

A APPENDIX

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- B. Community Planning Workshop 2 Results
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- D. Market Strategy Report
- E. Community Engagement Plan
- F. Frenchtown Drainage Areas
- G. Frenchtown Great Streets Alternative Concepts



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A. COMMUNITY PLANNING WORKSHOP 1 RESULTS

The first engagement window for the Frenchtown Great Streets project included a Community Planning Workshop and an online survey. The community planning workshop was held on December 12, 2019 at Climb So III. During the workshop, participants participated in live polling during the presentation and active breakout sessions. The materials from the workshop event were also available online between December 12, 2019 and January 26, 2020.

ENGAGEMENT TYPE	NUMBER OF PARTICIPANTS
Workshop 1 Participants	52
Online Participants	488
Mail-In Participants	7
Total	547

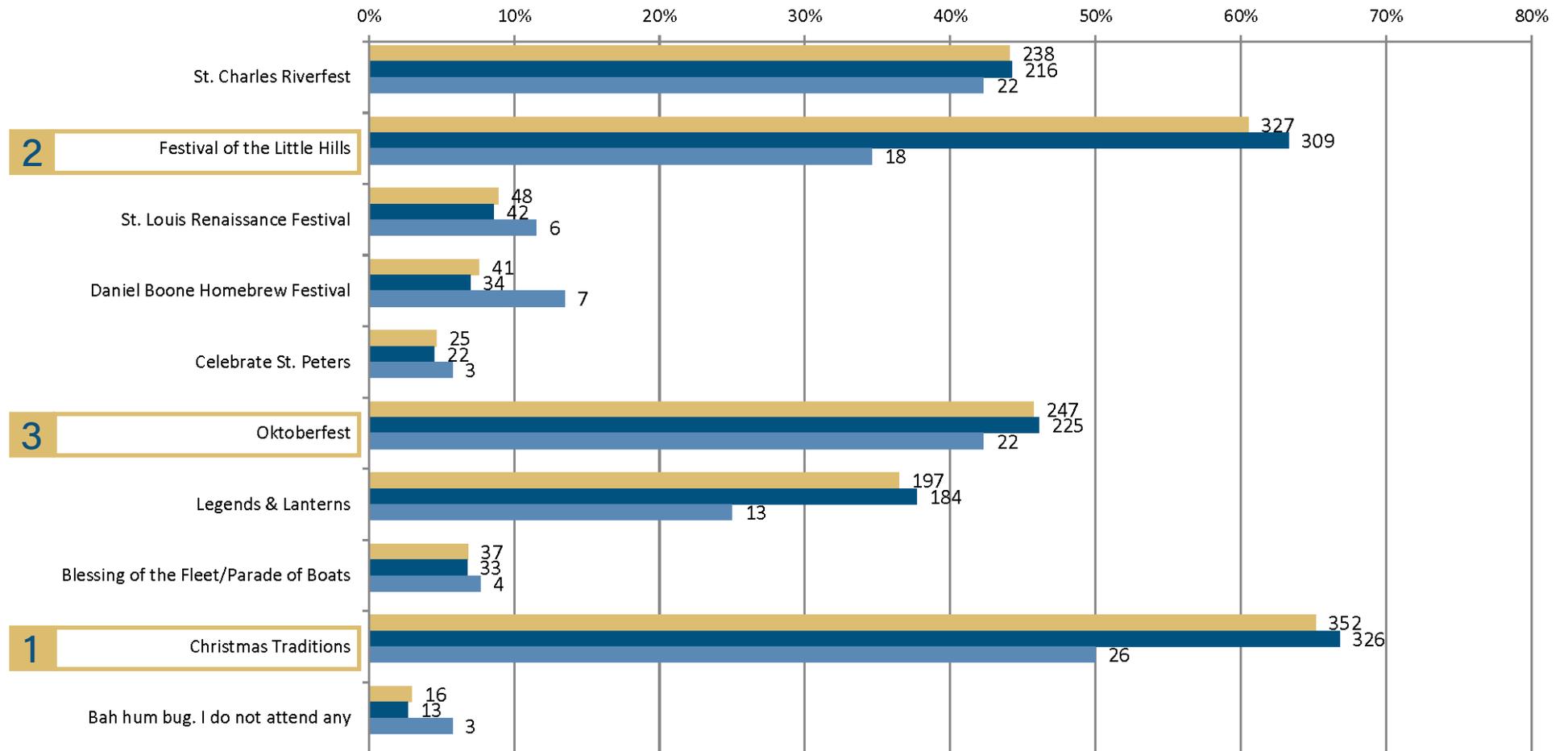
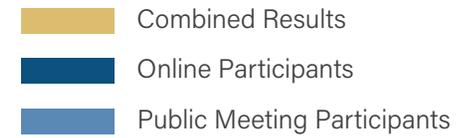


Photo of Community Planning Workshop 1 break out session

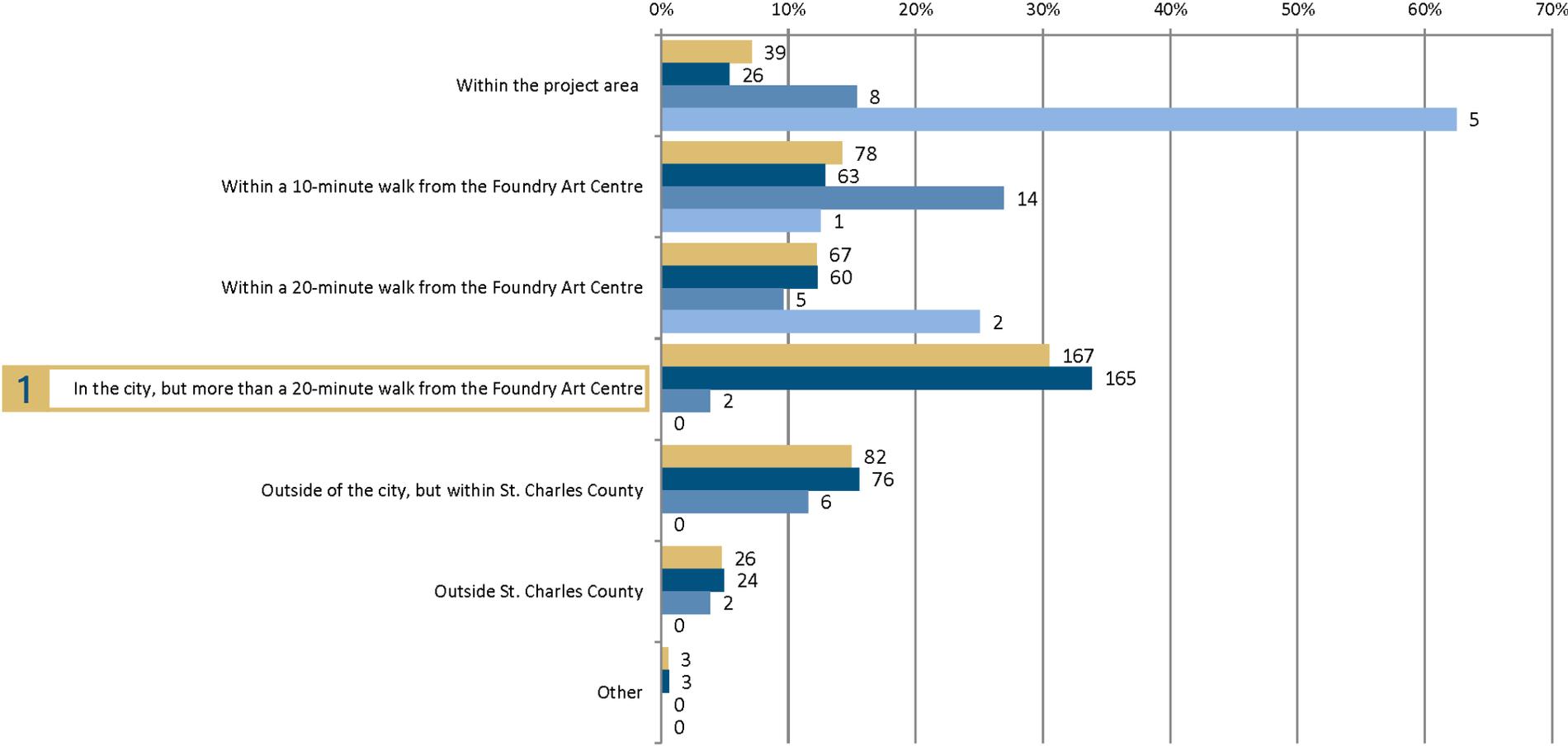


Photo of Community Planning Workshop 1 presentation

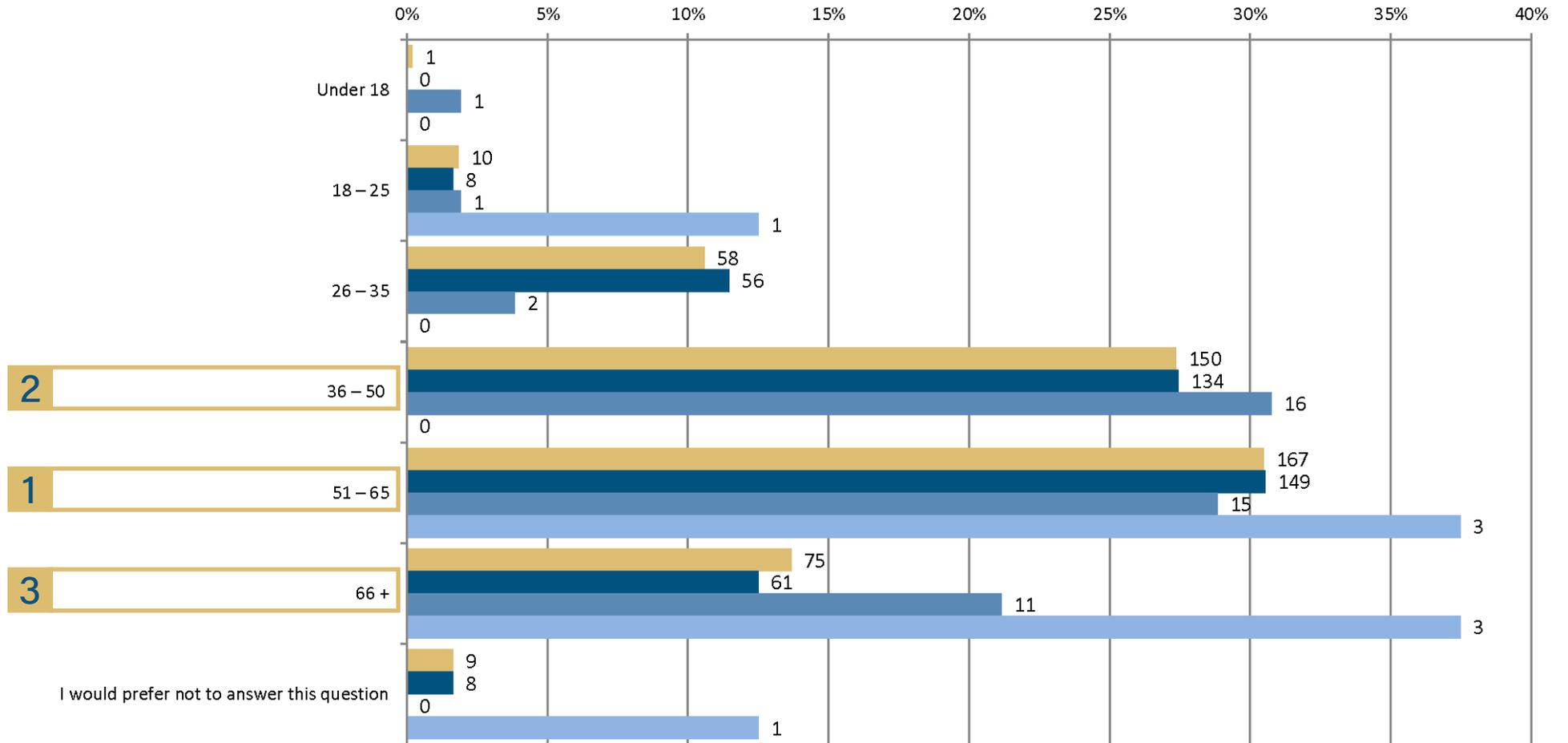
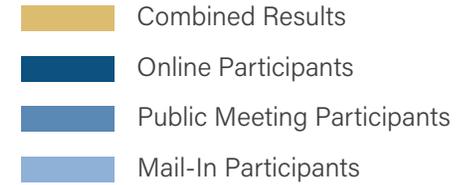
1. The St. Charles festival I enjoy attending, or participating in, is...(Select all that apply)



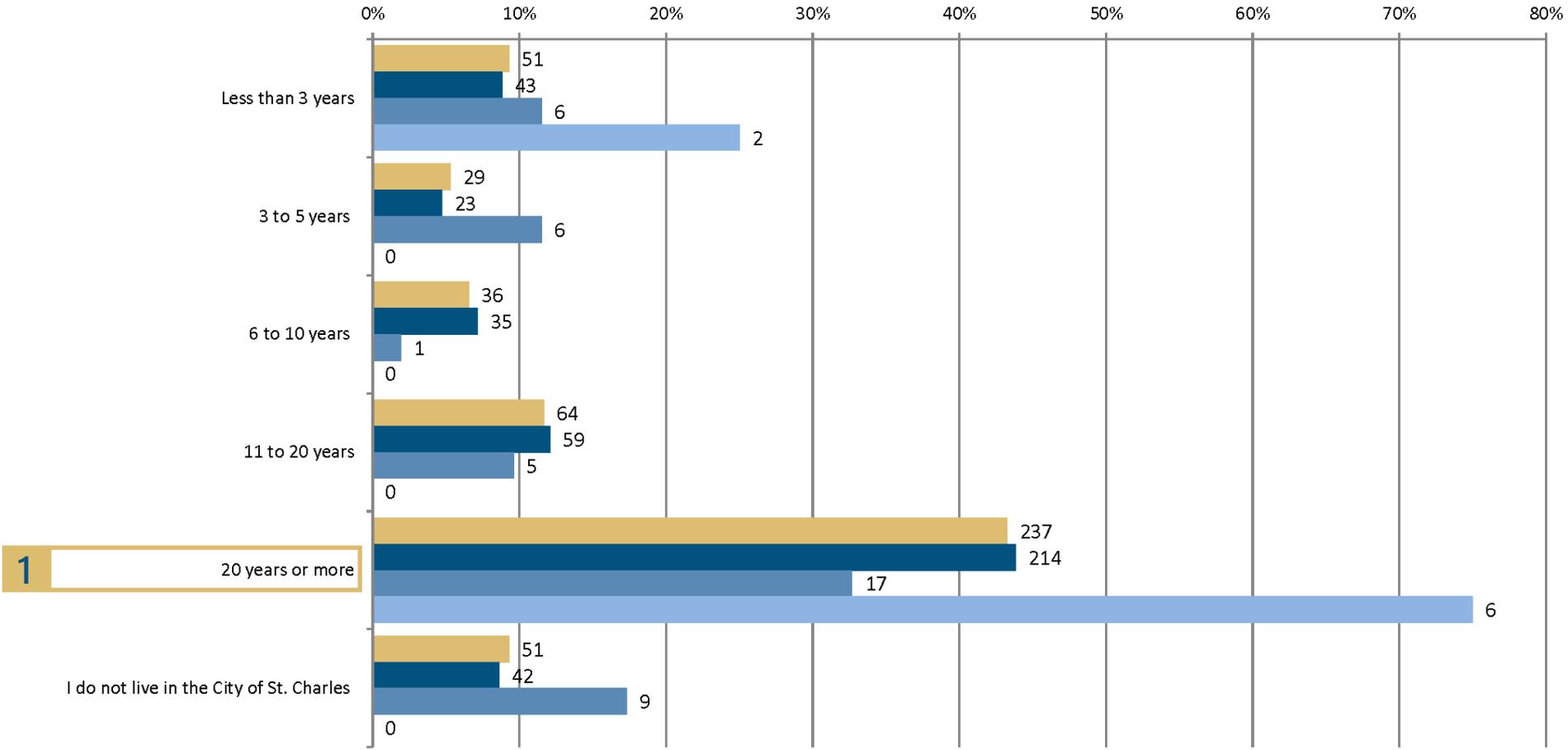
2. In order to help the Team understand who is participating, please tell us where you live in relation to the Foundry Art Centre. (Select One)



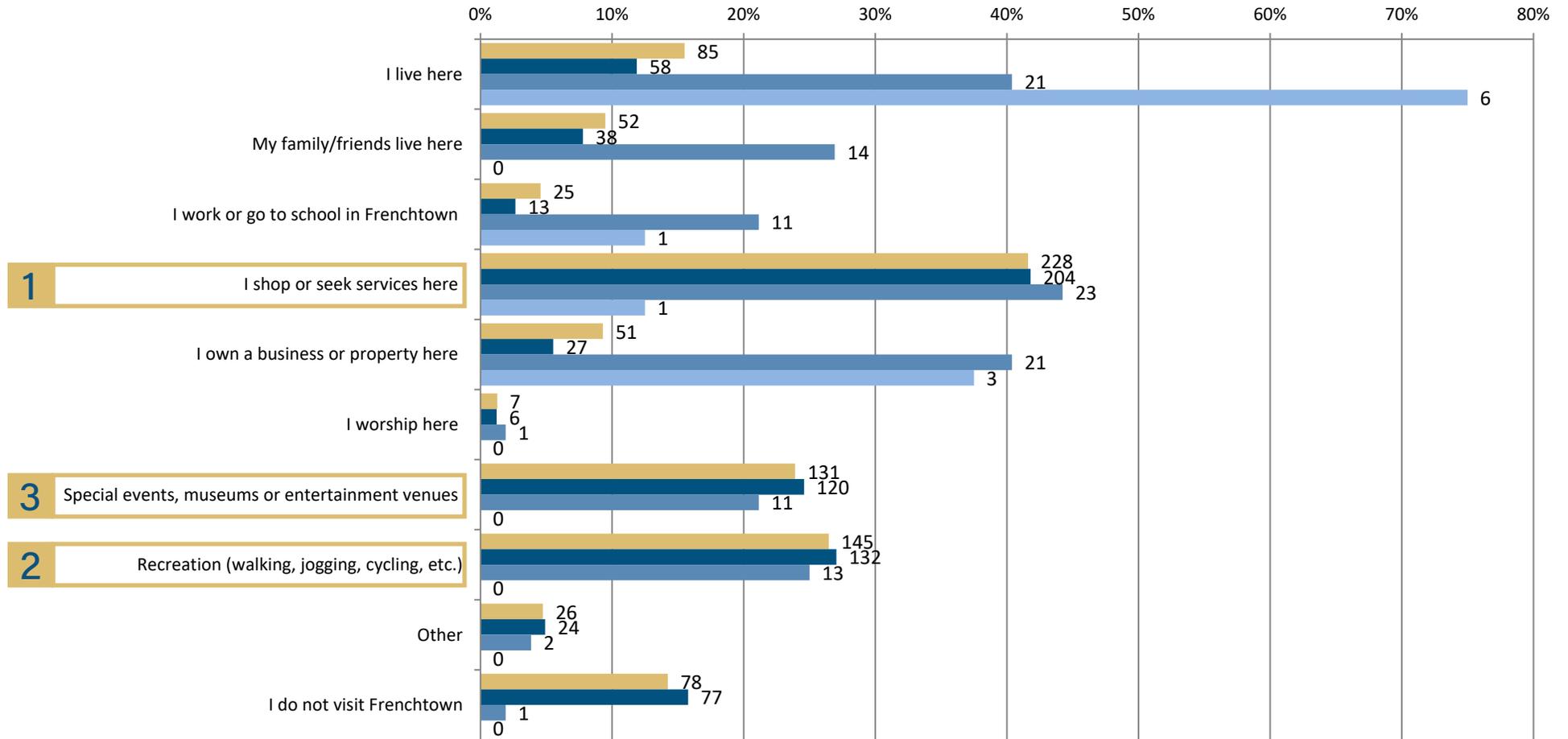
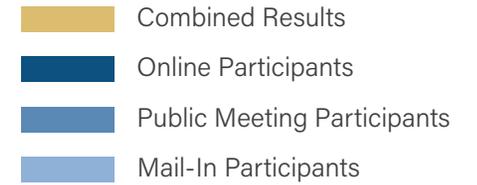
3. In order to help the Team understand who is participating, please tell us your age (Select One):



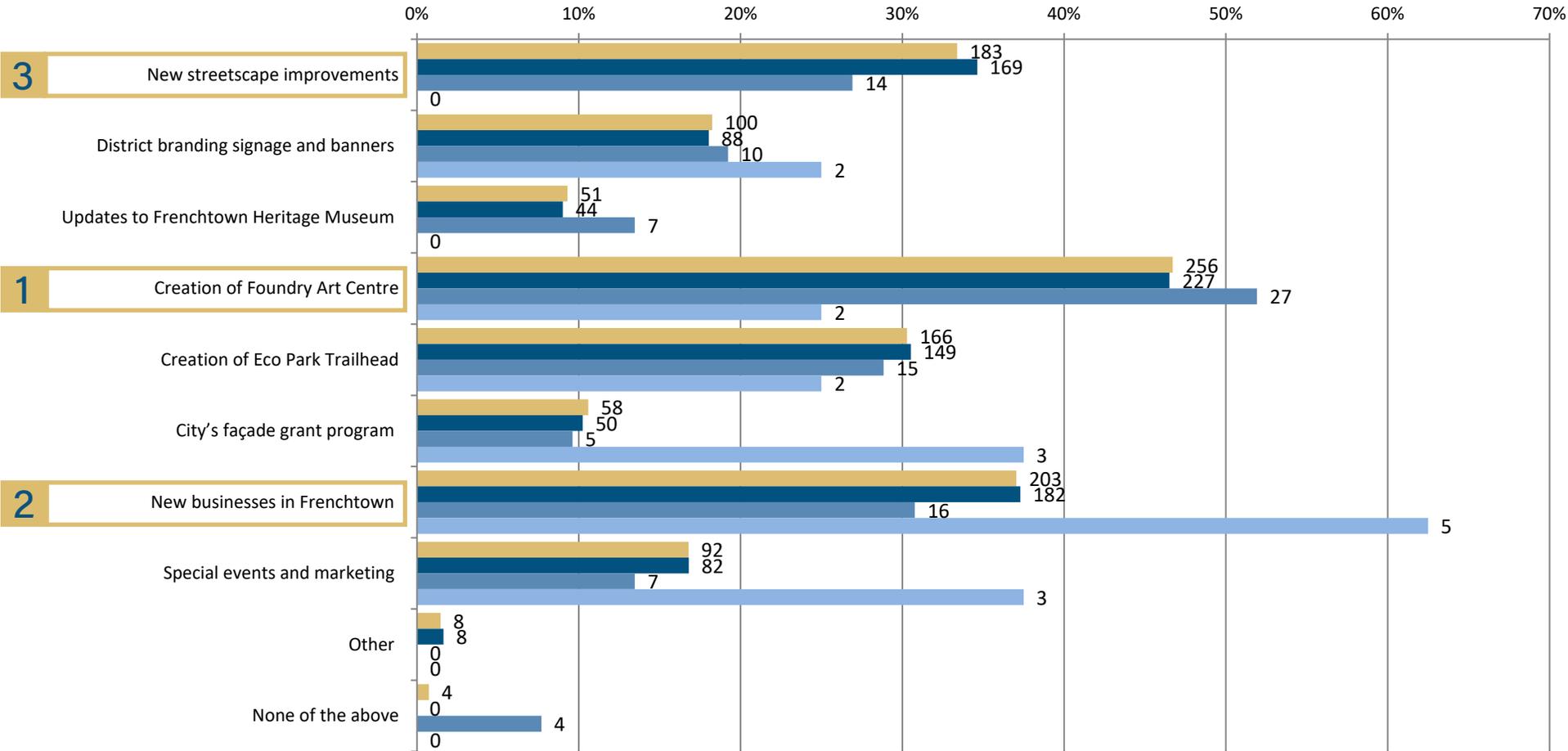
4. I have lived in the City of St. Charles area for...(Select One)



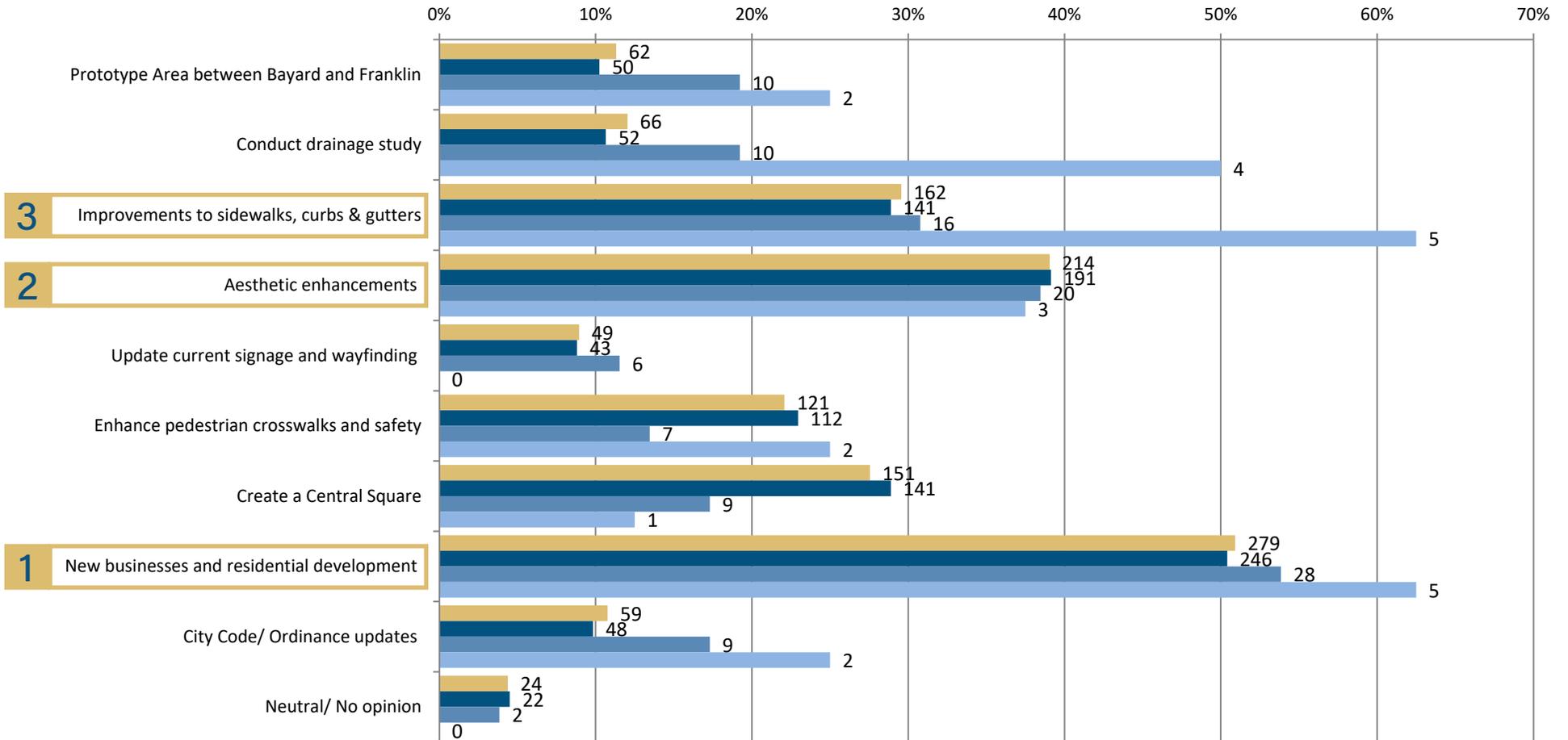
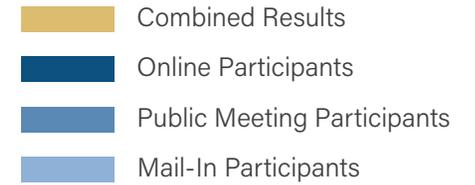
5. Typically, what is your primary reason for visiting Frenchtown...(Select all that apply)



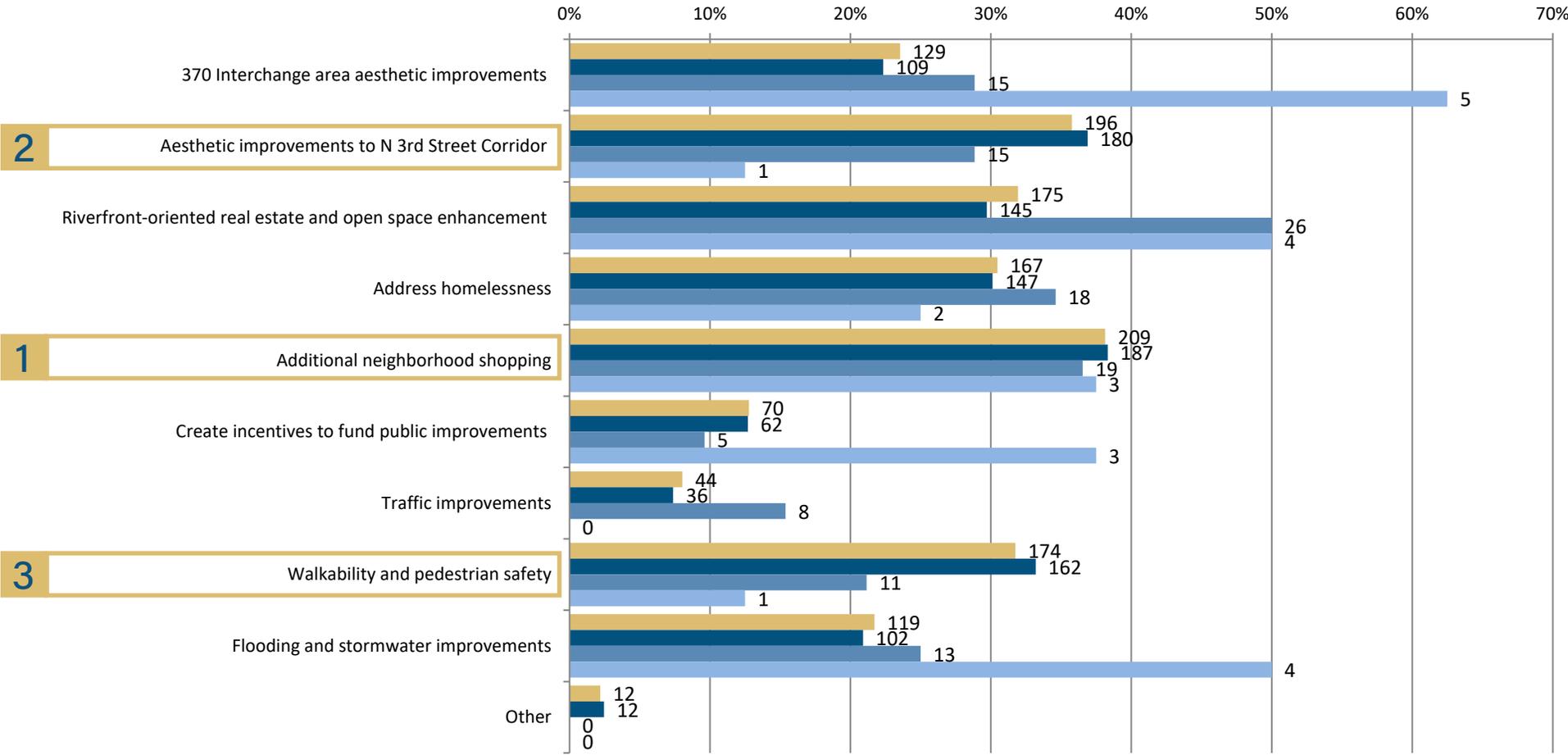
6. The improvements that have been implemented since the 2003 study that have been most beneficial are...
(Choose the top 3)



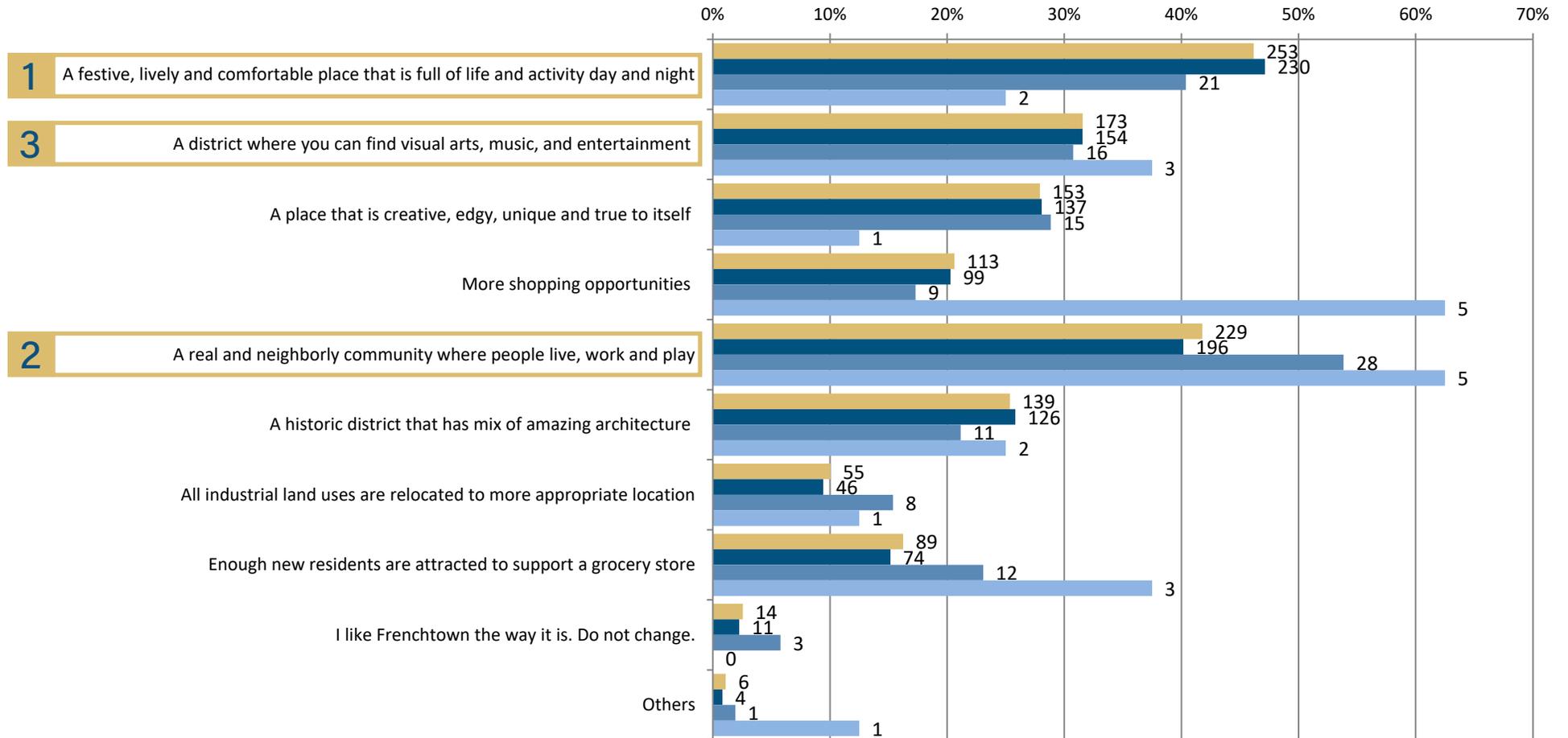
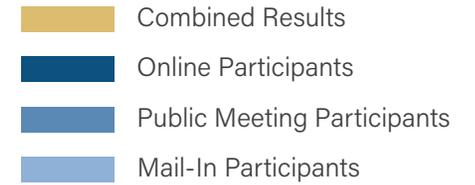
7. The recommendations from the 2018 audit that are most important to achieve Frenchtown’s vision are...
(Choose your top 3)



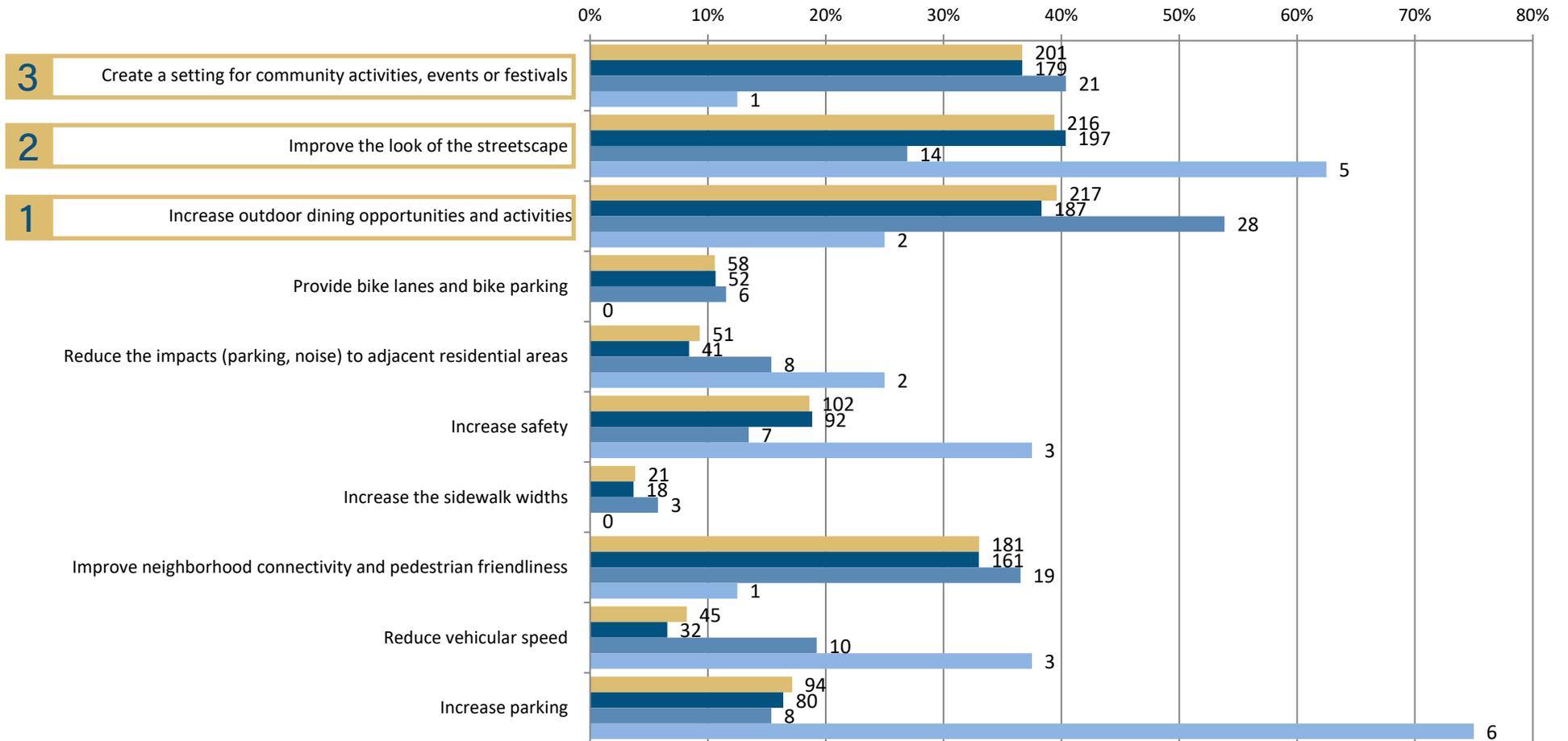
8. The long-range projects from the 2018 audit that will have the biggest impact on the area's future development are...(Choose your top 3)



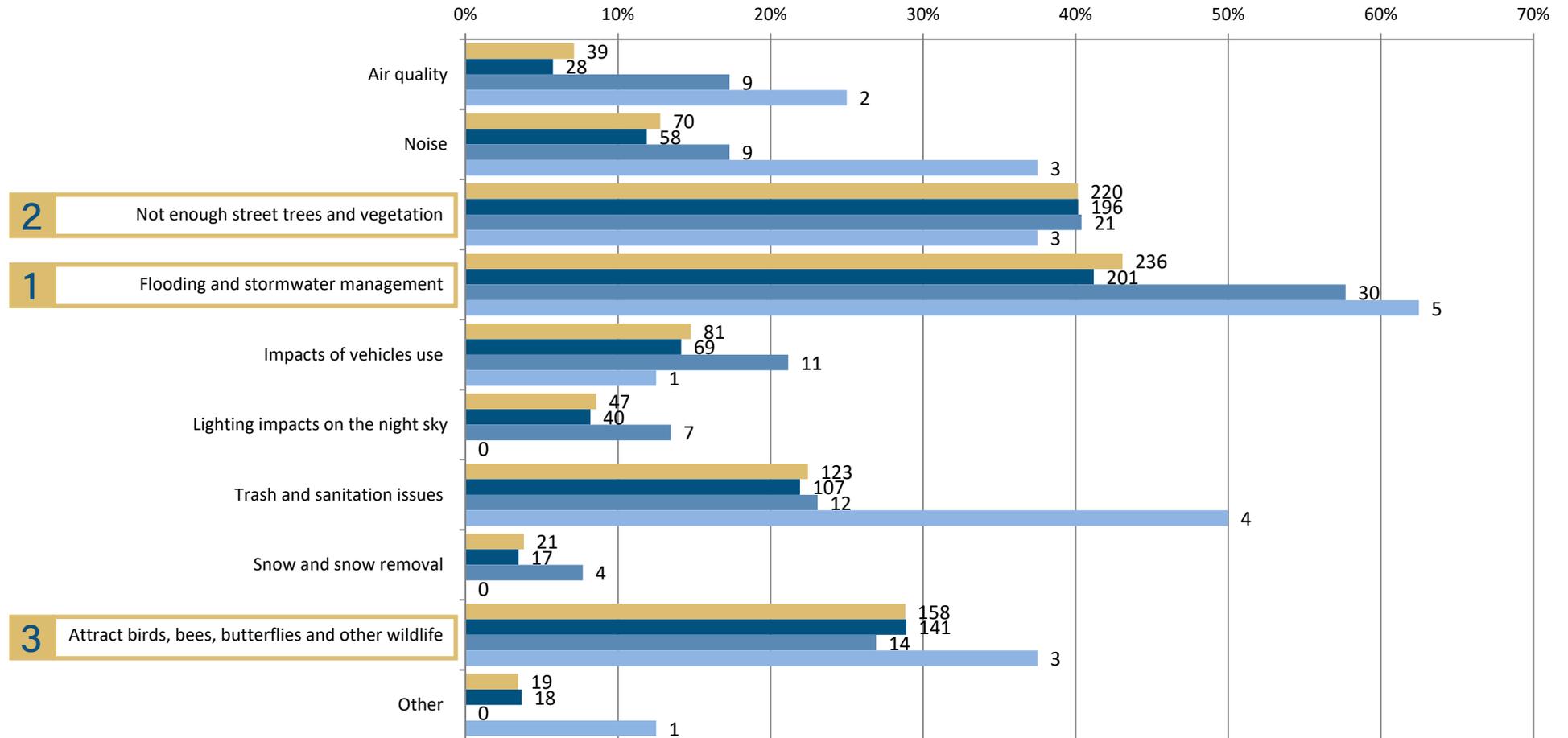
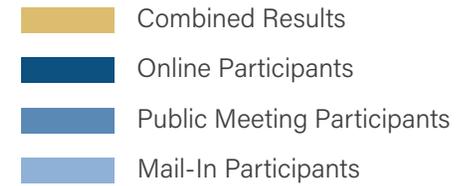
9. I would consider the Frenchtown Great Street project a success if it results in...(Choose your top 3)



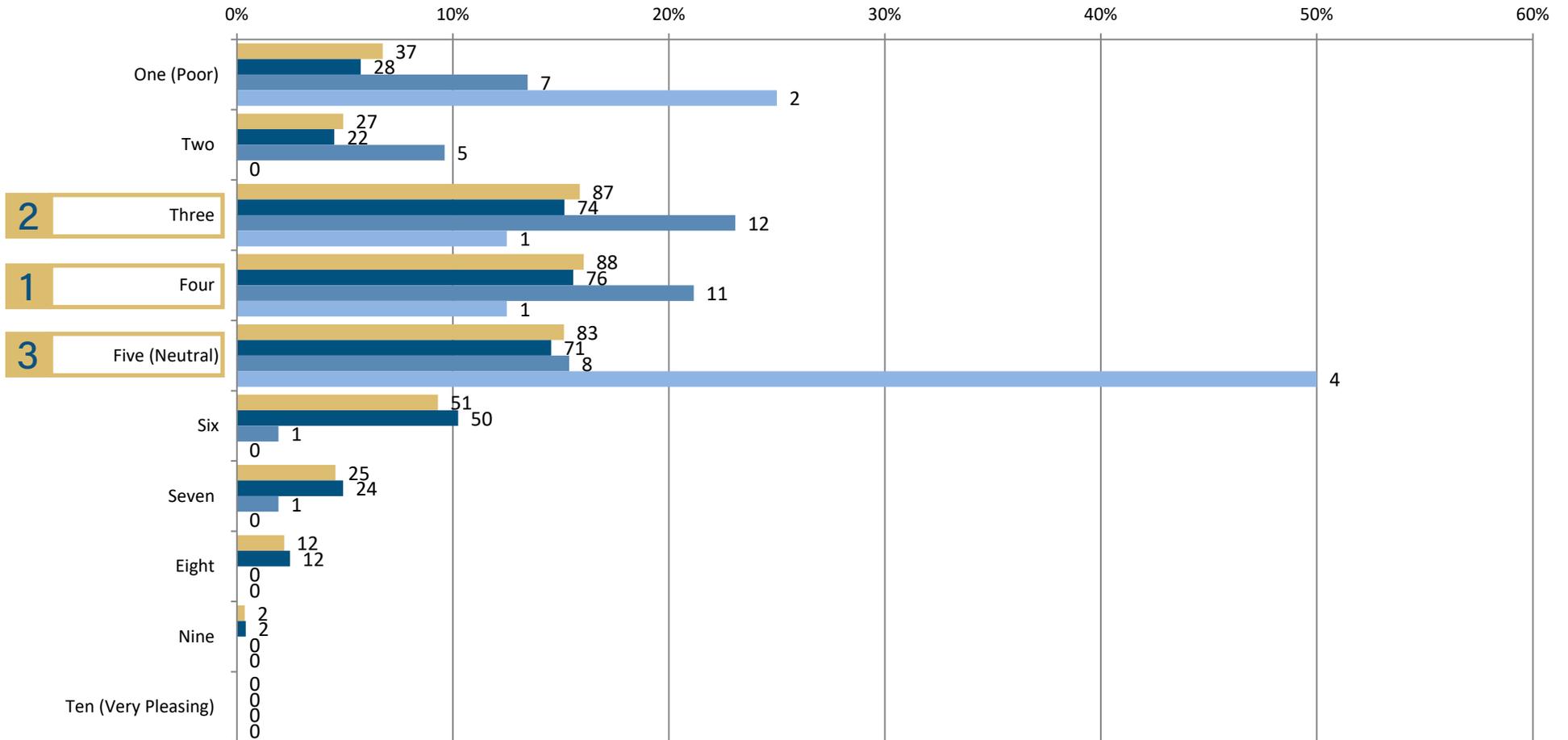
10. The most important community considerations to address in Frenchtown are...(Choose your top 3)



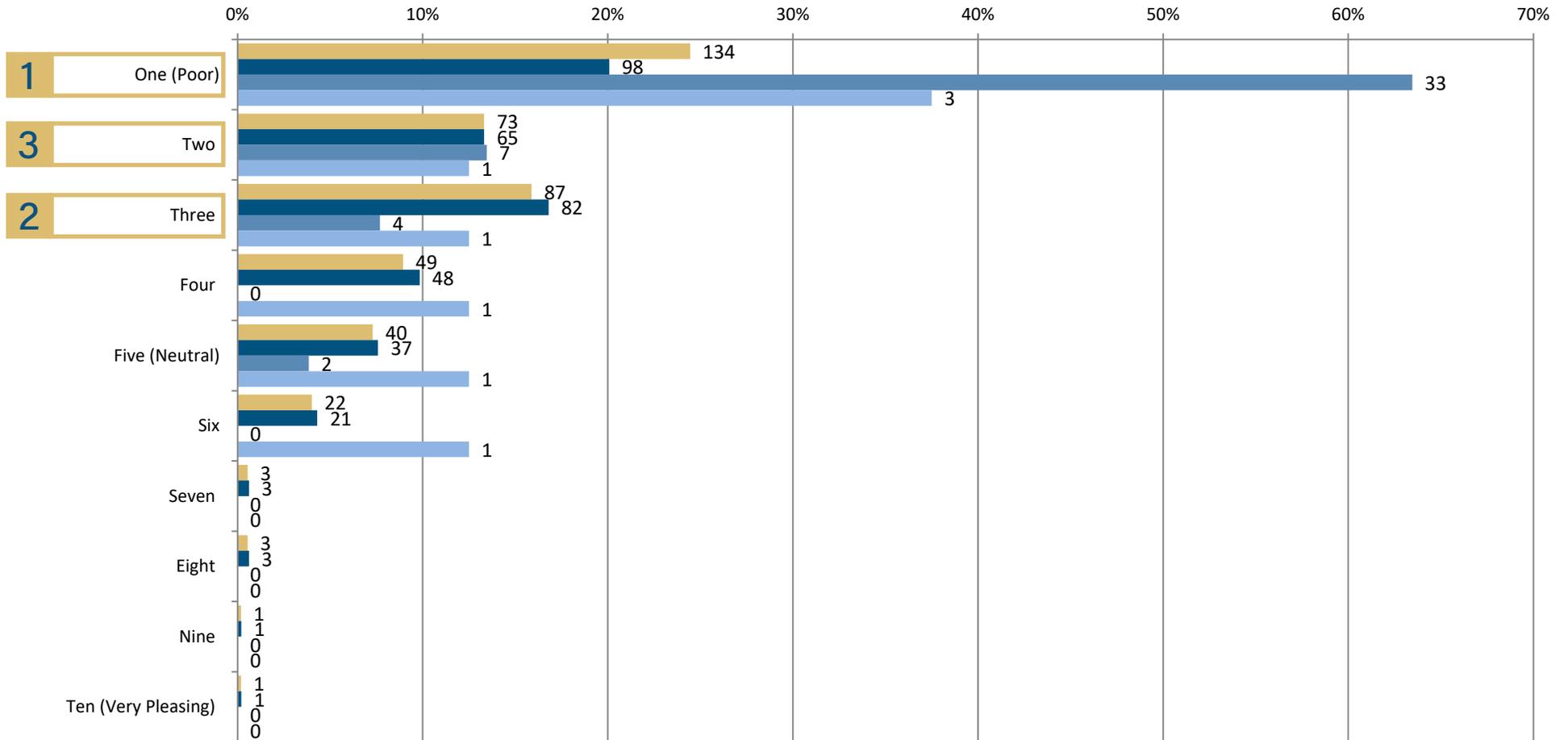
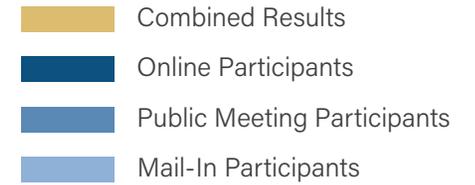
11. The most important environmental issues to address in Frenchtown are...(Choose your top 3)



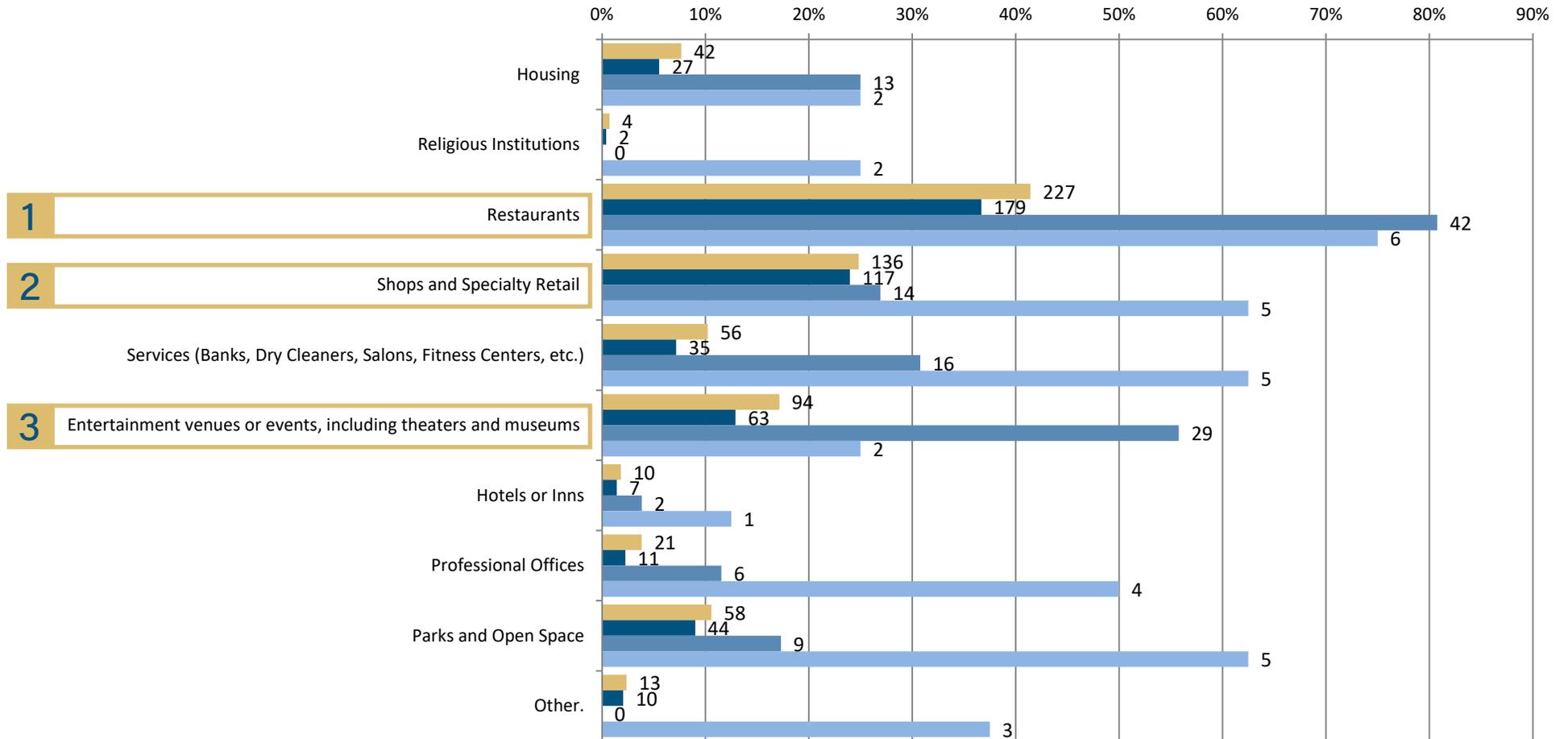
12. On a scale of 1 to 10, with 10 being the highest, how do you rate the aesthetics of North 2nd Street today?



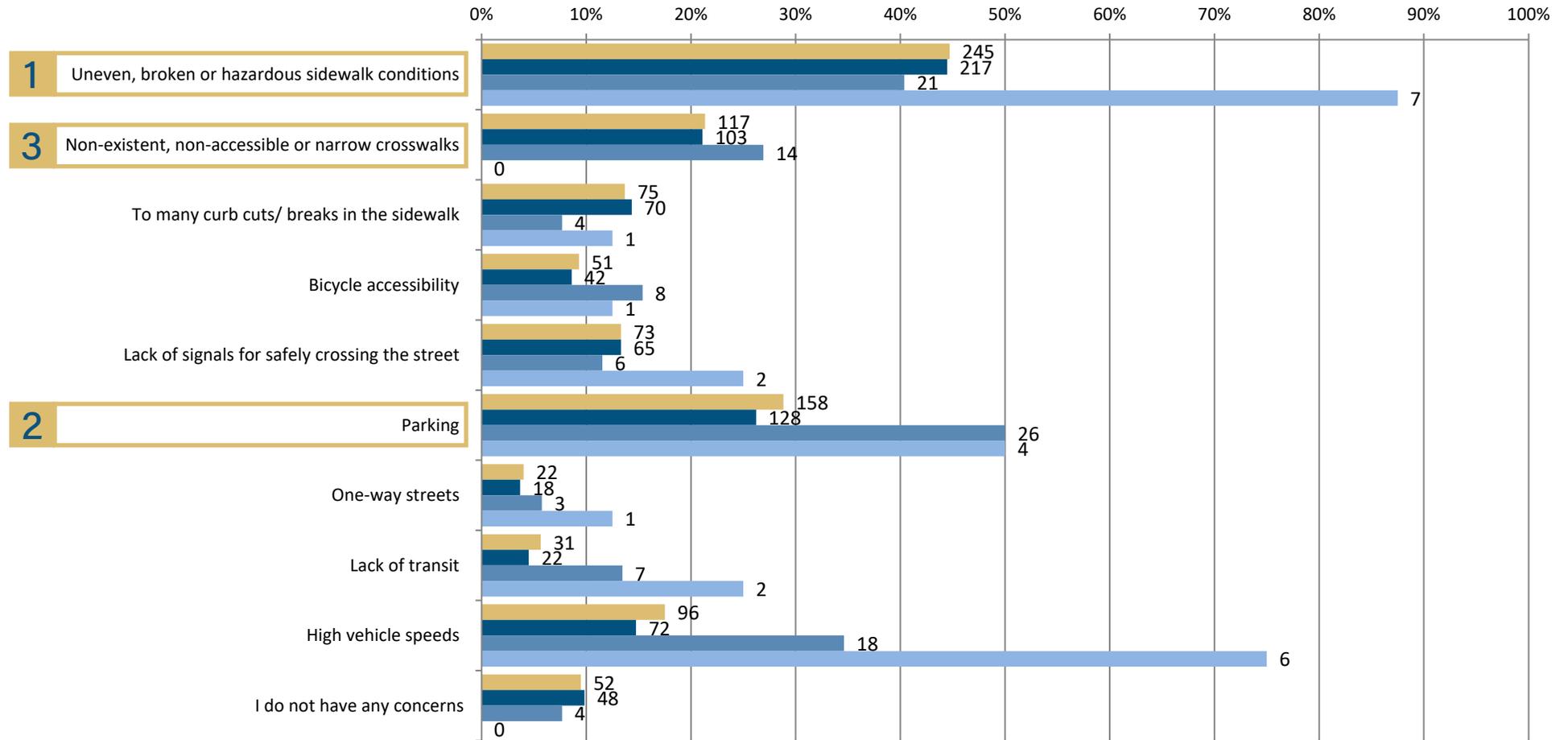
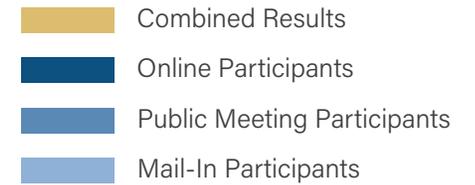
13. On a scale of 1 to 10, with 10 being the highest, how do you rate the aesthetics of North 3rd Street today between 370 and the roundabout? (Select One)



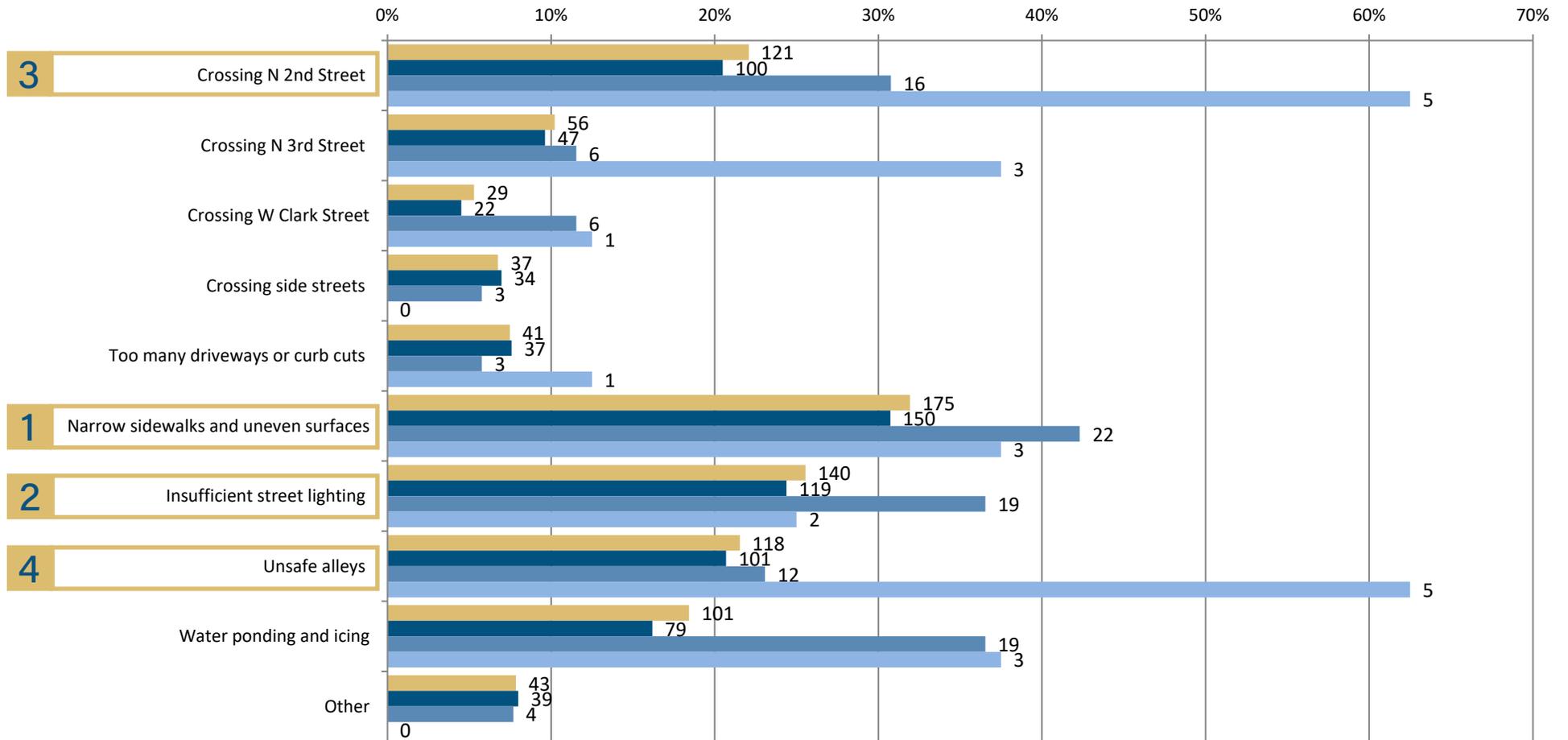
14. What does Frenchtown need more of? (Choose your top 3)



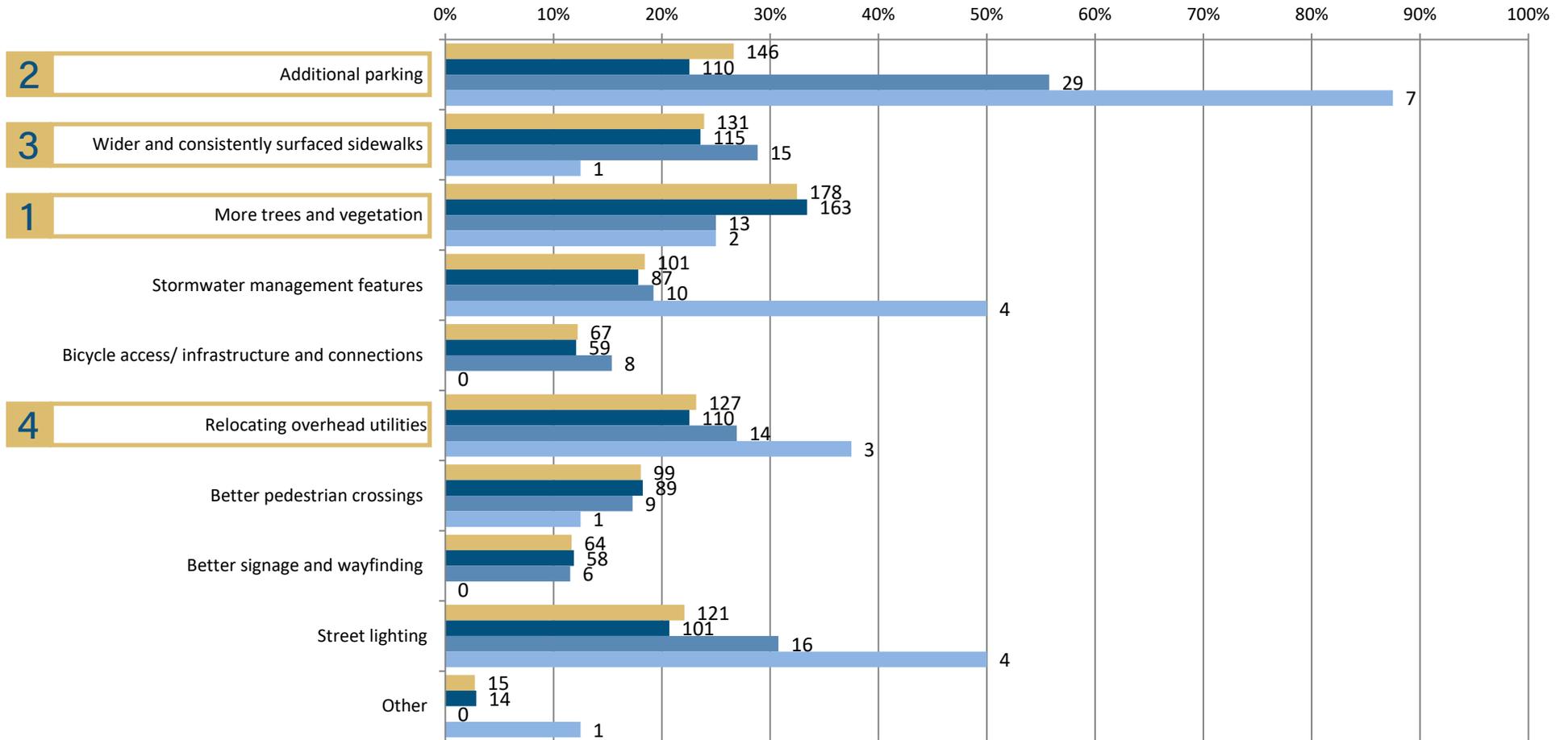
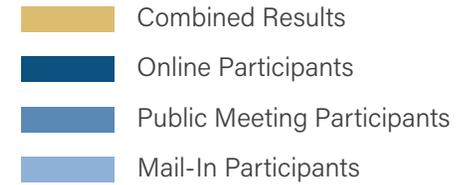
15. The mobility issues that concern me most in Frenchtown are...(Choose your top 3)



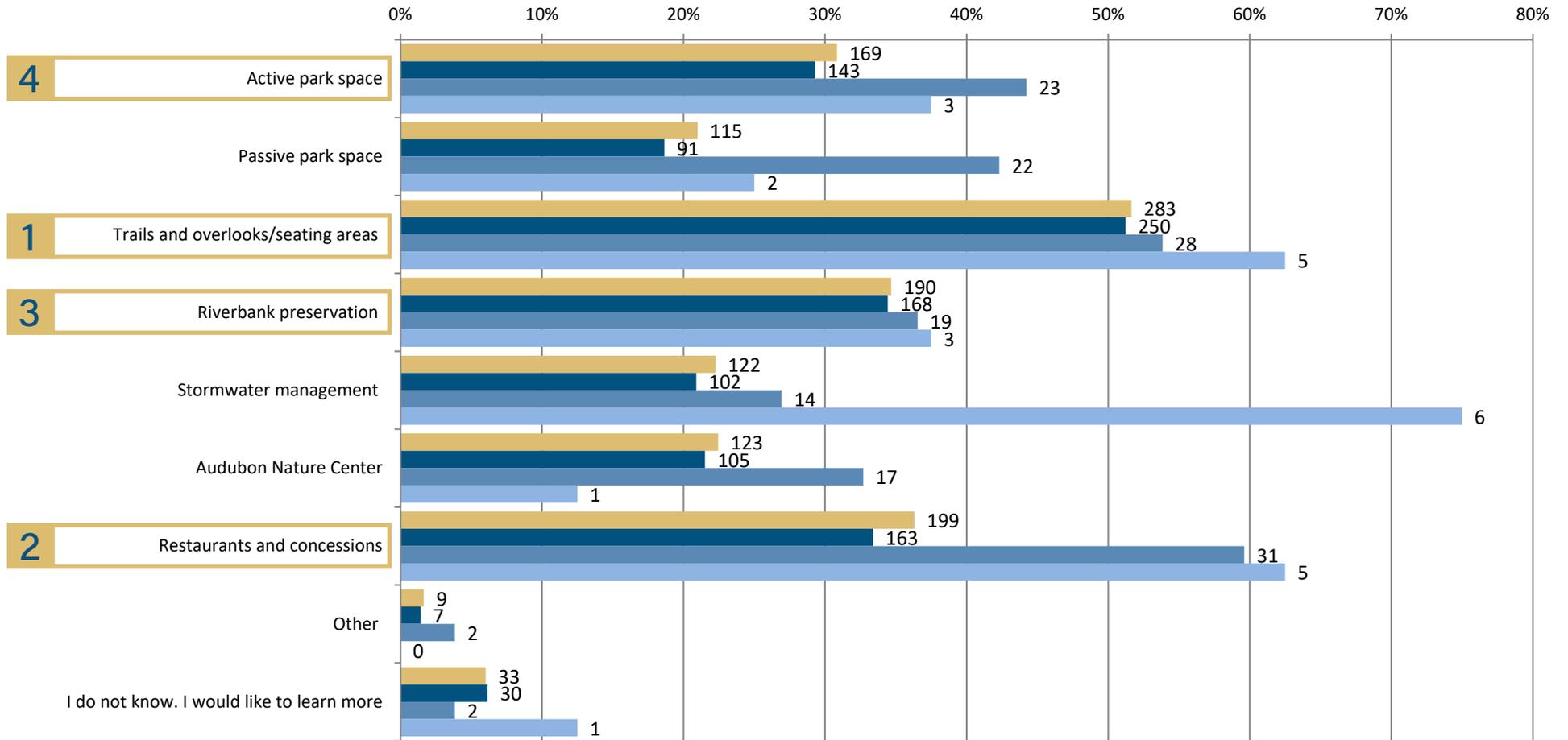
16. When walking around Frenchtown, the safety issues that concern me most are...(Choose your top 3)



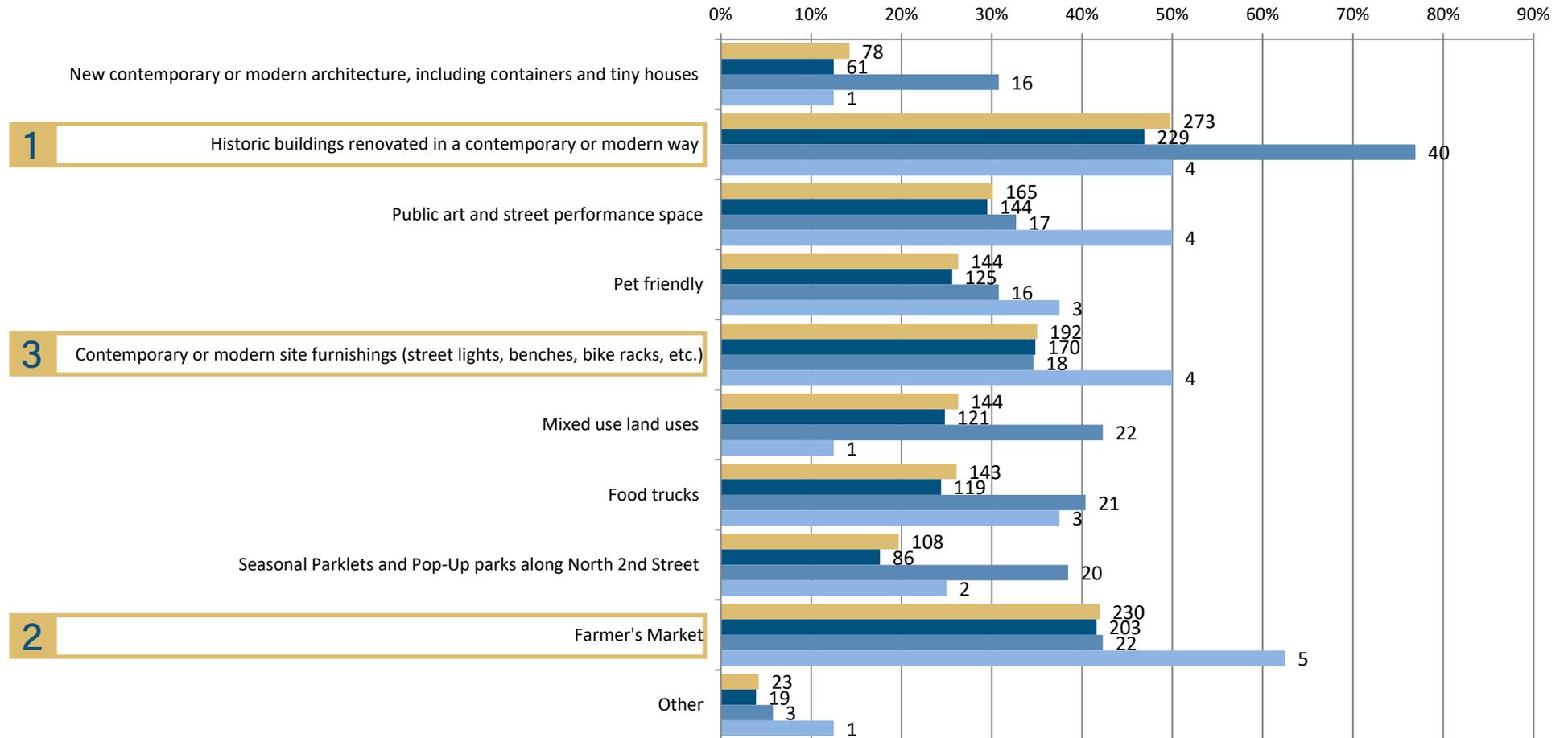
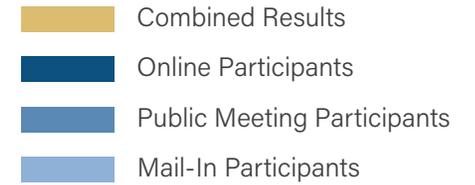
17. What is the most important streetscape improvement for you in Frenchtown? (Choose your top 3)



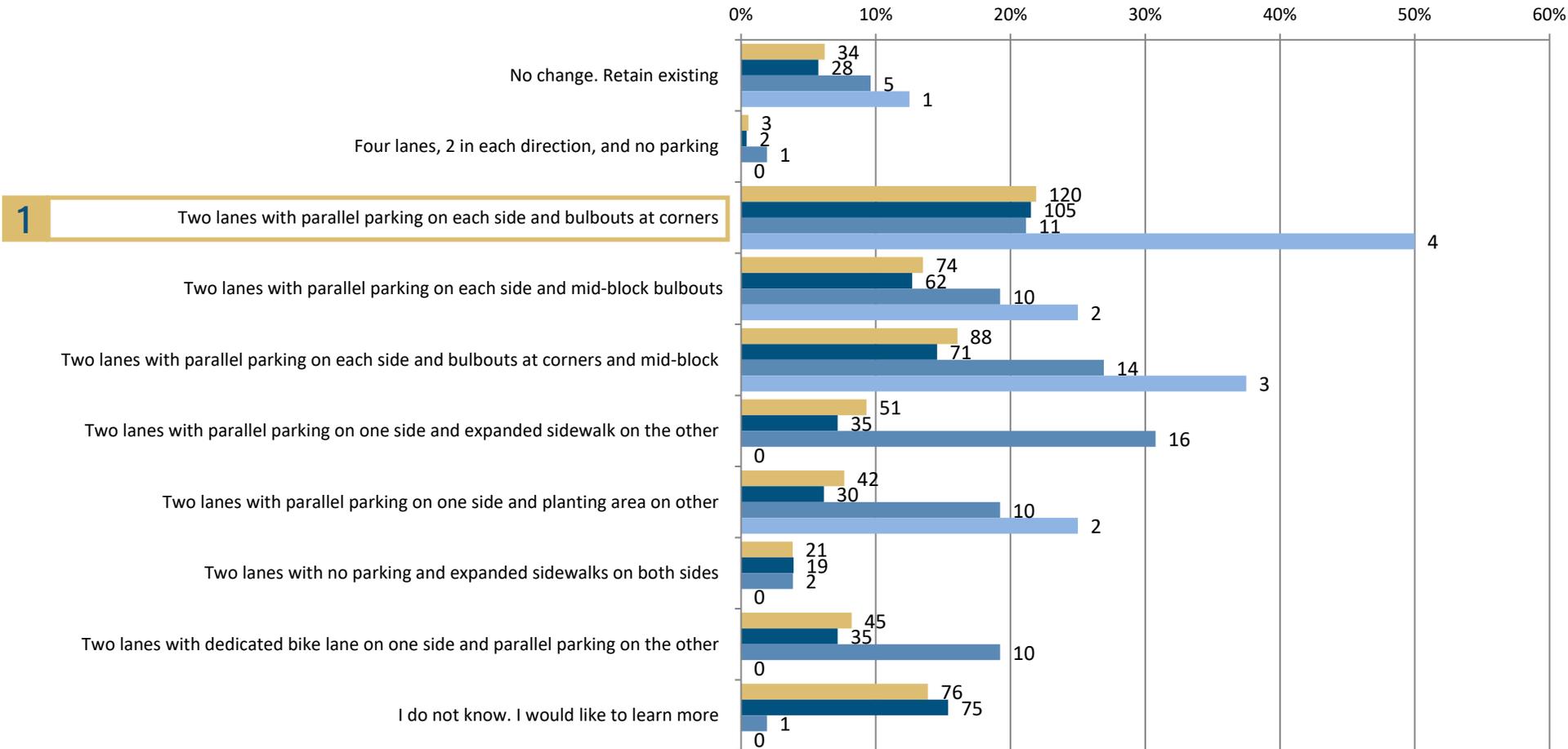
18. I would like to see the following activities along the river...(Select all that apply)



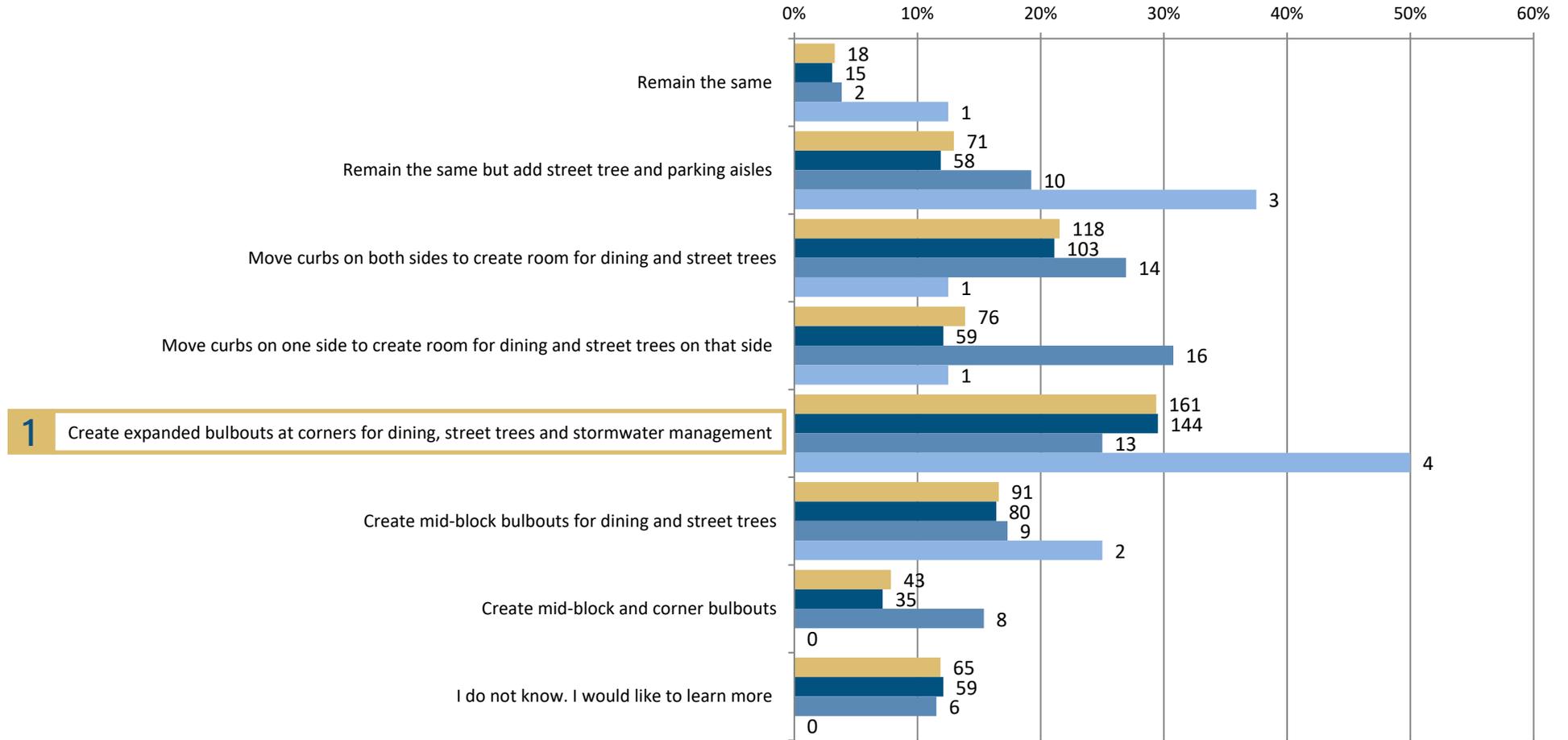
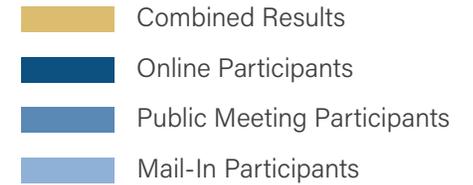
19. What does an artsy, edgy and creative district in Frenchtown mean to me? (Select all that apply)



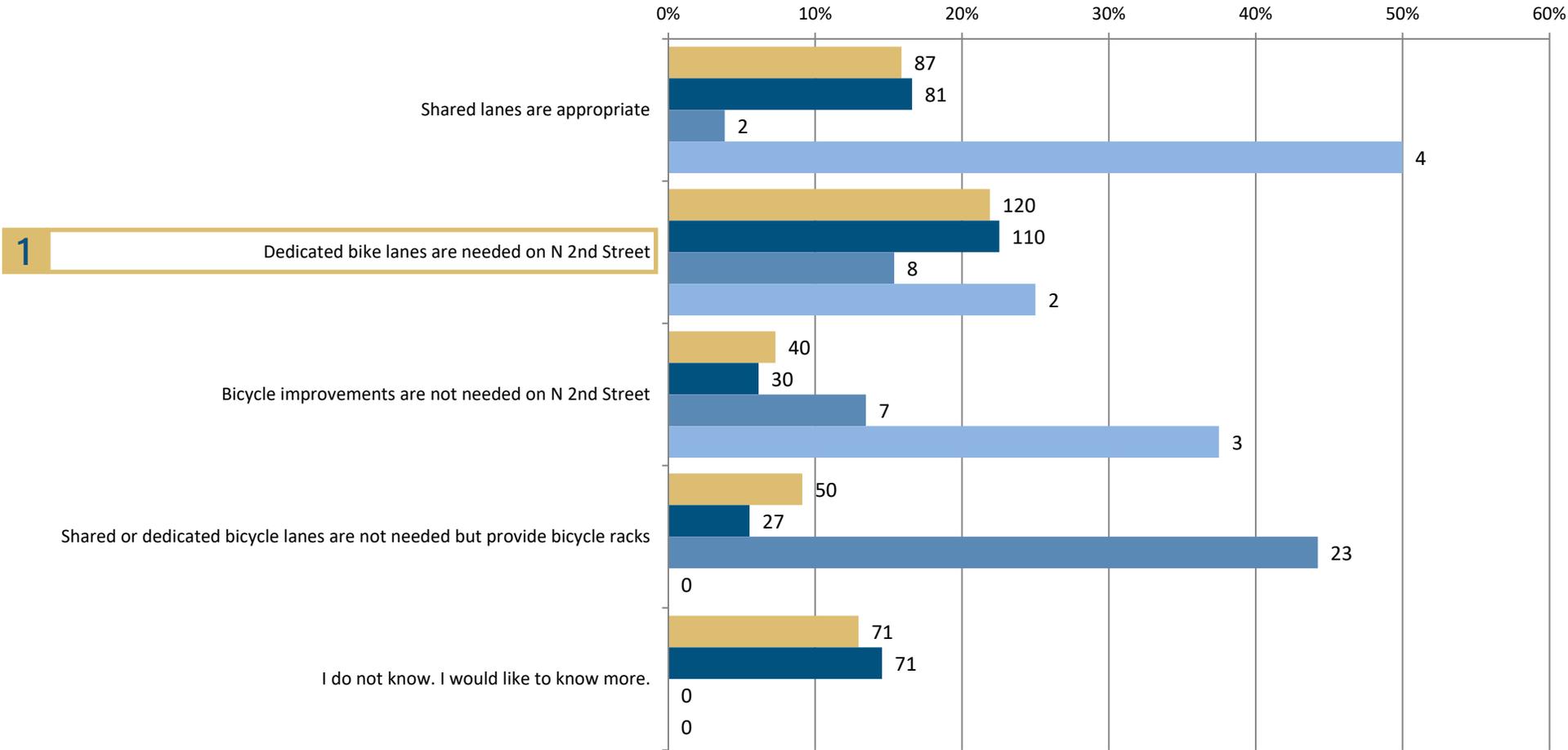
20. The street section in Frenchtown can take on many forms. I feel the following are appropriate for the North 2nd Street Corridor...(Select all that apply)



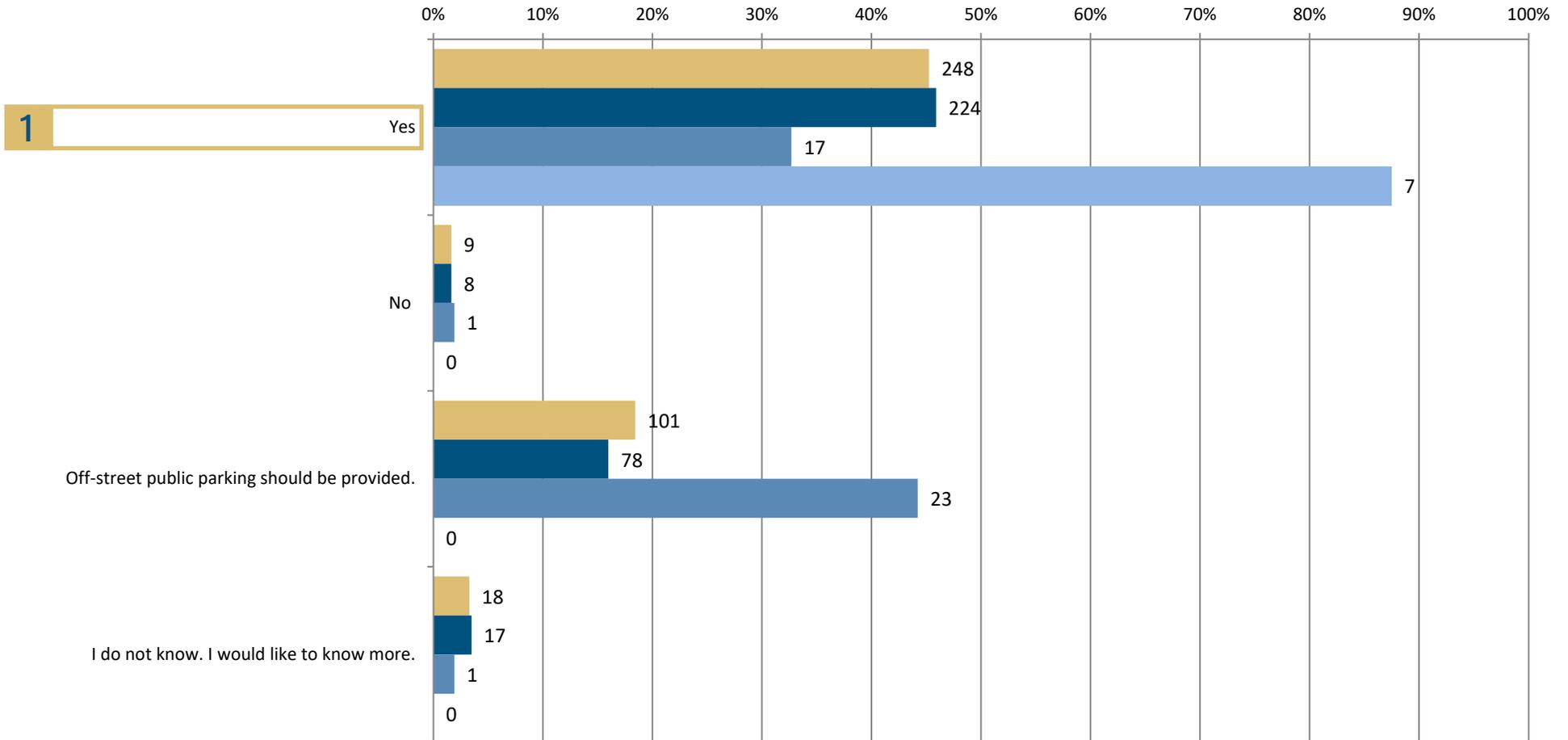
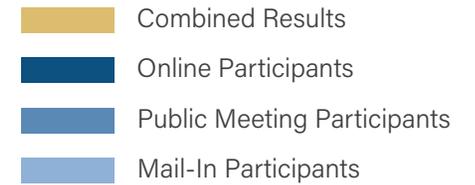
21. The sidewalk section in Frenchtown can take on many forms. I feel the following are appropriate for the North 2nd Street and North 3rd Street Corridor...(Select all that apply)



22. The Bicycle and Pedestrian Master Plan indicate a shared lane along North 2nd Street Corridor to Route 370. Is this still valid or should we reconsider as a dedicated bike lane? (Choose One)



23. I feel the Main Street model of parallel parking along the street and off-street shared parking lots is also appropriate for Frenchtown. (Select One)

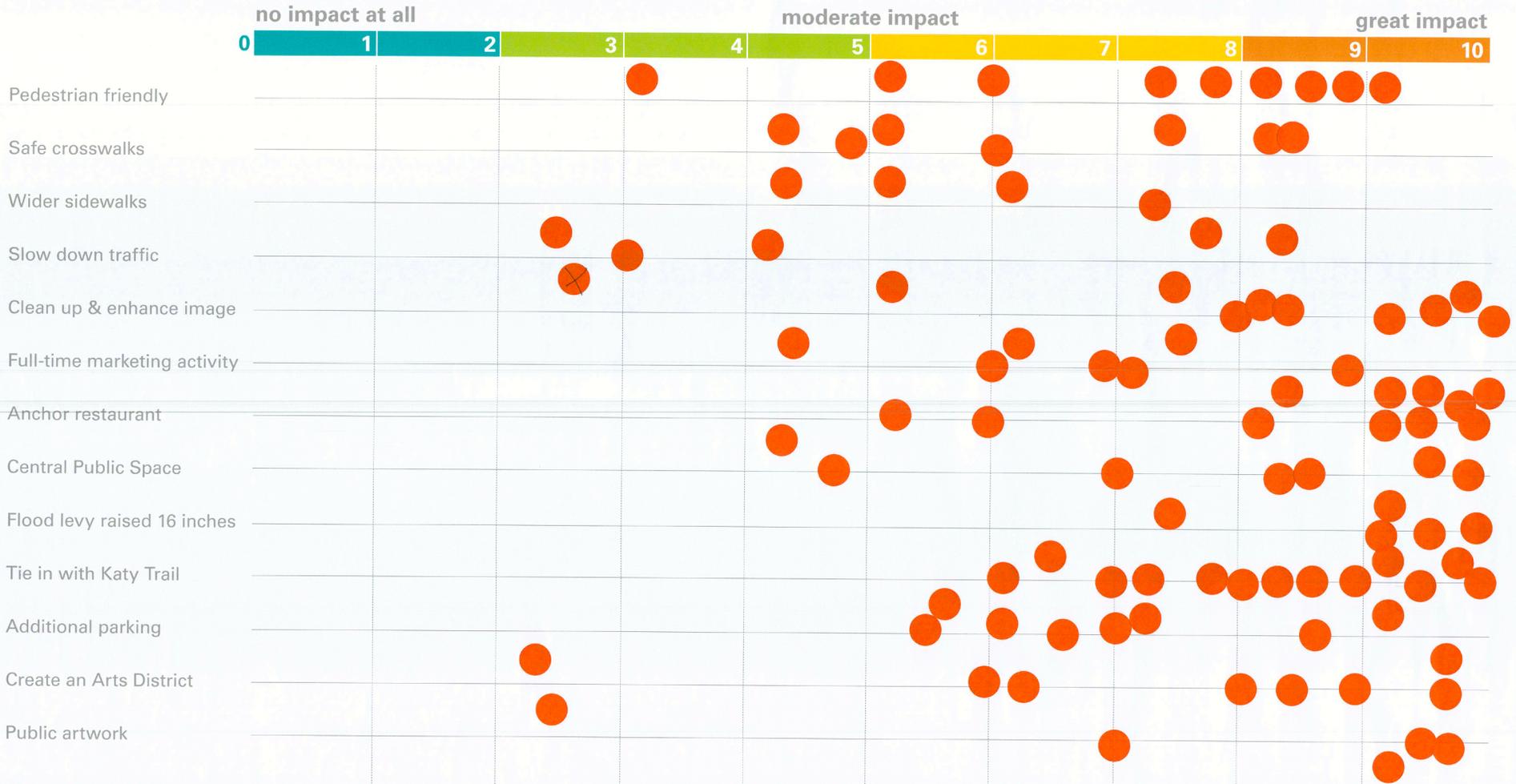


Prioritization Exercise

I M P A C T

How much do you think these interventions might impact the overall image of Frenchtown?

(Place dots ON the line.)

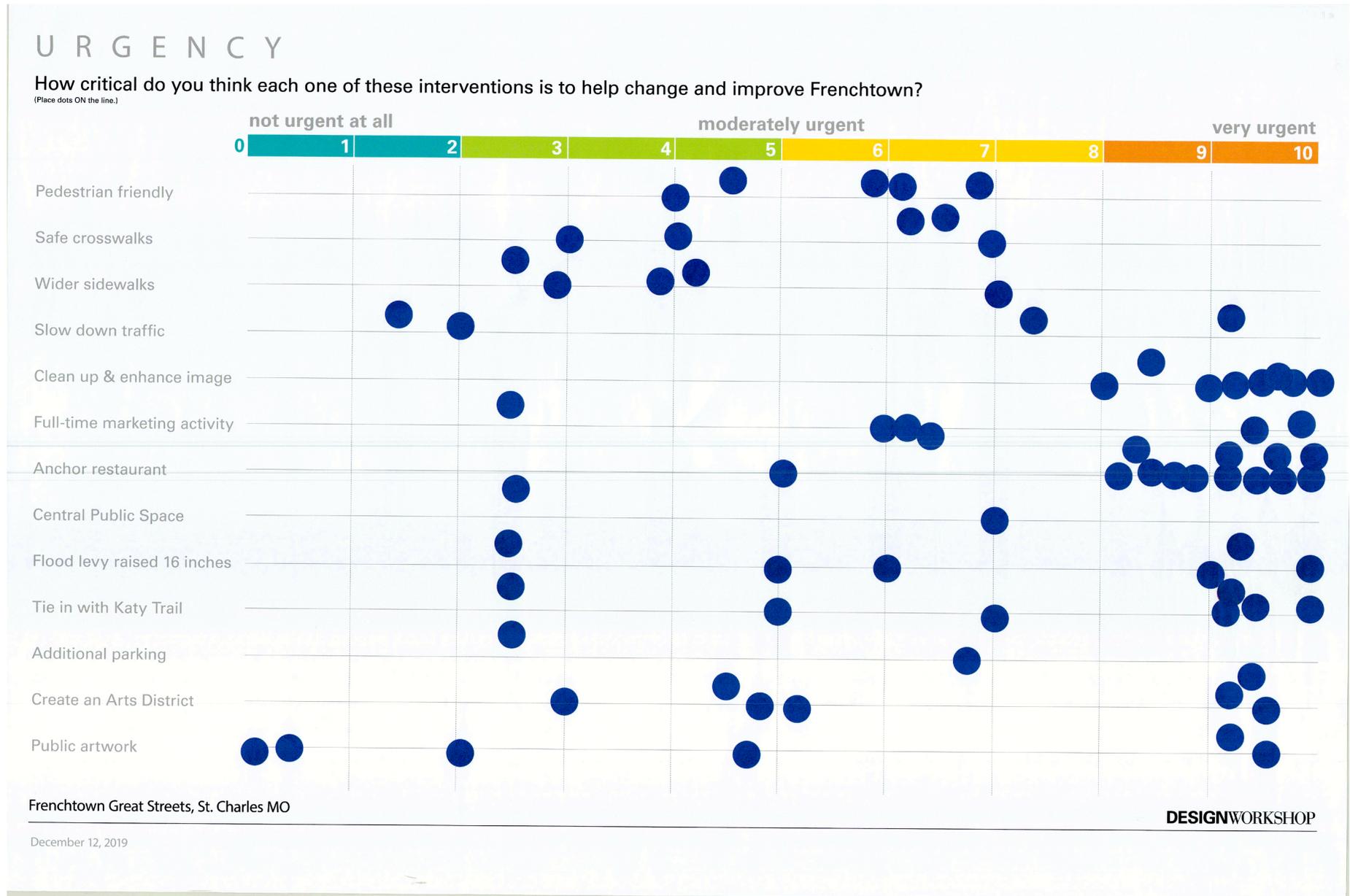


Frenchtown Great Streets, St. Charles MO

DESIGNWORKSHOP

December 12, 2019

Prioritization Exercise



Comment Cards

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

MORE BARS

MIXER CLIPS

WHORE HOUSE

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

- Walkability is key to healthy community
- NAP credits could be available or funding from RWJK if series under privileged
- I am concerned about emergency vehicles being able to get through with the suggested street width in our groups

Comment Cards

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

① Look at LCRA Plans for S. Main (1960-70)

② Workshop is great - well presented

③ When "project" is finished what will be the deliverable?? Study results or physical changes?

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Flyer mailed or delivered to residents

Comment Cards

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

The workshop was helpful and having active participation was good.

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Activate the space/courtyard behind foundry
in front of Climb South - get access to
Katy trail - courtyard.

Comment Cards

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Keep the building facades true to ^{historic} era.
biking on shared street is a need which needs to be
addressed.
Streetlights needed along 2nd between Clark +
Franklin

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

I'm concerned about the stormwater issues that already exist.
My basement floods, as in water flows in the drain. I would
hope that there are improvements to the sewer system to
not only accommodate new development, but also mitigate the
existing problems

.. case 1

B. COMMUNITY PLANNING WORKSHOP 2 RESULTS

The second engagement window for the Frenchtown Great Streets project included a Community Planning Workshop and an online survey. The community planning workshop was held on February 27, 2020 at the Foundry Art Centre. During the workshop, participants participated in live polling during the presentation and active breakout sessions. The materials from the workshop event were also available online between March 4, 2020 and March 29, 2020.

ENGAGEMENT TYPE	NUMBER OF PARTICIPANTS
Workshop 2	64
Online	80
Total	144

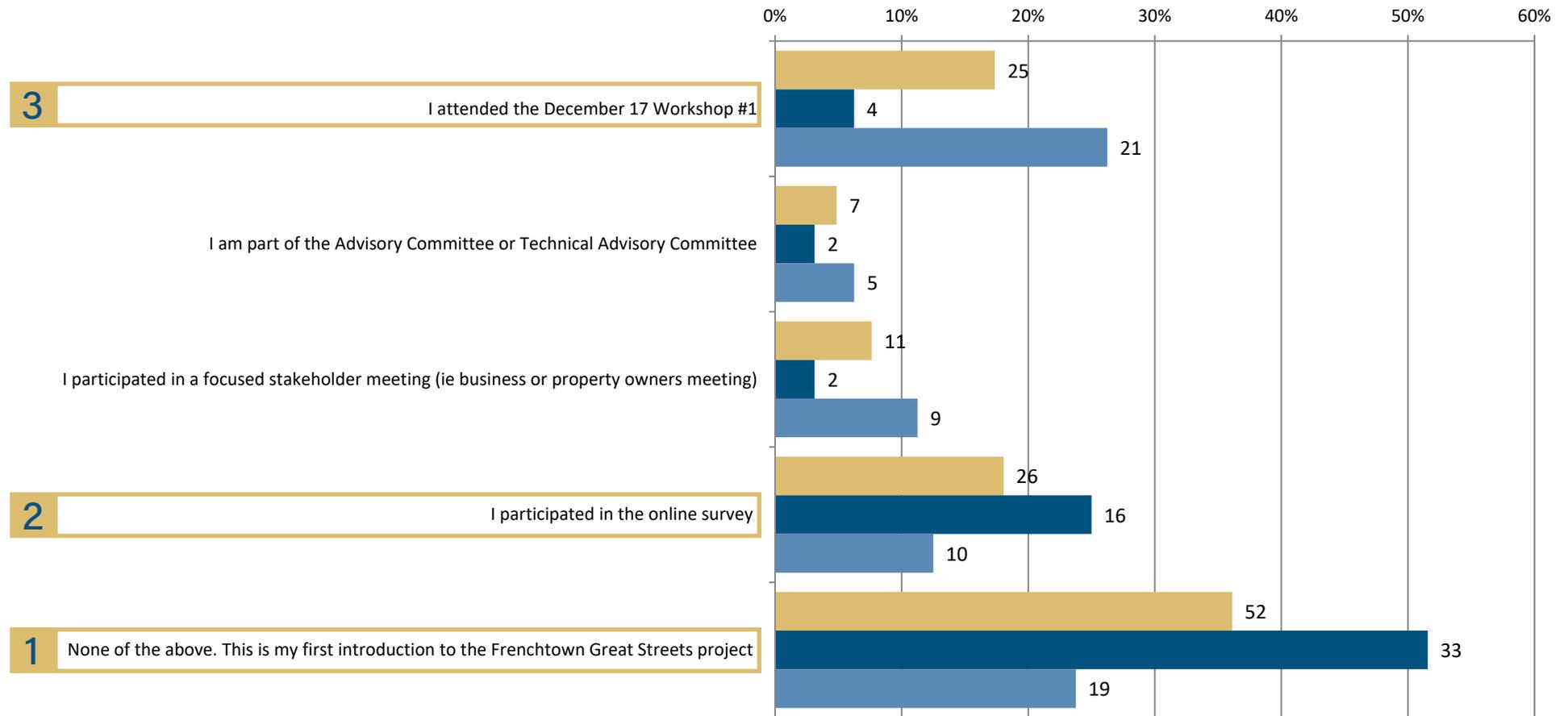
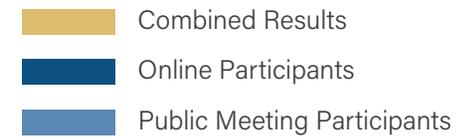


Photo of Community Planning Workshop 2 break out session

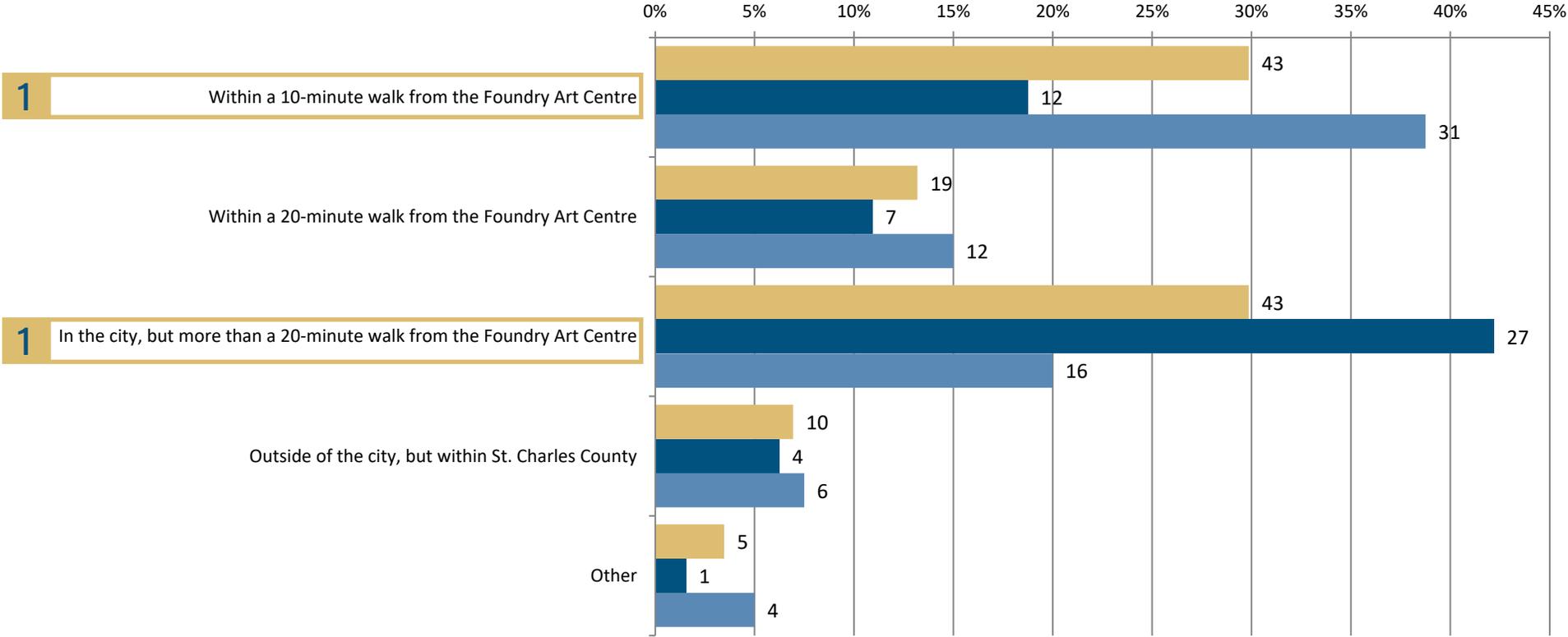


Photo of Community Planning Workshop 2 presentation

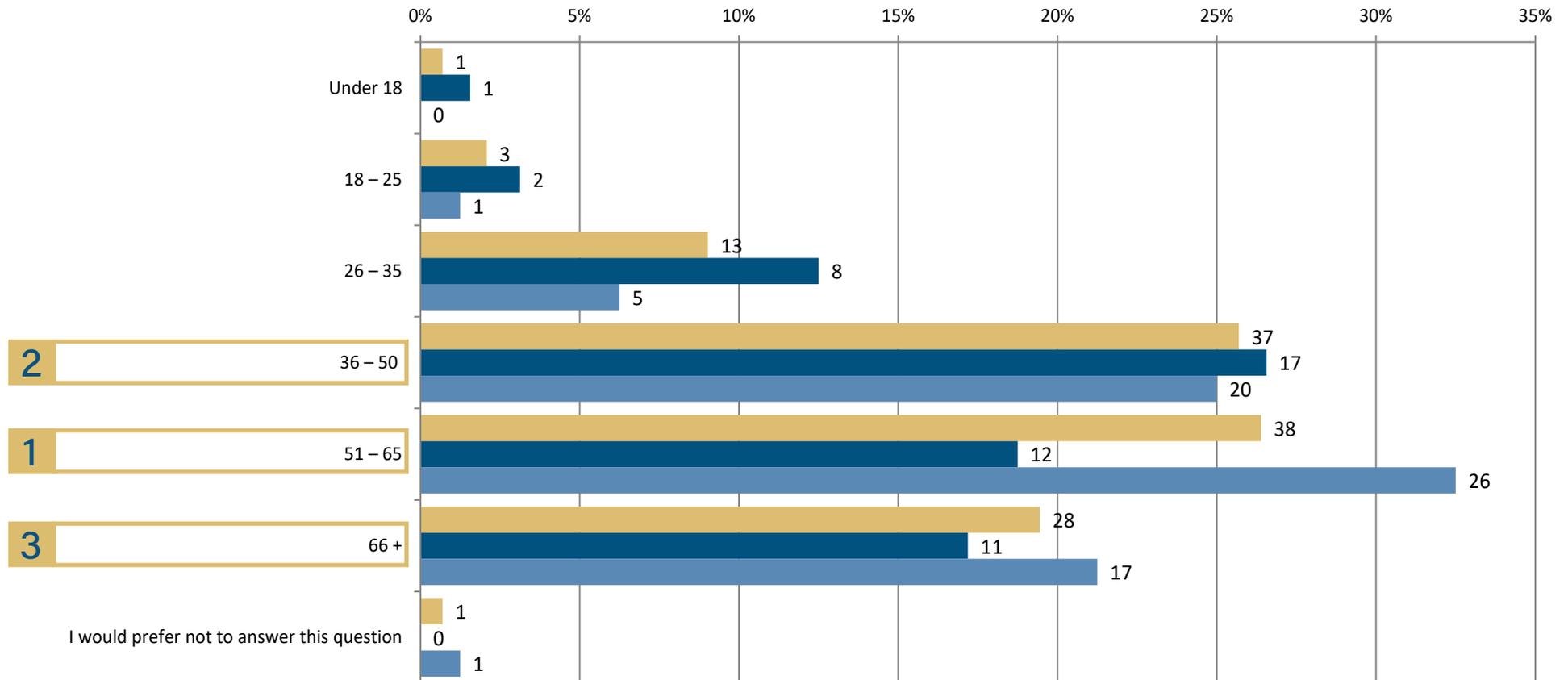
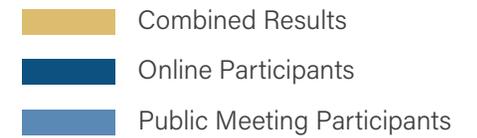
1. So far, I have participated in the following events related to the Great Streets Initiative for Frenchtown (Select all that apply)



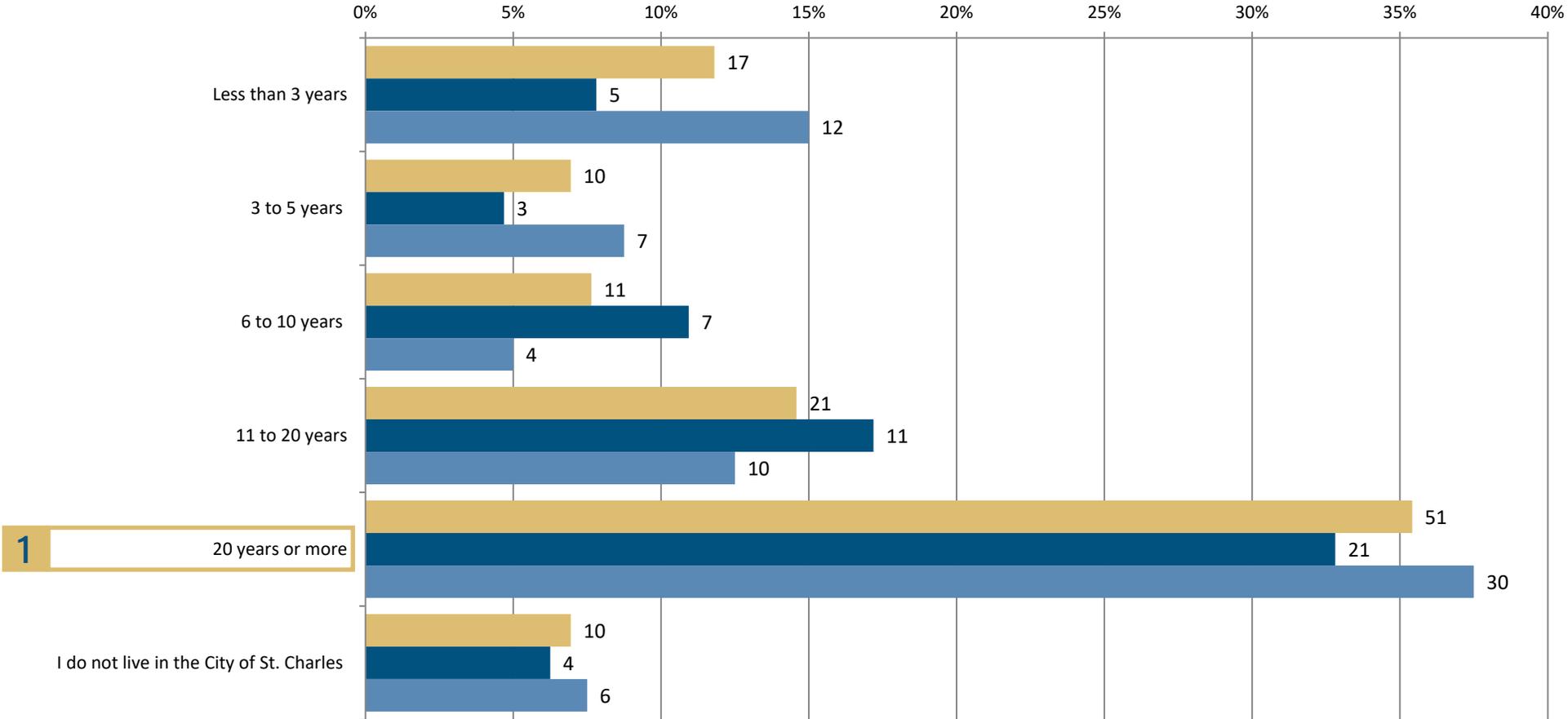
2. In order to help the Team understand who is participating, please tell us where you live in relation to the Foundry Art Centre. (Select One)



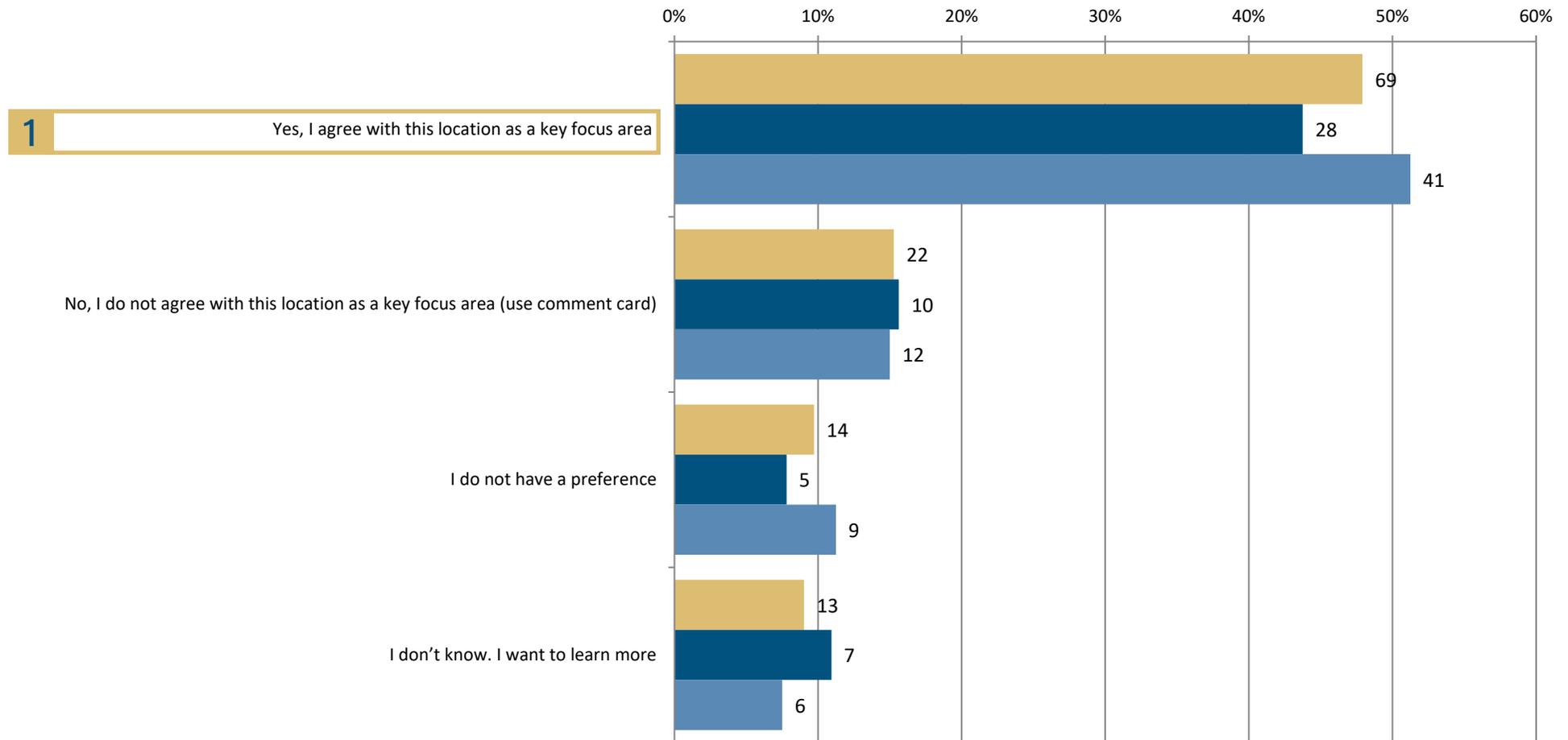
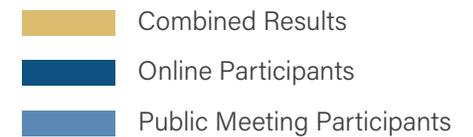
3. In order to help the Team understand who is participating, please tell us your age (Select One):



4. How long have you lived in the City of St. Charles? (Select One)



5. In the previous meeting, the priority area was identified as North Second Street between Lawrence and Morgan Streets. Do you agree with this location? (Select One)



COMMENTS

Question 5 - Should include all of Second Street

Question 5 - North 2nd from Montgomery to Bayard

Question 5 - Too small

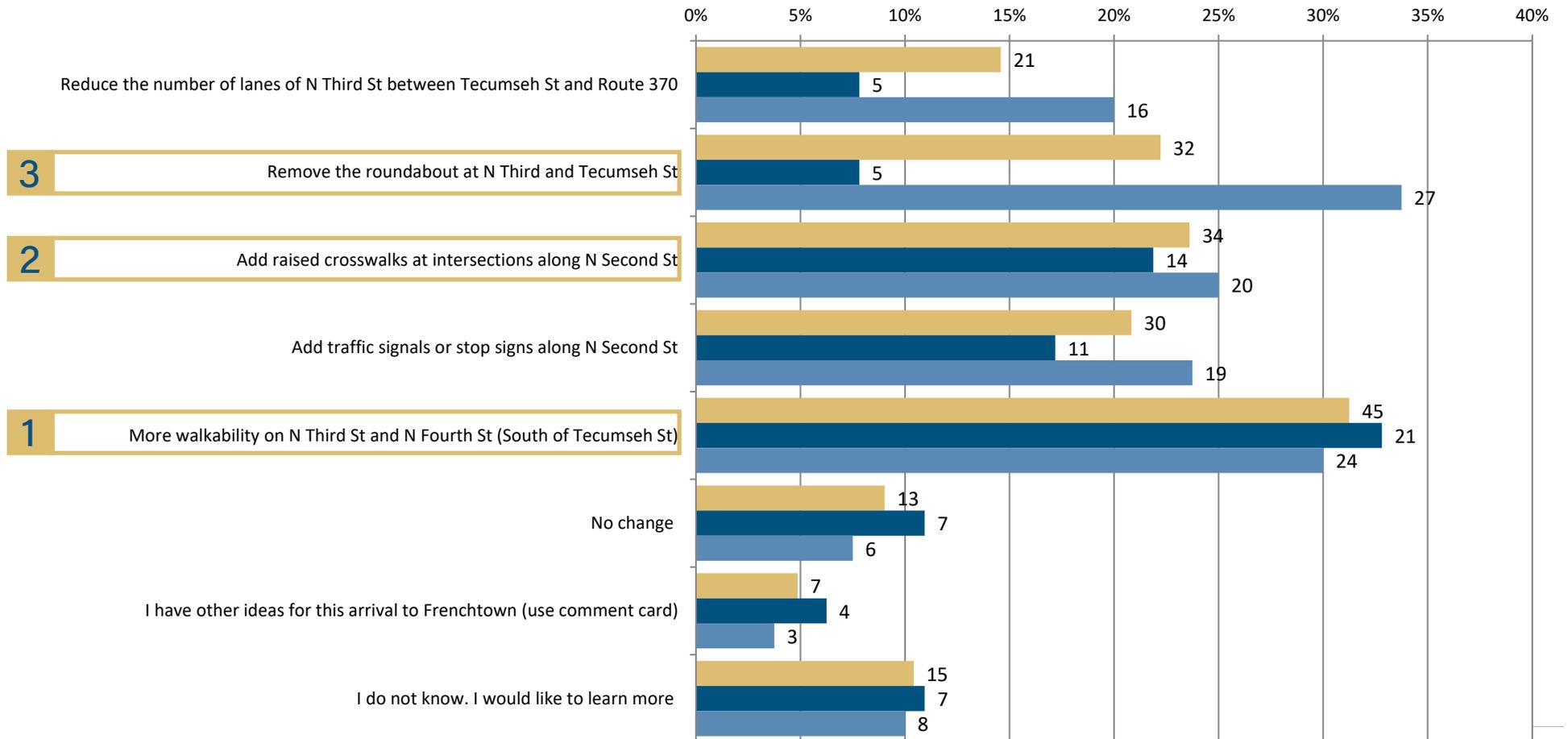
Question 5 - Not sure why this would only have a small priority area. There needs to be a plan developed for the whole corridor up to and through 370

Question 5 - Olympia will be the backdrop, in-between Olive and Bayard

Question 5 - Lewis to North 94

Question 5 - Clark to Lawrence

6. North Second and North Third Streets are no longer Route 94, a new interchange will be constructed at Route 370 and Mel Wetter Parkway which will divert traffic to North Fifth Street. What street network and traffic calming strategies do you support? (Select all that apply)



COMMENTS

Question 6 - Would not go overboard on calming to the point too much traffic is diverted to fifth. There are schools, churches and a lot of crossing ped traffic on fifth, and it would be detrimental to cut the large residential area west of fifth from the rest of the old town area and riverfront amenities

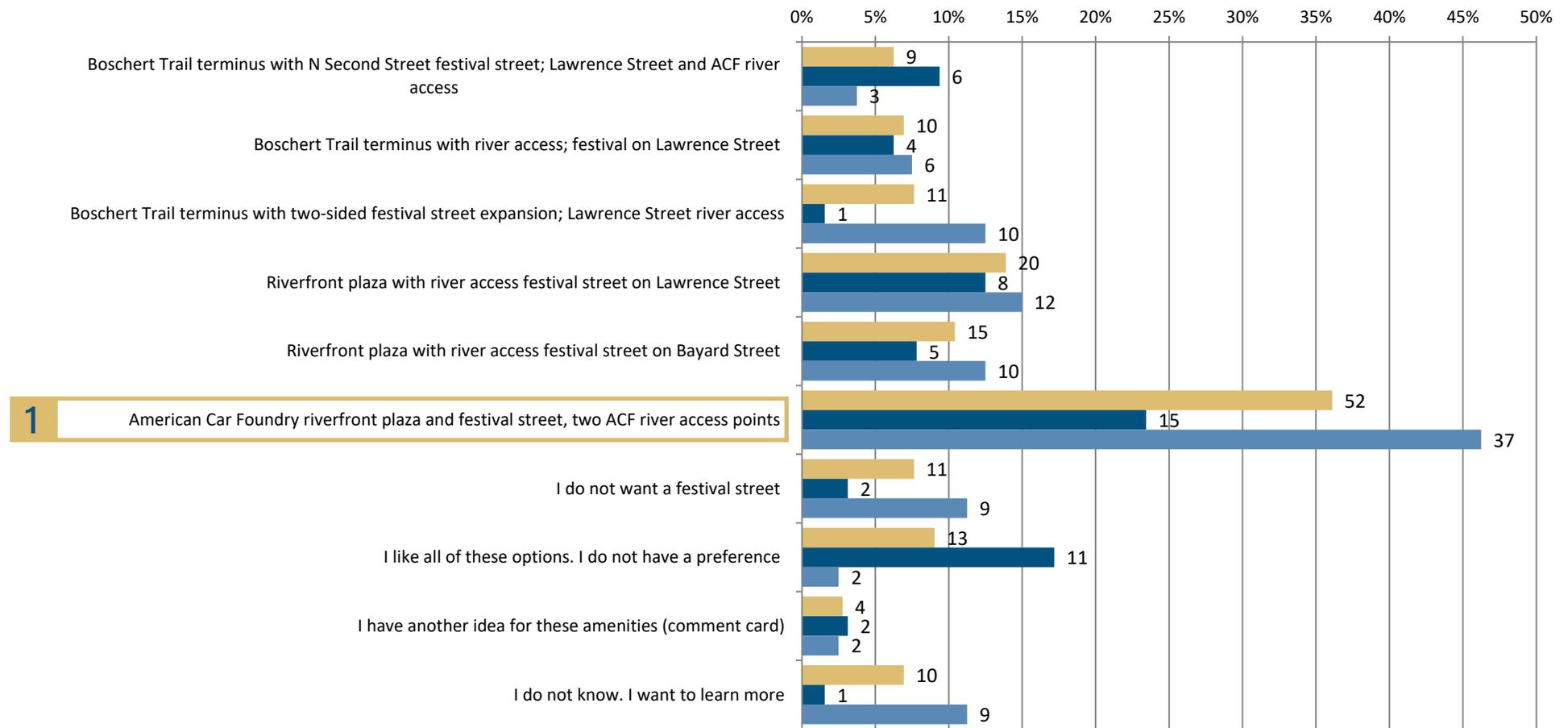
Question 6 - I live on 5th but so that would mean more cars my way. Understand you want to reduce traffic though.

Question 6 - Wayfinding Systems, Monumentation and Landscaping

Question 6 - Aesthetic improvements and traffic calming only if necessary and drives results (not just for the sake of doing it or it sounds cool)

7. The framework plan has alternatives for clustered amenities in Frenchtown including the public square, festival block and connections to the river. To create a vibrant destination in Frenchtown, these elements are best located adjacent to each other. Which alternatives do you prefer? (Select Two)

Combined Results
 Online Participants
 Public Meeting Participants



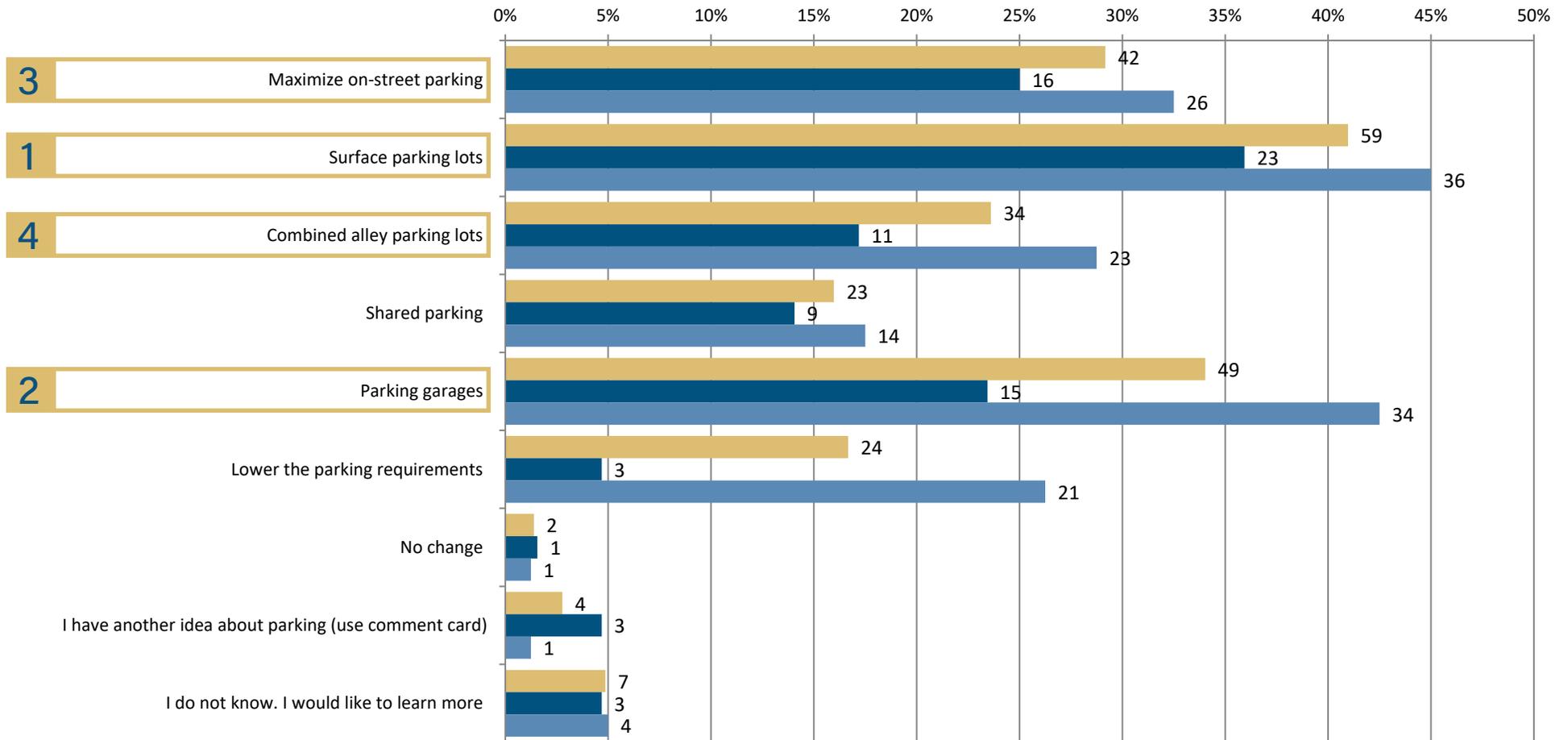
COMMENTS

Question 7 - Clear the wooded areas along the riverfront from ACF to river access park

Question 7 - Is there a study to prove this will be used. Don't really like closing down an entire street. What about a parking lot plaza to keep traffic moving. I like the tie in with the river. Any location needs to have visibility and be used. If tucked away, it may be forgotten.

Question 7 - Clear the wooded areas along the riverfront from ACF to river access park

8. We need 750 additional parking spaces to support current and future community destinations. What parking solutions do you support? (Select top three)



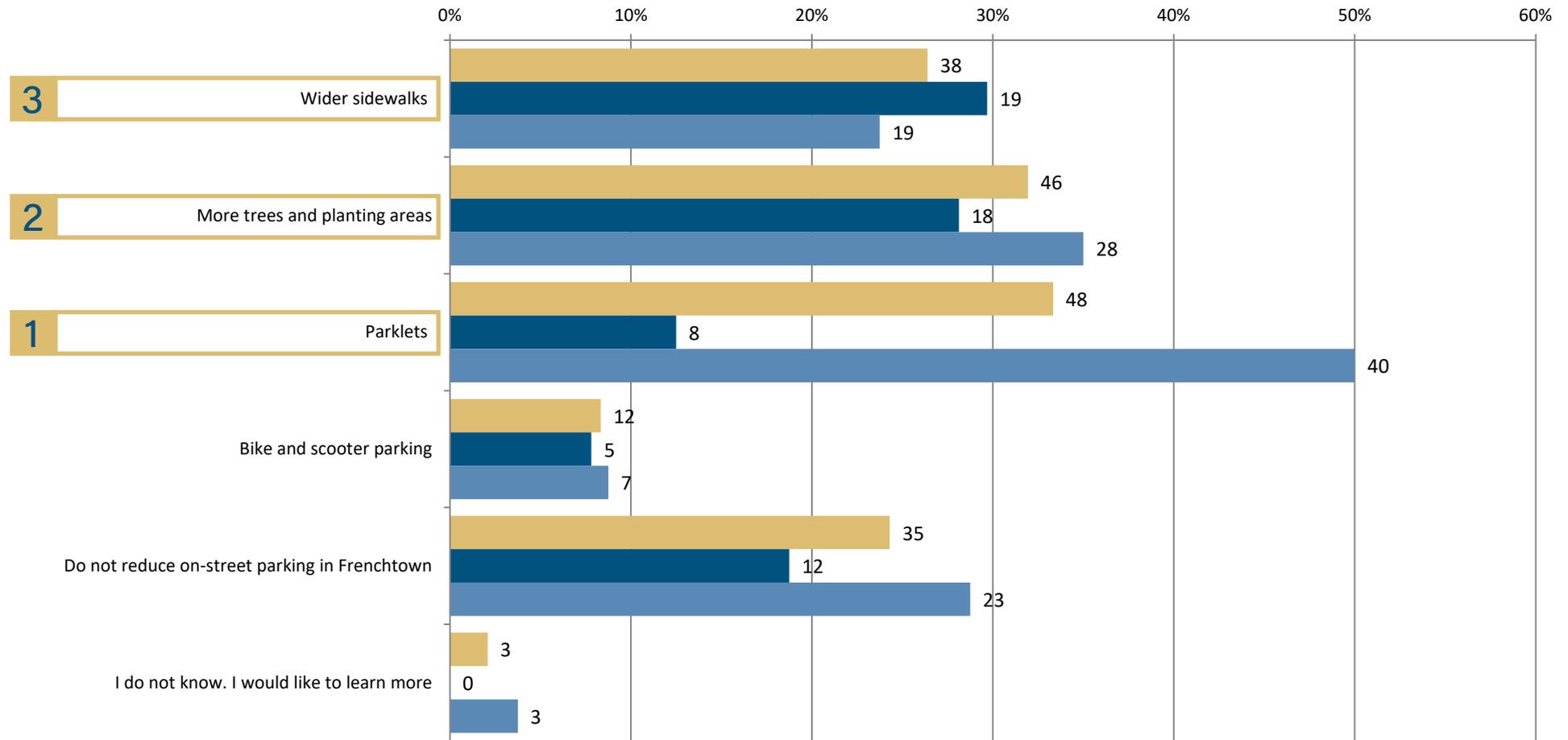
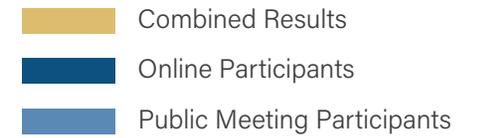
COMMENTS

Question 8 - Data analysis study

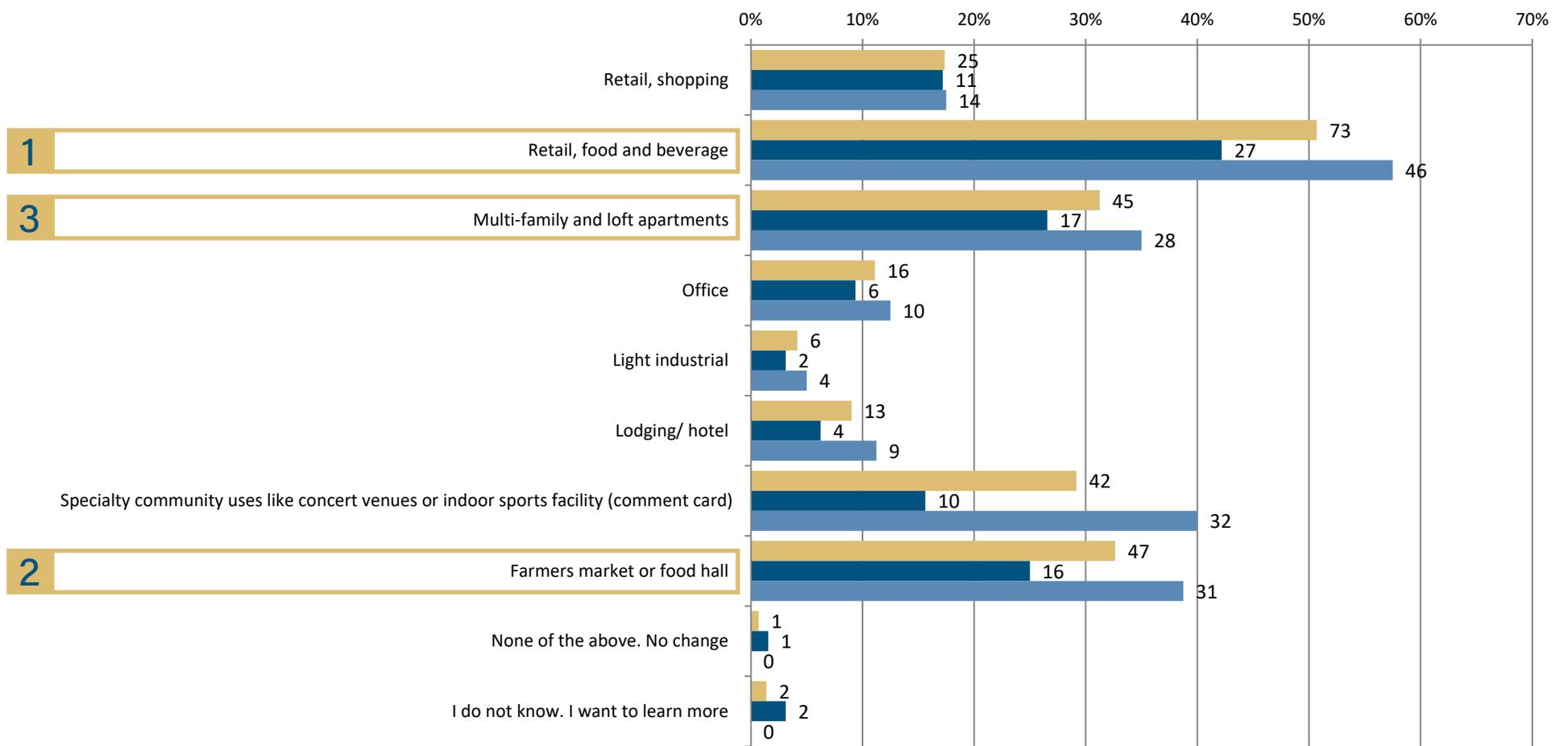
Question 8 - Combination of lower requirements, mixed use (garage, retail, residential) and use of shuttles to off-site parking

Question 8 - Buy some "zombie" real estate for extra parking lots but will require ongoing maintenance and aesthetic screening and landscaping. Lots behind South Main near Ameristar and Hendricks BBQ are neglected and look shabby. Lots need to be maintained and spruced up.

9. If there are opportunities to convert on-street parking to other uses, what ideas do you support? (Select Two)



10. If the “Heavy Industrial” zone district were to change, I would like to see the following land uses included within its redevelopment. (Select top three)



COMMENTS

Question 10 - Olympia is great - keep it there!

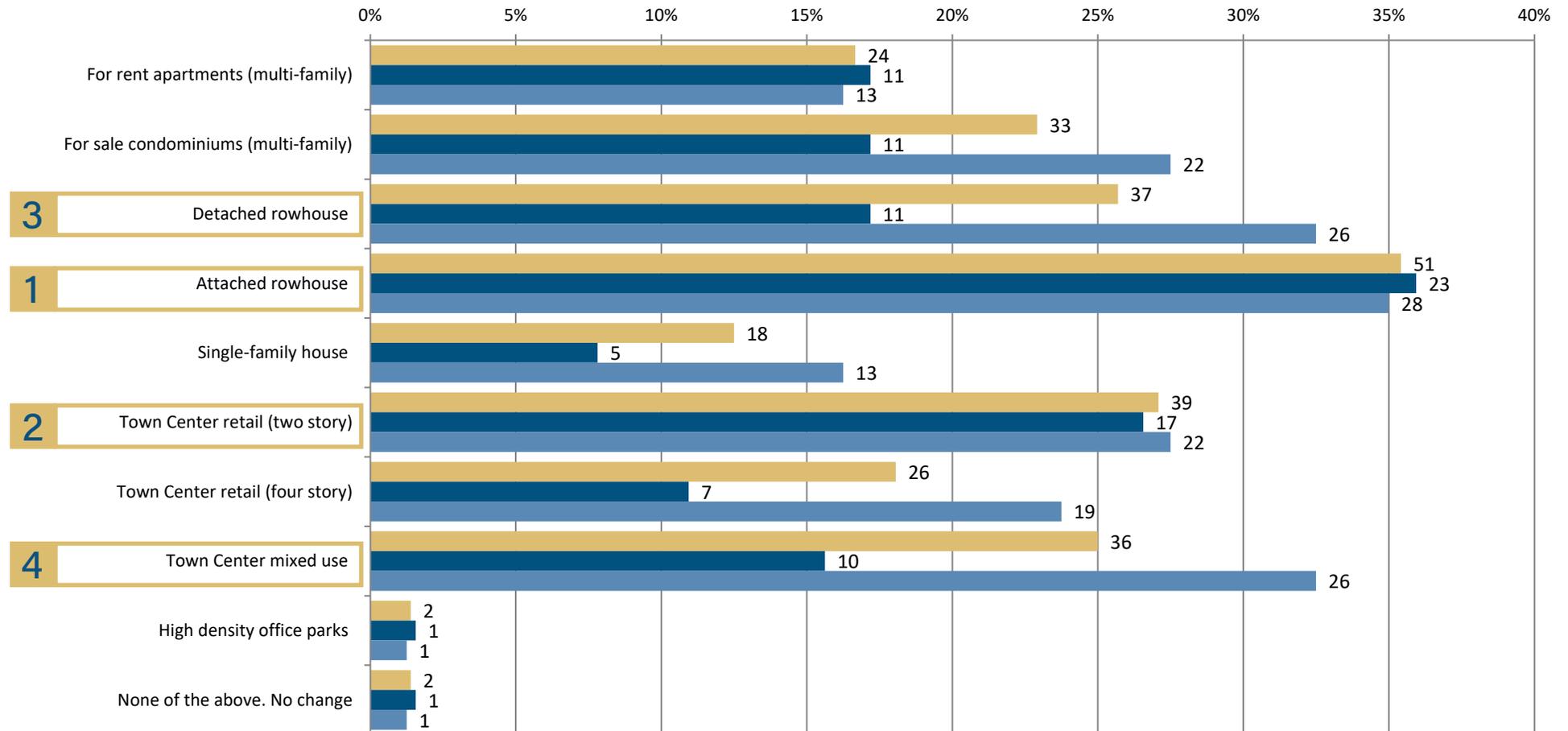
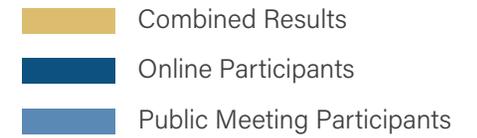
Question 10 - Community rec center

Question 10 - Concerts and special venue events like comedians

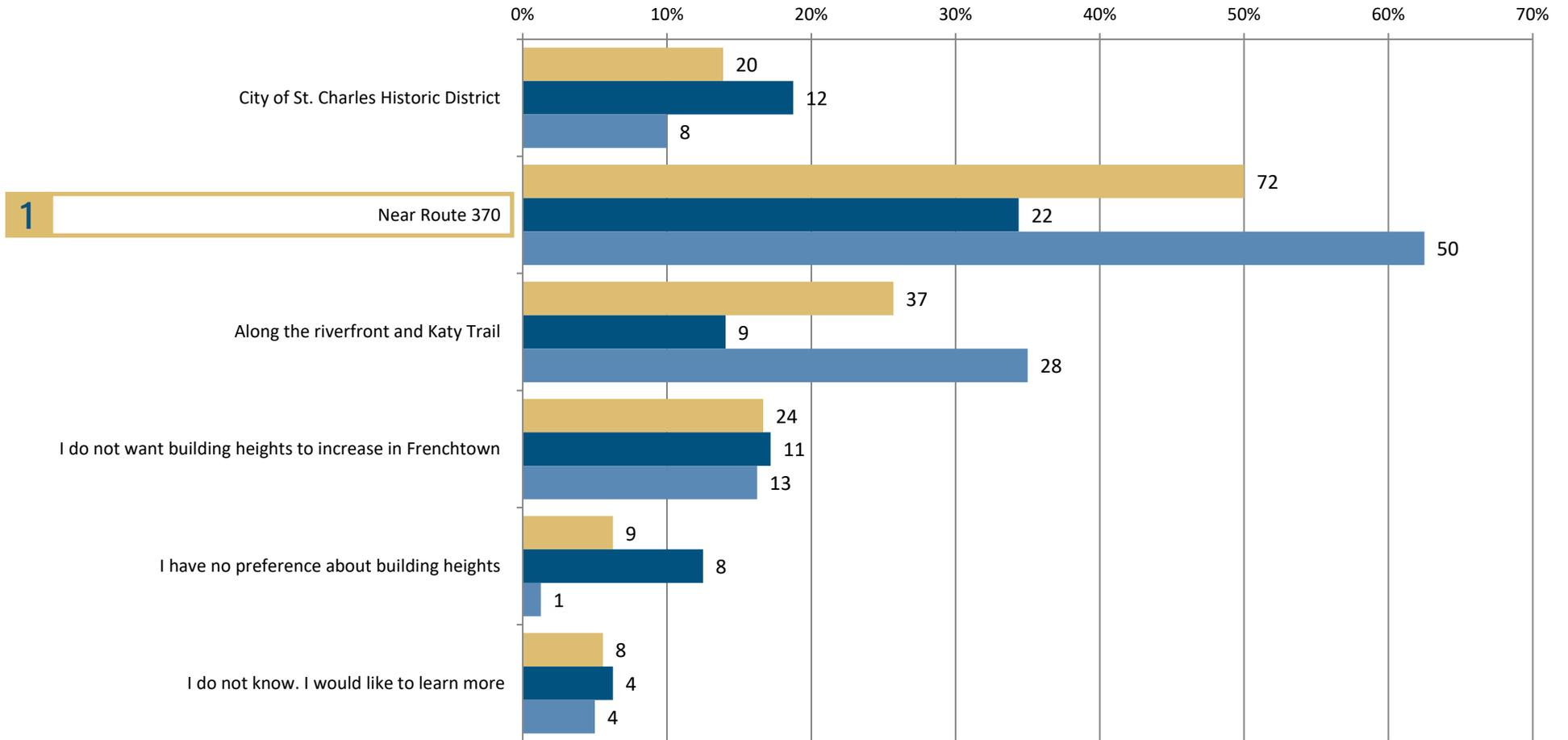
Question 10 - A mix of all of the above

Question 10 - Entertainment Venue Space

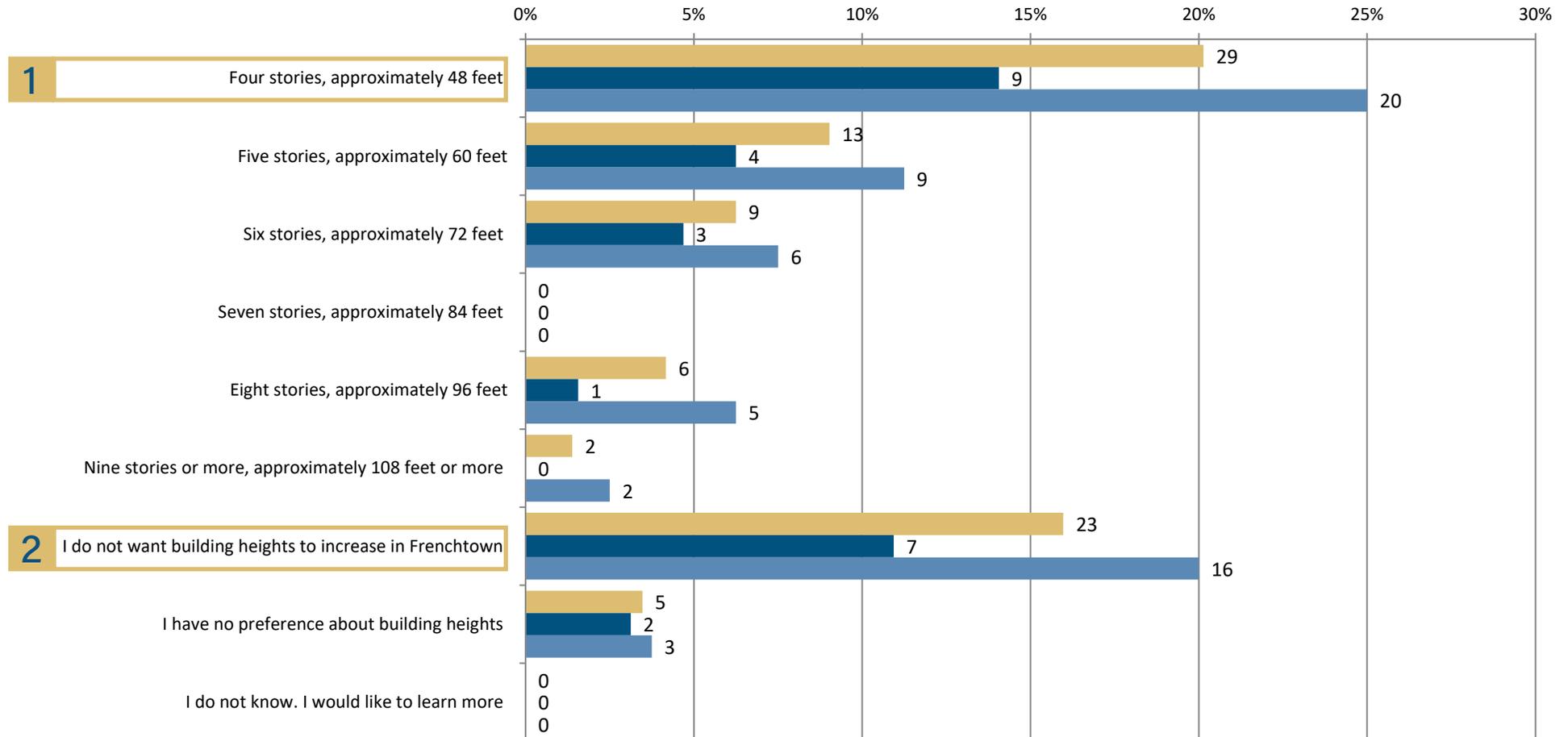
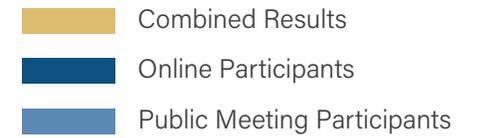
11. I think the following infill building types are appropriate for Frenchtown's historic areas. (select top three)



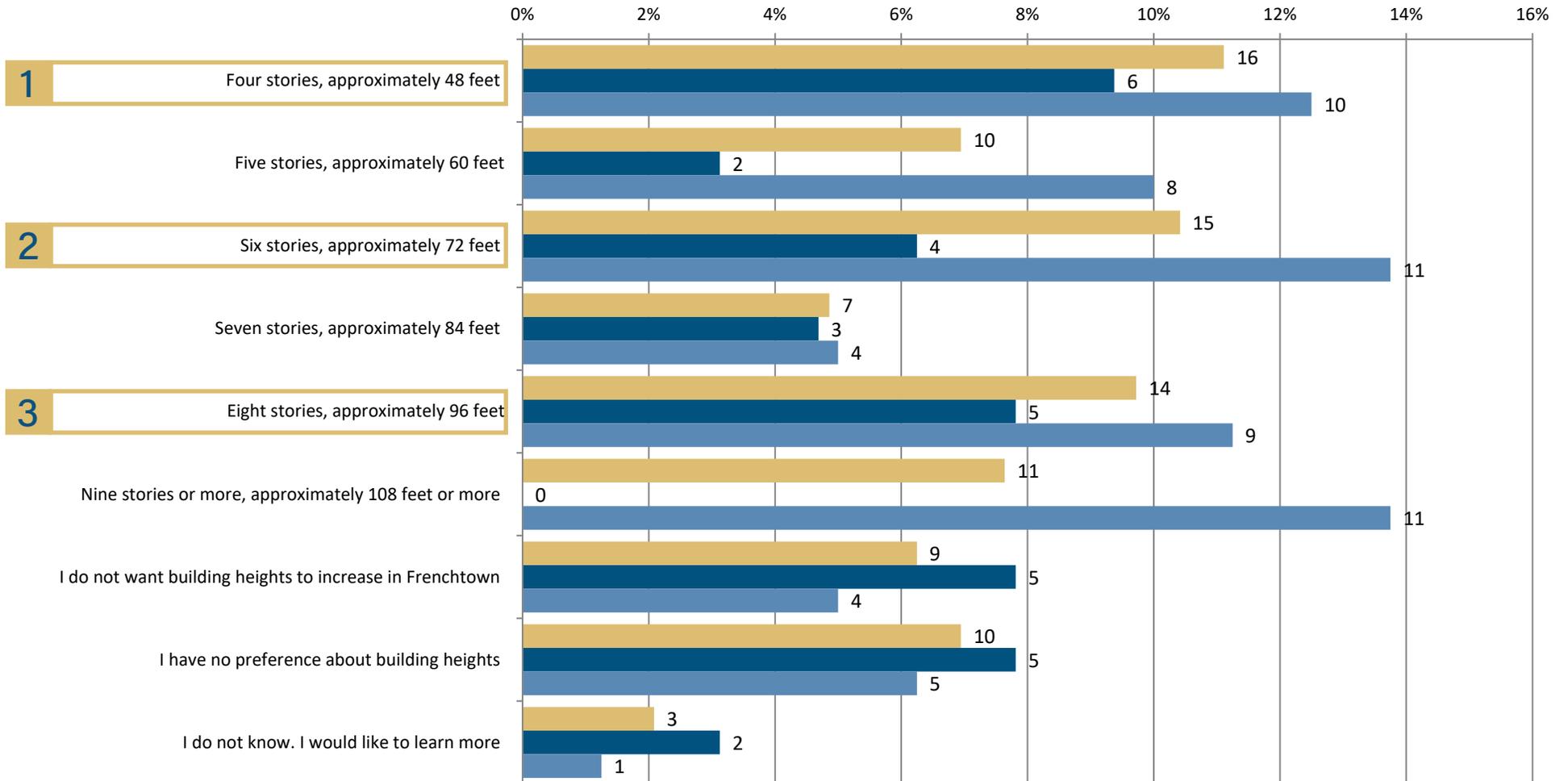
12. One way to achieve more density to support additional community amenities and improvements is through increasing building heights. Where do you support increased building heights? (Select all that apply)



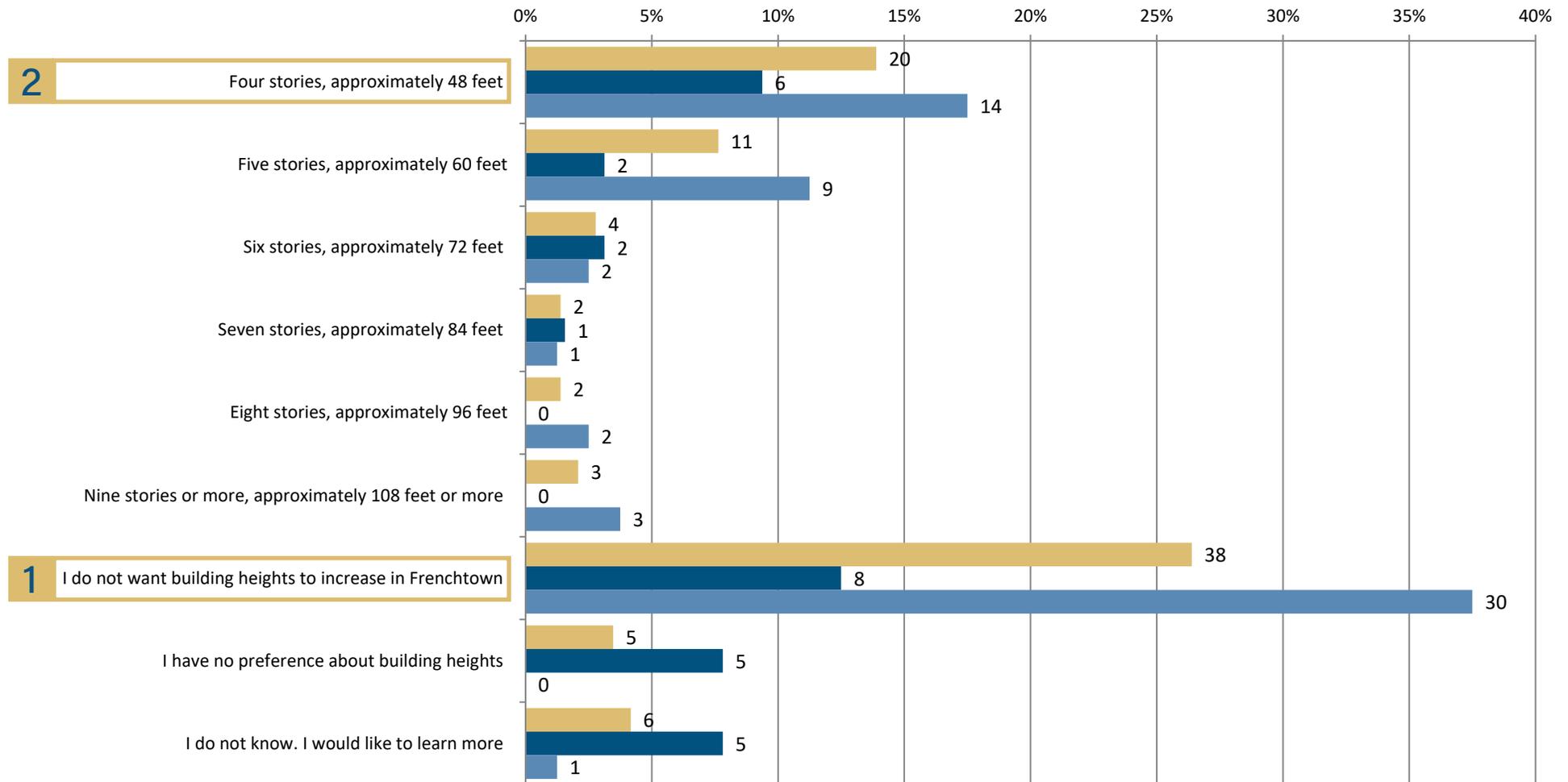
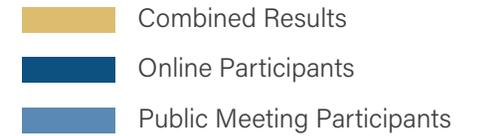
13. If you selected to increase building heights in the City of St. Charles Historic District, then what is the appropriate maximum height? (Select one)



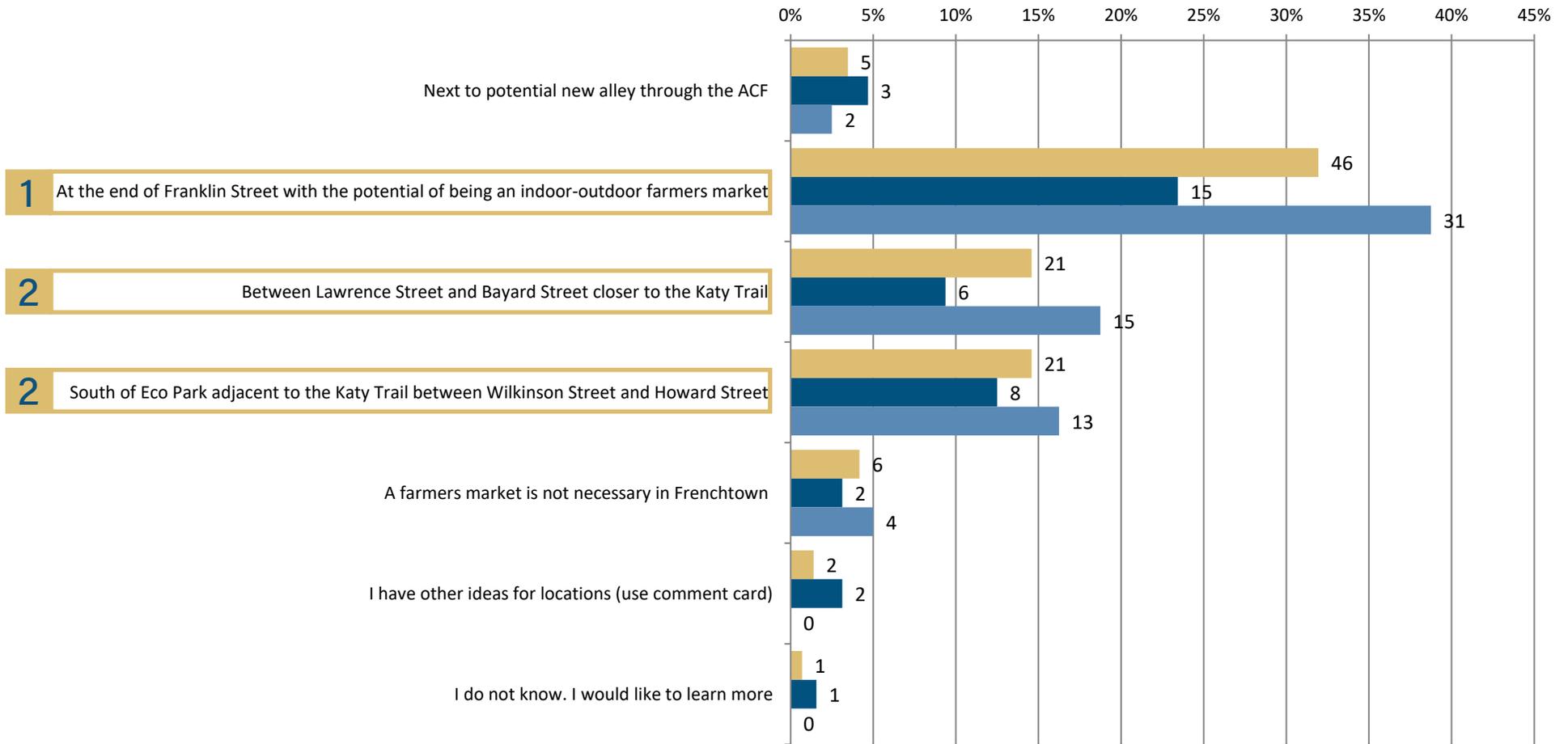
14. If you selected to increase building heights near Route 370, then what is the appropriate maximum height?
(Select one)



15. If you selected to increase building heights along the riverfront and Katy Trail, then what is the appropriate maximum height? (Select one)

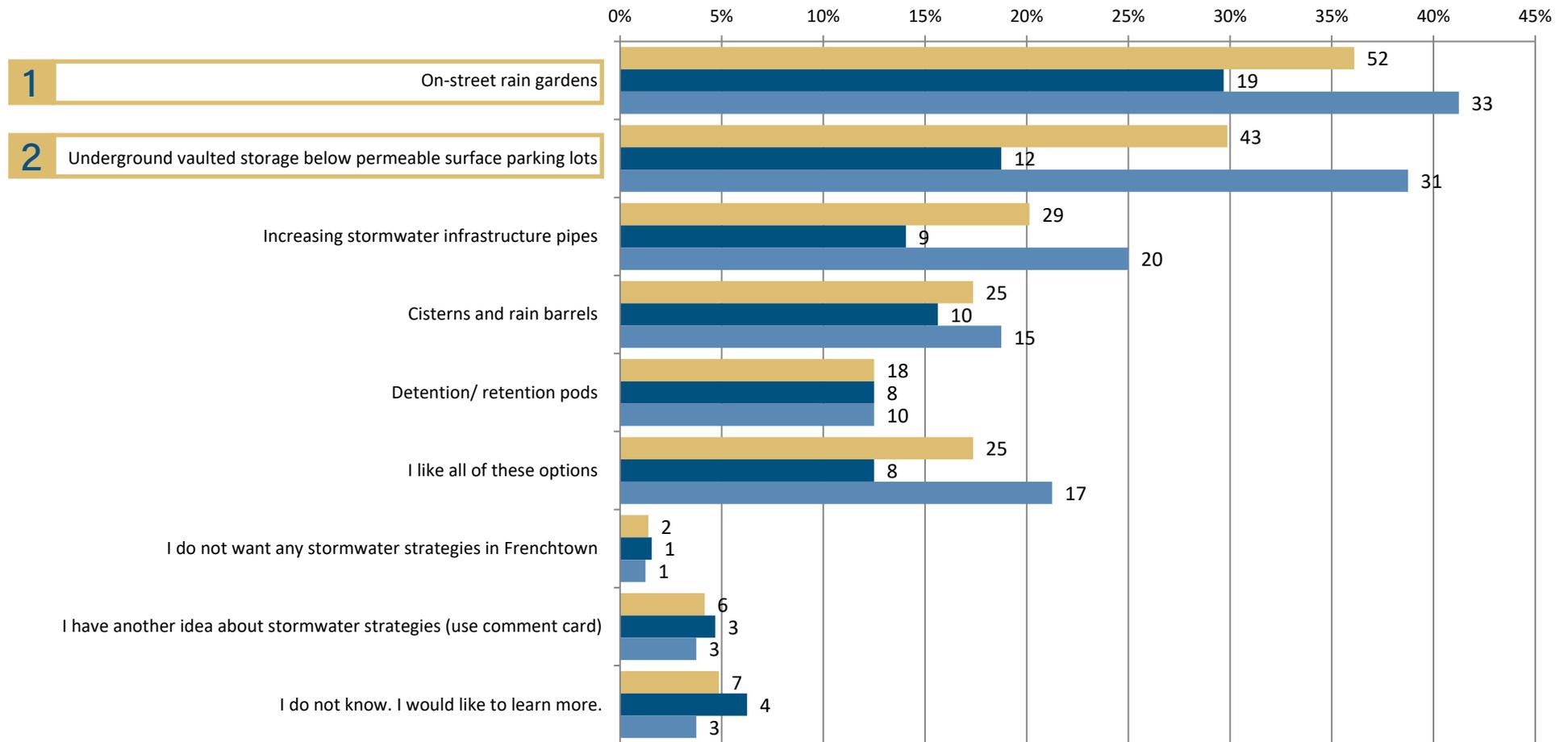


16. Where is the best location for a Frenchtown farmers market? (Select one)



17. If we want to reduce stormwater impacts in Frenchtown, we need additional area stormwater storage. What strategies do you prefer? (Select top three)

Combined Results
 Online Participants
 Public Meeting Participants



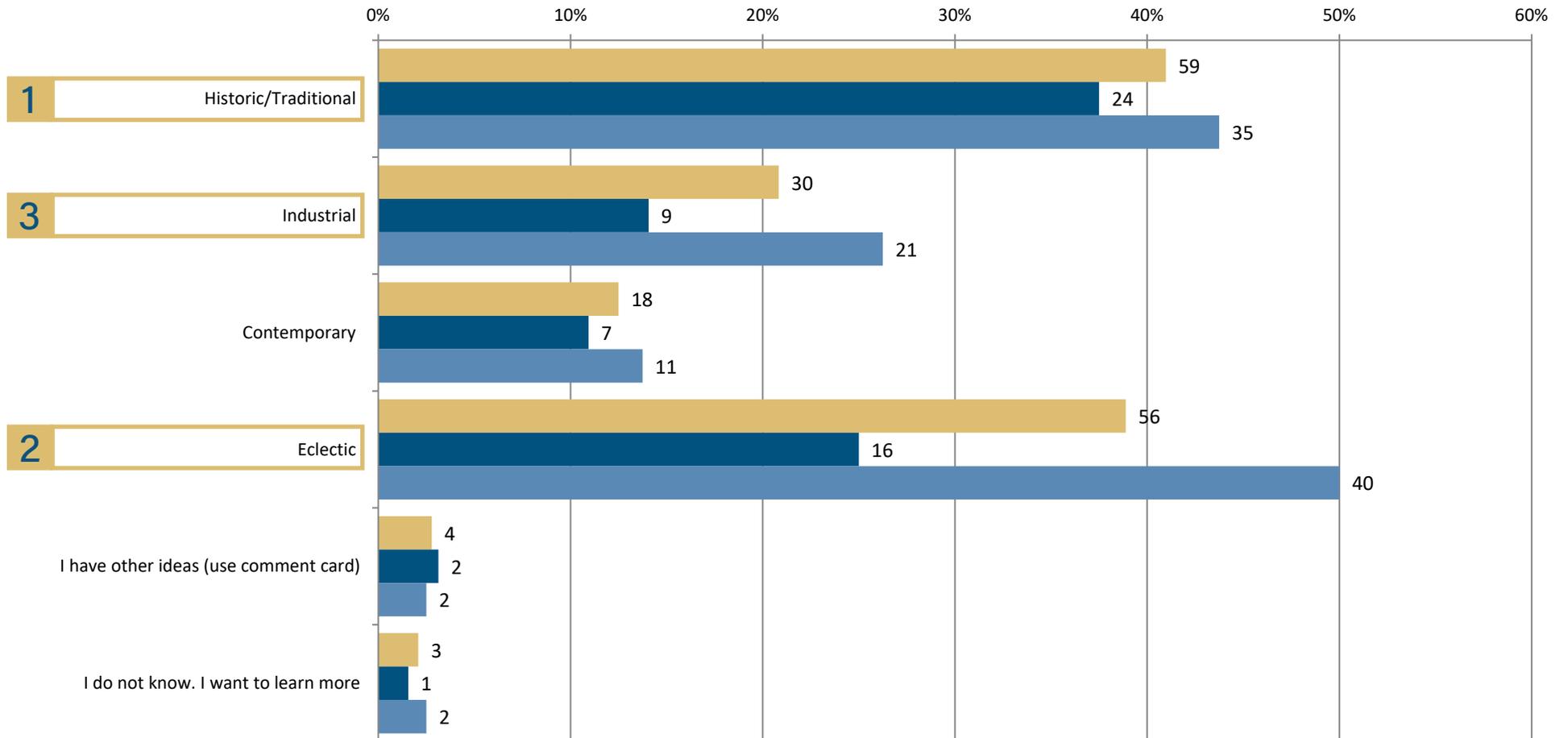
COMMENTS

Question 17 - Data analysis for best option

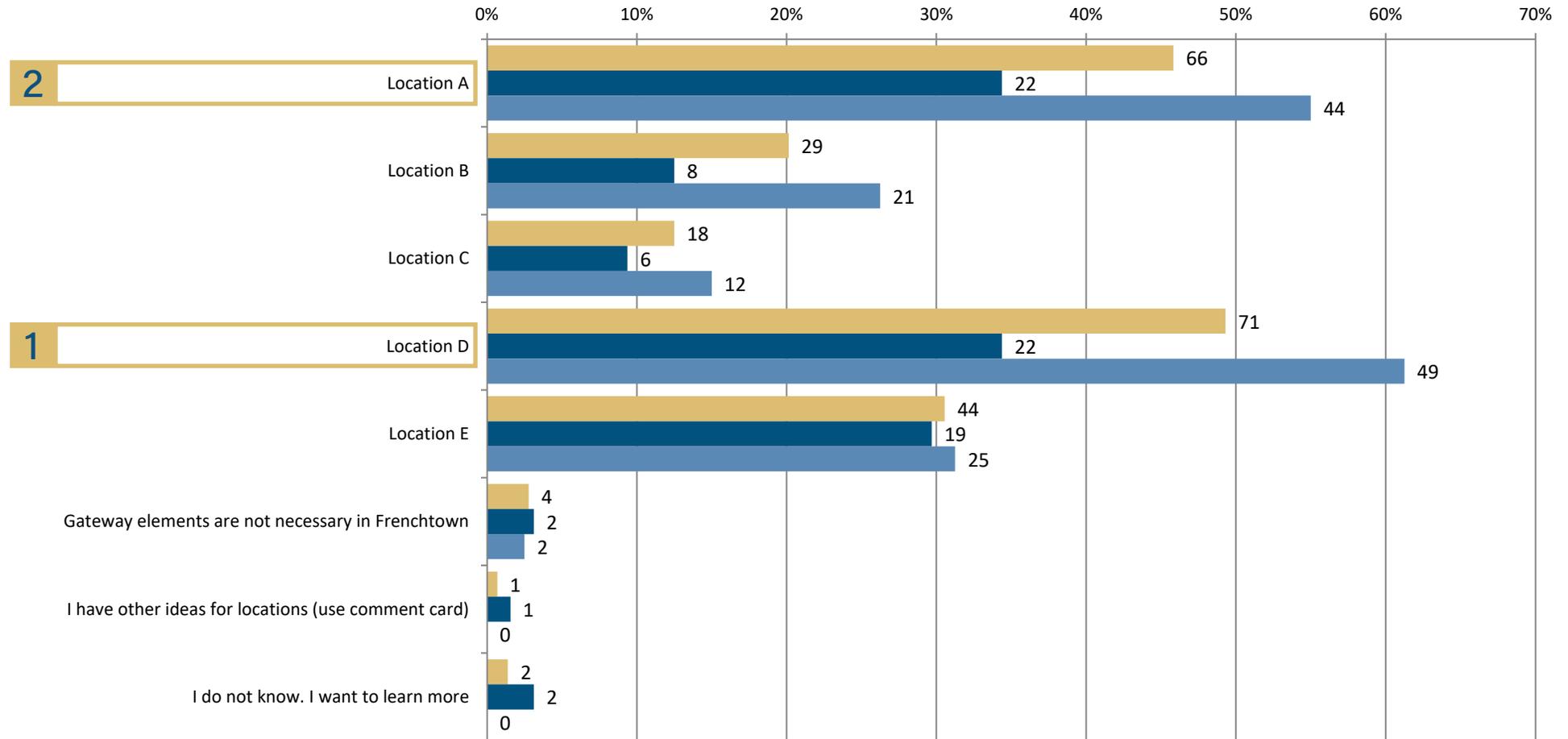
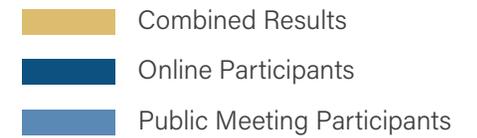
Question 17 - All strategies need to consider river flooding backing up into the local storm water system

Question 17 - Need to photos with descriptions/lables, not just photos. Want to know the pros and cons and best practices from other municipalities in the US near major rivers. This topic needs more education and a well thought out strategic plan.

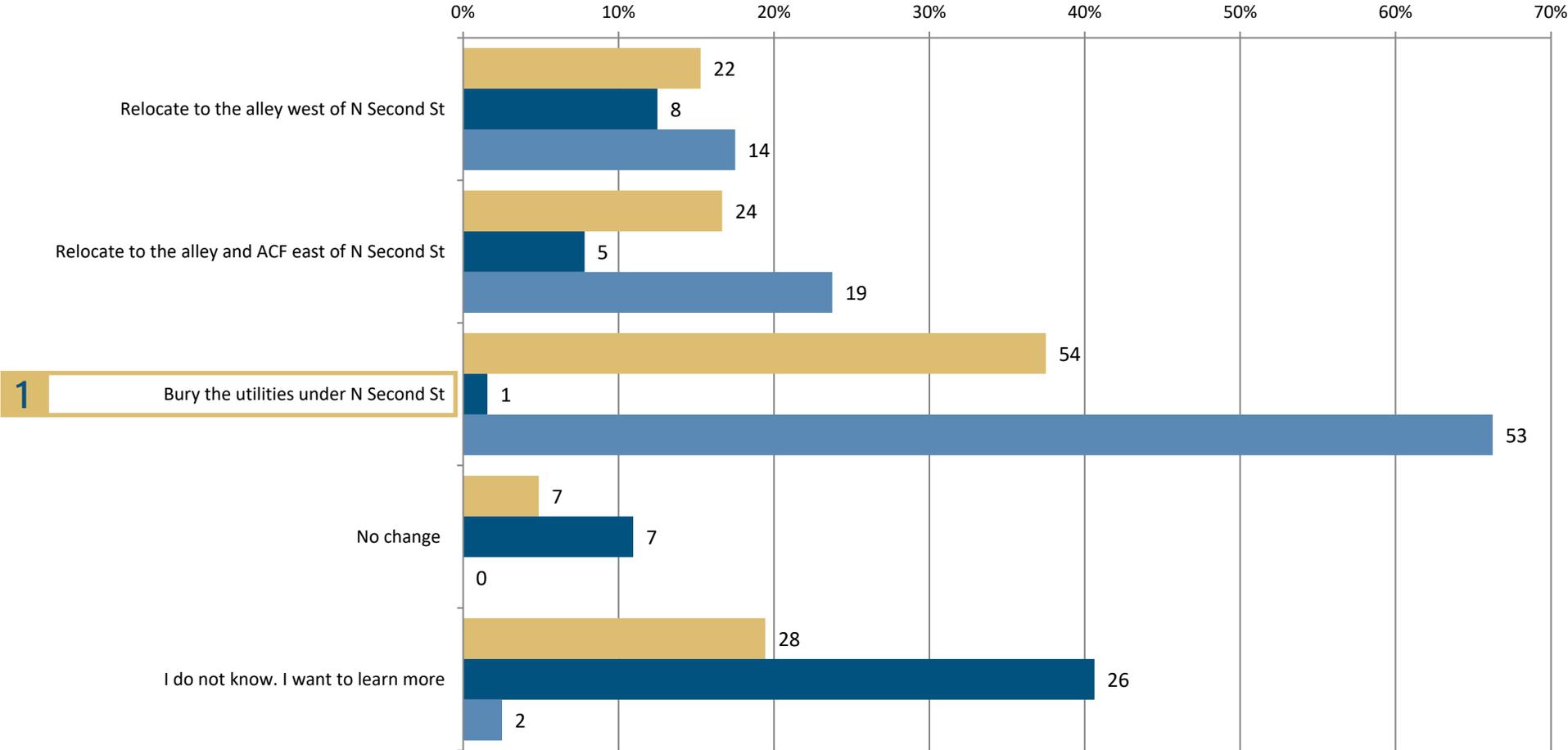
18. Which options for “look and feel” do you think is most appropriate for elements in Frenchtown - like signage, street furnishings and street lighting? (Select two)



19. Where would you locate the future entrance to Frenchtown? (Select top three)

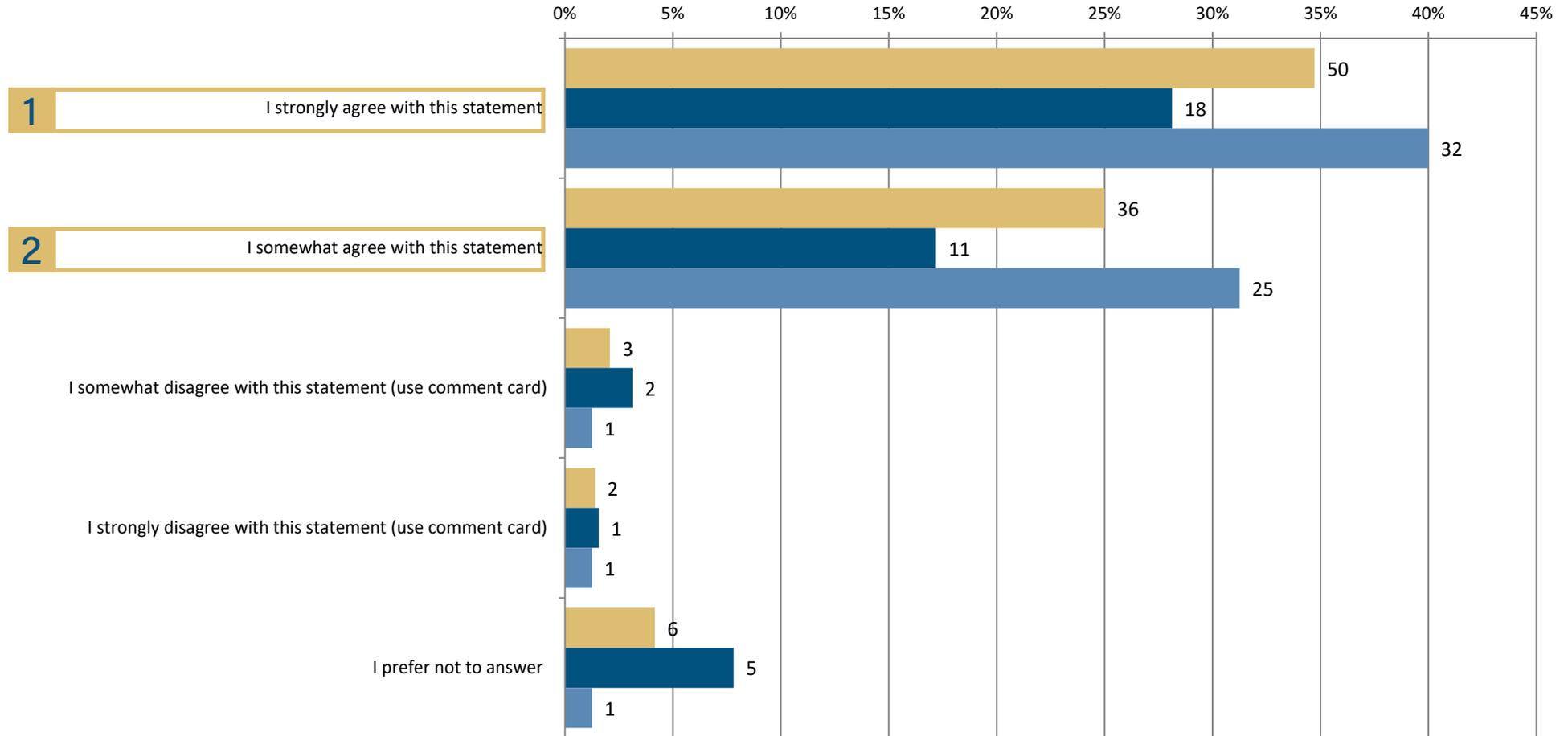
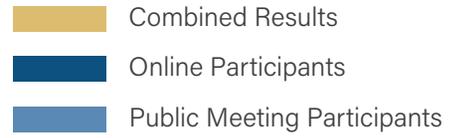


20. What is your preference for location utilities in Frenchtown along the North Second Street corridor?
(Select two)



21. How much do you agree with the following statement? (Select one)

“The Frenchtown Great Streets team is on the right track”



Comment Cards

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know? *leave street alone right around Clark/2nd. too busy intersection.*
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Question 10 - It would really be nice to have a rec center for the area. Especially w/ a Pool for area swim meets that would draw people in on weekends for eating/ lodging, etc. Good for residents, too for people who work here that would be able to work out before/after work. It would be a great anchor.

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Question #5 there is a lot there right now... would like to see filling in the holes further N
Question #11 mix apartments/condos, detached/attached row + single family Industrial lofts like Cincinnati Ohio, would be great too!
#13 French to Tecumseh - balance/bookend w/ ACF on other end

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

I am an artist living in New Town for 2 years
I am looking for a space to rent for a painting studio - ideally a garage or a gas station I could share with another artist.
If there is a place call or e-mail me

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Q5 - more North 2nd Street
Q10 - multi family loft apartments - (bring grocery store)

Really like the idea of a stormwater park

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Visuals are too small - larger screen

Where did Hwy 94 go?

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Host event at Frenchtown Museum

If you would like us to follow up with you

Name: _____

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

Visuals are too light in color + difficult to see if not in the front of the room.

Speakers need to speak directly into microphone.

Is Hwy 94 going to connect from Oakl. Water Pkwy to Randolph?
Where does the semi-truck traffic go, if not on 2nd St.?

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

(H) Question 6 - use a Red Laser to explain what you are saying. I don't know the Streets I'm looking at on the screen.

Repeat the questions from audience. Listen to yourself talk in the mic, speak into mic.

If you would like us to follow up with you

Name: _____

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

In regards to storm water run off/retention, dig a canal that runs the entire length of the Katy trail and French town. Rock the bottom ^{and banks} and stock it with fish so that people can enjoy that while visiting.

1. 11.11

FRENCHTOWN GREAT STREETS

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

- * I would like to speak with Claire re:*
- ① Frenchtown NTR - Please this needs to be FULLY addressed not presumed
 - ② Take down overhead wires - not just eye-level/street changes - waste of time to enhance street without
 - ③ Put up a St. Charles "info" on highway walls →

FRENCHTOWN GREAT STREETS

MIS TAKE

COMMENT CARD

Your opinions and thoughts are important to us and the process.

1. Do you have anything you would like the consultant team to know?
2. Do you have any feedback on this workshop?
3. Do you have any questions about the project or the process?

QUESTION #16

VIEW SHOWS WATER RETENTION WRONG SIDE OF KATY TRAIL - SHOULD BE RIVER SIDE

QUESTION "7" THINK THAT IT SHOULD BE USING OLIVE - "BOAT RAMP" ROAD AS THE NORTH MOST POINT → SPREAD IT BACK SOUTH

1. 11.11

QUESTION 17 (~~MIS TAKE~~)

OPEN UP + REPAIR EXISTING DRAINS AT NORTH END UNDER CASI'S - FO - RIVER LAGOON

NO MENTION OF WHY WE NEED STORM DRAINS - IT IS BECAUSE THE HILL COMING DOWN FROM FIFTH ST. IS CLAY.

#18 - LET PEOPLE ON BLOCK - PICK WHAT THEY WANT

CANAL FOR STORM WATER NEXT TO KATY TRAIL

③ On 4 off 370 like at
5th Street and Elm.
Not sure why there aren't
any at the 3rd Street on 4 off
vamps.

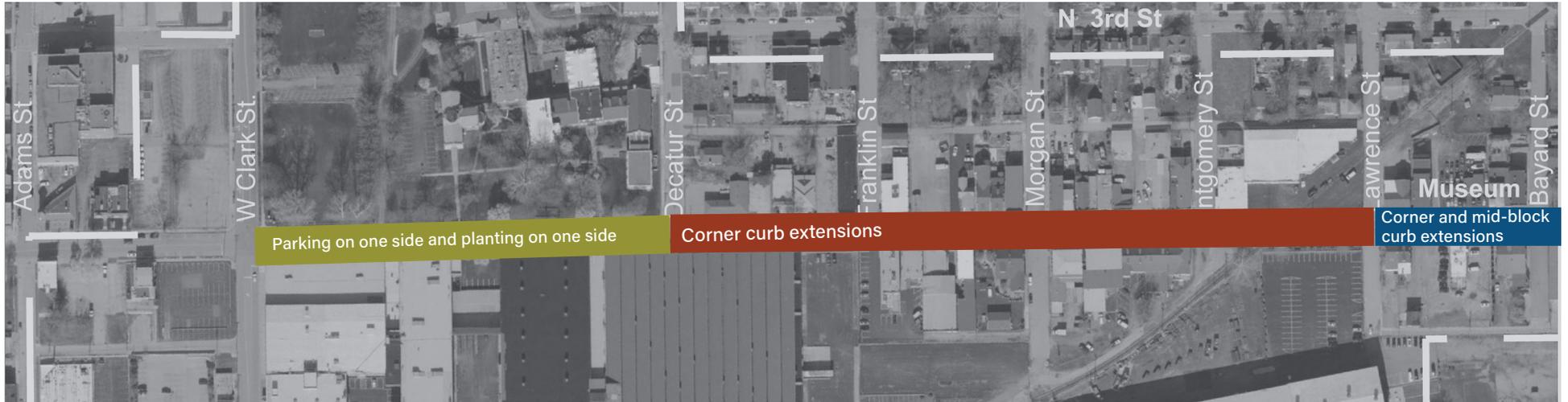
④ ESTABLISH THE District
Spaces - how well is the
Foundry doing economically
as an example? - Do you see
people coming here regularly
other than weddings that will
bring people in regularly??

⑤ Why are the North End ^{Resident} not
included in this study?

⑥ Homeless issues??

⑦ Maintenance of improvements? who?

Table Exercise Preference Summary

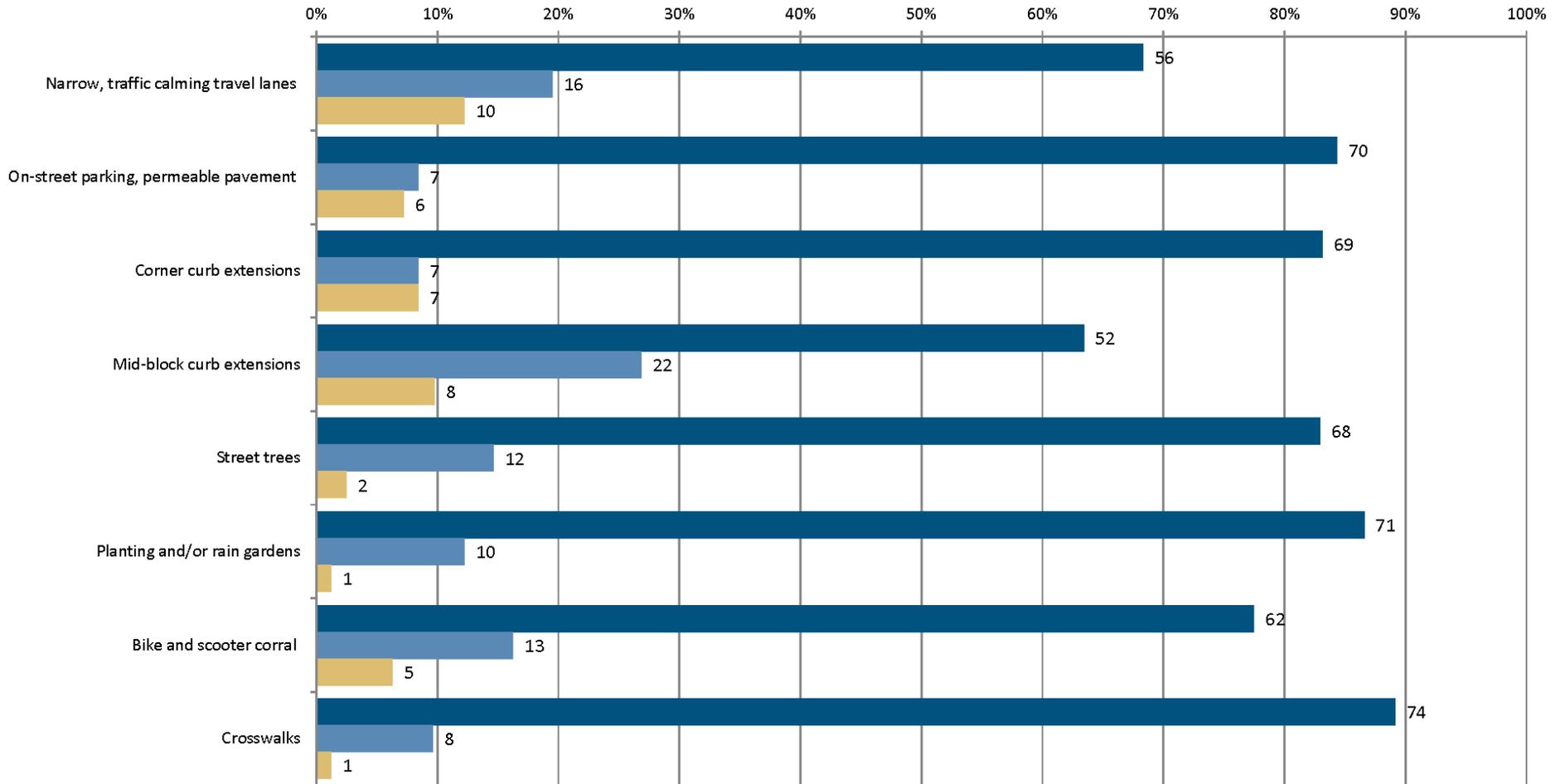
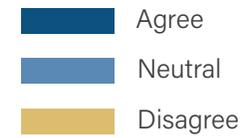


C. COMMUNITY PLANNING WORKSHOP 3 RESULTS

The third engagement window for the Frenchtown Great Streets project was limited to an online survey, print and remote Q+A webinar due to the 2020 Covid-19 pandemic. The materials were available for feedback between April 22 and May 17, 2020.

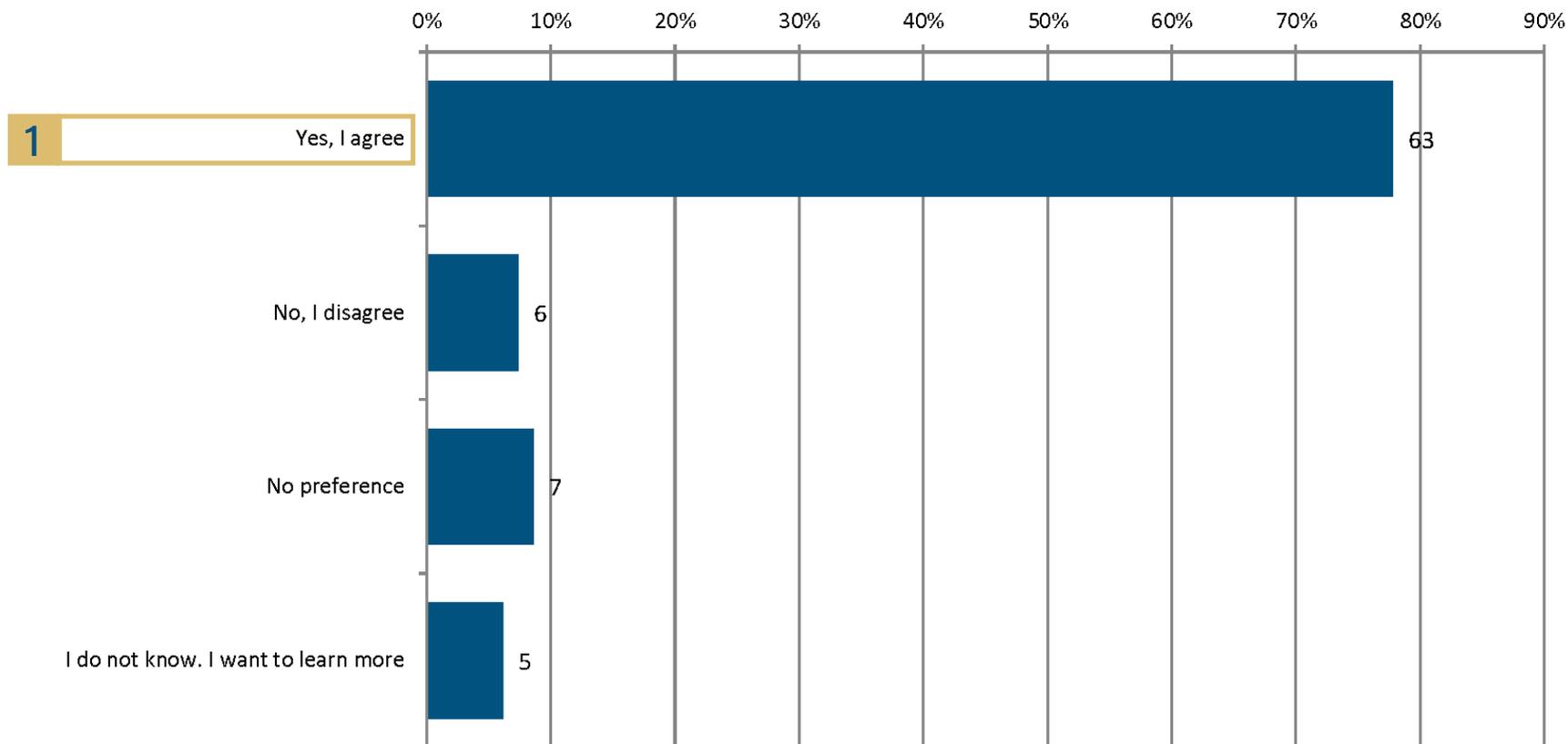
ENGAGEMENT TYPE	NUMBER OF PARTICIPANTS
Q+A Webinar Participants	16
Online survey - Introduction	260
Online survey - Connections and Mobility	183
Online survey - Development Assets	121
Online survey - Green Network and Stormwater	105
Online survey - Character and Identity	97
Online survey - Overall Plan Implementation, Costing and Phasing	92
Online survey - Conclusion	36

1. We want to confirm what we heard from Workshop #2 participants for the street design at the priority area. Use the provided zoomed-in plan drawing of North Second Street (priority area) with labeled elements to complete the table below. (Select one answer for each)



2. We want to confirm what we heard from Workshop #2 participants for the street design north of the priority area. Review the provided zoomed-in plan drawing of North Second Street (north of priority area) with labeled elements. Do you agree with this street design for this area in Frenchtown? (Select one)

■ Online Participants



COMMENTS

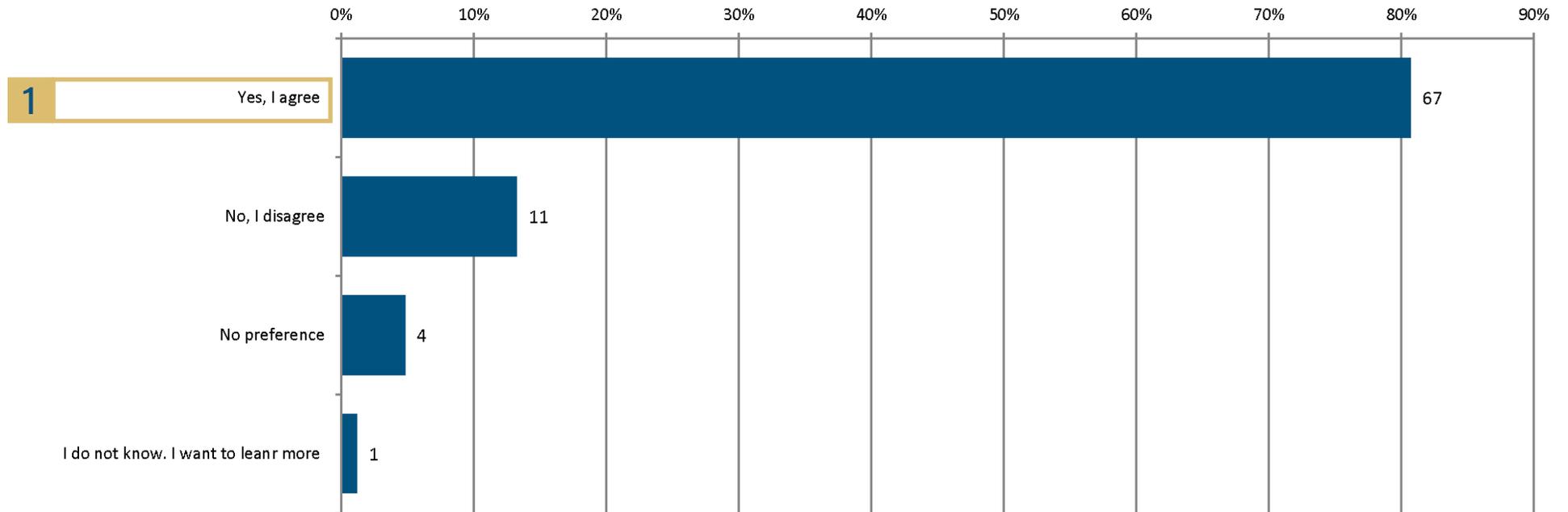
No I disagree

No, narrow lanes, make wider

I wonder why we are using valuable parking areas with gardens? I love greenery. A lot, but it seems counter-productive. I am also to believe this is a highway (94) are lanes allowed to be narrow? We also have trucks coming off of 370 and what will they be using if the street become such? Will they be forced to use the wider residential streets? Who will maintain the landscaping? As it is the city barely keeps up with the living (or dead) plant life we have.

3. We want to confirm what we heard from Workshop #2 participants for the street design south of the priority area. Review the provided zoomed-in plan drawing of North Second Street (south of priority area) with an extended planting area and other labeled elements. Do you agree with this street design for this area in Frenchtown? (Select one)

Online Participants



COMMENTS

Restrictive

Driving visibility on this corner needs to be addressed. Going north to south on Second St to turn east onto Clark is difficult. To see around ACF makes it a challenge. Adding trees to this corner would make it more difficult

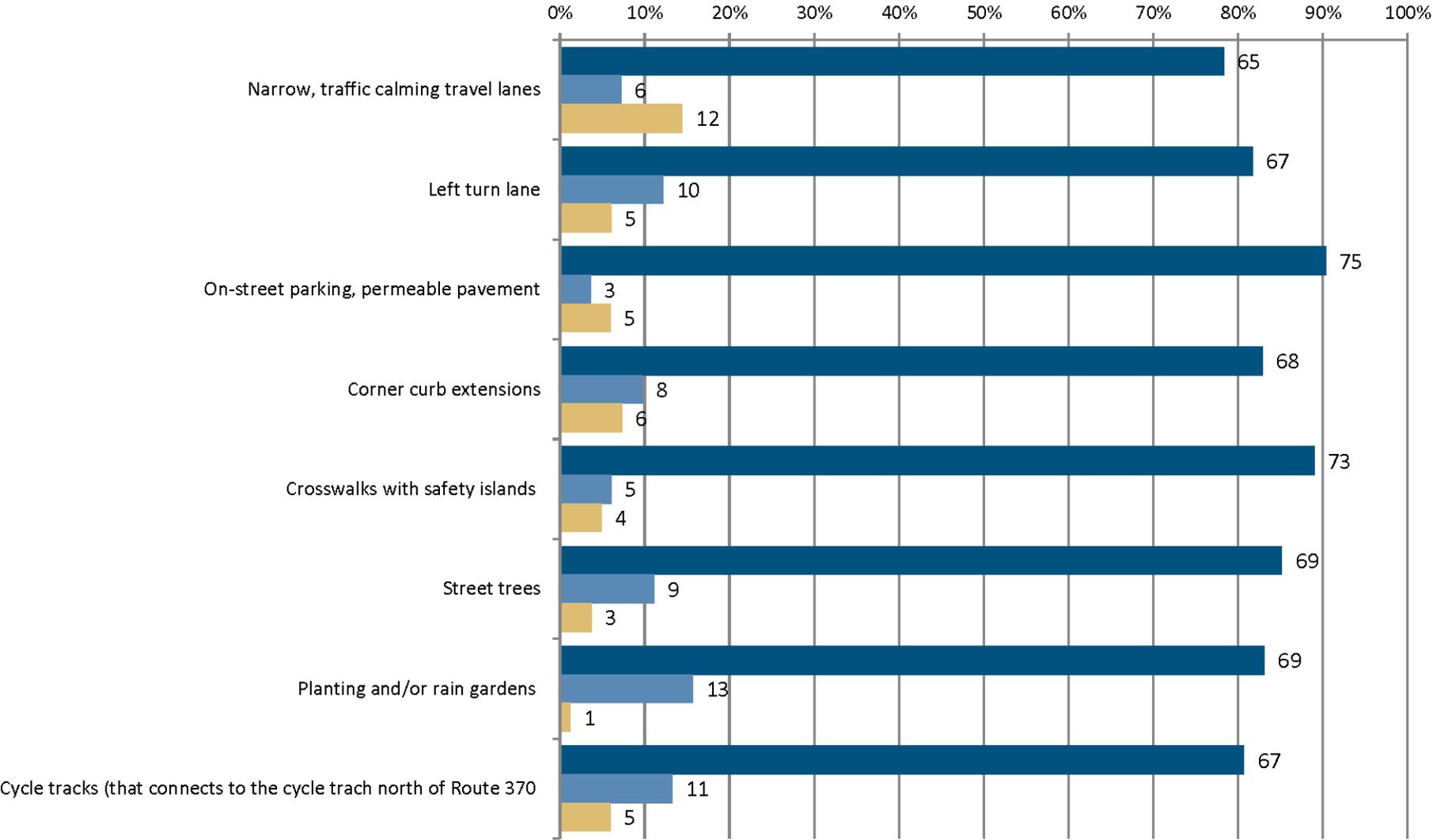
Don't agree with the turn lane

No narrow lanes, make them wider

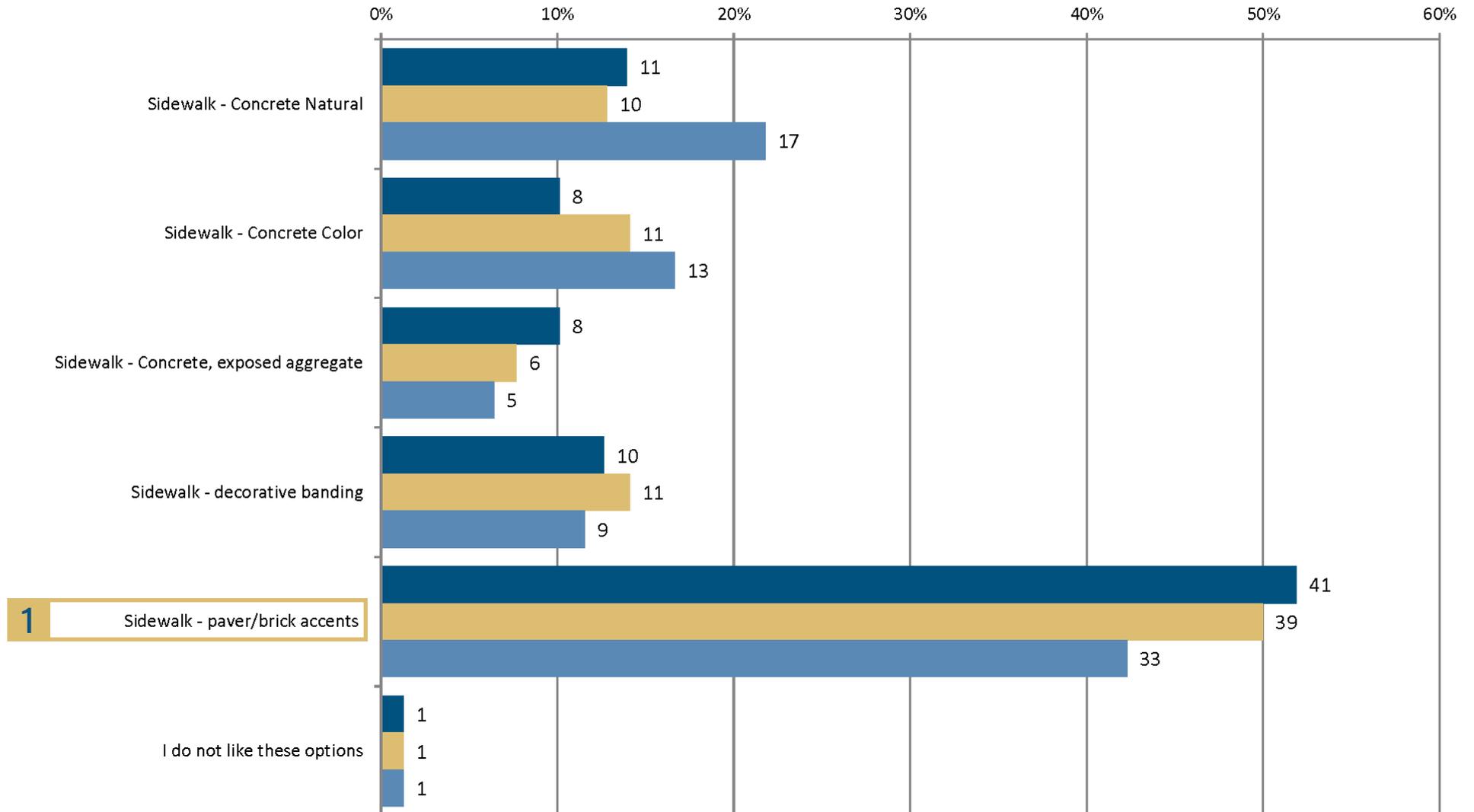
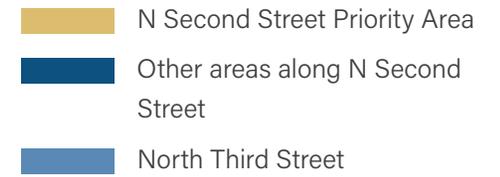
As beautiful as trees are, it's not wise to reduce an already tricky area for traffic near the school

Traffic gets very thick during school pick up/drop off. It looks like needed road space is taken up by more trees? I'm confused.

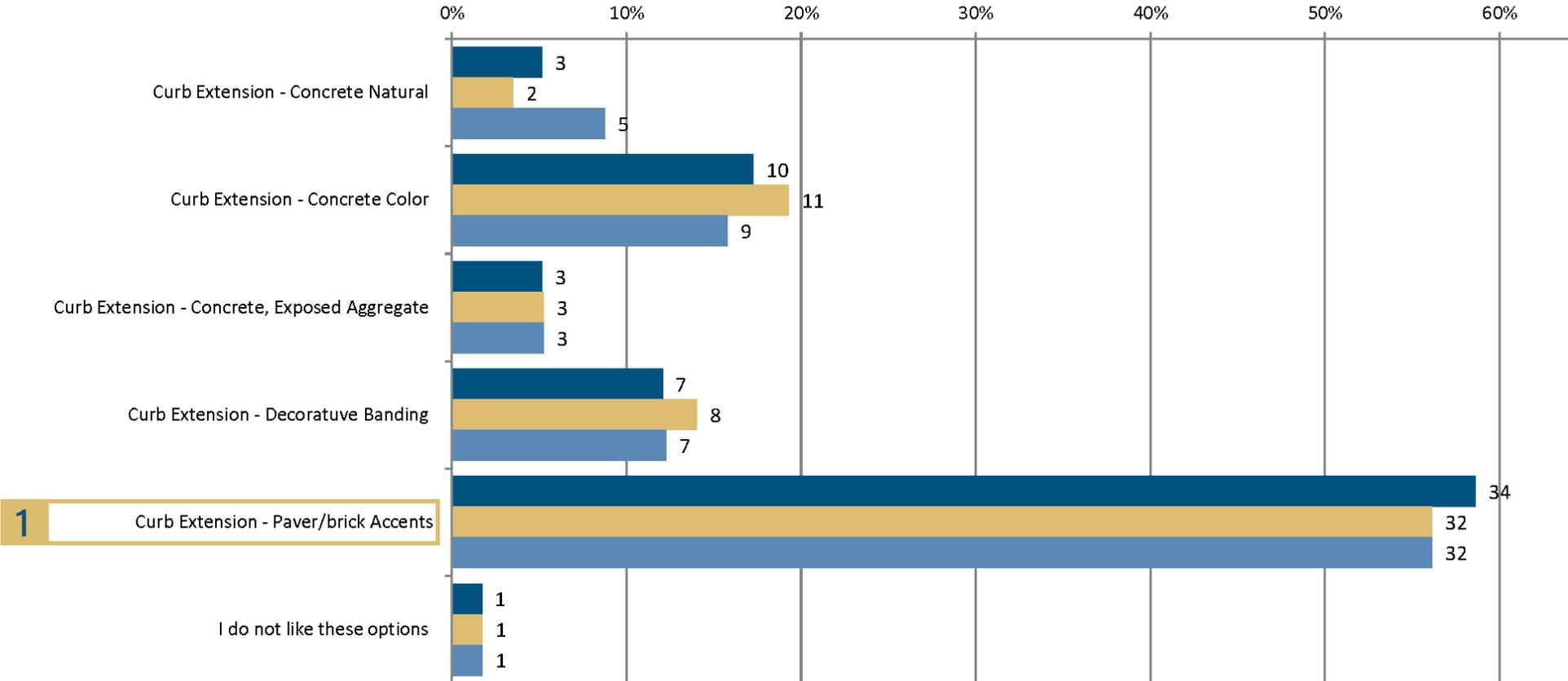
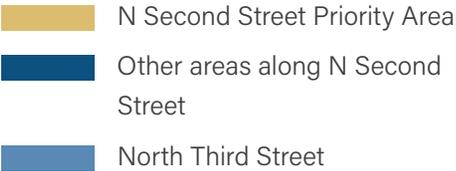
4. We want to confirm what we heard from Workshop #2 participants for the street design of North Third Street. Review the provided zoomed-in plan drawing of North Third Street (between Tecumseh Street and Route 370) with labeled elements to complete the table below. (Select one answer for each)



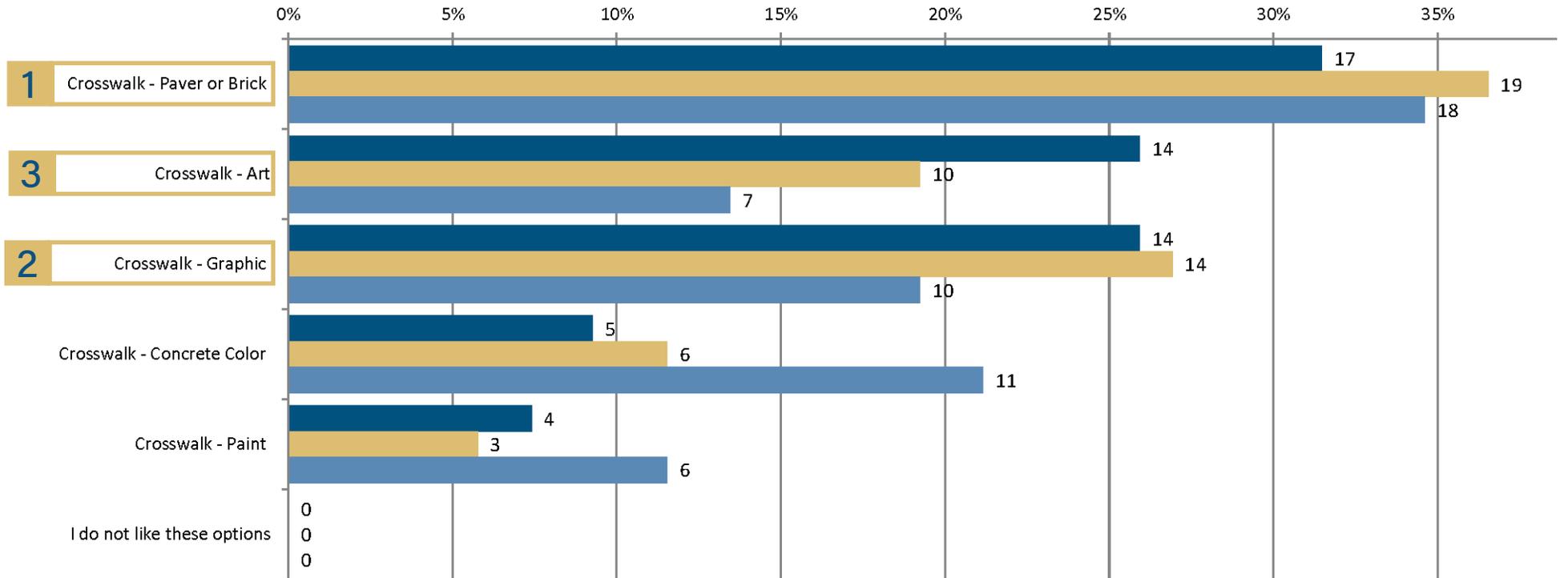
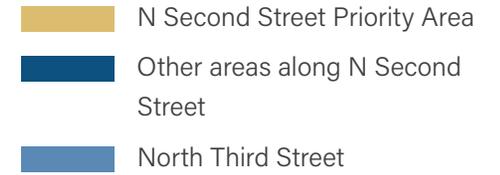
5.1. Which **sidewalk materials** do you prefer for each of the three areas: the priority area, other areas along N Second Street and N Third Street?



5.2. Which **curb extension materials** do you prefer for each of the three areas: the priority area, other areas along N Second Street and N third Street?



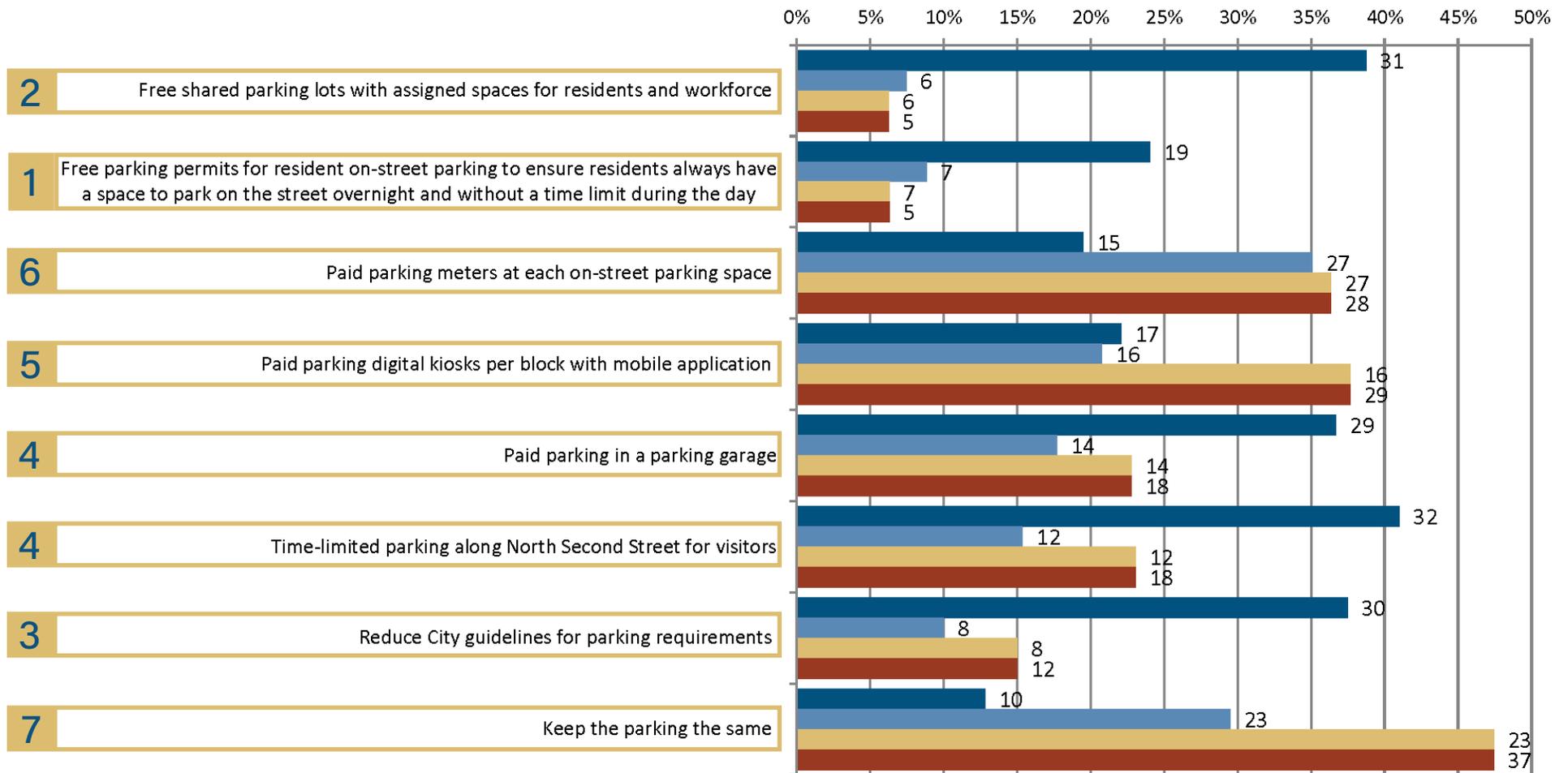
5.3. Which **crosswalk materials** do you prefer for each of the three areas: the priority area, other areas along N Second Street and N Third Street?



6. In the previous Public Workshop #1 and #2, we determined that parking will need to be addressed in Frenchtown in order to achieve new development and a walkable district when where you can park your car once and walk to various destinations. To help fund improvements to Frenchtown and solve potential parking shortages in the future, how much do you agree with the strategies below? (Select one answer for each)

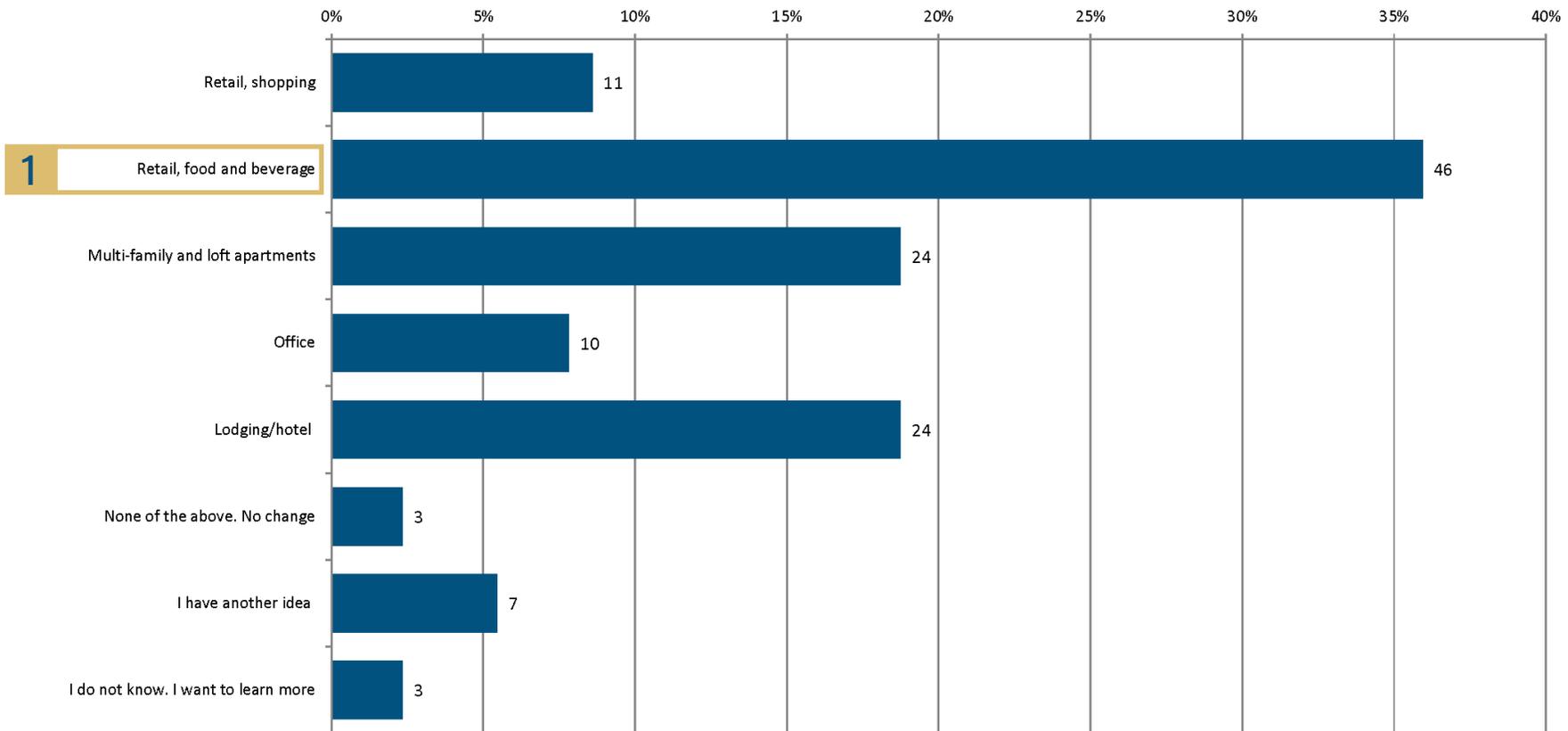


Responses are ranked by averaging the results.



7. If the 'Light Industrial' zone district were to change south of Route 370, I would like to see the following land uses included within its redevelopment. (Select top two)

Online Participants



COMMENTS

Relocate LU water tower to this area

Wetland park for flooding

Art district live work

Needs a compelling anchor business or attraction for regional draw. What is the magnet? Why is Frenchtown a destination? What is there you cannot find elsewhere? Wow factor needed, and I haven't seen it yet in this concept. Great start, but this really needs a 'wow' factor.

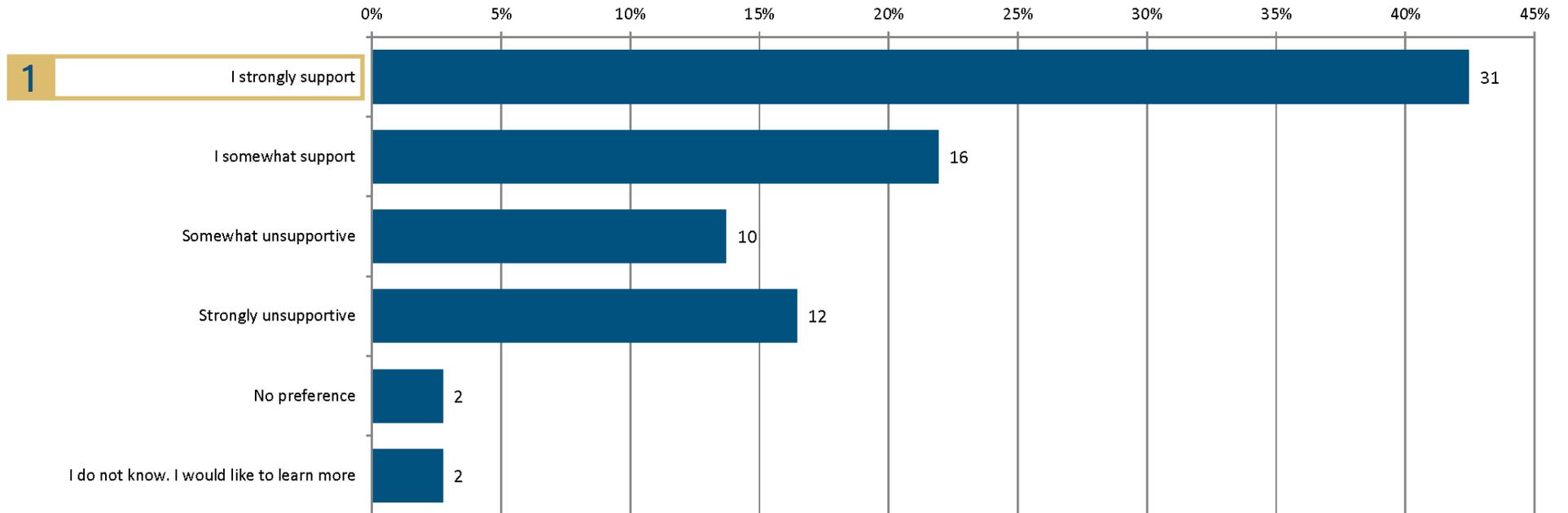
Very appealing entrance to the street with sculptures. No more run down businesses and buildings. Very attractive offices

Drive up food

I believe existing Light Industrial zoning incorporates other commercial uses as a permitted use.

8. During Public Workshop #2, most participants were open to four story buildings along the Katy Trail. The illustration shows the potential development with three stories of residential over a lower level parking area. How much do you support this type of development in this area? (Select one)

Online Participants



COMMENTS

I'd prefer 2 story

It'll flood, seems hulking

Concerned about flooding in basement garages

Flooding issues

One of the largest assets of Frenchtown is the views of the river. look at old pictures of the area to fully understand what I mean. If we have 4 story apartments between the structures on 2nd and the Katy Trail...we are blocking the river when we should be inviting it in.

Two story MAX

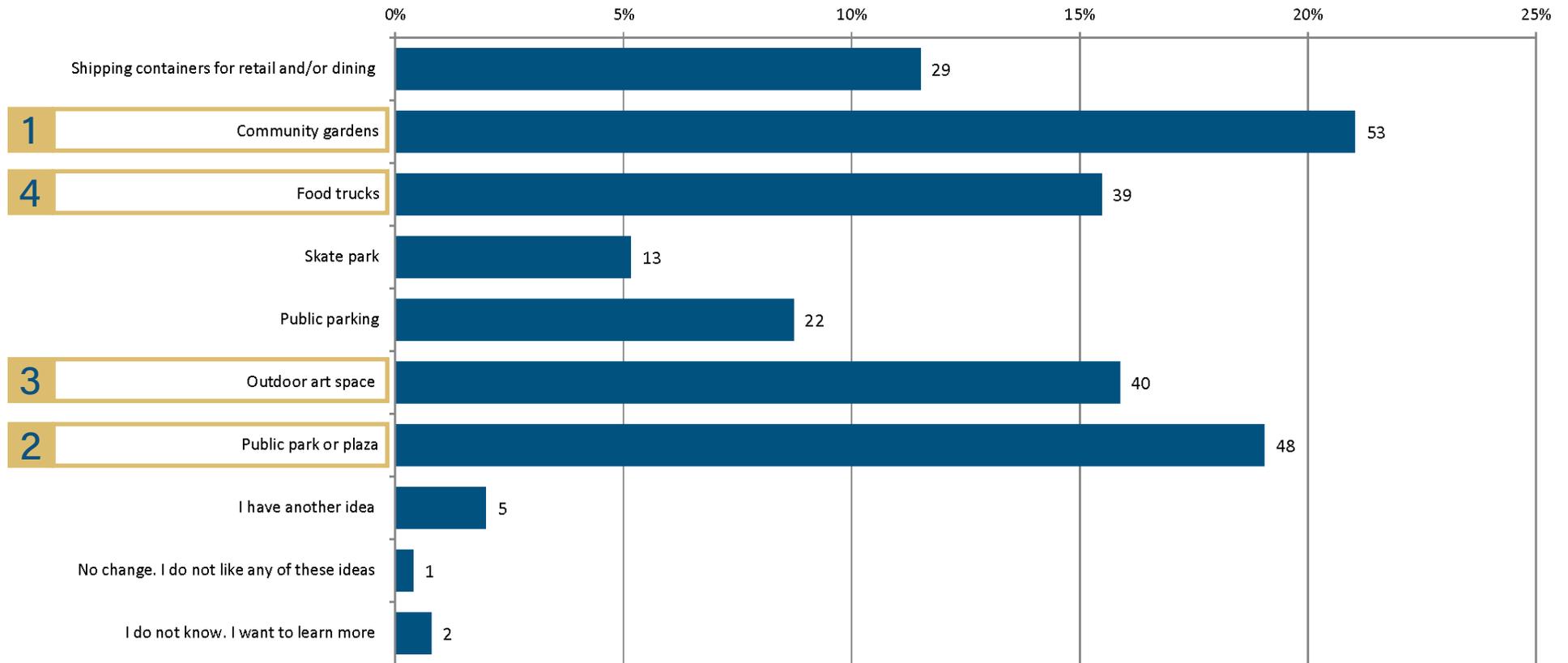
No

I think we need to encourage preexisting homeowners and building owners to fix there places up keeping our historic vibe. Keeping it desirable living

Don't block views to river to existing historic homes. Maybe talls is fine in first few blocks south of 370

9. Currently, there are limited market-based opportunities for new infill construction within the National Historic District and the local City of St. Charles Historic District. What alternative uses or structures do you think would be appropriate in these districts. (Select all that apply)

Online Participants



COMMENTS

Relocate water tower to this area

Find a buyer for trailers between 2nd and 3rd street

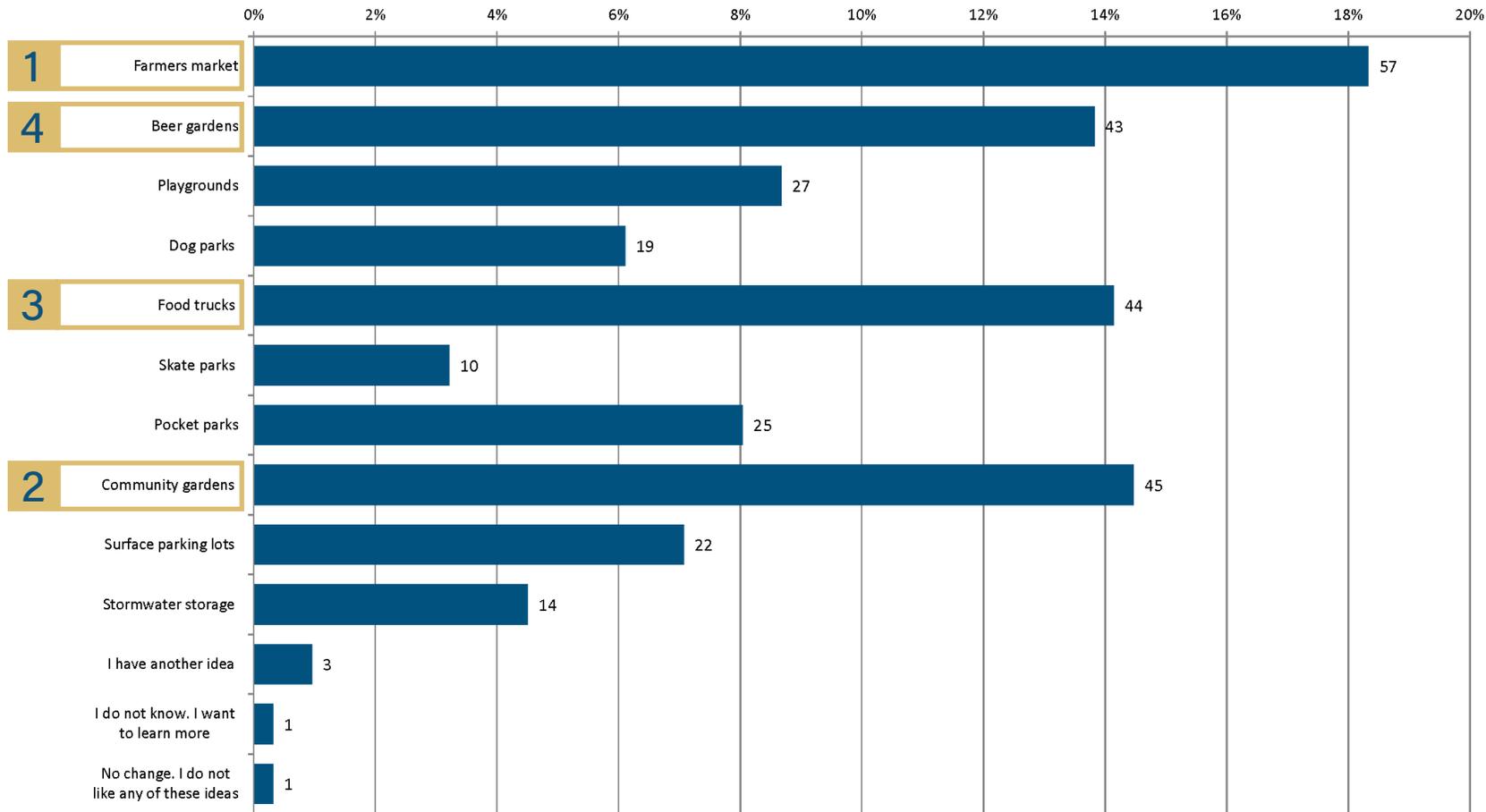
Needs a wow factor and a differentiator. Is there an experiential element to the river access?

BMX/mountain bike trails off the Katy trail in the woods

Fix the levee so lots aren't in the flood zone and repeal new restrictions on building homes on smaller (non conforming) so homes can be built on them

10. What are appropriate temporary uses on vacant lots in Frenchtown until redevelopment occurs? (Select all that apply)

Online Participants



COMMENTS

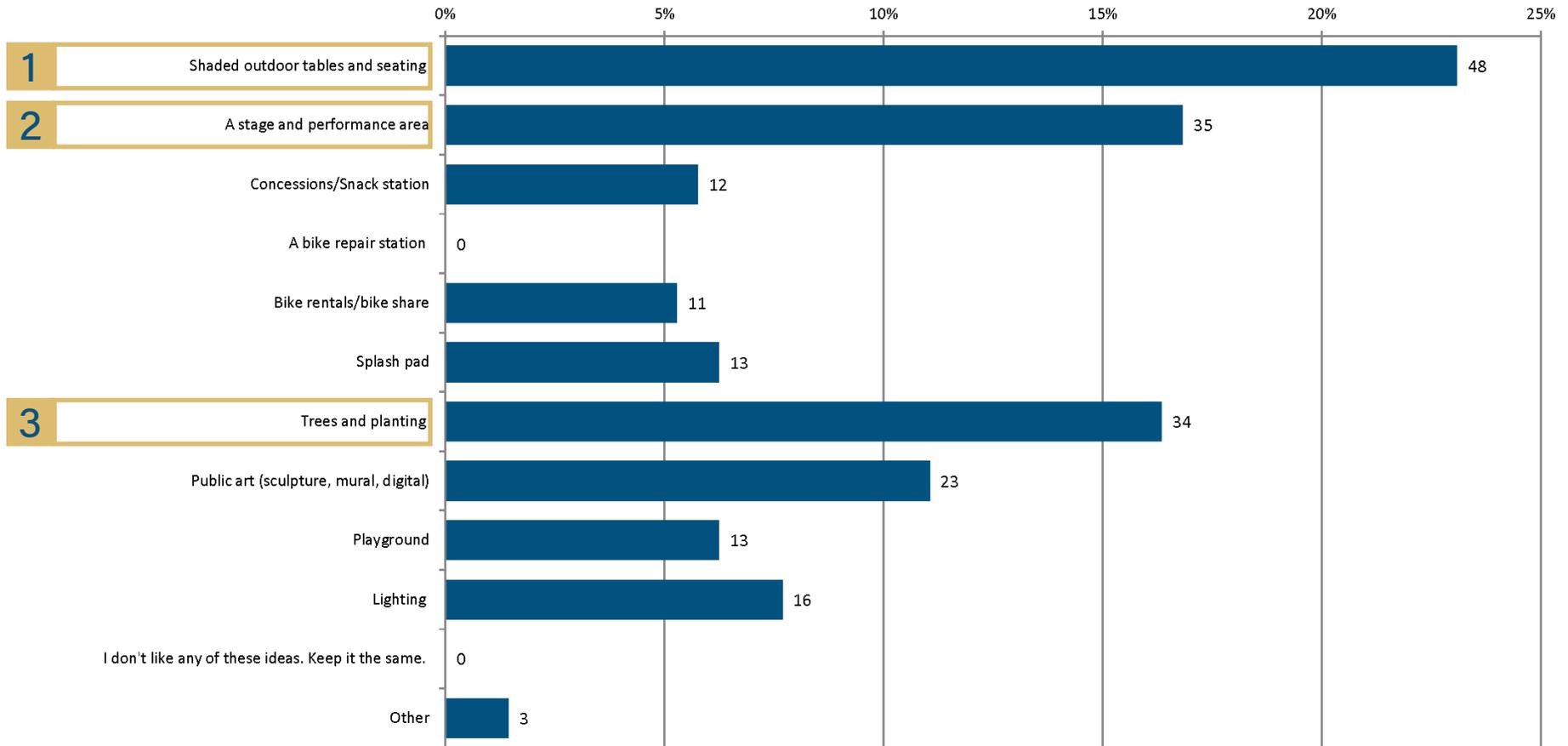
Accent German and French heritage

Where is the wow factor? Where is the innovative idea? You are asking for feedback, but I haven't seen an innovative, compelling recommendation. If Frenchtown is a destination experience, what is the draw and attraction beyond the history, the river, and bike trails?

Allow art/murals displayed on existing buildings and sidewalks

11. During the Public Workshops #1 and #2, we confirmed that the community would like a Public Square in Frenchtown. The Public Square idea was originally a recommendation in the Hyett Palma Plan and now we would like to add detail to the recommendation regarding the activities and programming that could happen there. What would you like to see in the Public Square? (Select top three)

Online Participants



Flex space for festivals and holiday/gift markets

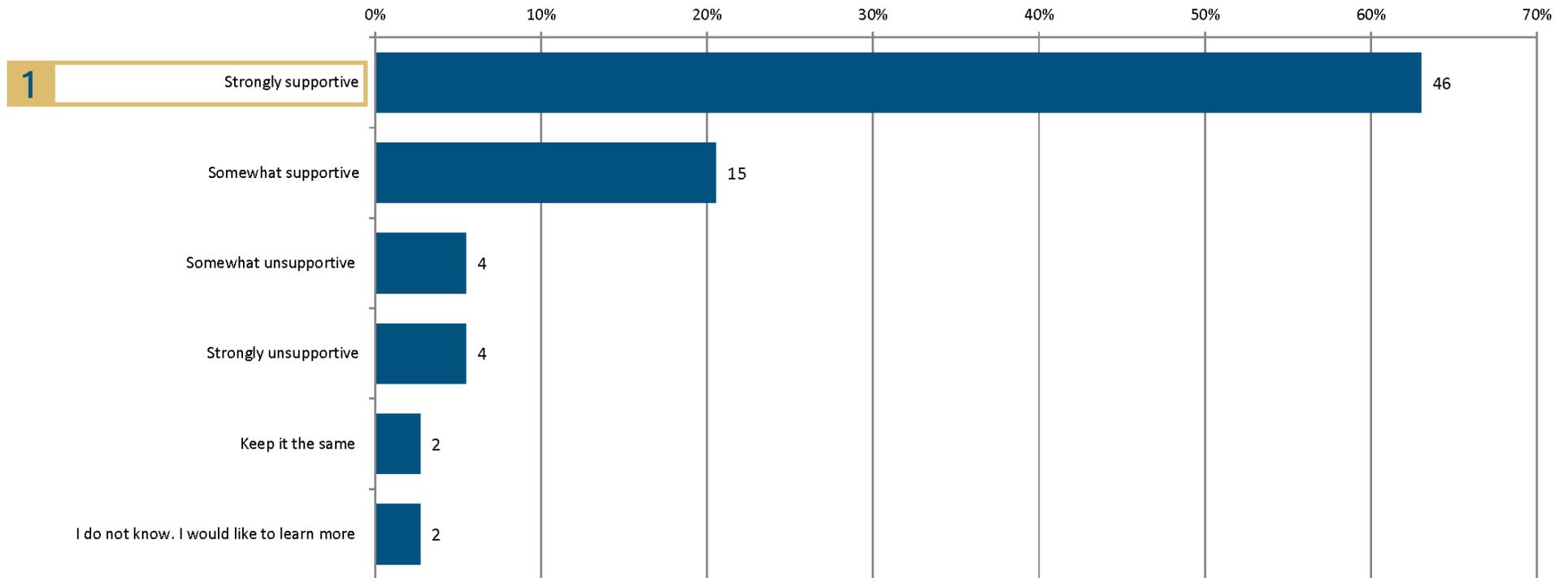
COMMENTS

Relocate water tower to this area

Isn't there already art at the Art Foundry? What is the purpose of the square. The piazza at the Hill in South St. Louis City is vibrant magnet in Frenchtown? What is the purpose of the square. Is there ROI for the investment, or does a square just sound nice? I'm not sold on this, but I could be if it was justified.

12. During Public Workshop #1 and #2, participants identified retail, food and beverage as the preferred new use if the heavy industrial district within ACF property would be re-zoned. In order to support these uses, the City will need to reconsider their approach to liquor licensing. Would you support an amendment to the liquor licensing in the City of St. Charles? (Select one)

Online Participants



COMMENTS

I'd like to see a proposal

Yes

Yes

Cheers

I would be in favor of removing any food requirement. The city has a point system for businesses that don't comply. Having food requirements does not stop a server or bartender from over-serving, which is a real issue.

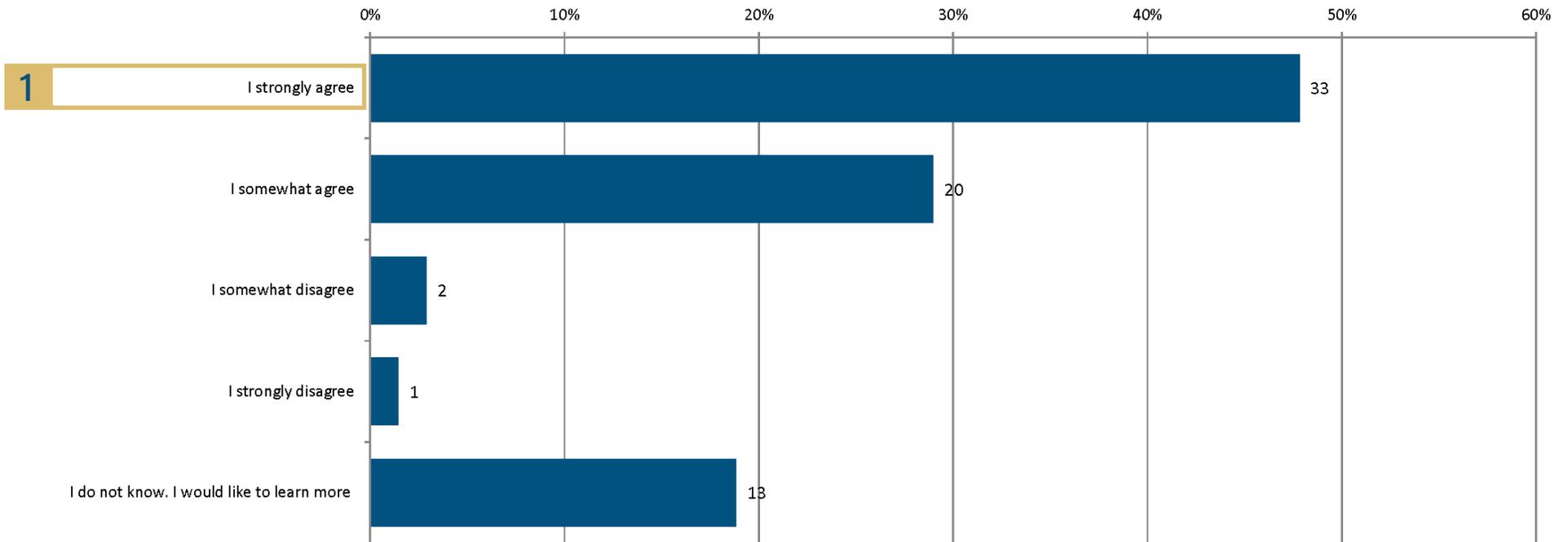
I just think the bars/restaurants should not be allowed to make 'clubs' keep elegant sports bars

Don't we have a lot of bars on Main Street? Can't it be entertaining and recreational without liquor? Where is the imagination?

Malls fail. Mixed-use is better

13. Review the framework plan for the Green Network and Stormwater in Frenchtown. Are we on the right track? (Select one)

Online Participants



COMMENTS

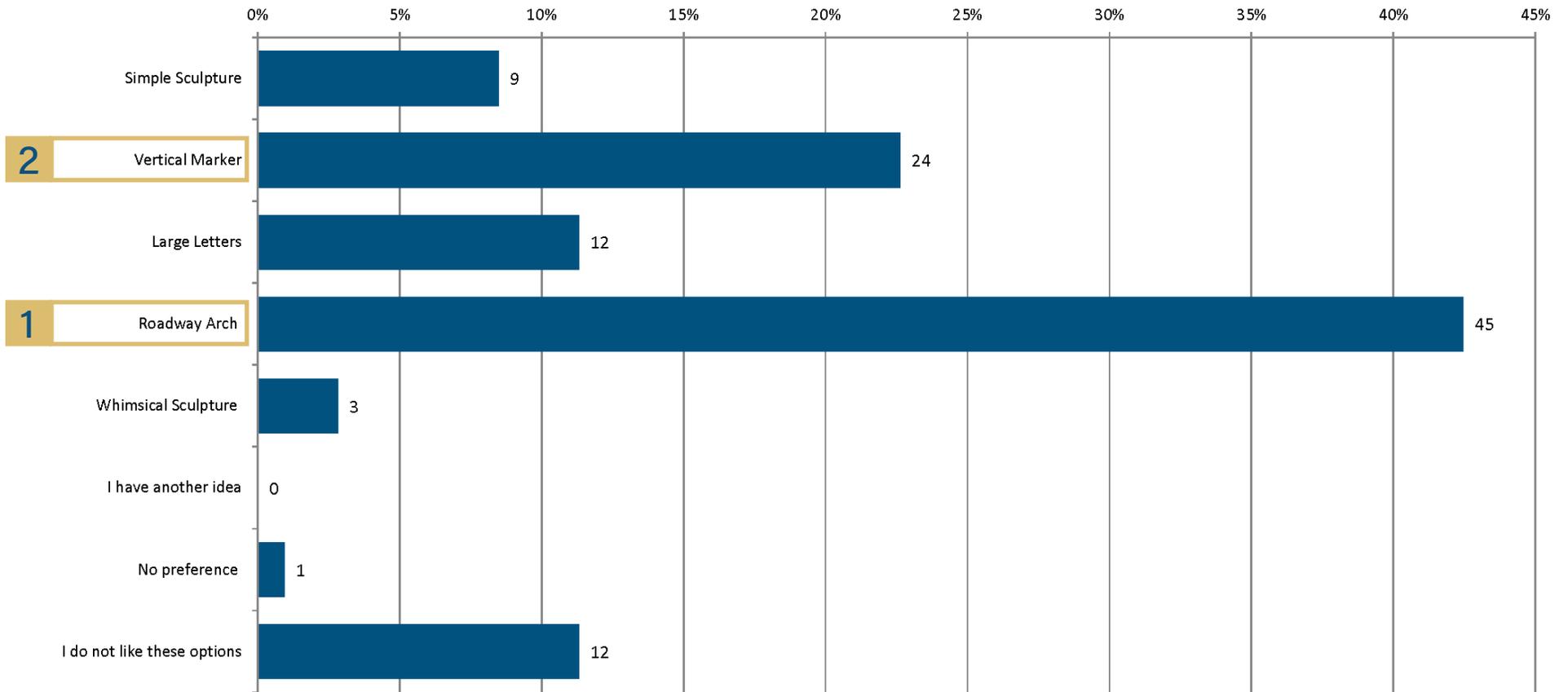
Disagree with new higher levee

My backyard backs up to the 'green space' near 4th & Wood. Other than a trail extension, I would not want a public seating area there

City's about to deforest a few miles south of here, to which I'm opposed, and now they want to in this area. This is about more than managing rainfall, such as wildlife and down river impacts

14. In Public Workshop #2, the participants identified gateway opportunities at the north and south ends of Frenchtown. Select the two options for the gateway element type you prefer the most. (Select top two)

Online Participants

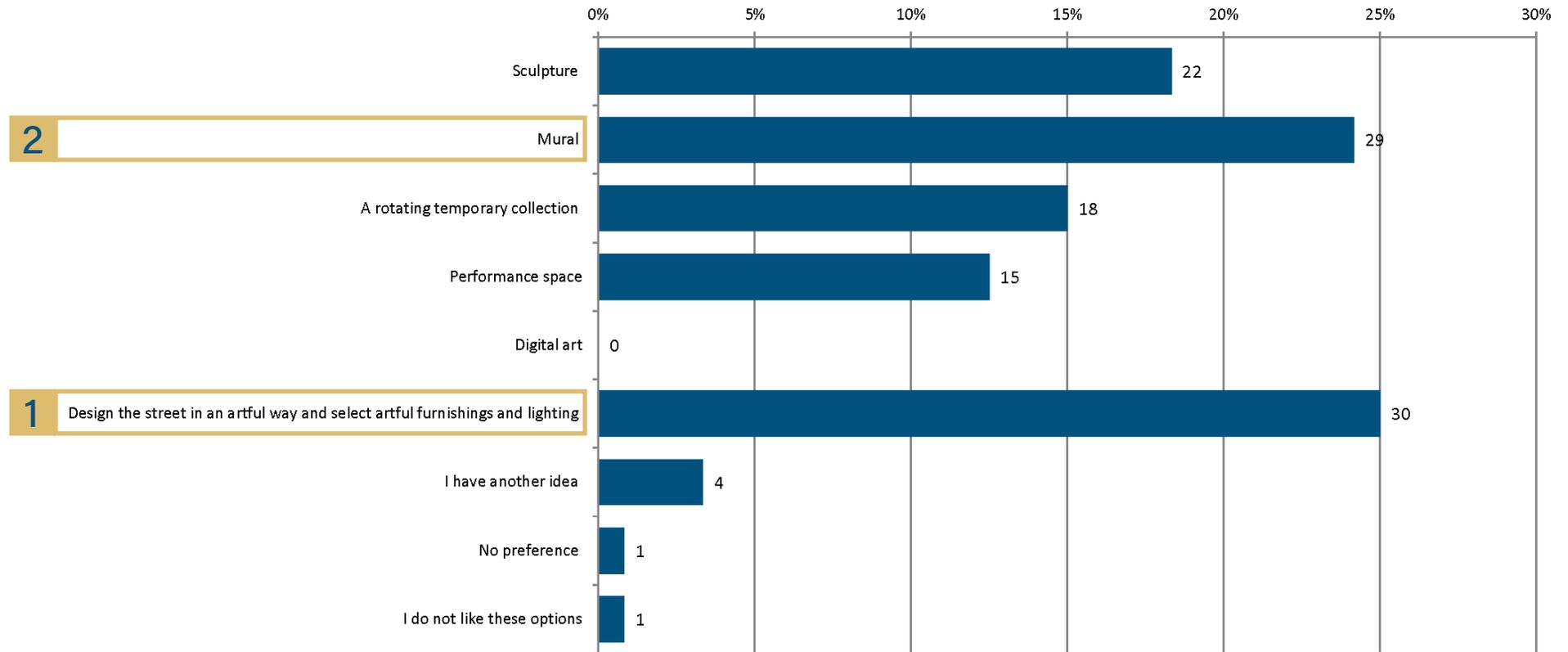


COMMENTS

- Relocate water tower to this area
- RxR bridge is the gateway, and it's awesome
- Paint the railroad bridge on the north end with the welcoming letters of Frenchtown

15. Public art is best located in public spaces and within views of public spaces including streets, parks, plazas and trails. Select the type of public art you would like to see in Frenchtown. (Select top two)

Online Participants



COMMENTS

Relocate water tower to this area

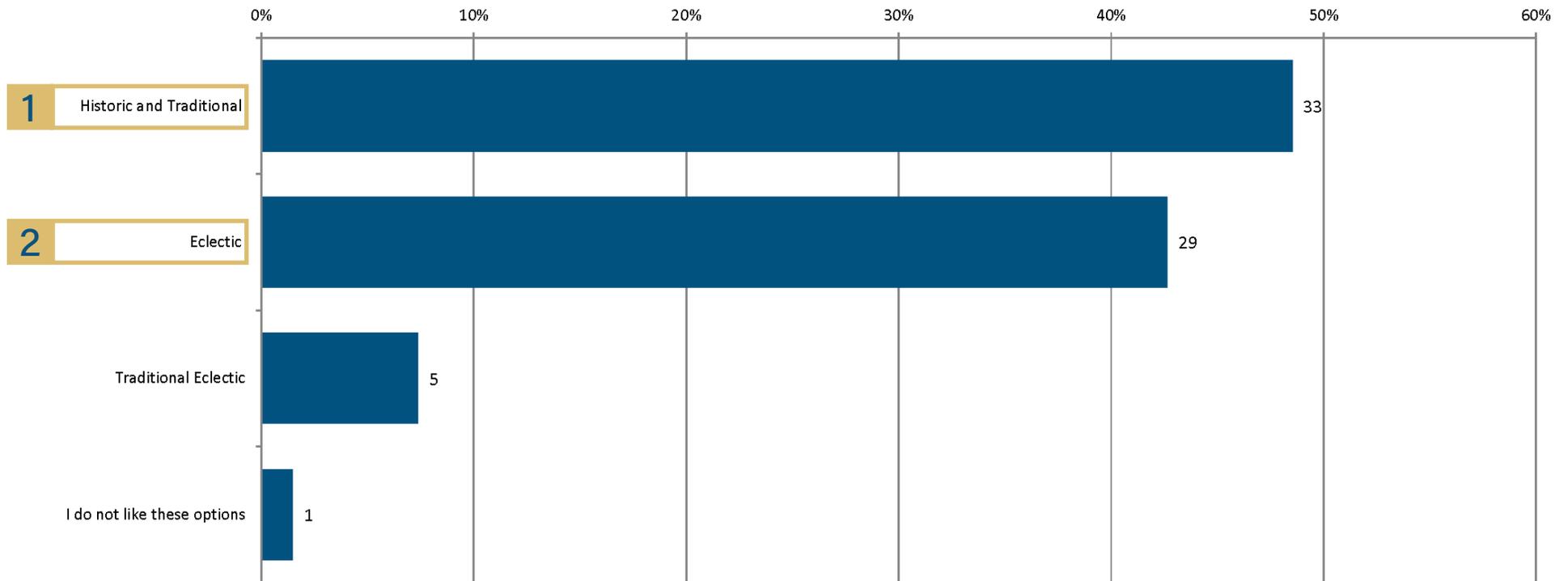
Fountain water feature

No bare steel. Not even Cor-ten

Historic style in the FT Historic district please!

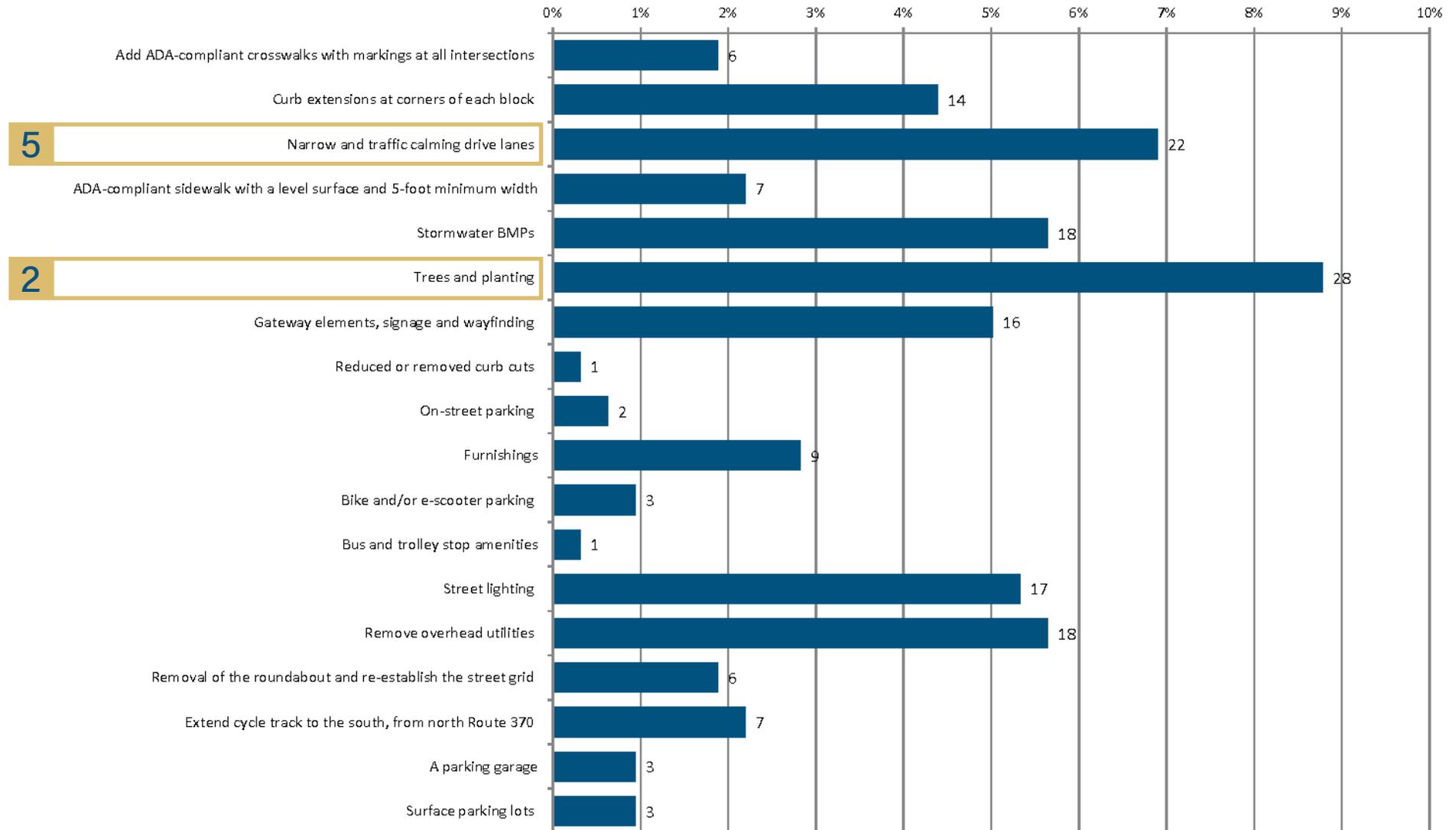
16. In the previous Workshop #2 we confirmed that most participants preferred the historic and eclectic options for signage, furnishings and lighting. The signage options have been updated to reflect the participants' preferences. Which signage design do you most prefer? (Select one)

■ Online Participants

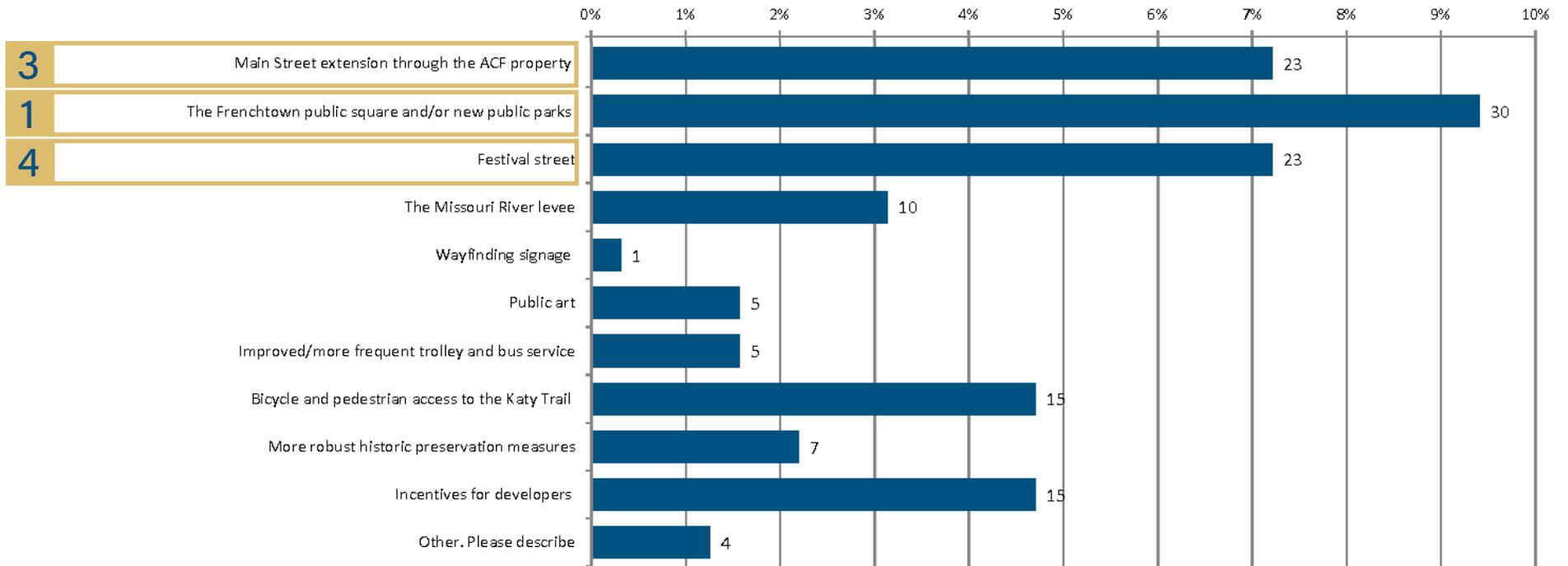


17. Which elements from the Frenchtown Great Streets Plan are you most excited about? Which are your favorite elements from the Plan? (Select top five)

Online Participants



17. Continued...



COMMENTS

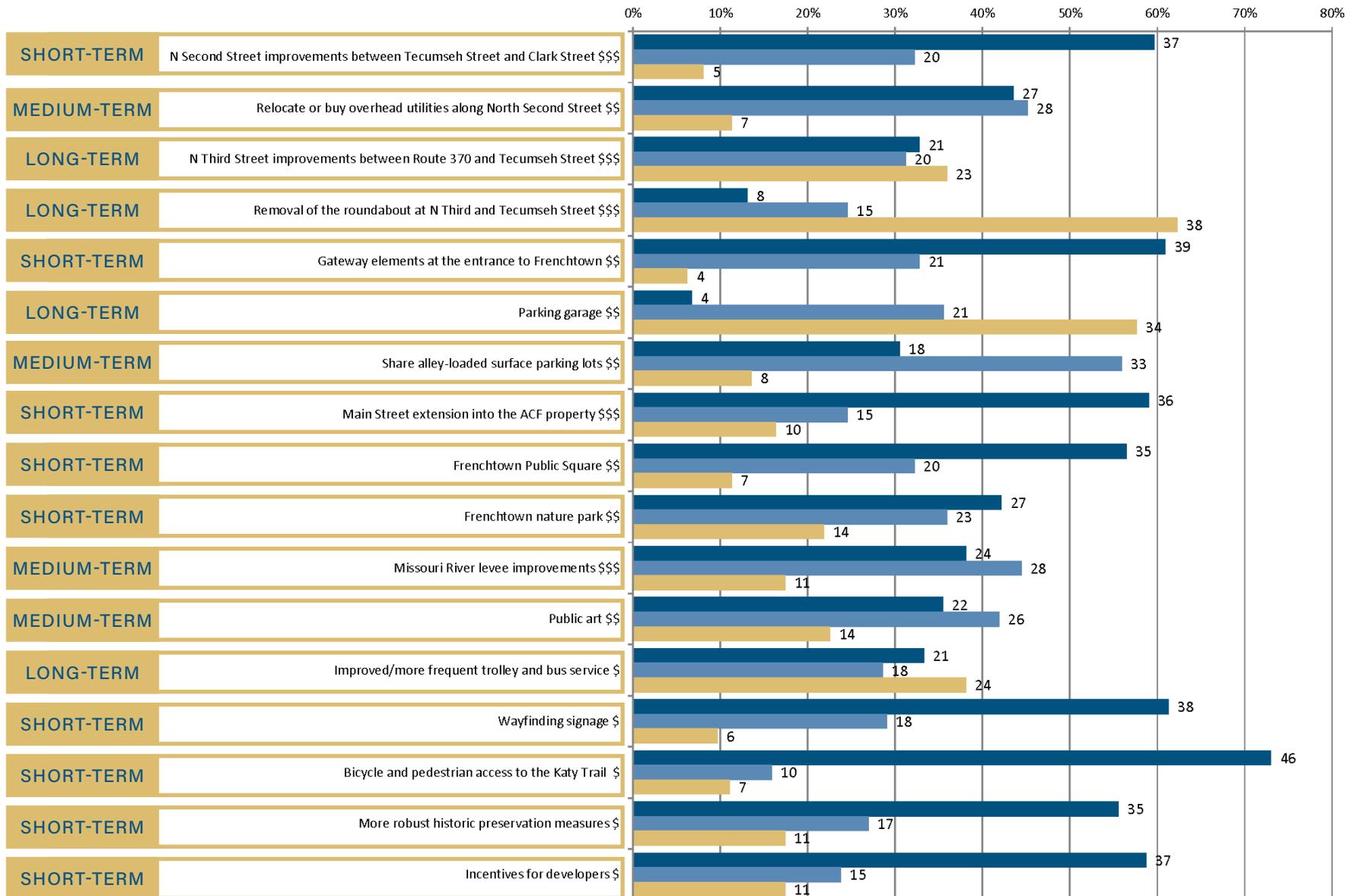
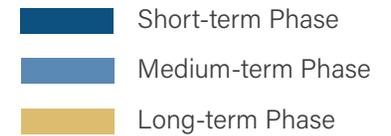
Bringing in the farmers market, new dining options, and art.

Relocate LU water tower to this area

Flood attenuation

Cleaned out nature area in woods between MKT and river

18. How would you prioritize funding over the coming years for Frenchtown improvements? Review the relative cost for improvements and assign phasing to each. Try to distribute improvements over time to disturb investment among each phase.



19. Is there anything missing from the plan? Do you have any comments for us to take into consideration?
Please provide your email address if you would like us to respond to your questions or comments

COMMENTS

Thanks for considering everything. Looks great!

Where will the money come from with the current of our economy is an enormous concern

Very excited about this project and happy Mayor Dan Borgmeyer is pushing it. We would love the city to do something about the stage coach stop that has been vacant for 25 years and development promised all that time. Hopefully First capital between Lindenwood and main will get a plan too. Thank you

This area is at the bottom of hills, up against a levee, next to a major continental river. It floods on a good day. Large impervious surfaces with below-grade parking suggest an exacerbation of the problem rather than alleviation. Also, it's hard to picture a parking garage in Frenchtown, doesn't seem to fit the scale or character.

Removing the overhead utilities is a must as well as improved and added landscaping, trees, sidewalks and overall streetscape enhancements. Prairie grass and landscape lighting would be nice. A water feature or fountain of significance is definitely missing in St. Charles. Proposed elements like a town square and 'eclectic' features sound nice, but they don't seem to have a justification or tangible purpose. Will the town square really serve a purpose and be used? The design concepts for signage still need more work. Is there a comprehensive signage plan for the City, and then Frenchtown signage fits into that overall plan with unique characteristics? I would like to see how this fits into a larger cohesive and strategic visual plan for the City vs. being a hodge-podge, one-off project area. There needs to be a wow factor to draw visitors and residents. The river and history are great, but the area enhancements should not rely on a developer/builder for the wow factor. Is this an extension of Main Street or something more? What is unique? What is the differentiation? The consultants need to be bringing forth a compelling reason for this investment. Where is the excitement? I expected to see more evolution by the third workshop, and I don't see it. I do support the project, and I am not overwhelmed by the proposals put forth thus far, except for the aesthetic improvements.

Relocate the water tower at Lindenwood to this area

One of the goals for the Green Network plan - which only had 1 question here, indicating how unimportant it is to planners - is to attract appropriate wildlife along the Missouri River, but the suggestions do nothing to achieve that. The City is already deforesting along and near the river just a few miles south of Frenchtown, to which I am opposed, and now it seems to want to do harm near this area. Are we trying to push issues downstream? Let's be a good earth citizen.

No

My main concern would be flood protection, above all. If that doesn't happen first, I doubt many would want to make a long-term investment

Make sure developers are partnering with the City to invest in infrastructure improvements that will benefit their developments. Surface parking, parking garages, public art, street improvements etc.

In the questioning about the Priority Area, the section from Decateur to Morgan Street was completely left out. What is being purposed to this section of the development?

In my opinion, the creation of a connection from N. Main through ACF to the middle of Frenchtown is a key component to link the two centers of activity. Careful consideration of how to mix that connection with EW connections of 2nd Street between CLark and Franklin to ensure the souther section also remains viable is important. A plaza area the size of the ACF property would be unique element that could help support existing events such as Octoberfest, while also brining in new opportunities for performance and event that are harder to do in the more linear Frontier Park and Main St.

I think it is more important to take stock of the businesses that are thriving currently in Frenchtown, when thinking about redevelopment. For instance, St. Charles Foreign car is an asset to the community and is a viable and thriving business. The types of cars that are often found on the lot also draw people in to take pictures etc. It may not immediately seem like the 'type' of place you want in a re-developed Frenchtown, but I think it's exactly what you want. It's art plus function in one space...and the art is free for the public.

COMMENTS CONTINUED

I personally love additional parking. However, I think on street parking takes away form the buildings if we had garages no on street parking as your driving or biking you'd have more views of the beautiful buildings and what they have to offer.

Generally looks very good! Thanks for your work!

Don't understand the property grab idea that takes people's backyard for parking lots. It's just not right!

At least 100 years levee protection must occur before any development will be attracted. Commercial development must be able to financially support the project. How is the routing of State Route 94 being addressed? Avoid tree planting which obstruct the views at intersections. Easy access by vehicular traffic is a must.

A location for live entrainment and live art are necessarily for the Frenchtown square. I have only been a resident for 3 years but i felt like I hit the lottery and now I am overwhelmed.

3rd street is a one-way street, not sure why/how there is an island in the middle of it?

20. In the time of COVID-19 and social distancing, we have done our best to communicate the draft recommendations in a way that is intuitive, effective and clear using video paired with additional documents online. We would appreciate your feedback on the use of these videos to improve our process to engage stakeholders during this pandemic and to strengthen our graphic communication in the future. Please provide any comments on your experience below!

COMMENTS

Works well

It was fine for me, but it completely excluded people like my parents since the library was closed during this survey window. That's where they access the internet. It seems this could have been held off until the library's open again

Looks good, it made sense, every easy to follow. Good job

None

Great job!

Thank you for putting this survey together. I feel the feedback may not be as great, due to the survey being online. People like to gather, be seen and hear. They are still very interested in seeing "something" come out of this project to improve the Frenchtown area and attract persons to the area. The residents that walk this area, like the historic feel, but would like to see much needed improvements regarding properties. Especially, those neglected.

Videos were very well done and I appreciate the effort that went into gathering our input despite the current situation with COVID 19

The roundabout needs to not be remove! Totally against removing the roundabout! The roundabout has provided the area neighborhood to less car exhaust and noise. You put stop sides back up & its going to make traffic flow worst & the neighborhood would once again be a racetrack of noise!

It is tough to do this without being able to ask questions in person. Hopefully things will get back to normal soon

These videos are great!

I would like to see more technology with 3D renderings. What is the 'virtual tour' vision? Again, where is the wow factor and excitement? The videos are okay, but take it to the next level. Technology is available for a 3D walkthrough, but the visuals that have been presented are basic.

Worked fine

Nice job

Good

I like the sound of festival street however I'd like more information on this. I'd also like more information on how to be involved job opportunities, volunteer work, making history with everyone

You did a phenomenal job! Thank you!

Great job!

D. MARKET STRATEGY REPORT

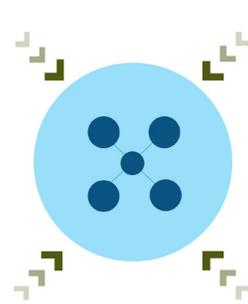
The purpose of this memorandum is to summarize a market, land use, and economic development strategy for the Frenchtown Great Streets Study Area in the city of St. Charles, Missouri. This document seeks to pair the goals of the greater St. Charles community with market-based opportunities and establish a framework for achieving those goals. As identified by the Market Analysis chapter of the Existing Conditions Report, there is near-term market support for new retail, office, housing, and hospitality within the Study Area; however, these opportunities are finite. **The community will need to be strategic to leverage opportunities for maximum impact, while also making holistic investments that improve market conditions over time.** There is a need to build upon and better capture regional market momentum, which will require a long-term, incremental approach. This memo identifies the near-term, medium-term, and long-term strategies that can position Frenchtown to seize current and future opportunities in alignment with the plan's driving vision to improve connectivity, safety, economic vitality, and prioritize future investment.

MARKET STRATEGY: HOW TO BUILD A VIBRANT COMMUNITY

Given the regional market momentum right on Frenchtown's doorstep, a Market Strategy aims to "put all of the pieces together" by harnessing current momentum, leveraging existing assets, and aligning investment activity to set it on the best path forward that enables it to realize tangible results. We must then ask ourselves, how can Frenchtown create vibrancy in terms of new economic activity. Based on the Market Analysis, the Market Strategy sets a framework to accomplish three near-term goals:

1. **Attract Outside Spending**, by leveraging its already well-established visitor and tourism ecosystem, which

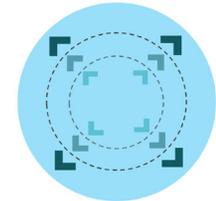
Market Strategy Goals



**ATTRACT
OUTSIDE SPENDING**
TOURISM



**ATTRACT & RETAIN
TALENT**
PLACE
NEIGHBORHOODS
QUALITY OF LIFE



**GROW
FROM WITHIN**
STARTUPS + BUSINESS
WORKFORCE
ARTS + CULTURE

can further support local entrepreneurs and increase visibility and marketability for the community;

2. **Attract and Retain Talent**, by making sound investments in place and neighborhoods, which will not only improve quality of life, but also create the spaces and amenities that are attractive to a talented and mobile workforce; and,
3. **Grow from Within**, by providing the necessary resources to support entrepreneurship and small businesses, workforce development, and arts and culture, which in turn, can attract future outside investment.

STRATEGIC FRAMEWORK

The strategic framework consists of eight strategic areas. These strategies are not intended to be mutually exclusive—they represent an interdependent and interlocking set of goals that, when aligned, can create an economic future that is greater than the sum of its parts.

- 1. Develop the Product:** A real estate strategy that focuses on market-supported uses, building typologies, and locations within the study area;
- 2. Establish the Districts:** A districting strategy, which offers a vision for sub-districts along the Study Area that leverage existing assets, distinct character and identity;
- 3. Invest in Public Space:** Focuses on the impact of investment in connectivity, public space, and public

realm that can have a positive impact on marketability and value creation;

- 4. Make Connections:** Enhancing connections and the relationship between the study area corridor and Main Street St. Charles to the south, residential neighborhoods to the west, and riverfront will be critical for unlocking future market potential;
- 5. Identify the Anchors:** A strategy for identifying activity generating uses, including eating, entertainment, and recreational venues.

Strategic Framework



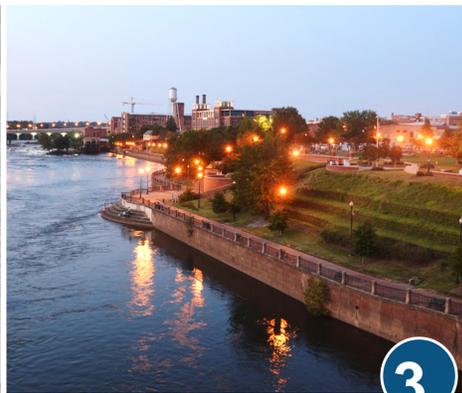
1

Develop the Product



2

Establish the Districts



3

Invest in Public Space



4

Make Connections



5

Identify the Anchors



6

Attract the Tenants



7

Celebrate History and Assets



8

Create the Catalysts

Retail Market

EXPERIENTIAL		DESTINATION		NEIGHBORHOOD	
TYPICAL RENTS \$8.00-\$12.00/SF	TARGET MARKET Food Hall Farmers Market Concert Venue Indoor Sports	TYPICAL RENTS \$15.00/SF (Reno) \$20.00-\$24.00/SF (New)	TARGET MARKET Restaurants/Bars Artist Shops and Galleries Gathering Places Coffee Shops	TYPICAL RENTS \$12.00/SF - \$14.00/SF	TARGET MARKET Convenience Store Dry Cleaners Salon Services
AVG. SIZE AND FEATURES 20,000 to 30,000 SF Full rehab	DEMAND POOL Limited	AVG. SIZE AND FEATURES 2,000 to 4,000 SF Rehab or New Construction	DEMAND POOL Limited	AVG. SIZE AND FEATURES 2,000 to 4,000 SF Light Renovation	DEMAND POOL Moderate

Retail Typologies



RESIDENTIAL

See recommendation DA 02.01.

The market analysis identified market support for 900 to 950 residential units in the study area over the next 10 years. These units would consist of a mix of rehabbed apartments, new construction apartments, condominiums, and townhomes.

In order to afford rents/prices supportive of rehabs or new construction units, two key demand segments were identified: young professionals and empty nester/retirees.

Young Professionals provide more market support for rental products, while Empty Nesters provide stronger market support for for-sale products. Based on current market conditions, there is demand for approximately 200 to 250 rehabbed apartments and 500 to 550 newly constructed apartment units in the Study Area with an intended tenant base for Young Professionals (although Empty Nesters would also provide some level of market support). Based on market support for for-sale products, there is demand for approximately 75 to 100 new condominium units and 40 to 50 townhomes units in the study area. Market demand would primarily come from Empty Nesters, although these products would also be attractive higher-income families seeking a more walkable lifestyle.

Higher density products such as apartments and condos would be best positioned in the areas along the riverfront or to the south within closer proximity to Main Street. Lower density products such as townhomes would be best suited in the areas furthest north due to their reduced proximity to the neighborhood's primary commercial corridors. New multi-family products are likely to be of higher density than traditional garden-style apartments, with four stories and, in

most cases, structured parking. Complementary retail uses and services should be encouraged on the first floor of multi-family properties where appropriate.

RETAIL

See recommendation DA 02.02.

Between 50,000 and 60,000 square feet of net new retail could be supported over the next ten years. Given market constraints for new construction (beyond auto-oriented fast food restaurants), this demand would be captured primarily in existing vacant ground-floor retail spaces, historic underutilized space within the ACF property, and/or new first floor space in larger mixed-use properties.

The market analysis identified three key segments of demand (workers, residents, and visitors), each of which have specific retail needs at varying times of the day. There are three types of retail that serve the needs of these groups: “experiential”, which include arts and cultural venues, indoor sports, and communal food (food hall and markets), “destination”, which include bars, restaurants, boutiques, and local shops, and “neighborhood”, which include grocery stores, dry cleaners, cafes, fitness centers, and other daily needs retail. **Given current trends in the retail environment and the limited number of residents that are within a reasonable drive-time of the neighborhood, the level of market support from residents is fairly small. This makes attracting and capturing more spending from outside visitors such as tourists and residents from other parts of St. Charles and St. Louis counties significantly more important.**

Experiential and destination retail would be best positioned in the key activity nodes closer to Main Street St. Charles, while neighborhood retail would be best positioned in the central

Office Market

		
CREATIVE ADAPTIVE REUSE	CLASS B/C STOREFRONT AND UPPER FLOOR	NEW CONSTRUCTION CLASS A CONVENTIONAL OFFICE
TYPICAL RENTS \$18.00/SF-\$20.00/SF TARGET MARKET Tech; IT; CoWorking; Art & Design	TYPICAL RENTS \$14.00/SF-\$16.00/SF TARGET MARKET Medical Professionals; Art & Design; Architecture	TYPICAL RENTS \$25.00/SF-\$30.00/SF TARGET MARKET Finance; Insurance; Professional Services
NEEDS Shared Workspace Fiber/High-speed Internet Food Options; Fitness DEMAND POOL Limited	NEEDS Cheap & Unique space Access to amenities Fiber/High-speed Internet DEMAND POOL Limited	NEEDS Traditional Workspace Fiber/High-speed Internet Cafeteria DEMAND POOL Limited

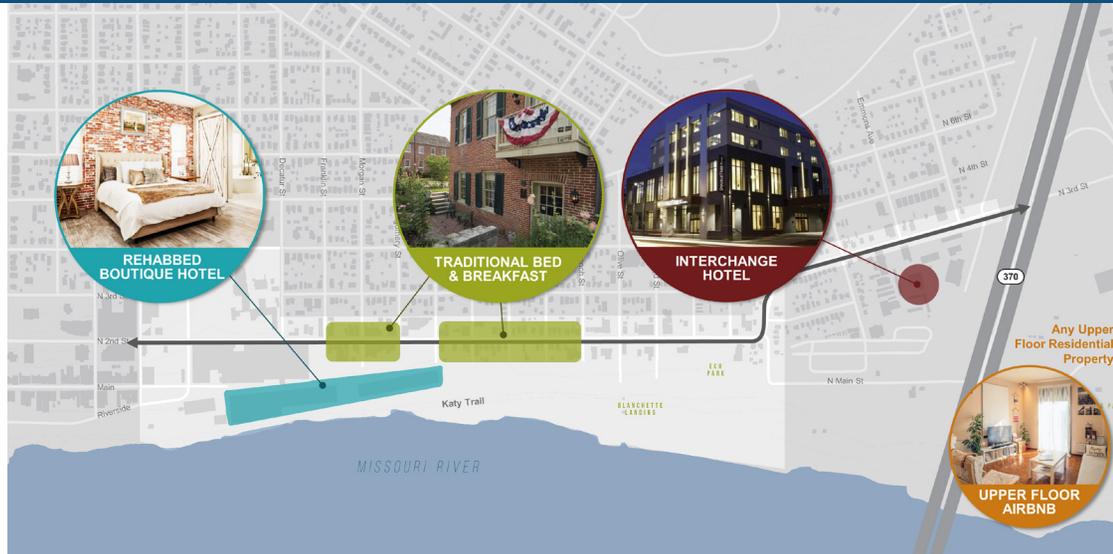
Office Typologies



Accommodations Market

 <p>OVERNIGHT VISITORS</p>	 <p>REHABBED BOUTIQUE HOTEL</p>	 <p>TRADITIONAL BED AND BREAKFAST</p>	 <p>UPPER FLOOR AIRBNB</p>	 <p>INTERCHANGE HOTEL</p>
<p>GROUPS Leisure Travelers Families</p> <p>NEEDS Dining & amenities Culture and Recreation Culinary Experiences Nightlife Dining</p> <p>PEAK ACTIVITY HOURS Weekends</p>	<p>FEATURES Upwards to 50 rooms</p> <p>PERFORMANCE TARGETS Rates: \$140</p> <p>TARGET MARKET Leisure Travelers Business Class</p>	<p>FEATURES 4 to 10 rooms</p> <p>PERFORMANCE TARGETS Rates: \$175</p> <p>TARGET MARKET Leisure Travelers Business Class</p>	<p>FEATURES Individual Units</p> <p>PERFORMANCE TARGETS Rates: \$100-\$120</p> <p>TARGET MARKET Leisure Travelers Families</p>	<p>FEATURES Upwards to 100 rooms</p> <p>PERFORMANCE TARGETS Rates: \$110-\$130</p> <p>TARGET MARKET Leisure Travelers Business, Groups</p>

Accommodations Typologies



portions of the corridor. Given proximity to Interstate 370, there are also opportunities for more interchange-oriented retail development in the areas further east.

OFFICE

See recommendation DA 02.03.

The market analysis identified support for 30,000 to 40,000 square feet of rehabbed office space in the near- to mid-term with additional long-term support for 30,000 to 50,000 square feet. This takes into account historic office absorption rates and projected employment growth in St. Charles County. As the national and regional economy continues to diversify with projected growth in knowledge-based sectors (professional services, business and finance, information technology, and healthcare), there continues to be demand for office space, although the specific space needs vary depending on the type of establishment and industry. The future office market will be driven by three key users:

- 1. Entrepreneurs and Creative Industries**, which include information technology, design, programming, and related sectors. These individuals and firms often seek affordable space in unique environments that allow for greater collaboration, such as at a coworking space or repurposed historic space, although some high-growth tech-oriented firms prefer Class A space.
- 2. Medical Professionals**, which include dentist offices, family practices, physical therapy centers, and clinics (e.g. Urgent Care). These users typically need accessible, visible, and flexible space, which can be accommodated with renovated storefronts; and,
- 3. Professional Services**, which include more conventional office users such as finance, law, real estate, and insurance. Though storefronts can satisfy some of this demand, some users may also seek repurposed spaces in historic buildings. This segment could also provide market support for Class A space

that is highly visible and accessible, such as near a major roadway interchange or along the riverfront.

As part of the broader strategy to attract and retain talent, given that the study area offers the type of built environment and amenities that many professionals prefer, this emphasizes the need to continue providing appropriately sized and amenitized office space. Market support for newly constructed Class A office space is more limited in the near-term; therefore, new office development opportunities will most likely fall within the Class B classification and include renovations of existing space or the adaptive reuse of historic buildings.

Smaller-scale Historic Lodging

			
ALTON CRACKER FACTORY Alton, IL	HERMANN CROWN SUITES Hermann, MO	2ND STREET LOFT – LODGING Washington, MO	THE 1857 HOTEL Paducah, KY
FEATURES Upscale Lodging 4 units	FEATURES Inn with Restaurant/Bar 18 units	FEATURES Downtown Luxury Loft 2 units	FEATURES Boutique Hotel 13 units
RATE \$220/night	RATE \$120/night	RATE \$80/night	RATE \$90/night

Source: Hotels.com (Oct. 2019)

Development Program Summary

RETAIL		OFFICE			HOTEL	
Destination/ Food Hall	Local/Specialty Retailers	Adaptive Reuse	Second Floor/ Storefront	New Construction	Interchange Hotel	Boutique & Small-Scale
20,000 to 30,000 SF	20,000 to 30,000 SF	30,000 SF	10,000 SF	30,000 to 50,000 SF	100 to 110 Rooms	60 to 80 Rooms
	\$15/SF (Reno) \$20-\$24/SF (New)	\$18-\$20/SF	\$14-\$16/SF	\$25-\$30/SF	\$110-\$130 (avg. rate)	\$120-\$140 (avg. rate)

RESIDENTIAL

Rehabbed Apartments	New Construction (Rental)	Condos (For-Sale)	Townhomes (For-Sale)
200-250 units	500-550 units	75-100 units	40-50 units
1BR 900 SF 2BR 1,200 SF 3BR 1,500 SF	Studios 550 SF 1 BR 750 SF 2 BR 1,000 SF	1,200 to 1,800 SF	1,800 to 2,200 SF
\$1.25 - \$1.35/SF	\$1.70 - 1.90/SF	\$240K to \$360K	\$290K to \$400K
		\$200/SF	\$160-\$180/SF

Given the stock of industrial buildings in the ACF District, a portion of this space would be ideal for creative office users for IT, design, or other creative services firms, as well as coworking space. There are also potential synergies with the already strong retail market in Main Street St. Charles and Foundry Art Centre. Storefront and Upper Floor office users, including medical offices, architecture or professional services would be best positioned in the existing building stock along North Second Street from roughly Morgan to Olive Streets. The market for new office construction is limited, although sites near the interchange or along the riverfront north of the ACF have the

characteristics such as high visibility, access to major arterials, and convenient parking that more conventional professional service firms (finance, insurance, engineering) are seeking.

ACCOMMODATION

See recommendation DA 02.04.

The market analysis identified demand for 100 to 200 beds of accommodation within the Study Area and more than 400 beds citywide. Currently, Frenchtown does not offer any accommodation options (not including AirBnB or other rental

Districts Summary

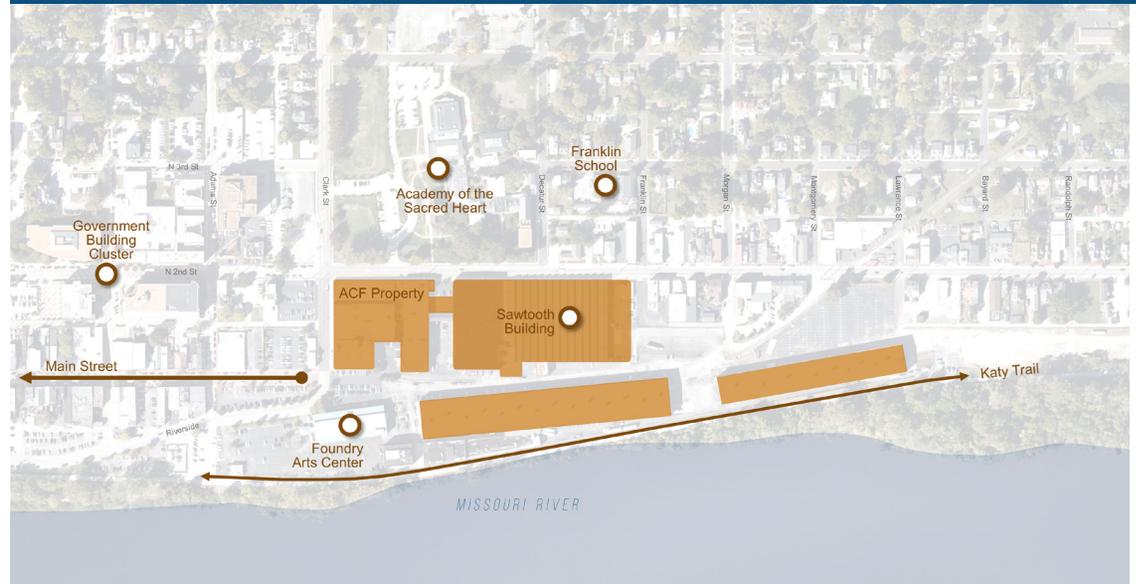


listings), while the city has a total supply of around 2,100 beds. Most of the conventional hotels are located along Interstate 70 with a concentration near the 5th Street interchange, including some of the newest supply at the Streets of St. Charles development. **Given the critical importance of visitor spending to the local economy, the study area will need to expand its accommodation offerings to encourage more visitors to stay overnight, stay longer, and spend more. Future accommodation should be smaller in scale and maintain historic character where possible, although the areas closer to the Highway 370 interchange offer opportunities for conventional hotels.**

There are four different accommodation typologies that could be supported in the Study Area that include, Boutique Hotels (in rehabbed industrial or commercial space), Traditional Bed and Breakfast (in historic commercial buildings or homes), Upper Floor AirBnB (in any upper floor residential units), and Interchange Hotel (in conventional flag hotels).

The existing building stock in the ACF district and proximity to Main Street St. Charles presents an opportunity for boutique hotel, while the historic building stock along North Second Street would be ideal for traditional bed and breakfasts and other smaller-scale historic lodging. Any newly constructed conventional flag hotel would be best positioned near the interchange. Short-term rentals like AirBnB could be supported throughout Frenchtown in existing residential units, although in the near term, they would be more market support in the areas closer to Main Street St. Charles.

Sawtooth District Summary Map



Sawtooth District Vision Imagery



STRATEGY 2: ESTABLISH THE DISTRICTS

See recommendation DA 03.02.

A districting strategy offers a framework for identifying, branding, and reinforcing unique identities in various segments of a long commercial corridor. In the near term, this framework can shape investments in the public realm, and guide a marketing strategy for the area. In the longer term, this framework can guide a tenancing and tenant recruitment strategy. A districting strategy is often a key component of a market strategy and is important to the Frenchtown Study Area because of the length of the corridor (1.3 miles), finite market demand, and the unique attributes present in different sections of the corridor.

At 1.3 miles in length, the Frenchtown Study Area is longer than many of the already thriving commercial corridors in the St. Louis region, including the Delmar Loop (Delmar Boulevard, 0.9 mile), The Grove (Manchester Avenue, 0.7 mile), and South Grand (Grand Boulevard, 0.3 mile). In most cases, these areas took decades of coordinated effort to redevelop. This indicates that creating a fully walkable Main Street environment along the entirety of the Study Area corridor is likely infeasible in a 10- or 15-year timeframe and supports the need to create sub-district strategies that build upon key physical assets and support a diverse range of uses beyond traditional storefront retail. The market is not currently positioned for rapid economic growth, also emphasizing the importance of concentrating investment around key activity nodes.

Given these conditions, the strategic framework establishes six distinct districts, which are described in detail in the following section.

Old Frenchtown Summary Map



SAWTOOTH DISTRICT

Existing conditions

The southern part of the study area is at the terminus of Main Street at Clark Street. The area is anchored by the former American Car and Foundry company (ACF), which for over 100 years, manufactured rail cars and parts on the site. The site is improved with nearly 400,000 square feet of industrial and office space, a large portion of which is currently vacant or underutilized. Ownership is considering disposition of the property, creating a development opportunity of considerable scale. The Katy Trail runs along the district's eastern edge, although there are no formal access points from roughly Adams Street to Olive Street. There are limited commercial or residential uses in the area, although there is a cluster of St. Charles County civic buildings to the south, which serves

as a significant regional employment cluster. The Academy of the Sacred Heart is a historic parochial school of around 200 students to the west. The Foundry Art Center occupies nearly 40,000 square feet of a former ACF building and is an exhibition space, performance venue, and educational resource for the community.

Strategic Vision

The future brand and character of this district should utilize the historic industrial building stock to create a unique experiential destination of scale with a wide range of uses and operations. The redevelopment of this area will help connect commercial activity in Main Street St. Charles to Frenchtown to the north and serve as a catalyst for future redevelopment efforts. Potential uses include:

- Loft-style apartments or condos
- Creative office space
- Food hall and farmers market
- Specialty restaurants
- Micro-brewery
- Indoor small-venue concert hall
- Recreation and indoor sports

OLD FRENCHTOWN

Existing Conditions

The stretch of North Second Street between Franklin and French Streets contains the largest concentration of historic buildings and storefronts in Study Area. Generally, the areas south of Montgomery Street have the most intact and dense historic building stock with well-occupied storefronts, including boutiques and gift shops. The stretch north of Lawrence tends to be less intact, but offers a number of historic homes with architectural significance. These properties may no longer be best utilized as residential properties, but could be utilized for

Old Frenchtown Vision Imagery



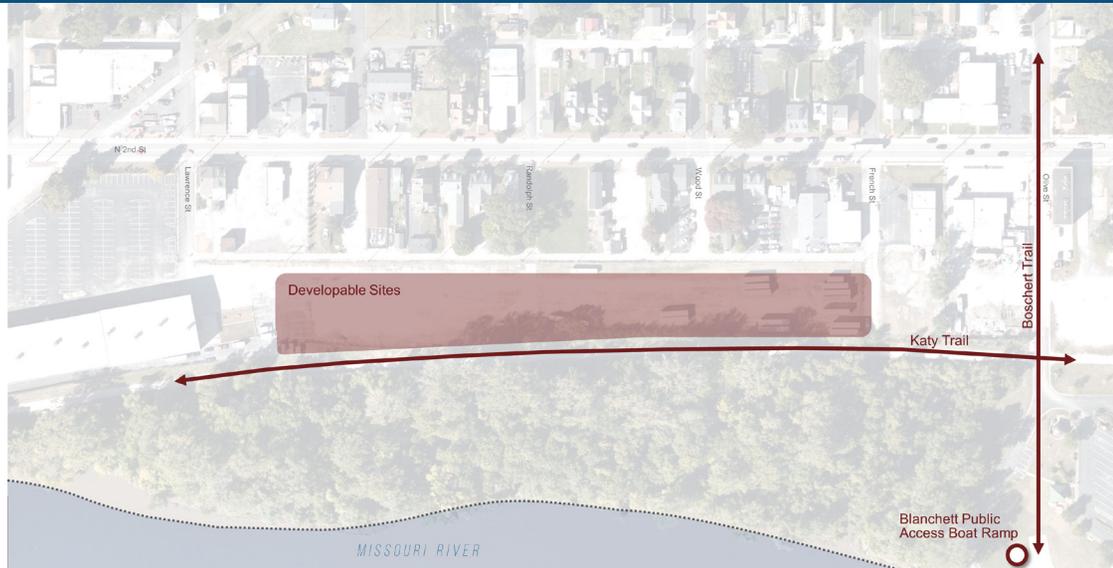
various types of niche shops, office space, or traditional bed and breakfasts. Few formal connections to the Katy Trail are currently available and there are limited developable sites for new construction.

Strategic Vision

Future branding efforts for this district should build upon Frenchtown's distinct heritage. Future redevelopment efforts should focus on preservation of its historic building stock and a tenancing strategy that is more neighborhood-focused and centered around local businesses and entrepreneurs with an emphasis on craft and boutique establishments. This area should not position itself as an extension of Main Street St. Charles, but a district with its own unique character that neighborhood residents can take ownership of.

Future development should be primarily limited to small-scale infill and existing building additions. There is plenty of opportunity to renovate and restore existing buildings, while

River Edge Summary Map



improvements to the public realm will enhance the quality of the place. The future Boschert Trail will bisect this sub-district at Lawrence and North Second Streets, presenting a unique opportunity to create a bicycle-oriented hub at this intersection. Other programming such as a Festival Street would be best-positioned along Morgan Street from North Second Street into the ACF property, creating unique synergies between the two sub-districts. A secondary option is the intersection of Lawrence and North Second Streets at the terminus of the Boschert Trail.

RIVER EDGE

Existing Conditions

This district consists of a stretch of approximately 3.3 acres and at least three half-blocks of vacant land, presenting a redevelopment opportunity of significant scale. The sites run along the west side of the Katy Trail and the riverfront, but dense tree coverage forms a buffer to the riverfront. There is an informal alley along the west side of the sites followed by parcels with frontage on North Second Street, much of which is improved with one-story and two-story historic structures that are contained within the Old Frenchtown sub-district.

Nearly all of the area within the sub-district is within the flood plain, greatly reducing its development potential without some form of flood mitigation. Former use of the sites is unknown, but industrial use is a strong possibility given its proximity to the ACF property and other light-industrial uses along North Second Street.

Strategic Vision

The strategy for the River Edge is to create a unique riverfront residential experience that is otherwise unavailable in St. Charles with upscale, market rate housing products and complementary destination retail

River Edge Vision Imagery



that leverage the riverfront, scenic views, and the Katy Trail. It is well-documented that greenways, proximity to natural waterways, and attractive public spaces can have a profound positive impact on property value creation. Future development should leverage these existing assets, enabling the viability for upscale residential development, while improving existing public spaces and connections to maximize benefit to the community.

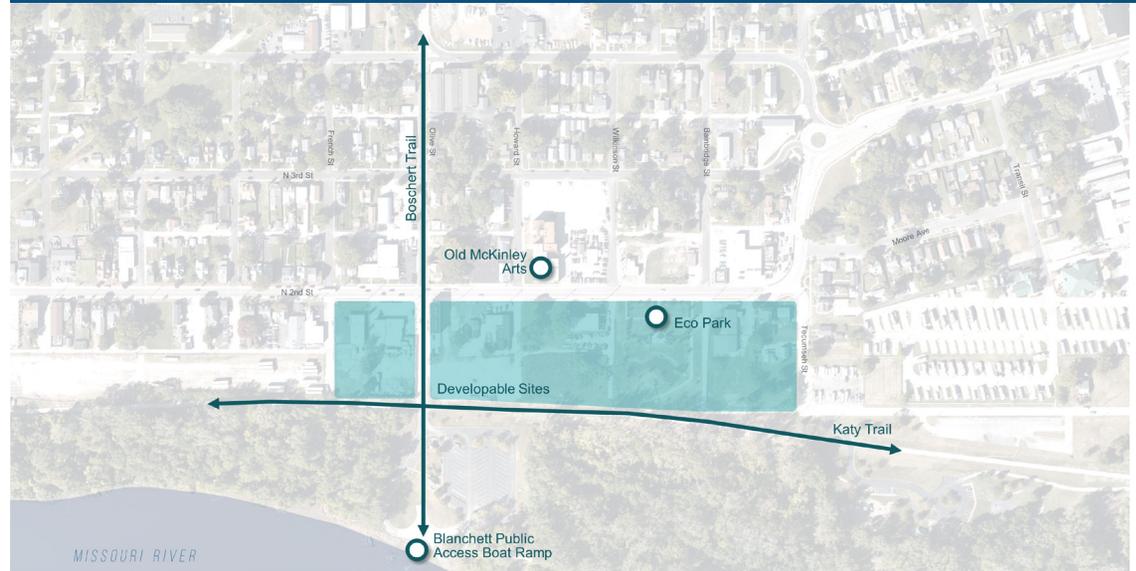
Existing visibility of and access to the sites is currently limited, so future development would require extending many of the rights-of-way from Lawrence to French streets. Greenspace improvements along the riverfront and Katy Trail will also be necessary to improve the marketability of these sites for new residential development.

NEW FRENCHTOWN *Existing Conditions*

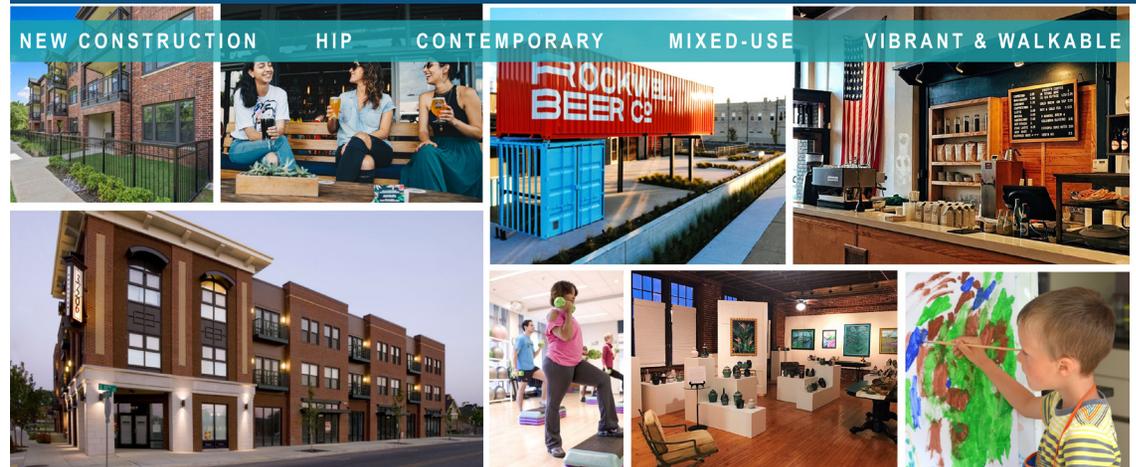
The sub-district—situated between French and Tecumseh streets—is currently characterized by a mix of light-industrial and low-density commercial uses such as auto-body and car repair shops that are incompatible with a walkable, neighborhood commercial district. There is also a larger number of vacant and/or underutilized sites. In its current state, this area is “off the beaten path” with limited visibility and vehicular or pedestrian traffic.

While the sub-district has fewer assets to build upon, Eco Park serves as a trailhead and stormwater management. The Old McKinley Arts gallery is perhaps the area’s largest anchor and could serve as a catalyst for the creation of a larger arts district within Frenchtown. Much of the sub-district is also positioned along the west side of the Katy Trail.

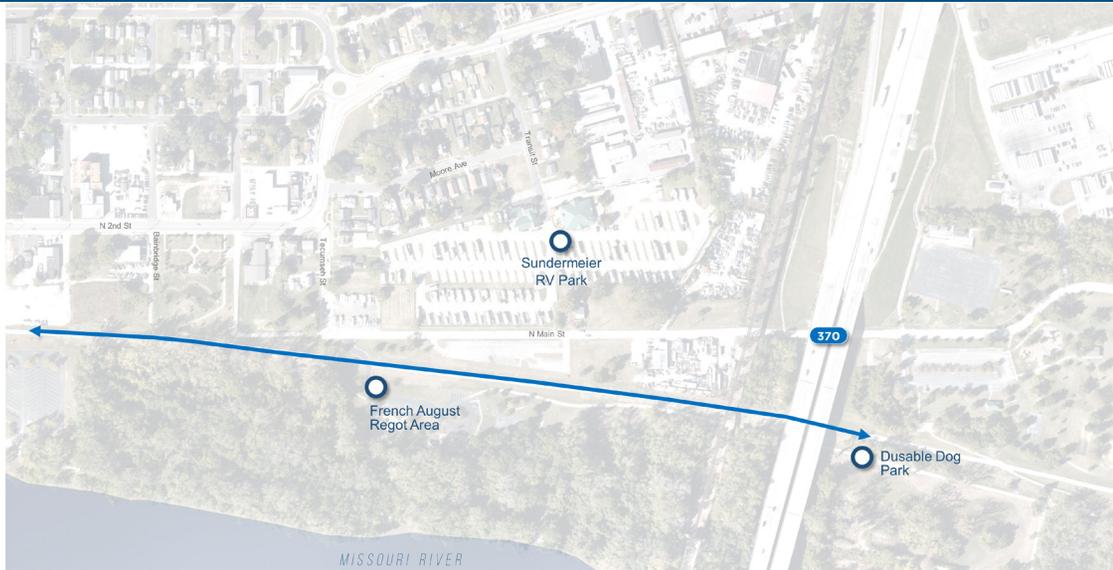
New Frenchtown Summary Map



New Frenchtown Vision Imagery



River Bridge Summary Map



River Bridge Vision Imagery



Strategic Vision

Given the availability of vacant and underutilized parcels, as well as the lack of a current consistent land-use pattern, **there is an opportunity to create a new redevelopment node with a focus on new mixed-use construction and other contemporary uses**, though a mix of adaptive reuse and shipping container infill would create an eclectic and hip energy that new construction alone is unlikely to provide. This could offer a strong complement and differentiated building stock, character, and experience compared to the historic areas to the south.

Much of the strategy is centered around the strong market opportunity to build moderate-density, mixed use development that is park and river-adjacent. Because of this and a general lack of historic/value adding structures or businesses, “whole block” development—of a mixed-use scale—is possible and could provide large increases in fiscal revenue that would help pay for other public improvements within Frenchtown. In other words, **the development could pay for its own improvements**, and provide a great benefit to the community as a whole in the process.

RIVER BRIDGE DISTRICT

Existing Conditions

This flood-prone area is currently underutilized with an RV park (recreational vehicles, not mobile homes) and salvage yards. The RV park is in good condition and is generally well-occupied in spring and summer months. In its current state, this area has limited development potential, and these existing uses will likely continue for the near- to mid-term. Fench August Regot Area is a city park to the east with playground, picnic shelter, and trails. Jean Baptist Point DuSable Park is just beyond Interstate 370 to

the north with access from North River Road and has trails, ball fields, and an access point to the Katy Trail.

Strategic Vision

The area has limited near- to mid-term development potential and future redevelopment would require new flood protection or mitigation, relocating existing uses, and potential environmental remediation. Given existing recreational amenities and riverfront access as well as Highway 370 interchange access to the northwest via North 3rd Street, this area could have tremendous redevelopment potential assuming sustained development momentum in the districts to the south. **The long-term vision for this district includes the development of for-sale residential uses, including townhomes and higher-density single-family homes, and creates a centrally-located and accessible neighborhood that embraces nature and riverfront views.**

Because demand for new housing and commercial development is finite and nearly all of the concluded development program is strategically being targeted for other sub-districts to the south, development of this area is unlikely to occur within the next ten years and the above strategy is more aligned within a 20-year timeline.

INTERCHANGE COMMERCIAL

Existing Conditions

The north end of the Study Area is currently improved with a mix of modest single-family homes, light-industrial, and auto-oriented commercial uses, including a gas station and recently built strip-retail center. The condition of these uses is varied, but much of it is in below average condition and is underutilized. Access to Highway 370 is somewhat limited despite its proximity and much of the sub-district is within the floodplain.

Interchange Commercial Summary Map



Interchange Commercial Vision Imagery



Strategic Vision

Given its highway accessibility and visibility, **this area would be best positioned as an auto-oriented interchange commercial district with a potential mix of office space, retail services, and flag hotel accommodations.** Future development would depend on the reconfiguration of the existing Highway 370 interchange, new floodplain levee improvements, the relocation of existing uses, site assembly, and potential environmental remediation.

STRATEGY 3: INVEST IN PUBLIC SPACE

In addition to investments in people and buildings, there is also a need to invest in the “in between” places and spaces that can have a profound positive impact on value creation and quality of life. When a public space is dynamic and inviting, whether it’s a park, a plaza, or just a city sidewalk, people will want to come to it and stay at it. These types of interventions and investments are at the core of the Great Streets program and this planning effort; however, within the context of economic and community development, these investments are key for changing the trajectory of the market.

ACTIVATE PLAZAS, PARKS, AND TRAILS

Refer to Goal CM 01 and recommendations DA 01.01 and DA 01.02.

Creating destinations, but also places for people to congregate and walk between changes general perceptions of a place. Numerous studies have shown that commercial districts stand to benefit from making public spaces more inviting allowing customers to stay longer and spend more. In many cases, activating public space does not have to require extensive capital investment—it is often a function of creative programming and publicity. The unquantifiable, yet invaluable,

benefit of these interventions in the public realm is creating more community interaction, which enhances vibrancy, identity, and sense of place.

DESIGN AN APPROPRIATE GATEWAY AND INCORPORATE PUBLIC ART AT KEY AREAS **Refer to recommendations CI 01.01 and CI 01.04.**

Public art in the form of murals, installations (temporary or permanent), lighting, and sculpture add character and vibrancy to a district. It is often a low cost way to activate the urban form, especially those “in between” spaces such as walls, alleys, and vacant lots that can be found throughout the Study Area corridor.

In conjunction with district and branding strategies, creating gateways can help define a place and orient new visitors. In its current state, newcomers do not necessarily know where Frenchtown begins and ends. A distinguishable gateway to Frenchtown would help define this area and differentiate it from Old St. Charles.

MITIGATE FLOODING

Refer to goal GS 01.

Current flooding patterns not only disrupt usage of the Katy Trail and access to the riverfront, but also the development potential of parcels within the flood zone. A flood mitigation plan, such as levy development, would unlock real estate development potential and create more opportunities for vibrant public spaces along the riverfront. These mitigation efforts can be costly, which is why leveraging private investment and maximizing development along the riverfront is so important.

STRATEGY 4: MAKE CONNECTIONS

Though perceptively “off the beaten path,” Frenchtown is well-situated with access to local roadways, a highway interchange, and trail system creating a tremendous opportunity to position the district above many other commercial areas in this part of region. **In order for Frenchtown to fully realize its full market potential, improving multi-modal connections both to and within the district will be critical.** Future planning efforts should build upon its already strong trail network and create better linkages to the residential areas to the west and Main Street St. Charles to the south.

IMPROVE CONNECTIVITY BETWEEN FRENCHTOWN AND MAIN STREET ST. CHARLES

Refer to goal CM 01.

Main Street St. Charles draws thousands visitors annually with its historic main street character, destination retail or boutiques and restaurants, and vibrant pedestrian-friendly environment. The activation of Frenchtown should build upon this momentum by creating better connections between the districts. Currently, Clark Street forms a physical and perceived barrier to Frenchtown, which could be overcome with an extension of Main Street through the ACF property, as well as pedestrian enhancements, redevelopment, improved public transportation, and better trail connections.

EXTEND CITY STREET NETWORK INTO ACF PROPERTY

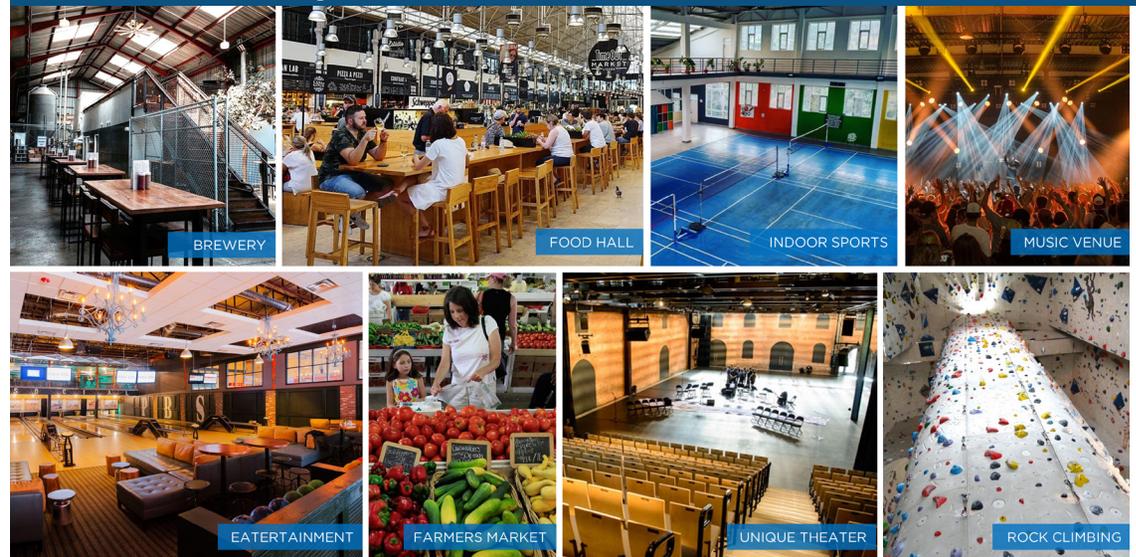
Refer to recommendation CM 01.07.

In addition to an extension of Main Street through the ACF property, extending Franklin, Morgan, Montgomery, and Lawrence streets into the property as public streets will promote synergy between activity within a redeveloped ACF

Capacity at the ACF



Potential ACF eating, entertainment and recreational venues



property and the Old Frenchtown sub-district along North Second Street. It will also create new developable blocks within both sub-districts that could be utilized for parking or other infill development, provide additional access points to ACF, and help minimize congestion.

IMPROVE CONNECTION BETWEEN EXISTING TRAILS AND BIKING INFRASTRUCTURE

Refer to recommendation CM 01.09.

The Katy Trail provides a highly utilized and viable recreational asset for Frenchtown; however, there are very few access points to the trail from the Study Area.

- Improved connections could create more opportunities for bicycle-oriented destinations
- Connect North Second Street with planned shared-use path along Clark Street
- Connect with planned Boschert Trail extension

Diverse mix of uses



DAYTIME AND LOCAL RETAIL

Artist Shops and Galleries, Antiques, Local Shops, Cafes, and Lunch Spots



STOREFRONT OFFICE SUITES

Small Creative Firms, and Service Providers



CIVIC ANCHORS

Library and Student Spaces



SERVICE RETAIL

Personal Care Services, Barber Shops, and Salons



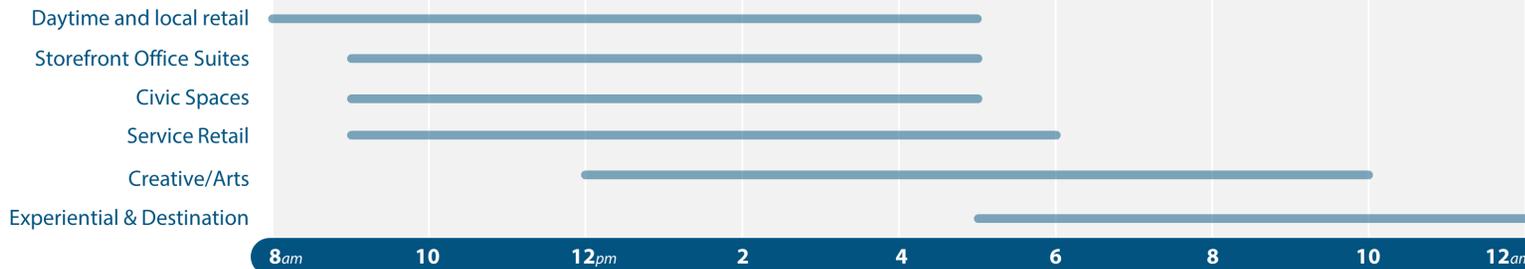
CREATIVE/ARTS

Galleries, Art Studios, and Practice Spaces



EXPERIENTIAL & DESTINATION

Bars, Full-Service Restaurants, Indoor Sports, Eaterainment, Music Venues, and Breweries



Establish a diverse mix of uses during all active hours of the day.

INVESTIGATE THE POTENTIAL FOR IMPROVED BUS LINES AND BUS STATIONS ALONG CORRIDOR

Refer to recommendations CM 01.12, CM 01.13 and CM 02.04.

A reliable public transportation system helps create value for a commercial district by creating better connections and offering a wide range of transportation options for workers, residents, and visitors. Enhancing the bus system would play a direct role in extending the pedestrian activity in Old St. Charles into Frenchtown and also allowing for a “park once” option for visitors.

CONNECT PEOPLE THROUGH EVENT PROGRAMMING

Refer to goal CI 05.

Though quantifying the value of community events is challenging, actively programming places and spaces with events can help enhance visibility, exposure, and positive perceptions of a community. These events can include markets, festivals, and performances, or other informal pop-up events like food trucks or beer gardens.

STRATEGY 5: IDENTIFY THE ANCHORS

See recommendation DA 03.10.

Given the large number of restaurant and retail establishments already on Main Street St. Charles, creating a retail-oriented destination of scale in Frenchtown will require market differentiation and identification of key anchors. With about 400,000 square feet of combined, mostly underutilized, space in the ACF property, there is an opportunity for larger-scale, activity generating uses that are more experiential than traditional retail. Anchor uses that would be suitable include a micro-brewery with

Potential tenants at North Main and Clark Streets



POTENTIAL TENANTS

- FAST CASUAL**
- Vitality Bowls
 - Smoothie King
 - Noodles and Company

Potential tenants in the ACF Property



POTENTIAL TENANTS

- | | |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| BARS/RESTAURANTS | EATENTAINMENT |
| <ul style="list-style-type: none"> • Sugar Fire • Mellow Mushroom • 4 Hands Brewery | <ul style="list-style-type: none"> • Chicken N Pickles • Mutts Canine Cantina |
| Apartment Lofts | OTHER |
| <ul style="list-style-type: none"> • Boutique Hotel • Creative Office | <ul style="list-style-type: none"> • Planet Fitness • Big River Running Company |

Potential tenants in Old Frenchtown



POTENTIAL TENANTS

- | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOCAL/BOUTIQUE | SERVICES |
| <ul style="list-style-type: none"> • Cakery and Cake Decorator • French Bakery • Coffee Shop • International Dining • Antiques • Mom-and-Pop Shop | <ul style="list-style-type: none"> • Bike Shop • Barber Shop • Nail Salon • Laundromat • Upper Floor Offices • Waterfront Dining |

on-site brewing operations, a multi-vendor food hall, a small-scale music or performing arts venue, destination restaurants that combine food and entertainment (sometimes called eatertainment), and indoor sports or recreation facilities.

STRATEGY 6: ATTRACT THE TENANTS

Though storefront vacancy is not widespread in the Study Area, creating opportunities for space activation and tenant diversification are still critical for the future viability of the corridor. Given the ever evolving nature of retail, space needs to be adaptive to changing trends and must be customizable to a broad range of uses beyond traditional storefront retail. It is also important to provide a wide range of space options to accommodate an array of tenants. Older, smaller spaces can be more supportive for entrepreneurs and local small businesses, while larger spaces can accommodate chain stores or larger businesses.

Potential tenants in New Frenchtown



POTENTIAL TENANTS

- | | |
|-------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| CORNER RETAIL | FITNESS |
| <ul style="list-style-type: none"> • Coffee Shops • Salon/Barber Shop | <ul style="list-style-type: none"> • Yoga/Fitness Studio • Orange Theory |
| OFFICES | |
| <ul style="list-style-type: none"> • Financial Advisor • Dentist Office | |

CURATE A BROAD MIX OF GROUND FLOOR USES
See recommendation DA 03.10.

A successful commercial district maintains a diverse mix of ground-floor tenants in order to serve the needs of multiple segments of demand (workers, residents, and visitors) and allow for greater vibrancy throughout the day and evening.

In order to attract more visitor spending, destination and entertainment retail is needed, including bars, restaurants, venues, breweries, and boutiques; however, there is also a need to capture more local household spending with more service-oriented businesses such as dry cleaners, salons, fitness centers, or other daily needs retailers as well as daytime offerings for the local workforce, including cafes and lunch spots.

Given the length of the corridor and demand capture needed to support brick and mortar retail in the face of competition from big box stores, online sales, or other retail districts, the Study Area also needs to incorporate a mix of non-retail tenant users such as storefront offices, civic uses, galleries or arts-based uses, or live-work residential spaces. Though not direct contributors to the sales tax base, these types of uses can “fill the gaps” and offer additional market support for existing retailers. The diversification of retail users should be positioned to further enhance the broader sub-district vision and strategies, as presented previously.

IDENTIFY THE TENANTS

See recommendation DA 03.10.

Maintaining a diverse tenant mix will also require a balance of national and local tenants to maintain a high enough average base rent to support new construction or substantial rehabilitation, but also a large amount of space that is affordable to local businesses and entrepreneurs. Typically, chain establishments or upscale restaurants can afford to pay higher rents and will occupy spaces with prime locations in newer buildings, while local businesses and services will occupy older spaces that do not have the same level of visibility or accessibility.

FACILITATE SERVICES AND POP-UPS

See recommendation DA 04.01.

Installing temporary or pop-up retailers, restaurants, art studios, and other uses in vacant storefronts can add vitality to an otherwise quiet block, provide property owners a modest source of revenue, and help local entrepreneurs test business concepts that could become permanent fixtures in the future. Pop-ups also complement

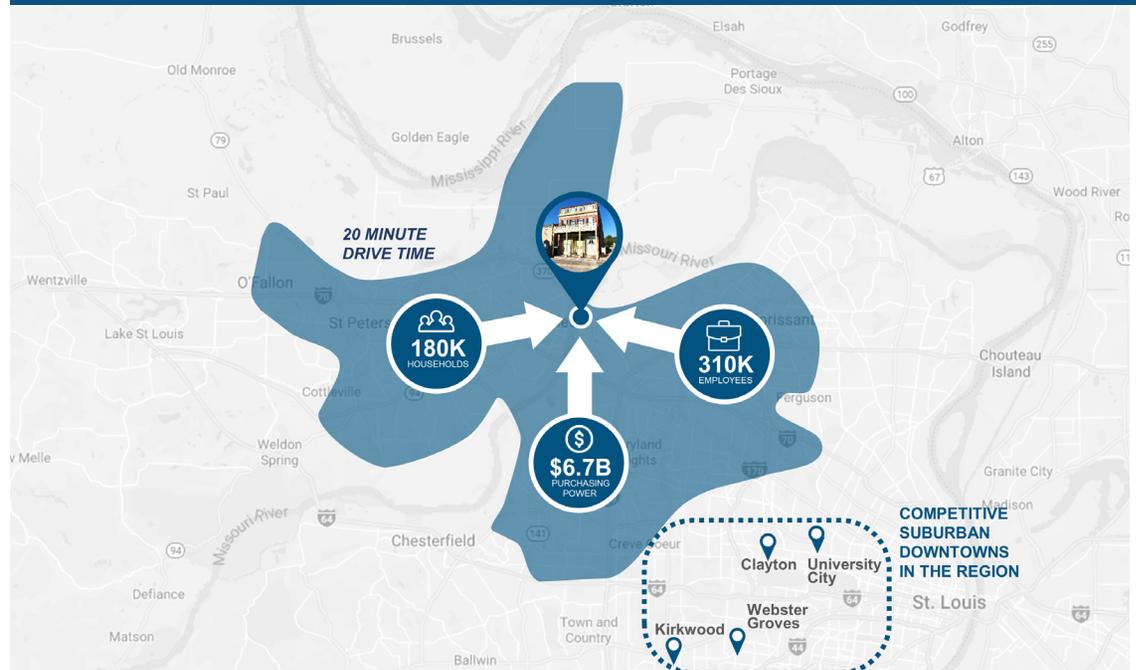
Potential tenants at the Interchange Commercial

POTENTIAL TENANTS

- CHAIN RESTAURANTS
 - Panera
- New Construction Office
- 100+ Bed Hotel
- Pharmacy

\$25/SF
Retail Rent

Regional Opportunities



Distinct identity



INDUSTRIAL CHIC



SIGNAGE



HISTORIC CHARACTER



EVENT SPACES



TENANT MIX



UNIQUE CUISINE



RIVERFRONT AMENITIES



EATERTAINMENT



MUSIC & NIGHTLIFE



STREET FURNITURE



PUBLIC ART & KATY TRAIL

community events designed to bring visitors to the area for a special experience. Visitors that participate in these events will be even more likely to leave with a positive impression of Frenchtown—and be more likely to return—if they see a district with more unique local businesses and a continual change in programming and offerings.

A local business support organization or City of St. Charles could play a role in facilitating these types of temporary

uses—ranging from one weekend to six months—by matching entrepreneurs with willing and interested owners of vacant space, and by developing a framework for these short-term arrangements. Resources such as a template pop-up lease could identify and address issues specific to a short-term occupancy, and offer a balanced starting point for negotiation between landlord and tenant. The facilitating organization could also offer small matching grants (\$1,000 to \$2,000) for modest

improvements that make space move-in ready for a temporary use, such as by clearing space, painting walls white, or building simple display cases. Finally, stakeholders could work with the City's Building Division to codify occupancy permit standards appropriate for this special type of short-term use. A "pop-up toolkit" could outline this approvals process, and connect interested parties to key resources and information.

CONTINUE OR EXPAND ASSISTING UPGRADES AND IMPROVEMENTS TO STOREFRONTS

Refer to recommendation CI 03.02.

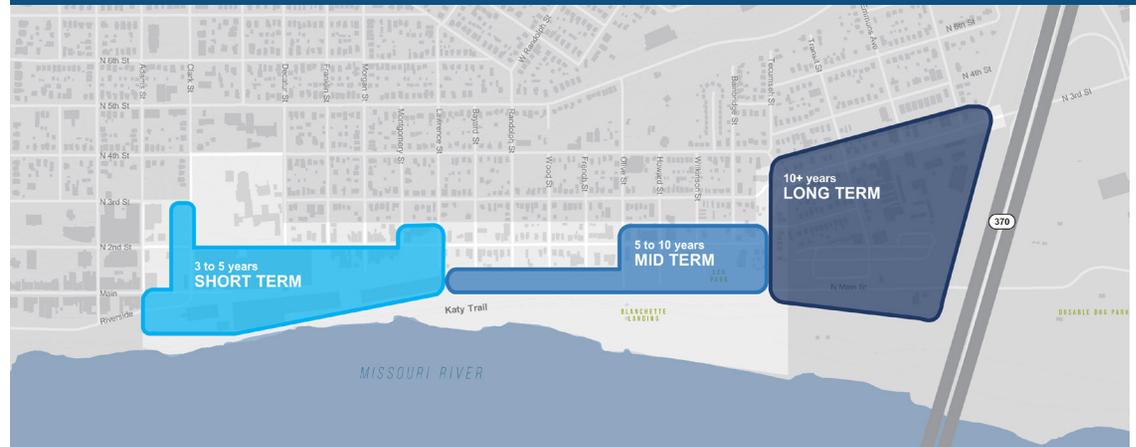
Maintaining Frenchtown's historic character will be critical for its long-term positioning as an attractive destination for visitors and future residents, which emphasizes the importance of maintaining its commercial building stock, especially its ground-floor retail environment. Fortunately, there are a number of existing programs that property and business owners can utilize that should continue or expand in the future.

Once such program is the City of St. Charles' Façade Improvement Grant Program that provides matching grants for investments in the exterior facades of buildings, design guidance from the Historic Preservation Commission, and a review process assistance for approval by City Council.

The exterior renovations to 918 North Second Street is a clear example of a successful use of the program.

A very impactful resource for historic presentation is the utilization of historic tax credits (HTC), which can help finance the rehabilitation of historic structures for future commercial use. Eligibility for the program depends on historic designation of specific properties or properties within a formalized historic district. Much of Frenchtown is

Phasing of Development



already located within the Frenchtown Preservation District, designating a large portion of the Study Area to a valuable, albeit competitive, pool of resources for creating more catalytic development opportunities and maintaining the historic building stock.

Given the challenges with and expense of maintaining a historic building stock, the city and key stakeholders should explore offering technical assistance resources and programs for property owners seeking historic rehab/preservation. Other resources could include seeking design partners to offer pro bono or low cost design services for property owners seeking facade improvements. Partnerships could be forged with area design institutions where students and faculty could offer design services as part of degree program credit or to build portfolios.

STRATEGY 7: CELEBRATE HISTORY AND ASSETS

In order to generate lasting market momentum, future investment and redevelopment efforts should build upon Frenchtown's character, history, and riverfront to create a community that is unique to the city, county, and region.

CREATE A DISTINCT IDENTITY WITHIN THE REGION **Refer to goal CI 02.**

Main Street St. Charles continues to be a regional visitor destination and the built out of Streets of St. Charles has created a differentiated mixed-use district. However, this is still an opportunity for the City of St. Charles to create a vibrant mixed-use community that creates opportunity for residents, workers, and visitors alike. If the Frenchtown Great Streets plan can be realized, with seamless connections to the already

successful part of St. Charles, there is an opportunity to create a "new" regional destination that rivals other successful suburban districts like The Delmar Loop, Downtown Kirkwood, or Downtown Webster Groves.

The area is within a twenty-minute driving distance of \$6.7 billion in household buying power; however, for Frenchtown to thrive, it will need to create a place that fully leverages its blend of historic and natural assets that set it apart from other regional main streets and districts.

STRATEGY 8: CREATE THE CATALYSTS **See recommendation DA 03.05.**

Catalyst sites and projects are those that, if realized, can trigger further investment in adjacent or nearby areas creating a ripple effect that can have profound impact on the community as a whole. New real estate development in itself generates new market activity and vibrancy, but also signals to future investors that market conditions are sound. Catalyst sites (single parcels or assembled) are typically those of scale with considerable development capacity.

Generally speaking, the great opportunity for catalyst projects are located within the south end of the Study Area, which would help bridge the gap between Main Street and Frenchtown. However, there is also ample opportunity for new development along the riverfront or in the New Frenchtown sub-district and proactive steps by the City will be necessary for these areas to reach their full potential.

The following section describes the various catalyst sites, identifies appropriate uses for each location, and outlines market, economic, and policy considerations relating to their development. The economic feasibility of possible approaches

Create the Catalysts



to these sites can be explored in greater depth during future phase of the planning process.

ACF PROPERTY

Due to its sheer size and proximity to Main Street and other nearby anchors, redevelopment of the ACF property is a key short-term catalyst. Its successful redevelopment into a mix of residential, office, and experiential retail, sports, and entertainment spaces would bring new activity, residents, jobs, and spending to the neighborhood. As a result, it would greatly increase demand for other retail businesses and services throughout the Study Area. It would also enhance the overall marketability of other adjacent properties, increasing the potential for additional new residential or commercial development.

A current development proposal has been submitted to the City that is generally consistent with the concept identified by the Frenchtown planning team. However, City and neighborhood leaders should continue to work with the prospective developer to explore refinements to the design as the project moves ahead. Some key refinements—as fully laid out in a memo sent by the team on March 29, 2020—include the extension of existing city streets into the ACF property and incorporating additional public space within the development. Other recommendations include the location of parking and use of additional mobility strategies.

It is also important to consider that the proposed redevelopment may not be financially feasible without the assistance of various development incentives such as tax increment financing (TIF) and/or a community improvement district (CID). This is primarily due to the large amount of new public infrastructure that will be required of the project and the extraordinarily high costs associated with rehabilitating large

historic buildings such as the ACF. Other tools and incentives that will likely assist with the property's redevelopment include federal and state HTC and Brownfield Remediation tax credits.

NORTH SECOND AND CLARK STREET SITE

The surface parking lots located within the city block bounded by North Second Street to the west, Clark Street to the north, Main Street to the east, and Adams Street to the south provide an opportunity for new mixed-use construction consisting of market rate apartments in three or four floors above first floor retail along Main Street. These uses would be complimentary to surrounding uses and would make good use of the proposed shared-use path for Clark Street. They would also be at a density necessary to offset higher acquisition and assembly costs.

Given the size of the site, structured parking will be necessary. As required by zoning, current parking ratios mandate a minimum of two spaces per dwelling unit and five spaces per 1,000 square feet of commercial space. These ratios are above market-based standards and should be reduced to at least 1.5 spaces per unit and 3.5 spaces per 1,000 square feet of commercial space. Reducing the parking requirements would give a prospective developer more flexibility and greatly enhance the financial viability of a project.

The site's primary issues are its downward sloping topography and the presence of multiple small-scale buildings, including one in the block's northeast corner that is a contributing historic structure. Since demolition of the structure is likely infeasible, careful design will be necessary to develop surrounding partners without damaging the integrity of the structure. Full development concept planning and feasibility testing for this site is provided in the additional services report for this and two other intersections along Clark Street.

RIVERS EDGE SITES

With roughly 3.3 acres of total land area, the vacant sites located within the Rivers Edge sub-district just north of the ACF buildings provide a unique opportunity for new four-story residential development at a density of about 50 to 60 units per acre. This type of development would take strong advantage of the premium waterfront views and proximity to highly marketable assets such as the Katy Trail, new riverfront park, and a redeveloped ACF property. New residents in these developments would also provide increased support for existing commercial services located along North 2nd Street and provide considerable amount of new fiscal revenue to the City.

Similar to the site at North Second and Main Streets, structured parking will be necessary. In this case, a first floor podium garage below three levels of housing would be an

appropriate typology. Reducing parking requirements—as previously discussed—will greatly enhance the viability of these developments and allow developers to maximize the number of units to be built. Some retail or restaurant uses may be located at key nodes, but most types of first-floor commercial space will not be viable here due to a lack of visibility.

The sites' primary issues are that they are currently within the flood zone and flood mitigation will be necessary to make them developable. Views of the river are also currently obstructed by heavy vegetation between the riverfront and the Katy Trail. Removing the tree line and providing new useable greenspace along this stretch of riverfront will also be necessary. Many of the sites also currently lack full connectivity to the city street grid and road improvements will be essential.

NEW FRENCHTOWN SITES

While there are multiple underutilized sites within this sub-district, there are two 1.8-acre sites situated along the east side of North Second Street between Olive and Wilkinson streets. Both sites are significantly underutilized real estate that would lend itself to more mixed-use “whole-block” development that is park and river- adjacent, but also provides new marketable retail services along North Second Street.

Similar to the potential development within the Rivers Edge sub-district, podium structured parking will be required, with first floor retail along North Second Street and two to three floors of residential above. The primary issues with these sites are similar to that of the Rivers Edge sites (flooding, lack of connectivity, obstructed views), but the larger sizes of the sites and frontage along North Second Street give it increased potential for a greater mix of uses.

KEY STEPS FOR DEVELOPMENT-READINESS

GS 01.01: Flood mitigation

DA 03.06: Redevelopment District

DA 03.07: Site acquisition and assembly

DA 03.04: Development incentives

DA 03.01: Update land use code

Goal CM 01: Public realm improvements

DA 03.08: Highest and Best Use Analysis

DA 03.09: Environmental and Infrastructure Assessment

E. COMMUNITY ENGAGEMENT PLAN

Introduction :

The most effective community engagement and outreach plan for any project is one that anticipates and responds to the needs, concerns and desires of project stakeholders. Successfully implementing a community engagement strategy is essential to building trust and credibility within the community and a key factor to the overall success of a project.

Our engagement strategy is designed to reach as many stakeholders as possible; provide opportunities for input into the development of a shared vision; discuss and share potential alternatives being considered and select a solution that is the “best fit” for the community providing that it addresses clearly defined project goals and objectives. Our engagement plan will be used to:

- Create awareness;
- Build community trust;
- Promote transparency;
- Embrace an inclusive process that involves various groups and key stakeholders;
- Create a “shared vision” that captures and builds upon commonalities and unique characteristics that make the Frenchtown community what it is today; and
- Bridge and facilitate connectivity between the technical and non-technical sides of the planning framework so that all interested stakeholders are adequately informed.

Communication Protocol :

Project Team Communications

As this project gets underway, it is important to ensure that effective communication occurs both internally and externally in order to ensure that the most accurate and current information is being disseminated to the public. Our team will work closely with the city staff and other decision-makers to ensure two-way communication. We will conduct bi-weekly conference calls to update and discuss any outreach and engagement activities. We will share any information regarding any issues and/or concerns that may have been identified and/or brought to the team’s attention and work with city staff to develop the appropriate response(s).

Initial Outreach and Community Awareness:

Key Stakeholder Meetings

The overall goal of our engagement approach is to engage a wide range of community stakeholders throughout the planning process. Our proposal includes holding a series of key stakeholder meetings in conjunction with the three community workshops. Our team is proposing to meet with the following key stakeholder groups:

City and County Governmental Stakeholders:

City of St. Charles Mayor Dan Borgmeyer
Councilwoman Mary Ann Ohms, Ward 1

Councilwoman Nancy Schneider, St. Charles County
Mayor's Task Force Members (Scott Tate, Edward Akers, Susan Sams, Councilwoman Mary Ann Ohms)
St. Charles County Executive Steve Ehlmann
St. Charles County Assistant Director of Administration John Greifzu,

Business and Major Employers:

St. Joseph Hospital
Lindenwood University
ACF Industries, LLC
Greater St. Charles Convention and Visitors Bureau
Greater St. Charles Chamber of Commerce
Ameristar Casino
Boeing Company
Local Business and Property Owners

Culture and Arts:

Foundry Art Centre
Old McKinley Arts
City of St. Charles Landmark Board
Historic Frenchtown Association
Frenchtown Heritage Museum

Youth/Families and Social Services:

St. Charles County YMCA
Olympic Athletics
Boys & Girls Club of St. Charles County
Climb So iLL
United Way of Greater St. Louis-West Region Office
O.A.S.I.S. Food Bank
Salvation Army
Academy of the Sacred Heart
City of St. Charles School District
St. Charles Housing Authority
Neighborhood Groups/Councils/Associations
Religious leaders and/groups

Special Interest or Other Key Stakeholder Groups

Meetings with special interest or other key stakeholder groups may also be conducted on an as needed basis. The team will ensure that these groups of stakeholders are kept

informed about the project's progress, overall schedule and milestones and are solicited for feedback. These groups include but are not limited to:

- City of St. Charles Planning Commission
- City of St. Charles City Council
- St. Charles County Council
- Hyatt Palma Engaged Residents and Business Owners

Technical Advisory Group:

In addition to the stakeholder groups identified above a specialized group comprised of technical staff from the city and regional partners and organizations that has the ability to offer technical insights into various design aspects and challenges as well as local knowledge and understanding about the St. Charles and Frenchtown community will be formed as a Technical Advisory Group. They will be comprised of the following entities:

- Missouri Department of Transportation
- Missouri State Parks
- Great Rivers Greenway (GRG)
- St. Charles Police Department
- St. Charles Fire Department
- City of St. Charles Department of Public Works
- City of St. Charles Department of Planning
- City of St. Charles Parks and Recreation Department
- St. Charles Area Transit (SCAT)
- U. S. Army Corps of Engineers
- North County Levee District
- St. Charles County:
 - Assistant Director of Administration
 - Roads and Traffic Manager
 - Director of Community Development

How will Key Stakeholders be Engaged:

For purposes of this planning initiative, the stakeholders have been separated into groupings that allow each stakeholder to participate within a key stakeholder group of their peers. This approach is consistent with our belief that each group brings a distinct perspective and the grouping format allows the best opportunity for meaningful engagement around specific challenges and concerns. The groups are defined as follows:

- **City and County Government Agencies (CCGA)** – This group is comprised of City and County government leaders including the Mayor's Task Force who make or influence the business decisions of the St. Charles community. They will be consulted during each visit to obtain input and direction on the message being presented to the community to ensure alignment with the project vision and goals.

- **Youth/Families and Social Services (YFSS)** – This group is comprised of individuals who were identified in consultation with city staff as potential members who would serve as an ambassador for the project and have the ability to bring their local knowledge and understanding of the St. Charles community, from a youth/family and social services perspective, to the project consultant team. It is a diverse group of key influencers that ranges from non-profit organizations to private companies and individuals. They will be asked to attend at least 3 meetings prior to each community planning workshop and provide insight and feedback into proposed design alternatives.
- **Cultural and Arts (C&A)** - Recognizing Frenchtown’s rich cultural heritage and the fact that the area is becoming one that is attractive to local artists, this group is comprised of institutions that can share a historical understanding and perspective. Like the YFSS group, this group will be convened prior to each community planning workshop. They will have the opportunity to provide feedback on the proposed alternatives to ensure that they either maintain or align with the area’s historical guidelines and parameters.
- **Business and Major Employers Group (BMEG)** – This is a group of business leaders and major employers in the area who are interested in how this planning effort will influence their business. This group will also be convened prior to each community planning workshop and will have the opportunity to provide feedback as to the potential impact this initiative will have on business growth and sustainability.

Finally, the consultant team anticipates engaging the **General Public**, specifically at the community workshops. This group provides an opportunity for anyone to live, work, or play in the St. Charles community to join in the conversation and help shape the overall vision for the Great Streets corridor.

Other Coordinated Activities:

The inclusivity and transparency of the process and how the Plan is developed is important to the people who live, work and play in this community. The engagement team will work with city staff to implement communication strategies that have been designed to inform area residents and commercial and business property owners about how this plan will be constructed, how they can share in the conversation and how they can help to shape a community-wide vision. These activities include sharing electronic updates, providing content to be posted on the City’s website, use of social media and targeted public service announcements.

The engagement team will:

- Work with the city’s communication/public information team to determine where on the City’s website content related to this project will be posted. They will

provide the team with information and/or documents that has been reviewed with the community or approved by the City for distribution.

- Utilize social media - The engagement team will use the City's social media platform and leverage the social media platforms of community partners to share and engage residents in this planning process. The project team will provide content for 2-3 posts before and after events.
- Leverage existing community events and set up informational booths. Events to consider include Christmas Traditions and other community festivals and events that occur along Main Street and in the Frenchtown area.

Electronic Updates

The engagement team will develop and produce content for inclusion in the city's newsletter. This update will contain information related to the plan's progress and schedule. It will highlight opportunities for residents to get involved and announce key milestones and activities. The team is asking that these updates also be posted on the city's website. The engagement team will work with city staff to determine the frequency and potential topics.

Website Content

The engagement team will provide the City with content related to this project to be posted on its website. This will be the "go to source" of information for residents and key stakeholders. The engagement team will work with City staff to ensure that the content is up to date and reflects the current status of the project.

Social Media

Social media will be used to enhance on-going communication and outreach for the Great Streets Project. The team will utilize social media as a cost-effective way to communicate with residents and to have them easily join the conversation. This will create personal interactions and added value with regards to community engagement. Additionally, it will be used as a public relations tool for promoting events and updates about the project.

Specifically, social media will be utilized to:

- Promote education and understanding of project
- Show progress and identify opportunities for joining the conversation
- Invite feedback and dialogue

In using social media, the community engagement team will abide by these standards:

- Transparency in sharing public information
- Accuracy and truthfulness
- Proactively contribute to conversation

Invitations

The engagement project team will use an online event tool to invite people to our meetings, along with sending memos and updates by email and calendar invites. These tools will be used for meetings when there is a specific guest list. Flyers will be distributed and posted throughout Frenchtown about public meetings and the engagement team will work with the city staff to use their usual channels of communications such as press releases and media advisories. All invitations will be distributed a minimum of 2 weeks prior to meetings with updates posted a maximum of 1 week after.

Media Relations

The engagement team will use traditional and social media alerts to outreach to the media about upcoming events. They will focus on doing editorial pitches to the local media to get stories written and coverage about the planning process.

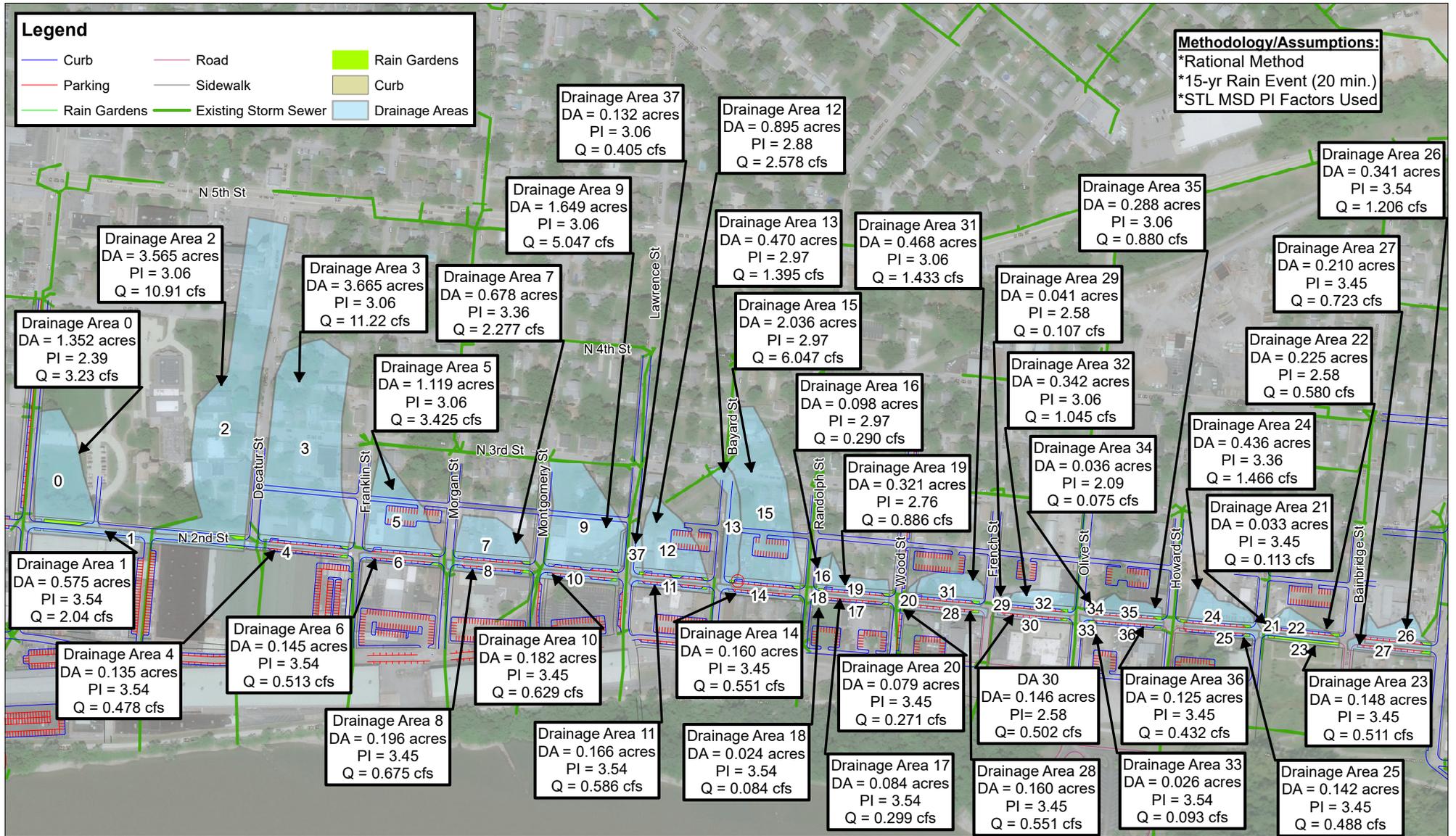
The City's project manager will serve as the project spokesperson along with the consultant team's project manager.

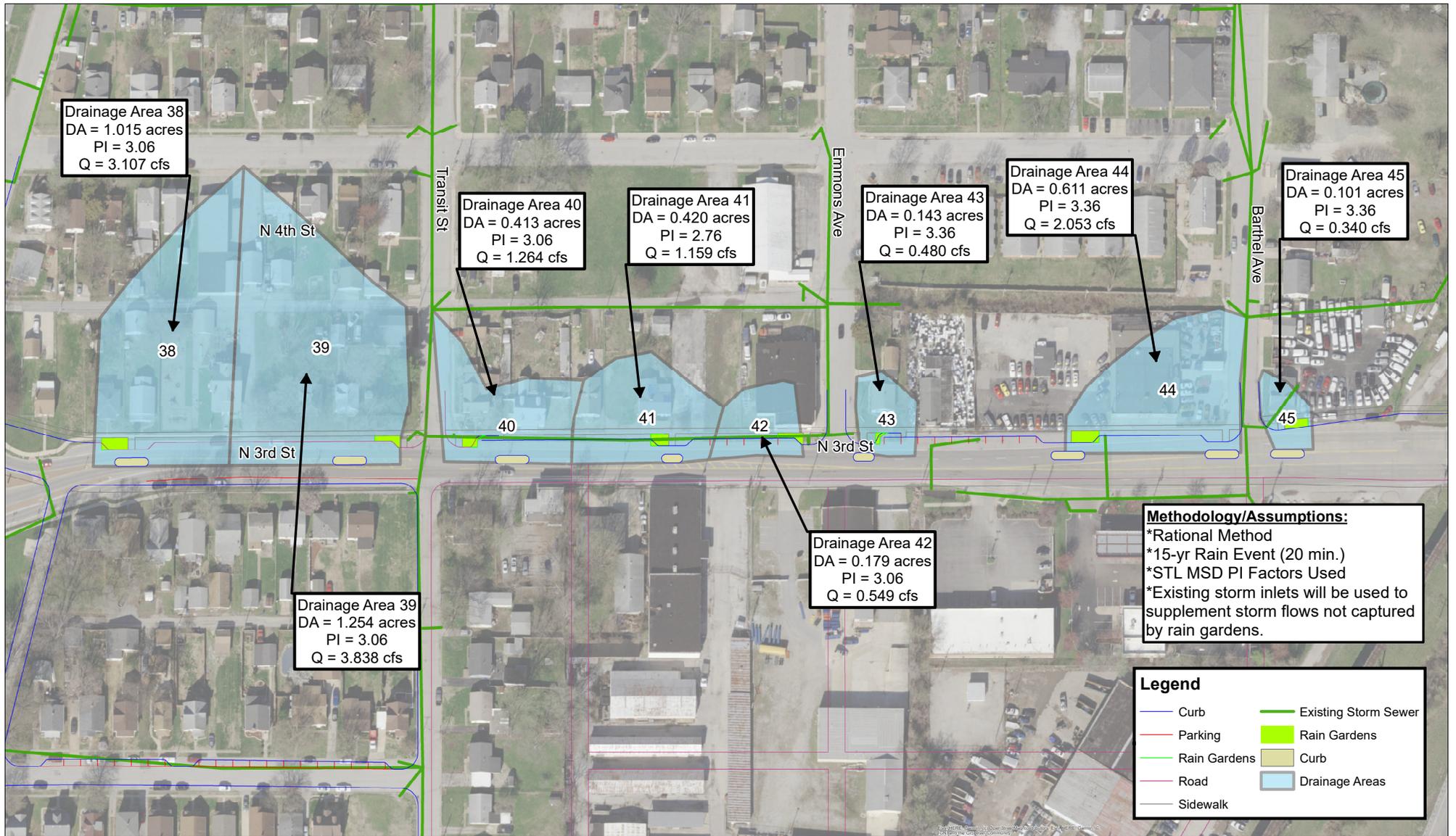
Plan Monitoring/Updates

This community engagement plan is designed to be flexible and responsive to the needs of the planning initiative over the life of the project. Used as a guideline, this document sets the stage for a dynamic engagement strategy based on collecting information and feedback needed to develop strategies that are reflective of the community's desires and vision.

END OF PLAN

F. FRENCHTOWN DRAINAGE AREAS





G. OPINION OF PROBABLE COST

The purpose of these opinions of probable costs is for project planning purposes. The quantity takeoffs and estimated costs represent rough order of magnitude for the recommendations based off a conceptual level planning effort presented in this report. The unit costs used in the estimates are conservative and do not represent competitive cost pricing. Applied percentages are in the typical range for public infrastructure improvement projects. The costs are in 2020 dollars.

Frenchtown Great Streets

Opinion of Probable Costs - Summary

	Unit	Qty	Unit Cost	TOTAL	
Project Areas					
North 2nd Street from Clark Street to Bayard Street				\$5,251,154	<i>Does not include roadway reconstruction</i>
North 2nd Street from Bayard Street to Bainbridge Street				\$4,586,663	<i>Does not include roadway reconstruction</i>
ACF Main Street Extension				\$5,571,775	
ACF East-West Streets Extension				\$947,260	
East-West Streets Extension				\$2,698,360	
Lawrence Street Extension & Riverfront Promenade				\$996,684	
Tecumseh Street & North 3rd Street				\$3,845,349	<i>Does not include roadway reconstruction</i>
Subtotal				\$23,897,246	
Utilities					
Relocating Overhead to Underground along North 2nd Street	LS	1	\$ 2,750,000	\$ 2,750,000	
Customer cost for Ameren overhead to underground	EA	40	\$ 10,000	\$ 400,000	
Subtotal				\$ 3,150,000	
OVERALL TOTAL ALL IMPROVEMENTS				\$27,047,245.51	

Frenchtown Great Streets

Opinion of Probable Costs

North 2nd Street from Clark Street to Bayard Street; includes Priority Area -from Morgan Street to Lawrence Street

	Unit	Qty	Unit Cost	TOTAL	Notes/Assumptions
Demolition					
Asphalt Removal	SY	2,316	\$25.00	\$57,908	<i>Items to be removed from the project site for the installation of recommended improvements</i>
Concrete Removal	SY	4,361	\$25.00	\$109,036	
Brick Sidewalk Removal	SY	2,461	\$50.00	\$123,056	<i>Includes removal of subbase</i>
Curb & Gutter Removal	LF	3,970	\$15.00	\$59,550	
Tree Removal	EA	16	\$500.00	\$8,000	
Existing Inlets/ Manholes Removal	EA	11	\$1,000.00	\$11,000	
Pedestrian Light Removal	EA	40	\$500.00	\$20,000	
Traffic Control	LS	1	\$1,943	\$1,943	<i>Temporary traffic control measures to maintain traffic during demolition</i>
Subtotal				\$390,493	
Site Improvements					
Rough Grading	SY	8,761	\$25.00	\$219,025	<i>Site grading for project improvements after demolition activities</i>
Enhanced Sidewalk (Priority Area)	SY	1,666	\$175.00	\$291,611	<i>Concrete with brick/paver accents, 4" aggregate base and geotextile fabric</i>
Concrete Sidewalk	SY	4,820	\$60.00	\$289,219	<i>Standard 7" concrete with 4" aggregate base and geotextile fabric</i>
Enhanced Sidewalk	SY	688	\$150.00	\$103,233	<i>ADA compliant stamped, colored, or decorative sidewalk material</i>
Pedestrian Crosswalk (Priority Area)	SY	211	\$150.00	\$31,711	<i>ADA compliant inlaid, stamped, colored, or decorative crosswalk material</i>
Pedestrian Crosswalk	SY	371	\$25.00	\$9,270	<i>Graphic or painted art crosswalk</i>
Permeable Pavers	SF	14,653	\$20.00	\$293,060	<i>Permeable pavers including subbase for stormwater runoff storage capability</i>
Concrete Curb and Gutter	LF	4,979	\$28.00	\$139,412	<i>Standard concrete 6" curb and 2' wide gutter</i>
Concrete Curb Ramps including truncated domes	EA	50	\$2,200.00	\$110,000	<i>ADA compliant curb ramp with detectable warning pad</i>
Medians	SY	0	\$56.00	\$0	<i>Standard 6" concrete median</i>
Signage (0.5%)	LS			\$7,433	<i>Standard roadway signing for vehicular, bike, and ped traffic</i>
Temporary Traffic Control Plan (1%)	LS			\$14,940	<i>Temporary traffic control measures to maintain traffic access during construction</i>
Cycle Track (markings/ buffer)	LF	0	\$10.00	\$0	<i>MUTCD compliant pavement marking to delineate cycle track</i>
Subtotal				\$1,508,915	
Landscape Improvements					
Trees Type 1	EA	54	\$600.00	\$32,400	<i>Deciduous Canopy Tree; asume 3" cal., stakes</i>
Planting Type 1	SF	6,580	\$15.00	\$98,700	<i>Asume perennials and grasses</i>
Planting Type 2 - Rain Gardens	SF	4,083	\$15.00	\$61,245	<i>Includes curb, subdrain piping, chase to/from garden, planting</i>
Topsoil Trees	CY	454	\$45.00	\$20,412	<i>Asume 8.4 CY per tree</i>
Topsoil Planting Beds	CY	243	\$45.00	\$10,956	<i>Asume 12" topsoil</i>
Topsoil Rain Gardens	CY	151	\$45.00	\$6,798	<i>Asume 30" topsoil</i>
Fine Grading	SF	10,663	\$0.25	\$2,666	<i>All landscape areas</i>
Filter Fabric	SF	4,083	\$2.00	\$8,166	<i>For rain gardens</i>
Mulch	CY	3	\$50.00	\$175	<i>For tree planting areas, asume 7 sf per tree, bark mulch, 3" thick</i>
Irrigation	SF	10,663	\$3.50	\$37,321	<i>For all planting type 1 and planting type 2 areas</i>
Subtotal				\$278,838	
Site Furniture					
Bench	EA	14	\$1,500.00	\$21,000	<i>Asume 2 per block</i>
Bike Rack	EA	14	\$500.00	\$7,000	<i>Asume 2 per block, does not include concrete footing and reinf.</i>
Trash Receptacles	EA	14	\$1,250.00	\$17,500	<i>Laser cut panel, asume 2 per block</i>
Transit Shelter	LS	1	\$25,000.00	\$25,000	<i>Per plan</i>
Wayfinding Sign	EA	1	\$2,000.00	\$2,000	<i>Asume 1 per block</i>
Parking Sign	EA	10	\$2,000.00	\$20,000	<i>Asume 1 for each parking area</i>
Subtotal				\$92,500	
Traffic + Lighting					
Traffic Signals - 4 legged intersection	LS	1	\$435,000.00	\$435,000	
Pedestrian Light Pole	EA	28	\$5,000.00	\$140,000	<i>Asume 4 per block, include wiring</i>
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$611,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$201,750	\$201,750	
Temporary Erosion Control (5%)	LS	1	\$144,107	\$144,107	
Utility relocation/adjustment (8%)	LS	1	\$230,572	\$230,572	
Pavement Markings - Roadway (0.5%)	LS	1	\$14,411	\$14,411	
Subtotal				\$590,840	
Construction Subtotal				\$3,472,986	
Construction Contingency	20%			\$694,597	
Design+Construction Survey	5%			\$208,379	
Estimated Construction Total				\$4,375,962	
Architectural Design + Engineering	15%			\$656,394	
Construction Management	5%			\$218,798	
Estimated Project Total				\$5,251,154	

Frenchtown Great Streets

Opinion of Probable Costs

North 2nd Street from Bayard Street to Bainbridge Street (includes Bainbridge intersection)

	Unit	Qty	Unit Cost	TOTAL	Item Description/Assumptions
Demolition					
Asphalt Removal	SY	3,130	\$25.00	\$78,244	<i>Items to be removed from the project site for the installation of recommended improvements</i>
Concrete Removal	SY	3,064	\$25.00	\$76,611	
Brick Sidewalk Removal	SY	1,180	\$50.00	\$59,000	<i>Includes removal of subbase</i>
Curb & Gutter Removal	LF	4,010	\$15.00	\$60,150	
Tree Removal	EA	12	\$500.00	\$6,000	
Existing Inlets/ Manholes Removal	EA	24	\$1,000.00	\$24,000	
Pedestrian Light Removal	EA	44	\$500.00	\$22,000	
Traffic Control	LS	1	\$1,630.03	\$1,630	<i>Temporary traffic control measures to maintain traffic during demolition</i>
Subtotal				\$326,006	
Site Improvements					
Rough Grading	SY	7,374	\$25.00	\$184,350	<i>Site grading for project improvements after demolition activities</i>
Concrete Sidewalk	SY	4,244	\$60.00	\$254,667	<i>Standard 7" concrete with 4" aggregate base and geotextile fabric</i>
Enhanced Sidewalk	SY	671	\$150.00	\$100,600	<i>ADA compliant stamped, colored, or decorative sidewalk material</i>
Pedestrian Crosswalk	SY	700	\$25.00	\$17,489	<i>Graphic or painted art crosswalk</i>
Permeable Pavers	SF	21,132	\$20.00	\$422,640	<i>Permeable pavers including subbase for stormwater runoff storage capability</i>
Pervious Concrete Pavement	SY	111	\$150.00	\$16,667	<i>Permeable pavement including subbase for stormwater runoff storage capability</i>
Concrete Curb and Gutter	LF	4,588	\$28.00	\$128,464	<i>Standard concrete 6" curb and 2' wide gutter</i>
Concrete Curb Ramps including truncated domes	EA	60	\$2,200.00	\$132,000	<i>ADA compliant curb ramp with detectable warning pad</i>
Medians	SY	0	\$56.00	\$0	<i>Standard 6" concrete median</i>
Signage (0.5%)	LS			\$6,201	<i>Standard roadway signing for vehicular, bike, and ped traffic</i>
Temporary Traffic Control Plan (1%)	LS			\$12,631	<i>Temporary traffic control measures to maintain traffic access during construction</i>
Cycle Track (markings/ buffer)	LF	0	\$10.00	\$0	<i>MUTCD compliant pavement marking to delineate cycle track</i>
Subtotal				\$1,275,708	
Landscape Improvements					
Trees Type 1	EA	36	\$600.00	\$21,600	<i>Deciduous Canopy Tree; asume 3" cal., stakes</i>
Planting Type 1	SF	800	\$15.00	\$12,000	<i>Asume perennials and grasses</i>
Planting Type 2 - Rain Gardens	SF	5,227	\$15.00	\$78,405	<i>Includes curb, subdrain piping, chase to/from garden, planting</i>
Topsoil Trees	CY	302	\$45.00	\$13,608	<i>Asume 8.4 CY per tree</i>
Topsoil Planting Beds	CY	30	\$45.00	\$1,332	<i>Asume 12" topsoil</i>
Topsoil Rain Gardens	CY	193	\$45.00	\$8,703	<i>Asume 30" topsoil</i>
Fine Grading	SF	6,027	\$0.25	\$1,507	<i>All landscape areas</i>
Filter Fabric	SF	5,227	\$2.00	\$10,454	<i>For rain gardens</i>
Mulch	CY	2	\$50.00	\$117	<i>For tree planting areas, asume 7 sf per tree, bark mulch, 3" thick</i>
Irrigation	SF	6,027	\$3.50	\$21,095	<i>For all planting type 1 and planting type 2 areas</i>
Subtotal				\$168,820	
Site Furniture					
Bench	EA	14	\$1,500.00	\$21,000	<i>Asume 2 per block</i>
Bike Rack	EA	14	\$500.00	\$7,000	<i>Asume 2 per block, does not include concrete footing and reinf.</i>
Trash Receptacles	EA	14	\$1,250.00	\$17,500	<i>Laser cut panel, asume 2 per block</i>
Transit Shelter	LS	2	\$25,000.00	\$50,000	<i>Per plan</i>
Wayfinding Sign	EA	7	\$2,000.00	\$14,000	<i>Asume 1 per block</i>
Parking Sign	EA	13	\$2,000.00	\$26,000	<i>Asume 1 for each parking area</i>
Subtotal				\$135,500	
Traffic + Lighting					
Traffic Signals - 4 legged intersection	LS	1	\$435,000.00	\$435,000	<i>Asume 4 per block, include wiring</i>
Pedestrian Light Pole	EA	28	\$5,000.00	\$140,000	
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$611,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$176,220	\$176,220	
Temporary Erosion Control (5%)	LS	1	\$125,872	\$125,872	
Utility relocation/adjustment (8%)	LS	1	\$201,395	\$201,395	
Pavement Markings - Roadway (0.5%)	LS	1	\$12,587	\$12,587	
Subtotal				\$516,074	
Construction Subtotal				\$3,033,507	
Construction Contingency	20%			\$606,701	
Design+Construction Survey	5%			\$182,010	
Estimated Construction Total				\$3,822,219	
Architectural Design + Engineering	15%			\$573,333	
Construction Management	5%			\$191,111	
Estimated Project Total				\$4,586,663	

Frenchtown Great Streets

Opinion of Probable Costs

Main Street Extension through ACF; includes Festival Street portion

	Unit	Qty	Unit Cost	TOTAL	Notes/Assumptions
Demolition					
Asphalt Removal	SY	11,623	\$25.00	\$290,583	Items to be removed from the project site for the installation of recommended improvements
Concrete Removal	SY	0	\$25.00	\$0	Includes removal of subbase
Brick Sidewalk Removal	SY	0	\$50.00	\$0	Includes removal of subbase
Curb & Gutter Removal	LF	0	\$15.00	\$0	
Tree Removal	EA	0	\$500.00	\$0	
Existing Inlets/ Manholes Removal	EA	6	\$1,000.00	\$6,000	
Pedestrian Light Removal	EA	0	\$500.00	\$0	
Traffic Control	LS	1	\$1,482.92	\$1,483	Temporary traffic control measures to maintain traffic during demolition
Subtotal				\$296,583	
Site Improvements					
Rough Grading	SY	9,584	\$25.00	\$239,600	Site grading for project improvements after demolition activities
Concrete Sidewalk	SY	0	\$60.00	\$0	Standard 7" concrete with 4" aggregate base and geotextile fabric
Enhanced Sidewalk	SY	5,111	\$175.00	\$894,425	Concrete with brick/paver accents decorative jointing, 4" aggregate base and geotextile fabric
Pedestrian Crosswalk	SY	206	\$150.00	\$30,933	ADA compliant stamped, colored, or decorative crosswalk material
Parking Pavement	SF	14,285	\$20.00	\$285,700	Permeable pavement including subbase for stormwater runoff storage capability
Concrete Pavement	SY	2,282	\$80.00	\$182,578	Typical 8" pavement on 12" rock base
Concrete Curb and Gutter	LF	4,064	\$28.00	\$113,792	Standard concrete 6" curb and 2' wide gutter
Concrete Curb Ramps including truncated domes	EA	26	\$2,200.00	\$57,200	ADA compliant curb ramp with detectable warning pad
Medians	SY	0	\$56.00	\$0	Standard 6" concrete median
Signage (0.5%)	LS			\$9,021	Standard roadway signing for vehicular, bike, and ped traffic
Temporary Traffic Control Plan (1%)	LS			\$18,132	Temporary traffic control measures to maintain traffic access during construction
Festival Street	SY	2,886	\$80.00	\$230,871	Typical 8" pavement on 12" rock base
Cycle Track (markings/ buffer)	EA	48	\$600.00	\$28,800	MUTCD compliant pavement marking to delineate cycle track
Subtotal				\$2,091,053	
Landscape Improvements					
Trees Type 1	EA	67	\$600.00	\$40,200	Deciduous Canopy Tree; assume 3" cal., stakes
Trees Type 2	EA	7	\$500.00	\$3,500	Ornamental Tree; assume 2.5" cal., stakes
Planting Type 1	SF	18,753	\$15.00	\$281,295	Assume perennials and grasses
Planting Type 2 - Rain Gardens	SF		\$15.00	\$0	Includes curb, subdrain piping, chase to/from garden, planting
Topsoil Trees	CY	563	\$45.00	\$25,326	Assume 8.4 CY per tree
Topsoil Planting Beds	CY	694	\$45.00	\$31,224	Assume 12" topsoil
Topsoil Rain Gardens	CY	0	\$45.00	\$0	Assume 30" topsoil
Fine Grading	SF	18,753	\$0.25	\$4,688	All landscape areas
Filter Fabric	SF	0	\$2.00	\$0	For rain gardens
Mulch	CY	4	\$50.00	\$217	For tree planting areas, assume 7 sf per tree, bark mulch, 3" thick
Tree Grates	EA	12	\$1,150.00	\$13,800	For Festival Street section, assume 4'x4'; includes 'S' frame
Irrigation	SF	18,753	\$3.50	\$65,636	For all planting type 1 and planting type 2 areas
Subtotal				\$448,585	
Site Furniture					
Bench	EA	10	\$1,500.00	\$15,000	Assume 2 per block
Bike Rack	EA	10	\$500.00	\$5,000	Does not include concrete footing and reinf.
Trash Receptacles	EA	10	\$1,250.00	\$12,500	Laser cut panel, assume 2 per block
Transit Shelter	LS	1	\$25,000.00	\$25,000	Per plan
Wayfinding Sign	EA	5	\$2,000.00	\$10,000	Assume 1 per block
Parking Sign	EA	9	\$2,000.00	\$18,000	Assume 1 for each parking area
Subtotal				\$85,500	
Traffic + Lighting					
Pedestrian Light Pole	EA	20	\$5,000.00	\$100,000	Assume 4 per block, include wiring
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$136,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$214,069	\$214,069	
Temporary Erosion Control (5%)	LS	1	\$152,906	\$152,906	
Utility relocation/adjustment (8%)	LS	1	\$244,650	\$244,650	
Pavement Markings - Roadway (0.5%)	LS	1	\$15,291	\$15,291	
Subtotal				\$626,915	
Construction Subtotal				\$3,685,037	
Construction Contingency		20%		\$737,007	
Design+Construction Survey		5%		\$221,102	
Estimated Construction Total				\$4,643,146	
Architectural Design + Engineering		15%		\$696,472	
Construction Management		5%		\$232,157	
Estimated Project Total				\$5,571,775	

Frenchtown Great Streets

Opinion of Probable Costs

East-West Street Extensions through ACF: Franklin Street, Morgan Street and new Street by Academy of the Sacred Heart

	Unit	Qty	Unit Cost	TOTAL	Notes/Assumptions
Demolition					
Asphalt Removal	SY	2,808	\$25.00	\$70,192	<i>Items to be removed from the project site for the installation of recommended improvements</i> <i>Includes removal of subbase</i>
Concrete Removal	SY	0	\$25.00	\$0	
Brick Sidewalk Removal	SY	0	\$50.00	\$0	<i>Includes removal of subbase</i>
Curb & Gutter Removal	LF	560	\$15.00	\$8,400	
Tree Removal	EA	0	\$500.00	\$0	
Site Clearing and Grading	SY	156	\$25.00	\$3,889	
Existing Inlets/ Manholes Removal	EA	0	\$1,000.00	\$0	
Pedestrian Light Removal	EA	0	\$500.00	\$0	
Traffic Control	LS	1	\$412.40	\$412	<i>Temporary traffic control measures to maintain traffic during demolition</i>
Subtotal				\$82,481	
Site Improvements					
Rough Grading	SY	1,441	\$25.00	\$36,025	<i>Site grading for project improvements after demolition activities</i> <i>Standard 7" concrete with 4" aggregate base and geotextile fabric</i>
Concrete Sidewalk	SY	1,441	\$60.00	\$86,487	
Enhanced Sidewalk	SY	0	\$150.00	\$0	<i>ADA compliant stamped, colored, or decorative sidewalk material</i>
Pedestrian Crosswalk	SY	0	\$150.00	\$0	<i>ADA compliant stamped, colored, or decorative crosswalk material</i>
Permeable Pavers	SF	0	\$20.00	\$0	<i>Permeable pavers including subbase for stormwater runoff storage capability</i>
Concrete Curb and Gutter	LF	1,995	\$28.00	\$55,860	<i>Standard concrete 6" curb and 2' wide gutter</i>
Concrete Curb Ramps including truncated domes	EA	0	\$2,200.00	\$0	<i>ADA compliant curb ramp with detectable warning pad</i>
Medians	SY	0	\$56.00	\$0	<i>Standard 6" concrete median</i>
Signage (0.5%)	LS			\$892	<i>Standard roadway signing for vehicular, bike, and ped traffic</i>
Temporary Traffic Control Plan (1%)	LS			\$1,793	<i>Temporary traffic control measures to maintain traffic access during construction</i>
Cycle Track (markings/ buffer)	LF	0	\$10.00	\$0	<i>MUTCD compliant pavement marking to delineate cycle track</i>
Subtotal				\$181,056	
Landscape Improvements					
Trees Type 1	EA	6	\$600.00	\$3,600	<i>Deciduous Canopy Tree; assume 3" cal., stakes</i>
Trees Type 2	EA	18	\$500.00	\$9,000	<i>Ornamental Tree; assume 2.5" cal., stakes</i>
Planting Type 1	SF	6,100	\$15.00	\$91,500	<i>Assume perennials and grasses</i>
Topsoil Trees	CY	202	\$45.00	\$9,072	<i>Assume 8.4 CY per tree</i>
Topsoil Planting Beds	CY	226	\$45.00	\$10,157	<i>Assume 12" topsoil</i>
Fine Grading	SF	6,100	\$0.25	\$1,525	<i>All landscape areas</i>
Mulch	CY	0	\$50.00	\$23	<i>For tree planting areas, assume 7 sf per tree, bark mulch, 3" thick</i>
Irrigation	SF	6,100	\$3.50	\$21,350	<i>For all planting type 1 areas</i>
Subtotal				\$146,226	
Site Furniture					
Trash Receptacles	EA	3	\$1,250.00	\$3,750	<i>Laser cut panel, assume 1 per block</i>
Wayfinding Sign	EA	3	\$2,000.00	\$6,000	
Parking Sign	EA	2	\$2,000.00	\$4,000	<i>Assume 1 for each parking area</i>
Subtotal				\$13,750	
Traffic + Lighting					
Pedestrian Light Pole	EA	12	\$5,000.00	\$60,000	<i>Assume 4 per block, include wiring</i>
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$96,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$36,394	\$36,394	
Temporary Erosion Control (5%)	LS	1	\$25,996	\$25,996	
Utility relocation/adjustment (8%)	LS	1	\$41,593	\$41,593	
Pavement Markings - Roadway (0.5%)	LS	1	\$2,600	\$2,600	
Subtotal				\$106,582	
Construction Subtotal				\$626,495	
Construction Contingency	20%			\$125,299	
Design+Construction Survey	5%			\$37,590	
Estimated Construction Total				\$789,384	
Architectural Design + Engineering	15%			\$118,408	
Construction Management	5%			\$39,469	
Estimated Project Total				\$947,260	

Frenchtown Great Streets

Opinion of Probable Costs

East-West Street Extensions between North 2nd Street and the Katy Trail, between Bayard Street and Tecumseh Street

	Unit	Qty	Unit Cost	TOTAL
Demolition				
Asphalt Removal	SY	3,381	\$25.00	\$84,525
Concrete Removal	SY	518	\$25.00	\$12,958
Tree Removal	EA	20	\$500.00	\$10,000
Site Clearing and Grading	SY	11,181	\$25.00	\$279,525
Traffic Control	LS	1	\$1,935.04	\$1,935
Subtotal				\$387,008

Notes/Assumptions
Items to be removed from the project site for the installation of recommended improvements
Includes removal of subbase
Includes removal of subbase

Temporary traffic control measures to maintain traffic during demolition

Site Improvements				
Rough Grading	SY	6,591	\$25.00	\$164,783
Concrete Sidewalk	SY	3,216	\$60.00	\$192,933
Enhanced Sidewalk	SY	0	\$150.00	\$0
Pedestrian Crosswalk	SY	89	\$150.00	\$13,333
Pervious Concrete Pavement	SF	0	\$20.00	\$0
Concrete Pavement (side street improvements)	SY	2,128	\$80.00	\$170,239
Concrete Curb and Gutter	LF	2,203	\$28.00	\$61,684
Concrete Curb Ramps including truncated domes	EA	0	\$2,200.00	\$0
Medians	SY	0	\$56.00	\$0
Signage (0.5%)	LS			\$3,015
Temporary Traffic Control Plan (1%)	LS			\$6,060
Cycle Track (markings/ buffer)	EA	10	\$600.00	\$6,000
Subtotal				\$618,048

Site grading for project improvements after demolition activities
Standard 7" concrete with 4" aggregate base and geotextile fabric
ADA compliant stamped, colored, or decorative sidewalk material
ADA compliant stamped, colored, or decorative crosswalk material
Permeable pavement including subbase for stormwater runoff storage capability
Typical 8" pavement on 12" rock base
Standard concrete 6" curb and 2' wide gutter
ADA compliant curb ramp with detectable warning pad
Standard 6" concrete median
Standard roadway signing for vehicular, bike, and ped traffic
Temporary traffic control measures to maintain traffic access during construction
MUTCD compliant pavement marking to delineate cycle track

Landscape Improvements				
Trees Type 2	EA	7	\$500.00	\$3,500
Planting Type 1	SF	1,300	\$15.00	\$19,500
Topsoil Trees	CY	59	\$45.00	\$2,646
Topsoil Planting Beds	CY	48	\$45.00	\$2,165
Fine Grading	SF	1,300	\$0.25	\$325
Mulch	CY	0.5	\$50.00	\$23
Irrigation	SF	1,300	\$3.50	\$4,550
Subtotal				\$32,708

Ornamental Tree; asume 2.5" cal., stakes
Asume perennials and grasses
Asume 8.4 CY per tree
Asume 12" topsoil
All landscape areas
For tree planting areas, asume 7 sf per tree, bark mulch, 3" thick
For all planting type 1 areas

Site Furniture				
Bike Rack	EA	8	\$500.00	\$4,000
Trash Receptacles	EA	8	\$1,250.00	\$10,000
Wayfinding Sign	EA	4	\$2,000.00	\$8,000
Parking Sign	EA	1	\$2,000.00	\$2,000
Subtotal				\$24,000

Asume 1 per street, does not include concrete footing and reinf.
With laser cut panel, asume 1 per street
Asume in key Katy Trail connections
Asume 1 for each parking area

Traffic + Lighting				
Traffic Signals - 4 legged intersection	LS	1	\$250,000.00	\$250,000
Pedestrian Light Pole	EA	32	\$5,000.00	\$160,000
Pole Base and grounding	EA	28	\$1,300.00	\$36,400
Subtotal				\$446,400

Asume 4 per block, include wiring

Additional Construction Costs				
Mobilization (7%)	LS	1	\$105,571	\$105,571
Temporary Erosion Control (5%)	LS	1	\$75,408	\$75,408
Utility relocation/adjustment (8%)	LS	1	\$120,653	\$120,653
Pavement Markings - Roadway (0.5%)	LS	1	\$7,541	\$7,541
Subtotal				\$309,174

Construction Subtotal				\$1,784,630
Construction Contingency	20%			\$356,926
Design+Construction Survey	5%			\$107,078
Estimated Construction Total				\$2,248,633
Architectural Design + Engineering	15%			\$337,295
Construction Management	5%			\$112,432
Estimated Project Total				\$2,698,360

Frenchtown Great Streets

Opinion of Probable Costs

Lawrence Street Extension and Riverfront Promenade

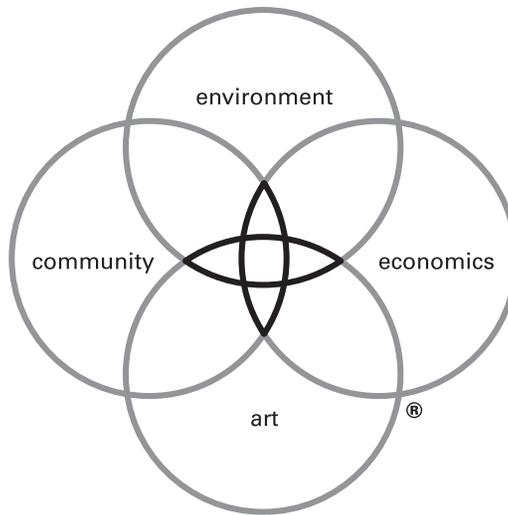
	Unit	Qty	Unit Cost	TOTAL	Notes/Assumptions
Demolition					
Asphalt Removal	SY	900	\$25.00	\$22,500	Items to be removed from the project site for the installation of recommended improvements Includes removal of subbase
Concrete Removal	SY	167	\$25.00	\$4,167	
Existing Inlets/ Manholes Removal	EA	0	\$1,000.00	\$0	Includes removal of subbase
Pedestrian Light Removal	EA	0	\$500.00	\$0	
Traffic Control	LS	1	\$133.33	\$133	Temporary traffic control measures to maintain traffic during demolition
Subtotal				\$26,667	
Site Improvements					
Rough Grading	SY	1,063	\$25.00	\$26,575	Site grading for project improvements after demolition activities
Concrete Sidewalk	SY	964	\$60.00	\$57,860	Standard 7" concrete with 4" aggregate base and geotextile fabric
Enhanced Sidewalk	SY	0	\$150.00	\$0	ADA compliant stamped, colored, or decorative sidewalk material
Pedestrian Crosswalk	SY	124	\$150.00	\$18,667	ADA compliant stamped, colored, or decorative crosswalk material
Permeable Pavers	SF	870	\$20.00	\$17,400	Permeable pavers including subbase for stormwater runoff storage capability
Concrete Curb and Gutter	LF	791	\$28.00	\$22,148	Standard concrete 6" curb and 2" wide gutter
Concrete Curb Ramps including truncated domes	EA	10	\$2,200.00	\$22,000	ADA compliant curb ramp with detectable warning pad
Medians	SY	0	\$56.00	\$0	Standard 6" concrete median
Signage (0.5%)	LS			\$823	Standard roadway signing for vehicular, bike, and ped traffic
Temporary Traffic Control Plan (1%)	LS			\$1,655	Temporary traffic control measures to maintain traffic access during construction
Promenade	SY	1,082	\$150.00	\$162,350	
Cycle Track (markings/ buffer)	EA	12	\$600.00	\$7,200	MUTCD compliant pavement marking to delineate cycle track
Subtotal				\$336,678	
Landscape Improvements					
Trees Type 1	EA	14	\$600.00	\$8,400	Deciduous Canopy Tree; assume 3" cal., stakes
Trees Type 2	EA	7	\$500.00	\$3,500	Ornamental Tree; assume 2.5" cal., stakes
Planting Type 1	SF	860	\$15.00	\$12,900	Assume perennials and grasses
Topsoil Trees	CY	118	\$45.00	\$5,292	Assume 8.4 CY per tree
Topsoil Planting Beds	CY	32	\$45.00	\$1,432	Assume 12" topsoil
Fine Grading	SF	860	\$0.25	\$215	All landscape areas
Mulch	CY	1	\$50.00	\$46	For tree planting areas, assume 7 sf per tree, bark mulch, 3" thick
Tree Grates	EA	8	\$1,150.00	\$9,200	Assume 4'x4', includes 'S' frame
Irrigation	SF	860	\$3.50	\$3,010	For all planting type 1 areas
Subtotal				\$34,795	
Site Furniture					
Bench	EA	6	\$1,500.00	\$9,000	Assume 2 per block
Bike Rack	EA	6	\$500.00	\$3,000	Assume 2 per block, does not include concrete footing and reinf.
Trash Receptacles	EA	6	\$1,250.00	\$7,500	Laser cut panel, assume 2 per block
Transit Shelter	LS	1	\$25,000.00	\$25,000	Per plan
Wayfinding Sign	EA	3	\$2,000.00	\$6,000	Assume 1 per block
Parking Sign	EA	1	\$2,000.00	\$2,000	Assume 1 for each parking area
Subtotal				\$52,500	
Traffic + Lighting					
Pedestrian Light Pole	EA	12	\$5,000.00	\$60,000	Assume 4 per block, include wiring
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$96,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$38,293	\$38,293	
Temporary Erosion Control (5%)	LS	1	\$27,352	\$27,352	
Utility relocation/adjustment (8%)	LS	1	\$43,763	\$43,763	
Pavement Markings - Roadway (0.5%)	LS	1	\$2,735	\$2,735	
Subtotal				\$112,143	
Construction Subtotal				\$659,183	
Construction Contingency	20%			\$131,837	
Design+Construction Survey	5%			\$39,551	
Estimated Construction Total				\$830,570	
Architectural Design + Engineering	15%			\$124,586	
Construction Management	5%			\$41,529	
Estimated Project Total				\$996,684	

Frenchtown Great Streets

Opinion of Probable Costs

Tecumseh Street and North 3rd Street to Route 370 (includes roundabout removal and redesign of Tecumseh Street and North 2nd Street intersection)

	Unit	Qty	Unit Cost	TOTAL	Notes/Assumptions
Demolition					
Asphalt Removal	SY	7,897	\$25.00	\$197,433	Items to be removed from the project site for the installation of recommended improvements
Concrete Removal	SY	958	\$25.00	\$23,961	Includes removal of subbase
Brick Sidewalk Removal	SY	272	\$50.00	\$13,617	Includes removal of subbase
Curb & Gutter Removal	LF	2,626	\$15.00	\$39,390	
Tree Removal	EA	3	\$500.00	\$1,500	
Site Clearing and Grading	SY	1,637	\$25.00	\$40,919	
Existing Inlets/ Manholes Removal	EA	30	\$1,000.00	\$30,000	
Pedestrian Light Removal	EA	10	\$500.00	\$5,000	
Remove roundabout	SY	459	\$100.00	\$45,878	Includes pavement and subbase removal at the roundabout, not including approaches
Traffic Control	LS	1	\$1,988.49	\$3,977	Temporary traffic control measures to maintain traffic during demolition
Subtotal				\$351,821	
Site Improvements					
Rough Grading	SY	5,702	\$25.00	\$142,550	Site grading for project improvements after demolition activities
Concrete Sidewalk	SY	4,398	\$60.00	\$263,880	Standard 7" concrete with 4" aggregate base and geotextile fabric
Enhanced Sidewalk	SY	344	\$150.00	\$51,567	ADA compliant stamped, colored, or decorative sidewalk material
Pedestrian Crosswalk	EA	48	\$180.00	\$8,640	Preformed thermoplastic 30" x 6' min midblock style crosswalk bars
Permeable Pavers	SF	8,624	\$20.00	\$172,480	Permeable pavers including subbase for stormwater runoff storage capability
Concrete Curb and Gutter	LF	5,954	\$28.00	\$166,712	Standard concrete 6" curb and 2' wide gutter
Concrete Curb Ramps including truncated domes	EA	42	\$2,200.00	\$92,400	ADA compliant curb ramp with detectable warning pad
Medians	SY	303	\$56.00	\$16,962	Standard 6" concrete median
Signage (0.5%)	LS			\$4,576	Standard roadway signing for vehicular, bike, and ped traffic
Temporary Traffic Control Plan (1%)	LS			\$9,198	Temporary traffic control measures to maintain traffic access during construction
Cycle Track (markings/ buffer)	LF	2,440	\$10.00	\$24,400	MUTCD compliant pavement marking to delineate cycle track
Subtotal				\$953,364	
Landscape Improvements					
Trees Type 1	EA	47	\$600.00	\$28,200	Deciduous Canopy Tree; assume 3" cal., stakes
Planting Type 1	SF	360	\$15.00	\$5,400	Assume perennials and grasses
Planting Type 2 - Rain Gardens	SF	2,900	\$15.00	\$43,500	Includes curb, subdrain piping, chase to/from garden, planting
Topsoil Trees	CY	395	\$45.00	\$17,766	Assume 8.4 CY per tree
Topsoil Planting Beds	CY	13	\$45.00	\$599	Assume 12" topsoil
Topsoil Rain Gardens	CY	107	\$45.00	\$4,829	Assume 30" topsoil
Fine Grading	SF	3,260	\$0.25	\$815	All landscape areas
Filter Fabric	SF	2,900	\$2.00	\$5,800	For rain gardens
Mulch	CY	3	\$50.00	\$153	For tree planting areas, assume 7 sf per tree, bark mulch, 3" thick
Irrigation	SF	3,260	\$3.50	\$11,410	For all planting type 1 areas
Subtotal				\$118,472	
Site Furniture					
Bench	EA	14	\$1,500.00	\$21,000	Assume 2 per block
Bike Rack	EA	14	\$500.00	\$7,000	Assume 2 per block, does not include concrete footing and reinf.
Trash Receptacles	EA	14	\$1,250.00	\$17,500	Laser cut panel, assume 2 per block
Wayfinding Sign	EA	7	\$2,000.00	\$14,000	Assume 1 per block
Parking Sign	EA	8	\$2,000.00	\$16,000	Assume 1 for each parking area
Subtotal				\$75,500	
Traffic + Lighting					
Traffic Signals - 4 legged intersection	LS	1	\$435,000.00	\$435,000	
Pedestrian Light Pole	EA	28	\$5,000.00	\$140,000	Assume 4 per block, include wiring
Pole Base and grounding	EA	28	\$1,300.00	\$36,400	
Subtotal				\$611,400	
Additional Construction Costs					
Mobilization (7%)	LS	1	\$147,739	\$147,739	
Temporary Erosion Control (5%)	LS	1	\$105,528	\$105,528	
Utility relocation/adjustment (8%)	LS	1	\$168,844	\$168,844	
Pavement Markings - Roadway (0.5%)	LS	1	\$10,553	\$10,553	
Subtotal				\$432,664	
Construction Subtotal				\$2,543,220	
Construction Contingency	20%			\$508,644	
Design+Construction Survey	5%			\$152,593	
Estimated Construction Total				\$3,204,457	
Architectural Design + Engineering	15%			\$480,669	
Construction Management	5%			\$160,223	
Estimated Project Total				\$3,845,349	



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