and new festival configuration allows shuttle removal within Kimmswick. Providing one shuttle stop at the north end of the Anheuser Estate makes Windsor Harbor Bridge a primary gateway into the heart of the festival more evenly distributing to two entry points. This removes the shuttle’s detrimental impact on Front Street creating a conducive atmosphere for festival street life. The new shuttle route allows on street parking on north Front, Vine, and 5th not possible under current operations. Eliminating the shuttle’s entry into Kimmswick increases security control on the Rock Creek bridge. One less stop, avoiding pedestrian conflicts, and a 33% shuttle route reduction will increase efficiency potentially reducing shuttles by half, a substantial festival cost savings.

As trail facilities are implemented, designated bike routes, bike valets, and bike parking corrals should be incorporated. This could extend parking options beyond walking distance increasing overall parking capacity and provide a low stress connection for those in Arnold and surrounding areas.

The sum of these changes, illustrated to the right, reduce festival impacts on Kimmswick residents and increase revenue.
ANHEUSER ESTATE EXPANSION

The picturesque Anheuser Estate is a signature asset overlooking the Mississippi River. Its recent opening for wedding events has brought new visitors to the city. However, large events need to be held in outdoor tents as the house’s capacity is limited to small groups. The Estate further lacks sufficient infrastructure including restrooms and a commercial kitchen restricting year-round event hosting.

The City owns the Estate, but the Estate is overseen by a board of five members. The City controls two of the five seats on the board, and the Anheuser Trust controls the other three seats. The Trust receives all revenues generated by the Estate.

In addition to the main house, the Estate boasts four other buildings on-site: a charming stable with 2,200+ square-foot footprint in a pastoral setting, and a cluster of three buildings on the south border

including a simple 1,200+ square-feet residence, a 6,600+ square-foot metal barn, and a 1,900+ square-foot maintenance shed. Ride-on St. Louis, an equestrian therapy non-profit, utilizes the barn, stables and corrals. The group is outgrowing the Estate and considering re-locating.

Any development or facility upgrades should consider flooding. Elevating structures and/or creating mold/flood resistant structures are worthy of consideration.

Park development on the northern half of the Estate is being considered because, during weddings, the Estate is closed to the public. The hope is north park could remain open to the public while events take place on the southern half.

Recommendations
To ensure its appeal as an events destination and to expand its usage, the Estate should contact local and regional event coordinators to walk the site and provide recommendations on actions needed to attract additional events and promote the venue. Additionally, the Estate should retain an architect to develop a master plan for the site that would address the concerns raised by the events coordinator.

The Estate should consider constructing a dedicated indoor events facility to expand its availability year-round. This could be accomplished either by renovating an existing underutilized building, or by building a new building specifically designed for events, per recommendations from the event planner and architect. This event facility could compliment current programming, parties for arriving and departing Delta Queen passengers, and other gatherings. Renting tables, chairs, linens, and place settings would expand revenue. If it’s determined the Estate lacks sufficient infrastructure including restrooms and a commercial kitchen, particular a bar, this could further increase reservations and revenue.

Smaller buildings may support corporate retreats and smaller groups bolstering weekday and winter usage. Programming for events and retreats should leverage and promote local businesses and events, specifically the Delta Queen, restaurant catering, as well as lodging options.

The Estate should connect into the proposed heritage trail and leverage revenue opportunities associated with its history and any north park development. History tours, pavilion rentals, and even a marina should be considered primarily to increase the Anheuser Estate’s notoriety and potentially develop a supplemental revenue stream. The Anheuser Estate should also be promoted in wayfinding and historic interpretive signage in the heart of Kimmswick.

CORPORATE RETREAT: Big Shark Cycling in St. Louis has hosted corporate treats. Outdoor recreation could suppliment retreat development.

LODGING

Overcoming Adversity - Recommendations

There is one inn currently operating in Kimmswick. Boutique inns or bed and breakfasts are often successful lodging options in heritage-oriented destinations like Kimmswick, and an increase in year-round visitors may create a market sufficient to support more of this style of lodging. There are ten mid-scale or upper-midscale hotels operating within 12 miles of Kimmswick, but none offer the unique boutique bed and breakfast experience.

New lodging could attract new visitors to the city and extend the stays of those currently visiting. However, given current occupancy rates, the market may not be able to support another bed and breakfast in the immediate term, but rather could be supported when the Delta Queen operations begin, and the Anheuser Estate’s operations have been expanded. Other contributing factors include later dining and retail hours, and a shop supplying everyday necessities. Kimmswick could potentially support ten rooms. Lodging should be designed in keeping with the architectural style of the city. The ideal location for the additional bed and breakfast would be a site overlooking the Village Green, which promises to be a significant new city asset near the commercial core or on the City-owned lot

EVENT VENUE: An indoor event venue would allow the Estate to capture more revenue and expand event offerings.
Throughout the process, the plan has been aligning with Kimmswick’s first ever comprehensive plan.

**Land Use & Zoning**

Land use and zoning ordinances help communities guide future development. These policies can protect valued assets like natural resources and historic character. They can also deter unwanted uses.

Land use and zoning policies could have prevented the sewer plant’s development and the trash sorting station’s location.

The recommended land uses to the right are proposed to protect Kimmswick resident’s quality of life, preserve historic character, promote development in line with the community’s vision, and protect natural assets. Each land use promotes different activities and limits others.

**Primary Commercial**

This area is the commercial core supporting the greatest activity and commercial uses within Kimmswick. Uses would include retail, dining, entertainment, institutional, lodging, and mixed-use and single-family residential. Being somewhat separated from the residential area, later business hours and entertainment may occur in the early evening and not disturb people in the Residential area. Pedestrian light levels need to accommodate evening activity and ADA facilities should be enforced according to the latest national standard. Visitor parking should be allowed without restriction, but ample signage and architectural elements should delineate residential boundaries (see Design Guidelines page 118).

**Secondary Commercial**

This area transitions from Primary Commercial to Residential. All possible uses in Primary Commercial apply. Lighting should be more focused on entries and pathways. ADA facilities should be enforced according to the latest national standard. Outside of official festivals and events, entertainment after dusk should be kept indoors and at a level unnoticeable to residents. Visitor parking should be unrestricted, but ample signage and architectural elements should delineate Residential boundaries.

**Residential**

This area belongs to Kimmswick’s residents. Existing commercial uses should be grandfathered, but no further commercial or retail uses should be allowed, and institutional uses should be contained to existing and historic buildings. The City should promote occupancy of historic buildings. Appropriate scale lodging could be considered along the Primary and Secondary Commercial edge but must be approved by residents. Light levels should support resident’s desired levels.

**Park & Riparian Open Space**

This use delineates park development and protects natural habitat while prohibiting future industrial development. Active
park development may occur within Park designated areas. Structures should support park programming only. Events and programming should occur only during daylight hours. Riparian Open Space areas should be relegated to trails and passive activities including seating, bird watching, nature viewing, and education/interpretive areas.

Institutional
Institutional land uses serve a community’s social, educational, health, cultural and recreational needs. They may be government, non-profit, and privately owned and operated.

The City should review and approve all development plans prior to breaking ground.

Historic District
Kimmswick has an established historic district (see Districts map page 111). Special legal restrictions apply to properties qualifying as historic. Other specific buildings outside the district are also registered as historic.

Parking
The parking overlay areas (see page 110) designate Primary and Secondary Commercial land uses as Commercial Parking areas and Residential land use as Residential Parking areas. Parking ordinances should be put in place to support the illustrated parking overlay. A parking and circulation study should be conducted to determine parking and circulation patterns during various events and scenarios agreed upon by residents, festival coordinators, and commercial entities.

Commercial Parking area should relegate designated on-street and off-street parking areas and be unrestricted to all users. No new parking lots should be developed along the active street edge. Parking internal to blocks and behind street edge development should be encouraged. Remote parking areas on the North Anheuser Estate and Waste Transfer site should be encouraged if new development occurs. A shuttle system should be considered in the parking and circulation plan to support restrictions in Residential Parking areas. The City should deter parking lot development near residential areas.

Parking within the Residential Parking area should be relegated to residents and their guests. A parking and circulation study should determine best practices to support residents and deter visitor parking. No residential properties should be allowed to develop commercial parking lots.

Active Street Edge
Active street edges encourage walkability. A constant line of building facades with a mix of uses close to the street provides visitors the opportunity to interact with people, businesses, and activities. People attract people. Programming, events, and especially outdoor dining stimulate street life typically leading to more visitors.

The diagram to the left highlights recommended active street edges. The City’s design guidelines should prescribe dense building development and attractive vertical elements along these edges. The design guidelines should discourage vacant properties and uses like parking lots along these edges. When necessary, incorporate elements like site furnishings, decorative walls or fencing, art, and/or signage along edges such as parking as the image above illustrates. A more dense street edge also communicates to visitors areas delineated for commercial and residential uses.

Lighting
Multiple lighting strategies promote safety and delineate visitor areas. In primary commercial areas, street and pedestrian lighting encompass intersections and open spaces. Supplemental retail lighting, incorporated into business facades, is recommended to reduce operations and maintenance costs. Similar strategies are incorporated in secondary commercial. Foot lighting in residential areas promotes safety and privacy.

Lighting design and intensity correspond with land uses. The plan recommends more intense commercial lighting levels in primary commercial, less intense safety and focal lighting in secondary commercial, and appropriate lighting in residential. All lighting should preserve the view of the wondrous rural night sky and reduce impacts to wildlife.
Diagram: Lighting as a design element can help define a place. It can help visitors understand where they are welcome to linger and areas separate from commercial activity.

LEGEND
- RESIDENTIAL LIGHTING LEVELS
- SECONDARY COMMERCIAL LEVELS
- PRIMARY COMMERCIAL LEVELS
Kimmswick has several potential funding sources for the implementation of the plan. Examples of potential revenue streams are listed below and in the table to the right, which illustrates revenue ranges. A specific revenue study should be conducted to better understand feasibility and potential prior to implementation.

Following are high level rough order of magnitude estimates based on regional market assumptions. Some revenues - like Delta Queen Tax, Docking Fee, and Witches Night Out - could be realized immediately according to the outlined assumptions. For the others, totals indicated in the Revenue Source table (right) are tentatively projected to be realized incrementally over five to ten years after programs, events, developments or improvements are implemented.

Should Kimmswick establish a CID, the City and CID need to work together to ensure its success. Revenue sources the CID could manage are indicated. If the CID assumed all the indicated revenue sources, the City would realize approximately $900,000 annually garnering all other sources.

**Kimmswick Port**

**Museum Tax** - The City has established a 3% tax on all Delta Queen Sales from the Port of Call effective immediately when ticket sales begin. Revenue is calculated from Delta Queen Steamboat Company projections.

**Docking Fee** - The City has established a $1.50 per linear foot fee on and ship docking at the proposed mooring. Revenue is calculated based on market study - one 400 foot ship once per week, one 400 foot ship once per month, two 250 foot ships per month.

**Maintenance Agreement** - Jefferson County Parks will be responsible for Kimmswick Port grounds when completed. The City could enter into an agreement with Jefferson County to maintain it for them. Projection is a conservative professional estimate based on the current Anheuser Estate agreement.

**Operations Agreement** - Activities at Kimmswick Port will need to be overseen. The City could enter into an agreement with the Port Authority or other responsible parties to operate the port. Projections are based on eight month season.

**Festivals & Events**

**Existing Festival Expansion** - Development of Kimmswick Port creates a space which could expand Apple Butter and Strawberry Festivals up to 225%. A 50% increase has been estimated.

**Great Steamboat Race Festival** - The Delta Queen is considering re-instituting the historic Steamboat Race, a potential festival addition. Space rentals are estimated.

**Delta Queen Days** - Each time the Delta Queen lands in the port, the operators typically create a festive atmosphere with time period actors and music. Kimmswick could leverage these events as a unique regional attraction. Space rentals are estimated.

**Witches Night Out** - The Merchant Association’s Witches Night Out sells out in hours at a $25 ticket price. The City has received $1 per ticket. This price should be increased. Increased ticket price of $5 low and $10 high estimated designated to the City are shown.

**Sales Growth**

**Increased Commerce** - The City has a 1 1/2% retail sales tax. With longer business hours, a more attractive setting, the new Kimmswick Port, and more activity, retail sales will increase. A 10% increase is estimated.

**1/2% Sales Tax Increase** - If the City and Merchants agreed to raise the retail tax, it would increase City revenue.

**Lodging Fee**

Many cities with tourist destinations impose lodging fees or taxes. The City could implement a fee on lodging room occupancy.

**Parking Enforcement** - Enforcement is essential to guiding visitor behavior. The City could provide residents and guests a pass to park in residential areas and ticket visitors vehicles.

**Commercial Overflow**

**Ampitheater Event Fee** - During events like concerts with national acts, the City could charge for parking in remote lots like the one proposed on Kimmswick Port.

**Anheuser Estate**

**Event Parking** - The city could charge a user fee on tickets sold to the ampitheater.

**Outdoor**

**Event Parking** - The city could charge a user fee on tickets sold to the ampitheater.

**Amphitheater Parking** - The city could charge a user fee on tickets sold to the ampitheater.

**Anheuser Estate**

The plan recommends the City and Estate partner to develop infrastructure and facilities with each splitting revenues 50/50. The following revenue sources assume this partnership.

<table>
<thead>
<tr>
<th>REVENUE SOURCE</th>
<th>LOW</th>
<th>HIGH</th>
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<tbody>
<tr>
<td>Current City Revenue</td>
<td>$190,000</td>
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<tr>
<td>Delta Queen Tax</td>
<td>$767,000</td>
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<tr>
<td>Docking Fee</td>
<td>$16,380</td>
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<tr>
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</table>

Total** | $1,232,735 | $1,375,385 |

**Revenue Sources the CID could assume and manage**

**Receptions** - Should the Anheuser Estate partner with the City to construct an events venue, the City could make a portion of reception revenues.

**Retreats** - Should the Anheuser Estate partner with the City to construct a retreat venue, the City could make a portion of retreat revenue.

**Pavilion Rental** - Should the Anheuser Estate partner with the City to develop a north east parking with a pavilion, the City could make a portion of rental revenue.
Overcoming Adversity - Recommendations

TRAFFIC MANAGEMENT

Protecting the quaint, quiet lifestyle will require deliberate traffic management. Kimmswick expects to increase tourism with more destinations, venues, programs and events. A traffic management strategy works hand in hand with parking management. In taking a holistic approach to creating a vibrant downtown, parking must be managed in a way that will support these efforts, not undermine them.

As Kimmswick grows and a more inclusive infrastructure network comes on line, traffic management plans will be needed for the different activities and scales of events hosted. Regular weekdays should function seamlessly with well signed parking location and designated commercial and residential parking areas. Strategic enforcement helps establish acceptable driver habits. Additionally, a thoughtful emergency circulation plan will be beneficial with increased riverfront activity and trail use. When parking restrictions in residential areas begin, weekends, riverfront events, medium to large scale festivals, and Anheuser Estate events need specific strategies.

The plans will likely include clear event navigation maps, traffic flow, parking requirements, ADA parking and access, drop offs, shuttle routes and stops, pedestrian and bicycle alternative routes, wayfinding signage, and emergency routes. These plans will establish clear communication prior to any event which is the best mitigation tool.

CODE ENFORCEMENT

City could make revenue on docking fees. Further study is needed and no projections have been made.

Rock Creek Market Markets & Events - Development of a Rock Creek Market creates the opportunity for the City to collect revenue for event spaces for events like a weekly farmers market or Delta Queen Days.

Pavilion Rental - Incorporating a pavilion into Rock Creek Market development creates an opportunity for the City to make revenue on pavilion rentals.

History Tour Should the City develop or partner in the development of a history tour package, the City could make revenue on ticket sales.

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Code enforcement will play an essential role welcoming newcomers to Kimmswick. First impressions go a long way. The Delta Queen plans to regularly bring hundreds of visitors from all over the world to Kimmswick for a few hours. Other ships could potentially land one to two additional times a week in addition. Increased programs, events, venues, and a broader commercial offering will inevitably attract new visitors.

The City needs to work with the residents and commercial community to develop reasonable property maintenance standards. They should be clear and accessible to all residents. Once the standards are established, fair and judicious enforcement should be enforced.
While beauty may be in the eye of the beholder, places have distinct aesthetic character. An aesthetic is cohesive in design and appearance. The individual elements work within the whole picture. Kimmswick’s aesthetic has changed over time adding new elements to the overall composition. In general, a visitor would experience Kimmswick as a step into a mixed-period, early frontier through pre-modern past.

ARCHITECTURE

Kimmswick’s historic character is one of its most valuable assets. Clear direction on architectural character was not offered during community engagement. General consensus supported a character fitting the established eccentric historic aesthetic.

Architectural Quality

One principle was clear: temporary structures or those which look temporary were not welcome. Utilizing or emulating natural historic building materials found in the community such as brick, clapboard, or log and mortar will help retain the community’s character. Employing such materials for eighty percent of facades in the commercial areas is recommended. Variations should be considered case by case. Introduction of new historic period structures should be sited to accentuate the street’s character and not detract. The intersections of 4th and Beckett, 4th and Elm, Front and Mill, and all Market Street intersections are key nodes. New development at these locations should be iconic and memorable representing Kimmswick’s essential qualities.

A few strategies could be employed to guarantee a particular architectural quality:

• Kimmswick may consider an architecture review board to filter plans within the commercial areas submitted to the City. This would verify quality in new development to sustain the existing historic heritage and allow appropriate variances.

• Kimmswick should consider programs and efforts to help fend off deterioration. One program could be a grant offered by the City and Historical Society to help eligible property owners of historic
structures keep up basic maintenance.

- Ordinances for repairs and renovations of historic structures could be established to retain historic character.
- The established historic district makes historic tax credits (state and national) available to contributing properties, a valuable development and improvement incentive.
- Developed specific design guidance prior to issuing an RFP for any development.

Historic Character
Kimmswick has many building styles including simple frontier brick or wood buildings, clapboard, Victorian, Tudor-esque log and mortar, steel, and log and mortar. Considering the relocation of historic structures from the region to Kimmswick, a strict historic period cannot be imposed. As history continues, historic architectural character considered historic from the local Mississippi region should be respected.

Building Heights
Historically, building heights descended from two to three-stories on Front Street to one-story single family residences near Market and 4th Street when Front and Market was the community’s entry. This character holds true today; however, the entry is on the other side of town. Kimmswick’s Village Green is the new heart of town, and the new town entry is 4th and Beckett. Infill at this intersection should stand one and one-half to two stories in height complimenting existing adjacent buildings and face west welcoming visitors. Infill bordering the Village Green should face the park. Building heights may vary from one to three stories high. All edges of the park should have an active edge.

Along Market, infill should complement the size and scale of adjacent buildings typically one and two stories. The same principle should be applied to the other primary and secondary commercial corridors.

All new construction in primary and secondary commercial should be constructed on the right-of-way unless accessibility, access, or another circumstance require a variance. Distances separating buildings should be minimized with the exception of creating space for outdoor dining.

Building Facades & Street Edge
Building facades should be open and inviting. Shop windows should be maximized within aesthetic reason. Windows can be high-efficiency modern windows, but should take on a historic character with multiple panes, wood or cast iron finishes, simple stained glass or other historic character. Doors should have windows at minimum on the top half. Sign styles should compliment the facade and store personality. Shutters, awnings, hanging plants, and other ornaments are recommended.

Outdoor dining areas should be encouraged as people attract people. A space sixteen to twenty feet from the on-street parking edge provides ample room street front activity.

Where gaps larger than sixteen feet occur between buildings on Market Street, trees, fencing or other architectural elements eight feet or taller are recommended. These architectural elements should add to the active edge with benches, art, history/interpretive signage or other unique features.
Non-building Architectural Elements

Architectural elements and other vertical elements are the most impactful features for establishing an aesthetic character. The design intent for the architectural elements in the Great Streets plan aims to support Kimmswick’s historic and rural character. Natural materials like wood, brick, stone and metal connect people to a simpler time.

Wood elements can be natural or a quality wood replicate material dependent on the application, budget, and labor. Natural, stained, or white finishes should be used.

All pavers should be antique red with rustic color variation resembling natural clay brick. Concrete bricks are acceptable. Gravel areas should be 3/8 inch minus. Colored stamped concrete should resemble brick. Pavement marking other than white should be red utilizing the most durable materials.

Elements like guard rails, hand rails, signage, furnishings, lighting, and other metal construction should have a black or deep bronze finish. Historic detail and character is recommended.

Stones and boulders should match local limestone with rough snapped or chipped finish. Sizes should be proportional to each application.

Each pavilion should be architecturally unique fitting into the different settings as well as a unique name preferably playing off the heritage or a local/regional story.
STREET TYPΟLOGY

Street typography refers to the variation in typical street character and design dependent on the setting. Guidance for street types is provided for Highway 61/67, Highway K, and the streets within Kimmswick.

MARKET STREET TYPICAL

This section, looking east, illustrates the pedestrian realm extending to building face. Where a flush curb is employed, the pedestrian realm should be designed for vehicular travel. A minimum eight foot pedestrian realm should be retained. If business owners wish to utilize the parking area for dining or other use, recognizable vertical elements like planters should line the street edge. Any planting will occur in parking areas. Street furnishings not protected with a barrier curb are recommended away from parking.
MARKET STREET TYPICAL
This section, looking east, illustrates a fence condition where building separation is sixteen or more feet.

MARKET STREET EDGE: Fencing, Benches, Lighting, Planters, Civic Banners, Interpretive Signage
This section, looking north, illustrates a typical stormwater deck’s horizontal dimensions. This application may be employed on Elm Street. Adjacent parking may be gravel or pavers. Pervious pavers would ensure ADA accessibility from parking to the deck and increase stormwater management. Stormwater deck section is only illustrative and not for construction.
2ND STREET TYPICAL
This section, looking north, illustrates a condition with the building set back from the ROW and a condition with the building adjacent the ROW.

MILL STREET TYPICAL
This section, looking east, illustrates a condition with the building set back from the ROW and a condition with the building adjacent the ROW. Back-in angled parking is recommended for safety accounting for pedestrians and bicyclists in the roadway.
SOUTH FRONT STREET TYPICAL
This section south of Market, looking north, illustrates a condition with the building set back from the ROW and a condition with the building adjacent the ROW. ROW is only 40 feet wide. Delineating the pedestrian realm would require negotiations with property owners. An alternative would resemble the Market Street section but delineating the parking should only occur if all property owners on one side agree to this upgrade.

NORTH FRONT STREET TYPICAL
This section north of Market, looking north, illustrates the residential condition west and parking east. The walk adjacent the east curb should be designed for vehicular traffic.
ELM STREET TYPICAL
This section illustrates a bioswale roadway edge and one without a bioswale. Bioswales should be treated as aesthetic features with boulders and optional landscape.

The typical ROW is 50 feet. Sidewalks are not recommended in order to delineate residential from commercial. Visitor parking restrictions and signage distinguishing commercial areas, traffic should be regulated to allow existing streets function.

RESIDENTIAL STREET TYPICAL
This section illustrates a bioswale roadway edge and one without a bioswale. Bioswales should be treated as aesthetic features with boulders and optional landscape.

The typical ROW is 50 feet. Sidewalks are not recommended to delineate residential from commercial. Visitor parking restrictions and signage distinguishing commercial areas, traffic should be regulated to allow existing streets function.
Kimmswick, Imperial, and Windsor School District should advocate a road diet with a minimum 30 mph speed limit. The buffer between the shared use path and roadway should be maximized. Should existing travel lanes remain or increase, a minimum 7 foot buffer is recommended. Lighting along the SUP is also recommended. Section looks south.

HIGHWAY 61/67 TYPICAL

Asphalt Roadway, Doweled on Median or Modular Vertical Barrier
HIGHWAY K WEST TYPICAL
This section west of the bridge, looking east, corresponds with the adjacent rendering. The rendering illustrates the bridge condition. Minimizing the travel lanes to 10 feet and SUP between 8-10 will slow traffic and maximize the protective barrier.

HIGHWAY K BRIDGE: Existing Bridge, Doweled on Stamped Colored Concrete Median, MMA SUP
HIGHWAY K EAST: Gravel/Ridged Pavement SUP, Tree Lawn, Asphalt Roadway

This section east of the bridge, looking east, illustrates the SUP on the north to connect with Lucianna Gladney-Ross Park. Prior to the bridge, the shared use path transitions to the south to make a direct connection to Windsor High School. A grade-separated crossing under the bridge eliminates vehicular conflicts for younger children on their way to school.
BECKETT STREET TYPICAL

This section, looking east, illustrates the a tree lawn with street trees between the SUP and roadway. Street trees are important gateway, traffic calming, and protection elements. Street trees should be selected and located to reduce potential conflicts with overhead utilities. Ameren provides guidance when planting trees near their utilities.

BECKETT STREET: Gravel/Ridged Pavement SUP, Tree Lawn, Asphalt Roadway
Kimmswick Great Streets Plan recommends utilizing municipal street lighting as well as easy to maintain exterior lighting. This approach reduces capital, maintenance and operation cost on the City. The rural night sky should be essential to lighting design in Kimmswick. Current illumination standards should apply. The following table outlines recommended illumination levels.

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**Primary Pedestrian Light**

*Example Historic “Victorian” Style Decorative Pole-Mounted Lamp*

- Utilize as primary pedestrian light at intersections, Village Green, and appropriate locations
- Dark Sky compliant, high-efficiency LED full cut-off lamp
- Black or bronze finish
- All primary pedestrian street light lamps and poles should be the same design which helps with consistent aesthetic and hardware maintenance
- Black high-tension concrete poles recommended to reduce maintenance and sustain flooding if necessary, 15 foot max light height
- Single or multiple pole mounts could be considered (single lamps reduce maintenance and operating costs)
- Waterproof wiring installed underground with tie boxes positioned to resist flooding
- Built-in weather-proof electric plug in for seasonal decorations

**Secondary Pedestrian Street Light**

*Example Application*

**Secondary Pedestrian Bell Light**

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VEGETATION

Vegetation is an essential aesthetic component in any place. Beautiful plantings, trees, and natural settings are memorable and attract people. Vegetation also provides essential services framing spaces, providing shade, recreation, and ecological functions supporting natural habitat.

Native vegetation has adapted to the regional ecosystem, supporting other vegetation in community as well as providing habitat and nourishment for all native animals. Native vegetation should be utilized for a minimum 80 percent of installations. Non-native plantings should be used as accents for seasonal plantings or in planters. Non-natives could be utilized in bioswale plantings for structure or to enhance the aesthetic character. Any non-natives used should not be invasive or aggressive competitors.

For bioswale plant selection, the St. Louis Metropolitan Sewer District has developed a plant selection matrix and design guidance in the Landscape Guide for Stormwater Best Management Practice Design.

Grow Native, sponsored by the Missouri Prairie Foundation, has a native plant database and resource guide for native tree, shrub, and perennial selection not associated with stormwater best management practices.

Missouri Botanical Garden sponsors Biodiverse City which provides resources for integrating native habitat into a city environment.

Missouri Department of Conservation’s Tree Resource Improvement and Maintenance program provides education, installation, and maintenance assistance.

FURNISHINGS

Furnishings are another essential element for creating places, spaces and unique identity.

Bench

Example Historic “Victorian” Style Bench
- Only one bench City standard
- Black frame with wood bench slats; wood does not retain heat like metal

Receptacle

Example Historic Style Receptacle
- One per block on each side of street near corner
- Black or Bronze Finish
- Commercial Grade lowers replacement and handles inevitable bang ups
- Consider incorporating branding

Bike Rack

Example Historic Style Bike Rack
- Black or Bronze two-point rack
- Consider incorporating branding
Wayfinding signage is essential to help visitors navigate the community. It can also establish an identity. Developing a signage “family” will contribute to Kimmswick’s character in specific situations. Creating branding and signage design guidelines should be developed using Manual on Uniform Traffic Control Devices (MUTCD) standards. Care should be taken to accommodate elderly visitors. Coordinate signage with planting. Signage should be down-lit where possible with historic style lighting. Locate signage where possible in well lit areas. No internal signage lighting should be allowed within Kimmswick to retain a historic character. Signage from agencies, organizations, or entities other than the City of Kimmswick or CID should follow signage guidelines to ensure a cohesive aesthetic character.

Four signage families engage visitors - Welcome Signage, Civic Signage, Heritage Signage, Riverfront Park Signage.

**Welcome Signage**
This signage guides visitors to Kimmswick and welcomes them into the community. It includes I-55 promotional wayfinding, monument signs, and entry gateways.

**Civic Signage**
This signage informs visitors about the Kimmswick. It includes wayfinding, pedestrian kiosks, and institutional signs.

**Heritage Signage**
This signage tells Kimmswick’s story. It includes Heritage Trail trailhead signs, interpretive signs, and historic plaques.

**Riverfront Park Signage**
This signage informs visitors about the riverfront and the park. It includes trailhead signs, educational signs, and wayfinding.
chapter 6
The implementation strategy is where ideas become reality, vision takes shape. Practical, attainable, incremental steps ensure investments attain the goals set forward developing momentum to see the vision completed. This section lines out a comprehensive project outline, implementation schedule, initial phases, funding sources, and implementation cut sheets for individual projects to guide each step in the implementation process from fund raising to ribbon cutting.

Implementation Strategy

The Implementation Strategy section illustrates in broad terms potential project impacts. It provides the reasoning for implementation priorities; describes initial phasing for flood management, public space capital investments, and economic development; and provides low cost demonstration project instructions which can be used to generate energy between planning, design and construction. These steps show the general end results and reasons for undertaking the projects in the specified order.

Implementation Resources

The Implementation Resources section provides practical details and guidance for accomplishing individual projects in the context of the broad sweeping Kimmswick Great Streets plan. This section includes four main components:

1. Funding sources for project implementation.
2. A project matrix that provides essential project details and relates individual projects plan goals.
3. An implementation schedule outlining project phasing. It outlines projects, the number of phases anticipated, project responsibilities, rough order of magnitude cost estimates, potential funding sources, the implementation strategy for each, identifies goals each project achieves, and lists items worth considering during implementation. Each cut sheet can support grant applications and serve as a reference guide throughout a project’s duration.
The desired outcome of any plan is to effect real positive change. Kimmswick’s Great Streets planning process will create tangible assets from the project’s outset. Garnering public support, developing project champions, and initiating beneficial relationships are as important as a good plan. This section addresses those assets.

The four planning areas revealed through the planning process - Flood Management & Environment; Public Space; Economic Development, Programs & Events; and Governance - are not linear A, B, C, D steps toward one final goal. Multiple projects define each planning area addressing a variety of issues and opportunities. Though some projects logically should be accomplished prior to beginning other projects, the implementation plan is dynamic requiring attention to revenue, potential funding opportunities, and ways to leverage work by local and regional partners to the advantage of the whole community.

The Implementation Strategy provides one potential implementation time line including construction projects, economic development strategies, programs and events, and a governance framework. Taken together, this implementation time line charts a path forward, and, as opportunities arise, priorities will shift. Keeping the community’s vision and goals central to decision making is critical.

This section outlines a framework for making decisions in keeping with the project vision and goals. Initial phasing for each planning area defines tangible outcomes for the greatest impact. Affordable demonstration projects generate immediate positive community energy necessary to garner public support and the will to get projects on the ground. Defined funding opportunities emphasize the resources project partners can leverage toward higher cost improvements. A project matrix and time line illustrate the entire implementation strategy in simple two-page charts. Finally, project cut sheets provide the detail needed to plan each step, promote each project, budget and seek funding, and provide design guidance. The implementation strategy is structured as a flexible, living document.

**IMPLEMENTATION INFLUENCE WEB:** There are four distinct planning areas; however, each is intrinsically connected to each of the other three.
Photo: Kimmswick has been able to survive on sheer perseverance. Everyone pitches in when it's needed most.
Continued community and stakeholder engagement revealed Kimmswick’s priorities. These priorities were continually refined each Work Session. Sifted through the lens of the project’s vision and goals at public work shops, stakeholder advisory committee meetings, technical advisory committees meetings, and regular project partner review, the project team narrowed over 130 potential project ideas to the project elements listed in the phasing table pictured to the right.

As outlined in Chapter 2 “Path Traveled,” continual priority polling narrowed the field of project ideas. Ranked from one to four, with four being most important, all project elements in the right table scored 3 or above and are shown with highest ranking at the top continuing in descending order. The Heritage Trail was one exception, receiving a score of 2.9. The Advisory Committee clarified the “lower” ranking noting the trail’s importance, but all are incorporated in one or multiple Phasing, and other factors are also taken into consideration. As a result, some lower-ranked elements may be implemented before other elements that received a higher ranking. In addition, the City of Kimmswick and its community partners must exercise flexibility to be able to pursue opportunities as they arise.

To summarize, these elements represent the top projects, actions, legislation, and further planning studies the City of Kimmswick and the immediate surrounding area identified as important to their future. The elements may not be specifically listed as projects, but all are incorporated in one or multiple projects.

It is important to note that project prioritization is different than project phasing. While prioritization is a critical factor in developing an implementation schedule, funding availability, planned capital improvements, construction phasing, and other factors are also taken into consideration. As a result, some lower-ranked elements may be implemented before other elements that received a higher ranking. In addition, the City of Kimmswick and its community partners must exercise flexibility to be able to pursue opportunities as they arise.

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**Flood Protection in Kimmswick**

Flood protection in Kimmswick is of utmost importance. The strategies depicted above delineate three-step solutions to achieve permanent flood protection for the north and south outlets. Permanent pump stations at the outlets are considered icing on the cake. With temporary pumps available, installing them is not critical and, therefore, not included in the strategies.

**North Outlet Strategy**

The undersized existing north outlet is dangerous. Step 1 implements a temporary solution aimed to reduce hazards. Installing a debris grate to filter stormwater entering the outlet dramatically reduces clogs. Installing valve gates will eliminate the need for make-shift flood gate solutions. Lastly, Jefferson County and Kimmswick need to procure a drainage easement to protect against detrimental future sewer plant or railway development which may alter drainage patterns.

Step 2 removes 13 percent of stormwater run-off Kimmswick receives. First, inlets capture and convey runoff from Montabello through a pipe west along Vine Street to the Lucianna Gladney-Ross Park. Second, re-working 5th Street’s pavement directs the school’s runoff south across Beckett to a wetland outside Kimmswick. This step addresses flooding and calms school traffic.

Step 3 develops storage capacity to protect against Kimmswick’s “bath tub” effect. Replacing the existing outlet with a pedestrian accessible pipe and flood door shores up the north outlet providing residents grade-separated riverfront access.

**South Outlet Strategy**

Fortifying flood protection on Kimmswick’s southern edge must address the south outlet and Windsor Harbor Road access. Step 1 implements deployable barriers to eliminate financial impacts associated with building and removing temporary levees. A safe access to the existing sluice gate is also installed. This step depends on Mississippi Street’s realignment which will serve as the platform for erecting the deployable barrier.

Step 2 constructs a permanent earthen levee across the south outlet slough along Rock Creek. This builds more than 50 percent of the ultimate flood barrier solution and increases storage capacity to reduce internal flood impacts.

Step 3 expands the deployable barrier connecting it into a concrete flood wall extended from the earthen levee. A segment of levee trail must be constructed simultaneously as the deployable barrier’s support.
Public Space
Public space projects provide significant functional, transformational, and economic impacts. The first three phases of public space projects will catalyze development and from Highway 61/67 to the Mississippi River, drawing visitors to Kimmswick’s commercial, cultural, and recreational amenities.

Phase 1
Phase 1 promises immediate transformation, connecting Kimmswick to the Mississippi River for great first impression. The Port Authority plans to begin construction of the landing and access road from the riverfront to the railway underpass in October 2018. Capitalizing on these improvements, Phase 1 includes the construction of the Market Street railway crossing, which should include the Front and Market Great Streets intersection. Screening the sewer plant from the south completes the riverfront development and Kimmswick’s Riverside welcome. These improvements are shown in Figure A.

Enhancements to Kimmswick’s central core, Village Green (Figure B), are also an integral component of Phase 1 public space projects. These include improvements to the 4th Street intersections from Market to Elm and development of the pedestrian edge along Elm, Market and 3rd Streets. Intersection upgrades at 4th and Kimmswick Boulevard welcome visitors into Kimmswick’s historic downtown, helping them navigate confidently to their desired destination. The Market and 4th intersection, together with the Front and Market intersection improvements, bookend Kimmswick’s main street. Pedestrian realm improvements along the north side of Market and west side of 3rd define the Village Green with an attractive, active and sustainable edge.

The third and final component of Phase 1 public space improvements is the installation of monument signs and landscaping at the intersection of Highway 61/67 (Figure C). These improvements create a well-defined gateway entrance to Kimmswick. The use of materials and design elements consistent with other public space projects will reinforce the identity and brand of the community.
Phase 2
Phase 2 Public Space projects establish the core Great Streets infrastructure and enhance connectivity. Highway K complete street improvements (Figure D) create multi-modal connections into Kimmswick from the west. Market Street improvements (Figure E) create a welcoming, pedestrian-scale environment that complements and strengthens adjacent land uses. The addition of the Heritage Trail (Figure F) from Market Street railway crossing to the riverfront enhances multi-modal access to the riverfront. The construction of port parking (Figure F) builds the Delta Queen’s long-term parking supply, provides close remote overflow commercial parking, and makes development of the port amphitheater viable. The mooring (Figure F) finishes port docking plans, expanding cruise ship opportunities and potential revenue.

Phase 3
Phase 3 Public Space projects extend Kimmswick’s regional connectivity and programmatic reach. Highway 61/67 improvements (Figure G) connect Imperial and Interstate 55 to Kimmswick via Imperial Main Street improvements. These improvements also connect the Kimmswick and Imperial areas to Windsor Elementary and High Schools with pedestrian and bicycle facilities designed for all ages. Constructing the Village Green and amphitheater expands programs and event space. The Village Green (Figure H) improves the civic center to generate consistent, locally-focused activity. The multi-functional amphitheater (Figure I) can be scaled to host a range of events, from mid-sized regional events to smaller community and school programs.
CID IMPLEMENTATION STEPS

**Economic Development, Programs & Governance**

Successful implementation of the plan is dependent on coordinating and managing a diverse array of capital and programmatic efforts. From streetscape enhancements and flood protection improvements to events coordination and business development, the City of Kimmswick must follow an economic development strategy that brings together these diverse efforts in a coordinated, cohesive manner to achieve the vision and goals set forth in this Great Streets Plan.

The economic development strategy is outlined in the following paragraphs and depicted in Figure J on the following page.

**CID Implementation**

The strategy outlines a three-step process to create a Community Improvement District (CID). A CID levies taxes for a defined geographic area in order to fund projects or provide services for that area. CID responsibilities may include capital improvements, pedestrian and streetscape enhancements, marketing and economic development services, and event coordination.

The first step of CID implementation is the creation of the CID itself. This process will include the following actions:

- Establish CID exploratory committee to determine feasibility
- Investgate organizational funding partners
- Secure consultant and legal services to assist in petition and approvals
- Identify general geographic area and estimate total revenues
- Work to build support with property owners and educate voters
- Identify board members and final services and improvements
- Develop petition with committee and get agreement on 5-year plan
- Conduct petition process (to get 50% of per capita owners and 50% of total assessed valuation) to sign and support the legislation
- Identify district administrator and begin administration services
- Conduct ballot initiative with district voters to authorize sales tax

The City and Merchant’s Association are the core CID partners. Others may include Jefferson County Port Authority, Anheuser Estate, and Kimmswick Historical Society. If they do not wish to join initially, these groups are still potential funding partners.

Once the CID is in place, the second step is to begin generating revenue to fund CID activities. The revenue streams will have been identified during the creation of the CID, as required by the Missouri Community Improvement District Act.

The third step is the hiring of an Economic Development, Programming, and Events Coordinator to oversee event management, program development, business expansion and coordinate capital improvements. This position is described in greater detail later in this section.

**Governance**

The strategy outlines a three-step process toward more resilient government operations. The initial step is officially adopting the Kimmswick Great Streets plan and folding the recommendations into the Kimmswick Comprehensive Plan. The comprehensive plan should detail an emergency management policy making provisions for an official documented emergency management plan. The plan should also make provisions for the development of articulated design guidelines and a strategy for working with the business community and/or CID to establish a Business Guide Book. Hiring a consultant to finalize the comprehensive plan and complete the additional documentation is strongly recommended.

Chapter 5 “A New Era” recommends a number of potential funding streams. Funding and revenue analysis should be conducted by a qualified consultant to comprehend their market viability. The results of the funding and revenue analysis will inform the appropriate steps to develop a revenue enhancement package.

Some revenue streams are already policy. When those streams become viable and permanent flood barrier plans are feasible, the City should either work with a formal or informal Coordinating Entity to hire an Economic Development, Programs, and Events Coordinator. The City could hire this position outright; however, partnering with key stakeholders in any arrangement is strongly recommended. As revenue grows and additional services are needed, additional City staff should be considered to expand DPW capabilities, increase policing, and manage parks and natural resources.

**Economic Development, Programming & Events Coordinator**

The coordinator position is critical to the success of Kimmswick’s economic development strategy. This person will manage variety of interconnected capital improvements, economic development programs, and community events, all of which strengthen Kimmswick’s identity and appeal as a regional destination. The coordinator will interact with a variety of individuals, organizations, and agencies, including the City of Kimmswick, Jefferson County, the Jefferson County Port Authority, Missouri Department of Transportation, community residents, local businesses, contractors, and consultants.

In all these interactions, the coordinator must maintain focus on the vision set forth in the Great Streets Plan and reinforced in the CID five-year plan. Experience directly associated with the potential coordinator may include business, finance, accounting, public relations, communications, marketing, hospitality, construction, development, or a general entrepreneurial background. Because the position is multi-faceted, the CID should be open to considering qualifying candidates from most any background.

The CID should hire a highly energetic, dynamic individual who is personable and optimistically grounded. The individual needs to be a practical, shrewd organizer who is encouraging to work alongside. They need a strong understanding of the ‘Big Picture’ while seeing each little step toward the vision as important. A $50,000-$60,000 salary with a solid benefits package is recommended.

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FIGURE J: Economic Development Strategy

**Economic Development & Events Coordinator**

- **Strengthen Merchant/Resident Relations**
- **Expand Revenue Potential through:**
  1. Open Space Programming
  2. Complimentary Business

**Develop a Coordination Entity**
City & Merchants Create an Entity to Strengthen Their Relationship & Promote Klamwwick's Business Development, Programs & Events

**Develop Funding for the Organization**

**Hire Economic Development & Events Coordinator**

**Adopt Comprehensive Plan**
- Great Streets Plan
- Zoning & Ordinances
- Design Guidelines
- Business Guide Book

**Revenue Enhancement Package**
- 3% Riverboat Ticket Fee
- Exit/Exit Docking Fee
- Klamwwick History Tour Package
- Evaluate Lodging Fee
- Others

**Strengthen City Staff Capacity**
Develop Revenue Streams for:
- Economic Development & Events Coordinator
- Operations & Maintenance
- Policing & Enforcement
- Parks & Natural Resources

**Programs & Events**

**Retail Expansion**

**Develop Anheuser**

**Develop B&B**
The Implementation Resources section provides practical tools and references to help implement the Kimmswick Great Streets plan. The section is broken into four parts as described in the following paragraphs.

**QUICK REFERENCES**

**3-5 Year Implementation Check List**
With such a broad sweeping plan, getting started can be overwhelming. The 3-5 Year Implementation Check List (Figure K) lays out specific tasks for each project category. The first few years focus primarily on setting up core projects in years 5-10. However, incremental improvements are interspersed to keep spirits high.

**Project Matrix**
The Project Matrix on pages 148-149 illustrates all Kimmswick Great Streets projects in one place. The matrix spotlights project responsibility, estimated project costs, potential funding sources, phasing, project implementation priority, and goals for each project accomplished.

**Funding Opportunities**
Funding Opportunities (pages 150-152) describes a cross section of potential funding sources relevant to Kimmswick’s Great Streets project. Summary narratives of each funding source describe opportunities.

A resource matrix (page 153) outlines opportunities by project type. Matrix details include funding source, eligible project types, potential funding, competitive nature, application schedule, and Kimmswick Great Streets project required match funding.

**Implementation Schedule**
The Implementation Schedule on pages 154-157 diagrams the estimated time frame for each project offering a 20 year perspective in one glance. It details project phases and organizes them in four project categories: Flooding & Environment, Public Space, Economic Development, and Governance.

**Project Cut Sheets**
Project cut sheets on pages 158-195 outline specifics for each project. This reference provides project guidance from planning through ribbon cutting. Project descriptions, details, step by step implementation strategies, achievement metrics, reference images and detailed rough order of magnitude (ROM) cost estimates.

<table>
<thead>
<tr>
<th>YEAR 1</th>
<th>YEAR 2</th>
<th>YEAR 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="heritage-trail-brochure" alt="River Access Landing" /></td>
<td><img src="sewer-screen" alt="Earthen Levee" /></td>
<td><img src="3rd-street-bioswale-deck" alt="Permanent Flood Barrier" /></td>
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<tr>
<td><img src="river-access" alt="Outlet Upgrades" /></td>
<td><img src="3rd-street-bioswale-deck" alt="Revenue Stream" /></td>
<td><img src="permanent-flood-barrier" alt="Increase Storage" /></td>
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<td><img src="permanent-flood-barrier" alt="Revolve Runoff" /></td>
<td><img src="heritage-trail-brochure" alt="Phase 1 Flood Barrier" /></td>
<td><img src="3rd-street-bioswale-deck" alt="Revenue Stream" /></td>
</tr>
<tr>
<td><img src="permanent-flood-barrier" alt="Revolution Barrier" /></td>
<td><img src="3rd-street-bioswale-deck" alt="Revenue Stream" /></td>
<td><img src="3rd-street-bioswale-deck" alt="Revenue Stream" /></td>
</tr>
</tbody>
</table>

**IMMEDIATE IMPACT:** Within the first three years Kimmswick can expect to see a wide range of Implementation activity. Change is coming quickly.
## Flood Management and Environment

<table>
<thead>
<tr>
<th>Task</th>
<th>Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install north outlet A2.1 - Debris Grate &amp; A2.2 - Backflow Prevention Valves</td>
<td>CITY</td>
</tr>
<tr>
<td>Install south outlet A3.1 - OSHA Compliant Access &amp; A2 - Automated Sluice Gate</td>
<td>CITY, JC DPW/ JCPA</td>
</tr>
<tr>
<td>Begin A11.1 - A1.3 Permanent Flood Barrier design in coordination with B4.2 Mississippi Street Realignment design</td>
<td>CITY, JC DPW/ JCPA</td>
</tr>
<tr>
<td>Construct B4.2 Mississippi Street Realignment</td>
<td>CITY, JC DPW/ JCPA</td>
</tr>
<tr>
<td>Construct A1.3 Deployable Flood Barrier &amp; Storage Building</td>
<td>CITY</td>
</tr>
<tr>
<td>Construct A4.1 - Inlet &amp; Underground Pipe from 5th Street to Lucianna Gladney-Ross Park</td>
<td>JC DPW</td>
</tr>
<tr>
<td>Implement A4.2 - Improve Vine Street Swale and North Outlet A2.3 - Increase Capacity</td>
<td>JC DPW</td>
</tr>
<tr>
<td>Construct A1.2 - Permanent Levee and South Outlet A3.3 - Flood Storage Expansion</td>
<td>CITY</td>
</tr>
<tr>
<td>Construct B9.2 - Levee Trail from Windsor Harbor Road to Flood Wall</td>
<td>CITY, JC/PC/SC</td>
</tr>
<tr>
<td>Install A5.1 - 5th Street Modifications and A5.2 - Jefferson Park Bioswale Improvements</td>
<td>CITY, Windsor School District</td>
</tr>
<tr>
<td>Construct A1.3 - Flood Wall &amp; Deployable Barriers</td>
<td>CITY</td>
</tr>
<tr>
<td>Install north Outlet A2.4 - North Pedestrian Access with Flood Door</td>
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## Public Space

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<td>Begin Developing Local &amp; Regional Partners for B5.1 - Safe Routes to School Plan and B9.1 - Healthy, Active Living Plan</td>
<td>CITY, MA, Windsor School District, JCPA, Regional Champions</td>
</tr>
<tr>
<td>Cede Front &amp; Mississippi Streets to JC DPW</td>
<td>CITY, JC DPW</td>
</tr>
<tr>
<td>Submit B4.3 - Phase 1 funding application</td>
<td>JCPA, JC DPW, CITY</td>
</tr>
<tr>
<td>B4.1 - Incorporate Route K into Kimmiswick and Rename Roadway</td>
<td>CITY</td>
</tr>
<tr>
<td>Negotiate B3 - Screen Sewer Plant</td>
<td>CITY, MA, KS</td>
</tr>
<tr>
<td>Develop B1 - Branding for Kimmiswick</td>
<td>CITY, MA, KS</td>
</tr>
<tr>
<td>Create B10.1 - Heritage Trail Brochure</td>
<td>CITY, MA, KS</td>
</tr>
<tr>
<td>Design B1 - Enhanced Signage Guide</td>
<td>CITY, MA, KS</td>
</tr>
<tr>
<td>Petition MODOT for B5.1 - Safe Routes to School Plan &amp; advocate Jefferson County for B9.1 - Healthy, Active Living Plan</td>
<td>CITY, MA, Windsor School District, JCPA, Regional Champions</td>
</tr>
<tr>
<td>Construct B4.2 - Mississippi Street Realignment</td>
<td>CITY, JC DPW/ JCPA</td>
</tr>
<tr>
<td>Conduct B12 - Parking &amp; Circulation Plan</td>
<td>CITY, MA, CID</td>
</tr>
<tr>
<td>Install B11 - Promotional Signage</td>
<td>CITY, MA, CID</td>
</tr>
<tr>
<td>Begin B4.3 - Phase 1 railroad design and Market Street intersection design</td>
<td>JC/PJC, JC DPW</td>
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<tr>
<td>Implement B4.3 - 3rd Street Phase 1 stormwater deck</td>
<td>CITY, MA, CID</td>
</tr>
<tr>
<td>Begin B2.1 - Retail Lighting</td>
<td>MA, CID</td>
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</table>

## Economic Development

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</thead>
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<td>Begin C1 - Create a Coordination Entity by creating a CID exploration committee and hire consultant to guide the process through testing a CID boundary, determine feasibility, hold education/information sessions</td>
<td>CITY, MA, JCPA, HS, AE</td>
</tr>
<tr>
<td>C3.1 - Promote outdoor dining at businesses and events</td>
<td>CITY, MA</td>
</tr>
<tr>
<td>C4.1 - Retain an Event Planner to provide recommendations</td>
<td>AE, CITY</td>
</tr>
<tr>
<td>Implement commercial/residential zoning definition through D1.3 - Adopt a Comprehensive Plan &amp; Design Guidelines</td>
<td>CITY</td>
</tr>
<tr>
<td>C4.2 Retain an Architect to create Anheuser Estate master plan</td>
<td>AE, CITY</td>
</tr>
<tr>
<td>Retain lawyer to draft petition and conduct CID petition signing parties</td>
<td>CITY, MA, JCPA, HS, AE</td>
</tr>
<tr>
<td>Bring petition to Board of Aldermen to establish CID</td>
<td>CITY, MA, JCPA, HS, AE</td>
</tr>
<tr>
<td>Hold CID ballot vote</td>
<td>CITY</td>
</tr>
<tr>
<td>Initiate administration of CID</td>
<td>CITY, MA, JCPA, HS, AE</td>
</tr>
<tr>
<td>C1.2 Develop CID Funding</td>
<td>CID Board</td>
</tr>
<tr>
<td>Develop Economic Development, Programs &amp; Events Coordinator job post and CID Hire Coordinator</td>
<td>CID Board</td>
</tr>
<tr>
<td>Begin C4.3 - Renovate Buildings and C4.4 - Upgrade Infrastructure</td>
<td>AE, CITY</td>
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## Governance

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<td>C3.1 - Promote outdoor dining at businesses and events</td>
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<td>C4.1 - Retain an Event Planner to provide recommendations</td>
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<td>Implement commercial/residential zoning definition through D1.3 - Adopt a Comprehensive Plan &amp; Design Guidelines</td>
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<td>C4.2 Retain an Architect to create Anheuser Estate master plan</td>
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<tr>
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<td>CITY, MA, JCPA, HS, AE</td>
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<tr>
<td>Bring petition to Board of Aldermen to establish CID</td>
<td>CITY, MA, JCPA, HS, AE</td>
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<tr>
<td>Hold CID ballot vote</td>
<td>CITY</td>
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<tr>
<td>Initiate administration of CID</td>
<td>CITY, MA, JCPA, HS, AE</td>
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<tr>
<td>C1.2 Develop CID Funding</td>
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<tr>
<td>Develop Economic Development, Programs &amp; Events Coordinator job post and CID Hire Coordinator</td>
<td>CID Board</td>
</tr>
<tr>
<td>Begin C4.3 - Renovate Buildings and C4.4 - Upgrade Infrastructure</td>
<td>AE, CITY</td>
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**FIGURE K:** 3-5 Year Implementation Check List
<table>
<thead>
<tr>
<th>No.</th>
<th>Project Phases</th>
<th>Project Responsibility</th>
<th>ROM Project Cost</th>
<th>Funding Opportunities</th>
<th>Implementation Strategy</th>
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<tbody>
<tr>
<td>A1</td>
<td>Permanent Flood Barrier</td>
<td>4 City</td>
<td>$5,532,214</td>
<td>City, ACE, JCEM</td>
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<tr>
<td>A2</td>
<td>North Outlet Upgrade</td>
<td>5 JC DPW, City</td>
<td>$577,331</td>
<td>JC DPW, City, Sewer, JCEM, ACE, MDNR</td>
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</tr>
<tr>
<td>A3</td>
<td>South Outlet Upgrade</td>
<td>3 City</td>
<td>$198,752</td>
<td>City</td>
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<tr>
<td>A4</td>
<td>Vine Street Flooding</td>
<td>2 JC DPW</td>
<td>$79,641</td>
<td>JC DPW</td>
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<td>A5</td>
<td>Windsor School Flooding</td>
<td>2 City, WS</td>
<td>$190,250 +</td>
<td>City, WS</td>
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<td>A6</td>
<td>Bioswales</td>
<td>3 City, MA/CID</td>
<td>$174,790</td>
<td>City, MA/CID, MDNR, MDC</td>
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<td>A7</td>
<td>Natural Environment</td>
<td>2 JCPA, JC Parks, City, AE</td>
<td>NA</td>
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<td>B1</td>
<td>Enhanced Signage</td>
<td>4 City, MA/CID, JCPA, JC Parks, AE, HS</td>
<td>$1,217,682</td>
<td>EWG, JCPA, JC DPW, City, MA/CID, JCEM, MDNR, MDC, HS, AE, WS, MODOT</td>
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<td>B2</td>
<td>Enhanced Lighting</td>
<td>7 City, MA/CID, JCPA, JC DPW, HS, AE</td>
<td>$1,352,241</td>
<td>EWG, MODOT, JCPA, JC DPW, City, MA/CID, HS, AE</td>
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<td>B3</td>
<td>Screen Sewage Plant</td>
<td>1 City, JCPA, JC DPW</td>
<td>$129,700</td>
<td>Sewer, JCPA, MDC, Forest Releaf, JC DPW</td>
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<td>B4</td>
<td>Primary Commercial</td>
<td>5 City, JCPA, JC DPW</td>
<td>$6,934,294</td>
<td>EWG, JCPA, JC DPW, City, DNR, MDC, MA/CID, HS, JC Parks</td>
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<td>B5</td>
<td>Highway 61/67</td>
<td>2 MODOT, City</td>
<td>$804,023</td>
<td>MODOT, EWG, City</td>
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<td>B6</td>
<td>Kimmswick Village Green</td>
<td>3 City, MA/CID, HS</td>
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<td>Public Restrooms</td>
<td>5 City, MA/CID, JCPA, AE, Private</td>
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<td>Secondary Commercial</td>
<td>7 City, MA/CID, JC DPW</td>
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<td>B9</td>
<td>Trail and Greenway System</td>
<td>8 City, MA/CID, JC Parks, JCPA</td>
<td>$8,522,734</td>
<td>JC Parks, MDC, JCPA, City, MA/CID, MODOT, MDC, ACE</td>
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<td>B10</td>
<td>Heritage Trail</td>
<td>1 City, MA/CID, HS, AE</td>
<td>$241,002</td>
<td>EWG, JCPA, JC DPW, HS, AE, City, JCEM, MDNR</td>
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<td>B11</td>
<td>Rock Creek Connection</td>
<td>4 City, MA/CID</td>
<td>$966,946</td>
<td>EWG, JCPA, JC DPW, City, MA/CID, JCEM, MDNR</td>
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<td>B12</td>
<td>North Anheuser Park</td>
<td>5 City, AE</td>
<td>$938,797</td>
<td>AE, City, DNR, Private</td>
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<td>B13</td>
<td>Parking and Circulation Plan</td>
<td>1 City, MA/CID, JCPA, AE</td>
<td>$25K - $50K</td>
<td>City, MA/CID, Private, JCPA, AE</td>
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<td>B14</td>
<td>Residential Improvements</td>
<td>1 City, JC DPW</td>
<td>$138,848</td>
<td>City, JC DPW, WS</td>
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<td>C1</td>
<td>Create Coordinating Entity</td>
<td>10 City, MA/CID</td>
<td>$15K-$25K</td>
<td>City, MA/CID</td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td>Identify Programs &amp; Events</td>
<td>3 City, MA/CID, JCPA, AE</td>
<td>NA</td>
<td>City, MA/CID, JCPA, AE, HS, JC Parks</td>
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<tr>
<td>C3</td>
<td>Retail Expansion</td>
<td>- City, MA/CID</td>
<td>NA</td>
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<td></td>
</tr>
<tr>
<td>C4</td>
<td>Develop Anheuser Estate</td>
<td>3 City, AE</td>
<td>TBD</td>
<td>City, AE, Private, MDC, MDNR</td>
<td></td>
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<tr>
<td>C5</td>
<td>Develop B&amp;B</td>
<td>3 City, MA/CID</td>
<td>NA</td>
<td>City, MA/CID, Private, JCPA</td>
<td></td>
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<tr>
<td>D1</td>
<td>City Development Master Plan Through Comprehensive Plan</td>
<td>5 City</td>
<td>$ -</td>
<td>City, MA/CID</td>
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</tr>
<tr>
<td>D2</td>
<td>Revenue Enhancement Package</td>
<td>2 City, MA/CID</td>
<td>$ -</td>
<td>City, MA/CID, JCPA, JC Parks, AE, HS</td>
<td></td>
</tr>
<tr>
<td>D3</td>
<td>Strengthen City Staff Capacity</td>
<td>3 City</td>
<td>$ -</td>
<td>City, JCPA, MA/CID, JC Parks, AE, HS</td>
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</tr>
<tr>
<td>D4</td>
<td>Traffic Management</td>
<td>2 City, MA/CID, JCPA, AE</td>
<td>$ -</td>
<td>City, MA/CID, Private, JCPA, AE</td>
<td></td>
</tr>
<tr>
<td>D5</td>
<td>Property Code Enforcement</td>
<td>3 City</td>
<td>$ -</td>
<td>City</td>
<td></td>
</tr>
</tbody>
</table>

**FIGURE L:** Project Overview Matrix

AE = Anheuser Estate, City = City of Kimmswick, COE = Army Corps of Engineers, DNR = Dept. of Natural Resources.
<table>
<thead>
<tr>
<th>No.</th>
<th>A. FLOOD MANAGEMENT AND ENVIRONMENT PROJECTS</th>
<th>B. PUBLIC SPACE PROJECTS</th>
<th>C. BUSINESS DEVELOPMENT, PROGRAMMING &amp; EVENTS</th>
<th>D. GOVERNANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Community Supported</td>
<td>Flood Protection</td>
<td>Maintain/Enhance Quality of Life</td>
<td>Enhance Historic Character</td>
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<tr>
<td>A1</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
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<td>● ● ● ● ● ● ● ● ● ●</td>
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<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
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<tr>
<td>A3</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
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<td>● ● ● ● ● ● ● ● ● ●</td>
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<tr>
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<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
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<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
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<td>A7</td>
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<td>● ● ● ● ● ● ● ● ● ●</td>
<td>● ● ● ● ● ● ● ● ● ●</td>
</tr>
</tbody>
</table>

**A. FLOOD MANAGEMENT AND ENVIRONMENT PROJECTS**

- A1
- A2
- A3
- A4
- A5
- A6
- A7

**B. PUBLIC SPACE PROJECTS**

- B1
- B2
- B3
- B4
- B5
- B6
- B7
- B8
- B9
- B10
- B11
- B12
- B13
- B14

**C. BUSINESS DEVELOPMENT, PROGRAMMING & EVENTS**

- C1
- C2
- C3
- C4
- C5

**D. GOVERNANCE**

- D1
- D2
- D3
- D4
- D5

---

FUNDING OPPORTUNITIES

The Kimmswick Great Streets Plan consists of multiple project recommendations, each having a variety of potential funding opportunities. Descriptions for some of these opportunities are grouped together by funding source and described below. The Funding Matrix (page 151) provides a visual reference guide that matches projects with applicable funding sources.

Anheuser Estate

Should the Anheuser Estate improve facilities and infrastructure, funding could occur in multiple scenarios.

Estate Trust

The estate has a trust set aside that could be utilized or leveraged to bond infrastructure. This would require approval of the Anheuser Estate Board.

Private Investment

As the estate is an heirloom to the Anheuser family history, private donations or investment could be pursued.

Army Corps of Engineers (ACE)

The ACE could provide reimbursement for the permanent flood barrier.

Federal Match

Projects are broken into three phases with varying assistance. For planning phases beyond initial feasibility, COE provides a 50/50 match. Communities are required to pay 100 percent of project design fees. COE may supplement a 65 percent match providing 35 percent reimbursement toward final construction and construction management. Funds are allocated upon project completion.

City of Kimmswick

As the City of Kimmswick develops revenue streams, funding and borrowing opportunities arise.

Revenue Enhancement Package

Discussed in Recommendations Section 5 - Overcoming Adversity, the City’s revenue enhancement package represents increasing annual income projected between $700,000 immediately when the Delta Queen begins selling tickets to $1,300,000 five to ten years following. Portions of this revenue can be allocated towards capital improvements.

Bonding

As the City of Kimmswick establishes secure revenue, they will be able to bond infrastructure improvements.

Community Improvement District (CID)

A CID is a recommended organization supporting the Kimmswick Great Streets Plan. This organization would have all the opportunities afforded the City and potentially provide additional services and improvements through a number of sources.

CID Revenue

Disclosed in Chapter 5 - “A New Era,” a potential CID could generate revenue from multiple sources projected between $250,000 to $350,000 within the next five to ten years. Portions of this revenue can be allocated towards capital improvements and leveraged for grant matches.

Bonding

As the CID establishes secure revenue, it will be able to bond infrastructure improvements.

Grant Writing

Should the CID hire an economic development, programs, and events coordinator, one job role could include grant writing to identify and bring in additional revenue.

East West Gateway Council of Governments (EWGCOG)

BUILD (Formerly TIGER)

BUILD grants are awarded to projects over $5 million in construction which have regional champions and a letter of support. If there is political support for the Kimmswick Great Street or Kimmswick Port project, a project could be packaged over $5 million to pursue this grant.

EWGCOG does not build BUILD grant applications. A consultant should be retained for this task. EWGCOG may provide limited technical assistance for the grant.

Congestion Mitigation and Air Quality (CMAQ) Program

CMAQ focuses on projects mitigating air quality with 20 percent local match. Awards may fund preliminary engineering, right of way acquisition, construction, and construction engineering for traffic flow improvements, bicycle and pedestrian facilities, demand management projects.

Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

This competitive program funds capital expenses for traditional projects including vehicles and related equipment used to transport seniors and people with disabilities and New Freedom Type capital projects to remove barriers at bus stops. It requires a 20 percent local match for preservation projects and 50 percent local match for access to opportunity projects.

Surface Transportation Program (STP)

STP allocates federal funds for transportation improvements on functionally classified roadways. Route K, Beckett Street, the 4th Street connection from Beckett Street to Market Street, Market Street, Front Street from Market to Vine Street and Vine Street from Front to Broadway have functional classifications. For other roadways, such as Windsor Harbor, the City of Kimmswick could request reclassification in order to open STP funding opportunities.

Applications are awarded at a base 80 percent federal to 20 percent local match. Local matches larger than 20% score higher. Though this practice is not typical, upwards of 30-40 percent of applications in a given year may put forward a 40-50 percent match. Applications are typically received in May and September.

Projects awarded range from $1-$1.5 million upwards of $25 million: however, projects over $4 million are less likely. Approximately forty million was awarded in FY 2018. Funds have been allocated through 2022. The first opportunity Kimmswick to receive STP funding would be FY 2022/2023 if an application were submitted this year.

Other federal funds cannot be utilized as local match for STP projects. State, local and private funds can be leveraged. Private funds toward a match need authorized documentation denoting a specified amount and support for the project’s scope. Land donation can be leveraged toward a local match but needs an appraisal and must be incorporated into the grant application.

Historically, Jefferson County STP project awards range from $1-to $1.5 million; however, regional award recipient projects often range from $2.5 million or less. Application scoring recently changed to reflect EWGCOG’s overarching vision. Project cost still plays a large role in scoring, but only accounts for 16 percent (or 20) of a total 135 points available. Other factors include reflecting an area’s setting, provision for alternative transportation modes, sustainability, and economic stimulus. Higher project costs would need to reflect well in the scoring. Pedestrian-only applications are accepted.

Transportation Alternatives Program (TAP)

TAP applications are less competitive than STP as they are focused on bicycle and pedestrian projects other than roadways. However, the program currently only has $3-to $4 million available per year, and the program’s future is uncertain. Additionally, applications are on hold for the next year or two.

Similar to STP TAP applications are awarded at a base 20 percent local match. Larger local matches score higher. Funds may be used for design, land acquisition, and construction. Projects may also include Safe Routes to School (SRTS) Non-Infrastructure Projects, safety and educational programs for pedestrians and bicycles grades K-8, and storm water management and control.

Jefferson County Department of Public Works (JC DPW)

JC DPW project funding opportunities depend on jurisdictional authority. Their funding capabilities could support JCPA and potentially the City of Kimmswick on county faculties. Kimmswick should also advocate with JC DPW to prioritize regional bicycle connections.
Jefferson County Parks (JC Parks)

JC Parks could partner with the City, Merchant’s Association, CID, or other funders to apply for state and federal grants related to outdoor recreation. The department will maintain the port as improvements develop from the current maintenance budget. Regular riverfront programs and events may provide the opportunity for the City to receive a stipend for riverfront operations and maintenance increasing City capacity.

Jefferson County Port Authority (JCPA)

JCPA functions as a development arm for Jefferson County to attract and establish economic development opportunities for the region. It coordinates other Jefferson County departments toward this end and seeks opportunities to develop the Kimmswick Port plans. JCPA applies most revenue generated toward port infrastructure maintenance and other regional opportunities. They may be a fit the CID and have expressed interest in sharing the Economic Coordinator position.

Advanced Industrial Maintenance (AIM) Zone

JCPA has established an AIM zone encompassing the port and the entire city of Kimmswick. During the first three years of operations, one-half the income tax generated from new jobs produced with the zone accumulates in escrow. These monies are available to reinvest into infrastructure within the AIM zone which can be used for roads, trails, and other projects.

Naming Rights

JCPA is seeking sponsors who will help build the port amphitheater and associated or adjacent port park amenities. Investors will receive naming rights to the amphitheater for a duration determined by the sponsor’s agreement.

Kimmswick Historic Society

The Kimmswick Historic Society is an essential institution in the community with annual revenue and a mission to promote and educate the public about local history. Expanded revenues could help accomplish this mission in a broader scale and promote Kimmswick even more. Infusing elements of Kimmswick’s historic narrative into infrastructure investments through interpretive signage, plazas, and the Heritage Trail is central to the Great Streets plan.

Annual Revenues

The society generates revenue from sales of Apple Butter and Strawberry Jam. These products could be commercialized and sold year-round. A portion of the proceeds could be allocated toward historic capital investments.

History Tour Revenue

Packaging the historic sites in and around Kimmswick, a history tour could be established, potentially generating between $3,000 and $10,000 annually. After paying operating costs, a portion of the proceeds could be allocated toward historic capital investments. The Historic Society, City of Kimmswick, CID, Merchants Association, or other entity could develop this tour.

Merchants Association (MA)

The MA raises $40,000 annually for promotions from ticket sales to Witches Night Out. Tickets sell out within hours. Raising the ticket cost would generate additional revenue which could be applied toward improvement projects or grant matches.

Miscellaneous Grant Funding

Many grants are available from local, regional, state and national sources. The United Way hosts conferences to assist communities in finding and navigating grant application opportunities. These efforts take time and resources, but can be very beneficial. Expanding community capacity to support grant writing is worth exploring, particularly with the acquisition of an Economic Development, Programming and Events Coordinator. Grant writing could be incorporated into the job description and an actively sought skill during hiring. A subscription to grants.gov or grantfinder.com could be highly beneficial.

Missouri Department of Conservation (MDC)

MDC has many opportunities to support communities.

Tree Resource Improvement and Maintenance (TRIM)

The grant provides non-competitive awards from $1,000 - $10,000 per community annually and competitive awards from $10,000 - $25,000 per community annually. Resources can be utilized to pay for tree inventory, staff training, tree installation and maintenance. MDC provides workshops to assist communities in the application process.

Missouri Recreational Access Program (MRAP)

MDC could partner with voluntary private land owners to provide access to privately-owned natural resources. Land owners must contact MDC to determine cost-share eligibility and develop an implementation plan. This 2-year old program could be a mechanism providing public trail access depending on the nature activities accessed.

Community Conservation Grant Program

Community Conservation Grant Program funds stream restoration, prairie or native warm-season grass reconstruction, forest management, wetland enhancement, and other related improvements. Grants of up to $50,000 are available with a minimum 25 percent cost-share match or in-kind contribution. Applications are due in September. Qualifying organizations include county and local governments, schools, and non-profits. Grants are competitive and require a 15-year management plan.

Discover Nature Schools

Windsor already participates in the program and has been involved for several years. Teachers have been trained and have curriculum that meets state standards. These grants can potentially provide more learning spaces.

Teachers can get a grant of $500-$1000 and may be able to team with Kimmswick on an Urban Cost Share to extend learning spaces into the community or out to riverfront.

Urban Cost Share Program

This non-competitive, first-come, first-served 50/50 match grants support projects on urban lands the public could access. Urban areas are census-defined and Kimmswick qualifies. Awards range up to $15,000 per owner per fiscal year and can be applied toward stormwater best management practices, prairie conversions, pollinator habitat areas, and other conservation practices applied in an urban area. Projects under $6,000 require a 10-year maintenance agreement. Those over $6,000 require a 15-year maintenance agreement. This includes incorporating educational interpretive signage for the life of the project. Stock signage is provided free of charge, and communities can pay for custom designs.

To initiate the program, Kimmswick must contact the community conservation planner who will conduct a site visit. There they will discuss project eligibility and develop a simple plan and cost share agreement. Projects are reimbursed upon project completion.

Riparian Improvement

Dependent upon the land owner, riparian improvements could be lumped under Community Conservation Grants, Urban Cost Share Program, or Private Land Grants.

The Forestry Division offers stream bank restoration cost sharing at $0.75 for each cottonwood and willow cutting planted. On privately owned lands, bare root hard wood trees for projects less than 50 trees cost $1.20 per plant and $0.60 for projects over 50 trees. Container stock trees run $13 each and seeding hardwoods run $200 per acre. Maintenance agreements vary with the practice and land ownership. Communities range from 10-15 years and private landowners from 5-10 years.

River Access Assistance Program

MDC Fisheries provides significant resources to develop river access along the Mississippi. Funding is determined on a per project basis. The program is very supportive of local communities and could help in the development of a boat ramp or marina. Kimmswick would need to contact MDC Fisheries Regional Supervisor.

Possible Teaching, Outreach and Education Opportunities

Should project partners wish to develop a riverfront park with regional educational draw, MDC has a Teaching, Outreach and Education Division with Education
consultants. These consultants could help plug the park into the MDC events schedule and support with programs like Discover Nature. Contact the Regional Education Consultant for more information.

**Missouri Department of Natural Resources (DNR)**

DNR offers programs to support outdoor recreation improvements, trail development, green infrastructure and riparian improvements.

**Missouri State Parks Bus Grant Program**

This $500 bus grant assists schools and nonprofit organizations with the transportation expenses of field trips and outdoor learning opportunities at Missouri state parks and historic sites. It's distributed on a first come basis. This grant could be recommended through the City, JCPA, Jefferson County Parks, Merchant’s Association or CID. The CID could help schedule other activities in Kimmswick as part of a trip to Mastodon State Historic Site.

**Recreational Trails Program (RTP)**

Funded with federal moneys through the Surface Transportation Program (STP), RTP awards grants up to $250,000 with a 20 percent local match for designated trail projects. Grantees must enter a 25-year maintenance agreement. Approximately $7 million in awards is available.

Applications are ranked based on a competitive 100 point scoring system. Active grants may negatively impact awards as there is a goal to extend awards to communities who have not participated. Wayfinding, trailheads, and trail associated amenities qualify for funding. Ten percent of funds can be allocated to pre-construction planning and design. Planning specific projects are eligible with certain stipulations.

**Outdoor Recreation Grants**

This grant, supported through the Land and Water Conservation Fund Grant awards a maximum $250,000 award per project requiring a 50/50 local match. Available to cities, counties and school districts, it funds outdoor recreational projects for public use including playgrounds, ballfields, trails, boating and fishing facilities, signage and other permanent installations. Scored on a point system, development of outdoor spaces is preferred over parking lots and infrastructure improvements. Infrastructure investments like parking lots and roads may be leveraged as a local match. Projects connecting to State Parks and Sites, such as Mastodon State Historic Site, may receive higher scores.

Funds are awarded annually as re-authorized with roughly $2.9 million available this year. Projects must be maintained in perpetuity. Development and renovation projects must be maintained for a period of 25 years or the life of the manufactured goods. Local matches can come from any sources other than federal funds; however, only local government entities may apply.

Projects connecting to State Parks and Sites, such as Mastodon State Historic Site, may receive higher scores.

**Section | Nonpoint Source Implementation Program**

The project partners may consider pursuing funding through the nonpoint source program. It offers the potential for grants up to $300,000 with a 40 percent local match per project application. To become eligible, the community would need to partner with other entities to develop a plan then become eligible for grant funding. Moneys available vary year to year averaging $1.8 million annually. Grants funding is competitive, but allocated within a specific pool of candidates with watershed plans. There are relatively few watershed plans within the state of Missouri.

If the plan determines water quality impairment, urban projects funded include best management practices like slowing water for infiltration (ie. bioswales and rain gardens), pervious pavement, native planting, nutrient control measures such as nutrient management plans for yards, riparian corridor improvements and wetland construction and protection.

**MODOT**

MODOT has multiple transportation funding and incentive programs and access to many of the same funding streams EWCoG administers including STP, TAP, and CMAS programs.

**Match Program**

MODOT partners with communities 50/50 to fund projects when

**Rail Crossing Removal**

MODOT provides financial incentives for railway crossing closures between $7,500 to $100,000 dependent on each closure’s importance. MODOT will review existing crossing operations and create an administrative order to compare with the selected closings for closure. They will evaluate closings providing recommendations for proper crossing design and estimate costs.

**Private Investment**

Private investments can achieve projects and outcomes government entities are not likely to accomplish. Project partners should utilize the plan to solicit investment, sponsorship and developers.

As development occurs, Kimmswick should negotiate development to the benefit of the community. The City should require developers to install the City’s design standard at the developer’s expense. The City could also provide public infrastructure to negotiate with developers.

**Rock Creek Public Sewer District**

The original development agreement with the City stipulated utilizing vegetation to screen plant facilities. No screening exists. Kimmswick and JCPA should negotiate reinstatement of the vegetative screen. Tree planting resources from MDC, Forest Releaf, and DNR could be utilized in negotiation.

**USDA**

**Rural Community Development Initiative (RCDI)** Department of Agriculture Utilities Programs

USDA is the intermediary of this program requiring at least 50 percent local matching funds providing financial and technical assistance to recipients to develop their capacity and ability to undertake projects related to housing, community facilities, or community and economic development supporting the community. Funds are awarded between $50,000 and $250,000 per application.

**Windsor School District**

Windsor school district is currently involved in grant programs which could be incorporated into the overall Great Streets plan. Additionally, schools have capital improvements plans which could also be leveraged to serve the community more broadly. Schools also have advocacy and political clout which could be employed to develop a safe routes to school network including improvements on Highway 61/67, Route K, trails and sidewalks. Teaming with the school district to achieve mutually beneficial ends is worth exploring.
<table>
<thead>
<tr>
<th>Source</th>
<th>Grant Name</th>
<th>Project Awards</th>
<th>Funding Range</th>
<th>Competition Type</th>
<th>Application Timeframe</th>
<th>Potential KGSPs</th>
<th>Reference</th>
<th>Contact</th>
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<tbody>
<tr>
<td>MDC</td>
<td>Community Conservation Funding Opportunity</td>
<td>Stream restoration, prairie or native warm-season grass reconstruction, forest management, and wetland enhancement, staff training; Requires 15-year management plan</td>
<td>$50,000 Maximum</td>
<td>Competitive</td>
<td>Due 9/15/2018</td>
<td>A5-6</td>
<td>MDC</td>
<td>Erin Shank 314-301-1506 x 4207 <a href="mailto:Erin.Shank@mdc.mo.gov">Erin.Shank@mdc.mo.gov</a></td>
</tr>
<tr>
<td>MDNR</td>
<td>Outdoor Recreation Grant</td>
<td>Projects for public use including playgrounds, ballfields, trails, boating and fishing facilities, signage and other permanent installations. Requires maintenance in perpetuity for public outdoor recreational purposes. Development and renovation require 25 years or the life of the manufactured goods.</td>
<td>50% local match $250,000 Maximum</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>A5-7</td>
<td>MDNR</td>
<td>MO State Parks, Grants Management PO Box 176 Jefferson City, MO 65102-0176 573-751-8462</td>
</tr>
<tr>
<td>ACE</td>
<td>Army Corp of Engineers Flood Protection Match</td>
<td>Match for flood barrier construction and construction management</td>
<td>65% local match</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>A1-2</td>
<td>ACE</td>
<td></td>
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<tr>
<td>MDC</td>
<td>TRIM Grant</td>
<td>SEE DESCRIPTION IN “PUBLIC SPACE PROJECTS” SECTION</td>
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<td></td>
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<td>A5-7</td>
<td>MDC</td>
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<tr>
<td>MDNR</td>
<td>Section 319 Nonpoint</td>
<td>Projects to improve water quality, including urban best management practices, riparian and wetland restoration</td>
<td>40% local match $300,000 Maximum</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>A1-3, A5-7</td>
<td>See Above</td>
<td>See Above</td>
</tr>
<tr>
<td>EWGCOG</td>
<td>Surface Transportation Program - Suballocated (STP-S)</td>
<td>Preliminary engineering, right of way acquisition, construction, and construction engineering for roadway resurfacing or reconstruction, bicycle and pedestrian facilities, highway safety infrastructure improvements and programs, including highway-highway grade crossings</td>
<td>20% local match</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>B1-2, 4-5, B13</td>
<td>EWGCOG</td>
<td>(314) 421.4220 <a href="mailto:stps@ewgateway.org">stps@ewgateway.org</a></td>
</tr>
<tr>
<td>EWGCOG</td>
<td>Congestion Mitigation and Air Quality (CMAQ) Program</td>
<td>Preliminary engineering, right of way acquisition, construction, and construction engineering for traffic flow improvements, demand management, bicycle and pedestrian facilities</td>
<td>20% local match</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>B1-2, 4-5, B13</td>
<td>EWGCOG</td>
<td>(314) 421.4220 <a href="mailto:cmaq@ewgateway.org">cmaq@ewgateway.org</a></td>
</tr>
<tr>
<td>MODOT</td>
<td>Transportation Alternatives Program (TAP)</td>
<td>Preliminary engineering, right of way acquisition, construction, and construction engineering for bicycle and pedestrian project, on-road or off-road trails, safe routes for non-drivers, Safe Routes to School (SRTS) Non-Infrastructure Project, safety and educational programs for pedestrians and bicycles for grades K-8, vegetation management practices in transportation rights-of-way, storm water management, control</td>
<td>20% local match</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>B4-6, 9</td>
<td>MODOT</td>
<td></td>
</tr>
<tr>
<td>MDC</td>
<td>Tree Resource Improvement and Maintenance (TRIM) Grant</td>
<td>Tree inventory, hazardous tree removal or pruning, tree planting, and volunteer and city/county employee training</td>
<td>$10,000 - $10,000</td>
<td>Competitive</td>
<td>Annual 1st Friday in June</td>
<td>B3-4, 6, 9, 12, 14</td>
<td>MDC</td>
<td><a href="mailto:stlouis@mdc.mo.gov">stlouis@mdc.mo.gov</a> Phone: (636) 441-4554</td>
</tr>
<tr>
<td>MDNR</td>
<td>Recreational Trails Program (RTP) Grant</td>
<td>Restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities, new recreational trails, acquisition of easements and property for recreational trails or corridors</td>
<td>20% local match $25,000 - $250,000</td>
<td>Competitive</td>
<td>Cycle not scheduled</td>
<td>B4-5, 9-12</td>
<td>MDNR</td>
<td>Grants Management,PO Box 176 Jefferson City, MO 65102-0176 573-751-9848 <a href="mailto:lwcf.rtp@dnr.mo.gov">lwcf.rtp@dnr.mo.gov</a></td>
</tr>
<tr>
<td>USDA</td>
<td>Rural Community Development Initiative (RCDI)</td>
<td>Projects related to housing, community facilities, or community and economic development support the community</td>
<td>50% local match $50,000 - $250,000</td>
<td>Competitive</td>
<td>Due 7/25/2018</td>
<td>C3, 5</td>
<td>USDA</td>
<td>Shirley Stevenson Community Programs Specialist Phone 2022059685</td>
</tr>
<tr>
<td>MDC</td>
<td>Discover Nature Schools</td>
<td>Encourage hands-on outdoor learning experiences</td>
<td>$500 - $1,000</td>
<td>First Come</td>
<td>Annual June 1</td>
<td>C2</td>
<td>MDC</td>
<td><a href="mailto:stlouis@mdc.mo.gov">stlouis@mdc.mo.gov</a> Phone: (636) 441-4554</td>
</tr>
<tr>
<td>MDNR</td>
<td>Missouri State Parks Bus Grant Program</td>
<td>SEE DESCRIPTION IN “FLOOD MANAGEMENT AND ENVIRONMENT PROJECT” SECTION</td>
<td></td>
<td></td>
<td></td>
<td>C2</td>
<td>MDNR</td>
<td></td>
</tr>
<tr>
<td>EWGCOG</td>
<td>Section 5310 - Enhanced Mobility</td>
<td>Transport vehicles and equipment for seniors and people with disabilities, capital projects to remove barriers at bus stops for persons with disabilities, activities related to mobility management</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FIGURE M: Funding Opportunities Matrix**
FIGURE N: Project Schedule, Project Categories: Flood Management & Environment and Public Space
**BUSINESS DEVELOPMENT, PROGRAMMING & EVENTS**

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Sub-Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Create Coordinating Entity</td>
<td>C1.1 Set up CID &gt; C1.2 Develop CID Funding</td>
</tr>
<tr>
<td>C2 Identify Programs/Events</td>
<td>C2.1 Identify Local Programs/Events &gt; C3.3 Create Business Guide Book</td>
</tr>
<tr>
<td>C3 Retail Expansion</td>
<td>C3.1 Promote Outdoor Dining &gt; C3.2 Coordinate/Encourage Local Integration with Programs/Events &gt; C3.3 Create Business Guide Book &gt; C3.4 Seek Complimentary Businesses</td>
</tr>
<tr>
<td>C4 Develop Anheuser Estate</td>
<td>C4.1 Retain an Event Planner &gt; C4.2 Retain an Architect &gt; C4.3 Renovate Necessary Buildings &gt; C4.4 Upgrade Necessary Infrastructure &gt; C4.5 Develop Dedicated Events Facility</td>
</tr>
<tr>
<td>C5 Develop B&amp;B</td>
<td></td>
</tr>
</tbody>
</table>

**GOVERNANCE**

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Sub-Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>D1 Comprehensive Plan</td>
<td>D1.1 Adopt Great Street Plan &gt; D1.2 Hire Consultant for Comp Plan &amp; Design Guidelines</td>
</tr>
<tr>
<td>D2 Revenue Enhancement</td>
<td>D2.1 Revenue Analysis</td>
</tr>
<tr>
<td>D3 Strengthen City Capacity</td>
<td>D3.1 Develop Coordinator Revenue Stream &gt; D3.2 Increase O&amp;M Revenue Stream</td>
</tr>
<tr>
<td>D4 Traffic Management</td>
<td>D4.1 Develop Parking Management Plan &gt; D4.2 Adopt Parking Management Plan</td>
</tr>
<tr>
<td>D5 Property Code Enforcement</td>
<td>D5.1 Publish Codes on Web</td>
</tr>
</tbody>
</table>

**PROJECT SCHEDULE**

**IMMEDIATE IMPACT**

**CORE PROJECTS**

**FIGURE N:** Project Schedule, Project Categories: Business Development, Programming & Events
**CORE PROJECTS**

- C1.2 Develop CID Funding
- C2.1 Identify Local Programs/Events
- C2.2 Identify Riverfront/Open Space Programs/Events
- C2.3 Manage Mid-Size Programs/Events
- C3.1 Promote Outdoor Dining
- C3.2 Coordinate/Encourage Local Integration with Programs/Events
- C3.4 Seek Complimentary Businesses
- C4.6 Develop Dedicated Retreat Facility
- C4.7 Evaluate Marina
- C5.2 Issue RFP
- C5.3 Evaluate Responses/Select Developer
- D2.2 Implement Revenue Enhancement Plan
- D3.1 Continue Funding Coordinator
- D3.2 Develop O&M Revenue
- D3.3 Increase Policing & Enforcement Revenue Stream
- D4.3 Install & Maintain Wayfinding Signage
- D5.2 Coordinate Enforcement with Codes, Programs & Events

**ICING ON THE CAKE**

- C2.5 Anheuser Estate Programs/Events
- C4.8 Develop North Estate Park

**FIGURE M:** Project Schedule, Project Categories: Business Development, Programming & Events Continued
A1. PERMANENT FLOOD BARRIER

Accomplishes KIMMSWICK GOALS

- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life
- Enhance Historic Character
- Increased Aesthetic
- Increased Financial Resilience
- Lower Than CORP of Engineers

Kimmswick GSP

100 Feet Muscle Wall Deployable Flood Barrier

$1M to $5.5M

3.4M GALLON RUNOFF STORAGE

8 to 27 DAYS ACCESS GAINED

INCREASE COMMERCE

MAINTAINED HISTORIC AESTHETIC

INCREASED FINANCIAL RESILIENCE

Kimmswick experiences flooding from two directions - Mississippi Flooding and the “bath tub effect” as stormwater is retained within the City behind temporary levees. Recommendations address Mississippi flooding initially with a temporary deployable flood barrier (image below), valve gates and a debris grate at the north outlet, and improved access to the south sluice gate. As the City's revenue becomes more stable, a permanent flood wall, levee, flood gate upgrades, and permanent pump stations are proposed.

Primary strategies defending against flooding within Kimmswick include diverting 730,000 gallons (13%) of stormwater along 5th Street during a 2-year flood out of Kimmswick’s watersheds and increasing stormwater storage capacity to 4,900,000 gallons (77%) prior to the outlets. Bioswales and pervious pavements slow runoff and increase overflow capacity.

The north outlet drains over 50 acres, most of which is outside Kimmswick, through dangerous undersized pipes. The plan recommends capturing 415,000 gallons of stormwater flowing down Montabello at 5th & Vine intersection and conveying it west along Vine toward the ballfields in Lucianna Gladney-Ross Park.
## Rough Order of Magnitude Opinion of Costs

A1. **Permanent Flood Barrier**

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deployable Flood Barrier</td>
<td>EA</td>
<td>$137,500.00</td>
</tr>
<tr>
<td>Permanent Levee</td>
<td>LS</td>
<td>$306,500.00</td>
</tr>
<tr>
<td>Permanent Pump Station</td>
<td>LS</td>
<td>$2,000,000.00</td>
</tr>
</tbody>
</table>

### Sub Total

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deployable Flood Barrier</td>
<td>EA</td>
<td>$137,500.00</td>
</tr>
<tr>
<td>Permanent Levee</td>
<td>LS</td>
<td>$306,500.00</td>
</tr>
<tr>
<td>Permanent Pump Station</td>
<td>LS</td>
<td>$2,000,000.00</td>
</tr>
</tbody>
</table>

### Total

- **$3,244,700.00**
- **15% Mobilization**
- **10% Design**
- **30% Contingency**
- **10% Design**

### Total Estimated Cost

**$5,532,213.50**

---

### Phasing Plan

1. **Deployable Barrier & Headwalls**
2. **Permanent Levee**
3. **Permanent Floodwall & Deployable Barrier**
4. **Permanent Pump Station**
A2. NORTH OUTLET UPGRADE

**Project Description**
The north outlet is undersized, ill-equipped to stop flooding, and hazardous to operate. Solving the problem will take two steps - first address functional deficiencies and hazards and second install a permanent solution. Installing a steel grate on the outlet’s upstream end and a backflow prevention valve downstream addresses immediate hazards, but doesn’t increase the outlet size. When upgrading, its the perfect opportunity to create a 7 foot riverfront access. Bringing the railway to the table is the key, and creating a riverfront access could be a bargaining chip when negotiating the railway crossing at Market.

**Implementation Strategy**
Achieving the ultimate flood protection goal will occur in five phases and three movements - solve existing outlet hazards (A2.1-2.2), upgrade capacity and flow (A2.3-2.4), make outlet self-sustaining during floods (A2.5). Stormwater reaching the north outlet does not come from Kimmswick but from northern development in unincorporated Jefferson County. Working with Jefferson County DPW to reduce runoff and implement improvement measures, those upstream responsible for producing the problem could take responsibility for paying for and solving the problem.

- **A2.1 - Temporary Debris Grate**
  Installing a steel bar grate and check dams will reduce clogs and separate debris from the outlet dramatically reducing operational hazards.
  Phase Total ROM Estimated Cost: $14,256

- **A2.2 - Temporary Backflow Prevention**
  Implementing a backflow prevention valve on the outlet’s discharge will protect the community from floods so dangerous makeshift solution are not necessary.
  Phase Total ROM Estimated Cost: $21,681

**RESPONSIBLE:** Jefferson County, City of Kimmswick

**FUNDING:** COE 35% Reimbursement for outlet upgrade

**PHASING:** A2.1-A2.4 Immediate Impact
A2.5 Icing on the Cake

**KICK-OFF:** 2019
A2.3 - Increase Stormwater Capacity
The most cost effective method to reduce and delay flood impacts is increasing capacity above ground. With limited ROW, increasing capacity on public lands may not achieve much.

The adjacent property experiences severe flooding resulting from the outlet. Talking with the property owner to work through a solution may achieve a greater outcome. No property negotiation or easements are factored into the ROM estimate.

If an amenable agreement can’t be realized and storage capacity within the ROW is insufficient, underground storage may be necessary.

Phase Total ROM Estimated Cost: $158,784

A2.4 - Pedestrian Access Outlet
The north outlet was once a bridge over a narrow roadway access. As flood levels raised, the railway decided to close the access all together which would have trapped nearly 50 acres of runoff. The current compromised solution compromises Kimmswick during floods.

With the proposed at-grade crossing at Market Street, the railway is requiring fencing line both sides of the tracks through town to funnel pedestrian traffic to that one crossing. Reducing riverfront access inconveniences area residents. Installing a 7 foot diameter pipe would create an additional safe separated pedestrian crossing. A watertight door would protect against flooding.

Phase Total ROM Estimated Cost: $308,360

A2.5 - Permanent Pump Station
The previous project phases deal with the practical need to increase flow through the outlet and protect against flooding. Constructing a permanent pump station is not Kimmswick’s highest priority and the station would require regular operations and maintenance resources.

During floods the City still needs to pump water over the tracks. A temporary pump does the job. The railway has not appreciated this practice in the past complaining it compromises operations and safety. Constructing a pump station could be another bargaining chip when negotiating improvements with the railroad. A cost/benefit analysis will need conducted to help in the decision making process.

The ROM estimate does not include permits, negotiation costs, or miscellaneous expenses.

Phase Total ROM Estimated Cost: $74,250

### PHASING PLAN

1. Temporary Debris Grate
2. Temporary Backflow Prevention Valve
3. Increase Storage Capacity
4. Pedestrian Access Outlet
5. Permanent Pump Station

### A2. NORTH OUTLET UPGRADES

**ROUGH ORDER OF MAGNITUDE OPINION OF COSTS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Sub-Total</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A2.1 - Temporary Debris Grate</strong></td>
<td></td>
<td>$9,600.00</td>
</tr>
<tr>
<td>Steel Bar Grate (10’x5’)</td>
<td>EA 1 $</td>
<td>2,500.00</td>
</tr>
<tr>
<td>Gravel Check Dams (20% crushed stone)</td>
<td>LS 1 $</td>
<td>4,000.00</td>
</tr>
<tr>
<td>Excavation</td>
<td>CY 1 $</td>
<td>5,000.00</td>
</tr>
<tr>
<td>Seeding</td>
<td>SY 1 $</td>
<td>1,250.00</td>
</tr>
<tr>
<td><strong>A2.2 - Temporary Backflow Prevention Valves</strong></td>
<td></td>
<td>$14,000.00</td>
</tr>
<tr>
<td>12” Diameter HDPE butterfly valve</td>
<td>EA 2 $</td>
<td>7,000.00</td>
</tr>
<tr>
<td><strong>A2.3 - Increase Stormwater Storage Capacity</strong></td>
<td></td>
<td>$106,925.00</td>
</tr>
<tr>
<td>Excavation</td>
<td>CY 3,053</td>
<td>15,265.00</td>
</tr>
<tr>
<td>Seeding</td>
<td>SY 18,332</td>
<td>91,560.00</td>
</tr>
<tr>
<td><strong>A2.4 - Pedestrian Access Outlet</strong></td>
<td></td>
<td>$207,650.00</td>
</tr>
<tr>
<td>7” diameter reinforced concrete pipe, 17’ long</td>
<td>LF 17 $</td>
<td>7,650.00</td>
</tr>
<tr>
<td>7” diameter watertight door</td>
<td>LS 1 $</td>
<td>200,000.00</td>
</tr>
<tr>
<td><strong>A2.5 - Permanent Pump Station</strong></td>
<td></td>
<td>$50,000.00</td>
</tr>
<tr>
<td>Pumps Station + enclosure + forced main</td>
<td>LS 1 $</td>
<td>50,000.00</td>
</tr>
</tbody>
</table>

**Total Estimated Cost**

- **Sub-Total**: $577,330.88
- 5% Mobilization: $388,775.00
- 5% Traffic Control: $19,438.75
- 25% Contingency: $97,193.75
- 10% Design: $52,248.63

**Happily Ever After - Implementation**
A3. SOUTH OUTLET UPGRADE

Project Description
The south outlet will be replaced when the permanent levee is constructed. Because it is hazardous to operate, temporary provisions for safe operations are included. Increased stormwater storage capacity will further protect the town during floods.

RESPONSIBLE: City
PHASING: A3.1-A3.2 Immediate Impact
A3.3 Icing on the Cake
KICK-OFF: 2019

A3.1 - OSHA Compliant Access
South outlet access deficiency has compromised the operator’s life in during a previous flash flood. A compliant access walk and stairs provides a safety patch until a new gate is constructed.

Phase Total ROM Estimated Cost: $36,887

A3.2 - Automated Sluice Gate
Upgrading the existing gate to an automated sluice gate removes the operator from harms way during dangerous weather. Installation is recommended during periods of historically low rainfall.

Phase Total ROM Estimated Cost: $7,425

A3.3 - Flood Storage Expansion
Levee construction includes developing the large storage basin at the south outlet. This phase provides for additional stormwater storage, approximately 885,000 gallons, should parcels northwest of the basin become available for development. Any parking addition in this area should include stormwater storage capacity.

Phase Total ROM Estimated Cost: $154,440

ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

$198,752

A3.1 - OSHA Compliant Access
Sub Total: $24,840.00

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Sub Total</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wallway + Foundation</td>
<td>SF</td>
<td>240</td>
</tr>
<tr>
<td>GP Concrete Stairs (24 risers)</td>
<td>LS</td>
<td>1</td>
</tr>
</tbody>
</table>

A3.2 - Automated Sluice Gate
Sub Total: $5,000.00

A3.3 - Flood Storage Expansion
Sub Total: $104,000.00

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Sub Total</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood Levee Construction Across Channel</td>
<td>CY</td>
<td>500</td>
</tr>
<tr>
<td>Excavation</td>
<td>CY</td>
<td>7,800</td>
</tr>
<tr>
<td>Sod</td>
<td>SY</td>
<td>5,500</td>
</tr>
</tbody>
</table>

TOTAL Estimated Cost: $198,752

PHASING PLAN

OSHA Compliant Access ➔ Automated Sluice Gate ➔ Increase Stormwater Storage Capacity

COUNTY GOALS

Support Kimmswick ➔ Support Kimmswick

KIMMSWICK GOALS

- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life
- Enhance Historic Character
- Support Economic/Management Model
A4. VINE STREET FLOODING

**415,000 Gallons of Stormwater Diverted from Kimmswick During 2-Year Storm**

Convey Stormwater Out of Kimmswick Watershed A4.1

**Project Description**

Nearly 7.5 percent of the stormwater Kimmswick receives comes from development north of Kimmswick. This project diverts the runoff from Montabello and Vine through an underground pipe to Lucianna Gladney-Ross Park.

**RESPONSIBLE:** Jefferson County  
**PHASING:** A4.1-A4.2 Immediate Impact  
**KICK-OFF:** 2019

---

**A4.1 - Inlet & Underground Pipe from 5th Street to Lucianna Gladney-Ross Park**

A storm sewer pipe installed along Vine Street from Montabello west outlets from the side of the bluff facing Lucianna Gladney-Ross Park. A utility easement through one property is necessary.

**Phase Total ROM Estimated Cost:** 
$73,700

**A4.2 - Improve Vine Street Swale**

Diverting runoff from Montabello dramatically reduces stormwater flowing east down Vine Street. The existing swale should handle remaining runoff. Installing check dams every 50 feet will slow stormwater flow reducing erosion and the need for regular maintenance.

**Phase Total ROM Estimated Cost:** 
$5,940

---

**CITY & COUNTY PARTNERSHIP**

- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life

**KIMMswick GOALS**

- Supports Economic/Management Model
- Support Kimmswick

---

**PHASING PLAN**

Inlet & Underground Pipe from 5th Street to 4th Street  ➔  Improve Vine Street Swale

**ROUGH ORDER OF MAGNITUDE OPINION OF COSTS**

**$79,641**

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Sub Total</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1 36&quot; Reinforced Concrete Pipe</td>
<td>LF 30</td>
<td>120.00</td>
</tr>
<tr>
<td>2 36&quot; Perforated HDPE Pipe</td>
<td>LF 400</td>
<td>50.00</td>
</tr>
<tr>
<td>3 RCP Catch Basin</td>
<td>EA 2</td>
<td>5,000.00</td>
</tr>
<tr>
<td>4 RCP Headwall</td>
<td>EA 1</td>
<td>5,000.00</td>
</tr>
<tr>
<td>5 Encapulation Swale (10'x1' x 3:1 side slopes)</td>
<td>LF 100</td>
<td>10.00</td>
</tr>
<tr>
<td>6 Soil</td>
<td>SY 100</td>
<td>25.00</td>
</tr>
</tbody>
</table>

**Sub-Total**

$49,630.00

**5% Mobilization**

$2,681.50

**5% Traffic Control**

$2,681.50

**25% Contingency**

$13,407.50

**10% Design**

$7,240.05

**TOTAL Estimated Cost**

$79,640.55

---

**Accomplishes**

- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life

**COUNTY GOALS**

- Supports Economic/Management Model
- Support Kimmswick

---

**Happily Ever After - Implementation**
A5. WINDSOR SCHOOL FLOODING

Project Description
Stormwater management facilities for the Windsor Elementary School development were inadequately sized resulting in residential flooding and greater stress on Kimmswick’s storm outlets. Surface roadway modification and minor storm sewer installation reduces stormwater runoff Kimmswick receives by over 6.5 percent and calms traffic too.

**RESPONSIBLE:** Windsor School District, CITY  
**FUNDING:** Windsor School, Forest Releaf, MDC MRAP, MDC Community Conservation, MDC Discover Nature Schools, MDC Urban Cost Share, DNR Recreational Trails, DNR

**PHASING:** A5.1-A5.2 Immediate Impact  
**KICK-OFF:** 2021

**INCREASES CONNECTION TO NATURE**
- 6.5% STORMWATER REMOVED FROM OUTLETS
- SLOW REDUCES TRAFFIC SPEED
- 925 LESS FEET OF STORM PIPE OVER LAND FLOW
- EDUCATION OPPORTUNITY

**ACCOMPLISHES KIMMSWICK GOALS**
- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life
- Enhance Historic Character
- Support Kimmswick
- Enhance Historic Character

Implementation Strategy
Phase A5.1 should correspond with Windsor Elementary School’s planned expansion. Windsor School District’s plans are public knowledge meaning they are substantially down the path of design and fund allocation. The City should approach Windsor School District as soon as possible to integrate these improvements into the expansion project.

Packaging Phase A5.2 into the expansion project as well, allows the school to potentially leverage funds as a match toward MDC or DNR grants. Should Phase 5.2 follow 5.1, increased flow into the park will need to be mitigated as not to overwhelm the swales on Elm Street.

Wrapping both phases into the current expansion plans is a win-win for the school district and Kimmswick. It diverts runoff out of Kimmswick, alleviates residential flooding, implements the first segment of a safe routes to school plan, calms traffic during school drop-off and pick-ups, and creates an outdoor classroom and natural playground for the school and Kimmswick.

A5.1 - 5th Street Modifications
The plan recommends crowning 5th Street and raising the High Street intersection to stop runoff from flowing into Kimmswick residences. This diverts water north and south. A catch basin removes 6.5 percent of Kimmswick’s stormwater conveying it through a pipe south under Highway K to the wetland down the hill. Narrowing
### A5.1 - 5th Street Modifications

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Sub Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sawcut</td>
<td>LF</td>
<td>8</td>
<td>$212.00</td>
<td>$1,696.00</td>
</tr>
<tr>
<td>Cold Mill (for cross slope trans)</td>
<td>SY</td>
<td>5</td>
<td>$1,142.22</td>
<td>$5,711.11</td>
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<tr>
<td>Bituminous Pavement Mix PG64-22 BP-1 (3&quot;)</td>
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<td>90</td>
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<td>$2,483.33</td>
</tr>
<tr>
<td>Bituminous Pavement Mix PG64-22 BP-1 (2&quot;)</td>
<td>TON</td>
<td>90</td>
<td>$190.37</td>
<td>$17,133.33</td>
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<tr>
<td>Concrete Pavement (8” non-reinf)</td>
<td>SY</td>
<td>70</td>
<td>$248.33</td>
<td>$17,383.33</td>
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<tr>
<td>Tack Coat (0.10 GAL/SY)</td>
<td>GAL</td>
<td>5</td>
<td>$139.06</td>
<td>$695.28</td>
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<tr>
<td>4” Type 5 Aggregate Base</td>
<td>SY</td>
<td>8</td>
<td>$248.33</td>
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<tr>
<td>Compacting Subgrade</td>
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<td>2</td>
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<tr>
<td>Storm Inlet</td>
<td>EA</td>
<td>4,500</td>
<td>$1.00</td>
<td>$4,500.00</td>
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<tr>
<td>Manhole Connection</td>
<td>EA</td>
<td>2,000</td>
<td>$1.00</td>
<td>$2,000.00</td>
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**Phase Total ROM Estimated Cost:** $55,433.72

### A5.2 - Jefferson Park Bioswale Improvement

Improvements to the Jefferson Park swale should correspond with Phase A5.1 as stormwater from that phase outlets into it. The project is an opportunity to install natural play recreation elements and create a stormwater outdoor classroom and laboratory. A meandering stream should flow through native plantings and over interactive check dam play features. Designing around the turtle sculptures and other art should be considered.

The stream currently outlets into the Elm Street’s northern paved swale. Jefferson Park’s swale design should take measures not to increase peak flow on Elm. The park project is an excellent education and recreational opportunity which could receive MDC and DNR stormwater and recreation funds. Private funds should be sought specifically for artwork and playground elements.

Should these two projects not coincide, water released into the park needs to be mitigated prior to reaching Elm Street.

**Phase Total ROM Estimated Cost:** $100,000 - $365,000
A6. BIOSWALES

Above: Attractive roadside bioswale

Project Description
Swales convey stormwater from Kimmswick’s north to a patchwork storm sewer system starting near Market Street. A series of projects improve the swales’ performance and create amenities which define the Secondary Commercial and Residential areas adding to Kimmswick’s unique character.

FUNDING: MDC Community Conservation, MDC Urban Cost Share, DNR Green Infrastructure, DNR 319 Cost Share, CAP, MDC Urban Cost Share

Phase Total ROM Estimated Cost: $128,590

A6.1 - Elm St Bioswale and Stormwater Deck
This project extends to stormwater deck feature on 3rd Street east on Elm toward the Port of Call Restaurant. The deck extends their outdoor dining to the roadway. Increased nose in parking at the Burgess-Howe House is also proposed.

Phase Total ROM Estimated Cost: $128,590

A6.2 - 3rd St. Bioswale to Cabin
Upgrades to the swale increase flow capacity, slow peak runoff, and incorporate native planting. It also serves as a transition to the residential area.

Phase Total ROM Estimated Cost: $46,200

A6.3 - General Residential Improvements
Conveying stormwater over land increases flow capacity and slows peak runoff improving system-wide stormwater mitigation. Additionally, incorporating landscape boulders and residential lighting make the swale a more attractive feature, identify the corridors as residential, and provide a consistent community aesthetic further increasing Kimmswick’s quality of life.

Phase ROM Cost per Linear Block: $107,800

Implementation Strategy
Each of these projects could be implemented individually. Completing commercial area swales first is recommended to help define the downtown and increase amenities. Residential swale improvements should address the most pressing runoff concerns first and integrate residential lighting.

PHASING: A6.1-6.3 Icing on the Cake
COORDINATE WITH: B8.1, B8.2, B8.5
KICK-OFF: 2030

ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

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PHASING PLAN

Elm Street Bioswale & Stormwater Deck → 3rd Street Bioswale to The Cabin → General Residential Improvements

COUNTY GOALS
- Support Kimmswick
- Support Riverfront Re-development

### MDC Community Conservation
- Support Kimmswick
- Support Riverfront Re-development

### MDC Urban Cost Share
- Support Kimmswick
- Support Riverfront Re-development

### DNR Green Infrastructure
- Support Kimmswick
- Support Riverfront Re-development

### DNR 319 Cost Share
- Support Kimmswick
- Support Riverfront Re-development

### CAP
- Support Kimmswick
- Support Riverfront Re-development

### MDC Urban Cost Share
- Support Kimmswick
- Support Riverfront Re-development

### CAP
- Support Kimmswick
- Support Riverfront Re-development

### MDC Urban Cost Share
- Support Kimmswick
- Support Riverfront Re-development

### CAP
- Support Kimmswick
- Support Riverfront Re-development

### MDC Urban Cost Share
- Support Kimmswick
- Support Riverfront Re-development

### CAP
- Support Kimmswick
- Support Riverfront Re-development
A7. NATURAL ENVIRONMENT ENHANCEMENTS

Project Description
Nature is one of Kimmswick’s greatest assets. Connecting residents and visitors to the natural setting will increase physical and psychological health, educate your children, attract visitors and patrons to the Anheuser Estate for events and retreats, make the port and riverfront a more vibrant experience, and communicate without words the Kimmswick’s values and character to the region. The Great Streets plan places great emphasis on improving the natural setting not only for an improved quality of life, but to attract a broader visitor demographic and support active and passive recreation. Kimmswick needs to advocate for environmental improvements surrounding the community and upstream particularly concerning port improvements and riparian trail projects.

- Responsible: Jefferson County, JCPA, City, Anheuser Estate
- Funding: Forest Releaf, MDC

Above: Boardwalk along riparian edge

Implementation Strategy
Specific projects have not been identified. Kimmswick in regional partnership with other stakeholders in the Rock Creek watershed should work together to develop a Watershed Plan to identify specific projects. Projects could include rain gardens, bioswales, pervious paving, mative planting, nutrient control measures, riparian corridor improvements, and wetland construction and protection.

This is an opportunity for Kimmswick to be a regional leader to develop pride of place for a significant portion of Jefferson County. This plan could positively impact generations to come.

Above: Riparian trail

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KIMMSWICK GOALS

- Community Supported
- Maintains/Enhances Quality of Life
- Enhances Historic Character
- Supports Economic Management Model
- Leverages Kimmswick Port

COUNTY GOALS

- Supports Kimmswick
- Improves Riverfront Access
- Regional Economic Growth

Accomplishes

- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life

Program: MDC Teaching Outreach & Education, DNR RTP, DNR Green Infrastructure, DNR Outdoor Recreation, S19 Nonpoint, Private Assistance Program, MDC MRAP, MDC Community Conservation, MDC Discover Nature Schools, MDC Riparian Stream Bank Restoration, MDC River Access Assistance
**B1. ENHANCED SIGNAGE**

Above: Signage families create identity and brand.

**Project Description**

Hospitality is of utmost importance when most people in town are visitors. This is why signage of one of the most essential and helpful elements. Signage can also be the first welcome communicating who the town is. Maybe most importantly signage moves people. Much thought and purpose goes into wayfinding signage. The Great Streets plan Civic signage, Heritage Trail signage, and Riverfront signage being wrapped into one signage family. The signage welcoming committee would greet people at Interstate 55 and guide them all the way to the Mississippi River showing them a plethora of attractions, activities, and unique places along the way.

**Implementation Strategy**

Prior to signage installation, Kimmswick should develop a branding and signage guide providing design intent for the full signage family. Once branding is established, a heritage trail brochure should be created and distributed to all Kimmswick vendors and civic institutions. The brochures should also be placed in every welcome center in the Jefferson County and St. Louis Region. Branding should also be phased into all Kimmswick promotional outlets. Having the branding and signage guide established early will help in the selection of site furnishings and other design elements.

Promotional welcome signage is the only Phase 1 installation not associated with a capital improvement project. These signage direct visitors from I-55 onto Route K headed to Kimmswick and should be installed as soon as possible. All other phase 1 signage corresponds with capital construction projects including Highway 61/67 and Route K intersection entry features (B4.3), entry gateways at Route K (B4.3 or B4.4) and Windsor Harbor Road (B4.2 or B8.7), 4th Street civic signage (B4.3), civic kiosks (B4.3, B4.4 & B4.5), Kimmswick Village Green institutional signs (B6), civic multi-directional signs (B4.3, B4.4, B4.5, B8.1, B8.2 & B8.3), and civic pedestrian trailblazer signage at the railroad crossing (B4.3).

All phase 2 signage is associated with capital improvement projects including Route K promotional welcome signage (B4.3 or B4.4), Lucianna Gladney-Ross institutional signage (B4.4), civic multi-directional signs (B4.3, B4.4, B4.5, B8.1, B8.2 & B8.3), and Kimmswick Port Heritage Trail signage (B10.1), Market Street Heritage Trail Signage (B4.4), civic parking signs (B4.4 & Port Parking), civic banners (B4.3, B4.4, B4.5, B8.1 & B8.2), and port identification signs (B4.2 & B4.3).

All Phase 3 signage is associated with capital improvement projects including the Highway 61/67 monument sign, Heritage Trail trailhead signage, City Hall institutional signage, and Riverfront Park amphitheater identification signs and multi-directional signs.

Appropriate civic signage should be installed with each commercial street improvement, Anheuser Estate project, and residential street improvement. As funds become available institutional signage should be installed at museums and the Visitor Center.

Front Street, Elm Street and the Anheuser Estate Heritage Trail signage should be installed with the associated projects.

Similarly, Riverfront Park signage should be added with associated projects.
### B1.1 - Welcome Signage

Welcome signage directs visitors to Kimmiswick and invites visitors into Kimmiswick. These signs include promotional, monument, and gateway signs.

**Phase ROM Cost:** $308,201

### B1.2 - Civic Signage

Civic signage promotes Kimmiswick, her institutions, businesses and identity. This portion of the package is the core of the entire signage family. Wayfinding kiosks and directional signs, banners, street and parking signs, and institutional signs are included.

**Phase ROM Cost:** $307,850

### B1.3 - Heritage Trail Signage

The Heritage Trail is a story telling activity. Promotional material, wayfinding, interpretive signs, and Heritage Trail elements are included.

**Phase ROM Cost:** $382,688

### B1.4 - Riverfront Park Signage

The Riverfront Park is the riverfront area along Rock Creek and the Mississippi River. The park's signage will be institutional and educational telling the Mississippi River’s history, illustrating the river’s water cycle, and explaining its habitat and inhabitants. Riverfront Park’s trail system could be the origin of a system circulating north Jefferson County and connecting to the GPC greenway system. This is an opportunity to establish the Kimmiswick brand as the basis for the Jefferson County trail network.

**Phase ROM Cost:** $146,942

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#### B1.1 - Welcome Signage PI

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**Sub Total:** $250,462.00

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**Sub Total:** $202,800.00

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**Sub Total:** $252,100.00

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**Sub Total:** $152,216.00

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**Total Estimated Cost:** $1,217,682

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**PHASING PLAN**

Promotional Welcome Signage → Phase 1 Signage → Phase 2 Signage → Phase 3 Signage → Project Specific Signage

---

**Happily Ever After - Implementation**
B.2. ENHANCED LIGHTING

Project Description

Lighting will open a whole new experience in Kimmswick. It will expand commerce and events, increase lodging occupancy, entertain over changing seasons, and, most importantly, promote safety and security. The lighting design intent aims to enhance the night sky, minimally influence wildlife, delineate Kimmswick’s different land uses, and reduce maintenance and operating costs on the City.

RESPONSIBLE: Anheuser Estate, City, MA/CID, Historical Society, JC DPW, JC Parks, JCPA, WS
FUNDING: Anheuser Estate, City, MA/CID, EWG, STP, EWG Tap, JC Parks, JCPA AIM, JCPA Naming Rights, MDC MRAP, MDC Community Conservation, MDC Discover Nature Schools, MDC River Access Assistance Program, MDC Urban Cost Share, DNR Green Infrastructure, DNR RTP, DNR Outdoor Recreation, DNR 319 Nonpoint, Private, Windsor Schools COORDINATE: B4, B5, B6, B7, B8, B9, B10, B11, B12, B14
KICK-OFF: 2021

Implementation Strategy

Typically, lighting will be incorporated into specific capital improvement projects. A number of lighting projects have been estimated separately to either incorporate into the associate capital improvement projects or bid as separate project phases. If these projects are bid separately, conduit and other provisions should be incorporated into the associated capital improvement project.

B.2.1 - Retail Lighting
Retail lighting supplements primary commercial pedestrian lighting. The Great Streets plan recommends the Merchant’s Association or CID systematically invest in each property installing lighting maintained and operated by the property owner. Lighting contingency to include light fixtures, hardware, and installation.

Phase ROM Cost: $514,553

B.2.2 - Kimmswick Port Heritage Trail Lighting
This project lights the Mississippi River pedestrian connection along the port access road. It includes a street light at the parking lot intersection and turn around, a secondary pedestrian light at the railroad crossing and landing, bollard lights every 50 feet, power supply and circuits.

Phase ROM Cost: $181,170

B.2.3 - Trail Lighting
Events ending at dusk or entering into the evening will occur. Additionally, early winter sunsets will find school kids walking home after dark. The trail lighting estimates lighting per 200 feet to include a secondary pedestrian light every 100 feet and a bollard light equidistant between. Costs assume connection into existing or proposed power supplies of other projects.

Phase ROM Cost: $37,868 per 200 feet

B.2.4 - Secondary Commercial Zone Lighting
Similar to retail lighting, secondary commercial zone lighting supplements pedestrian lighting. The contingencies are lower compensating for Secondary Commercial land use lighting.

Phase ROM Cost: $96,525

B.2.5 - River Market Lighting
This project provides lighting in the pavilion, along the deck rail and along the path leading into Kimmswick. Costs assume connection into existing or proposed power supplies of other projects.

Phase ROM Cost: $56,430

B.2.6 - Residential Zone Lighting
The contingency includes replacing one existing intersection street light and staggered bollard lights two per side on one linear block.

Phase ROM Cost: $445,500

B.2.7 - Windsor Harbor Pedestrian Bridge Lighting
As night life and Anheuser Estate events increase, pedestrians strolling to the Windsor Harbor Bridge will increase. The project includes a secondary pedestrian light at both ends and a fixture hanging from each overhead steel cross-member. Costs assume connection into existing or proposed power supplies of other projects.

Phase ROM Cost: $58,064

B2. ENHANCED LIGHTING
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SUBTOTAL $ 910,600.00
5% Mobilization $ 45,530.00
5% Traffic Control $ 45,530.00
25% Contingency $ 227,650.00
10% Design $ 122,931.00
TOTAL Estimated Cost $ 1,352,241.00

Accomplishes Kimmswick GOALS
- Community Supported
- Maintain/Enhance Quality of Life
- Enhance Historic Character
- Support Economic/Management Model
- Leverage Kimmswick Port

COUNTY GOALS
- Support Kimmswick
- Improve Riverfront Access
- Regional Economic Growth
- Support Riverfront Re-development
B3. SCREEN SEWER PLANT

Above: Representative Image of Sewer Plant Screening

Project Description
When Rock Creek Public Sewer District first developed the sewer plant, a screen of trees were promised to the City. Any trees planted didn’t survive and the community is left with an eyesore. As the river becomes a primary gateway to Kimmswick for luxury riverboat customers and recreational activity, screening the sewer plant on the south and west faces becomes even more important. Mature trees should be planted in appropriate agronomic soil producing a thick, evergreen screen blocking views in all seasons. Along Front Street trees should be planted on both sides of the railroad.

RESPONSIBLE: Rock Creek Public Sewer District
FUNDING: Sewer District CIP, Forest Releaf, EWG STP, JC Parks, JCPA AIM, MDC Community Conservation, MDC

Urban Cost Share, DNR RTP, DNR Outdoor Recreation, Private, City, MA/ CID

COORDINATE: B4.3, B4.5, Port Parking

KICK-OFF: 2019

Implementation Strategy
Kimmswick has a number of angles to negotiate with the sewer district. Trying to work in the ability to upgrade the north outlet should be primary. Even offering to plant (free) trees would be worth a seven foot pedestrian access under the railroad. See project A.2 North Outlet Upgrade for additional outlet negotiation opportunities.

If the district will not install the screen themselves, JCPA could partner with them proposing an economy of scale installing the screen as part of a port project removing permits, bidding, mobilization, and grading negotiations must be required to develop a minimum 30 inch deep planting soil with a minimum 3,000 cubic feet of volume per tree. Soils must be removed. Gravel and deleterious materials must be removed. Soil removal and replacement must balance or wetland offsets will be required. Replacement soil must be agronomic, suitable to grow trees.

If negotiated right, the sewer district’s investment could be leveraged for a grant toward a trail or recreation project.

Considerations While Negotiating
- Improvements to the north outlet are highest priority.
- Soil alterations must be required.
- Gravel and deleterious materials must be removed.
- Soil removal and replacement must balance or wetland offsets will be required.
- Replacement soil must be agronomic, suitable to grow trees.

B3. SCREEN SEWER PLANT
ROUGH ORDER OF MAGNITUDE
OPINION OF COSTS

$129,700

B3.1 - Tree Planting/Installation

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<tr>
<td>3</td>
<td>Compacting Embankment (4’ Topsoil)</td>
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<td>4</td>
<td>Seeding</td>
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<td>6</td>
<td>Tree (Forest Re‐Leaf Provided/Volunteer)</td>
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<tr>
<td>7</td>
<td>Tree (MDC Provided/Volunteer Installed)</td>
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<tr>
<td>8</td>
<td>Removal of Improvements (3%)</td>
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Sub-Total $ 87,340.00
5% Mobilization $ 4,367.00
5% Traffic Control $ 4,367.00
25% Contingency $ 21,835.00
10% Permitting & Design $ 11,790.90
TOTAL Estimated Cost $ 129,699.90

MAINTAINED
HISTORIC
AESTHETIC

60+
ADDED
TREES

CITY & COUNTY PARTNERSHIP

KIMMSWICK GOALS
- Community Supported
- Maintain/Enhance Quality of Life
- Enhance Historic Character
- Leverage Kimmswick Port

COUNTY GOALS
- Support Kimmswick
- Improve Riverfront Access
- Regional Economic Growth
- Support Riverfront Re-development
- Emergency Services on Mississippi

Happily Ever After - Implementation|69
B4. PRIMARY COMMERCIAL

Above: Mississippi Street realignment provides a base for deployable flood barriers

Project Description

Primary Commercial contains seven project phases located within the Primary Commercial land use area. The sum total will thoroughly transform Kimmswick’s commercial core enhancing its quaint character and creating strong connections to the riverfront. Initial phases provide immediate impact renovating Kimmswick’s entries from Highway 61/67 to Market and directly linking Kimmswick to the Mississippi over the railroad.

RESPONSIBLE: City, Jefferson County, Jefferson County Port Authority, DNR Rec Trails, DNR 319 Nonpoint, MDC Urban Cost Share, Historic Society

PHASING: B4.1, B4.2, Immediate Impact, B4.3-4.5 Core Projects
KICK-OFF: 2019

Implementation Strategy

First, Kimmswick will incorporate Route K setting the stage for the proposed improvements. At the same time JCPA needs to apply the Market Street port access extension for functional classification making it eligible for federal grant funding. It would benefit JCPA and Kimmswick if the City ceded Front Street north of Market intersection up Vine to Broadway and Mississippi Street altogether. This frees Jefferson County to pursue funding and complete the necessary actions to construct the railroad crossing.

Meanwhile, the port’s funded first phase should be breaking ground building the port access road and landing. The railroad crossing design and construction should follow within three to four years.

In parallel, Mississippi Street needs to be realigned between Mill Street and Rock Creek to provide the base for the first phase of deployable barriers (A1.1). With Jefferson County as the owners, they may help support this project as well which would fully renovate the temporary port access road from the Mississippi River to Windsor Harbor Road. Additionally, the Windsor Harbor Road entry gateway could be raised.

Following these essential actions, the high impact portions of Phase 1 can be set into motion. Welcoming signage features along Route K from Highway 61/67 to the 4th Street intersection should be installed. Great Streets improvements along 4th Street from the Elm Street intersection to the Market Street intersection would anchor the west end of Market complementing the new intersection at Front Street completed with the railroad crossing. And installing the pedestrian realm on the north side of Market from 4th to 3rd Street and along 3rd from Market to Elm finishes Phase 1.

Having implemented a whole new entry into Kimmswick and developing the port’s foundational bones, Jefferson County has established a strong, attractive and memorable connection to the Mississippi.

Phase 2 further enhances this experience connecting up all the dots. Finishing Market Street would provide the greatest impact for Kimmswick. This could be accomplished through an STP grant, or piece-meal leveraging City and/or CID funds to string together MDC Community Cost Share or Urban Cost Share Program funds. DNR Green Infrastructure grants to construct pervious parking and intersections. Potentially, the Historical Society could provide a little help for the Market Street Heritage Trail.

With support from a DNR Outdoor Recreation Grant to build the shared use path from Jefferson Park to Lucianna Gladney-Ross Park along Route K, these funds and Kimmswick’s match could be applied toward STP funding from EWG to build out all of Route K. If this option doesn’t pan out, Route K can be constructed in phases. Kimmswick could leverage a DNR Recreational Trails grant to construct the shared use path, and follow this project with an STP grant or MODOT 50/50 match to implement the roadway renovation.

While Kimmswick is pursuing these ends, JCPA will be implementing the port parking lot and mooring docks. This should generate
additional funds for both JCPA and Kimmswick. The parking lot construction can serve as a match for a DNR Outdoor Recreation Grant to construct the riverfront steps, Delta Queen landing plaza and overlook. Both funds could then be applied toward a DNR Recreational Trails grant to connect Kimmswick to the Mississippi via a Heritage Trail pedestrian path.

Phase 3 fills in the gaps. Completing Kimmswick Village Green could transpire in a variety of scenarios. Seating, walking paths, plantings and the pavilion may find support from DNR’s Outdoor Recreation Grants. If the plantings from 4th Street around the edge of the Village Green are native pollinator habitat, focused primarily on butterflies and moths not bees and wasps, MDC’s Community Conservation Grant or Urban Cost Share could support the gardens. The Heritage Plaza and pavilion may find some support from the Historical Society, and if the pavement is pervious, JCPA has been courting a corporate sponsor to provide a base for the deployable barriers. The Windsor Harbor Road entry gateway could be built at any time, but with contractors mobilized, Savings could range from $3,000 to $16,500.

**B4.1 - Incorporate Route K**

The City of Kimmswick has approached MODOT to incorporate Route K into Kimmswick city limits. MODOT will continue to have jurisdiction over Route K and the surrounding property will be annexed into Kimmswick. The City will not need to own or maintain the roadway to accomplish the Great Streets vision. MODOT has a specified process for the transaction. The transaction allows project B4.3 Phase 1 to install monument and gateway entry signage.

**B4.2 - Mississippi Street Realignment**

To remove costs from project A1.1 realignment of Mississippi will be necessary to provide a base for the deployable barriers. Should Kimmswick cede Mississippi Street to Jefferson County, JC DPW would own the roadway potentially contributing to associated costs. If not, this project will need to be the first project Kimmswick constructs.

The Windsor Harbor Road entry gateway could be built at any time, but, with contractors mobilized, Savings could range from $3,000 to $16,500.

**B4.3 - Phase 1**

Phase 1 sub-projects are cumulative, often overlapping, with multiple project owners. Coordination will be important. Changes to one project impacting the quality or scope of another need to be reconciled. Funding sources support different project elements creating the opportunity for discrepancies in material, quality and design.

There are a few ways to minimize risks. Be straight forward, from the beginning, about project expectations with project partners, in your grant writing, with jurisdictional agencies, and contractors. Direct design consultants to incorporate performance and design specifications in each project bid package. Often federal and state funded projects will not allow product specification for items such as lighting, site furniture, and special pavements in bid documents. It would benefit the City to invest in design guideline with detailed product specifications to which designers can refer in bid documents. During construction, the City should retain a consultant for construction administration to review product samples, mock-ups and shop drawings. The City should retain as-builts for every project to support consecutive phases.

One design coordination example is the railroad crossing. The design will need to connect with the port’s access road planned for construction fall of 2018. Funding for the railroad crossing may not be available until 2023. The height of the railway and the short distance from the railway to Front Street require elevating the Market and Front Streets intersection 18 inches (see Market Street Profile Diagram on page 172). Raising the intersection will result in ADA access to corner properties sitting a few steps above the roadway; however, the Market and Front Street legs into the intersection will need reconstructed a minimum 50 feet beyond the intersection (see Market & Front Streets intersection).
Front Intersection Diagram on page 173. Additionally, the steep slope proposed from the railroad to Front Street requires ADA ramps on both sides of the roadway. Pedestrian connections, particularly to the port and the riverfront, are very important to Kimmswick’s success as many elderly Delta Queen passengers will need to traverse the railway. Reconstructing the Market and Front intersection must be part of the railroad crossing project.

Intersection reconstruction impacts future Market and Front Street improvements. Decisions on alignments and grade determine transitions and cohesiveness between project phases. Similarly, 4th Street, from the Beckett Street intersection to Market Street intersection, qualifies for federal funding while the segment north of the Beckett does not. The plan proposes moving the intersection southwest providing pedestrian realms north and east. Transitioning from the intersection north to the 4th and Elm intersection needs to be coordinated.

Utilizing federal and state funds forces competition for project design. If at all possible, utilizing the same designer for concurrent projects will reduce project coordination costs, better ensure seamless transitions, guarantee quality, and give the owner more control over decisions affecting the end product. If the owner’s representative is an elected official, a singular designer also offers more stability during political change. ROM cost estimates are divided into different elements to support application writing and other variables which may divide the phase. The sub-project elements are identified in the estimates with corresponding initials before each item number.

- **4S** - Portion of 4th Street with functional classification including Beckett intersection through Market intersection eligible for federal roadway funds.
- **4K** - Portion of 4th Street without functional classification from Beckett intersection through Elm intersection. Kimmswick is solely responsible for this portion which is not eligible for federal roadway funding.
- **M** - Market Street improvements including ADA improvements on both sides of 4th Street intersection and pedestrian/parking realm along Market’s northern edge to 3rd Street.
- **3S** - 3rd Street parking, bioswale and deck, and adjacent walk. Third Street is not eligible for federal roadway funds.
- **RM** - Market and Front Street intersection including leg from intersection to the railway crossing. Market leg and two Front Street transitions

The following are Phase 1 sub-project total ROM estimated costs:

**Monument Features at Highway 61/67**

**B4.3 - PHASE 1**

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<th>Item</th>
<th>Description</th>
<th>Unit</th>
<th>Quantity</th>
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<th>Total Cost</th>
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## B4.3 - PHASE 1
### ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

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### Total ROM Estimated Cost

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<td><strong>Estimated Cost:</strong> $1,923,716</td>
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### Cost & Market Improvements (M) Total ROM Estimated Cost:

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### Total Estimated Cost:

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<td><strong>Total Estimated Cost:</strong> $2,881,960</td>
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### MARKET & FRONT INTERSECTION

**Total ROM Estimated Cost (See B11 Items 1 to 8): $124,832**

**Route K Entry Gateway Total ROM Estimated Cost (See B11 Items KE-1 to 6): $103,059**

**Kimmiswick's 4th Street Segment (4K) Total ROM Estimated Cost: $92,363**

**3rd Street (3S) Total ROM Estimated Cost: $237,052**

**Railroad Crossing and Market Street Intersection (RM & RR) Total ROM Estimated Cost: $1,923,716**

**Sub-Total**

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<th>Quantity</th>
<th>Unit Cost</th>
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### B4.4 - Phase 2

**ROUGH ORDER OF MAGNITUDE OPINION OF COSTS $2,958,291**

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**Total Estimated Cost:** $2,958,291

---

**Incorporate Kimmswick Goals**

- **Community Supported**
- **Flood Protection**
- **Maintain/Enhance Quality of Life**
- **Enhance Historic Character**
- **Support Economic Development Model**
- **Leverage Kimmswick Post**

**Support Kimmswick**

- **Kimmswick Riverfront Access**
- **Regional Economic Growth**
- **Support Riverfront Re-development**
- **Emergency Services on Mississippi**

---

**Phase 1**

- **Mississippi Street Realignment**
- **Phase 1**
- **Phase 2**
- **Hwy 61/67 and Route K Improvements**
- **2nd Street Improvements**
- **Mill Street Improvements**
- **Front Street Improvements**

---

**COUNTY GOALS**

- **5% Mobilization**
- **5% Traffic Control**
- **25% Contingency**
- **10% Design**

**Sub Total**

- **$1,992,115.47**

**$99,605.77**

**$99,605.77**

**$498,028.87**

**$268,935.59**

**TOTAL Estimated Cost**

- **$2,958,291.48**

---

**174** | Kimmswick GSP
B.4.5 - Front Street

Front Street has two classifications. North of Market has functional classification making it eligible for federal roadway funding. The segment south of Elm falls within the commercial area, while north of Elm is residential. South of Market is a City roadway not eligible for federal roadway funds. The ROE estimate divides Front Street into three sub-projects accordingly.

Ceding north Front Street to Jefferson County would allow the county’s DPW to support the railroad crossing and help address flood issues at the north outlet.

South Front Street is a primary commercial corridor connecting Market to the south entry and Rock Creek. The forty foot right-of-way is ten feet narrower than Kinmwick’s standard street width. Parking and the pedestrian realm need to combine as a result. A mini-circle at the Mill Street intersection will help calm traffic at the entry. Pervious parking and intersection pavers help address stormwater and could receive partial funding from MDC or DNR grant sources. An application to classify Windsor Harbor Road and this section of Front Street would make both roadways eligible for federal funds should classifications change.

This phases ROM estimate does not include Front Street improvements associated with B.4.3 Phase 1 railroad crossing and Market Street intersection. The sub-project elements are identified in the estimates with corresponding initials before each item number.

- FN - North Commercial Front Street
- FJ - North Residential Front Street
- FS - South Front Street

Following are Phase 1 sub-project total ROM Estimated Costs:

- North Commercial Front Street Total ROM Estimated Cost: $531,466.78
- North Residential Front Street Total ROM Estimated Cost: $

South Front Street Total ROM Estimated Cost: $

The elements include monument signage at the intersection of Highways 61/67 and K, gateway signage on Highway K, 4th Street improvements from Elm to Market, pedestrian realm improvements on the north side of Market from 4th to 3rd and 3rd Street from Market to Elm, and the railroad crossing including the Market and Front Streets intersection.

STP grant funds only apply toward roadways with functional classifications. Route K, Beckett, 4th from Beckett to Market, Market and Front Street north of Market qualify. The riverfront access road is an extension of Market. A request to classify that stretch should be made as soon as possible. The City of Kinmwick has jurisdiction over all corridors listed but the river access road meaning the City would be responsible for any STP matching funds for projects on those corridors. Should Kinmwick disincorporate Front Street and Mississippi Street to Jefferson County, their DPW would be responsible for those roads. Elements on unclassified roads are not eligible for STP funds.

State agency grants and funds can be applied as a local match to STP funding. If this strategy is employed, plan to have those grants secured prior to the STP funds.

ROM cost estimates for Phase 1 are divided into these elements to support warrant applications easier.

Happily Ever After - Implementation | 573

| B.4.5 - Front Street | $624,518 |

<table>
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Sub-Total | $531,466.78 |
5% Mobilization | $26,573.34 |
5% Traffic Control | $26,573.34 |
25% Contingency | $132,866.69 |
10% Design | $71,488.02 |
TOTAL Estimated Cost | $789,228.17 |
B5. HIGHWAY 61/67

Project Description
MODOT reviewed Highway 61/67 data finding an average of 3 complete I-55 closures per month parallel to this section. For the purpose of the Great Streets plan we recommend a road diet for the safety, regional connectivity, and entry development opportunities benefiting the area. No pedestrian or bike facilities connect Windsor High and Elementary schools to the area. More specific analysis on the roadway segment from Windsor Harbor to Imperial Main Street is needed to determine a solution with the greatest balance of benefits. Conducting a Safe Routes to School study, will provide the analysis opportunity and help connect the area.

RESponsible: CITY, MODOT
Funding: EWG STP, MODOT, MDC
Recreational Trail
Coordinate: B4.3, B9.1
Kick-off: 2020

Implementation Strategy
MODOT understands the community benefits resulting from the shared use path recommendation on Highway 61/67. They recommend the initial step of conducting a Safe Routes to School plan to develop a reasoned solution addressing connectivity and interstate diversion concerns. TAP or CMAQ funding through MODOT will be the likely avenue for the study. Kimmswick needs to recruit local partners with shared goals. The plan outcome should determine the path forward and hopefully integrate many proposed regional trails and sidewalks.

When Highway 61/67 gets converted, the monument entry and pedestrian plaza can be built. With that constructed, Phase 3 is complete, leaving Kimmswick thoroughly transformed from Highway 61/67 to the riverfront.

B5.1 - Safe Routes to School Plan (SRTS)
The highway concerns could kick start a local active transportation plan developing Kimmswick’s initial regional connections and improve residential quality of life. It will also provide the analysis necessary to determine a Highway 61/67 preferred alternative.

Should MODOT partner with Jefferson County when conducting this plan, it could provide the impetus for an active transportation plan for northern Jefferson County.

Phase ROM Cost: $40,000 - $70,000
### 85. HIGHWAY 61/67

#### ROUGH ORDER OF MAGNITUDE

**OPINION OF COSTS**

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**Safety & Mobility**

- **85.2 - Highway 61/67 Road Diet**  
  ROM estimates reflect the road diet proposed with a barrier protected shared use path from Imperial Main Street to Windsor Harbor Road. Should the SRTS recommend adding a lane, the difference between a road diet retrofit and adding a lane could be substantial with dramatic grading. Simply adding one lane would cost more than all road diet improvements.

If a four or five lane section is recommended and an adjacent shared use path developed, implementing aggressive traffic calming is recommended. This may include lane narrowing, drastically reduced posted speeds, speed indicator signage and an increased buffer between the roadway and path.

Should MODOT understand the need for alternate connections to the communities but forego a SUP on the highway, it may be an opportunity to leverage TAP funding to develop a segment of trail section with a bridge across Rock Creek, a leg up rock creek to develop a segment of trail section with a nearby school parking and Kimmswick. A short trail segment would connect the bridge to the Mississippi River.

Funding would may be separated into two pieces depending on construction funding moneys. Highway 61/67 Road Diet is represented with HW for the estimate line items. Great Streets intersection plaza items are identified by IN.

- **Hwy 61/67 Road Diet ROM Cost: $659,794**
- **Intersection Plaza ROM Cost: $144,310**

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**Happily Ever After - Implementation**
B6. KIMMSWICK VILLAGE GREEN

**Project Description**
A new heart of Kimmswick, the Village Green will have already been established in B4 Phase 1. The resulting south and east defining edges formalizes the space as Kimmswick’s living outdoor living room. Officially connection to the 4th and Beckett Street intersection and defining the west and north edges will greatly enhance the park increasing community connectivity and garden delight. The pavilion and northern Heritage Plaza establish the town center as the Heritage Trail trail head and central gathering space. Running a representation of the Heritage Trail around the pavilion’s inside edge will give visitors a taste of what to see and where to go. Paths, seating, and lighting round out the Green.

**Implementation Strategy**
First, the park’s name should change from City Lot to Village Green or another appropriate name. Vertical elements provide greatest impact defining spaces. Implementing trees, fencing, seating, lighting, and the pavilion should be highest priority. A well-designed, clever Heritage Plaza will generate activity as the Heritage Trail’s central activity hub. Finally, greening edges and installing the paths add the finishing touch.

**B8.1 - Rename City Lot**
Kimmswick should pass an ordinance at the next meeting officially naming the park.

**B8.2 - Phase 3**
DNR Outdoor Recreation funds may be able to support all improvements including boundary planting, fencing, lighting, pavilion, plaza and walks; however, the maximum award is $250,000, only 33 percent of Village Green build out.

The phase may be better split into sub-projests - base park elements, Heritage Plaza, and Heritage Pavilion. Base elements include walks, lighting, landscape, furnishings, fencing and the 4th Street connection. Heritage Plaza encompasses the...
plaza and planting area south of City Hall. The remaining Heritage Pavilion stands alone.

Kimmswick Historical Society should be intimately involved in the design of the plaza and pavilion. The plaza also serves as the Heritage Trail trailhead. The Society may have funds to support these endeavors.

Base Elements ROM Cost: $600,177
Heritage Plaza ROM Cost: $104,874
Heritage Pavilion ROM Cost: $139,832

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$1,025,944

Re-name the City Lot → Village Green Park Basics → Heritage Plaza → Heritage Pavilion → City Hall Improvements

Happily Ever After - Implementation|
**B7. PUBLIC RESTROOMS**

**Project Description**

Public restrooms are the highest request in the visitor survey, and Kimmswick knows it. Structural analysis and building design were not envisioned in the Great Street plan; however, five locations are identified for further study. These restroom additions include the Jefferson Park Pavilion, the existing Visitor’s Center, the historic brick garage on the port grounds, the small out building north of the large metal stables on the Anheuser Estate and should an observation tower rise at the end of Mill Street, it would be a prime location for restrooms right beside the Rock Creek Market. These locations are spread throughout Kimmswick’s primary activity areas.

RESPONSIBLE: CITY, MA/CID, JCPA, AE  
FUNDING: CITY, MA/CID, JCPA, JC  
Parks, MDNR Recreational Trail, MDC  
Outdoor Recreation  
COORDINATE: B9.5

**Implementation Strategy**

Four locations are controlled by Kimmswick’s main players. The City owns the Jefferson Park pavilion and Anheuser Estate building. The Historical Society owns the Visitor’s Center though the Merchant’s Association runs it. JCPA owns the port building. The engineering plans call for its demolition. JCPA should change the plans making sure it remains in place.

JCPA owns the port building. The engineering plans call for its demolition. JCPA should change the plans making sure it remains in place. All responsible parties should consider restroom projects within the next five years, particularly the Merchant’s Association and JCPA.

Should the observation tower become a reality, incorporating retail should be considered such as an outdoor sporting goods retailer. No matter the use, public restrooms should be part of the plan.
### B8. SECONDARY COMMERCIAL

Implementation Strategy

As development occurs Kimmswick should negotiate with developers over public realm installation. The City will need to connect new development to existing using consistent standards. Constructing the public realm could become a development incentive for investors.

Having developed the core commercial street improvements, the City and CID will need to make sure emphasis is not given to one area over another.

Primary commercial corridors should be implemented first. Elm is located in secondary commercial not because of lower status, but as a transition into residential. Elevating Elm with landmark intersection improvements will establish the three main commercial corridors. These are higher impact phases offering a sense that the entire corridor has been improved.

Because Mill Street is most vulnerable, improvements in this corridor would provide the greatest commercial value. The next ranked street is 2nd Street followed by Elm, then Mill and the east side of 3rd is the last phase for secondary commercial.

Underdrain connections for future pervious paver upgrades in parking areas should be installed. Permeable pavers are likely the only element which could receive matching funds.

### Project Description

While Market Street and Front Street are primary commercial corridors, Kimmswick’s secondary commercial corridors present the greatest promise for economic expansion. Turning left at 4th Street instead of right to Market, promoting Elm Street may only take one sign. Establishing Elm will create greater traffic on side streets 2nd and 3rd. Mill Street poses the greatest circulation difficulty which could greatly benefit from formalized parking as an initial reason for visitors to turn the corner. Developing a consistent commercial streetscape in all commercial areas will help generate greater visitor awareness.

RESPONSIBLE: CITY, CID, MA
KICK-OFF: 2026

| PHASING: B11.1 Core Project |
| B11.2-4 Icing on the Cake |

### B8. SECONDARY COMMERCIAL ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

#### B8.1.2 Elm Street Intersections

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BB.4 - 2nd Street
Second Street connects two iconic establishments, the Blue Owl and Port of Cali restaurants. Improvements delineate parking and install pedestrian facilities. Pedestrian facilities, north of Market on the east, stop prior to the residence.

Phase ROM Cost: $551,612

BB.5 - Elm Street
This phase connects the landmark intersections with parking and pedestrian walks from 4th to 2nd Street. Curbing extends to Front Street without parking or sidewalk improvements in front of residences.

Phase ROM Cost: $721,090

B8.1 & 2 - Elm Street Landmark Intersections on 2nd & 3rd Streets
The project extents include the landmark paver intersections and the squared off pedestrian corners. The intersections are pervious outletting into the 3rd Street and Elm Street swales. Landmark icons should represent a recognizable element or place in Kimmswick and interpretive signage can connect visitors to each intersection.

Potentially the Historical Society will financially support the landmark and/or signage. Private donations could be solicited from institutions represented in the intersection design.

Phase ROM Cost per Intersection: $221,822

BB.3 - Mill Street
Mill Street has developed in such a way that parking is not possible on the north but the south side has enough depth for back-in angled parking. Back-in angled parking is the safest parking position in a pedestrian oriented setting allowing drivers to see pedestrians when entering the roadway. It also points the rear cargo door toward the pedestrian realm which is beneficial when loading purchases. When parking, the vehicle must stop to reverse giving those behind a moment to react.

Pervious pavers may be the only element qualifying for funding support.

Phase ROM Cost: $349,983
**B8.6 - East 3rd Street Parking**

West 3rd Street improvements occurred in B4 Phase 1. East side parking, roadway asphalt upgrades, and the walk near Market happen in this phase. When development occurs along east 3rd, the pedestrian realm can be extended either by the City or developer.

Phase ROM Cost: $320,140

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**Phase ROM Cost: $129,460**

**B8.7 - Windsor Harbor Bridge**

This phase connects the landmark intersections with parking and pedestrian walks from 4th to 2nd Street. Curbing extends to Front Street without parking or sidewalk improvements in front of the residences.

OPINION OF COSTS $2,294,108

ROUGH ORDER OF MAGNITUDE

B8.6 - East 3rd Street Parking

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**Phase ROM Cost: $320,140**

**B8.7 - Windsor Harbor Bridge**

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**Sub-Total** $1,489,680.33

5% Mobilization $74,484.02
5% Traffic Control $74,484.02
5% Removal of Improvements $74,484.02
25% Contingency $372,420.08
10% Design $208,555.25

**TOTAL Estimated Cost** $2,294,107.71

Above: Historic style embelishment of the modern bridge on Windsor Harbor Road similar to those proposed on the Route K Bridge.
B9. TRAIL AND GREENWAY SYSTEM

Project Description
Trails are an economic generator for welcoming communities. A 2012 Katy Trail economic study revealed the average party spent $147 on a day trip. Open space and trails are fundamental to the Kimmswick Great Streets plan. Local trails would provide safe routes to school, a recreational connection to the river, and beneficial festival circulation. The GRG River Ring link alone would connect Kimmswick into over 600 miles of greenways. Jefferson County has plans on the shelf to connect Hillsboro to Mastodon. The same Katy Trail study revealed the trail generated approximately $20 million or $83,000 per mile annually. For a gravel trail, at that rate, it pays itself off in six years.

Implementation Strategy
A regional active transportation plan would help the county understand the potential benefits and plan routes. Maybe Jefferson County could partner with MODOT on the Windsor Safe Routes to School plan to start the initial phases of the plan. Leveraging the plan, the first segment would link Windsor High School to Imperial Main Street. Kimmswick and the Port would connect from the Mississippi to that trail. Following a connection from Lucianna Gladney-Ross Park to Mastodon State Historic Site. The Final planned segment runs up the Mississippi to Telegraph Road where it connects to the GRG River Ring.

Trail lighting has been estimated as an additional project in B2. The ROM estimates in this section are unit costs per linear mile including a 25 percent contingency and design fee.

RESPONSIBLE: JC Parks, JC DPW, JCPA, CITY, CID, MA, AE, HS
FUNDING: MODOT, JC DPW, JC Parks, MDC Riparian Habitat, MRAP, MDC Community Conservation, MDC

Urban Cost Share, MDNR Outdoor Recreation, MDNR Recreational Trails
COORDINATE: A1, A2.4, A7, B1, B2.2-3, B4.2-5, B5, B7, B8.3, B10, B11, B12
KICK-OFF: 2026

INCREASE COMMERCE
- Community Supported
- Flood Protection
- Maintain/Enhance Quality of Life

DIVERSIFIES VISITORS
- Enhance Historic Character
- Support Economic/Management Model
- Leverage Kimmswick Port

COUNTY GOALS
- Support Kimmswick
- Improve Riverfront Access
- Regional Economic Growth

IMPROVES ACCESS TO RIVERFRONT
- Support Riverfront Re-development
- Emergency Services on Mississippi

REGIONAL ATTRACTION
- INCREASE REGIONAL CONNECTIVITY
- INCREASES CONNECTION TO NATURE

Above: Trails & greenways could help diversify current visitor demographics.

Above: North Jefferson Regional Trail System: 22 miles with Meramec Greenway is 63 mile Loop

B9.1 - Regional Active Transportation Plan
Positively naming the regional active transportation plan, such as Jefferson County Healthy, Active Living Plan, the county may be able to team with a health care foundation to create a north county active transportation plan.

Phase ROM Cost: $

B9.2 - Levee trail from Windsor Harbor Road to Flood Wall
A short trail segment must be constructed prior to flood barrier Phase 3 to establish a base for the deployable flood barriers.

Phase ROM Cost: $27,930

B9.3 - Rock Creek Bridge to Windsor High
A Safe Routes to School trail would connect Windsor High school to Route K. The trail would travel from the track and field, down the slope to Rock Creek, over a bridge, and north to Route K with its complete streets renovations. The MDC Recreational Access program may need to be leveraged to cross private property.

The phase ROM estimate is broken into two parts - the bridge over Rock Creek and the connecting trail segments.

Bridge ROM Cost: $453,750
Trail ROM Cost: $563,560
**B9.4 - Levee Trail from Windsor Harbor Road to Pedestrian Bridge**

A gravel trail from the end of B9.2 levee trail segment would span the levee descending behind the trash transfer to a boardwalk. The boardwalk connects into the bridge. Building a boardwalk guarantees an alternative school route through Kimmswick should the Creek run high. It also reduces the risk of relying on remote parking for an event.

Phase ROM Cost: $715,290

**Kimmswick Spurs**

Gravel trail connection from levee trail along the east side of the trash transfer and along the Blue Owl parking to Mill Street:

Mill Street ROM Cost: $50,200

Gravel trail spur along west side of Blue Owl parking lot up alley easement to Market Street:

Market Street ROM Cost: $20,080

Gravel trail spur from end of Mill Street north of trash transfer station down slope to west side of 3rd Street north to Market:

3rd Street ROM Cost: $25,100

---

**B9.5 - Riverfront Educational/Interpretive Park at River’s Edge Boardwalk**

JCPA has been courting a donor to build a boardwalk from the Delta Queen landing plaza over the wetlands to the south side of the amphitheater and up to Mississippi Street. This is an opportunity to create a memorable experience from the port landing into Kimmswick. It will also be a favored walk during events or even on regular day visits. Incorporating educational and historic elements telling the Mississippi River story would further liven the memories. MDNR Outdoor Recreation grant or the Recreational trails program could increase the donation upwards of $250,000.

Phase ROM Cost: $734,680

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**B9.6 - Rock Creek Riparian Trail to Mastodon**

This 1.6 mile gravel trail would follow Rock Creek across I-55 and north on the outer road. At Seckman, the trail would cross the north roadway leg and follow the outer road into the state historic site. MDNR Outdoor Recreation or Recreational Trail funds could be leveraged. The DNR gives extra points for connecting to state historic sites.

Phase ROM Cost: $836,515

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**B9.7 - River Trail GRG Connector**

A 4 mile trail connection up the Mississippi River banks will link to the old Ozark Trail along the Meramec River. Renovating the trail, it could be followed to Telegraph Road bridge where the trail would connect into the GRG River Ring. ROM costs don't estimate the bridge crossing. Cliff Cave Park is only a few miles away boasting a 160’ high vista over the Missouri. What a great destination only a few miles north of Kimmswick.

MDNR Outdoor Recreation or Recreational Trail funds could be leveraged. The DNR gives extra points for connecting to state historic sites. The MDC Recreational Access program may need to be leveraged to cross private property.

Phase ROM Cost: $2,043,140

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**B9.8 - Anheuser Trail**

The last local connection descend from the Windsor Harbor Bridge under the railroad trestle and follows Rock Creek to its mouth at the Mississippi. The trail heads south along the river climbing up to the formal Estate linking into the Heritage Trail. MDNR Outdoor Recreation or Recreational Trail funds could be leveraged.

Phase ROM Cost: $176,900

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**B9.9 - Conference Boardwalk**

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**B9.10 - GRG River Connector**

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**B9.11 - Anheuser Trail**

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**Happily Ever After - Implementation**

OPINION OF COSTS $8,522,734
**B10. HERITAGE TRAIL**

**Project Description**

The Heritage Trail is primarily incorporated into other trail and roadway projects. The phases within this project fill the gaps. Bringing Kimmswick’s history and the stories associated with famous findings, famous people, famous events, and local lore allow visitors to connect at a much deeper level. The stories themselves will be the reason people throughout Kimmswick and giving them a reason to linger. It’ll broaden their understanding of Kimmswick. It’s also a great way to introduce people to the Anheuser Estate, a place often overlooked or simply unknown.

Implementing Strategy

Creating a Heritage Trail brochure is the most important phase. This needs to be done after Kimmswick completes a branding exercise as part of project B1. A visually stimulating and intuitive brochure needs printed and distributed to every business and institution in Kimmswick, as well as visitor centers and brochure racks in throughout the region.

The Heritage trail leg to the Mississippi River is the other miscellaneous outstanding project. Proposed for completion in Public Space Phase 2, MDNR Outdoor Recreation or Recreational Trail Program could support all elements in the plan.

**B10.1 - Heritage Trail Brochure**

Brochures can be printed for as little as four to ten cents a piece. Care must be taken to ensure the brochures look professional with something eye-catching to help them stand out in a sea of other brochures.

**Brochure Design ROM Cost:** $3,000-$5,000

**Printing ROM Cost:** $240-$500 for a run of 5,000

**B10.2 - Kimmswick Port Market Street Heritage Trail**

This leg connects Kimmswick to the Mississippi. The trail should tell the Mississippi’s history - natural, political, economic, recreational, entertainment, hydrological, literary, and any other making sure Kimmswick’s history and heritage are incorporated into the landing plaza, gateway and other features.

**Phase ROM Cost:** $241,000

**B10. HERITAGE TRAIL ROUGH ORDER OF MAGNITUDE OPINION OF COSTS**

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B11. ROCK CREEK CONNECTION

Above: Developing a connection from Kimmswick to Rock Creek would generate new activity.

Project Description
The port development will make the Windsor Harbor Road entry into Kimmswick an activity center. The amphitheater, boardwalk trail and observation look out with the Windsor Harbor Bridge should bring more visitors to the Rock Creek waterfront. Developing a versatile, engaging space for programs and support should be flood rated. The rail bridge. The project could be supported with MDC or MDNR best management practice grants.

Implementation Strategy
Building a pavilion makes the gravel area a place for picnic with a spot of shade. Adding a plaza and an observation deck creates a unique waterfront experience. The connection feature elevates the area to a favored destination. MDNR riparian habitat grants could establish a beautifully nourishing landscape. The MDNR Recreational Trails could help connect it all to Kimmswick. The project will likely need to be permitted through the COE.

PHASING: B11.3 Core Project
B11.2-4 icing on the Cake
COORDINATE: A1, A7, B1, B2.5, B4.2, B8.7
KICK-OFF: 2026

B11.1 - Pavilion
A 30 foot diameter pavilion is large enough for family reunions, small quartets or acoustic bands. Provisions for electric connection, install lighting, and water access amenities add value to renting the space.

Phase ROM Cost: $149,820

B11.2 - Rock Creek Observation Deck
Adding a pervious plaza formalizes the Pavilion and creates a red carpet onto the bridge. The project could be supported with MDC or MDNR best management practice grants.

Phase ROM Cost: $132,820

B11.3 - Rock Creek Observation Deck
A deck over water is nearly irresistible and a fantastic place for morning coffee. Footings and support should be flood rated. The rail is a perfect location to add Heritage Trail or interpretive signage. Elements interacting with Rock Creek should be considered.

Phase ROM Cost: $250,800

B11.4 - Rock Creek Connection Feature
Stepping the feature makes the landing functional at any water level and they could wrap around the pavilion creating an interesting effect as waters rise. Designed with backflow prevention, it could be a stormwater outlet feature with waterfalls and water propelled artistic elements. The landing should be blocked off during potentially hazardous conditions.

Phase ROM Cost: $435,620

B11. ROCK CREEK CONNECTION
ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

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INCREASE ACCESS TO RIVERFRONT

INCREASE COMMERCIAL

REGIONAL ATTRACTION

INCREASES CONNECTION TO NATURE

- Support Kimmswick
- Support Riverfront Re-development
- Emergency Services on Mississippi

IMPROVES ECONOMIC/ MANAGEMENT MODEL

Increases regional economic growth.

- Support Kimmswick
- Improve Riverfront Access
- Regional Economic Growth
B12. NORTH ANHEUSER PARK

Above: A North Anheuser Park could create a needed link between Kimmswick and the Estate.

Project Description

Park improvements are proposed as an opportunity to serve the public when private events are hosted on the south end. As facilities develop to support more private events, the north riverfront park will be more important. Already a great place to fish and picnic, a boat ramp and marina would provide under-served recreational river boats needed access. With remote parking close to downtown Kimmswick, this passive recreation park would bring more attention to this hidden gem.

RESPONSIBLE: AE, CITY
FUNDING: MDC Riparian Habitat, MDC River Access Assistance, MDNR Outdoor Recreation, MDNR Recreational Trails
KICK-OFF: 2026

Implementation Strategy

Formalizing parking and developing river access are the most practical first steps. Remote parking so close to downtown will be appreciated as restricted commercial parking goes into effect. MDC Fisheries is very interested to work with communities to provide river access. Talking to MDC is the first step to determine feasibility. Partnering with MDC will support infrastructure development which funds can be leveraged toward MDNR Outdoor Recreation or Recreational Trails funding. These funds can go toward the pavilion, trails, or possibly a marina. The pavilion and marina are potential revenue streams and should be evaluated for those opportunities.

B12.1 - Rock Creek Parking

Improving the gravel parking with 50 more spots will provide commercial overflow relief. MDNR doesn’t like funding parking lots, but the resources could be applied to a match for other recreational amenities.

Phase ROM Cost: $64,893

B12.2 - Mississippi River Access & Parking

MDC hasn’t expressed the amount of potential financial support for river access, but one rep indicated its very generous. One of only a few accesses in the area, this would be a reason to draw men and families to Kimmswick. It could even appeal to an outdoor sporting goods shop, a complementary business.

Phase ROM Cost: $150,184

B12.3 - Picnic Pavilion

A large unique pavilion could activate the park every weekend. Provisions for electric connection, install lighting, and water access amenities add value to renting the space. A great place to stop before or after heading out on the river.

Phase ROM Cost: $120,764

B12.4 - Anheuser Estate Trail

Developing a loop trail around the Estate is sure to be a popular route. The scenic riverfront, spacious Viewing deck and picturesque pastoral landscape can also serve as the Heritage Trail.

Phase ROM Cost: $602,956

B12.5 - Marina

When the City conducts a revenue analysis, a marina on the Estate should be evaluated. Requesting MDC Fisheries to provide an opinion of feasibility should be the first step.

B12. NORTH ANHEUSER PARK
ROUGH ORDER OF MAGNITUDE OPINION OF COSTS

$938,797

B12.1 - Rock Creek Parking

<table>
<thead>
<tr>
<th>Item</th>
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B12.2 - Mississippi River Access

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<tr>
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B12.3 - Anheuser Estate Trail

<table>
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B12.4 - Picnic Pavilion

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B12.5 - Marina

When the City conducts a revenue analysis, a marina on the Estate should be evaluated. Requesting MDC Fisheries to provide an opinion of feasibility should be the first step.

Support Riv erfront Re-development 
Support Kimmswick 
Improve Riverfront Access 
Regional Economic Growth
**B13. PARKING AND CIRCULATION PLAN**

**Project Description**
As the port comes on line and events and programs grow, the City needs to have traffic circulation and parking plans in place supporting visitors while protecting residents. The plan should consider events and festivals, a shuttle feasibility study, new development parking guidance, and parking revenue potential. Recommendations for the best policies for enforcement should be included.

**Responsibility:** City, CID, MA, JCPA, AE  
**Funding:** EWG CMAQ, EWG Section 5310  
**Kick-Off:** 2021

**Implementation Strategy**
The City of Kimmswick in partnership with the Merchant’s Association, CID, JCPA, and Anheuser Estate should hire a consultant to conduct a parking and circulation study. The study should take place following hiring the Economic Development Coordinator. The study should be vetted with residents and merchants with the final plan being adopted by the City, CID and JCPA.

**Parking & Future development**
The community has a nebulous idea parking is a problem. Historic data and live counts should be conducted to develop a clearer understanding. These numbers will provide the basis for future projections for the varying potential events and locations discussed with the Economic Development Coordinator. Guidance for parking associated with future development should be included as well as stormwater mitigation practices.

**Estimated Fee:** $25,000 - $50,000

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**Festival Parking & Circulation Plan**
Planning for festivals will need to work with the Economic Development Coordinator to consider the range of event opportunities in different locations. Plans should include traffic impacts, enforcement, road closures, emergency access and secondary evacuation routes. Remote parking and circulation alternative should also be evaluated. It should plan for increases in large festival attendance, consider bike valets, bike corals, and remote bike accessible parking as well as various shuttle alternative. Parking incentives and potential revenue should also be involved. Small events need to have equity at the forefront to support both primary and secondary commercial areas.

**Shuttle Circulator**
The study should have a shuttle circulator feasibility component. It should help determine where and how the shuttle would run from remote parking being detrimental to pedestrians, bicycles, and vehicular transportation modes. Different event sizes and common weekend and elderly service need to be covered.

There are potential planning funds available for transportation services serving elderly populations. Kimmswick is a unique place with a small population; however, hundreds if not thousands of elderly visitors come to Kimmswick regularly.

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**Above: Festival Parking & Circulation Recommendations**

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**KICK-OFF: 2021**

**IMPROVES RESIDENTIAL-COMMERCIAL RELATIONS**

**$ INCREASE COMMERCE**

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**COUNTY GOALS**

- Community Supported  
- Maintain/Enhance Quality of Life  
- Enhance Historic Character  
- Supports Economic/Management Model  
- Leverage Kimmswick Port  
- Support Riverfront Re-development  
- Regional Economic Growth  
- Emergency Services on Mississippi
B14. RESIDENTIAL IMPROVEMENTS

**Project Description**
The sum total of residential improvement will transform Kimmswick’s neighborhoods. Defined streets bordered with enhanced naturalized swales recall romantic streams. Upgraded historic style street lights at intersection accentuated with rhythmic bollard foot lighting will make every visitor envy attracting dog-walkers from all over the region.

**Implementation Strategy**
Kimmswick should conduct a pavement audit to determine roadway conditions, make repairs to the most stretch in the worst condition. Swales in A6 and lighting in B2 could be bundled into one project.

**B14.1 - Roadway & Parking Curbs Throughout**
Each project will bring more consistency to the roadways. The roads look like narrow eight foot lanes, but function as ten with the two foot ribbon curb. Curbing create crisp straight edges, a necessary juxtaposition to the adjacent naturalized swales. An eight foot lawn shoulder is ample for on-street parking but gives the appearance parking is only welcome to friends. Reducing all asphalt roadways to 16 feet will slow traffic and reduce maintenance. This consistent width decreases impervious area. The streets will look and feel like a wide path for people not cars. Treating the streets like walks sets the president and priority. Not including walks throughout Kimmswick doesn’t add impervious area. Between the swales and roadway improvements, peak

**B14.2 - Roadway & Parking Curbs**

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<th>Cost</th>
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<td>Estimated Cost</td>
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**Rough Order of Magnitude Opinion of Costs Per Block Length**

- **8% INCREASE IN PERVIOUS AREA**
- **27% REDUCED ASPHALT MAINTENANCE**
- **SLOW** REDUCES TRAFFIC SPEED
- **IMPROVES RESIDENTIAL - COMMERCIAL RELATIONS**
- **IMPROVED PLAY OPPORTUNITIES**

**County Goals**

- Support Kimmswick
- Improve Riverfront Access
- Regional Economic Growth

**Support Riverfront Re-development**

**Emergency Services on Mississippi**

- **KIMMSWICK GOALS**
  - Community Supported
  - Flood Protection
  - Maintain/Enhance Quality of Life
  - Enhance Historic Character
  - Support Economic Management Model
  - Leverage Kimmswick Port

- **RESIDENTIAL IMPROVEMENTS**
  - Roadway & Parking Curbs
  - RHS**