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INTRODUCTION TO EXISTING CONDITIONS
This chapter on existing conditions is a significant part of a larger future document. This body of text is temporary, serving to introduce this chapter absent that larger missing document. The final plan document, to be completed in June, will contain a significantly abbreviated version of this content.

OUR TEAM’S ASPIRATIONS REGARDING EXISTING CONDITIONS
In planning practice, the existing conditions section of many planning studies are often little more than inert filler; an explosion of statistics reported often without clear relevance or conclusions. Our team believes that the success of a plan starts with the clarity of analysis and conclusions drawn in this phase of work. This approach blurs somewhat the conventional practice by asking an analytical section of a report to also anticipate where and how these findings might or should play out. Our goal is to draw conclusions or make observations or recommended actions throughout the document.

LEARNING FROM THE HISTORY OF A PLACE
The term “genius of place” was popularized by Frederick Law Olmsted and is now used in association with the concept of Biomimicry: the idea of looking to nature to solve human problems. By doing a deep dive of all that has happened in a place—from geological history to current events—we can get a better understanding of what has happened here in the past, and how current problems may have been solved previously.

LIVING DOCUMENT
While this chapter on existing conditions will be issued for review and comment in early January, we want it to be a living document. As new questions arise and insights are gained through the stages of the project going forward, they will be noted and will inform a final revision of the existing conditions chapter at the end of the planning process.

CHAPTER ORGANIZATION
The information in this chapter is organized under broad and comprehensive categories relating to nature, history, people, place, planning, economy, mobility, and health, safety, and welfare. The titling and subtitling of these sections will evolve to reflect an ever strengthening understanding of the issues and our best understanding of their relevance and trajectory.

Sincerely,
Douglas Farr, FAIA, LEED AP, CNU-F, President, Farr Associates

GRAVOS: NECESSARY YET INSUFFICIENT
By exploring the changes of Gravois, and of Bevo, through time, we learn that the roadway evolved from the pre-settlement landscape, but that the roadway now fractures the settlements there today.

The roadway still serves an essential function in both Bevo (as a central main avenue for commerce, community events, and transportation) and in the City of St. Louis (as a main thoroughfare connecting downtown with the south side of the City and the southern suburbs).

However, it is also a roadway with significant negative impacts on its neighborhoods and is currently underserving local communities. Along the corridor in the Bevo Study Area, there are auto-oriented land uses, vacant or unwelcoming buildings, an oversupply of parking, urban design elements, etc. that are no longer necessary, helpful, or even functional. These elements are preventing Gravois Avenue from becoming a great street.

AREAS OF FOCUS
There are many aspects of this report that will inform the planning and design efforts to come over the next few months. Highlights include:

- Street Design related to the viaduct and street widths create high vehicular speeds that are dangerous and cut off Bevo from surrounding neighborhoods
- Auto-Oriented Land Uses and Urban Design inhibit pedestrian commerce
- Vacant Storefronts and a lack of Community Amenities are obstacles to a flourishing neighborhood economy

BEVO GREAT STREETS
(Detail) Promotional image from the Bevo Community Improvement District
HISTORICAL ORIGINS
A TIMELINE OF BEVO

1900 1910 1920 1930 1940 1950 1960 1970

- 1917: Bevo Mill Grand Opening
- 1910: Completion of the River des Peres
- 1923: Streetcar removed
- 1925: Union Pacific Viaduct constructed
- 1965: East West Gate
- 1963: Cesar Chavez Trail

HISTORICAL ORIGINS
A TIMELINE OF THE ST. LOUIS POPULATION & RELEVANT EVENTS

- 1990: St. Louis City census population peak at 858,798
- 1995: Gateway Arch
- 1930: St. Louis World’s Fair
- 1934: East St. Louis Riot


cih Chapter Two: Existing Conditions Report

Chapter Five: Appendices
HISTORICAL ORIGINS

ECOLOGICAL ORIGINS

“There were many farms, streams and swamps in the Bevo area long, long ago.”
- Virginia Moser & Betty Tighe, Heritage of the Bevo Area, Book One

ECOREGIONS

The ecology of the St. Louis region is defined by the U.S. Environmental Protection Agency in a series of ecoregions, which are broad associations of common plants, animals, and geologic features. The St. Louis area falls within the River Hills (Level IV), which is a subset of the Interior River Valleys and Hills (Level III). The Interior River Valleys and Hills is a mostly forested ecoregion, noted for flat-bottomed terraced valleys, forested valley slopes, and dissected glacial plains along the Missouri and Mississippi Rivers. It is dominated by mixed Oak and Oak-hickory forests.

The River Hills ecoregion is characterized as “a transition zone between the loess-covered and till-covered plains to the north and the lighter colored, rocky soils of the more dissected interior Ozark Highlands region. The River Hills are less forested than interior areas in the Ozarks. Ridges and valleys have deep soil mantle but the steep slopes are stony with frequent rock outcrops. Deep, sandy and shaly, moderately to poorly drained alluvium covers the river valleys.”

Mean annual precipitation is between 38-44 inches with potential natural vegetation being “white-black oak woodland, white oak woodland, and sugar maple-oak forest.”

ONCE A PRAIRIE...

The previously described ecoregions of the St. Louis area indicate a capacity for the landscape to be entirely forested. Today the region supports a dense canopy in both urban and rural areas alike. Therefore, it is easy to assume that St. Louis’ historic landcover was once a sprawling forest. However, land surveys and contemporary accounts from early settlers paint an entirely different picture. Nearly 50% of the City of St. Louis and St. Louis County were once prairie, connected to the vast tallgrass prairie which dominated much of the midwestern United States and a third of what would become the State of Missouri.

The distribution of prairie within St. Louis was isolated to ridgetop and flat plains. Steep hillsides, stream and river corridors remained forested. The tallgrass prairie was a diverse ecosystem dominated by grasses and flowering herbaceous plants (forbs). The tallgrass prairie is often associated with four species of grasses which were common throughout: big bluestem (Andropogon), Indiangrass (Sorghastrum), Switchgrass (Panicum), and Little Bluestem (Schizachyrium).

...ALWAYS AN ASSET

These grasses, along with a high diversity of herbaceous perennials, evolved to survive the extreme prairie conditions by developing extensive and deep fibrous root systems, sometimes to a depth of over 15 feet. These deep-rooted species created an extensive rich topsoil that later propelled American agriculture to global dominance. Today, the deep roots of native prairie species are often utilized in stormwater management where they are able to absorb tremendous amounts of stormwater runoff while filtering pollutants.

Early accounts of the prairie often described a sea of grass dotted with isolated oak and hickory trees. Tree species such as bur oak (Quercus macrocarpa) were a common site in the prairie landscape because they produce a spongy cork-like bark which is fire resistant. Fire was introduced by Native Americans as a way to prohibit the growth of woody shrubs and trees and to maintain an open grassland, favorable for hunting large herbivores. The grazing of the prairie by American Bison further maintained the dominance of the prairie until the arrival of early European settlers in the 1700s.

Less than 1 percent of the original tallgrass prairie remains in Missouri. It is one of the most endangered habitats in the world. The many benefits of this type of diverse grassland are now becoming fully appreciated, and prairie has seen a recent resurgence as a tool for stormwater management, erosion control, pollinator habitat, sustainable land use, and beautification.

This plan will pull from this rich ecological history, and look to it for inspiration, when generating designs for the corridor.
HISTORICAL ORIGINS
NATIVE AMERICAN HERITAGE

THE RISE AND FALL OF THE MOUNDS

The St. Louis region has a long history of Native American settlement. From the Ice-Age and well into the Colonial era, various peoples and their cultures had a profound impact on our region.

The area east of St. Louis came to be called the “American Bottom” by American colonists who succeeded the previous French and Native American inhabitants of the area. The Missouri River's wide floodplain east of St. Louis, north to St. Albans and south to Kaskaskia created the boundaries of the Bottoms: once the foundation for the rise of Mississippian culture.

The widespread use of corn and other agricultural endeavors allowed the otherwise nomadic peoples of the region to settle in and around the city of Cahokia, east of St. Louis, beginning around the year 700. The city's population peaked between 1000 and 1200 with an estimated total of ten to twenty thousand people living amongst 120 ceremonial mounds. Monk's mound, the largest of the group, was created with over 22 million cubic feet of earth. Cahokia has been recognized as the largest precolonial population ever assembled north of Mexico.

The landscape played a role in the location and eventual demise of the city of Cahokia. The American Bottoms was created by the confluence of the Mississippi and Missouri Rivers. This intersection has always been a nexus for trade and growth from prehistory to today. Like St. Louis, the settlement around Cahokia benefitted from this proximity as it grew into a metropolis. Deforestation, depletion of soil nutrients, external pressures, and natural disasters all allowed Cahokia to gradually decline under its own weight by the year 1400.

MOUND CITY

In the map to the right, Cahokia's (A) sister cities west of the Mississippi—what is now downtown St. Louis (C), Carondolet, and Forest Park (E), consisted of groups of over 26 mounds. The largest concentration was just north of downtown St. Louis and was the genesis of the city's nickname “Mound City” which was only recently supplanted by the completion of the Gateway Arch in the 1960s.

These satellite settlements were likely responsible for the introduction of prairie into the area that would become the city of St. Louis. Open grasslands were the ideal environment to support and hunt large game that sustained the Mississippian culture. Fire, set by humans, was the primary catalyst. It ensured that newly emerged tree seedlings would not have a chance to become established in the otherwise fire-adapted prairie environment.

(Top) An artist rendering of Monk’s mound during the city’s height. (Bottom) Map of the American Bottoms area distribution of mound groups.

(Top) Cahokia in 2018. (Bottom) Mounds within Forest Park prior to the construction of the 1904 World’s Fair.
HISTORICAL ORIGINS
LAND DIVISION

A NATIVE FOUNDATION
Pre-colonial Native Americans created a landscape suitable for the agricultural production needed for a growing settlement. Cultivating prairie required much less effort than a forest, and the deep-rooted prairie plants provided excellent topsoil.

Shortly after the founding of St. Louis in 1764, the French colonists set out to create 5 common fields that would be subdivided into individual house lots, following the traditions established in earlier French settlements along the St. Lawrence river and Mississippi River in Louisiana. From St. Louis, The Evolution of an American Urban Landscape by Eric Sandweiss: “Laid in widths of one or two arpents an aspect measured 795 feet, each field stretched another 40 arpents into the back country—total size of approximately 30 or 60 acres, depending on the width.”

COMMON FIELDS SUBDIVIDED LAND
These common fields, arranged in aspects, were similar to other French Settlements in that they were oriented to the river. In Louisiana and the St. Lawrence River Valley, the benefit of such arrangement provided direct access to trade for each land owner. In early St. Louis, this tradition was abandoned, and the common fields were arranged far from the river, likely positioned away from forested bottomlands and among a long and otherwise unbroken band of prairie running north-south.

CATALAN’S PRAIRIE
The southernmost common field was called Catalan’s Prairie. It directly supported the settlement at Carondolet and oriented towards the river at an angle in contrast to the adjacent Prairie de Noyers. Much of Catalan’s Prairie would become the Bevo neighborhood. Early settlers tended to focus more on trading than farming. A shortage of timber for fencing and lack of annual fire meant that the common fields eventually transitioned back into shrubby woodlands by 1836. However, the subdivision of land in Arpents was retained and enforced through subsequent land division.

CHRISTY BRICK WORKS
The wooded riparian corridor along the western edge of the Bevo neighborhood was an interruption to the otherwise prairie-dominated landscape of the colonial era. The largely forested esparza bordered by what is now Chippewa (N), Kingshighway (W), Delor (S) and Ridgewood (E) was not included in the early subdivision of common fields for the City of Carondolet. It was therefore purchased by William T. Christy and he began a brick works on the site as early as 1840, which would go on to locally mine and produce clay products until the 1970s.

The expansive brick works created a void in an otherwise connected city street grid. It was suited well for auto-oriented development being relatively flat and in close proximity to Kingshighway, a heavily traveled arterial street. The current site utilization of big-box retailers and extensive asphalt surface parking is a result of the 1970s redevelopment of the site.

Today, little remains of the brickworks, William T. Christy, or the precolonial landscape. The administration building (b. 1940) is still here, tucked behind the expansive shopping mall. It now serves as the headquarters of the Bevo Area Community Improvement Corporation. William Christy’s home (b. 1864), which bears a remarkably similar appearance to the brick work’s administration building, is now the Avalon Garden Nursing home on Tall Avenue. The Christy name lives on in the Christy Greenway which follows the path of the stream now encased in a culvert beneath Christy Park.

This plan is a direct descendant of these original urban patterns; the team will consider this history when developing the final plan.
HISTORICAL ORIGINS
ECOLOGICAL CONDITIONS & URBAN WATERS

WATERSHEDS
The Bevo community is located within the River des Peres watershed. The watershed’s namesake River des Peres flooded in 1975 after significant sewer overflow and killed 11 people, after which it was the subject of a major engineering project that re-graded and paved its channels, straightened its bends, and buried it in sewer lines for much of its length. Two such sewer channels run under the Chippewa/Gravois intersection, and along Christy from Kingshighway to Loughborough, where the river resurfaces on its way to meet the River des Peres along the southern St. Louis city boundary.

This taming of the natural hydrology of the region has resulted in a combined sewer overflow system that flows into the channels of the River des Peres that are surface waters, as well as into the Mississippi River along the city’s east side. Because of the lack of daylight streams in the Study Area, direct flood risk is low. FEMA’s flood risk maps show there is no risk of flooding in the City of St. Louis. However, while not frequent, flooding of back-up or damaged sewers into basements during extreme storms is a concern for St. Louis neighborhoods.

WATER
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It is important to note that urban flooding often occurs outside of federally mapped floodplains. Backyard and basement flooding in urban areas has more to do with man-made piping and infrastructure related to our sewer and water systems than it has to do with natural typography or soil type.

SEWERS & THE US CONSENT DECREED
The City of St. Louis was built with a combined sewage system with both stormwater and sewage accumulating in the same pipes. Unfortunately, the elimination of green space and increased run-off has resulted in the overflow of the sewers into natural waterways. In 2007, the State of Missouri and the U.S. Environmental Protection Agency sued the City of St. Louis regarding the overflow. The City, as of 2012, is under obligation to spend at least $4.7 billion by 2035 in stormwater improvements which reduce overflow. All developments in the right-of-way should consider the problem of stormwater when redesigning infrastructure.

This plan will support long-term improvements which would assist the City in achieving its stormwater goals. However, the plan will prioritize natural solutions over highly engineered ones as well as solutions which add landscape value to the neighborhood.

PERVIOUS & IMPERVIOUS SURFACES

- Impervious surfaces
- Pervious surfaces

HISTORICAL LANDS & HYDROLOGY
HISTORICAL ORIGINS
HISTORY OF ST. LOUIS STREETS

STREETS AS SHARED SPACES
Streets and right-of-ways are city’s most valuable public asset—taking up 25-30% of the land area they also shape mobility choices and everyday quality of life. The inset image (right) captures a quiet early-morning streetcar ride on a downtown St. Louis street. (Look closely to see the catenary wires that provided each car’s electrical power.)

A SALT ROUTE
Gravois is one of the oldest roads in St. Louis and was initially a route to salt deposits. The precolonial landscape of St. Louis harbored many natural salt springs in what would later become northern Jefferson County. Salt was a resource long before the colonial French settled the area, as indicated by Mississippian mound works and evidence of native American settlements in their vicinity.

Jacques Phillippe Clamorgan, a fur trader, settled the area that would later become Fenton in the late 1700s. By 1804, a reference to “The Road to the Salt Springs of Clamorgan” appeared in text. The 1836 map shown below indicates an early route of Gravois and also shows the approximate location of “salt works” along the Meramec River. By 1818, the town of Fenton had been established and the associated route changed names to the “Road from Fenton,” as shown in 1847.

“GRAVOIS”
The name Gravois became commonplace as the land around the early road became settled slowly by small farms and homesteads. The road became associated more closely with the French word for gravel. During this time period, adjacent land owners were responsible for maintaining the route. Gravois was an important access to the markets in St. Louis. Tolls were erected to assist with maintenance costs, but by 1832 the route became “public” (free of tolls) and by 1845 it was adopted by the State of Missouri.

The state resurfaced Gravois with macadam pavement in 1845. Macadam is a mixture of tar and limestone screenings that became commonplace throughout the region. In 1914 it became the first street to be paved in concrete, likely due to the support of August Busch who financed half of the cost of the project which stretched between the city limits and the Busch estate in St. Louis County.

GRAVOIS AVE OVER THE YEARS
Prior to 1923, most of the roads in St. Louis fit within a 48’ right-of-way with large sidewalks and rarely designated street. In 1933, St. Louis City passed the 1933 Bond Issue which allowed for $87 million of city-wide developments. As personal automobiles became more prevalent, roads expanded, and the pedestrian realm was lost.

Present day Gravois Ave resembles many arterial roads in the United States - large lanes promote fast driving, limited street life and pushed back building frontages devalue the pedestrian experience and extensive impermeable pavement increases runoff.

The recent surface restriping along Gravois, completed in 2017 (see p. 56), helped to alleviate several of these problems, mainly in regards to pedestrian and bike access. However, restructuring an automobile-oriented mindset requires more than restriping. Bicyclists and pedestrians need to feel as though their connections are equally convenient and safe to those of the driver.
Bevo Great Streets

Metro Reimagined (2018)

An initiative launched by Metro Transit and Bi-State Development Agency, Metro Reimagined is a blueprint for improving mobility through the Metro Transit System – specifically, the Metrolink System – across the St. Louis region.

The plan, which is being generated by Metro Transit and Bi-State Development Agency, is still in draft form and has yet to be formally adopted. Metro Transit and Bi-State Development Agency will be responsible for implementation.

For the Bevo neighborhood, the Metro Reimagined report proposes two new routes that would offer frequent (every 15-30 minutes) everyday service to the study area: Route 10 Gravois-Lindell (Gravois-Hampton Transit Center to Central/West End Transit Center) along Gravois Ave, and Route 11 Chippewa (Shrewsbury/I-44 Transit Center to Civic Center Transit Center) along Chippewa St. The current Route B Ballas/Morganford service would not change. Please see XX for more on ridership and transit data for the Bevo Study Area.

Metro Transit is currently in the process of incorporating community feedback into its final revision of the plan. Pilot projects are slated to begin in Spring 2019, with fixed-route network changes anticipated in Fall 2019.
Bevo Great Streets Detailed Plan: June 2019

Chapter Five: Appendices

HISTORICAL ORIGINS
PLANNING HISTORY

Calm Streets (2017)

The St. Louis Calm Streets Pilot Plan is a concept plan for transforming St. Louis’ Louisiana Street into a calm street, and includes a toolkit of best practices for future street calming projects in the city.

The Calm Streets Working Group, formed by the City of St. Louis, Missouri Department of Transportation, Great Rivers Greenway District, and Trailnet, was charged with identifying and testing calming measures. During the pilot project, the group gathered data and conducted workshops to test and publicize the calming measures.

PILOT PROJECT

While Bevo itself was not included in the pilot Calm Streets Project, the plan identified the neighborhood community of Dutchtown as an opportunity area. Much of the recommendations included are traffic calming measures appropriate for the Bevo Study Area, including curb extensions and bumpouts, as well as the incorporation of green design. Importantly, this plan set a precedent for installing temporary traffic calming measures on a relatively busy street where traffic is a concern.

The Pilot Plan executed a tactical street calming pilot in November 2017. Beyond this tactical demonstration, this plan is a best practices toolkit, budget estimation, and proof-of-concept for the City of St. Louis Streets Department and Board of Public Service to refer to in future street calming projects.

From the Calm Street design team in regards to the traffic calming pilot project:

“As indicated in the figures, the speed data (85th percentile) collected during the pop-up calm streets event was lower than when the calming measures were not in place. Additionally, the 85th percentile at both points collected is within the ideal realm of 20-25 mph.”

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GATEWAY BIKE PLAN (2017)

The Gateway Bike Plan is a joint effort between the Great Rivers Greenway District, East-West Gateway Council of Governments, the City, the Counties of St. Louis and St. Charles, Metro, Trailnet and the Missouri Department of Transportation. It outlines a plan for connecting communities across the St. Louis region through a bicycle network.

The Gateway Bike Plan breaks out near-term (2012-2017), medium-term (2018-2023), and long-term (2024-2032) implementation of off-street improvements. While partners are nominated and specific roadways (and corresponding corridor suggested for near-term projects), there is no clear matrix for which agency is responsible for which improvements.

The Gateway Bike Plan also identifies Bevo Study Area as a medium to medium-high priority area. Areas of the downtown are identified for higher priority. However, traffic conditions along Gracie Ave and a lack of clear connections to regional networks are problems in the Study Area and make it a prime target for additional bike and multimodal infrastructure.

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NEIGHBORHOOD STRUCTURE & DEFINITION
The history of planning is also a history of struggle to reconcile theories about ideal neighborhood size, design, and definition with the often messy reality of facts on the ground. The process of applying neighborhood planning theory to Bevo will reveal insights relevant to this planning process.

SIZE
To start, we compare the City of St. Louis’s delineation of the Bevo neighborhood to a theoretical diagram of a sustainable neighborhood. The “official” Bevo neighborhood measures 1.37 square miles or 876 acres compared to the diagram’s 160-acre ideal. This mismatch between theory and municipal planning boundaries is commonplace in large cities like St. Louis.

Applying the 160-acre ideal to St. Louis with a land area of 66 square miles, the City’s planning staff would be burdened with 264 indistinct neighborhoods, an unworkable premise. Yet there is insight in recognizing that at its current size, Bevo comprises four pedestrian sheds (the five-minute radius that reflects how far people will willingly walk.)

As the project advances, the consultant team will try to document the distance people actually walk and overlay that on the map.

CENTER
A consistent characteristic of neighborhood theory over time is that a neighborhood should have an identifiable center—the heart of the neighborhood, a physical location where neighbors know to gather for spontaneous events (for instance the Cardinals winning the World Series). In the diagram this is proposed as a park, while in Bevo it is more complicated. Das Bevo is clearly the iconic center and heart of the neighborhood, yet despite having lots of public land around it, offers no public gathering space of any kind.

Design studies will zero in on this key intersection to determine how it can function as an actual neighborhood center.

EDGE
Neighborhood theory views clear neighborhood edges as optional—nice to have if you can get them—but not essential. Bevo’s neighborhood boundaries sometimes appear to correspond with hard physical barriers and sometimes appear to be gerrymandered. Most important for this project is what residents perceive and whether they feel part of Bevo or not.

GEOGRAPHIC BOUNDARIES
The Bevo neighborhood is bordered by Chippewa Street to the north, Kingshighway Boulevard to the west, the Union Pacific Rail to the east, and Holly Hills Boulevard and Bates Street to the south. Officially named, Bevo Mill, but shortened to Bevo, the neighborhood encompasses roughly 1.4 sq. miles of land in south St. Louis. Bevo accommodates just under thirteen thousand residents and is defined nearly completely by the zip code 63116.

Seven neighborhoods border Bevo, including Tower Grove South to the north and Dutchtown to the east. Both of these communities are participating in this planning process.
People & Place

Neighborhood Governance

The idea of a self-governing neighborhood is based on the simple idea that locals understand what a community needs better than outsiders. The thought is that the more remote a decision-maker is from the action, the less appropriate or nuanced (not to mention welcome) an action will be. People often resist or become defensive at ideas or projects initiated by outsiders, but might get behind the same ideas if it started from within. Moreover, people are more willing to volunteer to support grass-roots initiatives but might expect to be paid to do the same activities initiated by outsiders.

Community Management Structure

Several organizations bear ties to the Bevo neighborhood. Self-governing business groups, non-profits, and community groups share a vested interest in the development of the Bevo Mill neighborhood. The following organizations deal with Bevo:

- Aldermen
- City of St. Louis
- City Seniors, Inc.
- Better Bevo Now Neighborhood Association
- Bevo Community Improvement District (CID)
- Bi-County Chamber of Commerce
- East-West Gateway Council of Governments
- Healthy Schools Healthy Communities
- Midwest Rail Centre
- Missouri Department of Transportation (MoDOT)
- Neighborhood Specialists
- Glass International

Note that while East-West Gateway Council of Governments is not a community management or development agency, it does help coordinate and provide community planning capacity.

Business & Neighborhood Governance

The neighborhood follows the Bevo Mill Neighborhood Ownership Model — a resident-driven initiative committed to improving the quality of life in Bevo and surrounding neighborhoods and based on the Neighborhood Ownership Model designed by the City of St. Louis Circuit Attorney’s Office. In partnership with Better Bevo Now, volunteers participate in the following initiatives:

- Block Captain Program
- Neighborhood Watch
- Victim Support
- Court Advocacy

The Bevo Community Improvement District (CID), another formal self-governance organization formed in 2017, generates revenue from a special property tax assessment on all property owners within the district boundary for a 10-year period. A 1% sales tax failed to pass in 2018; however, the CID plans to bring the proposal to a vote again within the next two years.

The team will identify strategies to maximize the effectiveness of the CID in the short- and long-term.

Census Areas

Census boundaries provide necessary demographic, economic, and cultural information about the people living in that zone. Funding for government programs and initiatives, as well as examination of social and health issues, can all be examined on the census tract level. There are six census tracts within the Study Area. While census blocks have a tendency to change over time, only one change in 1960 occurred in the Bevo neighborhood. This makes mapping data across time quite seamless, allowing for comparisons across the decades. The Study Area is contained within the zip code 63116.

Aldermanic Wards

Aldermen provide city governance on a local scale with issues from post holes to taxes worked through these elected officials. The Study Area lies mainly into two Wards with portions of the Chippewa and Gravois intersection falling into two other Wards. The following Aldermen are responsible for the Study Area and the surrounding areas: Ward 13: Beth Murphy; Ward 14: Carl Howard; Ward 15: Megan E. Green; Ward 25: Shane Cobb.

Community involvement is integral to improving the quality of life in Bevo and surrounding neighborhoods. The CID currently employs a resident-driven model to identify strategies that maximize the effectiveness of the CID in the short- and long-term.
PEOPLE & PLACE
EQUITY INDICATORS

HOW TO MEASURE EQUITY
The Equity Indicators Project responds to the Ferguson Commission’s call to action to measure and improve racial equity over time. With funding from the Rockefeller Foundation and the 100 Resilient Cities project, the Office of Resilience was established in St. Louis. Although the future of this department is in question for the long term, the Equity Indicators Baseline Report, published in January of 2019, gives St. Louis an abysmal equity score of 45.57 out of 100. The score measures the following categories:
- Child Well-being
- Education Quality
- Educational Attainment
- Financial Empowerment
- Neighborhoods
- Health and Safety
- Policing
- Court Reform
- Civic Engagement

The plan will suggest designs which will increase the score and empower the residents while improving the well-being and safety of the neighborhood.

LIFE EXPECTANCY
Life expectancy is a cumulative measure which looks at the overall health of a community. Unfortunately, none of the Bevo census tracts meet the U.S. average of 78.6 years and many fall dramatically short. Easy to measure, but hard to diagnose, raising life expectancy might come from reducing crime, improving access to healthy foods, or increasing walkability. This plan will promote healthy, active lifestyles in safe, urban environments.

EDUCATIONAL ATTAINMENT
The State of Missouri does not have a “college and career ready” diploma which would prepare students to achieve the necessary levels of education for their desired careers. Furthermore, the City of St. Louis has a lower graduation rate than the U.S. Unfortunately, many census tracts in Bevo have rates 10 - 15% lower than this.

HOMEOWNERSHIP STABILITY
The Bevo neighborhood has an overall homeownership rate of 57% with mixed homeownership rates throughout the neighborhood.

The plan will continue to promote affordable housing for entry-level homes, while encouraging the development of upgrade housing for future ownership.

RACIAL STATISTICS
In addition to a diverse cultural identity, Bevo also includes a diverse racial identity. 8.3% of people identify as Hispanic and 18 - 20% of the population does not speak English as their first language at home. The percentage of white-only individuals fell between 2000 and 2017 while all other minority groups grew.
PEOPLE & PLACE
CULTURAL IDENTITY

Over its history Bevo has attracted immigrants from across the world. And as the Bevo timeline shows the only thing that is constant is change: one group grows in population or influence while others diminish in a timeless human cycle. This spread begins the process of trying to take an inevitably blurred snapshot of that dynamic.

What is the proper cultural expression for Bevo? Are the German immigrants who built the neighborhood remembered? Is Bevo still the cultural hub for the Bosnian population even after the neighborhood has seen steady declines of this group? How do Mexican and Vietnamese populations mix in? Are cultural groups besides Bosnians underrepresented on committees and in leadership? And what about African Americans?

Clarity on this issue will be important when we turn our attention to governance and finding the best vehicle for giving voice to this vibrant and diverse community.

CULTURAL STATISTICS
The Bosnian community in St. Louis reflects the 2nd largest concentration of Bosnians in the world, outside of the home country. While a relatively new country with a politically tumultuous history, the Bosnian ethos stretches back to the 12th century with the descendants representing a distinct Eastern European culture.

While Southeastern Asians, Bosnians, and Mexicans have been the dominant immigrant groups for the past 20 years, Bevo has recently accepted immigrants from other places. Oasis International, an organization which helps new refugees transition into the United States, reports a large number of African and Western Asian immigrants between 2014 and 2017.

The team will look to celebrate and accommodate the cultural and racial diversity seen and welcomed in the Bevo community throughout the plan.
STREET FESTIVALS, FAIRS, & MARKETS

Bevo is host to a number of cultural and social events throughout the year, including the annual Bevo Bazaa-o Flea Market and a weekly Farmer’s Market. Additionally, initiatives such as Beautiful Bevo Awards and Flock Your Neighbor (prank/fundraising initiative involving pink flamingos) highlight the supportive, generous, and playful elements of the community.

Members of the community are involved in a number of self-organizing efforts, including: Bevo Walks and Watches, where participants can maintain the health of their body and neighborhood by walking the streets and noting issues of concern; and Bevo Shares, a food-sharing program that aims to provide healthy foods grown in Bevo gardens to Bevo community members in need.

OVERVIEW

A colored date indicates at least one community event took place on that date. When events overlapped, they are show with the following hierarchy:

1. Governance Meetings
2. Community Improvement Event
3. One-time Special Events
4. Monthly Happy Hours
5. Weekly Events

GOVERNANCE MEETING

Bevo hosts several levels of community meetings and invites Bevo’s community members to attend surrounding community meetings. The following governance meetings take place:

1. Better Bevo Now Membership Meetings
2. Better Bevo Now Board of Directors Public Meetings
3. Bevo CID Board Meetings
4. Block Captain Meetings

COMMUNITY IMPROVEMENT EVENT

Events to clean up the community or fundraise for community initiatives are in this category. Example events include:

1. Better Bevo Now and Bevo CID Clean Up Day
2. Painting Party
3. Bevo Community Donation Drive

ONE-TIME OR ANNUAL EVENTS

One-time events are special events which may happen as part of a theme (the concert series) or as stand alone events for holidays and other celebrations. Example events include:

1. Christy Park Concert
2. Bevo Bazaa-o Flea Market
3. 2nd Annual Barn N Boo Trunk or Treat!

MONTHLY HAPPY HOUR

The happy hours are hosted by the Bevo CID at different businesses each month.

ONGOING EVENT

On Tuesdays the community holds a Farmer’s Market, hosted by the Heavy Anchor. On Sunday’s the Missouri Outreach Center hosts free self-defense classes.

The plan will leverage and enhance existing social capital to maximize community impacts and long-term successful implementation.

PEOPLE & PLACE

COMMUNITY EVENTS

(Left) Mexican Independence Celebration (photo by Bevo CID); (Right) Flock Your Neighbor (photo by Better Bevo Now)

BEVO COMMUNITY CALENDAR

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PEOPLE & PLACE
THE GRAVOIS CORRIDOR

EXTENT & LAND USES
Gravois Avenue runs seven miles south from Downtown St. Louis to St. Louis County. The Bevo Study Area consists of a mile and a half of that length. Hidden in plain sight along that length are buildings, one to three stories, containing enough retail space to fill a substation mall and enough office space to fill a rudimentary office building. The current zoning of Neighborhood or Local Commercial permits a broad range of commercial uses within existing buildings. Though judging by the parking and auto-dominated land uses at the north end of the Study Area, the zoning is too lax to preserve and protect pedestrian character.

THE PEDESTRIAN EXPERIENCE - BUILDING EDITION
South of the underpass, Gravois has good pedestrian “bones.” A majority of buildings were built on the property line at the back of the sidewalk, clearly defining the public realm, providing pedestrians something to look at, and assuming some level of security through eyes on the street. Many buildings have commercial storefronts that could add vitality to the street. Unfortunately, the value of many of the storefronts has been compromised by tinted glass and blocked-up storefront windows, done to conceal storage or “not-ready-for-business” interiors. Enlivening these storefronts is one of the most pressing needs in the Bevo corridor.

A LINEAR ARCHITECTURE MUSEUM
Gravois is blessed with a heterogeneous range of pedestrian-friendly building types and architecture. This is a good thing; an organic reflection of the diverse land uses and economy is the strength of a street like Gravois. Understandably our eyes are drawn to the discontinuities—the setback single-family house between storefronts—and we may well feel the instinct to try to get rid of them. Please resist this urge as this architectural diversity, including the sometimes-dramatic changes, is a core asset of the street.

FOCAL POINTS & MOMENTS OF DISTINCTION
The focal point of the Bevo neighborhood is the old Bevo Mill, currently named Das Bevo. The Bevo Mill, the Sebilj landmark, and Long Middle School anchor the neighborhood at the intersection of Gravois Ave and Morganford Rd. Despite these iconic landmarks, the quality of the urban space is detracted by eight traffic signals in the middle of the intersection.

Gravois has more recent draws in playful signage, murals and slogans. Building height murals in bright colors attract attention and serve as advertising points for local businesses. Local business also draw attention through various colored and patterned overhangs.
PEOPLE & PLACE
ARCHITECTURAL ASSETS

One of the greatest assets of the Gravois corridor is its authentic architectural character. Much of the building stock dates back to the ~1900s–~1930s. Most blocks contain one or more proud, civic-minded masonry buildings with limestone or terracotta ornament. Each building is unique and represents a single architectural style. Many blocks represent multiple styles, a gift to pedestrians and passersby.

FACADES
Judging by the street elevation to the right, the beauty and architectural integrity of many buildings has been compromised by insensitive alterations including blocked-up storefronts, blanked-out windows and mismatched awnings. In other cases vinyl siding and a pressure-treated-lumber porch conceals what was likely once a charming cottage, sending a strong signal that the neighborhood has not established, or possibly does not enforce, architectural or appearance standards.

DAS BEVO
Das Bevo is among the most iconic buildings in the St. Louis Metro area. A recent MoDOT streets project installed a full front view of the building.

Since that equipment is there to stay, there is a need to figure out the best possible visual treatment for this uninvited hardware.

AGES OF BUILDINGS

Historic parcel records from the City of St. Louis indicate that much of the building stock in the Bevo Study Area dates back to the early 20th Century specifically – 1900 – 1930.

- 1852 - 1923
- 1924 - 1947
- 1944 - 1967
- 1966 - 1991
- 1992 - Present

A LINEAR ARCHITECTURE MUSEUM & THE GRAVOIS / MORGANFORD INTERSECTION

Chapter Two: Existing Conditions Report
PEOPLE & PLACE

ASSETS & DESTINATIONS

LANDMARKS & COMMUNITY DESTINATIONS
Several landmarks exist at the crossroads of Gravois Ave and Morganford Rd, including the iconic south-facing windmill—the Bevo Mill (4749 Gravois Ave)—and the similar German-style building Little Bevo (4751 Morganford Rd). The Bosnian wood-and-stone Sebilj monument (5000 Morganford Rd), dedicated in 2013, is a replica of an ornate Sebilj built in 1753 in Sarajevo. A Sebilj comes from the Ottomans and is a public fountain or monument built at the intersection of important roads. Additionally, neighborhood destinations include: the skate park at the corner of Osceola St. and Morganford Rd., Christy Park, and the weekly Farmer’s Market at The Heavy Anchor (5226 Gravois Ave).

Plans will look to leverage these destinations, and increase access to and connectivity between them throughout the corridor.

LOCALLY OWNED BUSINESSES
Locals have had great success at revitalizing the Bevo community and surrounding areas in the last several decades. While The Bevo Mill windmill serves as a physical landmark, the business operating inside (whatever it happens to be at the time) is a cultural institution in the community. The community has very few nationally-known retailers and businesses, which speaks to the local grassroots culture of Bevo, but also identifies market segments that might not be fully occupied. For example, there are few “third places” in Bevo—places that provide a neutral, communal space for activities outside of the home and workplace. Examples include coffee shops with community programming, libraries, shared work spaces, etc.

CIVIC BUILDINGS
Fire Station #36, at the intersection of Kingshighway Blvd and Christy Blvd, and a secondary fire station, located in the neighborhood of Boulevard Heights, serve the Bevo neighborhood. The precinct police station, the St. Louis Police Department South Patrol, is located approximately a mile north of Bevo. The Bevo neighborhood does not have a library—the closest branch is located a mile north of the study area in the Tower Grove South neighborhood. However, Long Middle School lies within the heart of the study area. As a magnet school for international education, Long represents 26 cultures from around the world.

CHRISTY BOULEVARD & CHRISTY GREENWAY
The Great Rivers Greenway constructs and manages off-street bike and pedestrian trails. Christy Blvd connects the Greenway to Christy Park, a community meeting place.
A SUSTAINABLE NEIGHBORHOOD
A sustainable neighborhood requires ongoing spending and investment, both to maintain the condition of existing buildings and enterprises as well as to adapt to changing market conditions and new opportunities. As judged by the number of building permits and development projects in the Bevo Neighborhood, its current economic sustainability is not what it could or should be.

Fortunately, a fine-grain, parcel-by-parcel analysis reveals a reserve of potential to transform the corridor.

REDEVELOPMENT MOMENTUM
Economic bright spots signaling interest and momentum merit highlighting and celebration. A total of 82 building permits have been issued over the past five years to allow for additions, renovations, or occupancy. Most of these permits are issued for residential locations in the neighborhoods around the Study Area.

Das Bevo, a local landmark and gathering spot, is the most visible redevelopment project in recent years. After remaining vacant since 2007, new owners fixed up the historic building and launched a new menu in 2016. The Bevo Mill celebrated its 100th year on Gravois in 2017.

MISSED OPPORTUNITIES
The redevelopment of the historic building into a U-Haul facility, 4230 Gravois Ave, is a mixed-blessing. This multi-million dollar investment puts a long vacant building on the tax roles and back into service, but the use provides little to no synergy with the neighborhood. Its redevelopment as residential or live-work lofts would have made a significant contribution to Bevo’s vitality.

The underutilized Midwest Bank Centre, located on a key central parcel, needs to be redeveloped. A developer recently proposed a mixed-use building to take its place. The project’s proposed ground floor commercial and upper story senior housing could add value to the neighborhood if designed correctly.

Concerns about the project’s proposed design need to be worked out so that this transformational project can proceed.

UNDERPERFORMING PROPERTIES
Several long-term building owners (some of them absentee) have mothballed or neglected their buildings and storefronts. Other long-time building owners hold out for top dollar, higher than current rent and sales figures can support. The interests of these building owners work against Bevo achieving its full economic potential. These “problem” owners (problem from the perspective of a vibrant Gravois corridor) each have unique personalities and circumstances that require personalized attention to move forward.

The Bevo CID is uniquely well-suited to realize this latent economic potential.

UNION PACIFIC DESOTO SPUR VIADUCT
The viaduct first appears in the late 1900s to connect a near south neighborhood to downtown St. Louis. Although Gravois Ave had been functioning since the late 19th century, the underpass was not necessary until St. Louis expanded into southern neighborhoods in the early part of the 20th century. Now nearing 100 years old, the viaduct no longer serves the purpose to connect neighborhoods. Instead, pedestrians and bikers remain exposed to heavy automobile traffic without a sidewalk or barrier.

The viaduct and the upper streets and buildings that face it are an immense asset that languishes without a vision. Its authenticity and drama are an ideal setting for a unique place-based development.

This plan will generate visions and test strategies to redevelop this asset.

GRAVOIS AND CHIPPEWA
This Gravois / Chippewa intersection, comprising arterials and auto-dominated businesses, exhibits an auto-dominated character, long street crossings, and corners that can be better capitalized on. The intersection is associated with some crime and generates a lot of sales tax. Although the CVS was encouraged to make its frontage more pedestrian-friendly and street-facing, the zoning tools used by the City of St. Louis were not up to the task.

This study will make recommendations for upgrading the zoning to address auto-oriented uses.
NEIGHBORHOOD ECONOMY
LAND USE & ZONING

LOCAL ZONING
Both Gravois Ave and Morganford Rd. allow for zoning designation “F: Neighborhood Commercial” with the purpose of serving surrounding neighborhoods with office, commercial, and services on a day-to-day basis. Some allowed zoning uses include everyday shops such as:
- Bakeries
- Barber & Beauty Shops
- Butcher Shops
- Drug Stores
- Dry Cleaners
- Florists
- Hardware Stores

However, Neighborhood Commercial also allows for the following general uses:
- Art Galleries & Studios
- Bed & Breakfasts
- General Offices
- Greenhouses

Another zone use is “Local Commercial & Office District,” the purpose of which is to accommodate a range of larger businesses for personal and home needs. This zone allows for the following uses:
- Dyeing & Cleaning Works
- Printing Shops
- Laundries

While the Neighborhood Commercial Zoning along Gravois Ave encourages local owners and niche businesses, the Local Commercial Zoning often serves as regional anchors for businesses with larger market areas. Neighborhood Commercial serves the residents in and around Bevo and should be encouraged to build an attractive street presence. However, the Local Commercial with large box uses does not.

RESIDENTIAL ZONING
Around the Study Area, most residential parcels are zoned as Single-Family. Ideally, neighborhoods provide a variety of housing typologies to include families of different sizes and income levels.

This study will look at the residential zoning near the Study Area and make recommendations for upgrading the zoning to allow for a greater diversity of housing choice.

Immediately adjacent to Bevo and the railroad tracks to the east is a swatch of land designated as “Unrestricted.” This zoning designation tends to take place near highways, industrial tracks, or other large pieces of infrastructure. All uses are allowed, excluding any use which allows for permanent or temporary dwelling.

This study will look at the Local Commercial and Unrestricted Zoning in the Study Area and make recommendations for upgrading the zoning to neighborhood friendly uses.

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NEIGHBORHOOD ECONOMY

VACANT BUILDINGS & PARCELS
Vacant buildings and vacant lots diminish the pedestrian friendliness, vitality, and safety of the Gravois corridor. Vacant buildings also represent unrealized economic potential and diminished prospects for Bevo residents to benefit from walk-to jobs and neighborhood employment.

The extent of building vacancies is difficult to document. The combined floor area of all of the commercial buildings in the study area totals 450,000 SF, an area roughly equivalent to eight football fields. Complicating the issue of documenting the rate of vacancies are the many storefronts that have blinds, partitions, or shades immediately behind the glass.

SUBURBAN BUILDING TYPES
Automobile-oriented developments—characterized by minimal lot coverage, large setbacks, and parking abutting the sidewalk—also appear along the corridor. While an individual business in a suburban building may do well financially, the introduction of excessive paving, driveways, and other pedestrian-hostile aspects can diminish the desirability of abutting properties.

DEMOLISHED BUILDINGS
Some buildings, because of age and deferred maintenance might be unsafe for habitation. These buildings would require extensive repairs and therefore may never sell. Vacant and derelict buildings may qualify for demolition through the City. Both the City Building Division and the Urban Greening Program (St. Louis Sewer District) supply funds to tear down buildings considered a danger to the public. Demolished buildings are either deemed hazardous and condemned to increase safety in the neighborhood, or as part of utility management. A total of 313 buildings were demolished in 2018 with 5 occurring in the Bevo neighborhood.

The following structures were demolished or have received permits to be demolished as of December 2018:
- 4616-28 Morganford Road
- 4747 Adkins Ave
- 4009 Delor St
- 3937 Schiller Pl
- 4167 Schiller Pl

This study will suggest if any other buildings might meet the qualifications for demolition.

VACANT BUILDINGS
Out of the 4,180 linear feet of retail and commercial between Eilcherberger St. and Taft St., 31% remains vacant as of January 2019. Vacant buildings and parcels tend to cluster together, shutting down an entire side of the street for a block. Several stakeholders cited high asking prices and rent rates as reasons for the extensive vacancies. Many of the properties appear to need extensive upgrades, especially in the realm of fire safety and commercial kitchens, which would require too high of an investment for the potential return on investment.

The study will suggest short and long term interventions on the city and community level which might alleviate some of the vacancies.

VACANCIES
The retail and commercial along the Study Area can be divided into four categories:
- Vacant Parcel: No structures exist
- Unoccupied: Windows are boarded up or “for rent” signs advertise
- Occupied, but Inactive: Tenants occupy the space but pedestrians cannot witness the activity from the street
- Occupied and Active: Tenants occupy the space and pedestrians can witness the activity from the street

Unfortunately, 31% of the storefronts are either “Occupied but Inactive” or “Unoccupied.”

1. Bevo Great Streets Detailed Report
A more in-depth analysis of these trends is presented below. Key findings from the following demographic analysis show that the Study Area Neighborhoods:

- Include some of the region’s more densely-populated areas. At the same time, this geography saw a modest population decline since 2010, and lost almost 10 percent of its population since 2000. The area also experienced a modest transition to renter-occupancy and increase in vacancy since 2012, reflecting the impacts of increased foreclosures following the Great Recession. These trends suggest the importance of strategies to retain the area’s current residents and to attract new groups to the area in order to bolster the Study Area’s evolution as a vibrant commercial district.

- Have medians incomes in line with the city, with relative high proportions of low- and moderate-income households, and fewer high-income households. This highlights the need to provide a wide range of for-sale and rental housing options and price points within the area.

- Have a demographic of senior households (65 and older) that is growing faster than any other cohort — a trend in line with the region — but a decrease in other South City neighborhoods. These trends suggest the importance of identifying opportunities to better serve the community’s evolving needs, while also seeking to retain and attract a diverse cohort of young adults.

The area’s recent population trends underscore the importance of a vibrant commercial district to the area’s stability and livability. Between 2010 and 2016, the population of the Study Area Neighborhoods declined by three percent, a modestly higher rate than the City (one percent). This population decline was less than the decline in the period between 2000 and 2010, during which the Study Area Neighborhoods and City of St. Louis lost six percent and eight percent of their population, respectively. Despite these population losses, Study Area Neighborhoods remain some of the region’s most densely-populated neighborhoods.

The average household size in this area (2.28) is slightly larger than in the City of St. Louis (2.68), reflecting a larger share of families with children living in the Study Area Neighborhoods, particularly west of Gravois Road. These families with children likely have distinct needs for retail, services, and other amenities.

### Table: Demographic Summary

<table>
<thead>
<tr>
<th>Study Area Neighborhoods</th>
<th>Population (2010-2018)</th>
<th>Change (%)</th>
<th>Median Age</th>
<th>Median Household Income</th>
<th>Median Housing Value</th>
<th>Renter Household %</th>
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<tbody>
<tr>
<td>Study Area Neighborhoods</td>
<td>23,600</td>
<td>-3.3%</td>
<td>37.4</td>
<td>$40,000</td>
<td>$111,000</td>
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<td>St. Louis City</td>
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<td>$40,100</td>
<td>$139,000</td>
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<tr>
<td>St. Louis Metropolitan Area (MSA)</td>
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<td>2.6%</td>
<td>39.4</td>
<td>$60,000</td>
<td>$180,000</td>
<td>32%</td>
</tr>
</tbody>
</table>

**Population**

The area’s recent population trends underscore the importance of a vibrant commercial district to the area’s stability and livability. Between 2010 and 2016, the population of the Study Area Neighborhoods declined by three percent, a modestly higher rate than the City (one percent). This population decline was less than the decline in the period between 2000 and 2010, during which the Study Area Neighborhoods and City of St. Louis lost six percent and eight percent of their population, respectively. Despite these population losses, Study Area Neighborhoods remain some of the region’s most densely-populated neighborhoods.

The average household size in this area (2.28) is slightly larger than in the City of St. Louis (2.68), reflecting a larger share of families with children living in the Study Area Neighborhoods, particularly west of Gravois Road. These families with children likely have distinct needs for retail, services, and other amenities.
Recent housing trends in the Study Area Neighborhoods reflect the impacts of the foreclosure crisis, and highlight the need for housing investments that stabilize the neighborhood and ensure the availability of a range of housing types and price points.

The Study Area Neighborhoods’ housing stock is predominately single-family (80 percent), with a significant share of units in two-to-four unit buildings (27 percent). Accordingly, a larger share of households in the Study Area Neighborhoods are owner occupants (33 percent) than in the City of St. Louis (40 percent). Since 2010, owner-occupancy declined slightly (400 households) while vacancy modestly increased (200 units). This vacancy is concentrated in the north and east portions of the Study Area Neighborhoods.

Home values in the Study Area Neighborhoods are approximately 80 percent of the City median, and far below the median value in the region. The lower home values are representative of the smaller housing stock predominant in the Study Area Neighborhoods, and the older housing stock relative to other parts of the St. Louis MSA.

The lower home values in the neighborhoods immediately surrounding the Study Area could attract households to the area from nearby neighborhoods that have seen more rapid price growth, providing these households an entry into the market. This plan will explore strategies to expand the availability of quality housing options affordable and attractive to existing residents, as well as to groups who may like to move to the neighborhood.

A COMMUNITY OF YOUNG AND ELDERS

The changing age distribution in the Study Area Neighborhoods points to the need to provide housing options and amenities attractive to seniors and young adults, including young families as they begin to have children.

The median age in the Study Area Neighborhoods (37.4) is slightly higher than in the City of St. Louis (35.6). And like the City, region, and nation, data suggest that the Study Area Neighborhoods are aging. Recent data also show a significant out-migration of young adults and families with very young children, more so than in the City of St. Louis as a whole. The northeastern sections of the Study Area Neighborhoods remain areas of the City with a high proportion of children 17 and under.

Young professionals and retirees generally share many of the same lifestyle preferences, including a desire for walkable communities, opportunities for social gathering, and a preference for smaller housing. This plan will seek to identify how housing options and amenities can help to attract and retain these groups, including young adults and young families, as well as older adults who would like to age in place.
NEIGHBORHOOD ECONOMY
DEMOGRAPHIC SUMMARY

VARYING INCOMES NEED DIVERSE HOUSING

There is significant variation in household incomes within and around the Study Area Neighborhoods, with much higher incomes toward the south of the Study Area and to the west of Kingshighway.

The median income in the Study Area Neighborhoods is $40,000 — the same as in the City of St. Louis, and about 60 percent of the median income in the MSA. The areas to the north of the Study Area experienced the largest increases in median household income since 2010. Over the next five years the median household income is expected to increase in all geographies, with slightly higher percentage increases in the City of St. Louis compared to the Study Area Neighborhoods and the MSA.

The relatively large percentage of low-income households within the Study Area Neighborhoods (those earning less than $25,000 annually), as well as a large proportion of moderate-income households (those earning between $35,000 and $75,000 annually), suggest that development of new market-rate housing to attract young professionals and higher-income earners will have to be balanced with the need for quality affordable and workforce housing for current residents.
NEIGHBORHOOD ECONOMY
MARKET CONDITIONS

A HIGH-LEVEL SUMMARY
This section provides a high-level summary of real estate market conditions in the Study Area and select comparison geographies—Study Area Neighborhoods (the Primary Market Area), a broader Secondary Market Area (SMA), St. Louis City, and the St. Louis MSA—using data from CoStar. The primary intent is to identify market constraints and opportunities for the Study Area, and reinforce the importance of investments in the corridor to enhance its identity as a distinct, walkable, and vibrant neighborhood district.

A CHALLENGED RETAIL MARKET
While there are many stable, long-term businesses in the Study Area, current metrics indicate a challenged market—one that is lagging similar districts in the city. The average lease rate is toward the lower range of what is needed to support vibrant neighborhood districts.

There are approximately 403,000 square feet of retail space in the Study Area, just 25 percent of the 1.5 million square feet in the Study Area Neighborhoods. Retail spaces have an average size of 3,300 square feet, and a median size of 2,600 square feet. Most retail space in the study area is on the ground level of two-story mixed-use buildings or in free-standing one-story buildings. This retail property type includes automotive repair and sales uses, which are common in and around the Study Area.

This plan will explore strategies to make the area more marketable to retail tenants, and will seek to identify supportable types of retail as well as uses that could complement and enhance other commercial activity in the area.

There are approximately 50,300 square feet of office space in the Study Area—about 20 percent of the office inventory in the Study Area Neighborhoods. Office spaces have an average size of approximately 3,470 square feet, and a median size of 2,680 square feet. Most of this office space is on the ground level of two-story mixed-use buildings—space that could be used either for retail or for office—or in stand-alone one-story buildings.

OFFICE - STABLE BUT LACKING
Current metrics indicate that the Study Area office market is stable but lagging nearby districts. Lease rates and vacancies suggest that the Study Area provides an affordable alternative for office tenants looking to lease space in this part of South City. Average office lease rates ($0.80), however, are not sufficient to support significant property improvements. While office and retail lease rates in the corridor are not directly comparable, the data suggest that the average total income is similar.

This indicates that office is a competitive option for property owners looking to lease flexible ground-floor space.

<table>
<thead>
<tr>
<th>RETAIL METRICS</th>
<th>TOTAL AREA (SF)</th>
<th>AVAILABLE SPACE (SF)</th>
<th>AVG. ASKING RENT PSF (NNN)</th>
<th>VACANCY RATE</th>
<th>ASKING PRICE PSF (5-YR AVG)</th>
<th>SALES PRICE PSF (5-YR AVG)</th>
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<tbody>
<tr>
<td>STUDY AREA</td>
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<table>
<thead>
<tr>
<th>OFFICE METRICS</th>
<th>TOTAL AREA (SF)</th>
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<th>AVG. ASKING RENT PSF (NNN)</th>
<th>VACANCY RATE</th>
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<td>$19.96</td>
<td>6.8%</td>
<td>$95</td>
<td>$95</td>
</tr>
</tbody>
</table>

1 CoStar’s reported office vacancy rates reflect only the vacant space that is marketed for office uses. Because much of the office space in the Study Area and comparable geographies is in flexible ground-floor space, the vacancy rates reported by CoStar reflect only the vacancies in flexible space being used as office.

Chapter Two: Existing Conditions Report
The industrial market is weak

While some active industrial properties are in very good condition or are seeing quality reinvestment, current metrics relating to the available supply indicate a weak industrial market in and around the Study Area.

These trends suggest the importance of strategies to improve the marketability of these properties, and/or a strategy to explore adaptive reuse of industrial properties in strategic locations.

There are approximately 54,000 square feet of industrial space in the Study Area, clustered toward the north end of the corridor around the viaduct. 310,000 square feet of this space—almost 60 percent—is within the seven-story National Candy Company Building at 4230 Gravois Road. Most of the remaining 40 percent of the space is in one-story buildings with an average floor size of 39,980 square feet. A few smaller industrial properties (ranging from 4,000 to 12,000 square feet) are scattered throughout the rest of the Study Area adjacent to retail and office uses.

Average lease rates in the Study Area Neighborhoods ($1.88) and the Secondary Market Area ($3.38) are much lower than in the city and MSA. Because CoStar rent data reflect asking rents for available space, these low average rents suggest that available properties in and around the Study Area are difficult to lease. Marketable properties lease at rates between $3 and $4—closer to the averages in the city and MSA. Sales prices per square foot are also low in the Study Area and surrounding geographies, and notably much lower than asking prices.

### Table: Industrial Market Metrics

<table>
<thead>
<tr>
<th>AREA</th>
<th>TOTAL AREA (SF)</th>
<th>AVAILABLE SPACE (SF)</th>
<th>AVERAGE ASKING RENT PSF (5-YR AVG)</th>
<th>VACANCY RATE</th>
<th>ASKING PRICE PSF (5-YR AVG)</th>
<th>SALES PRICE PSF (5-YR AVG)</th>
</tr>
</thead>
<tbody>
<tr>
<td>STUDY AREA</td>
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<td>19,560</td>
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<td>*</td>
<td>$38</td>
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*Data are insufficient to provide reliable summary metrics for multi-family properties in the Study Area. The project team will provide a detailed analysis of rental and for-sale residential properties in and around the Study Area in future phases of the project.*
MOBILITY & CONNECTIVITY

INTRODUCTION

A NEW ROADWAY

When the road diet was completed in 2017, there were various treatments that could help slow down traffic that were not included due to the nature of the project. The initial project started out as a resurfacing effort by the Missouri Department of Transportation. The resurfacing was going to preserve the lane configuration as it had been previously, and close access of some side streets. However, neighborhood interest in the project grew, and many stakeholders wanted MoDOT to look at other changes to assist with slowing down traffic and enhancing neighborhood development along the corridor.

The final outcome was to stripe a road diet in some sections, changing the lane configuration from 4 traffic lanes (2 thru lanes in each direction) and 2 on-street parking lanes to a 3-lane section (2 thru lanes and a center two-way left-turn lane) on street bike lanes in each direction and on-street parking.

As of 2018, the typical section of Gravois Avenue within the Bevo Great Streets study area consists of a 7’ parking lane, 6’ bike lane, 10’ thru lane, 10’ two-way left turn lane, 10’ thru lane, 6’ bike lane, and 7’ parking lane. Below is an example of what that cross section looks like. The only section of the study corridor where this is not the typical section is at the underpass between Taft and Chippewa. The striping there includes the two 6’ bike lanes, two 10’ travel lanes, and a small buffer area between the bike lane and underpass wall on each side.

Because the project was a resurfacing project, there was no money to include intersection bumpouts along the corridor, or any treatments that required moving the existing curbs.

This plan will explore ways in which to enhance the resurfacing to include additional traffic calming measures we know to be desired by the community.

WHO IS RESPONSIBLE?

The Missouri Department of Transportation and the City have an agreement on the jurisdiction of Right-of-Way (ROW). The agreement says MoDOT is responsible for any maintenance and reconstruction on Gravois Ave within the public ROW. The City has jurisdiction over the decisions of roadway configurations, as well as the changes or additions of any traffic control measures or safety enhancements (pedestrian crossings, etc.).

MoDOT is responsible for maintenance and construction of the traveled way from curb to curb. Maintenance and reconstruction includes: resurfacing, rebuilding, pothole repair, sweeping debris, striping, signaling, and signing. Maintenance and reconstruction does not include: installation, removal or repair of water supply lines, sanitary or storm sewers (except storm sewers constructed by MoDOT to drain the highway), snow removal, sidewalks, curbs and associated appurtenances, parking areas (except for the parking lane), trees or other ornamental vegetations, street lighting systems, pole lines, conduits, or other utilities.

ROADWAY CLASSIFICATIONS & RAIL CROSSINGS

Roadways are classified according to their urban or rural setting and the type of service they provide based on considerations such as: connectivity, mobility, accessibility, vehicle miles traveled, average annual daily traffic, and abutting land use. Gravois Avenue is identified as a principal arterial. Safely accommodating pedestrians and cyclists on these routes should be considered given how they currently function to move motor vehicles.
MOBILITY & CONNECTIVITY
UNION PACIFIC VIADUCT

THE UNION PACIFIC VIADUCT

The underpass on Gravois Avenue from Taft to Meramec is composed of three bridges: two of the bridges are owned by the City of St. Louis, and one bridge is the Union Pacific Railroad Bridge. The Union Pacific operates the DeSoto Spur railroad that crosses through the City of St. Louis, and intersects Gravois at a grade separation between Meramec and Taft Avenue.

Since its construction in the early 20th century, ordinances from 1937-1938 helped establish the grade-separated crossing over a widened Gravois Avenue configuration that is still in use today. Ordinance 41186 (1937) enabled the widening of Gravois Avenue to allow for grade separation of the Missouri Pacific Railroad, including the condemnation of private property to do so. The ordinance was updated in 1938 and again in 1939 to reflect new boundaries.

AN ACTIVE RAIL LINE

The nearest stop is at Gravois, crossing ID 424842. According to information from the railroad, there are 5 trains per day that use this rail line. Additionally, there is one active train per week travelling through the area.

A BARRIER TO CONNECTIVITY

The viaduct presents major connection problems, both for pedestrians but also for the neighborhood in terms of announcing entrance or exit from Bevo. While bicyclists can cross under the viaduct via the striped bike lane on Gravois Ave, it is not safe for pedestrians to cross underneath the viaduct. In terms of a pedestrian experience, there is no available infrastructure, no wayfinding to direct to alternate routes, and no treatments to slow down motorists. There is, however, an underutilized at-grade pedestrian crossing to the northeast.

This plan will evaluate the potential of this already-existing crossing as a way to easily and safely re-engage this portion of the Study Area with the surrounding community.

(Top to bottom) Old pedestrian viaduct entrance, photo by Wordpress; The viaduct, traveling north, old pedestrian path under viaduct

Bevo Great Streets Detailed Report
MOBILITY & CONNECTIVITY
PEDESTRIAN NETWORKS

DELIETING PEDESTRIANS, SOMETIMES
Gravois Ave transitions from delightful and rewarding pedestrian experiences to automobile-dominated and poor pedestrian experiences. Near the south end of the corridor, where the urban fabric is tighter and there are few vacancies, pedestrians can interact with landscaping and established businesses. However, on the north end of the corridor, curb cuts and disengaging frontages invite drivers, not pedestrians.

SIGNALIZED CROSSINGS AT INTERSECTIONS
In addition to Gravois being a challenging corridor to travel along, the experience for pedestrians crossing the street is quite poor. Continental crosswalk markings on all four pedestrian crossing approaches (with new pedestrian signals including push buttons and pedestrian signals with countdown timers); however, signals are located approximately 1/3 of a mile apart in some locations, which makes accessing businesses on both sides of Gravois difficult as you may have to walk up to 1/3 mile out of your way to cross the street and come back. Most pedestrians are not willing to travel that far out of their way, which means businesses are negatively impacted.

MIDBLOCK CROSSINGS ARE LACKING
Additionally, crossings at unsignalized locations or mid-block locations are important for transit users given the high ridership of the Gravois route. Currently today there is one crossing at the unsignalized intersection near Itaska and Gravois. The crossing is at a transit stop and near the Family Dollar store. The crossing is marked with a continental crosswalk, painted curb extensions and flexible bollards, and a rectangular flashing beacon (RFB). The RFB is a pedestrian activated signal that flashes yellow lights to warn motorists to a pedestrian in the crosswalk crossing the street.

Currently this is a deficient crossing as motorists do not know to stop and yield, and pedestrians are unsure of how to work the device. Many pedestrians do not push the buttons to activate the flashing lights. Additionally, there is no pedestrian signal at the other side that lets a pedestrian know when it is safe to walk. While these signals can enhance crossings, the challenge on Gravois is a lack of education to both motorists and pedestrians about how to operate the signal.

PED-ZONE ANALYSIS: GOOD, NOT GREAT
Rewarding streets (44% of the corridor) entice pedestrians, sheltering them from cars and offering an engaging experience by either the built or natural environment.
- Building setbacks are close to the sidewalk
- Buildings have an entrance or storefront facing the sidewalk
- Pedestrian connection from sidewalk to entrances
- Engaging landscapes

Poor street experiences (49% of the corridor) indicate poor performing frontages. In these areas, pedestrian have little to no engagement with the built or natural world and/or are unshielded from traffic.
- Little to no pedestrian protection from traffic by buildings or trees
- Building setbacks are far from the sidewalk
- No pedestrian connection to entrances
- Blank walls or tall fences
- Adjacent to parking lots

Conflict zones (7% of the corridor) show areas where pedestrians and vehicle infrastructure overlaps. Conflict zones interfere with the flow of pedestrian travel and could lead to dangerous interactions between pedestrians and vehicles.

A metric of 44% “Rewarding” is very positive (there are communities with significantly worse ratings), however, the conflict zones are located near targeted areas of economic development, such as the Bevo Mill, which prevent a contiguous flow of the pedestrian experience.

This suggests the need to tackle specific areas along the corridor that will improve the entire corridor by bridging gaps in the pedestrian experience.

The most improvement can likely be found south of Delor, where poor experiences mainly come from vacant storefronts or between Delor and Taft where poor experiences mainly derive from short curb cuts to private drives.
CAR CRASH HOT SPOTS
Between the months of October 2017 and March of 2018, three crashes occurred at the intersection of Gravois Ave and Duke St. An additional crash, with a pedestrian injury, occurred at the intersection of Christy Blvd and Gravois Ave. Additional crashes were reported at Gertrude Ave, Eichelberger St, and Wilcox Ave.

The consultant team is in the process of obtaining new crash and safety data post-November 2017, after the completed road diet.

MOBILITY & CONNECTIVITY
CHRISTY BLVD TO WILCOX AVE

This document will be updated in March 2019 to reflect new data which will provide guidance on which areas along the corridor deserve traffic calming interventions.

SIGNALIZED CROSSINGS
In this stretch of the roadway, signalized intersections are installed at Gravois Ave and Christy Blvd and Gravois Ave, Bates St and Gravois Ave, and Duke St and Gravois Ave.

Bevo Great Streets Detailed Report

Traffic Volumes - Bates Intersection

Traffic Volumes - Duke Intersection

Traffic Speed & Volumes - Christy Intersection

ROUTES & LINES

TRAFIC VOLUMES - DUKES INTERSECTION
MOBILITY & CONNECTIVITY
WILCOX AVE TO TAFT AVE

CAR CRASH HOT SPOTS

Between the months of October 2017 and March of 2018, three crashes occurred at the intersection of Gravois Ave and Delor St; three crashes occurred at Gravois Ave and Morganford Rd, one resulting in a pedestrian injury; and three crashes occurred at Gravois Ave and Neosho St. Additional crashes occurred at the intersections of Gravois Ave and Itaska St, with a pedestrian injury. Garrett St, with a disabling pedestrian injury. Ellenwood Ave; and Taft Ave.

The consultant team is in the process of obtaining new crash and safety data post November 2017, after the completed road diet. This document will be updated in March 2019 to reflect new data which will provide guidance on which areas along the corridor deserve traffic calming interventions.

SIGNALIZED CROSSINGS

In this stretch of the roadway, signalized intersections are installed at Gravois Ave and Morganford Rd, Delor St; and Taft Ave.

Traffic Signal
Sidewalk
Stop sign
Lane width

Turning Movements: AM peak hour traffic (7:15 - 8:15 AM)

Turning Movements: PM peak hour traffic (4:15 - 5:15 PM)

AADT traffic volumes from Oct. 2017 (Pre-road diet)

AADT traffic volumes from May, 2018 (Post road diet)
MOBILITY & CONNECTIVITY
TAFT AVE TO CHIPPEWA ST

CAR CRASH HOT SPOTS
The consultant team is in the process of obtaining new crash and safety data post-November 2017, after the completed road diet.

This document will be updated in March 2019 to reflect new data which will provide guidance on which areas along the corridor deserve traffic calming interventions.

SIGNALIZED CROSSINGS
In this stretch of the roadway, signalized intersections are installed at Gravois Ave and Meramec St. and Chippewa St.
### MOBILITY & CONNECTIVITY

#### COMMUTING TRENDS

**CAR OWNERSHIP**

Car ownership can be useful when thinking about how people move around within the Study Area. While some households (~10% or less own 3 or more cars, a significant portion of the community (~10%—25%) own no cars.

**COMMUTING MODES**

Low car ownership is often paired with more diverse commuting modes. This is true for the Bevo census tracts; areas with lower car ownership see higher levels of walking and biking.

**FREE ON-STREET PARKING**

All on-street parking supply within the corridor is free. Old meter posts still exist in the event the City wants to meter the spots using the ParkMobile technology, but it is not currently metered.

And yet, there seems to be an abundance of available parking.

**PARKING: THERE’S PLENTY OF IT**

The most common household condition is 1 car, and there seems to be plenty of free, available parking.

This planning process will consider whether this is a physical limitation (no space to store a second car), a financial limitation (cannot afford the purchase and maintenance of a second car), or not a limitation at all (an active choice because other modes of transportation are sufficient).

This free, available parking will also be evaluated in terms of its effect on retail and local commerce, as well as pedestrian-friendly traffic calming strategies along Gravois.

<table>
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<tr>
<th>PARKING SUPPLY &amp; DEMAND</th>
<th>TOTAL NUMBER OF ON STREET SPOTS</th>
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<tr>
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<td>46</td>
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<td>51</td>
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<tr>
<td>MERAMEC TO CHIPPENNA</td>
<td>50</td>
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</tbody>
</table>

Household car ownership statistics by census tract in the Study Area. Data from the 2017 American Community Survey, U.S. Census Bureau.

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**COMPUTING TRENDS**

Each circle is labeled with the 4-digit census tract it represents. The circles indicate the proportions of households within each census tract that use different modes of transportation for commuting. Data are from the 2017 American Community Survey, U.S. Census Bureau.
MOBILITY & CONNECTIVITY
PARKING

HOTS SPOTS OF ASPHALT
Most of the corridor includes street parking and limited amounts of parking in private lots. Especially near the southern portion of the corridor, parking lots are reserved for employees or a small amount of visitors with the rest relying on street spots. However, moving north along Gravois Ave., parking lots become more abundant and larger. Many of the curb cuts between Delor St. and Taft Ave. lead to parking lots and long frontages of Gravois between Delor and Chippewa are dedicated to unscreened parking lots.

Current practices often reduce the number of spots, require screening of parking lots from the sidewalk, and encourage plantings inside the lot to break up large stretches of asphalt. The area north of the viaduct requires particular attention as lots there tend to be larger than the buildings they serve.

The plan will suggest locations where parking could be reduced or shared lots introduced to avoid excessive parking lots which remain empty most of the time.
BIKING ALONG GRAVOIS

The 2017 Gravois restriping project considered the installation of a parking protected bike lane. A parking protected bike lane reverses the traditional location of bike lanes and parking lanes, so that on-street parking lanes are next to the motor vehicle lane, and act as a buffer for the bike lane. An example of where this exists in St. Louis is on Chestnut Street in Downtown.

However, after analysis of the roadway space from curb to curb, it was determined this roadway section would not fit in the existing space. The existing roadway width from curb to curb is 60 ft. According to NACTO Guidance a minimum amount of space of 62 ft. is required for the parking protected lane in this section. The breakdown of lanes includes: 5-7 ft bike lane; min. 3 ft buffer; and 8 ft parking lane. The buffer and parking lane should be a minimum 11 ft. combined.

In addition to lack of space, MoDOT also does not have the necessary tools for maintenance of the route striped in this way. Assuming bollards were installed in the buffer zone, MoDOT does not have a small enough street sweeper to keep the bike lane clean. However, if someone or a group wanted to buy a small sweeper (City, CID, etc.) MoDOT would develop a maintenance agreement with that entity to keep the roadway clean.

BIKE PARKING

The City of St. Louis has a bike rack program in which local businesses, neighborhood groups, etc. can purchase bike racks to be installed in front of their business or store front from the City Street Department. The racks are simple, U-shaped racks and cost $350 to purchase, which includes installation. A picture of the typical bike rack is included here.

The program is an excellent way to enhance bike parking within the City, as well as within the Bevo Great Streets corridor. Often times, the lack of end of trip facilities are a major reason people choose not to bike commute. Adding things like racks for parking, bike fix it stations, and even water bottle refill stops all do quite a bit to encourage bike commuting.

BIKE WAYFINDING

The City of St. Louis has limited bike wayfinding around the City. This Bike St. Louis wayfinding was added during the Bike St. Louis project (phases 1 – 3). The signage functions well as it is scaled for bicyclists, but new signage has been utilized around the country that could be replicated here for some updates. For example, our signage (pictured here) includes the destination in miles, whereas other municipalities (Clayton in the St. Louis region) have installed signs that include the distance in minutes of travel by bicycle. For cyclists that do not commute all the time by bike, knowing how long it will take to get to your destination can encourage bike commuting. Additionally, these signs could also be updated to not only include distance in minutes by bike, but also distance in minutes for pedestrians. Current plans by the City to update its bike signage should take all of these factors into account. By utilizing the bike signage to also enhance the pedestrian experience, the City can start to encourage more active modes of transportation.

BIKE CONNECTIONS

CBB also looked at connections to other bike facilities. The guiding bike document for the St. Louis Region is the Gateway Bike Plan, which was completed in 2011. While the plan serves as the guiding document, the plan is always being updated as different municipalities, or even neighborhoods within municipalities take on their own bicycle and pedestrian plans.

Included below is the Gateway Bike Plan Map in the area of South St. Louis City, with the Gravois corridor called out. Notice Gravois was indicated as a route for shared lane markings. This was updated with the implementation of the new paving job in 2017, which striped dedicated bike lanes on Gravois for the majority of the corridor from City limits to Downtown, and throughout the entire study corridor for the Bevo Great Streets project.
Metro Reimagined was a comprehensive analysis of the MetroBus system. The project took a “proactive look at mobility needs of the region” and is an effort of Metro public transit to work on improving the customer experience and improve access to destinations within the St. Louis region. In addition to assessing routes and destinations, the project also looks at potential new technology to be incorporated in the public transit system in St. Louis.

One of the main outcomes of the Metro Reimagined plan is more higher-frequency routes that include 15-minute frequencies during the day. Gravois is one of those routes, as well as Chippewa at the northern end of the study corridor. These changes will affect the #10 and #11 routes, which currently run through the study area.

Additionally, the #18 route currently travels through the study area, intersecting Gravois at the intersection of Gravois, Morganford and Delor. The Metro Reimagined study found the route to be below average by most metrics as compared with the rest of the system; therefore, this route will no longer run through the study area. Currently, other mobility options are being explored where existing service will no longer run with implementation of the new plan.

The team is aware of the interest in adding Bus Rapid Transit lanes when looking at establishing a BRT line. However, there is a range of improvements that could be included with the new high frequency route to enhance the passenger experience. These improvements include, but are not limited to:

- Boarding bus islands
- Enhanced shelters & placemaking at stops
- Unique route branding
- Real-time transit wayfinding
- Multimodal trip accommodations (bike parking at stops, water bottle filling stations, etc.)

Regional Connectivity

The Bevo corridor is also nearby the Christy Greenway, which connects to several Great Rivers Greenway Trails within the City and region. The southern end of the study corridor is 25 miles to the Christy Greenway. The Christy Greenway connects to 8 miles of protected River Des Peres Greenway. Currently under construction is the Gravois Greenway connection to the River Des Peres Greenway. When complete this connection will connect the RDP Greenway to 10.1 miles of protected Gravois Greenway. The RDP Greenway also connects to the Mississippi River Greenway (3.7 miles).

As an example of what an opportunity the Bevo Study Area has well to move buses, bikes, and cars, and still allow for store fronts parking for customers.

Current volumes do not necessitate the need for dedicated bus lanes when looking at establishing a BRT line. However, there is a range of improvements that could be included with the new high frequency route to enhance the passenger experience. These improvements include, but are not limited to:

- Boarding bus islands
- Enhanced shelters & placemaking at stops
- Unique route branding
- Real-time transit wayfinding
- Multimodal trip accommodations (bike parking at stops, water bottle filling stations, etc.)
HEALTH, SAFETY, & WELFARE
OVERVIEW

Health, safety, and welfare is a phrase used to represent the public’s interest in design and operation of the built environment. Despite the fact that public officials are obligated to uphold “liberal interpretation” of health, safety, and welfare, our built environment is often unhealthy, unsafe, and works against the public welfare.

To address this disconnect this chapter will establish a baseline of potential measures against which to set strategies to make improvements.

HEALTH

Emerging public health research has shown that public health is heavily influenced by the place where a person lives and works. The Bevo Neighborhood is no exception. While many determinants of health—such as smoking rates or the high cost of health care—are out of the reach of planning and neighborhood development to influence, a few are, especially walking.

ACTIVE LIVING

Walking has been the dominant form of human physical activity for millennia and was until the last few generations, especially in cities. However, the dismantling of public transportation and mainstreaming of car ownership has shifted the typical American to make more than 90% of their daily trips by car. Against this auto-dominated backdrop, people who walk a lot (a common measure is 10,000 daily steps) enjoy many health advantages. Research shows that cities can be the best places for people to walk, as long as the public health benefits are more powerful than the injury or harm that might result from drivers hitting pedestrians or bikes.

CLIMATE CHANGE

A changing climate is affecting communities around the globe with more frequent, and more intense, weather-related conditions including flooding, heat, storms, and drought.

According to the City of St. Louis 2018 Climate Risk Assessment Report, extreme summer heat, hot and cold waves, drought, tornadoes, and flooding are all expected in St. Louis under climate change scenarios. A longer mosquito season may also occur in addition to still unforeseen consequences.

It is predicted that by 2050, St. Louis will have the climate of Tulsa, Oklahoma. This plan will take those expected changes into account.

HEALTH OUTCOMES

Human health-related data are available for the 63116 zip code in which the Bevo Study Area falls. For this zip code, asthma emergency room visits from 2011-2015 were relatively low (8.4 per 1,000 residents) compared with other areas of the City (31.7 per 1,000 residents in the 63106 zip code). However, the 63116 zip code experienced a moderate number of heart attack hospitalizations from 2011-2015 (19.2 per 10,000 residents).

Importantly, the 63116 zip code reported 1.8 heat-related emergency room visits per 10,000 residents from 2012-2017. It is likely that the expansive pavement, and lack of tree canopy/street trees to provide shade, are contributing factors. With climate change expected to increase the number of days per year of extreme heat, this is of concern in the Bevo community.
HEALTH, SAFETY, & WELFARE
SAFETY & SECURITY

INCONSISTENT LIGHTING
Lighting along the corridor comes mainly from tall street lamps which do little to illuminate the pedestrian realm. Few businesses along the corridor have their own lighting; however, gas stations are a notable exception. In fact, gas stations remain the brightest beacons along Gravois Ave.

VIADUCT LIGHTING
The viaduct at Chippewa and Gravois is poorly lit from all perspectives. As a motorist or bicyclist traveling underneath along the ROW, lighting could present an opportunity to turn the viaduct into an entrance to the community. Additionally, little-known pedestrian paths exist under the viaduct; they are currently closed off and unavailable for use. Without proper access, signage, and lighting, these paths remain underserved.

Lighting should be beautiful from all angles, be adjustable and pedestrian-sized, and respect biological rhythms by minimizing blue light. Such lighting can slow down traffic, create pedestrian-friendly commerce, and create a sense of community and togetherness.

This planning process will examine the role that appropriate, right-sized, and delightful lighting can play along Gravois.

PERCEIVED VS. ACTUAL CRIME
A common misconception is that poor lighting leads to higher incidences of crime. Instead, in the Bevo Study Area, higher crime rates occur at or near gas stations – the most well-lit areas of the corridor. Despite these hot spots, Bevo has seen a decrease in all personal and property crimes, except for rape and robbery. Total crime in Bevo decreased between 2017 and 2018 by 10.2%.

However, Bevo maintains the 9th neighborhood on total crimes reported. Simple assaults, a less egregious offense than aggravated assault, was reported 172 times in 2018. While theft from a vehicle was reported 73 times. In the most egregious of crimes, homicide, Bevo only saw 2 of the 186 city-wide homicides reported in 2018.

This project will suggest improvements to the streetscape which will put eyes on the street and hopefully further decrease the crime rates in the neighborhood.
**HEALTH, SAFETY, & WELFARE**

**EQUITY**

**HOUSING & TRANSPORTATION AFFORDABILITY**

The Center for Neighborhood Technology (CNT) offers a unique way to understand affordability by calculating the combined costs of housing and transportation on households. Using census data, the tool divides expenses related to housing and transportation by the representative income in a typical household. While affordability in terms of housing is usually defined as consuming no more than 30% of income, adding transportation costs often pushes the affordable cost share of these two pieces up, indicating that location-efficient areas can be more affordable.

Bevo is a relatively affordable community in terms of housing. For most of the block groups in the community area, housing costs are below the typical affordability threshold of 30% of income. However, transportation costs are high in these block groups, representing 22% of income for a typical household. While this transportation impact in and of itself is a burden, housing and transportation costs together represent a moderate -30%-45% of household incomes. So, while the transportation burden is high, a low housing burden creates a relatively typical combined housing & transportation burden.

**INTERNET ACCESS**

Another measure of equity involves digital connectivity. According to recent research on the "digital divide" between income brackets, households with incomes under $30,000 are much less likely to have home broadband access (~30% of households) than those with incomes of $30,000 to $100,000 (80%). For the St. Louis region, it is estimated that ~46% of households with income less than $20,000 have broadband access. Since roughly 30% of the Study Area households have incomes less than $25,000, it is a likely estimate that about half of these households (~10-15% of households in the Study Area) lack digital access.

Additionally, the digital divide is complicated by the fact that immigrant and/or non-native English-speaking populations may have unequal (less) access to computers and computer devices than others. While no data could be found specifically on the Bosnian population, a 2016 national survey on digital media and access reported that Hispanic populations have reported lower computer ownership (31% not owning computer) than people who identify with White (12%) or Black (18%)ethnicities. There was a further distinction between immigrant and U.S-born members of Hispanics, with 30% of immigrant and 19% of U.S-born people reporting no computer ownership.

Digital access is a proxy for equity because it measures people’s access to information, resources, and opportunities, as well as their connectivity to each other and their community. A sustainable community is one where people are equally connected to neighborhood knowledge, events, and programming.

**WE CARE ABOUT WHAT WE MEASURE**

If maintaining diversity and affordability within the Study Area is an important component of this planning process, the community may consider tracking and measuring metrics such as the Housing + Affordability calculator and digital access. This plan will consider ways to maintain affordability, diversity, and equity while improving Gravois Ave.
HEALTH, SAFETY, & WELFARE

FOOD SYSTEMS

FOOD ORIGINS: RARE BUT POWERFUL

Farms and gardens are rare in most urban centers. In St. Louis, there are four small-scale, environmentally responsible farms in south St. Louis according to the Missouri Coalition for the Environment Local Foodshed database; there are two near the Bevo Study Area, one of which is a flower farm.

This lack of visible connection to where food comes from can have adverse effects on healthy food choices. Additionally, there is simply a lack of local food available to be sold to local customers.

COMMUNITY GARDENS

In addition to farms, community gardens offer a physical and psychological connection to food. Encouraging local community members to participate in the art and science of growing food further enhances the benefits of local food production. While there are no formal community gardens listed in the Missouri Coalition for the Environment Local Foodshed database in the Bevo Study Area, there are three informal community gardens:

- Cologne Corner Community Garden (butterflies only)
- Long School Community Garden
- Peter Matthews Memorial Skate Garden

These three gardens engage the community in a variety of ways, including through a butterfly garden at Cologne Corner Community Garden, Food Sharing and Composting programs at Long School Community Garden, and Girl Scout Troop management at Peter Matthews Memorial Skate Garden. The Neighbors NatureScaping program is a partner in two of these gardens.

This plan will build upon these community food assets, from both an environmental/ecological as well as social/communal resilience perspective.

FOOD SALES: AN OPPORTUNITY FOR MORE

There is an opportunity for restaurant owners across South St. Louis, including those in the Bevo Study Area, to source their ingredients from local farmers. While other areas to the north and west have restaurants that serve local food, none exist in or around Bevo. This plan will consider the merging and colliding of so many cultures in and around Bevo from a food perspective as well as a physical perspective.

While not formally listed in the Missouri Coalition for the Environment Local Foodshed database, the indoor Bevo Farmer’s Market occurs weekly year-round at The Heavy Anchor on Gravois Ave.

GROCERY STORES: FEW WITH FRESH FOODS

Another form of local food sales not available in most South St. Louis communities is grocery stores. In fact, an analysis of any grocery outlets (not just those carrying locally-grown food) reveals that there are few grocery outlets available to the Bevo Study Area.

In fact, according to the U.S. Department of Agriculture, some of the Bevo Study Area is considered to be a food desert; in other words, have low-access to food. A food desert is defined as an area where at least 500 people and/or at least 33 percent of the census tract’s population resides more than one mile from a supermarket or large grocery store.

Finally, additional components of a local food system, including community-supported agriculture (a model where consumers pay up front at the beginning of the growing season in exchange for weekly farmed produce) and food incubators (facilities that houses kitchen spaces, food processing equipment, and distribution infrastructure for small-scale entrepreneurs) are not prominent in South St. Louis.

The team will develop strategies to address this inaccessibility of food across the food system.
HEALTH, SAFETY, & WELFARE

CARBON

GREENHOUSE GAS EMISSIONS
Carbon emissions are a large part of the climate change picture of any city, including St. Louis. According to the City’s 2015 Community GHG Emissions Inventory, 97% of community-wide GHG emissions came from two main sources: (1) the built environment comprising commercial, residential, and industrial sectors (77%); and (2) vehicle miles traveled (20%).

The Center for Neighborhood Technology (CNT) has calculated annual greenhouse gas emissions from auto use on a per acre and per household basis for the United States. It is interesting to take a look at both metrics to see how the higher-density areas, while releasing more greenhouse gases per acre, tend to release fewer greenhouse gas emissions per household. This is because urban areas offer more alternatives to gas-powered vehicles than rural areas do.

For the Bevo study area, a look at the per acre data reveal that most block groups emit 30% more greenhouse gas emissions than the St. Louis city average. A potential reason for this discrepancy is that the area is not well connected to pedestrian and transit options, which results in more people driving.

Similarly, measured at the per household level, Bevo community members are emitting 20% more greenhouse gas emissions than the average St. Louis household. Because Bevo is more dense than the City of St. Louis average (6.8 dwelling units per acre vs. 4.1 dwelling units per acre, respectively), per household emissions should be lower than the city average.

This discrepancy could be caused by the large amount of century-old building stock and the low number of renovations that have occurred, which result in energy-inefficient buildings that people waste energy trying to heat or cool. Additionally, more people driving negates any efficiencies that come from increased density.

This plan presents an opportunity for Bevo to discuss ways it can reduce its CO₂ emissions in meaningful ways which will directly benefit the community.

ENERGY SUPPLY
Ameren UE provides electricity to Missouri customers. In 2017, over 93% of Ameren UE’s electric fuel mix was comprised of nonrenewable fuels, including over 50% Coal, 35% Natural Gas, 12% Nuclear, and 3% Petroleum. Of the remaining 7% obtained from renewable fuels, over 97% was generated from hydropower.

CARBON-FREE AMERICA 2050
To realize the necessary carbon reductions expected to avoid the most extreme effects of climate change, communities around the country must shift to electrifying their power supplies, and by powering those electric grids with non-carbon-emitting sources.

Electricity grids will be strained if current (and future increased) energy demand is simply shifted to electricity. Such a shift also requires a decrease in energy demand, and an increase in smaller-scale generation. For example, buildings can be more efficiently designed, built, and occupied to reduce energy demand and meet the remaining demand on-site.

This sort of small-scale resilience will be examined in this plan.

GREEN HOUSE GAS EMISSIONS

Annual greenhouse gas (GHG) emissions per acre, per Center for Neighborhood Technology.

- No data
- 6 - 14 Tonnes
- 14 - 20 Tonnes
- 20 - 30 Tonnes
- 30+ Tonnes

AVERAGE: 5.92 TONNES

AVERAGE: 34.7 TONNES
CURRENT STANDARDS
Examining the City of St. Louis building code can help understand how the GHG emissions from the built environment, which represent 77% of the City’s community-wide GHG emissions, are being addressed. There are only two energy efficiency-related ordinances in St. Louis, both of which pertain to municipal or city-owned buildings: (1) Ordinance 67803, which requires that builders take into account energy consumption, long-term operating costs, and possible energy efficient measures for all new municipal construction or major remodels of municipal buildings; and (2) Ordinance 67414, which adopts the LEED green building rating system for all new construction and renovations of city-owned facilities, with compliance to the LEED Silver level, if possible.

MAINTAINING AFFORDABILITY
Maintaining affordability is an important consideration in the Bevo Study Area. Part of this planning process will better understand what impacts these energy efficiencies can have on affordability in Bevo. While building retrofits and increased building standards increase construction and renovation costs, they can also offer significant savings to owners by only having to “touch a building once” over the course of its 50-75 year lifespan, rather than make several renovations to bring it up to energy standards that are likely to come in the next several decades. Furthermore, cost savings can also be felt by renters and occupants paying the energy bills. Less energy demand means a lower bill.

HEALTH, SAFETY, & WELFARE
BUILDING EFFICIENCY

DOING IT RIGHT THE FIRST TIME
Redevelopment opportunities that will be healthy and resilient 50 years from now (well within the lifetime of a building) need to be built healthy and resilient the first time - today. This means building efficiency deemed 50 years from now should be put in place today. By requiring to renovate several times within that 50 years to reach some future efficiency level, money is wasted and the community suffers. Knowing that healthy and resilient is a goal within the next five decades means that all buildings built today need to meet strict energy efficiency standards.

This plan will outline ways in which the community could engage in healthy and resilient redevelopment that maximizes energy efficiency, health, and resilience.
HEALTH, SAFETY, & WELFARE

AIR POLLUTION

In 2018, St. Louis experienced 136 days of Good air quality, 210 days of Moderate air quality, 17 days of Unhealthy for Sensitive Groups, and 2 days of Unhealthy air quality. While no days were considered Very Unhealthy or Hazardous, it is important to note that over 62% of days in 2018 had air quality impairment below “Good”.

The closest air quality monitoring site to the Bevo Study Area is at 8227 S. Broadway, 63111. The station, which is one of the oldest in the city, only monitors fine particulates matter smaller than 2.5 microns (PM2.5). PM2.5 is generated from vehicle exhaust, as well as residential and industrial combustion. Data show that PM2.5 concentrations recorded at this site have been steadily declining since 2003.

Poor air quality is associated with negative health effects in both elderly and young populations. Air pollution is expected to get worse with rising temperatures and changing climate conditions across cities worldwide. With the Bevo community home to both aging and young people, air pollution is an important health metric. The community may choose to track, and hopefully improve, this metric in the future.

LIGHT POLLUTION

Most urban centers like St. Louis have severe light pollution. Downtown St. Louis has extremely impaired night sky viewing, with most stars unable to be seen and the entire sky is gray or brighter. The Bevo Study Area falls in the next-brightest category in which the sky is dull gray and familiar constellations are fully visible.

In addition to maintaining a visible connection with the stars and universe above, reducing light pollution helps maintain biological rhythms for humans and other organisms and reduces wasted energy, infrastructure, and money.

TREE COVERAGE

Trees provide many benefits for neighborhoods. Street trees can filter the air, soften noise and provide shelter from the elements. However, just like pedestrians require a complete network, so do trees to provide the maximum amount of benefits. The trees in the Bevo area are estimated to supply over $15M in eco benefits such as natural water filtration, natural air filtration, beautification to properties, and heating/cooling costs (if located near buildings).

Considerable portions of Gravois Ave do not have continuous street plantings and many of the trees are poorly kept.

The plan will suggest new locations for urban greenery to complete the system.
HEALTH, SAFETY, & WELFARE

POLLUTION

DRINKING WATER
Most of the drinking water piped to St. Louis customers is drawn from the Missouri River and, as of September 2017, is in compliance with federal standards. The remaining supply comes from the Mississippi River.

STORMWATER
Once water is consumed by households and other users in the community, it enters a combined sewer system common in cities with aging infrastructure. In St. Louis, there are hundreds of points along the system (called combined sewer overflows) at which overflows happen during periods of overcapacity, when too much stormwater enters the sewer system. While there are no direct CSOs in the Bevo Study Area, there are many to the south where Gravois Ave and the River des Peres meet, as well as to the east along the Mississippi River. Actions within the Bevo community affect the severity and damage caused by the overflows along these waterways.

IMPAIRED WATERS
Because of the CSOs, The River des Peres is listed on the Missouri Department of Natural Resources 303(d) list of impaired waters for E. coli contamination, high chlorine, and low dissolved oxygen levels. The listed source of impairment is urban runoff and storm sewers. In other words, there are no single point sources of these pollutants; rather, they aggregate in the system through cumulative use throughout St. Louis communities. Common sources of E. coli are sewer overflows, sources of chlorine are de-icing salts used on roads and walkways; and low oxygen is caused by excess fertilization and nutrient runoff.

This plan will evaluate ways to reduce these overflows and increase water quality.

BROWNFIELDS
There are two sites in the Bevo Study area that are listed in the Missouri Department of Natural Resources Site Management and Reporting System (SMARS). Sites in this database include those in the Brownfields/Voluntary Cleanup Program (sites that have hazardous materials but are not heavily contaminated), as well as Superfund and Federal Facility sites.

The two sites in the Bevo Study Area are:
- Lyon-Sheet Metal site at 4355 Bingham Ave.
- Urban Electric Ray Avenue site at 4350 Bingham Ave.

In addition, there are a few other sites listed in the SMARS database that are in the 63116 zip code, all of which are part of the Voluntary Cleanup Program:
- Chnesty Plaza at 4312-4319 Chnesty Blvd
- Morganford Road Abandoned Station at 4415 Morganford Rd.
- The former Clark Oil #1888 at 3506 Morganford Rd.
- The former Hickman Burke Auto at 3325 Gravois Ave.
- Preferred Family Healthcare at 3634 Gravois Ave.
- The Southside National Bank at 8311 South Grand Blvd.
- St. Louis Development Corporation Filling Station 2013 sites at 3675 Memorial St. and 3869 Neneh St.

The St. Louis PFAS site, which is listed in the SMARS database as an area around Bay Ave and Gravois Ave., is the only site listed as part of the Superfund program. Severely contaminated sites can be deterred to new development, and can be a sign of potential additional contamination in the area. On the other hand, voluntary cleanup sites represent investment in proper remediation and future development. This plan will take into account these polluted sites when developing specific strategies and priorities for long-term success in Bevo.

NOISE POLLUTION
Noise from traffic, especially heavy trucks on Gravois Ave, can disturb residential neighborhoods. At the current, average speed of 37 MPH, automobiles produce up to 59 decibels of noise at 50 feet away. Heavy trucks produce up to 82 decibels. A vacuum cleaner at 3 feet away produces roughly the same range of noise.

- 30 - 40 decibels
- 40 - 50 decibels
- 50 - 60 decibels
- 60 - 70 decibels
- 70 - 80 decibels
- 80 - 90 decibels

700 Brownfield locations in the Bevo Neighborhood, Blotto Noise Pollution, map by the National Bureau of Transportation statistics.
APPENDIX #2:
MARKET ANALYSIS

MARKET ANALYSIS REPORT

MARKET & LAND-USE ANALYSIS

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MARKET & LAND-USE ANALYSIS

INTRODUCTION

The purpose of this market analysis is to identify trends that impact development potential in the Study Area. This report will be reviewed and appear as a chapter in the Final Plan Document.

This analysis consists of three primary considerations:
- Supply analysis, which answers the question, "What is there now?"
- Demand analysis, which quantifies what development products (i.e., retail, office, residential, and industrial) are supportable in the Study Area.
- Opportunities and challenges analysis, which identifies market, economic, physical, and policy forces that impact the overall marketability of the Study Area.

The Study Area is a distinct mixed-use corridor in South City. Commercial and residential uses are the most common, while civic and industrial uses are also present. The broader South City market, where these continue to be significant reinvestment and growth, shows what is possible in the Study Area and surrounding neighborhoods. It also shows, particularly in comparative study areas like South Grand and The Grove, that a strong corridor can support reinvestment in the surrounding neighborhood and vice versa.

Much of the reinvestment in South City is supported by the young professional demographic, which shows a preference for walkable, diverse, and amenity-rich neighborhoods.

The Study Area shares many of the attributes that are present in nearby South City corridors—a historic building stock, relative affordability, and close proximity to neighborhoods with more significant investment under way.

The market analysis also shows that the Study Area has challenges. For instance, the prevalence of vacant storefronts and marginally maintained buildings in the Study Area suggests that various interventions are needed to strengthen market conditions, as well as the physical environment. The following analysis details several key challenges and opportunities to be addressed by the plan’s community, economic development, and placemaking strategies:

First, current low market rents limit the type of improvements owners can make to their property, which impacts the marketability of commercial space in the corridor and contributes to the high vacancy rate.

Addressing this challenge will require tools that incentivize and assist property owners in making capital investments, as well as creative, entrepreneurial approaches.

Improvements to the broader environment in the Study Area—such as the pedestrian environment—will improve the overall marketability as well.

Second, the Study Area has an oversupply of retail space relative to what can be supported by the area’s residential population alone. The opportunity to capture “leaking” residential spending in neighborhood-scale retail space is also limited. Attracting new households to the neighborhoods surrounding the Study Area would help increase residential buying power and market support for neighborhood-scale retail. Attracting visitors or patrons from outside of the immediate market area by making the Study Area a unique destination would further enhance the corridor’s market potential. In the near term, a strategy to focus new retail activity within key nodes or subareas could enhance the broader area’s identity as a vibrant and attractive destination.

Third, the Study Area’s existing pedestrian environment is limiting its ability to compete with nearby retail districts. The Study Area must offer a unique, attractive, and pedestrian-friendly environment in order to successfully compete with other districts in the city and attract demand from a broader market area.

Fourth, the viaduct has negative impact on the surrounding properties and serves as a poor gateway to the rest of the corridor. Improving the concept and condition of the viaduct and associated infrastructure, while identifying appropriate land uses for the areas immediately surrounding them, will serve to enhance the perception of the entire area.

Finally, the diverse housing typologies and price points in the neighborhoods surrounding the Study Area offer a wide range of options for existing and potential residents. The diverse housing stock can be leveraged and expanded to retain residents as their preferences change, preserve affordability, and attract new households to the area.

KEY ISSUES: RETAIL, WALKABILITY, & HOUSING

The Study Area and its surrounding neighborhoods have many assets that position it to attract new businesses to the area, help existing businesses thrive, and provide a high quality of life for new and existing residents alike. However, the community must address the physical, economic, and market conditions that currently limit this potential. In combination, a variety of strategies to improve the marketability of retail space, create a welcoming and pedestrian-friendly environment, and preserve and diversify housing options can improve market conditions over time and help the community thrive.
Chapter Five:

Detailed Report

RETAIL & OFFICE MARKET ANALYSIS

RETAIL & OFFICE SUPPLY

The retail and office analysis will inform strategies for improving market conditions, attracting new businesses to the area, and helping existing businesses thrive. The market area map shows the Study Area Neighborhoods—the primary market area providing the most likely support for retail uses in the Study Area—and the secondary market area—a geography from which the Study Area could attract additional buying power as a retail destination. These geographies also represent the areas where the primary competition for prospective businesses and customers is located.

RETAIL & OFFICE SUPPLY

Typical retail and office space in the Study Area is contained in the ground floor of a one- or two-story mixed-use building, or a free-standing single-story building. Examples of existing space are summarized in the Existing Supply graphics and in the Existing Conditions Report. The supply analysis of office and retail are combined in this context because of the character of the corridor and the fact that office and retail users occupy similar spaces in the Study Area.

Lease rates for commercial space range from $9 to $12 per square foot. Only one example from the survey—ground-floor space in the northeastern portion of the Study Area Neighborhoods—demands a lease rate at a level that would support major capital investments (approximately $16 to $18 per square foot).

Current vacancy of ground-floor storefront space is estimated at 31 percent. This vacancy rate is high compared to similar districts in the city. This high vacancy points to several physical and market challenges, which will be discussed in the opportunities and constraints section.

Various methodologies were used to quantify demand for retail uses in the Study Area:
- Retail Gap Analysis, which measures residential-driven demand for retail goods and services in the Study Area, and identifies store types that are currently under-represented in the Study Area.
- Retail Buying Power Analysis, which quantifies how much area residents could spend on retail if the right mix of retailers was present.
- Analyses informing the market potential for neighborhood services—specifically urgent care and grocery—that could serve area residents.

RESIDENT-DRIVEN RETAIL POTENTIAL

Area residents are currently spending retail dollars outside of the Study Area Neighborhoods that could be “captured” by retailers within the Study Area Neighborhoods. However, most of this spending is for types of retail typically served by big box retailers—or through online purchases—rather than by neighborhood-scale retailers. The retail gap analysis for the Study Area Neighborhood suggests demand for approximately 12,500 square feet of neighborhood-scale retail (such as specialty food/supers), enough to fill up to 5 retail storefronts.

This demand could be captured by any competitive retail district within the Secondary Market Area. Improving the Study Area’s marketability, pedestrian environment, and physical condition will better position it to capture a share of this spending.

Retail Demand

Area residents are currently spending retail dollars outside of the Study Area Neighborhoods that could be “captured” by retailers within the Study Area Neighborhoods. However, most of this spending is for types of retail typically served by big box retailers—or through online purchases—rather than by neighborhood-scale retailers. The retail gap analysis for the Study Area Neighborhood suggests demand for approximately 12,500 square feet of neighborhood-scale retail (such as specialty food/supers), enough to fill up to 5 retail storefronts.

This demand could be captured by any competitive retail district within the Secondary Market Area. Improving the Study Area’s marketability, pedestrian environment, and physical condition will better position it to capture a share of this spending.

Existing Supply: Ground Floor Retail Space

Source: CoStar

4540 Gravois Ave: BUILT 1911
2,080 SF Office
$10.00/PSF

3945 Gravois Ave: BUILT 1910
2,094 SF Retail
$10.00/PSF

4630 Gravois Ave: BUILT 1920
9,128 SF Office
$9.00/PSF

Tenant: African International Store

4736 Gravois Ave: BUILT 1920
1,375 SF Retail
$11.00/PSF

Tenant: Tim’s Chrome Bar Stain Great

Existing Supply: Free Standing Retail Space

Source: CoStar

3405 Benton Ave: BUILT 1993
6,900 SF Office
$10.00/PSF

3405 Benton Ave: BUILT 1990
4,000 SF Office
$10.00/PSF

6400 Gravois Ave: BUILT 1993
4,000 SF Retail
$10.00/PSF

Tenant: Guarantee Electrical Company

4645 Gravois Ave: BUILT 1947
1,275 SF Retail
$10.00/PSF

Tenant: Family Dollar

EXISTING SUPPLY: GROUND FLOOR RETAIL SPACE

Source: CoStar

EXISTING SUPPLY: FREE STANDING RETAIL SPACE

Source: CoStar
Creating a destination that captures buying power from a broader area, combined with attracting more households to the surrounding neighborhoods, could lower vacancy and improve the corridor. For instance, a 10 percent increase in households in the Study Area Neighborhoods could support an additional 30 to 25 retail businesses if that spending was captured in the Study Area Neighborhoods.

Strategies to establish the Study Area as an attractive and inviting destination and to expand the economic base in the neighborhood can create a virtuous cycle for improvement and growth in the corridor.

NEIGHBORHOOD SERVICES: DINING?

Preliminary data from the community survey indicate that survey respondents mostly dine outside of the neighborhood. The Out-of-Neighborhood Dining Map shows the location of restaurants that survey respondents report commonly visiting when they dine outside of the Study Area Neighborhoods. While these data are not comprehensive, they support the notion that the Study Area is in active competition with other retail districts in South City and the Central Corridor.

NEIGHBORHOOD COMMUNITY

- grocery store/supermarket | pharmacy/drug store | specialty food | miscellaneous

"CATEGORY KILLERS"

- building materials/gardening | general merchandise

AMAZON EFFECT

- electronics & appliances | sporting goods | hobby | books | music

CATEGORIES OF RETAIL

- DINING & DRINKING
  - drinking establishments | restaurants

- BIG BOX

  - GENERAL MERCHANDISE
    - 100,400 SF | 245,870 SF
  - SPORTING GOODS
    - 10,000 SF | 47,300 SF
  - BUILDING MATERIALS
    - 11,500 SF | 2,000 SF
  - HOME FURNISHINGS
    - 5,500 SF | 31,500 SF
  - ELECTRONICS
    - 4,500 SF | 26,500 SF
  - APPAREL
    - 2,000 SF | 22,500 SF
  - GROCERY
    - 93,000 SF | 105,750 SF
  - SPECIALTY FOOD / LIQUOR
    - 2,500 SF | 14,300 SF
  - PHARMACIES
    - 14,500 SF | 21,000 SF
  - RESTAURANTS & BARS
    - 3,000 SF | 8,500 SF
  - GAS STATIONS
    - 3,500 SF | 20,500 SF
  - AUTO PARTS
    - 2,500 SF | 10,000 SF

RETAIL GAP SUMMARY

Source: ULI Dollars and Cents BizStats, ESRI, Development Strategies, 2018
RETAIL & OFFICE MARKET ANALYSIS

NEIGHBORHOOD SERVICES: URGENT CARE?
An analysis of the population surrounding urgent care centers in other parts of South City suggests that there is a potential market for an urgent care facility within the Study Area. If there is an appropriate site within the Study Area and if nearby areas match the demographics profile sought by urgent care providers, such a facility would provide an anchor for the district as well as a valuable service to neighborhood residents.

NEIGHBORHOOD SERVICES: GROCERY?
The retail gap analysis indicates that the Study Area Neighborhoods currently have an oversupply of grocery spaces relative to resident spending. Nationally, consumers now spend seven percent more at restaurants than conventional grocers, suggesting a shift away from a grocery-oriented consumer food economy. The map of existing grocery uses and specialty food stores illustrates that the majority of the existing square footage lies outside of the Study Area, comprised of chain grocery (e.g., Aldi and Save-A-Lot). These larger, full-service grocers located outside of the Study Area are also the primary source of fresh produce.

The Study Area is not a likely target for a new grocery store. However, if the area’s population and local buying power grow, a neighborhood market or similar model could become feasible.

### Table: POSSIBLE DEMAND FOR URGENT CARE

| Existing Urgent Care Locations, Population in 1-Mile Radius |
|-----------------|-----------------|
| Source: Bevo Community Survey, data as of February 24, 2019. |

### Table: OUT-OF-NEIGHBORHOOD DINING

| Out-of-Neighborhood Dining Locations, Population in 1-Mile Radius |
|-----------------|-----------------|
| Source: Bevo Survey, data as of February 24, 2019. |

Bebo Great Streets Detailed Report
RETAIL & OFFICE MARKET ANALYSIS

OFFICE DEMAND

NEIGHBORHOOD MARKETS: OFFICE?
The Study Area is unlikely to become a major employment center; however, its location and building stock make it suitable for service providers and office users like banks, insurance agents, and small service businesses. Thus, office users should be targeted to fill vacant ground-floor space.

The office demand analysis looked at growth industries for the Metropolitan Statistical Area, and focused on appropriate uses for the corridor (e.g., social services, business services, technology, and design). Two possible focus sectors—social services and computer occupations—are among the top eight most rapidly growing employment sectors in the region. If the Study Area attracted one percent of the region’s growth in each of these focus industries, these users could fill up to 13 vacant storefronts, while also offering daytime and evening spending support for retail businesses in the area.

A strategy to market this district to these potential office users, coupled with tools to help property owners provide appropriate space, should be part of a broader strategy to occupy vacant storefronts. Emerging “co-working” spaces—with a mix of small offices, open workspaces, and other shared facilities—have also been successful models for attracting small business startups in similar districts. These users, if successful, move into larger space in the future.

GROCERY STORE SUPPLY

The Study Area has a variety of grocery stores, each with different sizes and functions, providing essential services to the community. Some stores are currently vacant, offering opportunities for new businesses to enter the market.

Chapter Four: Market & Land-Use Analysis

Chapter Five: Appendices
RETAIL & OFFICE MARKET ANALYSIS
OPPORTUNITIES & CONSTRAINTS

The high vacancy rate and marginal lease rates indicate that the market in the Study Area is currently challenged. There are several factors that contribute to this situation, and point to priority areas for intervention.

OCCUPYING & ACTIVATING GROUND-FLOORS

As detailed in the Existing Conditions report, the average lease rate for retail space in the Study Area ($10.68) is below what is needed to support capital investments that can make space marketable to new tenants.

These lower lease rates contribute to the persistence of high vacancy and the uninviting condition of some storefronts. Among currently vacant storefronts, there is likely a wide range in move-in readiness. This “readiness”—including the function of heating, ventilation, and cooling systems, compliance with building code, and the general condition of the space—impacts the immediate marketability of vacant spaces and the cost of needed improvements. Challenges with building code enforcement may also contribute to the persistence of vacancy and the condition of vacant space.

A range of strategies to incentivize and support capital improvements to storefronts—such as façade improvement programs or proactive code enforcement—are needed to reduce vacancy and create a welcoming environment for potential users and patrons. Evaluating and inventorizing the condition of vacant space would guide these strategies, and assist more broadly with efforts to occupy and activate vacant space.

The area’s average storefront size of 3,300 square feet is larger than the typical neighborhood center retail suite size in St. Louis. Across all neighborhood center retail spaces in the city with leases signed in the past three years, the average suite size was 1,750 square feet. For newer spaces built after 2010, the average size was 2,400 square feet. Configuring retail space to allow for smaller retail bays could lower the barriers to entry presented by larger retail spaces that require extensive upgrades.

Chapter Four: Market & Land-Use Analysis
NEIGHBORHOOD DISTRICT CASE STUDIES

THE CHALLENGE OF THE VIADUCT
The viaduct and related infrastructure also contribute to the market challenges for commercial space in the Study Area. These features have a blighting influence on the surrounding properties, depressing property values and entrenching vacancies. At the same time, the viaduct and its surrounding bridges are unique features with distinct, historic character. Improving their condition and appearance from Gravois could have a positive market impact on other parts of the corridor.

Identifying the appropriate uses for the areas surrounding the viaduct and bridges—together with the circulation and access needed to support those uses—will be a priority.

THE IMPORTANCE OF WALKABILITY
Nationally, consumers spend up to 15 percent more when public spaces are more inviting. This comparison of Bevo’s core retail area to three competitive retail districts—South Grand, The Grove, and Cherokee Street—suggests that this “walkability” premium is true for St. Louis as well.

The physical character of Bevo’s core retail district is different from the character of its peer retail districts in several notable dimensions. Its road width (50 feet) is much wider than the walkways in the comparison districts (30 to 48 feet), even where the right of way (building to building) dimension is comparable. It also has far fewer pedestrian crossings, and much longer distances between those crossings. These features contribute to an environment that is unwelcoming—and in some cases, dangerous—for pedestrians.

The retail metrics for each of the comparison districts support the theory of a “walkability premium” for retail environments, and suggest that these area’s pedestrian-friendly environments contribute to stronger market conditions. All three comparison districts command higher retail surpluses—the degree to which a retail district captures spending beyond the demand in the immediate market area—than Bevo’s core retail district.

Improving the pedestrian environment will be critical for Bevo to capture greater retail demand, attract new businesses, and fill vacant space.

The comparison suggests that peer districts’ pedestrian environments serve as a competitive advantage for capturing non-residential retail activity—contributing to lower vacancies, higher lease rates, and much larger retail surpluses.

Bevo Great Streets
Detailed Report

Chapter Four: Market & Land-Use Analysis

Chapter Five: Appendices
THE GROVE
DEMOGRAPHIC OVERVIEW
PEOPLE / SQ. MILE: 10,200
MEDIAN HOUSEHOLD INCOME: $23K
HOME SALES IN LAST 6 MONTHS: 3120
RETAIL OVERVIEW
RETAIL SURPLUS: $6.6M
% FOOD / DRINK SURPLUS: 14%
AVG. RETAIL LEASE RATE: $13.58

SOUTH GRAND
DEMOGRAPHIC OVERVIEW
PEOPLE / SQ. MILE: 13,000
MEDIAN HOUSEHOLD INCOME: $49K
HOME SALES IN LAST 6 MONTHS: 1230
RETAIL OVERVIEW
RETAIL SURPLUS: $14.6M
% FOOD / DRINK SURPLUS: 87%
AVG. RETAIL LEASE RATE: $13.55

Chapter Four: Market & Land-Use Analysis
**CHEROKEE STREET**

**DEMOGRAPHIC OVERVIEW**
- PEOPLE / SQ. MILE: 10,700
- MEDIAN HOUSEHOLD INCOME: $19k
- HOME SALES IN LAST 6 MONTHS: $92k

**RETAIL OVERVIEW**
- RETAIL SURPLUS: $14.8m
- % FOOD/DRINK SURPLUS: 26%
- AVG. RETAIL LEASE RATE: $5.46

**Source:** ESRI, Zillow, Costar

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**GRAVOIS AVE**

**DEMOGRAPHIC OVERVIEW**
- PEOPLE / SQ. MILE: 11,200
- MEDIAN HOUSEHOLD INCOME: $39k
- HOME SALES IN LAST 6 MONTHS: $92k

**RETAIL OVERVIEW**
- RETAIL SURPLUS: $3m
- % FOOD/DRINK SURPLUS: 57%
- AVG. RETAIL LEASE RATE: $9.36

**Source:** ESRI, Zillow, Costar

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Chapter Four: Market & Land-Use Analysis
RESIDENTIAL MARKET ANALYSIS
RESIDENTIAL SUPPLY

INTRODUCTION
The residential market analysis focuses on the prospective market for multi-family development in the Study Area, as well as the residential market conditions in the surrounding neighborhoods. This analysis is intended to quantify the potential for residential development on key sites in the Study Area, to identify the housing needs and preferences of existing residents, and to understand the potential for attracting target market segments to the area.

The market area map on page 7 shows the Study Area Neighborhoods, a primary market area from which most potential tenants for housing in the Study Area would originate. This geography also represents the area in which most competition for potential tenants exists.

RESIDENTIAL SUPPLY
The housing stock in the surrounding neighborhoods influence the area’s ability to retain and attract residents that provide market support for retail uses in the corridor.

Residential uses in the Study Area primarily consist of multifamily buildings with 20 units or more, two- to four-unit buildings, or two-story single-family homes. Residential properties in the surrounding Study Area Neighborhoods are predominantly single-family detached homes. The area also has a mix of two- to three-story duplexes, four-unit walkups, and larger multifamily properties. Most of the existing multifamily housing stock in the corridor and surrounding market areas was built before 1970.

While the age of the stock might suggest the presence of deteriorated housing, the low vacancy rate (5.8 percent) and average rents in the Study Area Neighborhoods ($555 to $1,055), indicate the presence of a stable affordable rental market.

Larger multifamily properties surveyed in the Study Area have very small units and low monthly rents. On a per square foot basis however, these rents approach levels that could support new construction ($1.25 to 1.50). Duplexes and four-unit walkups surveyed have larger units, and a wide range in rents ($500 to $1,700).

These trends suggest that new multifamily construction in the corridor may be possible—particularly with smaller units—but likely would require gap funding.

RESIDENTIAL MARKET ANALYSIS
RESIDENTIAL SUPPLY

INTRODUCTION
The residential market analysis focuses on the prospective market for multi-family development in the Study Area, as well as the residential market conditions in the surrounding neighborhoods. This analysis is intended to quantify the potential for residential development on key sites in the Study Area, to identify the housing needs and preferences of existing residents, and to understand the potential for attracting target market segments to the area.

The market area map on page 7 shows the Study Area Neighborhoods, a primary market area from which most potential tenants for housing in the Study Area would originate. This geography also represents the area in which most competition for potential tenants exists.

RESIDENTIAL SUPPLY
The housing stock in the surrounding neighborhoods influence the area’s ability to retain and attract residents that provide market support for retail uses in the corridor.

Residential uses in the Study Area primarily consist of multifamily buildings with 20 units or more, two- to four-unit buildings, or two-story single-family homes. Residential properties in the surrounding Study Area Neighborhoods are predominantly single-family detached homes. The area also has a mix of two- to three-story duplexes, four-unit walkups, and larger multifamily properties. Most of the existing multifamily housing stock in the corridor and surrounding market areas was built before 1970.

While the age of the stock might suggest the presence of deteriorated housing, the low vacancy rate (5.8 percent) and average rents in the Study Area Neighborhoods ($555 to $1,055), indicate the presence of a stable affordable rental market.

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These trends suggest that new multifamily construction in the corridor may be possible—particularly with smaller units—but likely would require gap funding.
RESIDENTIAL MARKET ANALYSIS

RESIDENTIAL DEMAND

The area’s existing single-family housing stock provides a wide range of housing options at various price points. As shown in the maps of median home values and home size, there are some areas with more affordable options—with values ranging from $50,000 to $90,000—and others where homes are larger and have higher values. The recent single-family sales surveyed help to illustrate this range in the types and prices of housing in the area. The new construction example, while an outlier, indicates the strength of the housing market in the southeast section of the Study Area Neighborhoods. This new example created two three-bedroom single-family homes on two adjacent vacant lots.

AFFORDABILITY ANALYSIS

The analysis of existing homeowner affordability by product pricing on page 28 indicates that a large share of homeowners in the Study Area Neighborhoods could afford homes priced above the area’s current median home value—at prices that could support new construction. This suggests that there may be a market among existing residents for new, larger, and more expensive homes.

At the same time, the cost burden analysis shows that some current homeowners struggle to afford housing; an estimated 25 percent of homeowners in the Study Area Neighborhoods pay more than 30 percent of their income toward housing.

Strategies to preserve affordable housing options in the neighborhood are needed to ensure that the area remains a welcoming place for residents of all backgrounds, particularly as the Gravois corridor improves and as home values rise.

The analysis of existing renter affordability by product pricing on page 28 illustrates the deep demand for affordable housing among current renters in the Study Area Neighborhoods, with most renters affording rents below $1,000. The analysis of cost burden for renter households also indicates that many area renters are stretching to afford their housing, with an estimated 50 percent of renter households paying more than 30 percent of their income toward rent.

The neighborhoods’ growing demographic of older households, including many households on fixed incomes, reinforces the need for affordable housing options in the area.

Among current residents, there is a small number of households who could afford rents above $1,000. While a small number of households in that demand pool could offer market support for new, quality rental housing options in the Study Area, higher-rent products would target market segments currently living outside the area.
RESIDENTIAL MARKET ANALYSIS

RESIDENTIAL DEMAND

MARKET SEGMENTATION ANALYSIS
This analysis identifies existing market segments in the Study Area Neighborhoods and four target market segments. The target groups are those in the region with strong preferences for walkable urban environments that do not currently have a strong presence in the Study Area Neighborhoods. The existing and target market segments summaries provide a demographic overview of these groups, their propensity to own or rent their homes, and their implied home price and rent affordability.

OWNERSHIP AFFORDABILITY BY PRODUCT PRICING

Current Study Area Neighborhood Residents

Affordable
Workforce
Mid-Tier
High-End

670
710
1,130
1,270

960
720
190
100

$80k $90k $110k $150k $190k $240k $330k $490k+

RENTAL AFFORDABILITY BY PRODUCT PRICING

Current Study Area Neighborhood Residents

Subsidized
Affordable
Workforce
Mid-Tier
High-End

1,030
750
590
680
500

220
90
20

<$400 $500 $625 $705 $990 $1,240 $1,560 $2,190+

MARKET ANALYSIS: MARKET SEGMENTATION

LOCATION AND HOUSING AFFORDABILITY OF CURRENT TAPESTRY GROUPS

1 Dot = 25 Households

Source: ESRI, 2018

MARKET SEGMENTATION

Area Neighborhoods and four target market segments. The target groups are those in the region with strong preferences for walkable urban environments that do not currently have a strong presence in the Study Area Neighborhoods. The existing and target market segments summaries provide a demographic overview of these groups, their propensity to own or rent their homes, and their implied home price and rent affordability.

Implied Home Price Affordability

Front Porches $130k
Set to Impress $110k
Rustbelt Traditions $140k
Social Security Set $70k

Implied Rent Affordability

Front Porches $800
Set to Impress $680
Rustbelt Traditions $860
Social Security Set $450

Chapter Four: Market & Land-Use Analysis
Chapter Five: Appendices
RESIDENTIAL MARKET ANALYSIS

RESIDENTIAL DEMAND

POTENTIAL FUTURE DEMAND

An attractive retail and neighborhood environment, along with a range of housing products, would help attract these groups to the area. For instance, if one percent of these groups were captured in the Study Area Neighborhoods, there would be demand for up to 1,450 units (in a mix of apartments targeted to the Young and Restless group, single-family homes targeted to the In Style and Emerald City group), and two- to four-unit buildings targeted to the Emerald City and Fresh Ambitions group.

TARGET TAPESTRY GROUPS

POTENTIAL FUTURE DEMAND IN THE STUDY AREA NEIGHBORHOODS

<table>
<thead>
<tr>
<th>Group</th>
<th>capture Rate</th>
<th>Estimated Study Area Neighborhoods</th>
<th>PREDOMINANT HOUSEHOLD TYPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Young and Restless</td>
<td>1%</td>
<td>10,480 total households in the MSA</td>
<td>COUPLES, FAMILIES WITH CHILDREN</td>
</tr>
<tr>
<td>Fresh Ambitions</td>
<td>1%</td>
<td>1,460</td>
<td></td>
</tr>
<tr>
<td>Emerald City</td>
<td>1%</td>
<td>42,600</td>
<td></td>
</tr>
<tr>
<td>In Style</td>
<td>1%</td>
<td>47,290</td>
<td></td>
</tr>
</tbody>
</table>

TOTAL HOUSEHOLDS 1,445

MARKET ANALYSIS: MARKET SEGMENTATION

LOCATION AND HOUSING AFFORDABILITY OF POTENTIAL TAPESTRY GROUPS

<table>
<thead>
<tr>
<th>Group</th>
<th>Implied Home Price</th>
<th>Implied Rent</th>
</tr>
</thead>
<tbody>
<tr>
<td>In Style</td>
<td>$190k</td>
<td>$1,170</td>
</tr>
<tr>
<td>Emerald City</td>
<td>$160k</td>
<td>$990</td>
</tr>
<tr>
<td>Young and Restless</td>
<td>$130k</td>
<td>$830</td>
</tr>
<tr>
<td>Fresh Ambitions</td>
<td>$90k</td>
<td>$560</td>
</tr>
</tbody>
</table>

Implied Home Price Affordability

Implied Rent Affordability

(Top) Target tapestry groups: potential future demand in the study area neighborhoods; (Right, top) National groupings; (Right, bottom) Location & housing affordability of potential tapestry groups. Source: ESR, 2018.

Bevo Great Streets Detailed Plan
RESIDENTIAL MARKET ANALYSIS
OPPORTUNITIES & CONSTRAINTS

OPPORTUNITIES OF A SMALLER HOUSING STOCK

The single-family housing stock in the Study Area Neighborhoods is small relative to competitive neighborhoods in the city. This presents opportunities and challenges for the area to attract and retain a diverse community of residents. Smaller, more affordable homes could provide entry into homeownership for young professionals and households with greater price sensitivity. These smaller homes may also be easier to maintain and have smaller property tax burdens than larger homes, and could provide an opportunity for the area’s growing demographic of older residents to age in place. This also points to the importance of service supports and modification programs that make these homes accessible and safe for older residents as their needs change.

CHALLENGES OF A SMALLER HOUSING STOCK

However, this smaller stock also limits the “move-up” opportunities in the neighborhood for intergenerational families, for households with growing incomes and changing housing preferences, or for growing families as they have children. It hinders the area’s ability to attract residents with more disposable income who may instead be attracted to larger homes in competitive neighborhoods that are still relatively affordable to them.

While infill sites in the surrounding neighborhoods are limited, this plan will explore the potential for infill typologies that expand the diversity of housing options in the area—including single-family and two- to eight-unit buildings—on appropriate sites in the Study Area and surrounding neighborhoods.

HOUSING STOCK IN SURROUNDING NEIGHBORHOODS

Source: Parcel data

HOUSING STOCK IN & AROUND STUDY AREA

Source: Parcel data
APPENDIX #3:
COMMUNITY ENGAGEMENT

INTRODUCTION

OVERVIEW AND METHODOLOGY
Feasibility analysis is a necessary process in determining which developments can be successfully delivered to the market by comparing a project’s prospective value against its total development costs. In essence, it helps determine the degree to which different types of developments can secure private financing, often leading to a conclusion of what is possible, what is not possible, and what could be possible with policy interventions, public-private partnerships, and/or support from institutions and foundations.

Estimating development feasibility is a multi-step process, but it is highly dependent upon market research to provide market-based conclusions regarding achievable rents, parking fees, likely operating expenses, capitalization rates, and other inputs that directly impact the value of a prospective development. This research included a survey of relevant rental housing products and retail space in and around the Bevo Study Area, as well as research into proposed projects, published market data, recent transactions involving similar properties, and first-floor commercial spaces.

Additional market research was also conducted to estimate potential development costs for specific development typologies. In the case of this analysis, development costs were considered for new mixed-use construction. These costs were determined using multiple sources, including two cost estimators (Marshall and Swift and DCDY) and the actual development costs of comparable projects in St. Louis and in other similar markets. Likely site acquisition costs were also estimated based on recent land sale data provided by CoStar.

Currently, new construction and high-quality historic rehab in the Bevo Study Area is not feasible without some level of public assistance or subsidy. However, it is important to note that all conclusions regarding development feasibility are as of the date of this report and these conclusions could change in the near future if there is an increase in market rents or if there is a decline in development costs.

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BEVO GREAT STREETS
COMMUNITY WORKSHOP #1
SUMMARY

The Bevo Great Streets Plan is a COMMUNITY-DRIVEN plan that will chart a course for the future of a great neighborhood. Our first community meeting was held on Wednesday, February 13 at St. John the Baptist Catholic Church. Thanks to all who joined us!

COMMUNITY VISION
Through exercises and group discussion, attendees told us what they would like Bevo to be like in 10 years.

TOP STRENGTHS
• Diversity
• Affordability
• Generous residents and businesses
• Active business community
• Schools and Churches
• Landmark destinations: Christy Park, Das Bevo, Sebilj Fountain

OPPORTUNITIES AND IDEAS
• Vacant retail space means opportunities for new businesses
• Affordable housing
• Dog park!
• More playgrounds
• Monthly “Shop Local Day” to support Bevo businesses
• “Green up” Gravois - more plants and facelifts for storefronts

ISSUES AND CONCERNS
Through a mapping exercise and discussion of perceived weaknesses, attendees identified top concerns as CRIME, automobile SPEEDS AND TRAFFIC conflicts, particularly on Gravois, and NEIGHBORHOOD MAINTENANCE like tree trimming and sidewalk repair.

STRENGTHS AND OPPORTUNITIES
Attendees had a lot of ideas regarding strengths and opportunities for Bevo. This is a sample of what we heard.

TYPE OF ISSUE NUMBER OF MENTIONS
Crime 22
Safe, Conflict & Accidents 15
Neighborhood Maintenance 11
Property Maintenance / Vacancy 6
Trash 4

WHO CAME TO THE MEETING
Eighty people attended the meeting. There was a lot of community experience and pride in the room! Most attendees had lived in Bevo for more than 30 years and many lived within walking distance of St. John’s Church. Few had children at home. The project team is working to add more families and younger people to the conversation so our planning process reflects the community as a whole.

THANK YOU
The project team is honored to be working with this great community to plan its future. We’re grateful to everyone who came to the meeting or has participated in other community conversations as we’ve gotten started. This is only the beginning!

For full documentation of the public meeting, including the presentation offered by the project team and all public input, please see the Public Meetings page of our website.

The Bevo CID.
Workshop #1 – Agenda

1. WELCOME & INTRODUCTION

2. OPINIONS & COMMENTS

3. CONCLUSION & NEXT STEPS

INTRODUCTION
Tell us about Bevo today!

WHAT IS A SWOT?

STRENGTHS
What strengths does the Bevo Study Area have?

WEAKNESSES
What weaknesses are currently hindering the Bevo Study Area?

OPPORTUNITIES
What opportunities can the Bevo Study Area pursue to reach its full potential?

THREATS
What threats are preventing the Bevo Study Area from reaching its full potential?

Tell us about future Bevo!

A SAFER, CALMER GRAVOIS FOR ALL...

...Which Serves as The Foundation For A Healthy, Interesting, and Welcoming Bevo Community

...Which Supports a Healthy, Interesting, and Welcoming Bevo Community

Tell us about you!

CONCLUSION & NEXT STEPS

STREET WIDTH & BUILDING HEIGHT

People will slow down when buildings are higher than the street is wide.

WRITE A HEADLINE FOR BEVO IN 2030

One phrase, no subtitle

WHAT MADE THAT NEWS?

What triggered that story, at that point in time?

CAR CRASHES & DRIVING SPEED

Did you know 60% of crashes are lethal at 37 MPH?
Only 20% of crashes are lethal at 30 MPH.

VACANT STOREFRONTS

What would you do with an empty space?
WHAT'S NEXT FOR THE PROJECT
Website with online survey: www.bevogreatstreets.com
Charrette Week March 19-22: Preferred Design Development

THANK YOU!

KEYPAD POLLING
BEVO GREAT STREETS WORKSHOP #1
FEBRUARY 13, 2019

How to Participate in the Survey *(Keypad)*
- Press the letter that corresponds to the answer on-screen.
- If you accidentally press an answer, pressing a new answer will replace the original only when multiple answers are allowed.
- Wait until polling is open to submit your response.

What is your favorite color?
A. Red
B. Orange
C. Yellow
D. Green
E. Blue
F. Violet

What was the first home you lived in as an adult?

In which area in this map do you live or work?
A. 1
B. 2
C. 3
D. 4
E. 5
F. Not shown

What is your age?
A. Under 18
B. 18-34
C. 35-49
D. 50-65
E. Over 65

How many children under 18 are in your household?
A. None
B. 1-2
C. 3-4
D. 5 or more

How many of your neighbors do you know?
A. None
B. A Few
C. Many
D. Most

Where are you most likely to volunteer for a 3-hour period on a day off?
A. Your Block
B. Your Neighborhood (Bevo)
C. City of St. Louis
D. Beyond St. Louis

Is Bevo Mill the perceived center of the community:
(select all that apply)
A. Today?
B. In 10 years?
C. In 20 years?
D. In 30 years?
Who is Bevo for?

A. People who live here already
B. People who live here already and no one else
C. Families with school-age children
D. People who cannot afford to live elsewhere
E. People that may arrive here (immigrants etc.)
F. People willing to build new infill buildings
G. People aging in place
H. Everyone

The storefronts along Gravois are 30%+ vacant and “blighting” the Bevo neighborhood.

What should be done about it?

A. Develop a spreadsheet of all vacant properties
B. Offer reduced rents to attract startups
C. Add twinkle lights to building cornice (like South Grand)
D. Educate landlords on the effect their vacancies are having
E. Increase code enforcement
F. Approach businesses in other areas about locating in Bevo
G. For-rent signs with rent rate and phone number in window
H. Temporary creative art displayed
I. Start a business and move into a storefront
J. Sidewalk dining
### Results by Question

#### 1. What is your favorite color? (Multiple Choice)

<table>
<thead>
<tr>
<th>Color</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>15.14%</td>
<td>7</td>
</tr>
<tr>
<td>Orange</td>
<td>8.40%</td>
<td>4</td>
</tr>
<tr>
<td>Yellow</td>
<td>6.80%</td>
<td>3</td>
</tr>
<tr>
<td>Green</td>
<td>21.74%</td>
<td>10</td>
</tr>
<tr>
<td>Blue</td>
<td>37.68%</td>
<td>18</td>
</tr>
<tr>
<td>Violet</td>
<td>15.94%</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.00%</td>
<td>52</td>
</tr>
</tbody>
</table>

#### 2. What was the first home you lived in as an adult? (Multiple Choice)

<table>
<thead>
<tr>
<th>Response</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Room at Parent's House</td>
<td>6.84%</td>
<td>3</td>
</tr>
<tr>
<td>Room at Grandma's House</td>
<td>4.17%</td>
<td>2</td>
</tr>
<tr>
<td>Apartment with Roommates</td>
<td>31.13%</td>
<td>15</td>
</tr>
<tr>
<td>Apartment Alone</td>
<td>51.85%</td>
<td>25</td>
</tr>
<tr>
<td>Purchased Home/Condo</td>
<td>11.66%</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.00%</td>
<td>51</td>
</tr>
</tbody>
</table>

#### 3. In which area in this map do you live or work? (Multiple Choice)

<table>
<thead>
<tr>
<th>Area</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>19.26%</td>
<td>15</td>
</tr>
<tr>
<td>2</td>
<td>10.53%</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>32.35%</td>
<td>26</td>
</tr>
<tr>
<td>4</td>
<td>23.46%</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>8.82%</td>
<td>7</td>
</tr>
<tr>
<td>Not Shown</td>
<td>5.88%</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.00%</td>
<td>80</td>
</tr>
</tbody>
</table>

#### 4. What is your age? (Multiple Choice)

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 18</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>18-34</td>
<td>6.94%</td>
<td>5</td>
</tr>
<tr>
<td>35-49</td>
<td>12.50%</td>
<td>10</td>
</tr>
<tr>
<td>50-65</td>
<td>37.50%</td>
<td>30</td>
</tr>
<tr>
<td>Over 65</td>
<td>43.06%</td>
<td>34</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.00%</td>
<td>71</td>
</tr>
</tbody>
</table>

#### 5. How many children under 18 are in your household? (Multiple Choice)

<table>
<thead>
<tr>
<th>Number</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>92.04%</td>
<td>75</td>
</tr>
<tr>
<td>1</td>
<td>4.30%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>2.80%</td>
<td>2</td>
</tr>
<tr>
<td>3 or more</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>100.00%</td>
<td>82</td>
</tr>
</tbody>
</table>
6. How many of your neighbors do you know? (Multiple Choice)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>2.86%</td>
<td>2</td>
</tr>
<tr>
<td>A Few</td>
<td>42.86%</td>
<td>30</td>
</tr>
<tr>
<td>Any</td>
<td>27.14%</td>
<td>19</td>
</tr>
<tr>
<td>Most</td>
<td>27.14%</td>
<td>19</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>70</td>
</tr>
</tbody>
</table>

7. Where are you most likely to volunteer for a 3-hour period on a day off? (Multiple Choice)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enter answer text...</td>
<td>8.57%</td>
<td>6</td>
</tr>
<tr>
<td>Enter answer text...</td>
<td>64.29%</td>
<td>45</td>
</tr>
<tr>
<td>Enter answer text...</td>
<td>22.86%</td>
<td>16</td>
</tr>
<tr>
<td>Enter answer text...</td>
<td>4.29%</td>
<td>3</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>70</td>
</tr>
</tbody>
</table>

8. Is Bevo Mill the perceived center of the community? Select all that apply (Multiple Choice - Multiple Response)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Today</td>
<td>28.57%</td>
<td>42</td>
</tr>
<tr>
<td>In 10 years</td>
<td>27.21%</td>
<td>40</td>
</tr>
<tr>
<td>In 20 years</td>
<td>20.41%</td>
<td>30</td>
</tr>
<tr>
<td>In 30 years</td>
<td>23.81%</td>
<td>35</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>147</td>
</tr>
</tbody>
</table>

9. Who is Bevo for? (Multiple Choice - Multiple Response)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>People who live here already</td>
<td>16.85%</td>
<td>30</td>
</tr>
<tr>
<td>People who live here already and no one else</td>
<td>0.56%</td>
<td>1</td>
</tr>
<tr>
<td>Families with school-age children</td>
<td>11.24%</td>
<td>20</td>
</tr>
<tr>
<td>People who cannot afford to live elsewhere</td>
<td>6.74%</td>
<td>12</td>
</tr>
<tr>
<td>People that may arrive here (immigrants etc.)</td>
<td>13.48%</td>
<td>24</td>
</tr>
<tr>
<td>People willing to build new infill buildings</td>
<td>7.87%</td>
<td>14</td>
</tr>
<tr>
<td>People aging in place</td>
<td>12.92%</td>
<td>23</td>
</tr>
<tr>
<td>Everyone</td>
<td>30.34%</td>
<td>54</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>178</td>
</tr>
</tbody>
</table>

10. The storefronts along Gravois are 30%+ vacant and “blighting” the Bevo neighborhood. What should be done about it? (Multiple Choice - Multiple Response)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a spreadsheet of all vacant properties</td>
<td>9.97%</td>
<td>33</td>
</tr>
<tr>
<td>Offer reduced rents to attract startups</td>
<td>7.25%</td>
<td>24</td>
</tr>
<tr>
<td>Add twinkle lights to building cornice (like South Grand)</td>
<td>9.97%</td>
<td>33</td>
</tr>
<tr>
<td>Educate landlords on the effect their vacancies are having</td>
<td>10.88%</td>
<td>36</td>
</tr>
<tr>
<td>Increase code enforcement</td>
<td>11.18%</td>
<td>37</td>
</tr>
<tr>
<td>Approach businesses in other areas about locating in Bevo</td>
<td>12.08%</td>
<td>40</td>
</tr>
<tr>
<td>For-rent signs with rent rate and phone number in window</td>
<td>7.85%</td>
<td>26</td>
</tr>
<tr>
<td>Temporary creative art displays</td>
<td>10.88%</td>
<td>36</td>
</tr>
<tr>
<td>Start a business and move into a storefront</td>
<td>9.06%</td>
<td>30</td>
</tr>
<tr>
<td>Sidewalk dining</td>
<td>10.88%</td>
<td>36</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>331</td>
</tr>
</tbody>
</table>

11. Review these possible uses along Gravois. Are there any you would disagree with? (Multiple Choice - Multiple Response)

<table>
<thead>
<tr>
<th>Responses</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coffee shop</td>
<td>2.88%</td>
<td>3</td>
</tr>
<tr>
<td>Silken cheese</td>
<td>8.57%</td>
<td>11</td>
</tr>
<tr>
<td>Liqueur bar</td>
<td>0.56%</td>
<td>1</td>
</tr>
<tr>
<td>Crosswalk center</td>
<td>8.57%</td>
<td>11</td>
</tr>
<tr>
<td>Crosswalk center - farmers market</td>
<td>11.18%</td>
<td>16</td>
</tr>
<tr>
<td>Yoga studio</td>
<td>7.25%</td>
<td>10</td>
</tr>
<tr>
<td>Community garden</td>
<td>12.08%</td>
<td>18</td>
</tr>
<tr>
<td>Community garden - event space</td>
<td>9.97%</td>
<td>14</td>
</tr>
<tr>
<td>Streetlevel co-working space</td>
<td>10.88%</td>
<td>16</td>
</tr>
<tr>
<td>Totals</td>
<td>100%</td>
<td>104</td>
</tr>
</tbody>
</table>
BEVO GREAT STREETS
PROJECT
Fostering a prosperous Gravois that activates a healthy and welcoming BEVO FOR ALL

CHARRETTE WEEK!
The Bevo Great Streets design charrette was held from March 19th to the 22nd. For the charrette, the project team developed design concepts for traffic calming, parks and landscaping, marketing and more in order to respond to the vision for Bevo expressed by the community. The purpose of the charrette was to explore and further refine these ideas with immediate feedback from stakeholders. From a pop-up studio space at the Bosnian Chamber of Commerce, charrette activities included scheduled meetings with business owners, artists, and transportation experts and open studio hours where the public could drop by to visit with the design team while they worked. A separate event at Oak Hill Elementary gave the project team the opportunity to talk to local parents and kids about Bevo’s future (more playgrounds please!). Finally, two community meetings - both well attended - marked the beginning and end of the charrette, collecting valuable input on design options that narrowed as the week progressed. Thanks to all who joined us!

Where should we invest first or most?
To implement the plan effectively, implementation actions will need to be prioritized. Higher priority items will be recommended early on; lower ranking priorities will be planned further out. Community workshop attendees were asked to prioritize implementation strategies two ways: by location and by issue.

PRIORITIZING ISSUES
Through previous community conversations and research by the project team, six critical neighborhood issues were identified. Community workshop attendees ranked the importance of these issues.

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>STRATEGY</th>
<th>IMPORTANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobility</td>
<td>Create a more pedestrian friendly Gravois</td>
<td>5 5 5 5 5 5</td>
</tr>
<tr>
<td>Vacant Storefronts</td>
<td>Attract more businesses, seek combinations that complement each other</td>
<td>4 4 4 4</td>
</tr>
<tr>
<td>Lighting and Security</td>
<td>Maximize perceived &amp; actual safety</td>
<td>4 4 4 4</td>
</tr>
<tr>
<td>Open Space and Parks</td>
<td>Provide different types of open space, no more than a 5 minute walk away</td>
<td>4 4 4 4</td>
</tr>
<tr>
<td>Local Stormwater</td>
<td>Reduce runoff block by block</td>
<td>4 4 4 4</td>
</tr>
<tr>
<td>Regional Stormwater</td>
<td>Reduce runoff with a neighborhood stormwater park</td>
<td>4 4 4 4</td>
</tr>
</tbody>
</table>

Note: Rankings have been translated into associated levels of importance for documentation purposes.


PRIORITIZING DISTRICTS
For planning purposes, the project area has been broken into five districts. Taken as a whole, community workshop attendees ranked Bevo districts in the following order:

1. STREETSCAPE (Applies to ALL Districts)
   Add features like planters, landscaping, and continuous sidewalks.

2. BOWTIE
   Build on Bevo Mill, create a great public space where people can gather.

3. LOWER VIADUCT
   Make the viaduct safe for pedestrians.

4. CHIPPEWA/GRAVOIS
   Enhance signage and beautification to create an attractive and welcoming entrance to Bevo from the north.

5. UPPER VIADUCT
   Maximize economic development.

6. CHRISTY
   Strengthen connections to Great Rivers Greenway Trail.

Next Steps
Based on feedback from the charrette, the design team is developing a draft plan with recommendations for implementation by Bevo residents, businesses and organizations. The plan will be reviewed at the April 16 community workshop. Please join us!

TUESDAY
6:00 - 8:00 PM
16 APRIL
ST. JOHN THE BAPTIST CATHOLIC CHURCH
4200 Delor Street
Dinner available at 5:30 p.m.

Questions or Comments? Contact Beth Quindry, 314.497.3126 and beth@shockeyconsulting.com

www.BevoGreatStreets.com

For full documentation of the public meeting, including the presentation offered by the project team and all public input, please see the Public Meetings page of our website.
Welcome!

Who do we have the honor of speaking to?

NEIGHBORHOOD DEMOGRAPHICS
How do you compare?

37 MEDIAN AGE
$40K MEDIAN INCOME
1/5 FAMILIES WITH CHILDREN
19 CULTURAL EVENTS

WORKSHOP #1
February 13, 2019

HOW PEOPLE DESCRIBE FUTURE BEVO
February 13, 2019

A prosperous Gravois that activates a healthy and welcoming Bevo for All.

DRAFT VISION STATEMENT

SWOT RESULTS
February 13, 2019

Strengths
- Access to Healthcare
- Professional Development
- Arts
- Beauty
- Cultural Events

Weaknesses
- Public Green Space
- Empty Storefronts
- High Rent
- Access to Healthy Food
- Lack of Transportation

Opportunities
- Access to Healthcare
- Professional Development
- Arts
- Beauty
- Cultural Events

Threats
- Public Green Space
- Empty Storefronts
- High Rent
- Access to Healthy Food
- Lack of Transportation

DRAFT VISION STATEMENT

A prosperous Gravois that activates a healthy and welcoming Bevo for All.

TRANSLATING VISION INTO PRIORITIES

PLACES
Prosperity
Health + Wellbeing
Connectivity
Living Infrastructure
Resilience

E.C. REPORT AND MARKET STUDY
REVEAL OPPORTUNITIES

PROJECT UPDATE

WPG
### EXISTING CONDITIONS REPORT

#### Key Take-Aways

- **EXISTING CONDITIONS REPORT**
- **MARKET & LAND USE ANALYSIS**

### FILLING VACANT STOREFRONTS

#### Retail Demand

Oversupply of retail space relative to resident-driven retail demand.

- **15K SF** leased space available
- **145K SF** available for leasing

### OWNER AFFORDABILITY BY PRODUCT PRICING

Current study area neighborhood residents

<table>
<thead>
<tr>
<th>Product Type</th>
<th>Affordability</th>
<th>Median Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office Suites</td>
<td>Supportable</td>
<td>$90k-$110k</td>
</tr>
<tr>
<td>Retail Stores</td>
<td>Supportable</td>
<td>$80k-$90k</td>
</tr>
<tr>
<td>Entertainment</td>
<td>Supportable</td>
<td>$150k-$190k</td>
</tr>
<tr>
<td>Office Suites</td>
<td>Supportable</td>
<td>$190k-$240k</td>
</tr>
<tr>
<td>Retail Stores</td>
<td>Supportable</td>
<td>$240k-$330k</td>
</tr>
<tr>
<td>Office Suites</td>
<td>Supportable</td>
<td>$330k-$490k</td>
</tr>
<tr>
<td>Retail Stores</td>
<td>Supportable</td>
<td>$490k+</td>
</tr>
</tbody>
</table>

### HOUSING MARKET POTENTIAL

Matching products with market segments over 10-15 years

- **Townhome & **
- **Market Rate**
- **Affordable Family**
- **Affordable Studio**

### THE POTENTIAL TO ADD NEW HOUSING

#### Filing Storefronts

A broad range of potential uses

- 33 storefronts
- 43 outdated vacant storefronts

#### 15% Sales Premium in Walkable Places

Increasing walkability

Bevo Great Streets Detailed Plan June 2019
Neighborhood districts in St. Louis

CASE STUDIES

CURRENT GRAVOIS SALES PREMIUM?

EXPANDING TREE COVERAGE

Creating a unique place

EXTENDING THE WALKABLE LANDSCAPE

MANAGING CURB CUTS

FILLING THE PARKS GAP

WHAT PLANS CONTAIN AND HOW THEY GET IMPLEMENTED

PLANS

STRATEGIES

Adding parks & trees
Issues identified in the planning process

CHRISTY
Goal: Strengthen Connection to Christy Greenway Trail/Creek

CHRISTY BLVD ROAD DIET WITH BIKE LANE ON THE NEW GREENWAY
LOW MEDIUM HIGH

THE BEVO BOWTIE
Goal: Create a great public space with a sense of enclosure

STRENGTHENING THE CONNECTION TO CHRISTY

DAYLIGHTING OF STREAMS
Before & After

HIGH IMPACT STRATEGIES

A SENSE OF ENCLOSURE
Street width to building height ratio

BUILD ON PARKING LOTS TO CREATE A “STREET WALL”
LOW MEDIUM HIGH

BUILD AN ICONIC BUILDING TO MIRROR BEVO MILL
LOW MEDIUM HIGH

IMPROVED SINGAGE & WAYFINDING FOR PEDESTRIANS & CYCLISTS
LOW MEDIUM HIGH

PARKING & TRAILHEAD WITHIN CHRISTY PARK
LOW MEDIUM HIGH

ADD STREET TREES, FURNITURE, & SIGNAGE IN THE RIGHT-OF-WAY
LOW MEDIUM HIGH

CHARTER OPENING WORKSHOP SLIDES - MARCH 19, 2019
CHARRETTE OPENING WORKSHOP SLIDES - MARCH 19, 2019

**TYPICAL BLOCK**
Create a high-value complete streetscape

**PLACE PLANTERS, BENCHES, & OTHER FURNISHINGS**
- Low

**CAR CRASHES & DRIVING SPEED**
67% of crashes are lethal at 37 MPH; 20% at 30 MPH

**CAR CRASHES & DRIVING SPEED**
Did you know a 37 MPH crash is more than 7x more severe than a 30 MPH crash?

**INSTALL SIDEWALK & LANDSCAPING ENHANCEMENTS**
- Low

**INSTALL STREET TREES IN INTENSIVE RAIN GARDENS**
- High

**ADD SIGNAGE TO DIRECT PEDESTRIANS AROUND THE VIADUCT**
- Low

**REOPEN & REFURBISH THE PEDESTRIAN WALKWAY**
- High

**LOWER GRAVOIS**
Make the area safe for pedestrians

**BUILD ELEVATED SIDEWALKS IN THE UNDERPASS**
- High

**UPPER GRAVOIS**
Maximize economic development

Any new housing types/choices that would be appropriate for Bevo?

A. Townhouses  B. Coach house/grocery flat  C. 2-unit triplex
D. 3-unit triplex  E. Courtyard buildings  F. 3-story multifamily

- 60% of crashes are lethal at 37 MPH; 20% at 30 MPH
- 30 mph = 20%
- 40 mph = 45%
- 30 37 40
- 60% of crashes are lethal at 37 MPH; 20% at 30 MPH
- Did you know a 37 MPH crash is more than 7x more severe than a 30 MPH crash?
**CHARRETTE OPENING WORKSHOP SLIDES - MARCH 19, 2019**

**Rezone to Promote Entertainment & Residential Uses**
- Low

**Rezone & Promote Parcel by Parcel Development**
- Low

**Add Signage, Banners, & Bevo Gateway Element**
- Low

**Adopt a Pedestrian-Friendly Code Overlay**
- Low

**Install Landscape to Beautify the Intersection**
- Medium

**Create Walkable Urbanism**
- Chippewa / Gravois

**Clear & Safe Pedestrian Crossings**
- Low

**Continuous Landscaped Medians**
- Medium

**Reduce Vacancies to 10% over one year**
- Vacant Buildings
Gravois needs an action plan

- **Vacancies, Not From Lack of Demand**
  - Gravois needs an action plan
  - Publish an online database of vacant buildings & parcels
    - Low
    - Medium
    - High

- **CID Actively Recruits New Businesses to Fill Vacancies**
  - CID Actively Recruits New Businesses to Fill Vacancies
  - "Curate" tenants to support one another
    - Low
    - Medium
    - High

- **Lighting & Security**
  - "Natural surveillance is more effective than police"
    - Eyes on the street
    - Natural surveillance is more effective than police
    - Reduce actual and perceived security concerns by 25% in 3 years

- **Open Space & Parks**
  - Can I walk to outdoor green space in 5 minutes?
    - Filling the Parks Gap
    - Install transparent windows for two-way visibility
    - Install security lights & cameras occasionally on Gravois
    - CID hires a private security service

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    - Low
    - Medium
    - High

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  - Can I walk to outdoor green space in 5 minutes?
    - Filling the Parks Gap
    - Install transparent windows for two-way visibility
    - Install security lights & cameras occasionally on Gravois
    - CID hires a private security service
BUILD STREET-TO-STREET THROUGH BLOCK PARK ON MULTIPLE LOTS

REDIRECT MORGANFORD TO CREATE A LARGE PUBLIC PLACE

INSTALL SURFACE-LEVEL PRAIRIE & RAINGARDENS

DAYLIGHT CHRISTY CREEK

REQUIRE THE DOWNSPOUTS ON PRIVATE LAND TO BE DISCONNECTED PERMANENTLY

PERMANENTLY DEVOTE SIDEWALK SPACE TO RAIN WATER INFILTRATION

VACANT LOTS AS PERMANENT BLOCK-SCALE BIORETENTION

BUILD A STORMWATER PARK AT KINGSHIGHWAY SHOPPING CENTER

NEXT STEPS & ADJOURN
CHARRETTE CLOSING WORKSHOP SLIDES - MARCH 12, 2019

WELCOME

PROJECT PROGRESS

RESEARCH AND ANALYSIS

WORKSHOP #1
February 13, 2019

DRAFT VISION STATEMENT

A prosperous Gravois that activates a healthy and welcoming Bevo for All.

CHARRETTE CLOSING WORKSHOP - AGENDA
March 22, 2019

- Progress to-date
- Charrette: Progress this week
- Design Scheme Frameworks
- Design Schemes
- Next Steps

BEVO DESIGN CHARRETTE

TUESDAY'S COMMUNITY MEETING
March 19, 2019

DIY DISTRICT LIGHTING
Tactical Honeymoon

Bevo Great Streets Detailed Plan, WPG
Chapter Five: Appendices
CHARRETTE CLOSING WORKSHOP SLIDES - MARCH 12, 2019

SWOT RESULTS
February 13, 2019

<table>
<thead>
<tr>
<th>STRENGTHS</th>
<th>March 19, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing that’s affordable</td>
<td>13</td>
</tr>
<tr>
<td>Diversity</td>
<td>10</td>
</tr>
<tr>
<td>Charitable Neighbors &amp; Businesses</td>
<td>10</td>
</tr>
<tr>
<td>The Bevo Mill</td>
<td>6</td>
</tr>
<tr>
<td>Strong Leadership</td>
<td>4</td>
</tr>
<tr>
<td>Transit/Bus Access</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>WEAKNESSES</th>
<th>March 19, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drivers not following traffic laws</td>
<td>19</td>
</tr>
<tr>
<td>Litter</td>
<td>13</td>
</tr>
<tr>
<td>Unsafe/Unattractive Viaduct</td>
<td>7</td>
</tr>
<tr>
<td>Poor sidewalk connections</td>
<td>3</td>
</tr>
<tr>
<td>Lack of safety</td>
<td>1</td>
</tr>
<tr>
<td>Business signage on Gravois</td>
<td>1</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>OPPORTUNITIES</th>
<th>March 19, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>A more appealing Gravois</td>
<td>14</td>
</tr>
<tr>
<td>Improved perception</td>
<td>11</td>
</tr>
<tr>
<td>Room for new businesses</td>
<td>9</td>
</tr>
<tr>
<td>Welcoming gateway signage</td>
<td>3</td>
</tr>
<tr>
<td>Housing is affordable</td>
<td>3</td>
</tr>
<tr>
<td>Playground with meeting area</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>THREATS</th>
<th>March 19, 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Absentee landlords</td>
<td>14</td>
</tr>
<tr>
<td>People spend money elsewhere</td>
<td>13</td>
</tr>
<tr>
<td>Lack of police presence/response</td>
<td>9</td>
</tr>
<tr>
<td>Lack of clear identity</td>
<td>6</td>
</tr>
<tr>
<td>Too many auto-oriented businesses</td>
<td>1</td>
</tr>
<tr>
<td>Displacement from rising prices</td>
<td>0</td>
</tr>
</tbody>
</table>

BUILDING BLOCK SURVEY
Geographic Areas

HOW AGGRESSIVE SHOULD THE PLAN BE?
THREE TIERs OF DESIGN

- ATTAINABLE
  - Three-tier strategy
  - Three-tier strategy
- SHORT-TERM
  - Three-tier strategy
  - Three-tier strategy
- MEDIUM-TERM
  - Three-tier strategy
  - Three-tier strategy

1. Mobility
2. Vacant Storefronts
3. Lighting & Security
4. Open Space & Parks
5. Local Stormwater
6. Regional Stormwater

GEOGRAPHIC PRIORITIES

PRIORITYs FOR THE TOPICS
March 19, 2019

1. Mobility
2. Vacant Storefronts
3. Lighting & Security
4. Open Space & Parks
5. Local Stormwater
6. Regional Stormwater
STORMWATER A PRIORITY?: NO

BUILD AN ICONIC BUILDING TO MIRROR BEVO MILL

REOPEN & REFURBISH THE PEDESTRIAN WALKWAY

CID HIRE A PRIVATE SECURITY SERVICE

REDIRECT MORGANFORD TO CREATE A LARGE PUBLIC PLAZE

INSTALL TRANSPARENT WINDOWS FOR TWO WAY VISIBILITY

GOAL: REDUCE RUNOFF BLOCK BY BLOCK

GOAL: REDUCE RUNOFF WITH A NEIGHBORHOOD STORMWATER PARK

THOUGHTS:

THOUGHTS:

GOAL PRIORITY:

GOAL PRIORITY:

INSTALL TRANSPARENT WINDOWS FOR TWO WAY VISIBILITY

Schemes & Final Plan Preparation

How Aggressive Should the Plan Be?

Three tiers of design

Schemes and Final Plan Preparation

Typical Streetscape

Framework for a Great Street

Street Design

Existing Condition

Traffic Calming – Option A

Bevo Great Streets Detailed Plan June 2019

Chapter Five: Appendices
TRAFFIC CALMING – OPTION B
BIKE LANES REMOVED – 30 MPH TRAFFIC (ESTIMATED)

EXISTING CONDITION
GRAVOS WITH BIKE LANES – 37 MPH TRAFFIC

TRAFFIC CALMING – OPTION B
BIKE LANES REMOVED – 30 MPH TRAFFIC (ESTIMATED)

TRAFFIC CALMING – OPTION A
GRAVOS WITH BIKE LANES – 35 MPH TRAFFIC (ESTIMATED)

TRAFFIC CALMING – OPTION B
BIKE LANES REMOVED – 30 MPH TRAFFIC (ESTIMATED)

TRAFFIC CALMING – OPTION A
GRAVOS WITH BIKE LANES – 35 MPH TRAFFIC

TRAFFIC CALMING – EXISTING
GRAVOS WITH BIKE LANES – 37 MPH TRAFFIC

TRAFFIC CALMING – OPTION A
BIKE LANES REMOVED – 30 MPH TRAFFIC (ESTIMATED)

BOWTIE CONNECTIVITY DEEP DIVE
Why Do Cars Move and People Stand Still?

BOWTIE CONNECTIVITY DEEP DIVE
Adding Three New Crossings

BOWTIE CONNECTIVITY DEEP DIVE
Make Both Pedestrians and Cars Feel Safe

BOWTIE CONNECTIVITY DEEP DIVE
Creating the Connected Streets

THE BOWTIE:
THE HEART OF BEVO
1. Would you prefer to close Delor and improve the view of Bevo Mill or have five more crosswalks at the Bowtie Intersection?
NEW NEIGHBORHOOD STREETS
Adding connectivity by breaking up block structure.

NEED FOR A NEW STREET
Connecting to isolated parcels.

BRING THE VIADUCT TO GRADE
Option #4

REMOVE THE VIADUCT BRIDGES
Option #2

BUILD INFILL DEVELOPMENT
Open space & additional land.

FILL THE VIADUCT
Proposed new streets & parks not affected.

AT-GRADE CROSSING ON GRAVOIS
Improves economic feasibility of all adjacent parcels.

FRAMEWORK FOR A GREAT STREET
OPEN SPACE & PARKS

EXISTING PARKS – 5 minute walk radius
Joseph R. Leisure
Christy Park
Morganford Skate Garden
Amberg Park

EXISTING PARKS – 10 minute walk radius
Joseph R. Leisure
Christy Park
Morganford Skate Garden
Amberg Park

EXISTING PARKS – Amenities
On-street Bike Lanes
Public Art
Soft Surfaces
Street Furniture
Tourism
Community Garden
Gazebo
Skatepark
On-street Bike Lanes
Gazebo
Soft Surfaces
Public Art
Community Garden
Tourism
Street Furniture
Skatepark

OPEN SPACE & PARKS

BEVO GREAT STREETS DETAILED PLAN - WPG
Chapter Five: Appendices
CHARRETTE CLOSING WORKSHOP SLIDES - MARCH 12, 2019

PARKS OPPORTUNITIES – Amenities

- Seating
- Dog Park
- Playground with Meeting Space
- Exercise Equipment
- Community/Picnic Pavilions
- BBQ
- Sand Volleyball
- Basketball
- Nogomet (Soccer)
- Public Art
- Graffiti Wall
- Free Speech Zone / Expression Zone
- Washers Boxes
- Ninja Warrior Course
- Table Games (Chess)
- Splash Pad
- Trash Cans
- Tot lot

EXISTING PARKS – The Parks Desert

- What would it take to diminish the park desert?

OPEN SPACE – SEBILJ MEMORIAL PARK

- Attainable
- Stretch
- Longshot

PARKS DESERT + VACANT PARCELS

- Vacant Parcels
- Parks
- Skatepark
- Sebilj Memorial

SEBILJ MEMORIAL AT THE BOWTIE

- Sebilj Memorial + the public parking lot are currently acting as a park...festivals, BBQ, etc.
- Should they become a park?

OPEN SPACE – SEBILJ MEMORIAL PARK

- Attainable
- Stretch
- Longshot

OPEN SPACE – SMALL SCALE

- Attainable
- Stretch
- Longshot

VACANT PARCELS – Three Scales

- Single-Home Parcel
- Bigger/Corner Parcel
- Collection of Parcels

PARKS DESERT + KEY VACANT PARCELS

- What would it take to diminish the park desert?

OPEN SPACE – SMALL SCALE

- Attainable
- Stretch
- Longshot
OPEN SPACE – SMALL SCALE

Would you favor public use of single vacant parcels throughout the Bevo neighborhood?

OPEN SPACE – MEDIUM SCALE

Would a stretch solution on a medium parcel serve your park needs?

OPEN SPACE – LARGE SCALE

Do you foresee phasable implementation as a viable approach to a large scale park?

SAVINGS PLAN

Open Space

Attainable: Stretch

and/or Stretch/Longshot

and/or Stretch/Longshot

PHASE II

PHASE III
LEADERSHIP PARTIES

THANK YOU!
SEE YOU IN APRIL
What do you think?

Is it important to have a dedicated bike lane on Gravois?
A. Very important
B. Somewhat important
C. Not important
D. Don’t care

Option A: Is it better to retain the existing bike lanes and sidewalk widths, and achieve a slight reduction in traffic speeds on Gravois OR
Option B: Is it better to remove the bike lanes on Gravois in exchange for wider sidewalks and 30 MPH traffic?
A. Option A
B. Option B

Is it important to define the space of the “Bowtie” with a “backstop building?”
A. Very important
B. Somewhat important
C. Not important
D. Don’t care

Option A: Is it better to retain the existing bike lanes and sidewalk widths, and achieve a slight reduction in traffic speeds on Gravois OR
Option B: Is it better to remove the bike lanes on Gravois in exchange for wider sidewalks and 30 MPH traffic?
A. Option A
B. Option B

Is it important to define the space of the “Bowtie” with a “backstop building?”
A. Very important
B. Somewhat important
C. Not important
D. Don’t care

Is it a good idea to place a small commercial building (envisioned as a glassy coffee shop pavilion) at the north tip of the Sebilj Park?
A. Yes
B. No

Is it a good idea to place a small commercial building (envisioned as a glassy coffee shop pavilion) at the north tip of the Sebilj Park?
A. Yes
B. No
The fourth community workshop for the Bevo Great Streets Project was held on Tuesday, April 16 at St. John the Baptist Catholic Church. 58 people came including many repeat visitors to Bevo Great Streets Project meetings. Thanks to everyone who attended, especially those joining us for the first time.

For a full listing of keypad polling questions, see the public meetings page of our website.

The project’s market study and feedback from residents indicates the need for a greater variety of housing in BEVO. Revising current zoning that limits types of housing allowed in Bevo is one possible strategy for attracting new residents. Two polling questions gauged attendees’ interest in two specific changes that would increase multi-family housing opportunities.

• 62% of attendees did not want zoning to be changed to allow duplexes, 2-flats, or 4-flats.

• Reaction to zoning changes that would allow garage units/granny flats was mixed. 49% of attendees said yes, 45% said no.

Revising public comments and conversations with local stakeholders, design goals for Gravois include:

• creating a safe and rewarding pedestrian environment,
• fostering a low-stress bicycle experience,
• supporting outdoor commercial sidewalks, dining, and
• maintaining adequate on-street parking.

Balancing design goals
At the meeting, the project team explored ideas to expand sidewalks and lower traffic speeds on Gravois through changes to the existing bike lane and the use of parked cars to narrow the street and slow traffic.

PARKING
During the planning process, concerns about the availability of parking have been raised. Several keypad polling questions asked about parking availability in Bevo to inform the project team’s recommendations.

• 60% of attendees did not think there is a shortage of parking in Bevo on an everyday basis.

• 47% indicated there is a shortage of parking in Bevo during special events.

• When asked where parking was most difficult to find, the area around the Gravois/Morganford intersection, from Eichelberger to Gannett, was cited by the most attendees.

Recommendations for parking will be included in the draft plan. Examples of baseline recommendations are below; an expanded set of recommendations can be found on the public meetings page of our website.

WHO WILL IMPLEMENT THE PLAN?
Implementation will require coordinated effort and ongoing commitment by leaders in Bevo including elected officials, the Better Bevo Now Neighborhood Association, the Bevo Community Improvement District, the City of St. Louis and others. These leaders have committed to specific actions to implement the Plan; documentation in a written agreement called the Declaration of Cooperation. The Declaration also commits them to continue working together as a group to move the Plan forward.

Through keypad polling, meeting attendees were asked whether bikes should be routed along Gravois or Morganford south of Delor – with the explanation that moving cyclists to Morganford would create space for expanded sidewalks south of Delor. 79% voted that bikes should be routed to Morganford south of Delor.

Final meeting update. Since the public meeting, several conversations have taken place between the project team and concerned stakeholders, resulting in an updated street design. The modified design, shown below, honors the community’s desire for expanded sidewalks and slower traffic and meets the needs of cyclists who prefer keeping a continuous bike facility on Gravois.

Who will implement the Plan?
Implementation will require coordinated effort and ongoing commitment by leaders in Bevo including elected officials, the Better Bevo Now Neighborhood Association, the Bevo Community Improvement District, the City of St. Louis and others. These leaders have committed to specific actions to implement the Plan; documented in a written agreement called the Declaration of Cooperation. The Declaration also commits them to continue working together as a group to move the Plan forward.
WORKSHOP RESULTS - APRIL 16, 2019

MAP COMMENTS

POCKET PARKS
Filling the parks desert with parks on vacant lots in the neighborhood

NEW RESIDENTIAL BLOCKS
Places for new development on undeveloped land

STREETSCAPE OPTIONS
Outdoor dining

MAP COMMENTS

SEBILJ MEMORIAL PARK
"Enhanced" Scheme: Landscaping improvements and glassy pavilion
MAP COMMENTS

DELORE HAIRPIN
Public plaza in front of the iconic Bevo Mill

VIADUCT
Pedestrian underpass, elevated next to automobile traffic

Can we do this?!

CLOSE DELOR IS FINE

Don’t need helppin

Nothing is worth closing Delor

Closing will cause added traffic

60 of 1, half doza of 2, etc

LETS OR PRINTS... SAME DEL
MAP COMMENTS

4/16/19 COMMENT CARDS

Comments about tonight’s meeting (4-16-19)
In the comments there is an overall positivity for the project, with some helpful constructive comments for bettering our work, and some project suggestions.

• Keep it shorter
• Give people the opportunity to move in the middle of meetings
• Leave a list of the area as is in Bevo
• New paint on Bevo Mill
• We live in the bowtie- any improvements are welcome. Tired of dirty sidewalks and bars
• A lot of good ideas
• Some of it needs a lot of thought and an opportunity to step away to think about pros and cons
• Really love the ideas overall
• For meeting announcements, it would be great to know the meeting topic beforehand- unlike people with topics
• Pedestrian route at bridge on west side is old and closed- can we open that up?
• Super skeptical about the project- not accessible to everyone- i.e. low-income refugees/immigrants
• Great presentation
• Encouraging
• Appreciate the efforts to make this meeting about the people who live and love Bevo
• Great ideas and plans
• Mr. X’s Pizza is better than Imos

Comments about the Bevo Great Streets Project overall
Comments in this section include a lot of suggestions for the project. Common subjects include biking, the viaduct, retail and restaurant spaces, the park space, and the refugee/immigrant population.

• We want to make sure the improvements don’t drive out our international and low resource neighbors
• Prefer BEVO to LOVE as logo
• Talked to Miriam a couple of times- thankful for her engagement and conversation
• What resources or advocacy is being provided to lower income families as plans are implemented? Those people may be pushed out
• What will be done to engage and cultivate diversity?
• How can we avoid gentrification?
• Is there a way to engage the neighborhood more when dealing with project details
• How can neighborhood take ownership of the changes and details of the project? Murals, art done by kids in the neighborhood (i.e. Long middle school), Coffee shop run by refugees/immigrants from Oasis
• The idea of adding the whirl’s on the underpass walls is good and would present graffiti?
• Those that don’t ride bikes don’t understand the danger routina Morganford does not enhance safety in that zone. Morganford can be dangerous as is for those who ride bikes
• Extending the 2-way bike track would keep both cyclists and drivers safe with less interaction
• I liked most of the ideas- The cycle track/ elevated walkway at viaduct, a new multi-story building on bank lot but in front of QT?
• Liked the park area across from these (bank and Viaduct)
• Thank you for the great ideas
• Idea of having new buildings is great but retail spaces are often left vacant and are unkempt
• Too many bars and vacant areas
• The visual sign is a good idea but leave it at BEVO. We are Bevo. BEVELOVE is hokey and dumb
• Don’t block Delor
• Coffee shops already exist
• Expensive- where is the money coming from
• Seems the presenter does not show the neighborhood
• At Gracie and Morganford, extend the existing park 20 feet into the parking lot
• Leave the park
• Don’t add new buildings
• Have a small open-air pavilion next to parking lot with passage in from parking lot to park
• Coffee shops already exist across the street from park space
• Do not remove bikes from Gracie. What about people who use this to commute to work from neighborhoods further south and west? That decision would affect them heavily and there aren’t any parallel options. They need to be included in a decision to remove Gracie as a biking option
KEYPAD POLLING RESULTS

WHICH VERSION OF THE BOWTIE DO YOU PREFER?

<table>
<thead>
<tr>
<th>RESPONSES</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
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<td>B</td>
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<td>C</td>
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<td>TOTALS</td>
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STREETSCAPE

Should zoning in Bevo be changed to allow by-right duplexes, 2-flats, 4-flats, etc.?

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<th>Percent</th>
<th>Count</th>
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<tr>
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<td>4</td>
</tr>
<tr>
<td>TOTALS</td>
<td>100%</td>
<td>47</td>
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</table>

Should zoning in Bevo be changed to allow garage units/granny flats, alley flats?

<table>
<thead>
<tr>
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<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
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<td>23</td>
</tr>
<tr>
<td>NO</td>
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</tr>
<tr>
<td>TOTALS</td>
<td>100%</td>
<td>47</td>
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</tbody>
</table>

Do you think there is a shortage of parking in Bevo on an everyday basis (excluding special events)?

<table>
<thead>
<tr>
<th>RESPONSES</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
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<td>26.92%</td>
<td>14</td>
</tr>
<tr>
<td>NO</td>
<td>69.23%</td>
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</tr>
<tr>
<td>TOTALS</td>
<td>100%</td>
<td>52</td>
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</table>

Do you think there is a shortage of parking in Bevo during special events?

<table>
<thead>
<tr>
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<th>Percent</th>
<th>Count</th>
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<tbody>
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<td>45.10%</td>
<td>23</td>
</tr>
<tr>
<td>NO</td>
<td>37.25%</td>
<td>19</td>
</tr>
<tr>
<td>NOT SURE</td>
<td>17.65%</td>
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<td>51</td>
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</table>

In which of these zones is parking hardest to find during special events?

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<th>Count</th>
</tr>
</thead>
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<td>4</td>
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<td>3</td>
<td>20.93%</td>
<td>9</td>
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<td>4</td>
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<td>5</td>
<td>13.95%</td>
<td>6</td>
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<td>6</td>
<td>11.63%</td>
<td>5</td>
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<tr>
<td>7</td>
<td>2.33%</td>
<td>1</td>
</tr>
<tr>
<td>8</td>
<td>9.30%</td>
<td>4</td>
</tr>
<tr>
<td>TOTALS</td>
<td>100%</td>
<td>43</td>
</tr>
</tbody>
</table>

South of Delor, should bikes be routed along Gravois or Morganford?

<table>
<thead>
<tr>
<th>RESPONSES</th>
<th>Percent</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>GRAVOIS</td>
<td>45.52%</td>
<td>13</td>
</tr>
<tr>
<td>MORGANFORD</td>
<td>54.47%</td>
<td>40</td>
</tr>
<tr>
<td>TOTALS</td>
<td>100%</td>
<td>53</td>
</tr>
</tbody>
</table>
OPEN HOUSE SUMMARY - JUNE 25, 2019

Bevo Great Streets Detailed Plan, June 2019

Chapter Five: Appendices

Bevo Great Streets Plan
Final Community Workshop Summary

Plan receives strong community support

The last Bevo Great Streets meeting, held on Tuesday, June 25th, was attended by over 50 community members and leaders. The purpose of the meeting was to present the draft Plan and receive community comments. Prior to the meeting, an earlier draft was reviewed by the Steering Committee, a group made up of local leaders overseeing the Plan’s development and also available online.

Plan recommendations include near, mid and long-range actions to reduce vacancies, reduce speeds on Gravois, and make the corridor a welcoming and inviting place for not only cars but pedestrians, sidewalk dining, bikes, and more. The full meeting presentation and the complete draft plan with all recommendations are available on the project website, www.bevogreatstreets.com.

At the conclusion of the meeting, by show of hands, attendees indicated overall support for the Plan’s recommendations. Attendees were also asked to sign a declaration of community commitment to indicate their ongoing support for Plan implementation.

Feedback from attendees was collected in two ways: a question and answer session following the presentation and a written comment form. Discussion items during the meeting included clarification regarding removal of the left-hand turn lane along parts of Gravois, the revised long-term recommendation for bikes on Gravois, and excitement about the anticipated development of a senior living facility on the Midwest Bank site. Written comments echoed these issues.

Comments from the public meeting will be considered and final adjustments made to the Plan this month (June). At that point, the consultants’ work is done and implementation is up to the residents, businesses, and leaders in Bevo. During the planning process, the project team identified key organizations and individuals that could carry the Plan’s recommendations forward. This result was a signed document called a Declaration of Cooperation that outlines specific responsibilities for the newly formed Partnership Group. Highlights include:

- The Bevo Community Improvement District (CID) will serve as the backbone organization. They will convene meetings of the Partnership Group and be the lead entity in moving the Plan forward, providing dedicated staff to the effort. They will pursue a 1% sales tax in order to increase their Executive Director position from part-time to full-time status.
- Better Bevo Now Neighborhood Association pledged to promote artistic expression and local artists, redevelop a vacant lot to a pocket park, and monitor progress of the Plan according to the metrics defined in the document.
- Alderwomen Carol Howard and Beth Murphy committed financial support for the plan, each contributing a minimum of $15,000 annually while they are in office.
- The City of St. Louis, Missouri Department of Transportation, and East West Gateway Council of Governments are also part of the Declaration, stating their ongoing willingness to provide technical support.

Congratulations and thank you to these leaders who have stepped up to implement the Bevo Great Streets Plan!

Thank you Bevo

We’ve said it before but we’ll say it again. The project team loved working in Bevo – you are a community with a big heart and willing hands and we are excited to see what you are going to do next. We’ll be watching! Thank you for sharing your ideas, your concerns and your vision with us over the past several months. We are honored.

The project team strongly believes that the key to implementation is ongoing cooperation among your leaders backed by community support – all demonstrated through the planning process. We’re optimistic about your future!

Hand off to the community

We said it before but we’ll say it again. The project team loved working in Bevo – you are a community with a big heart and willing hands and we are excited to see what you are going to do next. We’ll be watching! Thank you for sharing your ideas, your concerns and your vision with us over the past several months. We are honored.

The project team strongly believes that the key to implementation is ongoing cooperation among your leaders backed by community support – all demonstrated through the planning process. We’re optimistic about your future!
OPEN HOUSE SLIDES - JUNE 25, 2019

OPEN HOUSE - AGENDA
June 25, 2019

• Plan Overview
• Signing Ceremony
• Open House
• LOVE Letters
• Pub Crawl

WELCOME

welcoming

dobrodošli

Bienvenido

chào mừng

WORKSHOP #1
February 13, 2019

CHARRETTE COMMUNITY MEETINGS
March 19 and 22, 2019
WHAT ARE THE ELEMENTS OF THE PLAN?

A prosperous Gravois that activates a healthy and welcoming Bevo for All.

VISION STATEMENT

FRAMEWORK FOR A GREAT STREET
A DISTINCT “IDENTITY” FOR EACH AREA
OPEN HOUSE SLIDES - JUNE 25, 2019

WOODLAND WET SAVANNA

A transition area between woodland and prairie that is interspersed by trees and very few shrubs with gentle slopes and moderately well-drained soils.

DRY SAVANNA

A transition area next to prairies that is interspersed by trees and very few shrubs with shallow soil that rapidly drains.

Riparian corridor characterized by large tree cover and periodically flooded alluvial soils.

A DISTINCT “ECOLOGY” FOR EACH AREA

ENVIRONMENTAL DISTRICTS

A DISTINCT “ECOLOGY” FOR EACH AREA

Bevo Great Streets Detailed Plan, WPG

Chapter Five: Appendices
**OPEN HOUSE SLIDES - JUNE 25, 2019**

**HOW WILL THE PLAN HAPPEN OVER TIME?**

**1-5 YEARS**
- Fill vacancies
- Tinted windows
- Cornice lights
- Mow to Own

**6-10 YEARS**
- Fill vacancies
- Tinted windows
- Cornice lights
- Mow to Own

**10-20 YEARS**
- Fill vacancies
- Tinted windows
- Cornice lights
- Mow to Own

**WHEN DOES IMPLEMENTATION START?**

**TACTICAL INSTALLATIONS**

**FRAMEWORK FOR A GREAT STREET**

**SETTING THE STAGE**

1-5 YEARS
- TACTICAL INSTALLATIONS
- TACTICAL INSTALLATIONS
1% SALES TAX

PUB CRAWL!

WHO HERE SUPPORTS THE PLAN?

A COMMITMENT TO BEVO

THANK YOU BEVO!
OPEN HOUSE RESULTS - JUNE 25, 2019

Workshop 4 Meeting Q&A

Q. Delor improvements?
A. Closing Delor was a problem for fire trucks. It was also expensive. We prioritized more crosswalks over Gravois.

Q. Gravois is a major thoroughfare, isn’t the loss of the left turn lane a problem? What about a fire truck/emergency vehicle?
A. We left the intersections as they are with their left turn lanes. There are a couple other locations where we left them too. We don’t anticipate a major impact on traffic capacity. Fire chief was also on board. Important to keep in mind: these are conceptual plans, to build these changes there will be a design process with detailed engineering. If you look at other regional examples of reducing lanes (Kirkwood Road, Manchester Road in Maplewood)…we’re trying to keep a balance – minimal impact to traffic flow, handles capacity when needed, helps businesses, increases safety and comfort for cyclists and pedestrians.

Q. Bike lane moved to Christy?
A. Leaving it on Gravois, also on Christy.

Q. Where is the senior citizen 4 story building going to be located?
A. Midwest Bank building.

Q. Is it a done deal that it is happening (the senior citizen building)?
A. Sean Spencer with Tower Grove Neighborhoods Community Development Corporation, the developer for the site, reported that he was very optimistic and things are moving forward. Currently in the process of securing funding.

Q. Is the bank building coming down?
A. Yes, it would come down. Replaced with a new building, 15,000 square feet of commercial space. And a second space also.

Q. (to Sean about Midwest Bank Building): Will there be covered parking?
A. Open parking but there will be a pavilion with shelter on some parking.

Q. Bike lane on Morganford…what happened to that?
A. Unprotected facility (no buffer) is not preferred by the Gateway Bike Plan as it has evolved. Heard from cyclists – the continuity of bike facilities on Gravois is related to safety as well as efficiency (not adding extra travel distance); we took a hard look at the space allocation on the street. We landed in a better place. There are recommendations in the plan to put a bike lane on Morganford should the community decide in the future to do that.

Q. Is there enough space for trucks to drop off supplies to businesses?
A. Yes, if there aren’t any parked cars, there is enough space for semi-trucks to load/unload supplies to local businesses.

Workshop 4 Final Meeting Comments

What do you like in the Plan? What are you most excited about?

- I think it’s a great plan overall
- Redistribution of Gravois is safer
- More pedestrian friendly
- Excited to see more life in the neighborhood, to see it thriving like it had
- Plans done by Christy look good
- Pedestrian walk at RR overpass
- I’m excited about lighting improving the walkability of the neighborhood
- I hope people realize hitching on the success or failure of one building is not good
- I’m most excited about the widening of the sidewalks.
- I also like the idea of the backstop building. My only question of course is who should we market that idea to as a development opportunity?
- Iron railings
- Viaduct artwork
- Cleaning up the area
- Lighting x2
- A vision of a prosperous Gravois
- Street, Lights, Extensions
- Sense of Center in Bowtie and shape of building
- Looks good-safer
- Larger sidewalks

What don’t you like? What would you add or change?

- Don’t see anything you could fix, add, or change. Unless you could get the funding now and get started
- No tall buildings
- Expensive x2
- Traffic tie ups-possible accidents
- Already empty space along Gravois-Infill those
- Plan to narrow street has a lot of bad aspects
- More attention needs to be applied to Morganford. Especially at MoFo/Gravois/Delor intersection (Morganford focus). I would add a reorganization of the Morganford/Gravois/Delor intersection that would still include the Delor connection in front of the Bevo Mill (Delor focus)
- Good ideas, but what is Bevo getting for the cost of this plan?
- Sales tax (no)
OPEN HOUSE RESULTS - JUNE 25, 2019

- Bevo Love - not the LOVE logo on each end
- Renovation of midcentury buildings in "bars and cars" entry - for a more pedestrian feel - in reality it's a family area with parks, schools, daycare, and church right there! Bars need to move down toward the Mill-Bowtie Area.
- We should really allow duplex and 4-plex buildings in one area - they were a part of the original zoning & most South City neighborhoods have them.
- Where does the money come from for all of this? This all sounds good but the cost.
In 2030, Bevo will be...
- Discovered!
- Bustling
- Outstanding
- The New Hot Spot
- More Sustainable
- Full of Local Shops and Restaurants
- The #1 Vacay Spot in the Lou
- My new home?

We love...
- Community gardens
- Little lending libraries
- Chill atmosphere
- Bosnian population – keep them here!
- Architectural integrity
- It's quirky/unique
- It's progressive

We want...
- Perception to change (improve, more true to reality)
- More parks
- Better roads and traffic signals that make sense
- More culture – arts, music
- Traffic calming and bike lanes
- Better street design for Gravois & Delor
- More commercial development
- Abandoned buildings need to come down at Bingham/Baisch/RR tracks
- Good balance between bars/restaurants and other businesses

We love...
- It's quiet
- It's safe
- Mixed diversity
- People from my school live here
- International community
- Good place to raise kids
- City living
- Low cost
- History
- New neighbors
- Friendly people
- Peaceful

In Bevo we would like...
- More kids
- Splash parks
- Less traffic
- Better parking
- Wider side streets
- More activities for kids
- Better public transit
- Less crime
- More trees
- More police cameras
RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

BEVO GREAT STREETS
PROJECT
SURVEY SUMMARY

In general, respondents feel good about Bevo.

NEIGHBORHOOD EXPERIENCE
65% indicated VERY SATISFIED

TRUST AMONGST NEIGHBORS
70% indicated MEDIUM to HIGH

Bevo offers sufficient affordable and functional housing options for singles, couples, and small families, but lacks in options for larger families or residents that want to age in place. The latter, along with new for-sale homes, are the primary housing types desired for the neighborhood.

LIKELIHOOD TO LIVE IN BEVO IN 5 YEARS
68% indicated VERY LIKELY

18% indicated VERY UNLIKELY

People cited various reasons for leaving, the most common was crime.

So happy to see this planning effort for our beloved area! So many possibilities to improve what we value: our diversity, historic buildings, affordable homes, and a treasured shopping area.

- Survey Respondent

Improvements respondents would like to see in Bevo...

ADDITIONAL GOOD, SERVICES AND AMENITIES

65% Groceries

63% Dining / Restaurants

61% Shopping / Retail

52% Arts & Entertainment

MAKE BEVO A MORE ATTRACTIVE PLACE TO WALK
100% indicated IMPORTANT

Of those, 85% indicated VERY IMPORTANT

TRANSPORTATION ISSUES TOP 3

1. allowing pedestrians and cyclists easier and safe access across Gravois

2. slower motor vehicle traffic on Gravois

3. improved public transportation / amenities

ABOUT SURVEY RESULTS

146 people took the online survey; 75% of them were Bevo residents. Compared to Bevo’s total population, respondents were more likely to be female, more likely to be white and more likely to live without children at home.

Because our survey was self-selected rather than a random sample, we cannot say with certainty that results reflect everyone in Bevo, but the results are an important factor in helping the project team understand neighborhood priorities.
Q1 What is your relationship to the Bevo neighborhood? Check all that apply.

**ANSWER CHOICES**

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<tr>
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<th>RESPONSES</th>
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<td>Visitor</td>
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<tr>
<td>Resident</td>
<td>79.34%</td>
</tr>
<tr>
<td>Business owner</td>
<td>6.22%</td>
</tr>
<tr>
<td>Worker</td>
<td>5.48%</td>
</tr>
<tr>
<td>Other (please specify)</td>
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Total Respondents: 146

---

Q2 How long have you been in the Bevo neighborhood?

**ANSWER CHOICES**

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<th>RESPONSES</th>
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<td>5.26%</td>
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<tr>
<td>1-2 years</td>
<td>11.40%</td>
</tr>
<tr>
<td>3-5 years</td>
<td>10.53%</td>
</tr>
<tr>
<td>6-10 years</td>
<td>16.67%</td>
</tr>
<tr>
<td>More than 10 years</td>
<td>56.14%</td>
</tr>
</tbody>
</table>

TOTAL: 114
RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

BEVO GREAT STREETS SURVEY | COMMUNITY WORKSHOP #1

Q3 How many of your neighbors do you know?
Answered: 114  Skipped: 32

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>All of them</td>
<td>6.14%</td>
</tr>
<tr>
<td>Most of them</td>
<td>21.93%</td>
</tr>
<tr>
<td>About half of them</td>
<td>14.04%</td>
</tr>
<tr>
<td>A few of them</td>
<td>36.23%</td>
</tr>
<tr>
<td>None of them</td>
<td>0.00%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
</tr>
</tbody>
</table>

Q4 In your opinion, what is the level of trust among neighbors in Bevo?
Trust among neighbors is shown through things like willingness to borrow a cup of sugar or a tool, or watch one another's children.

Answered: 113  Skipped: 33

<table>
<thead>
<tr>
<th>LOW</th>
<th>MEDIUM</th>
<th>HIGH</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(no label)</td>
<td>(no label)</td>
<td>13</td>
<td>21</td>
<td>41</td>
</tr>
<tr>
<td>11.50%</td>
<td>18.58%</td>
<td>17.70%</td>
<td>15.93%</td>
<td>113</td>
</tr>
</tbody>
</table>

3 / 39

BEVO GREAT STREETS SURVEY | COMMUNITY WORKSHOP #1

4 / 39
Q5 How engaged are people in the neighborhood (i.e. working together around issues of importance to the community, participating in local organizations, etc.)?

![Engagement Levels Graph]

Answered: 112 Skipped: 34

<table>
<thead>
<tr>
<th>LOW</th>
<th>MEDIUM</th>
<th>HIGH</th>
<th>TOTAL</th>
<th>WEIGHTED AVERAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>(no label)</td>
<td>15.18%</td>
<td>17.66%</td>
<td>52.65%</td>
<td>10.71%</td>
</tr>
<tr>
<td>17</td>
<td>20</td>
<td>59</td>
<td>12</td>
<td>4</td>
</tr>
</tbody>
</table>

Q6 Who are the leaders in the neighborhood? Leaders may be individuals, religious institutions, schools, or businesses. Please include names and/or organizations in your response.

<table>
<thead>
<tr>
<th>#</th>
<th>RESPONSES</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Didn’t answer</td>
<td>3/27/2019 9:52 AM</td>
</tr>
<tr>
<td>2</td>
<td>Gwen Murray, David Tallent, Judi Timbrook</td>
<td>3/27/2019 9:49 AM</td>
</tr>
<tr>
<td>3</td>
<td>Don’t know any</td>
<td>3/27/2019 9:40 AM</td>
</tr>
<tr>
<td>4</td>
<td>St. John the Baptist, Carol Howard</td>
<td>3/27/2019 9:34 AM</td>
</tr>
<tr>
<td>5</td>
<td>Newport Heights, Carol Howard</td>
<td>3/27/2019 9:37 AM</td>
</tr>
<tr>
<td>6</td>
<td>Did not answer</td>
<td>3/27/2019 9:23 AM</td>
</tr>
<tr>
<td>8</td>
<td>I have no clue who the leaders are. Every individual resident is a leader of Bevo. No one person or entity stands out above others.</td>
<td>3/24/2019 3:54 PM</td>
</tr>
<tr>
<td>9</td>
<td>I honestly have no idea</td>
<td>3/22/2019 2:29 PM</td>
</tr>
<tr>
<td>10</td>
<td>?</td>
<td>3/21/2019 2:52 PM</td>
</tr>
<tr>
<td>11</td>
<td>Police officers. Small business owners.</td>
<td>3/19/2019 1:30 PM</td>
</tr>
<tr>
<td>12</td>
<td>Aldermen. Police officers. Small business owners.</td>
<td>3/18/2019 1:17 PM</td>
</tr>
<tr>
<td>13</td>
<td>Aldermen. Bosnian community</td>
<td>3/18/2019 1:15 PM</td>
</tr>
<tr>
<td>14</td>
<td>I have no idea</td>
<td>3/18/2019 1:14 PM</td>
</tr>
<tr>
<td>15</td>
<td>Alderman Carol Howard, Beth Murphy, St. John the Baptist, Bosnian community, long time restaurants, fire fighters hall</td>
<td>3/17/2019 1:10 AM</td>
</tr>
<tr>
<td>16</td>
<td>None that I know</td>
<td>3/17/2019 1:1 AM</td>
</tr>
<tr>
<td>17</td>
<td>Carol Howard</td>
<td>3/16/2019 9:0 PM</td>
</tr>
<tr>
<td>18</td>
<td>Gwen Murray, Kristin Hoffman, Nick Duran, Alicia Hernandez, Tony Pesconoviy, oasis international, better Bevo now.</td>
<td>3/16/2019 1:40 PM</td>
</tr>
<tr>
<td>19</td>
<td>The Heavy Anchor Jodie Timbrook Gwen Murray, Constance Callazzo</td>
<td>3/15/2019 3:20 PM</td>
</tr>
<tr>
<td>20</td>
<td>Bevo Mill Restaurant</td>
<td>3/15/2019 1:24 PM</td>
</tr>
<tr>
<td>21</td>
<td>Bevo’s Restaurant</td>
<td>3/12/2019 3:01 PM</td>
</tr>
<tr>
<td>22</td>
<td>unknown</td>
<td>2/22/2019 2:39 PM</td>
</tr>
<tr>
<td>23</td>
<td>I am not sure how to answer this. I am not sure who the leaders are other than maybe the neighbors themselves and the CSS.</td>
<td>2/18/2019 1:36 PM</td>
</tr>
<tr>
<td>24</td>
<td>Didn’t answer</td>
<td>2/17/2019 4:15 PM</td>
</tr>
<tr>
<td>25</td>
<td>Didn’t answer</td>
<td>2/17/2019 4:12 PM</td>
</tr>
<tr>
<td>26</td>
<td>St. John the Baptist Parish and its organizations</td>
<td>2/17/2019 3:52 PM</td>
</tr>
<tr>
<td>27</td>
<td>St. Johns and Carol Howard</td>
<td>2/17/2019 3:50 PM</td>
</tr>
<tr>
<td>28</td>
<td>Bevo Mil, Newport Heights, Bevo New, St. John’s Church</td>
<td>2/17/2019 3:46 PM</td>
</tr>
<tr>
<td>29</td>
<td>City Seniors Inc. St. John the Baptist</td>
<td>2/17/2019 3:42 PM</td>
</tr>
<tr>
<td>30</td>
<td>Didn’t Answer</td>
<td>2/17/2019 3:38 PM</td>
</tr>
</tbody>
</table>
Chapter Five:

31 Carol Howard: Aldermanwoman, Fr. Carl at St. Johns, BBIN- Gwen Murray
32 didn’t answer
33 Didn’t answer
34 Didn’t answer
35 Gwen Murray
36 St. John the Baptist Fr. Carl
37 No one
38 The Aldermen, The business owners, the neighborhood association people
39 Didn’t answer
40 Didn’t answer
41 Didn’t answer
42 Fr. Carl Scheibel (St. Johns)/Mary Caldwell, Newport Heights
43 Leaders are the Bevo now board
44 Better Bevo Nine
45 Mainly individuals who have been long-term homeowners like myself. I would say the Catholic church is a positive anchor in the community.
46 None
47 St Johns
48 St. John the Baptist Church St. Francis Community Services Aldermanwoman
49 Newport Heights 1st District Business Partnership BBIN Alderman Carol Howard Tony Santa Mary Caldwell. Gwen at BBIN Father at St John’s
50 BBIN
51 N
52 BBIN.org is very active & inviting to neighbors. St. John the Baptist, Oasis & Das Bevo are very involved in the neighborhood.
53 St. John the Baptist, Bevo Mill
54 I don’t know. Not Carol Howard
55 I don’t know
56 Ben Girod is our Block Captain, Beth Murphy is our ward’s Aldermanwoman, St. John the Baptist Catholic Church is up the street, Long Middle School, GWP Metal Products, Russett Forest, The Heavy Anchor
57 Gwen/Jenny Murray, Better Bevo Nine Oakville Elementary School St. John’s Church David Tallent, Better Bevo Nine
58 St. John the Baptist Parish Sadie Kutick Tony Zardi MaryCaldwell
59 Schools Woerner and SSP.
60 The Better Bevo Nine neighborhood association… Gwen, Krissin, Judy, Charlene, allicia. 14th ward members. -Madeleine, Tonya, Heavy Anchor, Judy and Paul, the owners. Father carl from St. John’s Parish.
61 Carol Howard
62 Better Bevo Nine, Bevo Community Improvement District
63 StJohn the Baptist Gwen Murray Beth Murphy Carol Howard
64 Tabernacle of Worship Church
RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

Q7 Overall, how satisfied are you with your experience in the Bevo neighborhood?

Answered: 114 Skipped: 32

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

<table>
<thead>
<tr>
<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very satisfied</td>
<td>12.38%</td>
</tr>
<tr>
<td>Satisfied</td>
<td>52.03%</td>
</tr>
<tr>
<td>Neither satisfied nor</td>
<td>18.42%</td>
</tr>
<tr>
<td>dissatisfied</td>
<td></td>
</tr>
<tr>
<td>Dissatisfied</td>
<td>14.04%</td>
</tr>
<tr>
<td>Very dissatisfied</td>
<td>2.63%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100%</td>
</tr>
</tbody>
</table>

9 / 39

10 / 39
Q8 How likely is it that you will live here in 5 years?

Answered: 114  Skipped: 32

- Very likely
- Likely
- Neither likely nor unlikely
- Unlikely
- Very unlikely

Nethe lkel & kel
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

ANSWER CHOICES RESPONSES
Very likely 40.35% 46
Likely 27.19% 31
Neither likely nor unlikely 14.91% 17
Unlikely 10.53% 12
Very unlikely 7.02% 8
TOTAL 114

Q9 If you do not think you will be here in 5 years, what might be your main reason(s) for moving?

Answered: 34  Skipped: 112

# RESPONSES  DATE
1 Moving out of state 3/27/2019 9:16 AM
2 Wanting more green space (-on Holly Hills BLVD on the southern tip of BEVO) like to be by green space. I think tearing down old buildings and making more green space should be the number 1 motive for any project. 3/24/2019 3:55 PM
3 CRIME, the whole area is going downhill, rude neighbors (renters), don't feel safe, people don't keep up on their house and make the rest of the block look bad 3/22/2019 2:31 PM
4 Job 3/21/2019 2:52 PM
5 Safety: Larger home. 3/19/2019 11:30 AM
6 City government and crime. 3/19/2019 9:19 AM
7 Nicer house nicer street 3/15/2019 1:24 PM
8 CRIME 3/12/2019 3:01 PM
9 Crime 2/17/2019 3:23 PM
10 building inspections harass some and ignore others 2/17/2019 3:16 PM
11 no reason 2/17/2019 3:08 PM
12 Neglect of Neighborhood 2/17/2019 2:27 PM
13 small houses & crime 2/14/2019 4:02 PM
14 I may want a more maintenance free style of living but still in the City. 2/14/2019 1:30 PM
15 Crime 2/13/2019 5:00 PM
16 Crime and fighting about greater good 2/13/2019 4:54 PM
17 Crime, falling housing values. 2/13/2019 10:43 AM
18 I want to advance in my career. I was moved here because they broke into my old apartment (on Spring and Chippewa), I want to travel. I want a home outside of St. Louis. This part of town has been very kind to me, though. 2/11/2019 11:17 PM
19 I can't stand driving down Gravois or Irogean-Ford every day and seeing building after building with windows removed and replaced with brick walls or vinyl siding. And for the businesses that still have windows and haven't been converted into a filthy auto repair shop, the windows are either completely tinted or completely covered with blinds. Equally bad are the businesses that have had their windows replaced with new black window frames and permanent tinted windows. Nowhere in the city are there more of these than Bevo. Then there's the limitless number of trashy bars, vinyl banners in place of actual signage, and ghetto led lights littering windows. Just because a neighborhood is blue collar, it doesn't have to be trashy, tasteless, and completely lacking in any class or sophistication. 2/11/2019 10:14 PM
20 Problem with one Neighbor in particular. (-legal battle= and also this was always meant to be my first investment property (-on Spring and Chippewa), I hope to be in a house one day. I will also look in Bevo for my next real-estate purchase. 2/7/2019 2:18 PM
21 To get closer to work 2/7/2019 1:00 PM
22 I have a nice house that I have lived in for 40 years in South County. Paid for next to my children and grand children. 2/7/2019 9:48 AM
23 I don't live there now - I work there 2/7/2019 9:05 AM
24 Smaller home 2/6/2019 6:27 PM
RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

25. The City of St. Louis and leadership are incompetent and selfishly motivated. 2/3/2019 9:48 PM
27. Job 2/1/2019 11:49 PM
28. Moving out of state to be closer to my husband's family. Otherwise I'd be in Bevo forever! 2/1/2019 9:43 PM
29. Crime 2/1/2019 3:44 PM
30. I work in/with the neighborhood businesses, but do not live in Bevo now nor do I expect to move there. I will continue to work and play in Bevo. 2/1/2019 1:32 PM
31. Crime, the politics 2/1/2019 12:53 PM
32. Downsizing and retiring 2/1/2019 11:25 AM
33. Rise in crime and lack of law enforcement 1/31/2019 10:30 PM
34. A lot of businesses are moving out of the area 1/31/2019 10:18 PM

---

**Q10 When you go out to eat at restaurants, do you typically:**

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stay in the Bevo neighborhood</td>
<td>59</td>
</tr>
<tr>
<td>Visit places outside of the neighborhood. Please specify below.</td>
<td>66.03%</td>
</tr>
</tbody>
</table>

**Total Respondents:** 122

---

<table>
<thead>
<tr>
<th>#</th>
<th>VISIT PLACES OUTSIDE OF THE NEIGHBORHOOD. PLEASE SPECIFY BELOW.</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Try to stay here but mostly S. Grand, S. Hampton, Maplewood</td>
<td>3/27/2019 9:53 AM</td>
</tr>
<tr>
<td>2</td>
<td>It's so-so, we stay for drinks, tacos, but leave for movies, breakfast</td>
<td>3/27/2019 9:50 AM</td>
</tr>
<tr>
<td>3</td>
<td>Fast food places</td>
<td>3/27/2019 9:40 AM</td>
</tr>
<tr>
<td>4</td>
<td>We go to various places</td>
<td>3/27/2019 9:35 AM</td>
</tr>
<tr>
<td>5</td>
<td>Shaw, Grove</td>
<td>3/27/2019 9:24 AM</td>
</tr>
<tr>
<td>6</td>
<td>Anywhere in south city</td>
<td>3/24/2019 3:56 PM</td>
</tr>
<tr>
<td>7</td>
<td>I don't go far. The Haven, Bevo Mill, Syberg's</td>
<td>3/22/2019 2:33 PM</td>
</tr>
<tr>
<td>8</td>
<td>South Grand, rave</td>
<td>3/21/2019 2:53 PM</td>
</tr>
<tr>
<td>9</td>
<td>The Grove, Cherokee Street, South Grand</td>
<td>3/20/2019 11:00 AM</td>
</tr>
<tr>
<td>10</td>
<td>More than half the time I travel out of neighborhood. Although interested in some near improved restaurants I see while driving home</td>
<td>3/18/2019 2:27 PM</td>
</tr>
<tr>
<td>11</td>
<td>Breakfast venues!</td>
<td>3/17/2019 9:18 AM</td>
</tr>
<tr>
<td>12</td>
<td>N/A</td>
<td>3/16/2019 9:06 PM</td>
</tr>
<tr>
<td>13</td>
<td>St Louis County</td>
<td>3/12/2019 3:02 PM</td>
</tr>
<tr>
<td>14</td>
<td>I eat all over</td>
<td>3/8/2019 11:18 PM</td>
</tr>
<tr>
<td>15</td>
<td>Near my own home.</td>
<td>3/8/2019 4:20 PM</td>
</tr>
<tr>
<td>16</td>
<td>South Grand, Cherokee and really anywhere in the city.</td>
<td>3/8/2019 1:37 PM</td>
</tr>
<tr>
<td>17</td>
<td>for mexican</td>
<td>3/7/2019 4:16 PM</td>
</tr>
<tr>
<td>18</td>
<td>Didn't answer</td>
<td>2/17/2019 3:53 PM</td>
</tr>
<tr>
<td>19</td>
<td>Didn't answer</td>
<td>2/17/2019 3:50 PM</td>
</tr>
<tr>
<td>20</td>
<td>Not enough in this neighborhood</td>
<td>2/17/2019 3:47 PM</td>
</tr>
<tr>
<td>ID</td>
<td>Survey Response</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>-----------------</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Dutchtown, Crane's</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>The Haven, Biggess</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Alton, Hill</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Did not answer</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Central West End, Tower Grove</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Did not answer</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Did not answer</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Did not answer</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>Did not answer</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>Usually leave neighborhood, but go to Mariachi's</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Oakville restaurants where I live</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>South Grand, CWE, Downtown, etc.</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Am guilty of branching out into the county but also cook at home a lot.</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>South Grand, the Hill, Macklind</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>Many</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Not enough variety</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Mariachi's is a go-to for us. We are there once a week for a family dinner. We also get Marved's delivered. But for the most part, we are going to places outside of Bevo—Sylberg's, Cafe Nine, Himalayan Yen, Eddies and Essentials, Onesto's, Biggess, and several places on the Hill.</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Doesn't apply. I don't go to restaurants.</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Typically go to more the south Hampton area</td>
<td></td>
</tr>
<tr>
<td>40</td>
<td>I typically try to drag my parents out of the county, but that's not always possible! The furthest we go outside of Bevo is typically Tower Grove area (Amsterdam, The Royale, LuLu's Local Eats).</td>
<td></td>
</tr>
<tr>
<td>41</td>
<td>I need vegan food and Bevo lacks in that.</td>
<td></td>
</tr>
<tr>
<td>42</td>
<td>I typically eat somewhere in south city, but not always in the neighborhood. Would love to see more eating/drinking diversity here (fine dining, craft breweries, wine bars, etc.).</td>
<td></td>
</tr>
<tr>
<td>43</td>
<td>Rest of city</td>
<td></td>
</tr>
<tr>
<td>44</td>
<td>I usually go to the Central West End or downtown.</td>
<td></td>
</tr>
<tr>
<td>46</td>
<td>Peppers</td>
<td></td>
</tr>
<tr>
<td>47</td>
<td>Both. We need more variety here</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>I like to try lots of restaurants - some of my favorite are in Bevo</td>
<td></td>
</tr>
<tr>
<td>49</td>
<td>I eat at Dia Bevo, Lemmens and Grillics - but also go to other City restaurants</td>
<td></td>
</tr>
<tr>
<td>50</td>
<td>If I want Mexican I stay in the neighborhood.</td>
<td></td>
</tr>
<tr>
<td>51</td>
<td>Tucker's Place, Zen, Longhorn, Smoking Barelle, Olive Garden, Red Lobster, Panda Express, Lily's, etc.</td>
<td></td>
</tr>
<tr>
<td>52</td>
<td>City of St Louis primarily</td>
<td></td>
</tr>
<tr>
<td>53</td>
<td>No comment.</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>I frequent businesses in the South city area, but not all Bevo</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>I go all over</td>
<td></td>
</tr>
</tbody>
</table>

---

**BEVO GREAT STREETS SURVEY | COMMUNITY WORKSHOP #1**

56. Depends: if it is just for a drink, it is easy to stay in the neighborhood. If it is for food or coffee, I often have to go out of the area if I don't want heavy or friend or bar food. And if I want a coffeehouse, I always leave. We are good for bars and latte cuisine, for example, but we need family and coffee/tea options.

57. We go all kinds of places

58. Vegan places, Panera, and Starbucks. We need an American restaurant.

59. Not much of a variety around Bevo.

60. Not

61. It's really a mix, still eat at local restaurants.

62. Chris' Pancake

63. Lily's

64. I tend to eat in many neighborhoods in U City and South City, primarily.

65. St. Louis has many good restaurants.

66. I eat at most local restaurants but I eat brunch outside of neighborhood too. Bevo does not have a restaurant serving breakfast food.

67. South Grand

68. I don't live in Bevo, but do go to a few of the restaurants in the rhmb.

69. Both - we usually stay in the city.

70. Not enough variety

71. I visit a mix of in and outside of the neighborhood

72. Entire metro area.

73. Golden Corral, Raegan Cana's

74. The Hill, the county

75. Bevo still doesn't have quite enough variety. I love Mexican and Mediterranean food, but some more variety would be nice.

76. Both, we lived in the 63103 area before moving to Bevo. We frequent restaurants in both neighborhoods.

77. Both

78. 1/4 of time we do local restaurants

79. Bevo needs somewhere for burgers or pizza

80. No good choices in neighborhood

81. Lafayette, Tower Grove South, The Grove

82. Bevo, Cherokee, Grand/Tower Grove, and other neighborhoods

83. Boulevard Heights, Princeton Heights & South Hampton
RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

Q11 What additional goods, services, or amenities would you most like to see in the neighborhood? (Check up to 5)

Answered: 124  Skipped: 22

<table>
<thead>
<tr>
<th>Category</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts and entertainment</td>
<td>51.61%</td>
<td>64</td>
</tr>
<tr>
<td>Banking</td>
<td>7.26%</td>
<td>9</td>
</tr>
<tr>
<td>Convenience items (e.g. toiletries, basic dairy items, etc.)</td>
<td>14.52%</td>
<td>18</td>
</tr>
<tr>
<td>Dining/restaurants</td>
<td>62.90%</td>
<td>78</td>
</tr>
<tr>
<td>Groceries</td>
<td>64.52%</td>
<td>80</td>
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<tr>
<td>Healthcare</td>
<td>21.77%</td>
<td>27</td>
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<tr>
<td>Job opportunities</td>
<td>29.03%</td>
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<tr>
<td>Shopping/retail</td>
<td>61.29%</td>
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</tr>
<tr>
<td>Other (please comment)</td>
<td>26.61%</td>
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</tr>
</tbody>
</table>

Total Respondents: 124

## Additional Comments:

- **Breakfast**: 1
- **Other (please comment)**: 33

<table>
<thead>
<tr>
<th>#</th>
<th>OTHER (PLEASE COMMENT)</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Breakfast</td>
<td>3/27/2019 9:50 AM</td>
</tr>
</tbody>
</table>

17 / 39
### RESIDENT SURVEY RESULTS SUMMARY - OPEN JANUARY 2019 TO MARCH 22, 2019

#### Q12 Where do you primarily shop for groceries?

**Answered:** 110  **Skipped:** 2

<table>
<thead>
<tr>
<th>#</th>
<th>RESPONSES</th>
<th>DATE</th>
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<tbody>
<tr>
<td>1</td>
<td>Dierbergs, Costco, Aldi</td>
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</tr>
<tr>
<td>2</td>
<td>Aldi</td>
<td>3/27/2019 9:50 AM</td>
</tr>
<tr>
<td>3</td>
<td>Aldi/Schnucks</td>
<td>3/27/2019 9:36 AM</td>
</tr>
<tr>
<td>4</td>
<td>Aldi</td>
<td>3/27/2019 9:28 AM</td>
</tr>
<tr>
<td>5</td>
<td>Schnucks by the Hill</td>
<td>3/27/2019 9:24 AM</td>
</tr>
<tr>
<td>6</td>
<td>Aldi, the former Shop n Save bc it was hella close</td>
<td>3/27/2019 9:17 AM</td>
</tr>
<tr>
<td>7</td>
<td>Laughbourn Schnucks</td>
<td>3/24/2019 3:56 PM</td>
</tr>
<tr>
<td>8</td>
<td>Aldi or Schnucks</td>
<td>3/22/2019 9:53 PM</td>
</tr>
<tr>
<td>9</td>
<td>Loughborough Schnucks</td>
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<tr>
<td>10</td>
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<tr>
<td>11</td>
<td>Aldi by the Hill</td>
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<td>Aldi/Schnucks</td>
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<td>14</td>
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<tr>
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<td>16</td>
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<td>3/21/2019 9:07 PM</td>
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<tr>
<td>17</td>
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<td>3/21/2019 9:05 PM</td>
</tr>
<tr>
<td>18</td>
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<tr>
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<td>3/21/2019 7:19 PM</td>
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<td>72</td>
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<tr>
<td>73</td>
<td>Schnucks</td>
<td>2/7/2019 7:31 AM</td>
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<td>74</td>
<td>Schnucks or Aldi</td>
<td>2/6/2019 6:28 PM</td>
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<td>75</td>
<td>Schnucks on Loughborough</td>
<td>2/6/2019 6:29 PM</td>
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<tr>
<td>76</td>
<td>Schnucks or Aldi since the Shop n Save on Chippewa closed.</td>
<td>2/5/2019 11:18 AM</td>
</tr>
<tr>
<td>77</td>
<td>Wal-mart now that Shop &amp; Save closed.</td>
<td>2/5/2019 11:06 AM</td>
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<td>78</td>
<td>Aldi on Gravois Road</td>
<td>2/4/2019 2:52 PM</td>
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<td>79</td>
<td>Closest location.</td>
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<td>2/3/2019 8:29 PM</td>
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<tr>
<td>81</td>
<td>Aldi</td>
<td>2/3/2019 12:58 PM</td>
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<tr>
<td>82</td>
<td>Aldi and walmart</td>
<td>2/2/2019 8:48 AM</td>
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<td>83</td>
<td>A mix between local farmers and Aldi mostly. Farmery in bevo but groceries outside of bevo.</td>
<td>2/2/2019 1:53 AM</td>
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<td>84</td>
<td>Schnucks</td>
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<td>86</td>
<td>Aldi</td>
<td>2/1/2019 10:43 PM</td>
</tr>
<tr>
<td>87</td>
<td>Costco, schnucks or aldi</td>
<td>2/1/2019 9:46 PM</td>
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<tr>
<td>88</td>
<td>Aldi's &amp; Schnucks</td>
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<td>89</td>
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<td>Schnucks on Gravois Ave.</td>
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<td>91</td>
<td>Aldi</td>
<td>2/1/2019 6:54 PM</td>
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<td>92</td>
<td>Schnucks or Aldi</td>
<td>2/1/2019 4:17 PM</td>
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<td>93</td>
<td>Aldi</td>
<td>2/1/2019 3:46 PM</td>
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<td>94</td>
<td>U City Schnucks</td>
<td>2/1/2019 3:45 PM</td>
</tr>
<tr>
<td>95</td>
<td>Outside Bevo because Shop n Save has closed</td>
<td>2/1/2019 2:31 PM</td>
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<tr>
<td>96</td>
<td>Schnucks, Sam's Club, Target</td>
<td>2/1/2019 2:28 PM</td>
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<td>97</td>
<td>Aldi on gravois or hampton village schnucks</td>
<td>2/1/2019 2:13 PM</td>
</tr>
<tr>
<td>98</td>
<td>Schnucks</td>
<td>2/1/2019 2:01 PM</td>
</tr>
<tr>
<td>99</td>
<td>don't live in bevo, but I believe I may shop at the same grocery stores - Loughborough Schnucks - I have visited the specialty markets like Zilber Ziti and Europa</td>
<td>2/1/2019 1:36 PM</td>
</tr>
<tr>
<td>100</td>
<td>Schnucks Loughborough Aldi Kingshighway</td>
<td>2/1/2019 1:06 PM</td>
</tr>
<tr>
<td>101</td>
<td>New, Schnucks or Aldi</td>
<td>2/1/2019 1:03 PM</td>
</tr>
<tr>
<td>102</td>
<td>Walmart</td>
<td>2/1/2019 12:59 PM</td>
</tr>
<tr>
<td>103</td>
<td>Schnucks. Used to go to shop n save before it closed. New neighborhood has no full grocery store</td>
<td>2/1/2019 12:18 PM</td>
</tr>
<tr>
<td>104</td>
<td>Aldi - Gravois</td>
<td>2/1/2019 12:12 PM</td>
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<tr>
<td>105</td>
<td>Schnuks'</td>
<td>2/1/2019 11:54 AM</td>
</tr>
<tr>
<td>106</td>
<td>Sadly, Schnucks at Grand/Gravois. I really miss the ShopnSave that was at Chippewa/Kingshighway. I don't like Schnucks, but it's closest. I also do not like Aldi and won't shop there.</td>
<td>2/1/2019 11:26 AM</td>
</tr>
<tr>
<td>107</td>
<td>Schnuks is but I don't want to if I can help it</td>
<td>2/1/2019 11:15 AM</td>
</tr>
<tr>
<td>108</td>
<td>Walmart</td>
<td>2/1/2019 10:46 AM</td>
</tr>
<tr>
<td>109</td>
<td>Trader Joe's, Aldi's, Schnucks</td>
<td>2/1/2019 10:15 AM</td>
</tr>
<tr>
<td>110</td>
<td>Schnucks</td>
<td>2/1/2019 5:36 AM</td>
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<tr>
<td>111</td>
<td>Aldi</td>
<td>1/31/2019 11:17 PM</td>
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</table>
Q13 Are there currently housing choices in the neighborhood that are affordable and functional for the following populations? (Check all that apply).

**Answer Choices**

- Your family and friends who are singles and couples (no kids) 73.26% 90
- Your family and friends with a small family (1 or 2 children) 80.87% 93
- Your family and friends with a larger family (>3 children) 25.22% 29
- Your family and friends who want to age in place (housing with few or no steps, bathroom and bedroom on ground floor, etc.) 26.96% 31
- Other (please specify) 13.04% 15

**Total Respondents: 115**

### OTHER (PLEASE SPECIFY)

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<tr>
<th>OTHER</th>
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<tbody>
<tr>
<td>Section 8</td>
<td>3/27/2019 9:35 AM</td>
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<tr>
<td>We are a well resourced middle class couple. I cannot speak to lower income non-white people who might answer completely differently.</td>
<td>3/27/2019 9:18 AM</td>
</tr>
<tr>
<td>Weird question. Pass.</td>
<td>3/24/2019 3:57 PM</td>
</tr>
<tr>
<td>Senior living and landlord business opportunity, developers</td>
<td>3/17/2019 9:21 AM</td>
</tr>
<tr>
<td>No crime or drug activity</td>
<td>3/12/2019 3:04 PM</td>
</tr>
<tr>
<td>Wouldn't know, not lookng and no family members or friends interested in living in Bevo.</td>
<td>2/14/2019 10:32 AM</td>
</tr>
<tr>
<td>Not so much with easy access for elderly. Most of our housing has steps &amp; not enough have first floor bedroom.</td>
<td>2/13/2019 12:21 PM</td>
</tr>
<tr>
<td>No</td>
<td>2/13/2019 10:45 AM</td>
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</table>
Q14 What additional types of housing would you like to see in the neighborhood? (Check all that apply.)

Answered: 122  Skipped: 24

<table>
<thead>
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<th>ANSWER CHOICES</th>
<th>RESPONSES</th>
</tr>
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<tbody>
<tr>
<td>New for-sale homes</td>
<td>45.00%</td>
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<tr>
<td>New market-rate apartments</td>
<td>30.33%</td>
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<tr>
<td>Attached town-homes</td>
<td>31.15%</td>
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<tr>
<td>Affordable family housing</td>
<td>57.38%</td>
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<tr>
<td>Affordable senior housing</td>
<td>45.08%</td>
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<tr>
<td>Total Respondents: 122</td>
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Q15 How important are the following items to the future success of the Bevo neighborhood?

Answered: 121  Skipped: 25

<table>
<thead>
<tr>
<th>ITEM</th>
<th>VERY IMPORTANT</th>
<th>SOMEWHAT IMPORTANT</th>
<th>NOT IMPORTANT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Making it a more attractive place to walk (trees, lighting, signage, public places)</td>
<td>84.87%</td>
<td>15.13%</td>
<td>0.00%</td>
<td>119</td>
</tr>
<tr>
<td>Improving the connection between the area south of the rail viaduct to the area north in Chippewa</td>
<td>35.00%</td>
<td>47.50%</td>
<td>17.50%</td>
<td>120</td>
</tr>
<tr>
<td>Improving access to businesses for pedestrians</td>
<td>86.87%</td>
<td>13.13%</td>
<td>0.00%</td>
<td>117</td>
</tr>
<tr>
<td>Improving access to businesses for motorists</td>
<td>43.97%</td>
<td>38.79%</td>
<td>17.24%</td>
<td>116</td>
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</table>
Q16 How important are the following transportation issues in the Bevo neighborhood?

- Allowing pedestrians
- Slow down motor vehicle traffic on Gracis
- Add more directional signage for pedestrians and bicyclists
- Improve public transportation and amenities

Answered: 121 Skipped: 25

<table>
<thead>
<tr>
<th>Issue</th>
<th>Very Important (%)</th>
<th>Somewhat Important (%)</th>
<th>Not Important (%)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allowing pedestrians and cyclists safer and easier access across Gracis</td>
<td>76.67</td>
<td>17.50</td>
<td>5.33</td>
<td>120</td>
</tr>
<tr>
<td>Slow down motor vehicle traffic on Gracis</td>
<td>58.33</td>
<td>26.50</td>
<td>15.17</td>
<td>69</td>
</tr>
<tr>
<td>Add more directional signage for pedestrians and bicyclists</td>
<td>32.48</td>
<td>40.17</td>
<td>27.35</td>
<td>79</td>
</tr>
<tr>
<td>Improve public transportation and amenities</td>
<td>51.28</td>
<td>40.17</td>
<td>8.55</td>
<td>80</td>
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</table>

Q17 Using the numbers on the map, indicate where you live or work in Bevo.

Answered: 121 Skipped: 25

<table>
<thead>
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</tr>
<tr>
<td>2</td>
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</tr>
<tr>
<td>3</td>
<td>22.31%</td>
</tr>
<tr>
<td>4</td>
<td>19.89%</td>
</tr>
<tr>
<td>5</td>
<td>7.44%</td>
</tr>
<tr>
<td>I don't live or work in Bevo</td>
<td>11.57%</td>
</tr>
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TOTAL: 121
**Q18 What is your gender?**

Answered: 120  Skipped: 26

<table>
<thead>
<tr>
<th>Answer Choices</th>
<th>Responses</th>
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<tbody>
<tr>
<td>Female</td>
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</tr>
<tr>
<td>Male</td>
<td>32.50%</td>
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<tr>
<td>Other (please specify)</td>
<td>2.50%</td>
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<tr>
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### OTHER (PLEASE SPECIFY)

<table>
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<tbody>
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</tr>
<tr>
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<td>2/12/2019 9:53 PM</td>
</tr>
<tr>
<td>3</td>
<td>&quot;Other&quot; is demeaning, transgender, non-binary, gender queer are better options</td>
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</table>

**Q19 What is your age?**

Answered: 120  Skipped: 26

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<td>23.33%</td>
</tr>
<tr>
<td>45 to 54</td>
<td>14.17%</td>
</tr>
<tr>
<td>55 to 64</td>
<td>21.67%</td>
</tr>
<tr>
<td>65 to 74</td>
<td>19.17%</td>
</tr>
<tr>
<td>75 or older</td>
<td>2.50%</td>
</tr>
<tr>
<td>Total</td>
<td>120</td>
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### OTHER (PLEASE SPECIFY)

<table>
<thead>
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<tr>
<td>1</td>
<td>18 to 24</td>
<td>3/12/2019 3:07 PM</td>
</tr>
<tr>
<td>2</td>
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<td>65 to 74</td>
<td>2/1/2019 9:52 PM</td>
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<td>7</td>
<td>75 or older</td>
<td>2/1/2019 9:52 PM</td>
</tr>
<tr>
<td>8</td>
<td>Total</td>
<td>120</td>
</tr>
</tbody>
</table>
Q20 How many children under 18 are in your household?

- None: 102 (85.00%)
- 1-2: 15 (12.50%)
- 3-4: 3 (2.50%)
- 5 or more: 1 (0.83%)

Total respondents: 120

Q21 Are you White, Black or African-American, American Indian or Alaskan Native, Asian, Native Hawaiian or other Pacific Islander, or some other race?

- White: 114 (91.35%)
- Black or African-American: 2 (1.75%)
- American Indian or Alaskan Native: 2 (1.75%)
- Asian: 1 (0.88%)
- Native Hawaiian or other Pacific Islander: 0 (0.00%)
- From multiple races: 6 (5.26%)

Total respondents: 114

# SOME OTHER RACE (PLEASE SPECIFY) | DATE
--- | ---
1 South Asian (No one remembers India is in Asia for real.) | 3/27/2019 9:21 AM
2 American | 3/12/2019 3:07 PM
3 Not relevant | 2/3/2019 9:53 PM
4 White, Black & Biracial Child | 2/1/2019 7:36 PM
Q22 Any final words of wisdom or comments you would like to share?

Yes (Please use the space provided below) 40.57%
No thanks 59.43%

Total Respondents: 106

1. A place to go camping either indoor or outdoor and hiking/biking paths.
2. Anti-flickering signal/ street lights.
3. You need to get the voices of more people in the neighborhood - ie. non-white. 
4. Thank you for taking time to try and better the community. I think community improvement starts with more art, music, culture, parks, green space, tearing down or retrofitting the old. Paintings/street art, flowers, positive changes. If it looks nice I think people will feel like they want to take better care of their property. We're embarrassed by how run-down and dirty my neighborhood is, I never notice it until I come home from another City or even the difference between Holly Hills & us. It's crazy! I wouldn't move here if I looked like it does now. I think the Bosnian people were such an asset. They take pride in their homes & kept a sense of order in the neighborhood. They didn't allow racists & delinquent kids. They protected their businesses & the neighbors near them. Theft & car break-ins scare me to the point where I don't feel safe vacuums out my car with an open garage door. It's sad.
5. Bevo desperately needs a form based code or updated zoning. It has all the potential in the world but the wide streets and car-oriented businesses take away from the streetscape and pedestrian experience. The neighborhood needs to concentrate dense development at the Gravois/Morganford intersection, as well as the Morganford/Oppenweiler intersection to better connect to the Morganford business district in TGS.
6. I would like to see repairs done to the streets, sidewalks, and alleys of the neighborhoods. In addition could we identify abandoned homes and ways to improve their condition while unoccupied? I have one across the street from my house (Gilson Ave).
7. So many wonderful people and opportunity to grow and become a model area.
8. I would love to see Gravois become a great spot to park and walk up and down the street visiting multiple shops, restaurants, etc.
35 I have lived in Bevo most of my life and seen many changes. I want to see this neighborhood make a dramatic turn around with businesses like Macklind Ave. and The Grove.

2/2/2019 2:01 AM

36 We lost a lot of beauty along Ravoirs. We need to recapture it. We need an inviting place for all humans. Correcting social issues and access to services prevents crime.

2/1/2019 10:48 PM

37 We need a community that is confident to walk down the street or bicycle safely. And to have destinations WITHIN the neighborhood for all aspects of living and socializing, not simply for getting a drink at bars. (Not that there is anything wrong with stopping on down to the local bar for a drink; I just want MORE for the community.) Also, I did not know how to properly answer the housing question (what kind of housing do you want to see more of here) because I wasn’t sure what new meant. Does it mean a home newly on the market or a specifically newly built home? Because we don’t need a bunch of new construction. We have a lot of great family homes and multiple unit apartments etc; that could use update or rehab. I would hate the tearing down of perfectly fine buildings to build new, often non harmonious structures.

2/2/2019 2:01 PM

38 Can we please get an American coffee shop with bagels? Also a place for quick groceries. Family Dollar doesn’t carry anything low fat, not even Skim milk. Thanks

2/1/2019 10:48 PM

39 Let’s spice up this neighborhood! For real!

2/1/2019 2:01 PM

40 I have lived in the Bevo area since 1981. I have seen many changes. Some good some not! There are lots of rental properties where some don’t want to be engaged in community. As a Block Captain I continue to try to get people to come out and meet their neighbors and be active in keeping their neighborhood safe and inviting. It is a struggle but small steps are better than no steps.

2/1/2019 9:42 PM

41 Need the city to step up their game, demolishing eyesore properties. House across from me has been slated for demo about a year. Business owners also need to be accountable for their storefronts.

2/1/2019 4:19 PM

42 Bring back Bevo!

2/1/2019 3:53 PM

43 Get parking meters, improve on green space, add trees, discuss options for long time abandoned warehouses on Bingham, work to fill empty space at shop n save and applebees…ie trader Joe’s, Stop.

2/1/2019 2:20 PM

44 We need a grocery store since Shopnsave closed for ppl with no transportation to easily get to. I would also like restaurant that provides breakfast lunch and dinner items, that will stay open later than 7pm.

2/1/2019 1:43 PM

45 Improvements to the street for pedestrians include bumpouts at intersections, cross walks, street trees, trash cans. Branding of the area could improve making it more of a destination. Christy Banks and the Sebilj Fountain parks could be better connected so people can walk to and enjoy the parks. Cleaning up and making the parking lot at Morgan Ford and Gravois would be helpful for businesses along the business corridor. Returning old “broken” storefronts to more appealing glass storefronts would be beneficial and make them more inviting to customers. The dark film on windows makes it hard to see in and less inviting.

2/1/2019 1:20 PM

46 Please re elect. Carol Hornsby!

2/1/2019 1:15 PM

47 Crime (actual & perceived), and the overall state of the City of St. Louis are crucial to Bevo. Confidence in the SLPD and City bureaucracy influences how (if at all) citizens engage with groups that have any connection to them.

2/1/2019 1:13 PM

48 Bring back Bevo Day

2/1/2019 11:59 AM

49 Bevo is uniquely positioned to improve the overall business district with minimal risk of gentrification or displacement. The biggest draw would be a community center in the heart of the neighborhood, though that will require significant capital fundraising even to just get it off the ground.

2/1/2019 11:19 AM

50 Please, more police patrols, and demolition of burned out buildings

2/1/2019 5:40 AM

51 No need to make Gravois traffic slower already lower speed limit the streets running parallel. Better policing of illegal turns and the “bumping” running of red lights at Gravois/Morganford/Dexter

1/31/2019 11:29 AM

52 Get rid of some of the bars

1/31/2019 10:34 PM

53 Anything to fill the vacancies with worthwhile businesses and more grocery stores

1/31/2019 10:22 PM

The built environment is already there and is an overlooked Southside gem. Now the question is “how can we enhance the public space for businesses and pedestrians to thrive?”

1/31/2019 7:30 PM

Make and improve places for PEOPLE, and de-emphasize traffic efficiency.

1/31/2019 4:55 PM
APPENDIX #4: TRANSPORTATION

PEDESTRIAN & PARKING COUNTS

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<thead>
<tr>
<th>Location</th>
<th>Pedestrian Count</th>
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<td>2nd St</td>
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<tr>
<td>3rd St</td>
<td>890</td>
</tr>
<tr>
<td>4th St</td>
<td>111</td>
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<td>5th St</td>
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### PEDESTRIAN COUNTS

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<td>8:00 AM</td>
<td>567</td>
</tr>
<tr>
<td>9:00 AM</td>
<td>890</td>
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<tr>
<td>10:00 AM</td>
<td>111</td>
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<tr>
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<table>
<thead>
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<th>Count</th>
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<td>999</td>
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<tr>
<td>3:00 PM</td>
<td>111</td>
</tr>
<tr>
<td>4:00 PM</td>
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</tr>
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<table>
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**Total Pedestrian Count:** 3333
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<th>534</th>
<th>Chapter Five: WPG</th>
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<td>8:00 PM</td>
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</tr>
<tr>
<td>10:00 PM</td>
<td>Event 14</td>
</tr>
<tr>
<td>11:00 PM</td>
<td>Event 15</td>
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“Parking studies conducted on May 11 and May 13, 2019 show a snapshot of supply and demand for on- and off-street parking in the Study Area. Videos capture parking locations at four times during the day—8am, 12pm, 5pm, and 10pm on Sunday and Monday—and show the utilization rate of each area.”
# Bevo Parking Study

## Chapter Five: Appendices

### Table 5

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<td>100%</td>
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<td>8</td>
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<td>100%</td>
</tr>
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<td>7</td>
<td>3</td>
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</tr>
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<td>Wilcox (W)</td>
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<td>41</td>
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<td>10%</td>
</tr>
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<td>0</td>
<td>12</td>
<td>0%</td>
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<td>0%</td>
</tr>
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<td>1</td>
<td>11</td>
<td>1%</td>
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<td>14</td>
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<td>3</td>
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<td>21</td>
<td>1</td>
<td>19</td>
<td>10%</td>
</tr>
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<td>0</td>
<td>10</td>
<td>0%</td>
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<td>16</td>
<td>1</td>
<td>15</td>
<td>1%</td>
</tr>
<tr>
<td>Lot 21</td>
<td>9</td>
<td>4</td>
<td>5</td>
<td>44%</td>
</tr>
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<td>19</td>
<td>4</td>
<td>14</td>
<td>3%</td>
</tr>
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<td><strong>Total</strong></td>
<td>84</td>
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<td>38%</td>
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<tr>
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<td>736</td>
<td>115</td>
<td>621</td>
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Bevo Great Streets Detailed Plan

Chapter Five: Bevo Parking Study

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**Total**

<table>
<thead>
<tr>
<th>Parking Lot</th>
<th>Noon</th>
<th>2pm</th>
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<tbody>
<tr>
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<td>28</td>
<td>28</td>
</tr>
<tr>
<td>Eichelberger (W)</td>
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<td>8</td>
</tr>
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**TOTAL**

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APPENDIX #5: PARKS DETAILS

A KIT OF PARKS

MANY OPTIONS AVAILABLE
The following pages outline the Kit of Parks put together as part of the planning process. Some of the detailed parks plans are alternatives that can be considered when renovating lots in Bevo.
4075 CONCORDIA AVE

This parcel is approximately 3,500 square feet. The vacant lot is within a 10 minute walk of Groves Avenue, Mary Margaret Day Care, Playful Penguins Day Care, Long Middle School, St. John the Baptist Elementary School and Inskic Brothers Grocer.

VACANT PARCEL TO TREE NURSERY
The perception of vacancy can lead to an increased perception of something about crime and lack of investment. We propose that parcels between residential properties be employed as stock nurseries for street trees along the Commercial corridor. By infilling the physical space, we provide an ecological amenity for the area residents while prioritizing future infill development. Trees make good neighbors!

BASEMENT TO INFILTRATION
Alternative to the tree nursery concept, this parcel and others of similar size and with topography that affords the space, the Concordia Parcel could be developed as a neighborhood scale raingarden, effectively removing adjacent homes and sidewalks from the Stormsweeper System.

DECK PARTY
Many community members mentioned, through the engagement process, the desire for informal gathering places for neighbors. Through the construction of a community deck, neighbors could gather for movie nights, bbqs, and small parties.

Motivated neighbors on the CID could enact any of these plans with minimal investment or potential donor partners such as Forest ReLeaf.
3909 EICHELBERGER

3909 EICHELBERGER STREET
This 6,700 square feet URA parcel sits along Eichelberger Street, a major collector roadway. The lot is within a 10-minute walk of Concordia Cemetery, Fulton Iron and Manufacturing and the Gateway Corkball Club.

VACANT PARCEL TO STORMWATER SPONGE
Across the St. Louis region, years of combined storm and sanitary sewers are leading to flooded basements, ponding water after rain events, pollution reaching water bodies and streams and sewer overflows. In reaction, parcels that are appropriate for neighborhood-scale stormwater management are underdeveloped to alleviate the pressure on aging infrastructure. These improvements help the region, and act as attractive amenities that support biodiversity and beautify neighborhoods.

We propose that parcels at natural low spots or adjacent several stormwater inlets be considered for rainscaping. Stormwater inlets can be bypassed to infiltrate water while naturally filtering with native plant species.

Projects of this scale will require qualified installers and investment beyond a grassroots effort. Funding for these efforts can be achieved through the MSD Large Grants program or as undertakings by MSD directly.

VACANT PARCEL TO STORMWATER SPONGE
Alternative to stormwater management, parcels central to neighborhoods such as Eichelberger could be utilized for community garden beds.
3963 NEOSHO

3963 NEOSHO STREET
This LRA parcel is approximately 16,900 square feet. The vacant lot is within a 10-minute walk of Gravois Avenue, potential infill across the Gravois bridge, and abuts the rail line.

VACANT PARCEL TO ACTIVE NEIGHBORHOOD AMENITY
 Toddlers and young children need very little to be entertained - just observe which gets used more after a birthday party (the box or the gift?). As such, successful parks must accommodate our youngest citizens but also must cater to those outside the “slide age.” Recent improvements in exterior exercise equipment, fitness fixtures and flexible play/stretch equipment can address the needs of a broader constituency.

We propose that parcels at the edges such as this serve as neighborhood gems that attract adults, seniors, teens, and, of course, children through fixed elements meant for more than just play. And, as we heard in engagement exercises, we can’t forget our furry friends! A dog park would serve as a year-round draw.

Motivated neighbors or the CD could enact this plan with moderate investment or potential donor partners such as KaBoom Playground Grants, Purina, and the AARP.
APPENDIX #6: CASE STUDIES

INTRODUCTION

CASE STUDIES

The following pages offer briefs of case studies that apply to projects in this Plan. Conditions considered include:

- Traffic Conditions
- Stormwater Features
- Land Use Feasibility
- Redevelopment Uses

TRAFFIC CONDITIONS

This analysis looks at comparable arterial streets in St. Louis Metro with bus routes that narrow or slow traffic while not providing bus pullouts.

STORMWATER FEATURES

This analysis looks at similar stormwater features from around the country.

LAND USE FEASIBILITY

As part of this planning process, the team conducted feasibility analyses on a few particular parcels to determine whether a preferred scenario was feasible from a market perspective.

REDEVELOPMENT USES

A few specific redevelopment uses are called out in the plan. This section goes into further detail as to what those uses might look like.
## CASE STUDY #1: KIRKWOOD ROAD, KIRKWOOD MO

**A PRINCIPAL ARTERIAL...**
Similar to Gravois, Kirkwood Road serves as a route that moves vehicular traffic throughout the entire St. Louis Region. As a principal arterial, Lindbergh Boulevard (Kirkwood Road in Kirkwood City limits) connects south St. Louis County to north St. Louis County and beyond county limits, similar to how Gravois connects St. Louis County through St. Louis City to Downtown.

**...WITHOUT BUS PULLOUTS**
This case study looks at Kirkwood Road from Argonne to Jefferson. The road narrows through Kirkwood to create a more inviting pedestrian experience, which works to enhance the business environment and feeling in Downtown Kirkwood. In addition to moving vehicular traffic, the route moves Metro buses through the region as well, without stops in the narrowed section of Kirkwood road without bus pullouts.

Most motorists in the St. Louis region understand how the function of this road changes through Kirkwood and find alternate connecting north and south routes during that section of the road.

<table>
<thead>
<tr>
<th>CONDITIONS</th>
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<th># DRIVE LANES</th>
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<tbody>
<tr>
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<td>Principal Arterial</td>
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<td>12 ft</td>
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## CASE STUDY #2: MANCHESTER ROAD, MAPLEWOOD MO

**A MINOR ARTERIAL...**
This case study looks at Big Bend to Southwest. Similar to Gravois, Manchester Road serves to move vehicular traffic throughout the entire St. Louis region, from west St. Louis County to the Mississippi River in Downtown St. Louis. While Gravois is a principal arterial, Manchester is a minor arterial.

**...WITH ON-STREET PARKING**
Similar to what is being proposed on Gravois, Manchester Road changes design to better accommodate businesses and pedestrians in Downtown Maplewood. The street section consists of two 11 ft. drive lanes and on-street parking. In addition to moving vehicular traffic, the route also moves Metro buses with stops on the narrowed road that occur without bus pullouts.

<table>
<thead>
<tr>
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<th>ROAD TYPE</th>
<th># DRIVE LANES</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Minor Arterial</td>
<td>2</td>
<td>11 ft</td>
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CASE STUDY #3: MANCHESTER ROAD, ST. LOUIS MO

A MINOR ARTERIAL...
Similar to Gravois, Manchester Road serves to move vehicular traffic throughout the entire St. Louis region, from west St. Louis County to the Mississippi River in Downtown St. Louis. While Gravois is a principal arterial, Manchester is a minor arterial.

...WITH WIDER LANES
Similar to what is being proposed on Gravois, Manchester Road changes design to better accommodate businesses and pedestrians in the Grove district of the Forest Park Southeast Neighborhood. The street section consists of two 14 ft. drive lanes and on-street parking. In addition to moving vehicular traffic, the route also moves Metro busses with stops on the narrowed road that occur without bus pullouts.

It is important to note the cross section in this section of Manchester Road was not always this two-lane section. After the road was converted and more street improvements made to enhance the pedestrian experience (enhanced lighting, branding, etc.) businesses have taken off and it is now a bustling destination district for the entire St. Louis Region.

CONDITIONS
<table>
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<th>ROAD TYPE</th>
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<tr>
<td>DRIVE LANE WIDTH</td>
<td>14 ft</td>
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PROJECT CONDITIONS
| TACTICAL ART INSTALLATION | $100 - $250 |
| TIME PERIOD               | Days - Weeks |

PROJECT GOALS MET
Salt Lake City participatory art

CASE STUDY #4: PARTICIPATORY ART
VARIOUS LOCATIONS

THE COMMUNITY’S CREATIVE EXPRESSION
Public art need not be by artists. Participatory art engages community members, usually through provocative questions, story writing, or games. Art might be additive, writing your comment on a board, or subtractive, taking away a material from a sign. The main purpose is to collectively create. Secondary purposes might be to collect community input or display information about upcoming projects/events.

WAYS TO ENGAGE
The CID and BBN might use participatory art to engage members of the Bevo community. Art installations are easy to engage with, often anonymous, and approachable. Perhaps a new project is coming up and this is a way to receive informal feedback. Or a cultural holiday is coming up and the art is a way for members of that identity to collectively identify. Whatever the reason, art installations are often tactical, and done temporarily.

THINGS TO CONSIDER
Keep it simple! The art should be approachable by people of all levels of education, knowledge, involvement, cultures, and abilities. The art should also be routinely monitored to ensure no vandalism occurs or to “refresh” the piece (i.e. erasing the chalk board).
CASE STUDY #5: ANCHOR HOUSE IN THE COMMUNITY
ATMALOGY, NASHVILLE, TN

A PLACE FOR COMMUNITY BUILDING
Atmalogy, located on West End Ave in Nashville, is more than a place to grab a cup of coffee. The renovated house is three stories plus a basement. The main draw of the space includes the vast amount of meeting rooms in a variety of sizes and formalities. Students come here to study, community groups hold meetings here, and people get married here in the different rentable rooms. Rooms are marked with the rules of the room (i.e quiet study or group board game rooms) with most spaces allowing for walk-in rentals.

The coffee bar and rooms for selling local artist wares supplement the meeting spaces. The space doesn’t include a kitchen, only selling small bites, baked goods, and coffee in the front entrance to the house. A small room, most likely the original dining room, displays artists’ work for sale.

BETTER BEVO NOW’S ANCHOR HOUSE
Atmalogy’s model of both walk-in and pre-registered events would allow for flexibility the Bevo community needs. Programmed rooms attract different age groups and interests; while different sized rooms allow for individuals to large group gathering. The small coffee shop supplements the space as an amenity, opening up the space to Bevo and non-Bevo residents. The art room would be a good way to showcase art, displaying the cultural diversity of the Bevo neighborhood.

LEARNING FROM ATMALOGY
The model of Atmalogy was ultimately of a venue rental. However, for BBN, programming the space and event hosting will be more important. To draw people in and encourage different groups of people to congregate at the anchor house, BBN should consider hosting a variety of events which would be targeted to: families, teens, seniors, artists, trivia extraordinaries, etc. Since there is no branch library in the Bevo neighborhood, the anchor house might host programming in a similar fashion.

*Note: Atmalogy is now closed due to the rising development pressures in Nashville which pushed the landlord to select a commercial tenant at a much higher rental rate, despite the popularity of this community house. However, the character and openness of Atmalogy still holds weight as a case study for the non-profit ownership by BBN.

PROJECT GOALS MET

PROJECT CONDITIONS

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<th># OF ROOMS</th>
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<td>VENUE PRICES</td>
<td>Starting at $15/hour</td>
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<td>FEATURES</td>
<td>Cafe bar, art display room, rentable venues, informal gathering spaces</td>
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CASE STUDY #6: WORK SHARING SPACES
LOGAN SHARE, CHICAGO, IL

WORKING ALONGSIDE OTHER STARTUPS
Coworking spaces have boomed in recent years as entrepreneurs, artists, small businesses, and well-employed professionals opt for a more relaxed office environment. Often times coworking spaces come with amenities like access to printing, telephone lines, internet, and general office supplies which would be costly to operate as an individual.

Logan Share, a coworking space in Chicago, IL, offers the following amenities for $325/month:
- Printing, copying, & scanning
- Conference room and phone booth access
- Bike parking
- Showers and kitchenette

Logan Share is operated by Greater Good Studio, a design firm focused on human-centered design, who occupies part of the space. The coworking space includes 25 desks, earning a gross income of $9,125 per month.

POTENTIAL BOWTIE GROUND-FLOOR TENANT
A new co-working space in an existing building could attract startups in the Bowie sub-area. The key to success for co-working space often relies on the amenities provided and the location to both transportation and neighborhood amenities (like places to eat). Should a co-working space seek residence in the Bowie, renovation of many of the buildings would qualify for Historic Tax Credits to renovate the building.

LEARNING FROM LOGAN SHARE
Logan Share succeeds because of a professional agreement between the community members who use the space. Marketed as the most “distraction free” co-working space, members agree to be respectful, quiet, and sincere. Some co-working spaces struggle when members abuse the community spaces or expectations are not set prior to lease signing. Any manager who takes on a co-working space should make sure to have policies outlined prior to renting desks.

PROJECT GOALS MET

PROJECT CONDITIONS

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(Top, Bottom) Atmalogy, Nashville, TN, photos by Nashville Guru and Wedding Wire.

(Top, Bottom) Logan Share, photos by Logan Share.
CASE STUDY #7: HEALTH CLINIC / URGENT CARE RENOVATION
ERLANGER EXPRESS CARE, HAYESVILLE, NC

BIG BOX STORE TO HEALTH CLINIC
Clay County, a rural county outside of Hayesville, NC is receiving its first urgent care, renovated from an old Dollar General store. The facility will also include a physician’s office and rotating specialists to serve the 10,000 residents of Clay County. Set to open in 2019, the facility will treat an array of acute and chronic illnesses, offer physicals, and provide preventative education.

APPLICATIONS FOR BEVO
The closest urgent care or clinic to the Bevo neighborhood is located 2 miles to the northeast, in the South Hampton neighborhood. The plan shows the Family Dollar, located at 4645 Graves Ave, as a potential place for a future urgent care. Along with high quality health care services, facade improvements, interior renovations, and screening of the parking lot would be changes to create a neighborhood amenity in the heart of Bevo.

DIVERSIFYING HEALTH CARE FACILITIES
Urgent care centers can become costly renovations, which is why facilities should partner with as many organizations as possible to provide a range of services. A health clinic in Bevo might provide urgent care services, health classes, preventative care, screenings, physicals, and rotating offices for doctors.

PROJECT GOALS MET

PROJECT CONDITIONS
PROJECT SIZE 8,000 sq. ft.
PROJECT COST ~$2 million

CASE STUDY #8: VACANT LOT CONVERSION
LOS ANGELES’ “ADOPT-A-LOT” PROGRAM

PROJECT DESCRIPTION
Free Lots Angeles’ (FLA) Adopt-A-Lot program was approved by the Los Angeles City Council in late 2018 as a way to convert vacant properties into neighborhood centers. Residents may apply to turn the city-owned lots into a community use for three months to one year. The program is currently in the pilot phase and applies to roughly 2,000 lots in the City of Los Angeles.

APPLICATIONS FOR BEVO
LRA in St. Louis includes several programs, including Mow-to-Own and the Dollar House Pilot, to make available vacant lots. However, a similar pilot program in the City of St. Louis would provide support to neighborhood organizations, like Better Bevo Now, to turn vacant lots into parks, farms, gathering places, or markets, even if on a short term basis.

KEEP IN MIND...
FLA includes the support of five organizations and started making pop-ups in city lots five years ago. Time will tell how successful the projects are in the long term, but as a starting point, FLA required effort from both public and private sectors.

PROJECT GOALS MET

PROJECT CONDITIONS
CURRENT IMPACT 6 - 10 pilot lots; 1,500 members of the public engaged
PILOT PROGRAM Initial: 18 months + two 6 month extensions

(Top): Vacant lot activation at 41st & Central Ave; (Bottom) Vacant lot activation at 86th & Broadway, photo by Free Lots Angeles.
CASE STUDY #9: MUNICIPAL WEBSITE
MUNDELEIN, CHICAGO, IL

A DESTINATION FOR CURRENT & FUTURE TENANTS
The Village of Mundelein, located about an hour north of downtown Chicago, runs a website which features an interactive map to perform housing research. Whether current residents are looking to move to a different part of town or a family is looking to relocate to Mundelein, users can search through the different housing options available in the Village.

A PART OF THE CID WEBSITE
The CID’s website should include, a map of available rentals, commercial and residential. Listings might be listed for free, or at a nominal amount to cover the costs of hosting the page. The CID should include photos and links to Google maps as well.

LESSONS LEARNED
Mundelein’s website does not include listing information, only educational information. The website would be more effective if it included contact information, links to property owners, websites, or additional content.

PROJECT GOALS MET
PROJECT CONDITIONS
WEBSITE HOST FEES $120 - 240/year
SET UP COSTS $1,000

8. Lake Ridge
9. Hampton Reserve

CASE STUDY #10: NEIGHBORHOOD RAIN GARDENS
OLD NORTH ST. LOUIS, ST. LOUIS, MO

A PILOT FOR LOW-IMPACT STORMWATER MANAGEMENT
Project Clear, the MSD funded stormwater management reimbursement grant program totaling $100 million, constructed a neighborhood rain garden in Old North St. Louis. The facility is located on Clinton St. and 14th St. and diverts approximately 31,000 gallons of stormwater from the St. Louis sewer system. Neighborhood systems such as this one have the capacity to filter and store acres of stormwater from either public ROWs or private properties.

APPLICATIONS FOR BEVO
Sewer overflow locations are around the City and runoff from Bevo contributes to the number of overflow days in the Mississippi River. Rain gardens such as this one would be helpful to reduce the number of overflow days and provide local rainwater filtration into the water table. Rain gardens serve a function, but also provide a neighborhood amenity.

LESSONS LEARNED
According to a study by MSD, the pilot projects gleaned several lessons learned. First, construction costs on average were about 20% higher than design costs. Second, most of the issues seemed to occur with problems with excavation or with digging after construction had taken place. Designing the system to not clog, erode, or decay needs to be a serious consideration. Third, vandalism mostly occurred during construction and laying of sod, where equipment or newly laid sod and aggregate were stolen from the site. The rain garden should be kept secure during construction and initial vegetation growth to avoid early vandalism or damage to the system.

PROJECT GOALS MET
PROJECT CONDITIONS
PROJECT COST $185,000
DESIGN CAPACITY 4155 gallons
AREA CONTROLLED 1.72 acres

(Be) Old North Rain Garden, photos by Project Clear, MSD.
APPENDIX #7: LAND USE FEASIBILITY ANALYSES

INTRODUCTION

OVERVIEW AND METHODOLOGY
Feasibility analysis is a necessary process in determining which developments can be successfully delivered to the market by comparing a project’s prospective value against its total development costs. In essence, it helps determine the degree to which different types of developments can secure private financing, often leading to a conclusion of what is possible, what is not possible, and what could be possible with policy interventions, public-private partnerships, and/or support from institutions and foundations.

Estimating development feasibility is a multi-step process, but it is highly dependent upon market research to provide market-based conclusions regarding achievable rents, parking fees, likely operating expenses, capitalization rates, and other inputs that directly impact the value of a prospective development. This research included a survey of relevant rental housing products and retail space in and around the Bevo Study Area, as well as research into proposed projects, published market data, recent transactions involving similar properties, and first-floor commercial spaces.

Additional market research was also conducted to estimate potential development costs for specific development typologies. In the case of this analysis, development costs were considered for new mixed-use construction. These costs were determined using multiple sources, including two cost estimators (Marshall and Swift and DCD), and the actual development costs of comparable projects in St. Louis and in other similar markets. Likely site acquisition costs were also estimated based on recent land sale data provided by CoStar.

Currently, new construction and high-quality historic rehab in the Bevo Study Area is not feasible without some level of public assistance or subsidy. However, it is important to note that all conclusions regarding development feasibility are as of the date of this report and these conclusions could change in the near future if there is an increase market rents or if there is a decline in development costs.
HISTORIC REHAB PROTOTYPE

A development concept involving high-quality “gut” rehabilitation of three apartment units and 3,000 square feet of retail was tested as a prototype for renovation in the Historic Area’s historic building stock. As completed, the project would have an estimated total value of $670,000. Total development costs were also estimated at $840,000, resulting in a $170,000 shortfall, or gap of about 20 percent. This indicates that a project is unlikely to occur without some public intervention such as equity raised through the federal and state Historic Tax Credit program. The presence of a national historic district in the Bevo Bovite creates the opportunity for developers to use these tax credits as a source of gap financing.

**PROPOSED DEVELOPMENT DETAILS**

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**DEVELOPMENT VALUE**

$670K

**VALUE/COST**

79%

**SURPLUS/(DEFICIT)**

($170K)

QUIKTRIP SITE (NEW CONSTRUCTION)

A development concept involving 16 apartment units and 5,955 square feet of retail was tested for the QuikTrip site in the Bowtie. As completed, the project would have an estimated total value of $2.6 million. Total development costs were also estimated at $3.4 million, resulting in a $850,000 shortfall, or gap of about 25 percent. As with the rehab prototype, some public assistance will be necessary. The combined value of a 10-year tax abatement and equity raised through the New Markets Tax Credit program could be sufficient to close the development gap.

**PROPOSED DEVELOPMENT DETAILS**

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**DEVELOPMENT VALUE**

$2.6M

**VALUE/COST**

75%

**SURPLUS/(DEFICIT)**

($850K)
**A PROFITABLE PARTNERSHIP**

A development concept involving 20 apartment units and 8,000 square feet of retail was tested for the public parking lot located between Gravois Avenue and Morganford Road. Given the signature architectural character envisioned for this catalyst project, slightly higher rents were concluded for this site than for the QuikTrip site. Using market-rate assumptions completed, the project would have an estimated total value of $3.6 million. Total development costs were also estimated at $4.6 million, resulting in a $1.0 million shortfall, or gap of about 22 percent. Similar to the other two opportunity sites, public assistance through the New Markets Tax Credit Program and tax abatement will be necessary. The Low Income Housing Tax Credit is also a potential source of gap funding if the residential portion of the project were developed as income-restricted affordable housing.

Because this site is publicly-owned, the City could consider ground leasing the property or selling it at a reduced rate as an alternative to providing tax abatement or other incentives. Such an agreement would reduce total development costs by as much as $500,000. This agreement could be conditioned upon a development concept satisfying one or more community objectives, such as design quality, the set-aside of affordable residential units, or a lower retail rent.

**PROPOSED DEVELOPMENT DETAILS**

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APPENDIX #8: OPTION SELECTION

INTRODUCTION

A RECORD OF THE PROCESS
This section is intended to outline the main options presented along the corridor, as well as the decision and resulting outcome to date. This is a record of the process and choices that have been presented and made.

This section color-codes those involved in decision making, Community Polling indicates that the community voiced their opinions either through keypad polling, or through an exercise at a workshop. An Outside Stakeholder Group includes those affected by the plan ideas, either directly or indirectly. The Steering Committee’s input is shown in Green. Finally, the Consultant Team is shown in blue.

OVERALL CORRIDOR OPTIONS
This section covers the following topics:
- The street section and how it varies along the corridor
- The segmentation of the corridor
- Branding
- Parks
- Window Treatments

SITE-SPECIFIC OPTIONS
This section covers the following topics:
- Christy Trailhead
- Frieds Sites
- Bonnie Backstop
- Midwest BankCentre
- Closing of Delor
- Block between Itaska-Gannett
- City bridges adjacent to viaduct
- Industrial High property
- Alligator Clothing site
- Chippewa

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**STREET SECTION: BALANCING VEHICLE SPEED, BIKE/ PEDESTRIAN/BUS, & RETAIL**

**AN ITERATIVE PROCESS**

The development of the street section for Gravois was a long process that paid off in the end. Initial design options included landscaped medians, vegetated sidewalks, and 5 different lane configurations (see this page).

**DECISION 1: CYCLE TRACK**

This was decided by a combination of Community Polling and Steering Committee guidance. At the first Community Workshop, the community expressed in favor of increased walkability and vegetated sidewalks, but did not want vegetated medians. They were also in favor of removing bike lanes if it meant widened sidewalks for an enhanced pedestrian experience. Feedback from Outside Stakeholder Groups including Great Rivers Greenway and TrailNet was also obtained; their guidance was that they are not in favor of the removal of any bike lanes, unless they are replaced with enhanced infrastructure (such as the cycle track). They were therefore in favor of Option 3: the Cycle Track. Additionally, Outside Stakeholder Groups including MoDOT and the City of St. Louis were also in favor of Option 3. The Steering Committee advised the Consultant team to pursue Option 3: the Cycle Track.

**DECISION 2: CYCLE TRACK TO MORGANFORD**

Another set of refined cycle track options was presented to the Steering Committee: (1) a continuous Cycle Track along Gravois, or (2) a cycle track that turned at Morganford, allowing for the replacement of the bike lanes with widened sidewalks along Gravois from Morganford to Christy (see Exhibit B).

DECISION: The Steering Committee advised the team to move forward with the option to route the Cycle Track down Morganford. Community Polling at the second Workshop in April supported this decision. The team is currently conducting additional outreach with Outside Stakeholder Groups to explain the preferred option and hopefully gain their support.
STREET SECTION: CYCLE TRACK OPTIONS

DECISION 2: CYCLE TRACK TO MORGANFORD
Another set of refined cycle track options was presented to the Steering Committee: [1] a continuous Cycle Track along Gravois; or [2] a cycle track that turned at Morganford, allowing for the replacement of the bike lanes with widened sidewalks along Gravois from Morganford to Christy (see Exhibit B). The Steering Committee advised the team to move forward with the option to route the Cycle Track down Morganford. Community Polling at the second Workshop in April supported this decision.

However, Outside Stakeholder Groups after the April meeting expressed concern with the removal of bike facilities of Gravois south of Delor. The team conducted additional outreach with these groups, and convened a Bike Technical Advisory Committee, to help gain their support and guide the final preferred option.

BACK TO THE DRAWING BOARD
A meeting with a bike advisory committee in early May resulted in the group wanting the design team to go back to the drawing board and re-examine alternatives to the removal of bike facilities on Gravois south of Morganford. There was a specific request to look at the removal of the Two-Way Left Turn Lane (TWTL) and/or parking on one side of the street to achieve a ~25 mph street that maintained bike facilities along the entire length of Gravois within the study area.

At follow-up bike committee call in mid-May, the design team presented an alternative strip map that removed the TWTL along the corridor, keeping left-turn lanes at some key intersections. This design was the careful balance of a number of competing issues, including walkability, sidewalk dining, on-street parking as a driver of retail sales, safe bike facilities, number of curb cuts that intersect with the pedestrian sidewalk, and stormwater.

Fortunately, the bike advisory committee was pleased with this option, pending a discussion with Metro about bus pullouts. The Steering Committee approved of the updated strip map, allowing for the team to proceed with designing the remaining elements of the strip map and accompanying streetscape.

RECOMMENDED OPTION
The Bike Advisory Committee, as well as the Steering Committee, advised the design team to consider continuing a cycle track down Morganford as well as Gravois for improved connectivity.

KEYPAD POLL: CYCLE TRACK ROUTE
South of Delor, should bikes be routed along Gravois or Morganford?

Gravois | Morganford

OPTION A - REMOVE 1 SIDE PARKING; KEEP CONT. TURN LANE

OPTION B - REMOVE 1 SIDE PARKING; REMOVE CONT. TURN LANE

OPTION C - SEPARATED BIKE LANES; REMOVE CONT. TURN LANE

OPTION D - RECOMMENDED
CYCLE TRACK; KEEP BOTH SIDES PARKING; REMOVE CONT. TURN LANE

OPTION 3: RECOMMENDED
GRAVOS & MORGANFORD CYCLE TRACK

EXISTING CONDITIONS
SEGMENTATION OF THE CORRIDOR: A DISTRICTING APPROACH

MARKET AND ECOLOGICAL OPTIONS
Market-based segmentation of the corridor, but also eco-

log-based segmentation of the corridor were developed by the

Design Team.

RECOMMENDED OPTION: BOTH
The Consultant Team recommendation had no objections from

the community. Some refinements to the market-based seg-
mation were made based on Steering Committee Feedback

(technically branding the Christy subarea as “Bars & Cars”).

Additionally, the Consultant Team refined the landscape-based

segmentation to align with market segmentation.

FRAMEWORK FOR A GREAT STREET
A DISTINCT “IDENTITY” FOR EACH AREA

ENVIRONMENTAL DISTRICTS
A DISTINCT “ECOLOGY” FOR EACH AREA
BRANDING THE CORRIDOR: THE BEVO BRAND

BEVO MILL VS. BEVO LOVE
The Design Team came up with two branding concepts: Bevo Mill (conservative, traditional, historic); and Bevo Love (artsy, funky, contemporary).

RECOMMENDED OPTION: BOTH, WITH FUNK
The Steering Committee decided the branding should include elements of both; they want to highlight the Mill, but also introduce some contemporary style into the branding. Community Polling at the April workshop confirmed this decision.

BEVO MILL
COMFORTABLE
TRADITIONAL
HISTORIC
ICONIC
PASTORAL
CLASSICALLY BEAUTIFUL
TIMELESS

BEVO LOVE
DYNAMIC
PLAYFUL
ARTSY
CURIOUS
DELIGHT
CREATIVE
FUNKY

MILL LOVE
COMFORTABLE
CREATIVE
ICONIC
PLAYFUL
CLASSICALLY BEAUTIFUL
FUNKY

WINDOW TREATMENTS: INCREASING GROUND-FLOOR TRANSPARENCY

DELIGHTING PEDESTRIANS
An important aspect of retail is the customer being able to see inside a business. Ground-floor transparency, with clear glass that allows for two-way sight lines between people in and out of the building, creates a sense of activity and vitality on the corridor. However, issues with heating and lack of shade have resulted in business owners installing tinted glass along Gravos.

OPTIONS DISCUSSION
The Design Team developed the following options: Leave reflective glass; Replace reflective glass with clear glass and add awnings; Replace reflective glass with clear glass and add street trees.

RECOMMENDED OPTION
The preferred plan option includes Design Guidelines that include the replacement of reflective glass with clear glass, and the addition of a combination of street trees and awnings.
A KIT OF PARKS
The Consultant Team came up with a list of parcels appropriate for redevelopment into a pocket park.

With the goal of filling the parks desert, the Design Team chose a set of parcels that represented three different scales of parcel, and showed what can be done on those parcels to benefit the Bevo community.

RECOMMENDED OPTION: 4 PARKS
Community Polling indicated that everyone was excited about all the different park programming options. This feedback resulted in the Consultant Team recommending three parks to be included in the plan (the three that fill the parks desert and offer all three scales).

The detailed illustrative plan includes four parks (the three that fill the parks desert and offer all three scales, plus a renovated Sabij Park in the Bowel).
CHRISTY TRAILHEAD: AN IMPORTANT CONNECTION TO BEVO & BEYOND

BEVO NEEDS A SOUTHERN ENTRANCE
The intersection of Christy and Gravois is a gateway to the Bevo neighborhood from the south and is a connection point to the regional bike network. The surface parking lot between the Christy banquet hall and Dorm-in-a-Box and the adjacent slip lane present an opportunity to re-imagine this important site.

RECOMMENDED OPTION
The Bevo Great Streets Plan recommends a beautiful landscaped gateway that reclaims the slip lane and also provides a branded gateway element seen from the street. A landscaped trailhead shields the surface parking lot, which is now pervious.

This option strikes the right balance between not adding new buildings to the community, but meeting the need for a prominent, tight-to-the-curb urban element to create a bit of enclosure at this site.

OPTION ALTERNATIVES
At the Charette, the Design Team presented an option to create a local stormwater retention facility at this site. The community overwhelmingly responded that while this was a nice-to-have, it didn’t raise to the level as some of the other issues of the plan (mobility, filling vacancies, etc.).

While the Design Team abandoned the idea of a large stormwater project here, the importance of the site as a welcoming entrance to the community remained.

So the Design Team explored a few different ways to provide this feeling of “arrival,” all of which include the takeover of the public Christy slip lane: A. Landscape screening with a landscaped gateway element (installation); B. Landscaping with architectural gateway (a building); C. Landscaped gateway element with trailhead; D. Architectural gateway tight against the curb.

The design team eventually decided on the landscaped gateway with Christy Trailhead. The issue of public vs. private property lines, as well as the lack of demand for new construction, made any architectural gateway sub-optimal.

EXISING

RECOMMENDED OPTION - LANDSCAPED GATEWAY + TRAILHEAD
- Gateway element occupies slip lane
- Trailhead feature near the street blocks the parking lot
- Pervious pavers in lot provide stormwater management

ALTERNATIVE A - LANDSCAPE + ARCHITECTURAL GATEWAY
- Gateway element occupies slip lane
- Trailhead feature near the street blocks the parking lot
- New building
- Increases building coverage at street
- Building does not extend beyond current property line
- Pervious pavers in lot provide stormwater management

ALTERNATIVE B - LANDSCAPE ONLY ( analy, Phase 1)
- No building
- Gateway element occupies the slip lane
- Dorm-In-A-Box gets facelift/updated programming
- Parking lot remains untouched
- Minimal connection to Christy trailhead

ALTERNATIVE C - ARCHITECTURAL SCREENING
- New building
- Brings building fully up to street
- Property line moves out to include slip lane
- Pervious pavers in lot provide stormwater management

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Chapter Five: Appendices
GRAVOIS AVE / FRIEDA AVE: A RARE OPPORTUNITY FOR A NEIGHBORHOOD GARDEN

A PAIR OF PARCELS - HOW BEST TO USE?
The two sites at 5418 and 5440 Gravois present a unique opportunity. First, these sites offer a rare opportunity to control urban design development across the street from each other at a small inflection point along the Gravois corridor. Second, they sit on a low point in the study area where stormwater from a large portion of each block. In short, these are both great development and stormwater treatment opportunities.

TREATING WATER WHERE IT FALLS
The focus of this project is on the property of Gravois as a retail corridor. However, part of a truly great street take into account natural elements including stormwater management. Treating stormwater at the source (in this case, the drain of the street) is a serious benefit to St. Louis. In the long-term, this could be an MSD-reimbursed project.

CREATING AREAS OF INTEREST
The Consultant Team also considered an option where a pair of buildings mirror each other across Frieda. These could have interesting architecture and serve as a point of interest as one moves along the corridor. The team also considered an option that integrated the two - a pair of rain gardens in front of a pair of buildings. However, the demand for these new buildings would compete with some of the other, more catalytic developments proposed in this plan - namely, the backstop and old QuikTrip sites within the Bowie district.

RECOMMENDED OPTION - RAINGARDENS
- Treat water from east half of Gravois (from crown) for ~ 1 block
- Provide shared area for daycare
- Educational signage

ALTERNATIVE A - PAIR OF BUILDINGS
- Flatiron building at northeast corner
- Liner buildings at northwest and southeast corners to offer pedestrians street wall
- Remove slip lane from Chippewa to Gravois
- Add bumpouts
- Add bike phasing to signals

RECOMMENDATION: RAINGARDENS
Because of the unique opportunity of Frieda to treat a significant amount of water, as well as be a prominent and visible area to communicate the importance of treating water on-site, the Design Team recommends these parcels be developed as raingardens.

EXISTING

ALTERNATIVE B - PAIR OF BUILDINGS + SMALL RAINGARDENS
- Pair of buildings with angled fronts
- Small raingardens in front of angled buildings
- Not enough surface area to treat the amount of water that could come through
BACKSTOP BUILDING: AN ICONIC BUILDING TO COMPLIMENT THE MILL

THE MILL NEEDS A COMPLEMENT
To create a beautiful, functioning urban place at the heart of Bevo, the Design Team looked at creating a sense of enclosure around the Morganford/Deloe/Gravois intersection with the addition of a building tall enough to complement the Bevo Mill.

OPTIONS RECEIVED MIXED REVIEWS
There were several scenarios developed for the backstop building opposite the Bevo Mill. The idea of a flatteron building flush with the corner was vetoed through Community Polling at the first public workshop. Additional scenarios were presented that included a coffee shop on various locations of the triangle opposite the Bevo Mill, as well as a building with artist studio and loft space of carrying height.

RECOMMENDATION: BACKSTOP BUILDING
The presentation of the flatteron building did not include much context, and the community's negative response was perhaps due to a misunderstanding of what the flatteron building offered in the way of enclosure and walkable urbanism.

Discussions with the Steering Committee led the Consultant Team to pursue these ideas. When the community was polled about the backstop buildings of varying height, Community

Polling responded favorably to a pavilion only, and the pavilion with a 3-story backstop building. Discussions with the Steering Committee confirmed this height and scale is appropriate, and showed enthusiasm for the third option (3 stories for the Midwest Bank and backstop buildings). The Steering Committee guided the team to consider the 3-story buildings in the final plan.

The Consultant Team chose to include a public art concept ("LOVE" letters) and a 4-5 story backstop building in the preferred plan option.

RECOMMENDED OPTION
- 4-5 story backstop building behind Sebilj park
- Pavilion added near the tip of the park (at Morganford/Gravois intersection)
- Improved landscaping in Sebilj Park

ALTERNATIVE A - 3-STORY BACKSTOP WITH PAVILION
- Pavilion added near the tip of the park (at Morganford/Gravois intersection)
- Improved landscaping in Sebilj Park
- No backstop building behind Sebilj park; screened parking lot

ALTERNATIVE B - PAVILION, NO BACKSTOP
- 2-3 story backstop building behind Sebilj park
- Pavilion added near the tip of the park (at Morganford/Gravois intersection)
- Improved landscaping in Sebilj Park

ALTERNATIVE C - FLATIRON BUILDING
- Flatiron building right up against the curb
- Would conflict with some of the Sebilj monuments
- Adds urban element that is successful at triangle locations such as this (including a short distance north on Gravois)
MIDWEST BANK CENTRE: TWEAKING THE DESIGN OF A DESIRABLE DEVELOPMENT

OFF TO A GOOD START
The Midwest BankCentre at 4914 Gravois was already under redevelopment at the start of the Bevo Great Streets Project. The design was accepted by the community, and the developer (Tower Grove CDC) was already exploring financing options for the redevelopment of the Midwest BankCentre building into a mixed-use building for the bank and senior living. This is a great opportunity for Bevo, and the Design Team is fully in support of the project.

However, the Design Team felt that there were some aspects of the building and site plans that could have been improved to be more in line with this Bevo planning effort.

OPTIONS TO INCREASE WALKABILITY
Design changes proposed by the Design Team included moving the driveway entrance to Delor; bringing the edge of the building to the curb at the boxtie point; and increasing the height on both the bank and senior living sections of the building.

One reason for increasing the height of the building is to allow for the other site plan changes, while maintaining a target number of units and program elements necessary to be competitive for funding.

RECOMMENDED OPTION

ALTERNATIVE A - 5-6 STORY BUILDING

ALTERNATIVE B - 3-STORY BUILDING

RECOMMENDATION: GO TALLER
Community Polling responded favorably to higher stories at the Midwest BankCentre building, so the Consultant Team worked with Tower Grove CDC to produce an updated design. Discussions with the Steering Committee confirmed this height and scale is appropriate, and showed enthusiasm for 5 stories for the Midwest Bank.
CLOSING THE DELOR HAIRPIN TURN BETWEEN MORGANFORD RD. & GRAVOIS AVE

A CLEAR VIEW OF THE MILL?
The Morganford/Delor/Gravois intersection is complicated for all travel modes. To simplify the experience, and to explore the possibility of improved sight lines of the Bevo Mill, the design team considered closing the small section of Delor between Gravois and Morganford.

TO CLOSE OR NOT TO CLOSE
The Steering Committee was fine with either option and left it to the Consultant Team to ultimately decide. The idea was to have this space be used by the public, with benches and other programming. The issue came down to mountability: a closure would need to be frequently mounted by emergency vehicles, yet blocked enough that regular drivers knew not to use it.

Outside Stakeholder Fire Chief Dennis Jenkerson informed the Consultant Team that his local hook and ladder fire truck route goes right up Delor through this intersection, so even having a mountable curb would be too much of an obstruction for this important fire safety route.

RECOMMENDATION: KEEP IT OPEN
The Consultant Team decided not to close Delor at this time, but future planning efforts may want to reconsider if the fire routes in the City change.

EXISTING

ALTERNATIVE B - 3-STORY BUILDING
(top) Sight lines looking north at Bevo Mill are obstructed by the lighting infrastructure needed to maintain the Delor through signal (left); with this infrastructure removed, this intersection is dramatically improved (right) (bottom) Alternate route for cars.
GANNETT BLOCK: A BLOCK-SCALE OPPORTUNITY

AN OPPORTUNITY FOR A BIG MOVE

The block between Itaska and Gannett (between Morganford and Gravois) is an opportunity to extend good urbanism within the Bowtie district. It is also within the historic district.

RECOMMENDATION: TBD

The plan illustrates a bold concept that phases development overtime to accommodate a mix of commercial and residential uses.

OPTION ALTERNATIVES

The Family Dollar building, if preserved, could be repurposed as an urgent care facility or other commercial use. The plan shows how the land can be phased to accommodate coordinated near-term and long-term development.

As indicated by the market analysis, attracting a grocery to the area, even in the medium and long term, would likely require a collection of incentives and competitive gap financing tools (such as the New Markets Tax Credit, for which this site is eligible). However, this site would be a desirable location for such a future use from a community perspective. A small grocery store could be accommodated through assembling three properties on the east site of the block. This plan shows how the land can be phased near-term development that preserves the opportunity for a grocery store if needed funding sources could be assembled.

Recommended Option -

- Gateway element occupies slip lane
- Trailhead feature near the street blocks the parking lot
- Previous pavers in lot provide stormwater management

Alternative A - Consolidated Commercial

- Assemble parcels to create space for urgent care or small grocery
- Fill block frontage with two small liner buildings

Alternative B - Liner Buildings & Parking

- Fill block frontage with two small liner buildings
- Replace mid-block structure with parking lot

EXISTING
BALANCING BRIDGE MAINTENANCE WITH CONNECTIVITY

CITY BRIDGES ARE STRUCTURALLY DEFICIENT
In collaboration with the City of St. Louis, the Design Team worked to understand the options for the City-owned vehicular bridges on either side of the Union Pacific spur viaduct, including their removal with no replacement.

The bridges represent maintenance liability to the City. Both bridges are also listed at a 4 out of 10 rating for structural capability; however, the bridges also qualify for federal funds. The City believes the viaduct bridges might be 5th – 10th in line city-wide for replacement and removal.

RECOMMENDED OPTION
The City bridges should be replaced to maintain connectivity with the surrounding properties and community. Because the bridges provide an essential connection to active industrial properties at 4316 Gravois, there was strong local support to maintain useful manufacturing space within the community that creates revenue and jobs in the area.

Additionally, the replacement of the bridges is essential to maintain pedestrian and bike connectivity across Gravois at this area in the corridor. With the addition of a large park on the other side of 4430 Gravois, this connection will be more important than ever.

OPTION ALTERNATIVES
At-Grade Crossing
Unfortunately, filling the viaduct and bringing the crossing at-grade is not an option from the City or Union Pacific Railroad standpoint. While it would increase economic feasibility of the surrounding parcels, the move would require removing at-grade crossings at other locations as an exchange. The at-grade crossing at Meramec would be an obvious option, but it is unlikely that there would be two at-grade crossings ripe for removal.

Removal without replacement or new streets
Removal of the bridges without replacement may be more expensive than it’s worth, depending on how well-fortified the retaining walls are.

Additionally, if the bridges come down, there is a concerning lack of connectivity on numerous accounts. First, the property at 4316 Gravois would certainly have issues with accessing its own lot, purchasing this lot by the City is not preferred.

Second, the inability for a person on one side of Gravois to get to the other is a huge detriment to walkability and a sustainable neighborhood. A lack of bridges prevents these properties from becoming anything that would require more public or neighborhood access.

Third, the removal of the City bridges poses a potential public safety hazard in terms of emergency response. With industrial uses such as those permitted on these sites, the fire department requests access from two sides to be able to contain any incidents. If the fire department or other emergency response cannot access these parcels, or access hydrant infrastructure across the bridges, that’s a public safety hazard.

RECOMMENDED OPTION - REPLACEMENT OF CITY BRIDGES
- Replace City bridges with federal funds
- Avoids costly new street network, acquiring private properties
- Maintains neighborhood connectivity
- Provides usable, accessible light industrial uses

ALTERNATIVE OPTION A - INFILL + AT-GRADE CROSSING
- Fill in viaduct to make at-grade crossing
- Requires an exchange of at-grade crossings, which is unlikely

ALTERNATIVE OPTION B - REMOVAL WITHOUT REPLACEMENT
- Could be expensive should retaining walls need to be re-engineered
- Breakdown of neighborhood connectivity
- Detriment to adjacent properties

(bottom) The removal of the City bridges would trigger the need to build a new street grid so as not to strand existing parcels.

EXISTING
Removal without replacement but with new streets
The Design Team explored an alternative that added a new street network to the industrial parcels between Gravois and the train tracks. While this option solves the City’s bridge maintenance issue, it incurs additional costs in terms of the installation of an entirely new street grid to provide access and connectivity to these parcels. Additionally, this scale of new development is unlikely in Bevo for the foreseeable future.

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Chapter Five: Appendices
KEEPING OPTIONS OPEN NEAR THE VIADUCT

LARGE INDUSTRIAL PARCELS AS AN AMENITY?
While the existing industrial buildings are under-utilized (apparently storage or previously used manufacturing), their form and the zoning classification of the property present an opportunity for re-use into small-scale manufacturing that provides jobs to the city’s south side. Examples include small-scale brewing, or other art maker-spaces.

RECOMMENDED OPTION
Future development of the property at the east corner of Taft / Gravois could update the surface parking lot with a shared parking lot that can service the businesses in this district.

OPTION ALTERNATIVES
Future development of the property at the east corner of Taft / Gravois could replace the surface parking lot with multi-family housing, greatly improving the compatibility of the form and use with the surrounding residential properties. Since the site is likely to require costly remediation, the housing product should be dense enough to justify the site work. Construction costs can be mitigated by balancing density with “lean” construction types.
See options for the viaduct and city bridges for more on this site.

RECOMMENDED OPTION - SHARED PARKING LOT + ACTIVE REUSE OF CORNER BUILDING
- Upgraded shared lot at corner
- Large building remains light industrial use
- Landscaping in front and behind existing building

EXISTING

ALTERNATIVE A - MULTIFAMILY ON CORNER
- New multifamily dwelling units on corner
- Large building remains light industrial use
- Landscaping around existing building
RENOVATING VISIBLE VACANCIES NEAR VIADUCT

VISIBLE VACANCIES ARE OPPORTUNITIES
While this site is not within the official boundary of the Study Area, it is a potential asset within the larger context of this area.

OPTION ALTERNATIVES
One approach would be to rehabilitate one or more of the existing structures as a creative maker space. Another approach would be to add infill housing to this area.

The addition of a landscaped connection from Gravois to Meramec could add much-needed connectivity to this area. The Design Team worked together to come up with a multidisciplinary approach to this area. While the design came together after the April Workshop and therefore the design team did not get direct public opinion, the Steering Committee vetted this design and reacted positively.

RECOMMENDED OPTION
The recommended option combines a few of these different elements: the landscaping of the parcel closest to the viaduct into a connected trail; the rehabilitation of one or more of the existing structures as a creative maker space; and the phased addition of infill housing as demand for housing increases in the future.

RECOMMENDED OPTION - LANDSCAPED PATH WITH REDEVELOPMENT
- Landscaped trail connecting Meramec with Gravois
- Renovate existing structures into residential, with mixed-use
- Add additional streets to better connect neighborhood streets
- Add new missing middle housing

ALTERNATIVE A - LANDSCAPED PATH
- Landscaped trail connecting Meramec with Gravois
- Leave existing structures as-is

ALTERNATIVE B - NEW STREET NETWORK WITH HOUSING
- Landscaped trail connecting Meramec with Gravois
- Leave existing structures as-is

EXISTING

Bevo Great Streets Detailed Plan June 2019
CREATING A MORE MULTIMODAL CONNECTION WITH BEVO

A MORE WALKABLE AREA
The focus of this area is increased walkability and connectivity with neighboring communities. Keeping in mind redevelopment of any of these parcels likely far out in the future, the Design Team looked at intersection, streetscape, and land use options for this area of the corridor.

THE INTERSECTION AND THE LAND USE
The team looked at a roundabout for this intersection (per Community Polling input), as well as phased crossing signals that would allow for diagonal crossings, all-way crossings zone, etc. Additionally, bumpouts and the removal of the slip lane were also considered (see Exhibit N).

RECOMMENDATION: NO ROUNDABOUT, FEW BUILDINGS
The Steering Committee had mixed feelings about a roundabout. A roundabout and ped only crosswalk signaling was determined by the Consultant Team to not be feasible for this intersection, and also not solving the problem of poor walkability.

The Gravois street section (with narrower lanes and cycle track) as well as removal of the slip lane was the preferred intersection option, in addition to some changes to the urban form that greatly improve the walkability of the area in the longer-term. The Steering Committee wanted the Design Team to scale back some of the new buildings drawn in the plan in favor of smaller changes that focused more on mitigating, rather than changing, the existing urban form. Alternative A is an urban design scenario that future planning in this area may want to reconsider at such time when there is demand to redevelop some of these large parcels.

RECOMMENDED OPTION - LANDSCAPED PATH WITH REDEVELOPMENT
- Flatiron building at northeast corner
- Remove slip lane from Chippewa to Gravois
- Add bumpouts
- Add bike phasing to signals

ALTERNATIVE A - FUTURE BUILDINGS
- Flatiron building at northeast corner
- Liner buildings at northwest and southeast corners to offer pedestrians street wall
- Remove slip lane from Chippewa to Gravois
- Add bumpouts
- Add bike phasing to signals

ALTERNATIVE B - BUMP-OUTS AND SLIP-LANE REMOVAL
- Remove slip lane from Chippewa to Gravois
- Add bumpouts
- Add bike phasing to signals

ALTERNATIVE C - ROUNDABOUT
- Reconfigure entire intersection into a roundabout
APPENDIX #9: MEMORANDUM OF UNDERSTANDING

THE BEVO PLAN DECLARATION OF COMMITMENT

LEADERSHIP IS KEY
From the beginning, the Bevo Great Streets Project has included leadership as a core element. The Design Team focused on implementation throughout the process, including the formation of a leadership group to discuss the signing of a memorandum of understanding to collaborate into the future on implementing the Bevo Great Streets Plan.

What follows is a copy of the MOU, called a Declaration of Commitment. Those signatures that signed ahead of the ten document submission are included here.

Amendments should be made to this document to include any interested stakeholders not included at the time this document was printed.
DECLARATION OF COOPERATION

BEVO GREAT STREETS PLAN IMPLEMENTATION

1. BACKGROUND

In 2018, the East-West Gateway Council of Governments (EWGCOG), in partnership with the City of St. Louis, local Alderpersons, and the Bevo Community Improvement District (Bevo CID), acquired the services of a private consultant team (Consultant Team) to develop a Great Streets Plan for Gravois Ave in the Bevo Mill community (the Bevo Great Streets Project).

The Bevo Great Streets Project area centers along Gravois Avenue (including to the alleys on either side), with the following boundaries: Christy Boulevard to the north, Chippewa Street to the south, and extends along Morganford Road to Gravois Street to the north and Walsh Street to the south. The Plan includes a portion of the Bevo CID, Better Bevo Now Neighborhood Association; and 13th, 14th, 15th and 25th Wards boundaries.

EWGCOG launched the St. Louis Great Streets Initiative (Great Streets) in early 2006 to expand the way communities think of their streets. Rather than viewing a roadway project as solely a way to move more cars and trucks faster, the goal of Great Streets is to trigger economic and social benefits by centering communities around interesting, lively, and attractive streets that serve all modes of transportation.

In Bevo, this effort resulted in a Plan to reduce traffic speeds, increase pedestrian activity across and along Gravois, and 97% recent storefronts (see Exhibit A). The Plan also creates a Complete Street that serves all modes of transportation, enhances walking, and stimulates commercial and retail activity. The Plan focuses on a set of catalytic investments to enhance community, economic, and environmental performance, and aims to strengthen local involvement and community identity.

Between November 2018 and June 2019, the Consultant Team convened a Project Steering Committee to shape and guide the Plan. The Steering Committee served in an advisory capacity to the Consultant Team, and participated in developing the initial project vision, preferred option selection, and plan document review.

At a leadership workshop in April 2019, the Steering Committee, along with other key implementation stakeholders, agreed that strong and consistent leadership and long-term project oversight would be required to oversee the Plan’s implementation. The Steering Committee and Consultant Team recognized that there was a significant risk of the Plan not being fully implemented without agreements among all major stakeholders that spelled out clear roles and responsibilities associated with the Plan’s implementation. This “Declaration of Cooperation” (DOC) provides an overview of a five-year partnership to implement the Bevo Great Streets Plan, that includes partner responsibilities, actions, and budget contributions. The recommendations within this DOC guide the Plan’s initial implementation. This DOC includes the option to reevaluate the terms of this agreement and to reconsider the local governance strategy of the Bevo Great Streets Plan on an ongoing basis.

2. PARTNER GROUP FORMATION

To successfully launch and implement the Bevo Great Streets Plan, a group representing key partners shall take responsibility for managing and coordinating the effort. Key partners include the Bevo CID, Alderpersons for the 13th and 14th Wards; Better Bevo Now (BBN); Neighborhood Association; City of St. Louis; St. Louis Development Corporation (SLDC); and Metropolitan St. Louis Sewer District (MSD).

The process to implement the Bevo Great Streets Plan requires:

1. Declaration by partners that the implementation of the Bevo Great Streets Plan is a high priority as regards to revitalizing Bevo, with a focus on reduced vacancies, increased pedestrian trips, and reduced traffic speeds along Gravois.

2. Commitment by partners to engage in a collaboration process necessary to implement the Plan.

3. Commitment of resources (financial and in-kind) by partners to sustain the Plan implementation effort.

4. Commitment by partners to agree to work together on the following set of common priorities as outlined in this Plan:
   • The passage of a 1% sales tax by the Bevo CID
   • An improved public perception, including of safety, in the Bevo community
   • Additional Plan priorities to be agreed to as a group

5. The identification of the Bevo CID as the “lead landlord” to successfully launch, establish, and manage the Plan, including the hiring of professional staff dedicated to this effort to facilitate partners in all aspects of Plan implementation (e.g., goals, targets, projects, organization/governance, legal issues, economic impact/benefit, and long-term funding) as well as coordinating any additional research and studies necessary to initiate and manage the Plan.

The Bevo Great Streets Partnership Group is hereby formed and will meet on a regular basis (recommended 6+ times per year) to work on Bevo Great Streets Plan implementation issues. The Bevo CID will convene meetings of the Partnership Group. The Partnership Group shall consist of representatives of the Bevo CID, BBN, Alderpersons from the 13th and 14th Wards, City of St. Louis, and Missouri Department of Transportation (DOT). Representatives of SLDC, MSD, and EWGCOG, along with Tower Grove Neighborhoods Community Development Corporation, are encouraged to participate as technical assistance providers (see Exhibit B).

As currently envisioned, the initial DOC effort will last for a period of up to five years (or in the case of an elected official, completion of their term in office to be reviewed at that time). Annual reviews will determine if the DOC should be adjusted and/or renewed, and to codify changes and/or successes from the previous year.

The partners support the Bevo CID having given appropriate authority and resources to manage the agenda of the Bevo Great Streets Plan. The Bevo CID is a formally established 501(c)(3) non-profit business association that currently manages an assessment district that provides funding for transportation, public safety, and economic development programs in the district.

All partners to this DOC recognize the complexity and challenge involved in this effort. By endowing the DOC, each participating partner states their commitment to the process and their support for a successful outcome of the Bevo Great Streets Plan. This declaration is a clear commitment to an economically viable, attractive, and sustainable community. Individual statements of cooperation and commitment by key parties are attached and outline specific contributions of time, resources, and staff dedicated to the effort.

Bevo Great Streets Declaration of Cooperation June 26 2019
The following section outlines the commitments that each involved entity will contribute to the implementation of the Bevo Great Streets Plan. Neither the commitments set forth below nor this DOC, generally, are intended to create binding legal obligations. Rather, they are intended to reflect the current understanding and intentions of the parties. Team members acknowledge that the best solutions depend upon cooperation of all entities involved, and accordingly recognize that each party brings a unique perspective and contribution.

By signing, participants commit to the following shared declarations in addition to specific commitments by that party:

1. We commit to participating in the implementation of the Bevo Great Streets Plan.

2. We will support studies and innovative finance options for the implementation of planned infrastructure and on-going activities needed to assure that outcomes are achieved and maintained. In particular, we will participate in further collaborative meetings of the Bevo Great Streets Partnership Group to agree upon courses of action based on the studies.

3. We agree to and support the Bevo Great Streets Plan vision, long term goals, objectives, and baseline metrics included in this DOC (see Exhibit C).

4. We agree to and support the initial prioritized list of the Bevo Great Streets Plan Implementation Guide and understand that the tasks and projects will be prioritized appropriately by the Partnership Group based on areas of greatest need and impact (see Exhibit D). We will actively look for opportunities to participate and support these projects as further refinements are made within the context of the formation process with participating partners.

DECLARATION OF COOPERATION

Bevo Great Streets Plan Implementation

3. ORGANIZATIONAL DECLARATIONS OF COOPERATION

The following section outlines the commitments that each involved entity will contribute to the implementation of the Bevo Great Streets Plan. Neither the commitments set forth below nor this DOC, generally, are intended to create binding legal obligations. Rather, they are intended to reflect the current understanding and intentions of the parties. Team members acknowledge that the best solutions depend upon cooperation of all entities involved, and accordingly recognize that each party brings a unique perspective and contribution.

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1. We commit to participating in the implementation of the Bevo Great Streets Plan.

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DECLARATION OF COOPERATION
BEVO GREAT STREETS PLAN IMPLEMENTATION

**B1. DOC FOR THE 13TH WARD ALDERPERSON**

The 13th Ward comprises a large portion of the study area from Cheyty to the south, to Edelberger to the west, and Walsh to the east.

As a sponsor of the Bevo Great Streets Project contributing $75,000, current Aldermaness Beth Murphy has shown her willingness to invest and participate in the Bevo Great Streets project.

Aldermaness Murphy will play an active role in the implementation of the Bevo Great Streets Plan in the following ways:

1. I commit to providing a leadership role in the implementation of the Bevo Great Streets Plan, and to support the Bevo CID as the backbone organization.
2. I will commit at least $15,000 per year for five years to support the implementation of the Bevo Great Streets Plan. I will prioritize:
   - Setting aside (10%) of funds that can be used to obtain matching funds from larger grants, including those from MNDOT, federal government, etc.
   - Funding crosswalk and other public improvements in the short-term.
   - Uphold compliance with design guidelines.
   - Installation of a gateway element at Cheyty located on public property.

Beth Murphy
Aldermaness (13th Ward)
6-23-2019

**B2. DOC FOR THE 14TH WARD ALDERPERSON**

The 14th Ward comprises a large portion of the study area from Cheyty to the west, to Walsh to the east, with to the south line.

As sponsor of the Bevo Great Streets Project contributing $75,000, current Aldermaness Carol Howard has shown her willingness to invest and participate in the Bevo Great Streets project.

Aldermaness Howard will play an active role in the implementation of the Bevo Great Streets Plan in the following ways:

1. I commit to providing a leadership role in the implementation of the Bevo Great Streets Plan, and to support the Bevo CID as the backbone organization.
2. I will commit at least $15,000 per year for five years to support the implementation of the Bevo Great Streets Plan. I will prioritize:
   - Setting aside (10%) of funds that can be used to obtain matching funds from larger grants, including those from MNDOT, federal government, etc.
   - Funding crosswalk and other public improvements in the short-term.
   - Uphold compliance with design guidelines.
   - Installation of a gateway element at 13th located on public property.

Carol Howard
Aldermaness (14th Ward)
6-23-19
DECLARATION OF COOPERATION

BEVO GREAT STREETS PLAN IMPLEMENTATION

C. DOC FOR BETTER BEVO NOW

The Better Bevo Now Neighborhood Association (BBN) has chosen to all agree to invest and participate in the Bevo Great Streets project. The mission of the Bevo Great Streets Project is to be a better Bevo for all - along with the BBN mission to promote a safe, vital, beautiful community by facilitating community awareness, involvement, knowledge, investments, and sustainability.

The neighborhood follows the Bevo Mist Neighborhood Ownership Model - a neighborhood initiative committed to improving the quality of life in the Bevo and surrounding neighborhoods and based on the Neighborhood Ownership Model designed by the City of St. Louis Community Development Office. Better Bevo Now plays a leadership role in this model by facilitating volunteer activity in the following initiatives: Black Captain Program, Neighborhood Watch, Volunteer Support, and Great Advocacy.

BBN will play an active role in the support and implementation of the Bevo Great Streets Plan in the following ways:

1. We commit to providing a leadership role in the implementation of the Bevo Great Streets Plan, and to support the BBN CO as the backbone organization.

2. BBN agrees to focus on the following projects:
   - Monitor progress toward goal achievement (see Exhibit C)
   - Promote artistic expression and local art
   - Continue to hold community events as often as possible
   - Organize and execute the development of a historic tour to a pocket park
   - Lead the development of a positive news campaign for Bevo

David T. Elliott
Better Bevo Now Neighborhood Association (Chairman)
6-27-19

Date

DECLARATION OF COOPERATION

BEVO GREAT STREETS PLAN IMPLEMENTATION

D. DOC FOR CITY OF ST. LOUIS BOARD OF PUBLIC SERVICE

The City of St. Louis and the City is a key stakeholder in the future of Bevo in the Bevo community and is a major supporter of creating a safe, more accessible city center that supports the community. The City, which owns the Goree neighborhood, has jurisdiction over roadway configurations, as well as changes in public right-of-way measures including pedestrian crossings. That support of the Bevo Great Streets Plan is crucial to its successful implementation.

The City's participation in previous BWSCC Great Streets projects indicates their dedication to creating Great Streets in St. Louis. Specific involvement to date includes major financial sponsorship, as well as active participation on the Steering Committee from representatives from the Board of Public Service, Department of Planning and Urban Development, and Department of Streets. These representatives also participated in a technical advisory committee to help navigate the Consultant Team through the challenging task of balancing competing interests in a Great Street.

In its capacity, the City agrees to support the Bevo Great Streets Plan in the following ways:

1. We commit to providing a leadership role in the implementation of the Bevo Great Streets Plan, and to support the Bevo CO as the backbone organization.

2. Through the Board of Public Service, we agree to:
   - Pursue federal funding based on the City's Capital Improvement Program prioritization for the rebuilding of the two City bridges next to the park.
   - Coordinate with Missouri DOT to restructure the Goree corridor during the reconstruction of the two City bridges next to the railroad.
   - Administer projects associated with Ward capital funding allocated by Aldermen.

3. In addition, we agree to leverage State and Federal resources, as appropriate, to bring additional funding to Bevo Great Streets Plan projects.

Richard T. Bradley, PE
City of St. Louis Board of Public Service (President)
6-27-19

Date
DECLARATION OF COOPERATION

BEVO GREAT STREETS PLAN IMPLEMENTATION

D2. DOC FOR CITY OF ST. LOUIS DEPARTMENT OF STREETS

The City of St. Louis (the City) is a key stakeholder in the future of Gravois in the Bevo community and is a major supporter of creating a safer, more economically viable corridor that supports the community. The City, which owns the Gravois right-of-way, has jurisdiction over roadway configurations, as well as changes or additions to traffic control measures including pedestrian crossings. Their support of the Bevo Great Streets Plan is crucial to its successful implementation.

The City’s participation in previous EWGCOG Great Streets projects indicates their dedication to creating Great Streets in St. Louis. Specific involvement to date includes major financial sponsorship, as well as active participation on the Steering Committee from representatives from the Board of Public Service, Department of Planning and Urban Development, and Department of Streets. These representatives also participated in a bicycle technical advisory committee to help navigate the Consultant Team through the challenging task of balancing competing interests of a Great Street.

In its capacity, the City agrees to support the Bevo Great Streets Plan in the following ways:

1. We commit to providing a leadership role in the implementation of the Bevo Great Streets Plan, and to support the Bevo CID as the backbone organization.

2. Through the Department of Streets, we agree to:
   • Encourage the Bevo CID, MoDOT, and other City departments to increase safe sidewalk usage and parklet opportunities along Gravois.
   • Work with the Bevo CID and MoDOT to arrive at a maintenance agreement for the Bevo Great Streets Plan street redesign.

3. In addition, we agree to leverage State and Federal resources, as appropriate, to bring additional funding to Bevo Great Streets Plan projects.

Deanna Venker  
City of St. Louis Department of Streets (Commissioner of Traffic)

Date

___________________________

Deanna Venker

City of St. Louis Department of Streets (Commissioner of Traffic)

Date

Bevo Great Streets Declaration of Cooperation June 26 2019
DECLARATION OF COOPERATION
BEVO GREAT STREETS PLAN IMPLEMENTATION

F. DOC FOR METROPOLITAN ST. LOUIS SEWER DISTRICT

Metropolitan St. Louis Sewer District (MSD) is the wastewater and stormwater utility for the metropolitan region of St. Louis. MSD has an obligation through a consent decree to fund upsizing projects that can reduce combined sewer overflows in the region. MSD has committed to $1.5 billion in Green Infrastructure in the combined sewer system to reduce River Des Peres combined sewer overflows.

MSD works across the region to incorporate more sustainable stormwater infrastructure in communities. While MSD has not designated the Bevo community area as an official priority area, there is a commitment to help with the implementation of the Bevo Great Streets Plan in the following ways:

1. We commit to providing a role in the implementation of the Bevo Great Streets Plan, and to support the Bevo CID as the backbone organization.

2. We agree to prioritize the following:
   - Work with City of St. Louis Board of Public Service to clarify joint funding opportunities to create stormwater BMPs that also serve traffic.
   - Administer the limecaping Large Scale Grant Program and the Annual Call to allow for the proposed streetscape design to be consistent with the Green Right-of-Way to accept and manage stormwater sheet flow in accordance with the MSD Rules and Regulations, Best Management Practices, and the MSD Grant Program.

Bruce Uebinger
Metropolitan St. Louis Sewer District (Assistant Director of Engineering)

6/30/19

Drew
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### EXHIBIT C - BEVO GREAT STREETS METRICS TABLE

<table>
<thead>
<tr>
<th>Role</th>
<th>Objectives</th>
<th>Context</th>
<th>Key Data Or Indicator</th>
<th>Performance</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>PLACE</td>
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<td>Median home values.</td>
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<td>50% more</td>
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<tr>
<td>HEALTH</td>
<td>COMMUNITY ACCESSIBILITY</td>
<td>Increase the percent of study area with tree canopy from 30% to 60% in 3 years.</td>
<td>Vacancy rate in the neighborhoods surrounding the Study Area Zip Code</td>
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COMMUNITY IMPROVEMENT DISTRICT

A PLAN FOR GOVERNANCE OF THE GRAVOIS CORRIDOR

A LEADER IN SELF-GOVERNANCE

The Bevo Community Improvement District (Bevo CID) has the potential to become the keystone of the Bevo Great Streets plan. While the community has had local governance for a long time, the CID is a new entity with a new set of local leaders. The Bevo CID needs to recognize that local governance in urban neighborhoods has been established longer than in Bevo.

The Bevo community has the grit to make this happen, with the firm leadership of the Bevo CID. But first, there are some basic steps to take to secure the Bevo CID’s foundation and its identity, assurance, and facilitate development along Gravois.

IMMEDIATE ACTION: A PRESENCE ON GRAVOIS

The Bevo CID needs a storefront space along Gravois, preferably within the Bosnian subarea. The CID should consider partnering with the Bosnian Chamber of Commerce to occupy a portion of the space within the Bowtie subarea. The CID should consider partnering with the Bosnian Chamber of Commerce to occupy a portion of the space within the Bowtie subarea. The CID should consider partnering with the Bosnian Chamber of Commerce to occupy a portion of the space within the Bowtie subarea.

Another initial move for the Bevo CID is to take responsibility for maintaining a local governance structure in Bevo. With the signing of a Memorandum of Understanding (MOU) with the St. Louis Regional Arts Commission, the CID leadership can begin to formulate a strategy from this Plan.

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Improve access to Bevo Great Streets.

Install cornice lighting on storefront facades facing Gravois.

Install tactical art gateway elements at Taft and Christy.

Provide technical assistance to property owners.

Conduct vacancy inventory.

Facilitate pop-ups in vacant storefronts.

Begin orderly transition of CID leadership (current ED expected to retire October 2020).

Create beautiful, informative website, brochure.

Adopt storefront design guidelines (pp. 216-217).

Adopt the districting strategy from this Plan.

Pass a 1% sales tax.
EXHIBIT E - BEVO GREAT STREETS CID ACTION PLAN PAGE 2

YEAR 1: ORGANIZE & EXCITE THE NEIGHBORHOOD

While the Bevo CID has partners in the implementation of this plan, there are some low-hanging fruits that should be the priority for the next 1 year. The Bevo CID should consider launching a website to introduce the organization and its mission to the public. The website should be easy to navigate and provide clear information about the benefits of being a member of the CID and how to join.

DRAFT

For example, the addition of creative lighting along buildings facing Groves, and in the Bowtie subarea in particular, can have a huge, immediate, and affordable impact on creating a sense of place. Such a creative, DIY approach is an early success that the Bevo CID can build from. Additionally, the implementation of tactical gateway elements at Fall and Cherry can immediately reassure people that they are entering an “area.” The replacement of reflective glass in retail storefronts with clear glass also has the potential to transform the corridor almost overnight. This change will add eyes on the street, as well as provide pedestrians and other customers passing in front of the businesses with a sense of the activity that is taking place inside.

COORDINATED MARKETING

Once the vacancy inventory is completed, a coordinated marketing and outreach strategy for vacant space can help the agency to accomplish this logistically, passage of the sales tax should be a priority for all implementers of the Bevo Great Streets Plan.

DRAFT

Finding temporary or “popup” retailers, restaurants, art studios, and other users in vacant storefronts can add utility to an otherwise quiet block, provide property owners a modest source of revenue, and help local entrepreneurs test business concepts that could become permanent features in the future. Pops-ups also complement community events designed to bring visitors to the area for a special experience, such as the tactical event being planned as part of the Great Streets project, or the Bevo Day antique car show. Volunteers that participate in these events will be even more likely to have a positive impression of Bevo—and be more likely to return—if they see building simple display cases.

DRAFT

Another accelerator is the installation of a temporary art display at the base of the Sebilj park. A public art addition (illustrated as large L, O, V, and E letters in the plan) can generate excitement for the redevelopment potential of the Bowtie, as well as public art in the area in general. In conjunction with the temporary installation, the Bevo CID should partner with the Better Bevo Neighborhood Association, as well as the Regional Arts Commission, to create a Bevo Public Art Committee to implement the arts plan outlined in this Plan.

DRAFT

The CID can facilitate these types of temporary uses—ranging from one weekend to six months—by matching entrepreneurs with willing and interested owners of vacant spaces, and by developing a framework for these short-term arrangements.

DRAFT

YEARS 2-4: COLLABORATE & ACCELERATE

Once the groundwork from Phase 1 has been established, and the current CID has handed the reigns to its successor, the Bevo CID may then consider the community and sustainability strategies recommended in this plan.

DRAFT

COMMUNITY MAINTENANCE PLAN

The Bevo CID needs a detailed Community Maintenance Plan. The Grove spends $126,000 on maintenance and public services like their center (landscape maintenance, snow removal, graffiti removal, etc.) and the Bevo CID should create a Community Maintenance Plan which outlines the ways the District should be maintained and appropriate funds accordingly. Piquing up interest and other businesses would be the best place for the CID to start.

DRAFT

POP-UPS

Installing temporary or “popup” retailers, restaurants, art studios, and other users in vacant storefronts can add utility to an otherwise quiet block, provide property owners a modest source of revenue, and help local entrepreneurs test business concepts that could become permanent features in the future.

DRAFT

Pilots the sales tax

The CID needs to develop a campaign strategy for placing the 1% sales tax. Since the initiative failed once already, the campaign strategy needs to focus on what went wrong and understand what is necessary to get the necessary vote. While the CID is the agency to accomplish this logistically, passage of the sales tax should be a priority for all implementers of the Bevo Great Streets Plan.

DRAFT

The CID should consider expanding and collaborating with other nearby CIDs. This type of collaboration could also happen in advance of a change to the Bevo CID’s boundaries.

DRAFT

A second, complementary option, would be to consider merging with the South Grand and Choteau CIDs under one non-profit organization to expand the staff capacity for managing these areas. The benefits of such a merger would be increased efficiency and effectiveness, as well as the potential to leverage additional financial resources.

DRAFT

LOCAL ART

If the CID is successful in the execution of a temporary art display in the base of the Sebilj park, its core art plan outlined in the Study Area. Alternatively, stakeholders in these areas could establish a separate CID to help fund the initiatives in the area, and create a cooperation agreement with the Bevo CID.

Chapter Five: Appendices 251

Bevo Great Streets Declaration of Cooperation FINAL DRAFT June 19 2019

Bevo Great Streets Detailed Plan June 2019
LOVE LETTERS
This project culminated in an Open House celebrating the Bow-tie district as a public space. While the Design Team came up with a concept scheme to put public art in front of the proposed badstop building, the Team wanted to implement a tactical version of that art to generate excitement for the plan, and to take ownership of the art display and develop their own, unique installation. The pages that follow include design drawings for how to build another tactical, or even permanent, version of the LOVE letters.

BELOVE GATEWAY ART
Announcing the arrival into the Bevo community is an important component of increasing the vitality of the community. A tactical “BeLOVE” letters concept scheme was developed as part of this plan to show the impact of an artistic, branded gateway element. The pages that follow include design drawings for a tactical installation of this gateway element.

BEVO BRANDING STRATEGY CONCEPT
While the community and Bevo CD should generate and take ownership of their own unique branding style, the Consultant Team produced a few concept sketches of potential branding schemes and directions.

CORNICE LIGHTS PRICING SHEETS
The Team selected a recommended string light to install on building cornices along Grivois Ave. Included here is the how-to guide for property owners to purchase and install those lights on their own right away.
Chapter Five: Bevo Great Streets Detailed Plan, WPG

OPTION 1 - STEEL

3" x 3" x " x 3/16" steel angles trim, typical

48" x 120" perforated steel sheet
3/4" x 4' x 8'
pressure treated
plywood, typical

OPTION 2 - PLYWOOD

3/4" x 4' x 8'
pressure treated
plywood, typical

how to trim inside
and outside of curve?
Troco Custom Fabricators
1333 Macklind Avenue
St. Louis, MO 63110
Phone: 314-781-6060
Fax: 314-781-6066

Quotation
Quote: Farr Associates
To: Farr Associates
53 W. Jackson, Ste. 650
Chicago, IL 60604

United States

Fax: (312) 408-1661

Sales Tax, if applicable, is not reflected in the above quote. Unless stated, this quote does not include delivery and installation.

Payment Terms: 50% down upon acceptance, balance upon completion, unless noted above. Credit card payments are acceptable with an additional 4% processing fee.

All material is guaranteed to be as specified, subject to any conditions noted above. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from any specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the quote. All agreements are contingent upon strikes, accident or delays beyond our control. The above prices, specifications and conditions are satisfactory and are hereby accepted.

You are authorized to do the work as specified. Payment will be made as outlined above:

To accept this quotation, sign here, date and return: _______________________ Date: _____________

Quote Number: 69873
Quote Date: 05/09/19
Customer: FARR
Ship via: FAX: (312) 408-1661

Part Number Description Quantity Price
--- --- --- -------
1 BEVO LOVE SCULPTURE 1 $24,640.0000 /LOT

Fabric framework of ‘LOVE’ letters in 3x3x3/16” pre-galvanized steel angle, as per customer supplied drawings. Each letter to have a 3/8” thick baseplate with holes to be fastened to concrete padding. Letters delivered to jobsite partially assembled. Final assembly, install, and plywood infill panel provision/assembly by others. Holes pre-drilled in angle for receipt of infill panels approx every 16”. Troco to provide templates of baseplates to concrete contractor for placement of studs. Engineering not included. Delivery included.

Total: $24,640.00

Sales tax, if applicable, is not reflected in the above quote. Unless stated, this quote does not include delivery and installation.

This quote is subject to the terms and conditions noted in the attached Terms and Conditions.

FARR ASSOCIATES
Tim Kirby
53 W Jackson Suite 650
Chicago, IL 60604

Payment Terms: 50% down upon acceptance, balance upon completion, unless noted above. Credit card payments are acceptable with an additional 4% processing fee.

All material is guaranteed to be as specified, subject to any conditions noted above. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra cost will be executed only upon written orders, and will become an extra charge over and above the quote. All agreements are contingent upon strikes, accident or delays beyond our control. The above prices, specifications and conditions are satisfactory and are hereby accepted.

You are authorized to do the work as specified. Payment will be made as outlined above:

To accept this quotation, sign here, date and return: _______________________ Date: _____________

Page 1 of 2
BE LOVE sign

10" aluminum flashing adhered to perimeter of each letter

2 layers 3/4" pressure treated plywood glued together

2 layers 2x4 blocking

guide holes by CNC as req’d to align layers

G40 string light bulbs (holes to receive each unit created by CNC)

rivets at break metal seams as req’d
3/4" pressure treated plywood glued together to create 6" deep shape (may use 2x4 blocking to achieve depth)

Guide holes by CNC as req'd to align layers

G40 string light bulbs (holes to receive each unit created by CNC)
Purchasing:

1. Go to the following product link:


The product details are: “C9 Warm White OptiCore TM Commercial LED Christmas String Lights” (Item #77667) from www.christmaslightsetc.com:
3. Select “Add to Cart”

4. Select “Continue Shopping”

5. Go to the following product link:


The product details are: “Parapet Clip, 100 Pack” (Item #17621) from www.christmaslightsetc.com:

*Note: you will need one clip per bulb.
*Note: this is what gets attached to the building. You will need screws, nails, or another form of attachment, to secure this to the building.

6. Click “Add to Cart”

7. Click “Continue Shopping”

8. Go to the following product link:

https://www.christmaslightsetc.com/p/Original-Shingle-Tab-100-Pack-17617.htm

The product details are: “Parapet Clip, 100 Pack” (Item #17617) from www.christmaslightsetc.com:

*Note: you will need one tab per clip. Here is how they fit together:

9. Click “Add to Cart”

10. Click “Proceed to Checkout”

11. Don’t forget to enter the Memorial Day sale promo code “Memorial” for 50% off and free shipping!