Appendix A

Selected Downtown Profiles

Methodology

- ❑ Define project categories
- ❑ Select study group cities
- ❑ Define geographic boundaries
- ❑ Scoping: preliminary list
- ❑ Key informant interviews
- ❑ Final list + Results

DOWNTOWN NOW!

Washington Avenue Development and Parking Summary

Ph. 1 Land Use

Office	60,500	square feet
Retail	33,750	square feet
Restaurant	45,000	square feet
Residential	1253	units

Parking

	Off-Street	On-Street	Total
Existing	5048	335	5383
Displaced	1404	0	1404
New	3037	319	3356
Ph 1 Total	6681	654	7335
Net Increase	1633	319	1952

Washington Avenue Parking

Date 15-May-99 *revised 30-Nov-99 to add 500 square feet of office space*
File Ph. D -- Washington Pkg

Block Section: ***North Side between 9th and Tucker***

Added Parking Demand for:

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Friday Typical			Non-Residential Uses -- Future Supply & Demand					
										Existing Supply				Occupancy				
										Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	2,500	gla	4,500	gla	12,500	gla	110	du						Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.80		14.00		3.00		1.50							786	13	90%		
Peak Demand	6	Internal %	50	Internal %	36	Internal %	165	Internal %										
09:00	1	75%	4	40%	33	5%	120	0%	38	1008	17	62	29	490	5	447	38	409
10:00	3	60%	8	40%	36	5%	112	0%	46	1008	17	62	29	635	7	315	46	269
11:00	4	50%	11	40%	36	5%	97	0%	51	1008	17	62	29	725	9	233	51	182
12:00	5	50%	19	40%	32	5%	99	0%	56	1008	17	62	29	740	10	217	56	162
13:00	6	40%	26	40%	32	5%	97	0%	64	1008	17	62	29	755	13	202	64	138
14:00	6	40%	25	35%	35	5%	99	0%	65	1008	17	62	29	786	12	175	65	110
15:00	5	40%	26	30%	33	5%	101	0%	65	1008	17	62	29	740	10	217	65	152
16:00	5	45%	22	30%	27	5%	109	0%	54	1008	17	62	29	652	9	298	54	244
17:00	4	50%	33	25%	17	5%	127	0%	54	1008	17	62	29	520	7	418	54	365
18:00	3	60%	45	20%	8	5%	140	0%	57	1008	17	62	29	459	5	475	57	418
19:00	3	65%	50	20%	2	5%	155	0%	56	1008	17	62	29	442	8	488	56	433
20:00	2	75%	50	20%	2	5%	158	0%	55	1008	17	62	29	432	5	499	55	444
21:00	1	75%	50	20%	1	5%	162	0%	53	1008	17	62	29	297	3	622	53	569

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
89	517	62
Total Displacement		62

Required Structured Parking to Meet Demand	Spaces
Residential	165
Non-Residential	0
Total	165

Provision of Parking to Meet Demand	Spaces
A) Build garage north of Lucas between 10th/11th	
3 levels	
100 stalls/level	300
B) Build Parking in Rehab Residential Bldg	0
Total Construction for this sector:	300
Ph. I Surplus (Deficit) at Peak Hour	245
Net Increase in Parking Supply for this sector:	287

Washington Avenue Parking

Date 21-Sep-99 *revised to add 10 more Residential units (was previously 142 d.u. this sub-area)*

File Ph. D -- Washington Pkg

Block Section: ***South Side between 9th and Tucker***

Added Parking Demand for: **Friday Typical**

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Non-Residential Uses -- Future Supply & Demand							
										Existing Supply				Occupancy			
										Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	5,000	gla	9,000	gla	9,000	gla	152	du						Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.80		14.00		3.00		1.50							1345	23	90%		
Peak Demand	11	Internal %	101	Internal %	26	Internal %	228	Internal %										
09:00	2	75%	8	40%	24	5%	166	0%	33	1491	31	363	5	839	9	284	33	250
10:00	5	60%	15	40%	26	5%	155	0%	46	1491	31	363	5	1087	12	58	46	12
11:00	8	50%	23	40%	26	5%	135	0%	57	1491	31	363	5	1240	16	-82	57	-139
12:00	9	50%	38	40%	23	5%	137	0%	70	1491	31	363	5	1267	19	-109	70	-180
13:00	11	40%	53	40%	23	5%	135	0%	87	1491	31	363	5	1291	23	-135	87	-223
14:00	11	40%	49	35%	25	5%	137	0%	85	1491	31	363	5	1345	22	-182	85	-268
15:00	11	40%	53	30%	24	5%	139	0%	88	1491	31	363	5	1267	19	-109	88	-197
16:00	9	45%	44	30%	20	5%	150	0%	73	1491	31	363	5	1116	16	29	73	-44
17:00	8	50%	66	25%	12	5%	176	0%	86	1491	31	363	5	890	12	235	86	149
18:00	6	60%	91	20%	6	5%	194	0%	103	1491	31	363	5	785	9	332	103	229
19:00	6	65%	101	20%	2	5%	214	0%	109	1491	31	363	5	756	14	355	109	246
20:00	4	75%	101	20%	2	5%	219	0%	107	1491	31	363	5	740	9	373	107	267
21:00	3	75%	101	20%	1	5%	223	0%	104	1491	31	363	5	508	6	584	104	480

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
67	172	56
202	836	41
720	172	266
Total Displacement		363

Required Structured Parking to Meet Demand	Spaces
Residential	228
Non-Residential	268
Total	**496**

Provision of Parking to Meet Demand	Spaces
A) Build garage on St. Charles between 11th/Tucker	
5 levels	
100 stalls/level	500
Total Construction for this sector:	**500**
Ph. I Surplus (Deficit) at Peak Hour	**4**
Net Increase in Parking Supply for this sector:	**142**

Washington Avenue Parking

Date: 14-Jun-99 *revised to add Residential units (was previously 150 d.u. this sub-area)*

File: Ph. D – Washington Pkg

Block Section: ***North Side between Tucker and 14th***

Added Parking Demand for:

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Friday Typical Non-Residential Uses -- Future Supply & Demand								
										Existing Supply			Occupancy					
										Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	3,750	gla	0	gla	9,000	gla	234	du						Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.80		14.00		3.00		1.50							194	39	90%		
Peak Demand	9	Internal %	0	Internal %	26	Internal %	351	Internal %										
09:00	1	75%	0	40%	24	5%	256	0%	25	299	52	160	32	121	16	78	25	52
10:00	4	60%	0	40%	26	5%	239	0%	30	299	52	160	32	157	21	41	30	11
11:00	6	50%	0	40%	26	5%	207	0%	32	299	52	160	32	179	26	16	32	-16
12:00	7	50%	0	40%	23	5%	211	0%	30	299	52	160	32	183	31	8	30	-22
13:00	9	40%	0	40%	23	5%	207	0%	32	299	52	160	32	186	39	-2	32	-34
14:00	8	40%	0	35%	25	5%	211	0%	33	299	52	160	32	194	36	-7	33	-40
15:00	8	40%	0	30%	24	5%	214	0%	32	299	52	160	32	183	31	8	32	-24
16:00	7	45%	0	30%	20	5%	232	0%	27	299	52	160	32	161	26	32	27	6
17:00	6	50%	0	25%	12	5%	270	0%	18	299	52	160	32	128	21	66	18	49
18:00	5	60%	0	20%	6	5%	298	0%	11	299	52	160	32	113	16	85	11	74
19:00	4	65%	0	20%	2	5%	330	0%	6	299	52	160	32	109	23	82	6	75
20:00	3	75%	0	20%	2	5%	337	0%	5	299	52	160	32	107	16	91	5	86
21:00	2	75%	0	20%	1	5%	344	0%	3	299	52	160	32	73	10	125	3	122

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
208	528	160
Total Displacement		160

Required Structured Parking to Meet Demand	Spaces
Residential	351
Non-Residential	40
Total	391

Provision of Parking to Meet Demand	Spaces
A) Build Parking in Infill Resid. Buildings (per EDAW)	0
B) Build garage at Lucas/14th	
5 levels	
90 stalls/level	450
Total Construction for this sector:	450
Ph. I Surplus (Deficit) at Peak Hour	59
Net Increase in Parking Supply for this sector:	322

Washington Avenue Parking

Date 15-May-99 revised
File Ph. D -- Washington Pkg

Block Section: ***South Side between Tucker and 14th***

Added Parking Demand for: | Friday Typcial | Non-Residential Uses -- Future Supply & Demand

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Existing Supply: Off-Street	Existing Supply: On-Street	Displacement (7)	New On-Street (8)	Occupancy: Off-Street (9)	Occupancy: On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	3,750 gla		4,500 gla		9,000 gla		83 du							Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.80		14.00		3.00		1.50							281	31	90%		
Peak Demand	9	Internal %	50	Internal %	26	Internal %	125	Internal %										
09:00	1	75%	4	40%	24	5%	91	0%	29	302	41	0	5	175	12	144	29	115
10:00	4	60%	8	40%	26	5%	85	0%	37	302	41	0	5	227	16	94	37	57
11:00	6	50%	11	40%	26	5%	73	0%	43	302	41	0	5	259	21	62	43	18
12:00	7	50%	19	40%	23	5%	75	0%	49	302	41	0	5	265	25	53	49	4
13:00	9	40%	26	40%	23	5%	73	0%	58	302	41	0	5	270	31	43	58	-15
14:00	8	40%	25	35%	25	5%	75	0%	58	302	41	0	5	281	29	34	58	-23
15:00	8	40%	26	30%	24	5%	76	0%	58	302	41	0	5	265	25	53	58	-6
16:00	7	45%	22	30%	20	5%	82	0%	49	302	41	0	5	233	21	85	49	36
17:00	6	50%	33	25%	12	5%	96	0%	51	302	41	0	5	186	16	131	51	80
18:00	5	60%	45	20%	6	5%	106	0%	56	302	41	0	5	164	12	154	56	99
19:00	4	65%	50	20%	2	5%	117	0%	57	302	41	0	5	158	18	154	57	98
20:00	3	75%	50	20%	2	5%	120	0%	55	302	41	0	5	155	12	163	55	108
21:00	2	75%	50	20%	1	5%	122	0%	53	302	41	0	5	106	8	210	53	157

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Required Structured Parking to Meet Demand	Spaces
Residential	125
Non-Residential	23
Total	148

Provision of Parking to Meet Demand	Spaces
A) Build Parking in Infill Residential Buildings (per EDAW)	24
Total Construction for this sector:	**24**
Surplus (Deficit)	-124
B) Lease space in Garage next to Shell Bldg for Resident	101
Ph. I Surplus (Deficit) at Peak Hour	**-23**
Net Increase in Parking Supply for this sector:	**29**

Washington Avenue Parking

Date 16-May-99 revised
File Ph D -- Washington Pkg

Block Section: ***North Side between 14th and 16th***

Added Parking Demand for: | Friday Typical | Non-Residential Uses -- Future Supply & Demand

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Existing Supply: Off-Street	Existing Supply: On-Street	Displacement (7)	New On-Street (8)	Occupancy: Off-Street (9)	Occupancy: On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	2,500 gla		11,250 gla		6,000 gla		32 du							Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.60		14.00		3.00		1.50							467	44	90%		
Peak Demand	6	Internal %	126	Internal %	17	Internal %	48	Internal %										
09:00	1	75%	9	40%	16	5%	35	0%	26	527	59	24	62	291	18	283	26	257
10:00	3	60%	19	40%	17	5%	33	0%	39	527	59	24	62	377	24	201	39	162
11:00	4	50%	28	40%	17	5%	28	0%	50	527	59	24	62	431	30	148	50	98
12:00	5	50%	47	40%	15	5%	29	0%	67	527	59	24	62	440	35	134	67	67
13:00	6	40%	66	40%	15	5%	28	0%	87	527	59	24	62	448	44	118	87	31
14:00	6	40%	61	35%	17	5%	29	0%	84	527	59	24	62	467	41	104	84	21
15:00	5	40%	66	30%	16	5%	29	0%	87	527	59	24	62	440	35	134	87	46
16:00	5	45%	55	30%	13	5%	32	0%	73	527	59	24	62	388	30	186	73	113
17:00	4	50%	83	25%	8	5%	37	0%	94	527	59	24	62	309	24	262	94	168
18:00	3	60%	113	20%	4	5%	41	0%	120	527	59	24	62	273	18	300	120	180
19:00	3	65%	126	20%	1	5%	45	0%	130	527	59	24	62	262	27	301	130	171
20:00	2	75%	126	20%	1	5%	46	0%	129	527	59	24	62	257	18	315	129	185
21:00	1	75%	126	20%	1	5%	47	0%	128	527	59	24	62	177	12	392	128	264

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Required Structured Parking to Meet Demand	Spaces
Residential	48
Non-Residential	0
Total	**48**

Provision of Parking to Meet Demand	Spaces
A) Lease Parking in City Museum garage for Residents	48
Total Construction for this sector:	**0**
Ph. I Surplus (Deficit) at Peak Hour	**21**
Net Increase in Parking Supply for this sector:	**38**

Displaced Parking		
Facility Number	Block Number	Spaces
129	520	24
Total Displacement		**24**

Washington Avenue Parking

Date 16-May-99 revised
File Ph. D -- Washington Pkg

Block Section: ***South Side between 14th and 15th***

Added Parking Demand for: **Friday Typical**

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Non-Residential Uses -- Future Supply & Demand								
										Existing Supply				Occupancy				
										Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	2,500 gla		2,250 gla		3,000 gla		112 du							Peak =	Peak =			
Peak Demand Rate	3.80		14.00		3.00		1.50							167	12	Prsct. Cap. = 90%		
Peak Demand	6	Internal %	25	Internal %	9	Internal %	168	Internal %										
09:00	1	75%	2	40%	8	5%	123	0%	11	240	16	160	20	104	5	6	11	-5
10:00	3	60%	4	40%	9	5%	114	0%	15	240	16	160	20	135	6	0	15	-38
11:00	4	50%	6	40%	9	5%	99	0%	18	240	16	160	20	154	8	0	18	-60
12:00	5	50%	9	40%	8	5%	101	0%	22	240	16	160	20	157	10	0	22	-68
13:00	6	40%	13	40%	8	5%	99	0%	27	240	16	160	20	160	12	0	27	-77
14:00	6	40%	12	35%	8	5%	101	0%	26	240	16	160	20	157	11	0	26	-82
15:00	5	40%	13	30%	8	5%	102	0%	27	240	16	160	20	157	10	0	27	-72
16:00	5	45%	11	30%	7	5%	111	0%	22	240	16	160	20	139	8	0	22	-50
17:00	4	50%	17	25%	4	5%	129	0%	24	240	16	160	20	111	6	0	24	-25
18:00	3	60%	23	20%	2	5%	143	0%	28	240	16	160	20	98	5	12	28	-15
19:00	3	65%	25	20%	1	5%	158	0%	29	240	16	160	20	94	7	13	29	-15
20:00	2	75%	25	20%	1	5%	161	0%	28	240	16	160	20	92	5	17	28	-10
21:00	1	75%	25	20%	0	5%	165	0%	27	240	16	160	20	63	3	45	27	18

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
130	833	45
131	833	52
132	826	63
Total Displacement		**160**

Required Structured Parking to Meet Demand	Spaces
Residential	168
Non-Residential	82
Total	**250**

Provision of Parking to Meet Demand	Spaces
A) Build parking into Infill Residential Buildings:	
100% of demand 1.5 spaces/unit	
98 units	147
Total Construction for this sector:	**147**
Surplus (Deficit)	-103
B) Use Surplus in garage at 16th/Locust	0
Ph. I Surplus (Deficit) at Peak Hour	**-103**
Net Increase in Parking Supply for this sector:	**7**

Washington Avenue Parking

Date 22-Sep-99 *revised to eliminate garage formerly proposed for block 525*

File Ph. D -- Washington Pkg

Block Section: ***North Side between 16th and 18th***

Added Parking Demand for: **Friday Typical**

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.	Non-Residential Uses -- Future Supply & Demand								
										Existing Supply				Occupancy				
										Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	2.500 gla		4,500 gla		6,000 gla		209 du							Peak = 614	Peak = 29	Pract. Cap. = 90%		
Peak Demand Rate	3.80		14.00		3.00		1.50											
Peak Demand	6	Internal %	50	Internal %	17	Internal %	314	Internal %										
09:00	1	75%	4	40%	16	5%	229	0%	21	837	38	419	121	383	11	164	21	144
10:00	3	60%	8	40%	17	5%	213	0%	27	837	38	419	121	496	15	59	27	32
11:00	4	50%	11	40%	17	5%	185	0%	33	837	38	419	121	566	19	-7	33	-40
12:00	5	50%	19	40%	15	5%	188	0%	39	837	38	419	121	578	23	-22	39	-61
13:00	6	40%	26	40%	15	5%	185	0%	48	837	38	419	121	589	29	-37	48	-84
14:00	6	40%	25	35%	17	5%	188	0%	47	837	38	419	121	614	27	-57	47	-104
15:00	5	40%	26	30%	16	5%	191	0%	48	837	38	419	121	578	23	-22	48	-70
16:00	5	45%	22	30%	13	5%	207	0%	40	837	38	419	121	510	19	44	40	4
17:00	4	50%	33	25%	8	5%	241	0%	45	837	38	419	121	406	15	140	45	95
18:00	3	60%	45	20%	4	5%	268	0%	52	837	38	419	121	359	11	186	52	134
19:00	3	65%	50	20%	1	5%	295	0%	55	837	38	419	121	345	17	193	55	139
20:00	2	75%	50	20%	1	5%	301	0%	54	837	38	419	121	338	11	205	54	151
21:00	1	75%	50	20%	1	5%	307	0%	52	837	38	419	121	232	8	304	52	251

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
172	524	233
173	523	65
174	523	48
309	830	73
Total Displacement		419

Required Structured Parking to Meet Demand	Spaces
Residential	314
Non-Residential	104
CPI Lot Replacement & Parking Expansion to meet overflow CPI demand	331
Total	**749**

Provision of Parking to Meet Demand	Spaces
A) Build garage at 16th/Lucas for CPI and residential use	
5 Levels	
116 stalls/floor	580
B) Build parking into Rehab Building	0
C) Build parking in Infill Resid. Buildings @	
100% of demand 1.5 spaces/unit	
84 units	126
Total Provision for this sector:	**706**
Ph. I Surplus (Deficit) at Peak Hour	**-42**
Net Increase in Parking Supply for this sector:	**408**

Washington Avenue Parking

Date 22-Sep-99
File Ph. D -- Washington Pkg

Block Section: ***South Side between 15th and 18th***

Added Parking Demand for Redevelopment

	Retail		Restaurant		Office		Residential		Sub-Total Non Resid.
Units	2,500 gla		9,000 gla		6,000 gla		321 du		
Peak Demand Rate	3.80		14.00		3.00		1.50		
Peak Demand	6	Internal %	101	Internal %	17	Internal %	482	Internal %	
09:00	1	75%	8	40%	16	5%	351	0%	24
10:00	3	60%	15	40%	17	5%	327	0%	35
11:00	4	50%	23	40%	17	5%	284	0%	44
12:00	5	50%	38	40%	15	5%	289	0%	58
13:00	6	40%	53	40%	15	5%	284	0%	74
14:00	6	40%	49	35%	17	5%	289	0%	71
15:00	5	40%	53	30%	16	5%	294	0%	74
16:00	5	45%	44	30%	13	5%	318	0%	62
17:00	4	50%	66	25%	8	5%	371	0%	78
18:00	3	60%	91	20%	4	5%	409	0%	98
19:00	3	65%	101	20%	1	5%	453	0%	105
20:00	2	75%	101	20%	1	5%	462	0%	104
21:00	1	75%	101	20%	1	5%	472	0%	103

Friday Typical

Non-Residential Uses -- Future Supply & Demand

	Existing Supply				Occupancy				
	Off-Street	On-Street	Displacement (7)	New On-Street (8)	Off-Street (9)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
					Peak = 288	Peak = 61	Pract. Cap. = 90%		
09:00	344	81	216	45	180	24	45	24	21
10:00	344	81	216	45	233	32	0	35	-45
11:00	344	81	216	45	266	41	0	44	-91
12:00	344	81	216	45	271	49	0	58	-117
13:00	344	81	216	45	276	61	0	74	-149
14:00	344	81	216	45	288	57	0	71	-153
15:00	344	81	216	45	271	49	0	74	-134
16:00	344	81	216	45	239	41	0	62	-85
17:00	344	81	216	45	191	32	28	78	-50
18:00	344	81	216	45	168	24	55	98	-42
19:00	344	81	216	45	162	36	50	105	-55
20:00	344	81	216	45	158	24	64	104	-40
21:00	344	81	216	45	109	16	116	103	13

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Washington Avenue uses.
5) Office demand based on ULI Shared Parking rates.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Displacement of existing parking supply due to redevelopment.
8) Maximized on-street parking potential per EDAW 23-March-99 Parking Plan
9) Off-Street occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
163	831	120
165	828	43
307	828	53
Total Displacement		216

Required Structured Parking to Meet Demand	Spaces
Residential Loft	482
Non-Residential	153
CPI Relocation of parking (Washington Square open space)	-120
CPI Demand	656
Total	**1170**
Provision of Parking to Meet Demand	**Spaces**
A) Build garage at 16th/Locust	
6 Floors above grade w/ retail ground level	
66 stalls/floor *displacement: 64*	396
B) Build parking into Rehab Building	0
C) Build parking into Infill Residential Buildings	
100% of demand 1.5 spaces/unit	
126 units	189
D) Build garage at 16th/Washington for CPI's exclusive use	
6 Levels 1 level retail	
65 stalls/floor *displacement: 73*	325
Total Provision for this sector:	**910**
Displacement due to Garage Construction	**-137**
Ph. I Surplus (Deficit) at Peak Hour*	**-397**
Net Increase in Parking Supply for this sector:	**602**

*of which 331 spaces is CPI demand to be met at new 18th/Lucas garage

DOWNTOWN NOW!

Old Post Office Parking

Date: 30-Nov-99 *revised for expanded Old Post Office District and 7th/Pine garage expansio; no parking in Century/Syndicate Trust Building; no garage on 10th between Olive and Locust; 5 additional residential units*

File: Old Post Office

Added Parking Demand for: **FRIDAY -- TYPICAL**

	Retail		Webster University		Office		Residential		Sub-Total Non-Resid.
Units	75,000	gla	110,000	gla	250,000	gla	255	du	
Peak Demand Rate	3.80		4.55		2.06		1.50		
Peak Demand	171	Internal %	500	Internal %	515	Internal %	383	Internal %	1165
09:00	30	75%	500	0%	479	0%	279	0%	1009
10:00	78	60%	500	0%	515	0%	260	0%	1092
11:00	124	50%	500	0%	515	0%	226	0%	1139
12:00	138	50%	500	0%	463	0%	230	0%	1101
13:00	171	40%	500	0%	463	0%	226	0%	1134
14:00	166	40%	500	0%	499	0%	230	0%	1165
15:00	162	40%	500	0%	479	0%	233	0%	1141
16:00	136	45%	500	0%	396	0%	252	0%	1033
17:00	113	50%	500	0%	242	0%	295	0%	854
18:00	93	60%	500	0%	118	0%	325	0%	712
19:00	89	65%	500	0%	36	0%	360	0%	625
20:00	62	75%	500	0%	36	0%	367	0%	598
21:00	43	75%	500	0%	15	0%	375	0%	559

Non-Residential Uses -- Future Supply & Demand

	Existing Supply				Occupancy				
	Off-Street	On-Street (7)	Displace-ment (8)	New On-Street (9)	Off-Street (10)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
					Peak =	Peak = 205	Pract. Cap. = 90%		
09:00	5654	228	110	44	4523	137	1040	1009	32
10:00	5654	228	110	44	4806	171	755	1092	-337
11:00	5654	228	110	44	4976	182	592	1139	-546
12:00	5654	228	110	44	4976	205	572	1101	-530
13:00	5654	228	110	44	4976	205	572	1134	-562
14:00	5654	228	110	44	4806	194	735	1165	-430
15:00	5654	228	110	44	4523	182	999	1141	-142
16:00	5654	194	110	44	4241	136	1265	1033	232
17:00	5654	194	110	44	3675	126	1783	854	928
18:00	5654	228	110	44	2827	137	2567	712	1855
19:00	5654	228	110	44	1979	114	3351	625	2726
20:00	5654	228	110	44	1131	91	4135	598	3537
21:00	5654	228	110	44	848	80	4399	559	3840

Notes:

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Post Office Square area uses.
5) Office demand based on ULI Shared Parking rates and St. Louis CBD mode split.
6) Residential demand based on ULI Shared Parking rates; non-CBD
7) Includes peak hour prohibitions 4-6 p.m.
8) Displacement of existing parking supply due to redevelopment.
9) Maximized on-street parking potential assumes reclaiming spaces vacated due to construction zones plus 5% overall increase.
10) Off-Street peak occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Displaced Parking		
Facility Number	Block Number	Spaces
54	194	110
Total Displacement		110

Required Structured Parking to Meet Demand	Spaces
Residential Loft	0
Residential	383
Non-Residential	562
Total	**945**

Provision of Parking to Meet Demand	Spaces
A) Build garage NE corner 10th & Pine	
7 Floors above grade w/ retail ground level	
49 stalls/floor *Displacement=* 65	
65% of ground floor for retail	358
B) Build garage NW corner 7th & Pine *(per client)*	
6 Floors	
81 stalls/floor *Displacement=* 110	
65% of ground floor for retail	434
Total Construction for Old Post Office Square Area	**792**
Displacement due to Garage Construction	-175
Ph 1 Surplus (Deficit)	**-328**
Net Increase in Parking Supply	**551**

TDA TRIP-SIMULATOR for: St. Louis Downtown Development Action Plan

01-Dec-99

Old Post Office Area

Date 01-Dec-99
File Old Post Office

SCENARIO

GROUP:	Office Employees
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS							
TOTAL FLOOR AREA			250,000	s.f.			
ADT			2,805	ITE #710	PM Pk Hr Volume (5-6pm)		365
Est # Employees			900	Assumes	3.6	emps per 1000 sf	
Employees in Autos:	76.0%			Absenteeism	15%	Emps Presen	765

equiv to 515 vehs
2.06 sp/1000 gsf
1

TRAVEL CHARACTERISTICS:		SOV	Carpool	Transit	Walk	TOTAL
PERCENT:		60.0%	16.0%	22.0%	2.0%	100.0%
AVO:		1.00	2.20	1.00		
	Overall AVO:	1.13				

		PERSONS									ALL AUTOS			TRANSIT		WALK	
Time Period		Percent		Accum. end of	Persons		Accum. End of	% Internal	Off-Peak Mode Adj. factor		Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Arrivals	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
00:00 to	00:59	0.0%	0.0%	0%	0	0	0	0%			0	0	0	0	0	0	0
01:00	01:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
02:00	02:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
03:00	03:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
04:00	04:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
05:00	05:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
06:00	06:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
07:00	07:59	20.0%	0.0%	20%	153	0	153	0%	100%	100%	103	0	103	34	0	3	0
08:00	08:59	70.0%	0.0%	90%	536	0	689	0%	100%	100%	360	0	463	119	0	11	0
09:00	09:59	10.0%	0.0%	100%	77	0	765	0%	100%	100%	51	0	515	17	0	2	0
10:00	10:59	0.0%	0.0%	100%	0	0	765	0%	100%	100%	0	0	515	0	0	0	0
11:00	11:59	0.0%	10.0%	90%	0	77	689	0%	100%	100%	0	51	463	0	17	0	2
12:00	12:59	0.0%	0.0%	90%	0	0	689	0%	100%	100%	0	0	463	0	0	0	0
13:00	13:59	5.0%	0.0%	95%	38	0	727	0%	100%	100%	26	0	489	8	0	1	0
14:00	14:59	0.0%	0.0%	95%	0	0	727	0%	100%	100%	0	0	489	0	0	0	0
15:00	15:59	0.0%	0.0%	95%	0	0	727	0%	100%	100%	0	0	489	0	0	0	0
16:00	16:59	0.0%	20.0%	75%	0	153	574	0%	100%	100%	0	103	386	0	34	0	3
17:00	17:59	0.0%	70.0%	5%	0	536	38	0%	100%	100%	0	360	26	0	118	0	11
18:00	18:59	0.0%	5.0%	0%	0	38	0	0%	100%	100%	0	26	0	0	8	0	1
19:00	19:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
20:00	20:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
21:00	21:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
22:00	22:59	0.0%	0.0%	0%	0	0	0	0%	100%	100%	0	0	0	0	0	0	0
23:00	23:59	0.0%	0.0%	0%	0	0		0%	100%	100%	0	0	0	0	0	0	0
totals	check:	105.0%	105.0%		803	803					540	540		177	177	16	16
Max. Values:				100%			536				51	360	515	17	118	2	11

Notes:
1) Calculations based on ULI Shared Parking accumulation default data. Arrivals and departures calculated from accumulation.

Source: TDA Inc.

Copyright 1999, TDA Inc., Seattle, WA, USA. All rights reserved

Laclede's Landing (with Cinema)

Date 01-Dec-99 *revised to include on-street spaces in Riverside North*

File Lacledes Landing Revised

Added Parking Demand for: **FRIDAY-TYPICAL**

	Retail		Restaurant		Cinema		Hotel		Residential Lofts		Sub-Total Non-Resid.	Non-Residential Uses -- Future Supply & Demand								
												Existing Supply				Occupancy				
												Off-Street	On-Street	Displace-ment (6)	New On-Street (7)	Off-Street (8)	On-Street (est)	Future Available Supply	New Non-Resid. Demand	Surplus (Deficit)
Units	50,000	gla	42,500	gla	2,000	seats	400	rooms	100	du					located in	Peak =	Peak =	Pract. Cap. =		
Peak Demand Rate	3.80		14.00		0.28		1.10		1.50						Riverside North	1596	0	90%		
Peak Demand	114	Internal %	476	Internal %	563	Internal %	405	Internal %	147	Internal %	1428									
09:00	20	75%	36	40%	0	0%	405	0%	110	0%	460	2660	0	526	136	1064	0	1085	460	625
10:00	52	60%	71	40%	5	5%	378	0%	102	0%	506	2660	0	526	136	1197	0	966	506	459
11:00	83	50%	107	40%	5	5%	378	0%	89	0%	573	2660	0	526	136	1330	0	845	573	273
12:00	92	50%	179	40%	7	5%	356	0%	90	0%	634	2660	0	526	136	1357	0	822	634	188
13:00	114	40%	250	40%	95	5%	356	0%	89	0%	815	2660	0	526	136	1357	0	822	815	7
14:00	111	40%	232	35%	95	5%	378	0%	90	0%	816	2660	0	526	136	1330	0	845	816	30
15:00	108	40%	250	30%	161	5%	378	0%	92	0%	897	2660	0	526	136	1330	0	845	897	-51
16:00	91	45%	208	30%	144	5%	383	0%	99	0%	826	2660	0	526	136	1197	0	966	826	140
17:00	75	50%	312	25%	563	5%	370	0%	116	0%	1320	2660	0	526	136	1064	0	1085	1320	-234
18:00	62	60%	428	20%	547	5%	352	0%	128	0%	1390	2660	0	526	136	931	0	1205	1390	-185
19:00	59	65%	476	20%	563	5%	330	0%	141	0%	1428	2660	0	526	136	1197	0	966	1428	-462
20:00	41	75%	476	20%	563	5%	339	0%	144	0%	1419	2660	0	526	136	1463	0	726	1419	-692
21:00	29	75%	476	20%	563	5%	356	0%	147	0%	1424	2660	0	526	136	1596	0	607	1424	-817

Notes.

1) ULI Shared Parking rates used for Retail.
2) Restaurant rates from TDA surveys of restaurants in Bellevue, WA, April '95. Midweek occupancy was 77% of Friday occupancy.
3) Internal capture percentages are assumptions. "Internal" refers to capture from other Laclede's Landing uses.
4) Cinema demand based on TDA Trip Simulator. Peak Occupancy: 39%

Cinema Matinee Occupancy Assumptions:

1:00 PM	11% occupancy
2:00 PM	11% occupancy
3:00 PM	19% occupancy
4:00 PM	17% occupancy

5) Residential demand based on ULI Shared Parking rates; non-CBD
6) Displacement of existing parking supply due to redevelopment.
7) Approximately 136 on-street spaces will be available within 800 feet of the entertainment district in the Riverside North area to handle peak parking needs.
8) Off-Street peak occupancy based on Phase B data from East-West Gateway Coordinating Council Downtown St. Louis Parking Study, 1996 and 1998

Source: ULI "Shared Parking"; TDA Inc.

Required Structured Parking to Meet Demand	Spaces
Residential Loft	147
Non-Residential	817
Total	**964**

Provision of Parking to Meet Demand	Spaces
A) Build garage on Morgan between 1st/2nd:	
3 Floors above grade w/ retail ground level	
130 stalls/floor	
70% of ground floor for retail	429
B) Build 1 level parking in Cinema	100
C) Build garage on Convention Plaza between 4th/Bdwy	
5 Floors	
85 stalls/floor	425
Total Construction for Laclede's Landing:	**954**
Surplus (Deficit)	-10
D) Lease night-time parking from Missouri Athletic Club	175
Ph 1 Surplus (Deficit)	**165**
Net Increase in Parking Supply	**584**

Displaced Parking		
Facility Number	Block Number	Spaces
3	27	61
4	25	140
10	67	88
12	66	137
182	24	100
Total Displacement		**526**

TDA TRIP-SIMULATOR for: St. Louis Downtown Development Action Plan

01-Dec-99

INPUT WORKSHEET

Identify Design Day

FRIDAY-PEAK
X FRIDAY-TYPICAL
MIDWEEK

Conference Use of Cinema

Development Assumptions

Cinema	# Screens	10	
	Seats	2000	
	# Screens/Set:		Seats/Set
	Set #1	4	800
	Set #2	4	800
	Set #3	4	800
	Set #4	4	800
	Set #5	4	800
		20	4000
Retail	gla	50,000	
Office	gla	0	
Restaurant	gla	42,500	

Laclede's Landing (with Cinema)

Date: 01-Dec-99
File: Laclede's Landing Revised

SCENARIO:

GROUP:	Visitors from 5:00 pm to 10:00 PM SET #1
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS		
TOTAL SCREENS IN CINEMA	10	2000 seats total
SCREENS in this SET	4	200 Seats/Screen
SEATING CAPACITY	800	
Peak Occupancy (7:00 to 9:00 PM)	70%	

Occupancy by Showing

	MIDWEEK	FRIDAY-PEA	FRIDAY-TYPICAL
05:00 PM	40%	60%	60%
07:00 PM	50%	80%	70%
09:00 PM	40%	40%	70%

TRAVEL CHARACTERISTICS:	SOV	Carpool	Transit	Walk	TOTAL
PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
AVO:	1.00	2.40	1.00		
Overall AVO:	2.09				

		PERSONS											ALL AUTOS			TRANSIT		WALK	
Time Period		Percent		Accum. end of Period	Persons		Accum. End of Period	Extra Trip Factor	Extra Persons		Adj. Accum. end of Period	Off-Peak Mode Adj. factor		Vehicles		Parked end of Period	Persons		Persons	
		Arr.	Dep.		Arr.	Dep.			Arr.	Dep.		Arr.	Dep.	Arr.	Dep.		Arr.	Dep.	Arr.	Dep.
17:00	17:10	60.0%	0.0%	60%	480	0	480	0	0	0	480	100%	100%	194	0	194	24	0	24	0
17:10	17:20	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
17:20	17:30	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
17:30	17:40	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
17:40	17:50	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
17:50	18:00	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
18:00	18:10	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
18:10	18:20	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
18:20	18:30	0.0%	0.0%	60%	0	0	480	0	0	0	480	100%	100%	0	0	194	0	0	0	0
18:30	18:40	28.0%	45.0%	43%	224	360	344	0	0	0	344	100%	100%	91	146	139	11	18	11	18
18:40	18:50	42.0%	15.0%	70%	336	120	560	0	0	0	560	100%	100%	136	49	226	17	6	17	6
18:50	19:00	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:00	19:10	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:10	19:20	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:20	19:30	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:30	19:40	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:40	19:50	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
19:50	20:00	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
20:00	20:10	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
20:10	20:20	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
20:20	20:30	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
20:30	20:40	28.0%	52.5%	46%	224	420	364	0	0	0	364	100%	100%	91	170	147	11	21	11	21
20:40	20:50	42.0%	17.5%	70%	336	140	560	0	0	0	560	100%	100%	136	57	226	17	7	17	7
20:50	21:00	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:00	21:10	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:10	21:20	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:20	21:30	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:30	21:40	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:40	21:50	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
21:50	22:00	0.0%	0.0%	70%	0	0	560	0	0	0	560	100%	100%	0	0	226	0	0	0	0
totals	check:	200%	130%		1600	1040			0	0				647	420		80	52	80	52
Max. Values				70%			420				560			194	170	226	24	21	24	21

Notes

Source: TDA Inc

Copyright 1998, TDA Inc., Seattle, WA, USA. All rights reserved

TDA TRIP-SIMULATOR for: St. Louis Downtown Development Action Plan

01-Dec-99

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Laclede's Landing Revised

SCENARIO -

GROUP:	**Visitors**	from 5:00 pm to 10:00 PM	SET #2
YEAR:	Year 5		
MONTH:			
DAY:	FRIDAY-TYPICAL		

PRIMARY ASSUMPTIONS			
TOTAL SCREENS IN CINEMA	10	2,000	seats total
SCREENS in this SET	4	200	Seats/Screen
SEATING CAPACITY	800		
Peak Occupancy (7:00 to 9:00 PM)	50%		

Occupancy by Showing:

	MIDWEEK	FRIDAY-PEA	FRIDAY-TYPICAL
05:00 PM	30%	50%	50%
07:00 PM	40%	80%	50%
09:00 PM	30%	30%	50%

TRAVEL CHARACTERISTICS:		SOV	Carpool	Transit	Walk	TOTAL
	PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
	AVO:	1.00	2.40	1.00	0.00	
	Overall AVO:	2.09				

		PERSONS											ALL AUTOS			TRANSIT		WALK	
Time Period		Percent		Accum. end of	Persons		Accum. End of	Extra Trip	Extra Persons		Adj. Accum. end of	Off-Peak Mode Adj. factor			Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Factor	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
17:00	17:10	20.0%	0.0%	20%	160	0	160	0	0	0	160	100%	100%	65	0	65	8	0	8	0
17:10	17:20	30.0%	0.0%	50%	240	0	400	0	0	0	400	100%	100%	97	0	162	12	0	12	0
17:20	17:30	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
17:30	17:40	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
17:40	17:50	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
17:50	18:00	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:00	18:10	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:10	18:20	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:20	18:30	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:30	18:40	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:40	18:50	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
18:50	19:00	20.0%	37.5%	33%	160	300	260	0	0	0	260	100%	100%	65	121	105	8	15	8	15
19:00	19:10	30.0%	12.5%	50%	240	100	400	0	0	0	400	100%	100%	97	40	162	12	5	12	5
19:10	19:20	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
19:20	19:30	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
19:30	19:40	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
19:40	19:50	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
19:50	20:00	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:00	20:10	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:10	20:20	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:20	20:30	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:30	20:40	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:40	20:50	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
20:50	21:00	20.0%	37.5%	33%	160	300	260	0	0	0	260	100%	100%	65	121	105	8	15	8	15
21:00	21:10	30.0%	12.5%	50%	240	100	400	0	0	0	400	100%	100%	97	40	162	12	5	12	5
21:10	21:20	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
21:20	21:30	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
21:30	21:40	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
21:40	21:50	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
21:50	22:00	0.0%	0.0%	50%	0	0	400	0	0	0	400	100%	100%	0	0	162	0	0	0	0
totals	check:	150%	100%		1200	800			0	0				485	323		60	40	60	40
Max. Values:				50%			300				400			97	121	162	12	15	12	15

Notes:

Source: TDA Inc.

Copyright 1999, TDA Inc., Seattle, WA USA. All rights reserved

TDA TRIP-SIMULATOR for: St. Louis Downtown Development Action Plan

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Lacledes Landing Revised

SCENARIO

GROUP:	**Visitors** from 5:00 pm to 10:00 P SET #3
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS			
TOTAL SCREENS IN CINEMA	10	2,000	seats total
SCREENS in this SET	4	200	Seats/Screen
SEATING CAPACITY	800		
Peak Occupancy (7:00 to 9:00 PM)	35%		

Occupancy by Showing	MIDWEEK
05:00 PM	30%
07:00 PM	30%
09:00 PM	25%

TRAVEL CHARACTERISTICS:	SOV	Carpool	Transit	Walk	TOTAL
PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
AVO:	1.00	2.40	1.00	0.00	
Overall AVO:	2.09				

Time Period		PERSONS												ALL AUTOS			TRANSIT		WALK	
		Percent		Accum. end of	Persons		Accum. End of	Extra Trip	Extra Persons		Adj. Accum. end of	Off-Peak Mode Adj. factor		Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Factor	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
17:00	17:10	0.0%	0.0%	15%	0	0	120	0	0	0	120	100%	100%	0	0	49	0	0	0	0
17:10	17:20	12.0%	11.3%	16%	96	90	126	0	0	0	126	100%	100%	39	36	51	5	5	5	5
17:20	17:30	18.0%	3.8%	30%	144	30	240	0	0	0	240	100%	100%	58	12	97	7	2	7	2
17:30	17:40	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
17:40	17:50	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
17:50	18:00	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:00	18:10	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:10	18:20	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:20	18:30	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:30	18:40	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:40	18:50	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
18:50	19:00	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
19:00	19:10	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
19:10	19:20	14.0%	22.5%	22%	112	180	172	0	0	0	172	100%	100%	45	73	70	6	9	6	9
19:20	19:30	21.0%	7.5%	35%	168	60	280	0	0	0	280	100%	100%	68	24	113	8	3	8	3
19:30	19:40	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
19:40	19:50	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
19:50	20:00	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:00	20:10	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:10	20:20	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:20	20:30	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:30	20:40	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:40	20:50	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
20:50	21:00	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
21:00	21:10	0.0%	0.0%	35%	0	0	280	0	0	0	280	100%	100%	0	0	113	0	0	0	0
21:10	21:20	12.0%	26.3%	21%	96	210	166	0	0	0	166	100%	100%	39	85	67	5	11	5	11
21:20	21:30	18.0%	8.8%	30%	144	70	240	0	0	0	240	100%	100%	58	28	97	7	4	7	4
21:30	21:40	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
21:40	21:50	0.0%	0.0%	30%	0	0	240	0	0	0	240	100%	100%	0	0	97	0	0	0	0
21:50	22:00	0.0%	0.0%	30%	0	0	240	0	0	0	280	100%	100%	0	0	113	0	0	0	0
totals	check:	95%	80%		760	640			0	0				307	259		38	32	38	32
Max. Values:				35%			210				280			68	85	113	8	11	8	11

Notes:

Source: TDA Inc.

,Copyright 1995, TDA Inc., Seattle, WA USA. Al

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Lacledes Landing Revised

SCENARIO

GROUP:	Visitors from 5:00 pm to 10:00 P SET #4
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS			
TOTAL SCREENS IN CINEMA	10	2,000	seats total
SCREENS in this SET	4	200	Seats/Screen
SEATING CAPACITY	800		
Peak Occupancy (7:00 to 9:00 PM)	20%		

Occupancy by Showing:

	MIDWEEK	FRIDAY-PE	FRIDAY-TYPICAL
05:00 PM	20%	20%	20%
07:00 PM	25%	30%	20%
09:00 PM	20%	20%	20%

TRAVEL CHARACTERISTICS:		SOV	Carpool	Transit	Walk	TOTAL
	PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
	AVO:	1.00	2.40	1.00	0.00	
	Overall AVO:	2.09				

Time Period		PERSONS Percent Arr.	Percent Dep.	Accum. end of Period	Persons Arr.	Persons Dep.	Accum. End of Period	Extra Trip Factor	Extra Persons Arr.	Extra Persons Dep.	Adj. Accum. end of Period	Off-Peak Mode Adj. factor Arr.	Off-Peak Mode Adj. factor Dep.	ALL AUTOS Vehicles Arr.	Vehicles Dep.	Parked end of Period	TRANSIT Persons Arr.	TRANSIT Persons Dep.	WALK Persons Arr.	WALK Persons Dep.
17:00	to 17:10	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:10	17:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:20	17:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:30	17:40	8.0%	15.0%	13%	64	120	104	0	0	0	-16	100%	100%	26	49	-6	3	6	3	6
17:40	17:50	12.0%	5.0%	20%	96	40	160	0	0	0	40	100%	100%	39	16	16	5	2	5	2
17:50	18:00	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:00	18:10	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:10	18:20	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:20	18:30	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:30	18:40	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:40	18:50	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
18:50	19:00	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
19:00	19:10	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
19:10	19:20	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
19:20	19:30	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
19:30	19:40	8.0%	15.0%	13%	64	120	104	0	0	0	-16	100%	100%	26	49	-6	3	6	3	6
19:40	19:50	12.0%	5.0%	20%	96	40	160	0	0	0	40	100%	100%	39	16	16	5	2	5	2
19:50	20:00	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:00	20:10	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:10	20:20	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:20	20:30	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:30	20:40	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:40	20:50	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
20:50	21:00	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
21:00	21:10	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
21:10	21:20	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
21:20	21:30	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
21:30	21:40	8.0%	15.0%	13%	64	120	104	0	0	0	-16	100%	100%	26	49	-6	3	6	3	6
21:40	21:50	12.0%	5.0%	20%	96	40	160	0	0	0	40	100%	100%	39	16	16	5	2	5	2
21:50	22:00	0.0%	0.0%	20%	0	0	160	0	0	0	40	100%	100%	0	0	16	0	0	0	0
totals	check:	60%	60%		480	480			0	0				194	194		24	24	24	24
Max. Values:				20%			120				160			39	49	65	5	6	5	6

Notes:

Source: TDA Inc.

,Copyright 1995, TDA Inc., Seattle, WA, USA. All rights reserved.

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Lacledes Landing Revised

SCENARIO

GROUP:	**Visitors** from 5:00 pm to 10:00 P SET #5
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS			
TOTAL SCREENS IN CINEMA	10	2,000	seats total
SCREENS in this SET	4	200	Seats/Screen
SEATING CAPACITY	800		
Peak Occupancy (7:00 to 9:00 PM)	20%		

Occupancy by Showing:

	MIDWEEK	FRIDAY-PE	FRIDAY-TYPICAL
05:00 PM	20%	20%	20%
07:00 PM	25%	25%	20%
09:00 PM	20%	20%	20%

TRAVEL CHARACTERISTICS:	SOV	Carpool	Transit	Walk	TOTAL
PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
AVO:	1.00	2.40	1.00	0.00	
Overall AVO:	2.09				

Time Period		PERSONS											ALL AUTOS			TRANSIT		WALK	
		Percent		Accum. end of	Persons		Accum. End of	Extra Trip	Extra Persons		Adj. Accum. end of	Off-Peak Mode Adj. factor		Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Factor	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
17:00	to 17:10	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:10	17:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:20	17:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:30	17:40	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:40	17:50	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
17:50	18:00	8.0%	15.0%	13%	64	120	104	0	0	0	104	100%	100%	26	49	42	3	6	3	6
18:00	18:10	12.0%	5.0%	20%	96	40	160	0	0	0	160	100%	100%	39	16	65	5	2	5	2
18:10	18:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
18:20	18:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
18:30	18:40	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
18:40	18:50	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
18:50	19:00	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:00	19:10	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:10	19:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:20	19:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:30	19:40	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:40	19:50	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
19:50	20:00	8.0%	15.0%	13%	64	120	104	0	0	0	104	100%	100%	26	49	42	3	6	3	6
20:00	20:10	12.0%	5.0%	20%	96	40	160	0	0	0	160	100%	100%	39	16	65	5	2	5	2
20:10	20:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
20:20	20:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
20:30	20:40	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
20:40	20:50	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
20:50	21:00	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:00	21:10	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:10	21:20	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:20	21:30	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:30	21:40	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:40	21:50	0.0%	0.0%	20%	0	0	160	0	0	0	160	100%	100%	0	0	65	0	0	0	0
21:50	22:00	8.0%	15.0%	13%	64	120	104	0	0	0	104	100%	100%	26	49	42	3	6	3	6
totals	check:	48%	55%		384	440			0	0				155	178		19	22	19	22
Max. Values:				20%			120				160			39	49	65	5	6	5	6

Notes:

Source: TDA Inc.

Copyright 1995, TDA Inc., Seattle, WA, USA. All rights reserved.

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Lacledes Landing Revised

SCENARIO
GROUP: **Visitors** from 5:00 pm to 10:00 P SET #6
YEAR: Year 5
MONTH:
DAY: FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS			
TOTAL SCREENS IN CINEMA	10	2,000	seats total
SCREENS in this SET	0	200	Seats/Screen
SEATING CAPACITY	0		
Peak Occupancy (7:00 to 9:00 PM)	0%		

Occupancy by Showing:

	MIDWEEK	FRIDAY-PE	FRIDAY-TYPICAL
05:00 PM	0%	0%	0%
07:00 PM	0%	0%	0%
09:00 PM	0%	0%	0%

TRAVEL CHARACTERISTICS:	SOV	Carpool	Transit	Walk	TOTAL
PERCENT:	5.0%	85.0%	5.0%	5.0%	100.0%
AVO:	1.00	2.40	1.00	0.00	
Overall AVO:	2.09				

		PERSONS												ALL AUTOS			TRANSIT		WALK	
Time Period		Percent		Accum. end of	Persons		Accum. End of	Extra Trip	Extra Persons		Adj. Accum. end of	Off-Peak Mode Adj. factor		Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Factor	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
17:00	17:10	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
17:10	17:20	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
17:20	17:30	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
17:30	17:40	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
17:40	17:50	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
17:50	18:00	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:00	18:10	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:10	18:20	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:20	18:30	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:30	18:40	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:40	18:50	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
18:50	19:00	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:00	19:10	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:10	19:20	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:20	19:30	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:30	19:40	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:40	19:50	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
19:50	20:00	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:00	20:10	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:10	20:20	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:20	20:30	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:30	20:40	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:40	20:50	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
20:50	21:00	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:00	21:10	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:10	21:20	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:20	21:30	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:30	21:40	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:40	21:50	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
21:50	22:00	0.0%	0.0%	0%	0	0	0	0	0	0	0	100%	100%	0	0	0	0	0	0	0
totals	check:	0%	0%		0	0			0	0				0	0		0	0	0	0
Max. Values:				0%			0				0			0	0	0	0	0	0	0

Notes:

Source: TDA Inc.

,Copyright 1995, TDA Inc., Seattle, WA, USA. All rights reserved.

Laclede's Landing (with Cinema)

Date 01-Dec-99
File Ladedes Landing Revised

SCENARIO

GROUP:	**Employee** from 5:00 pm to 10:00 PM
YEAR:	Year 5
MONTH:	
DAY:	FRIDAY-TYPICAL

PRIMARY ASSUMPTIONS				
TOTAL SCREENS IN CINEMA	10		2,000	seats total
FULL TIME EMPLOYEES	5	assumed	200	Seats/Screen
PART TIME EMPLOYEES	20			
TOTAL EMPLOYEES PRESENT AT ONE TIME	2500%			

TRAVEL CHARACTERISTICS:	SOV	Carpool	Drop-Off	Walk	TOTAL
PERCENT:	40.0%	10.0%	45.0%	5.0%	100.0%
AVO:	1.00	2.05	1.00		
Overall AVO:	1.11413				

Time Period		PERSONS										Off-Peak Mode Adj. factor		ALL AUTOS			TRANSIT		WALK	
		Percent		Accum. end of	Persons		Accum. End of	Extra Trip	Extra Persons		Adj. Accum. end of			Vehicles		Parked end of	Persons		Persons	
		Arr.	Dep.	Period	Arr.	Dep.	Period	Factor	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.	Period	Arr.	Dep.	Arr.	Dep.
17:00	to 17:10	0.0%	0.0%	100%	0	0	25	0	0	0	25	100%	100%	0	0	10	0	0	0	0
17:10	17:20	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
17:20	17:30	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
17:30	17:40	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
17:40	17:50	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
17:50	18:00	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:00	18:10	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:10	18:20	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:20	18:30	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:30	18:40	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:40	18:50	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
18:50	19:00	0.0%	0.0%	100%	0	0	0	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:00	19:10	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:10	19:20	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:20	19:30	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:30	19:40	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:40	19:50	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
19:50	20:00	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:00	20:10	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:10	20:20	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:20	20:30	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:30	20:40	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:40	20:50	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
20:50	21:00	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:00	21:10	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:10	21:20	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:20	21:30	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:30	21:40	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:40	21:50	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
21:50	22:00	0.0%	0.0%	100%	0	0	1	0	0	0	25	100%	100%	0	0	10	0	0	0	0
totals	check:	0%	0%		0	0			0	0				0	0		0	0	0	0
Max. Values:				100%			0				25			0	0	10	0	0	0	0

Notes:

Source: TDA Inc.

,Copyright 1995, TDA Inc., Seattle, WA, USA.

TRIP GENERATION and PARKING SUMMARY

Laclede's Landing (with Cinema)

SCENARIO	
GROUP:	All
YEAR:	Year 5
DAY:	FRIDAY-TYPICAL

	VEHICLE TRIP GENERATION																		PARKING ACCUMULATION SUMMARY		
	Set #1 Visitors Autos		Set #2 Visitors Autos		Set #3 Visitors Autos		Set #4 Visitors Autos		Set #5 Visitors Autos		Set #6 Visitors Autos		Employees Autos		ALL VEHICLES						
Time Period	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Total	Hourly Total	Visitor Autos	Employee Autos	Total
17:00 to 17:10	194	0	65	0	0	0	0	0	0	0	0	0	0	0	259	0	259		437	10	447
17:10 17:20	0	0	97	0	39	36	0	0	0	0	0	0	0	0	136	36	172		536	10	546
17:20 17:30	0	0	0	0	58	12	0	0	0	0	0	0	0	0	58	12	70		582	10	592
17:30 17:40	0	0	0	0	0	0	26	49	0	0	0	0	0	0	26	49	74		511	10	521
17:40 17:50	0	0	0	0	0	0	39	16	0	0	0	0	0	0	39	16	55		534	10	544
17:50 18:00	0	0	0	0	0	0	0	0	26	49	0	0	0	0	26	49	74	705	511	10	521
18:00 18:10	0	0	0	0	0	0	0	0	39	16	0	0	0	0	39	16	55	501	534	10	544
18:10 18:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	329	534	10	544
18:20 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	534	10	544
18:30 18:40	91	146	0	0	0	0	0	0	0	0	0	0	0	0	91	146	236	420	479	10	489
18:40 18:50	136	49	0	0	0	0	0	0	0	0	0	0	0	0	136	49	184	550	566	10	576
18:50 19:00	0	0	65	121	0	0	0	0	0	0	0	0	0	0	65	121	186	661	509	10	519
19:00 19:10	0	0	97	40	0	0	0	0	0	0	0	0	0	0	97	40	137	744	566	10	576
19:10 19:20	0	0	0	0	45	73	0	0	0	0	0	0	0	0	45	73	118	862	538	10	549
19:20 19:30	0	0	0	0	68	24	0	0	0	0	0	0	0	0	68	24	92	954	582	10	592
19:30 19:40	0	0	0	0	0	0	26	49	0	0	0	0	0	0	26	49	74	792	559	10	570
19:40 19:50	0	0	0	0	0	0	39	16	0	0	0	0	0	0	39	16	55	663	582	10	592
19:50 20:00	0	0	0	0	0	0	0	0	26	49	0	0	0	0	26	49	74	551	559	10	570
20:00 20:10	0	0	0	0	0	0	0	0	39	16	0	0	0	0	39	16	55	469	582	10	592
20:10 20:20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	351	582	10	592
20:20 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	259	582	10	592
20:30 20:40	91	170	0	0	0	0	0	0	0	0	0	0	0	0	91	170	260	445	503	10	513
20:40 20:50	136	57	0	0	0	0	0	0	0	0	0	0	0	0	136	57	192	582	582	10	592
20:50 21:00	0	0	65	121	0	0	0	0	0	0	0	0	0	0	65	121	186	694	525	10	536
21:00 21:10	0	0	97	40	0	0	0	0	0	0	0	0	0	0	97	40	137	776	582	10	592
21:10 21:20	0	0	0	0	39	85	0	0	0	0	0	0	0	0	39	85	124	900	536	10	546
21:20 21:30	0	0	0	0	58	28	0	0	0	0	0	0	0	0	58	28	86	986	566	10	576
21:30 21:40	0	0	0	0	0	0	26	49	0	0	0	0	0	0	26	49	74	800	543	10	553
21:40 21:50	0	0	0	0	0	0	39	16	0	0	0	0	0	0	39	16	55	663	566	10	576
21:50 22:00	0	0	0	0	0	0	0	0	26	49	0	0	0	0	26	49	74	551	559	10	570
Totals	647	420					194	194	155	178	0	0	0	0	1788	1374	3162		0	0	
Max. Values																	260		582	10	592

Notes:

1) Assumes 5 groupings of 4 screens per "set", equivalent to 700 seats per set.

2) Assumes 20 minute stagger between show times; 1.5 hours duration plus 30 minute transition.

3) Cinema occupancy peaks at 41% between 7:00 and 9:00 PM.

Source: TDA Inc.

Parking Supply to Meet Peak Demand		
Practical Capacity =		85%
	Demand	Supply
Visitors	582	685
Employees	10	12
Existing	0	0
Total	592	697

Copyright 1995, TDA Inc., Seattle, WA, USA. All rights reserved.

Laclede's Landing (with Cinema)

Date 01-Dec-99

File Lacledes Landing Revised

12/1/1999 ^

ASSUMED OCCUPANCY BY DAY & HOUR

Midweek							
Screen Set	1	2	3	4	5	6	Total
Seats:	800	800	800	800	800	0	4000
13:00	15%	10%	10%	0%	0%	0%	7.0%
14:00	15%	10%	10%	10%	10%	0%	11.0%
15:00	15%	15%	15%	10%	10%	0%	13.0%
16:00	15%	15%	15%	20%	20%	0%	17.0%
17:00	40%	30%	30%	20%	20%	0%	28.0%
18:00	40%	30%	30%	25%	25%	0%	30.0%
19:00	50%	40%	30%	25%	25%	0%	34.0%
20:00	50%	40%	30%	20%	20%	0%	32.0%
21:00	40%	30%	25%	20%	20%	0%	27.0%
22:00	40%	30%	25%	15%	15%	0%	25.0%
23:00	25%	20%	20%	15%	15%	0%	19.0%
00:00	25%	20%	20%	0%	0%	0%	13.0%

Friday-Peak							
Screen Set	1	2	3	4	5	6	Total
Seats:	800	800	800	800	800	0	4000
13:00	20%	20%	15%	0%	0%	0%	11.0%
14:00	20%	20%	15%	10%	10%	0%	15.0%
15:00	30%	25%	20%	10%	10%	0%	19.0%
16:00	30%	25%	20%	20%	20%	0%	23.0%
17:00	60%	50%	30%	20%	20%	0%	36.0%
18:00	60%	50%	30%	30%	25%	0%	39.0%
19:00	80%	80%	50%	30%	25%	0%	53.0%
20:00	80%	80%	50%	60%	40%	0%	62.0%
21:00	80%	80%	50%	60%	40%	0%	62.0%
22:00	80%	80%	50%	50%	50%	0%	62.0%
23:00	70%	65%	50%	50%	50%	0%	57.0%
00:00	70%	65%	50%	0%	0%	0%	37.0%

Friday-Typical							
Screen Set	1	2	3	4	5	6	Total
Seats:	800	800	800	800	800	0	4000
13:00	20%	20%	15%	0%	0%	0%	11.0%
14:00	20%	20%	15%	10%	10%	0%	15.0%
15:00	30%	25%	20%	10%	10%	0%	19.0%
16:00	30%	25%	20%	20%	20%	0%	23.0%
17:00	60%	50%	30%	20%	20%	0%	36.0%
18:00	60%	50%	30%	20%	20%	0%	36.0%
19:00	70%	50%	35%	20%	20%	0%	39.0%
20:00	70%	50%	35%	20%	20%	0%	39.0%
21:00	70%	50%	30%	20%	20%	0%	38.0%
22:00	70%	50%	30%	30%	25%	0%	41.0%
23:00	50%	40%	30%	30%	25%	0%	35.0%
00:00	50%	40%	30%	0%	0%	0%	24.0%

Source: TDA Inc.

CITY OF ST. LOUIS DOWNTOWN DEVELOPMENT ACTION PLAN

SUMMARY OF TOTAL DEVELOPMENT COSTS BOTH PUBLIC AND PRIVATE

1	WASHINGTON AVENUE	295,463,081
2	GATEWAY MALL AND ARCH GROUNDS OPEN SPACE DISTRICT	212,866,607
3	OLD POST OFFICE SQUARE	353,690,804
4	LACLEDE'S LANDING/RIVERSIDE	371,498,920
5	STREET AND STREETSCAPE IMPROVEMENTS	22,766,520
	MARKETING AND PROMOTION	20,000,000
	TOTAL	1,276,285,932

Prepared for EDAW by Kwame Building Group
and David Mason & Associates
Created for Phase C of the Project
*These totals may not be exact with those finalized in the Financial Feasibility Report. The Financial Feasibilility Report numbers are the most up-to-date, and these are utilized in the Final Report.

CITY OF ST. LOUIS DOWNTOWN DEVELOPMENT ACTION PLAN

List of probable costs:
excluding gap financing, tax credits, TIF, revenues from parking, sales taxes, property taxes, income taxes, etc.

Prepared for EDAW by Kwame Building Group and David Mason & Associates

1. WASHINGTON AVENUE - LEONOR SULLIVAN- 18TH STREETS

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Development Program					
Residential renovation	1,480,000	SF	60	88,800,000	1400 SF avg loft, other space avail. 1.31 mil. SF
Residential new const.	330,000	SF	95	31,350,000	1225 SF avg: loft, 1st floor space 89,0505 SF
Non-residential renovation	435,000	SF	60	26,100,000	other first floor space avail. 136,000 SF
Environmental Allowance				10,000,000	Asbestos, lead paint and soil
Land acquisition	15,000	SF		374,250	Assume 6 floors and usuable space 5,613,750
Parking					
3 garages, 800 spaces each	997,500	SF	42	41,895,000	Seven stories, post -tensioned with exterior precast (currently 315,900 SF parking)
Includes 450 spaces residential, new construction					
Land acquisition	200,000	SF	15	3,000,000	8 sites, identified in Urban Design Plan for potential locations
Public Parks					
Washington Fields	111,000	SF	7	777,000	Ballfield, basketball & tennis courts, restroom
Market Square	27,000	SF	27	729,000	passive-benches, ornamental lights, trees, plantings, pavil
Garment Park	13,755	SF	21	288,855	passive-benches, ornamental lights, trees, plantings
Land Acquisition	151,755	SF	15	2,276,325	2.56 acres, .72 acres, and .33 acres respectively
Banners, Awnings, Building Cleaning					
Banners	60	EACH	600	36,000	
Awnings	27,600	SF	15	414,000	
Building Cleaning	460,000	SF	5.7	2,622,000	
Street & Streetscape Improvements					
St. Charles St.	4,020	LF	420	1,688,400	Includes demo, streetscape, and street improvements
Lucas Ave.	3,815	LF	420	1,602,300	Includes demo, streetscape, and street improvements
Washington Ave.	10,240	LF	850	8,704,000	Includes demo, streetscape, and street improvements
North & south cross streets	2,800	LF	415	1,162,000	
Subtotal				221,819,130	
20% Contingency				44,363,826	
10% Administration				29,280,125	Public & Private Design and Const. Mgt. Costs
Washington Avenue Area Total				295,463,081	

2. GATEWAY MALL AND ARCH GROUNDS OPEN SPACE DISTRICT

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Development Program					
Residential new construction	115,200	SF	118	13,560,000	1,600 SF per condo, 12-story building
Land acquisition	30,000	SF	60	1,800,000	land will be adjacent to the Mall
Mall Street & Streetscape Improvements					
Market Street	10,610	LF	850	9,018,500	Includes demolition, streetscape, storm sewers,
Chestnut Street	6,165	LF	850	5,240,250	traffic signals, traffic control and crosswalk pavers
Mall Landscape Improveemtns					
Landscape/Park features (incl. Vetran blocks, not L. E. Simth block)	1,022,000	SF	4	4,088,000	Includes landscaping, restrooms, and utility relocation
Fountains, Public Art etc.					
Skating Rink	1	Each		4,000,000	Both roller and ice skating, locker rooms, skate rental. Rink itself will be open air.
Public Art etc.	14	Blocks	500000	7,000,000	Several blocks already have some art. 500,000 per block is an average allowance.
Decking I-70					
Pine to Walnut Streets	74,400	SF	283	21,055,200	Includes demolition and replacement, foundation and columns, slab construction, waterproofing, drainage system, landscaping and seeding, traffic control, and ventilation requirements. Need to verify with MODOT who pays for monitoring costs after complete.
Street & Streetscape Improve.	720	LF	415	298,800	
Parking Structure					
500 spaces under Luther Ely	175,000	SF	48.6	8,505,000	Parking structure only
Smith Square	10,000	CY	150	1,500,000	Allowance for special or hazardous soil if needed
(2.5 stories below ground)	73,200	SF	20	1,464,000	Put 4' of dirt on top of new structure and then recreate the existing park as much as possible
Arch Grounds Cultural Institution					
Structure	200,000	SF	300	60,000,000	
Arch Grounds Amphitheater					
1000 to 1200 concrete seats				4,200,000	40 foot diameter stage-60% on land & 40% over pond Retractable roof for stage is not included.

2. GATEWAY MALL AND ARCH GROUNDS OPEN SPACE DISTRICT con't

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Arch Grounds connection to Laclede's Landing					
Staircase	18,125	SF	32	580,000	Includes demolition, concrete paver staircases, decorative handrails, and landscaping
River Edge Interpretative Walk					
Walkway	3,500	LF	710	2,485,000	Includes demolition, walkway, drainage system, interpretative features, landscaping, COE special requirements, and decorative lighting
Subtotal				144,794,750	
20% Contingency				28,958,950	
10% Administration				19,112,907	Public & Private design and Const Mgt. Costs
Endowment				20,000,000	
Mall and Arch Grounds Total				212,866,607	

3. OLD POST OFFICE DISTRICT

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Mayfair Block					
Land Acquisition	37,550	SF	60	2,253,000	Unit costs vary in this area.
Environmental Abatement	11,500	SF	3.34	38,410	May be reduced after env. Survey is complete.
Demolition	11,500	SF	3.34	38,410	
Excavation and backfill	4,500	CY	30	135,000	3' of soil removal & backfill
Jazz Club	30,000	SF	125	3,750,000	2 Story
Parking Below	157,500	SF	40	6,300,000	
Sydicate Trust Block					
Land Acquisition	60,750	SF	60	3,645,000	
Renovation	816,250	SF	75	61,218,750	Includes Asbestos & Lead Paint
Arcade Block					
Land Acquisition	61,200	SF	60	3,672,000	
Renovate Arcade & P. Brown	979,500	SF	70	68,565,000	May be reduced after env. Survey is complete
Enviromental Abatement	830,000	SF	6	4,980,000	
7th St. Pine & Olive 1/2 Block					
Land Acquisition	30,375	SF	60	1,822,500	
Enviromental Abatement	25,000	SF	4	100,000	
Demolition	25,000	SF	4	100,000	
New office building and	500,000	SF	125	62,500,000	15 stories X 32,400 SF above grade + 3 levels of parking
Parking	204,750	SF	40	8,190,000	above-grade and 3 levels of parking below grade, 585 spaces
First Floor Retail	45,000	SF	100	4,500,000	
Public Parks					
Mayfair South	109,750	SF	37.5	4,115,625	Urban Plazas N. Side of Post Office including Streets
Parking Garage					
300 spaces	105,000	SF	60	6,300,000	
Land acquistion	16,500	SF	60	990,000	10th & Pine
Subtotal				**242,223,695**	
20% Contingency				48,444,739	
10% Administration				24,222,370	
Old Post Office Block				30,000,000	Endowment
Renovation	110,000	SF	80	8,800,000	
OLD POST OFFICE SQUARE OPTION 5 TOTAL				**353,690,804**	

4. LACLEDE'S LANDING/RIVERSIDE

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Development Program					
Site Preparation Laclede's Landing	7	Acre	250,000	1,850,000	
Site Preparation Riverside	17	Acre	250,000	4,275,000	
100 loft rehab units	160,000	SF	50	8,000,000	1600 SF per unit average
624 new apartments	530,400	SF	94	49,857,600	850 Sf per unit average
190 new townhomes	304,000	SF	94	28,576,000	1600 SF per unit average
150 new condos	180,000	SF	94	16,920,000	1200 SF per unit average
Hotel	240,000	SF	170	40,800,000	Current proposal by others
Neighborhood retail	50,000	SF	70	3,500,000	
Entertainment/retail	42,500	SF	70	2,975,000	
Hotel	240,000	SF	210	50,400,000	
Land Acquisition LaCledes Lndg.	321,900	SF	12	3,862,800	
Land Acquisition Riverside	743,850	SF	10	7,438,500	
Environmental Abatement	117,600	SF	4	470,400	
Demolition	117,600	SF	4	470,400	
Urban Entertainment Center	200,000	SF	125	25,000,000	Multiplex theatre, structured parking & retail
Child care facility	5,000	SF	75	375,000	
Hazardous soil allowance				5,000,000	
Parks					
Land Acquisition for Passive Park	112,500	SF	15	1,687,500	
Urban Open Space	122,500	SF	7	857,500	Includes land acquisition and landscaping
Passive Park	112,500	SF	15	1,687,500	landscaping
River Edge Trail System	15,600	LF	17	265,200	Includes walkway, demolition, retaining walls, drainage system interpretive features, landscaping, COE special requirements, and decorative lighting.
Parking garage for Casino	525,000	SF	60	31,500,000	Current proposal by others
Subtotal				**285,768,400**	
20% Contingency				57,153,680	
10% Adminisatration				28,576,840	
Laclede's Landing/Riverside North Total				**371,498,920**	

5. STREET AND STREETSCAPE IMPROVEMENTS

Item	Qty	Unit	Unit Cost	Total Cost	Comments
Olive St.	2277	LF	450	1,024,650	Includes demo, streetscape, and street improvements
6th St.	1587	LF	450	714,150	Includes demo, streetscape, and street improvements
7th St.	1587	LF	450	714,150	Includes demo, streetscape, and street improvements
8th St.	2280	LF	450	1,026,000	Includes demo, streetscape, and street improvements
9th St.	1100	LF	450	495,000	Includes demo, streetscape, and street improvements
Tucker Blvd.	2985	LF	710	2,119,350	Includes demo, streetscape, and street improvements
18th St.	2377	LF	450	1,069,650	Includes demo, streetscape, and street improvements
Clark St.	3140	LF	520	1,632,800	Includes demo, streetscape, and street improvements
Locust Ave.	2277	LF	450	1,024,650	Includes demo, streetscape, and street improvements
Subtotal				**9,820,400**	
Contigency for Overall Infrastructure				10,000,000	
20% Contingency				1,964,080	
10% Administrative				982,040	
Street Landscaping Total				**22,766,520**	

Does not include Chestnut, Market, Lucas & St. Charles

N

VI.

CITY OF ST. LOUIS
DOWNTOWN DEVELOPMENT ACTION PLAN

FINANCIAL FEASIBILITY ANALYSIS

June 11, 1999

Prepared by Development Strategies

June 11, 1999

Mr. John Hoal, Director
Downtown Now
St. Louis Development Corporation
1015 Locust Street
St. Louis, Missouri 63101

Dear Mr. Hoal:

Development Strategies is pleased to submit this report on the financial analysis of the Phase I development program for implementation of the St. Louis Downtown Development Action Plan. The analysis includes estimates of the development costs required to implement the many facets of Phase I in four key geographic areas of downtown St. Louis: the Washington Avenue Loft District, the Old Post Office Square area, Laclede's Landing and Riverside, and the Gateway Mall and Gateway Arch grounds. Also included are estimates for a variety of streetscape and programmatic elements not necessarily correlated to these four areas.

The analysis further includes projections of market absorption of residential and commercial buildings as well as a potential phasing schedule to achieve the goals of Phase I within the development time frame of 1999 through 2004. The report concludes with projections of potential development in downtown St. Louis beyond 2004 assuming that the momentum created by Phase I enables the downtown area to capture an increasingly larger share of the real estate market in metropolitan St. Louis through the year 2025.

Total development costs for the Phase I development program alone (in constant 1998 dollars) are estimated at $1.129 billion and are spread over the six-year Phase I period. These costs include both private and civic investments. The private component (principally including residential, commercial, and some parking structures) totals $751 million while the civic component (including street improvements, preparation of a number of sites for private development, and major enhancements to the Gateway Mall) total an estimated $378 million.

Downtown St. Louis, like most downtowns in the U.S., sorely needs this investment in order to become a livable and competitive environment well into the 21st century. In order to attract such investment from the private sector, however, civic commitments will be necessary to reduce the relatively high risks inherent in urban development and rehabilitation. The financial feasibility analysis, therefore, projects that the private sector's investment would have to be supported by as much as $333 million of public, philanthropic, and civic support of private sector financing during the six-year time frame in addition to the civic streetscape and related improvements indicated above.

This will assure that the private sector will make the entrepreneurial and development commitments in the next six years which will further encourage even longer term improvements in the downtown environment requiring decreasing civic "gap" financing. In future phases, that is, this degree of civic financial support should not be required because the investment climate will become far more inviting to the private market.

The dollar cost and revenue estimates in the report were obtained from a number of sources. Chief among these are the Kwame Building Group and David Mason & Associates, two of the consulting firms for Downtown Now, who estimated costs for building construction and various infrastructure items. The phasing schedule and the market-based rents and selling prices of residential and commercial buildings come directly from the previously completed market analysis authored by The Concord Group and Development Strategies (1998), which incorporates the findings of the housing market position analysis prepared Zimmerman/Volk Associates, Inc. (1998). These were corroborated to the extent possible with information from the financial analysis of housing development by ZHA, Inc (1998). In addition, many members of the Downtown Now Task Force, others on the consulting team, and the staff generously participated in review of the assumptions and conclusions of the analysis. The analysis also benefited from review during two *Developers' Forums* held to encourage private sector interest in the plan.

The investment climate in downtown St. Louis is complex and has a higher degree of financial risk than is found in most suburban locations. At the same time, the market studies supporting the Downtown Plan clearly demonstrate that high levels of occupancy can be achieved if the right mix and quality of civic and private products is supplied in sufficient quantities and quality.

Moreover, the direct economic and fiscal impacts of the plan's implementation are substantial. At the request of Downtown Now, this analysis combines Phase I with two other major initiatives downtown: the proposed convention headquarters hotel at 9th Street and Washington Avenue, and the redevelopment/rehabilitation of Cupples Station. We expect that, after all of these projects are implemented, the housing market will have added some 4,300 residents to the 24-hour downtown lifestyle. Permanent jobs in the downtown area will have increased by 9,300 per year due to multiplier effects. There would also be an average of 3,400 construction and related jobs per year in the downtown area during the construction and development phase over the next six years.

These residents and workers, plus added retail and entertainment activity in the Phase I developments alone, should enable general fund tax revenues of the City of St. Louis to rise by a net present value of $158 million for the 26 years of development and financing projected in this analysis. In addition, the net present value of tax revenue increases for the state of Missouri would be $752 million.

From these revenues, the City and the State would help to support the civic components of the Phase I program. Projections in this report suggest that, on a net present value basis, these two political jurisdictions would be able to share in net benefits (projected revenues less projected costs) of about $183 million. Downtown development after the Phase I period will not stop, of course, and our projections show that, even with continued public financial support of downtown growth, the City and State could share net benefits of between $1.3 and $1.8 billion (1998 dollars) in the years following 2004.

The financial analysis process and resulting model, included in the attachments, reflect the complexities and uncertainties of downtown development and the need for civic support to catalyze private investment. As in all such projections, however, actual events, costs, and programs are likely to change as they adjust to market conditions. This does not diminish the value of the model as a planning tool, however. We trust that Downtown Now will, in fact, use and modify the model over time as downtown improvements take place in order to help further guide appropriate decision making.

Sincerely,

Richard C. Ward, CRE, AICP
President

Robert M. Lewis, AICP
Principal

FINANCIAL FEASIBILITY ANALYSIS
ST. LOUIS DOWNTOWN NOW
PHASE I DEVELOPMENT ACTION PROGRAM

I. INTRODUCTION

Key goals of the Downtown Now Plan are:

- To convert downtown to a twenty-four hours, seven day a week urban center;
- To enable downtown to become a full service entertainment, tourism, and cultural center for the region;
- To make 21st century educational and technological innovation and excellence a distinct element of downtown; and
- To create streets for people and enhance vehicular arrival points to the downtown, clearly identifying Downtown St. Louis as a primary destination in the center of the region.

In pursuit of these goals, a Phase I Development Action Program is recommended which focuses on four key geographic areas in downtown St. Louis plus supportive street and management improvements:

- Washington Avenue Loft District
- Gateway Mall and Gateway Mall Arch Grounds
- Old Post Office Square
- Laclede's Landing and Riverside
- Streets and Streetscapes outside of these areas and Other Supporting Programs

This financial feasibility report includes an analysis of the estimated costs to implement Phase I. These include both what are termed *private* investments (for all housing and commercial structures plus some of the parking structures) and *civic* investments (for streets and streetscapes, related infrastructure, open spaces, public institutions, and additional parking).

That is, there is an assumption that all the housing and non-residential projects will be initiated by private interests (e.g., property owners and developers) and some of the parking will also be initiated by private interests. All other aspects of the development program would fall to a combination of public (including City, state, and federal resources), philanthropic, and civic interests in a broad category named *civic*. Computer modeling of the cash flow analysis was accomplished using a Microsoft Excel® spreadsheet which is reproduced in full in attachment B of this report. Attachment A includes three examples of how the model should be used.

Many of the costs were estimated by Kwame Building Group and David Mason & Associates (see separate report, *Estimate of Total Development Costs Both Public and Private*, by Kwame Group and David Mason & Associates, October 23, 1998). These costs focused on construction and related actions. The financial model, however, considered *overall development* costs which include not only construc-

tion but also the costs to acquire property, the costs incurred by developers to reach the construction phase (e.g., architectural and engineering costs, market research, time to obtain regulatory approvals, etc.), and typical fees and profits for investors, developers, and property owners. Moreover, most of the line item costs estimated by Kwame and Mason were increased an additional 20 percent as a contingency budget.

Supporting the development program is a detailed market analysis of the opportunities for attracting development, attracting residents, and attracting businesses (see *Economic and Market Analysis for St. Louis Downtown Development Action Plan* by The Concord Group and Development Strategies, August 7, 1998). This report provides the justification for the scale of the proposed development during Phase I as well as the rents and prices to be achieved once the products of the development are operational (e.g., rented housing units, leased office space).

This report is separated into an analysis by each of the four geographic areas noted above plus a section covering some civic costs related to streetscapes and a special program which apply more universally in the downtown area. In order to estimate potential funding gaps and opportunity costs related to urban development, it is assumed that all the capital investments will require the borrowing of funds to complete projects in the Phase I time frame of 1999 through 2004. These funds would be paid back to the lenders over a 20-year period. The required annual debt service, therefore, forms an integral part of the funds which must be raised each year.

Each section of the report, therefore, includes an estimate of the potential financial "gap" between what are projected to be development costs (i.e., property acquisition, construction, development fees, developer/owner profits, etc.) and the ability of market rents and sales prices to support repayment of the loans as well as annual operating expenses. How the gaps of the various components are filled will be a complex and highly individualized process. Some of the gaps will be filled by direct civic investment in certain projects, probably in the form of subordinated loans. Some will be filled using various tax incentive programs such as historic investment tax credits or tax increment financing. Some gaps will also be filled by actual development costs which end up lower than estimated in the model and/or by rents and prices which are higher than estimated in the model.

All dollar amounts in the model and in the report are stated in 1998 values. No projections for a rate of inflation were attempted. Likewise, there is no projection of the potential escalation in rents or operating costs. Under preferred conditions, market forces will be such that the investments will encourage higher demand and, ultimately, higher rents as time passes. Hopefully, for the investors, these real rent increases (and prices, for that matter) will exceed the growth in real expenses thus encouraging higher profits and continued investment in downtown St. Louis. Because of the very many uncertainties about the downtown market, however, such increases have not been projected although they were considered in the model's design.

Nevertheless, the rent and price levels indicated in the model reflect higher values than exist today. A goal of the model was to set higher rent and development investment standards than presently exist; thus, the model includes overall averages during the 20-year term of borrowed funds which exceed today's averages. In other words, the amount of investment and the level of rents/prices possible today reflect a high degree of uncertainty and a poorly operating market. As the planned

investments take place, uncertainty should diminish, demand should increase even as supply is increased, and higher rents/prices should be possible. The model's assumptions reflect a more appropriate 20-year average (again, the projected financing period) than current conditions might otherwise warrant.

It is far too complex, however, to project specific programs and incentives which investors and developers will use in certain projects in order to fill the financing gaps. Thus, an overall projection of the many possibilities is not attempted. Nevertheless, three hypothetical projections of specific components of the action program are "tested" to determine the degree of gap financing which would have to occur. These three create a set of informal case studies on the extent of the need for certain gap financing approaches.

Finally, it is critical to the entire planning and investment process to understand that the *civic* investments projected in this report are intended to support and stimulate much more than the six-year private investment program of this report. The long term leveraging of private investment, that is, will be much more favorable than shown here as long as the civic investments in public spaces, parking facilities, institutions, infrastructure, and streetscapes are intended to have lives much longer than six years. A successful civic investment program will last much longer than the six years shown here and will, consequently, stimulate added private investment for years to come.

II. Cash Flow and Development Costs

The entire Phase 1development action program is estimated to cost $1,129,000,000 (in constant 1998 dollars) during the six years of 1999 through 2004. This section of the report summarizes the projected costs in each of the target areas. The detailed cash flow analysis is contained in Attachment B.

In addition to the Phase 1 program, the economic and fiscal impacts analyzed in this report include the anticipated development program of the Renaissance St. Louis Convention Headquarters Hotel and the redevelopment of a major portion of Cupples Station. These programs are described in detail later in the report but the table below includes their 1999 to 2004 development costs which, when combined with Phase 1, indicate an overall six-year investment in Downtown St. Louis of over $1.5 billion.

Of the total Phase 1cost, alone, of $1,129,000,000, an estimated $750,900,000 (66.5%) would be invested in traditionally private market projects involving residential, commercial, and selected parking structures. The remaining $378,100,000 (33.5%) would be expended for street improvements, streetscape enhancements, various open space amenities (parks, plazas, malls), and institutional facilities (e.g., skating rink, museum, educational buildings).[1] These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

PHASE 1 PROGRAM		*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Private	Residential	$12.4	$46.1	$58.0	$67.8	$135.3	$116.8	$436.4
Private	Non-Residential	3.8	6.8	14.1	31.2	101.9	91.1	249.0
Civic	Non-Residential	2.2	7.2	16.7	10.0	49.7	45.0	130.8
Private	Parking Facilities	27.6	15.3	6.5	15.1	0.7	0.5	65.6
Civic	Parking Facilities	7.7	7.7	16.7	31.6	7.7	-	71.3
Civic	Landscaping and Street Improvements	19.1	26.6	38.7	34.0	7.2	6.2	131.7
Civic	Environmental Abatement	0.6	3.2	2.7	-	-	-	6.5
Civic	Site Preparation	4.1	9.2	4.4	-	-	-	17.7
Civic	Plan Implementation and Event Programming	3.3	3.3	3.3	3.3	3.3	3.3	20.0
Subtotal, Phase 1		***$80.8***	***$125.4***	***$161.1***	***$193.0***	***$305.8***	***$262.9***	***$1,129.0***
Convention HQ Hotel		5.0	74.0	86.0	77.0	-	-	242.0
Cupples Station		20.0	105.0	40.0	-	-	-	165.0
GRAND TOTAL		**$105.8**	**$304.4**	**$287.1**	**$270.0**	**$305.8**	**$262.9**	**$1,536.0**

An overall financing gap for the private sector during Phase 1 only is estimated to be $333,300,000 during the six years of the Phase I development program. This gap is determined before any subsidy or incentives programs are considered. Assuming this gap is filled entirely from public, philanthropic, and civic initiatives (e.g., tax incentives, historic building tax credits, reduced financing terms, donations of property, etc.), the up-front private sector costs would be reduced by that amount and civic costs would be increased by that amount. This would change initial private investment to $417,600,000 (37% of total Phase I investments) and the civic investment would increase to $711,400,000 (63% of Phase I investments).

[1] Numbers may not add precisely due to rounding. See Attachment B for details.

A. Washington Avenue Loft District

The Phase I development program for the Washington Avenue Loft District includes 1,300 residential units, 435,500 square feet of various forms of commercial and non-residential floor area, parking structures with 2,850 spaces, public open spaces, and a variety of streetscape improvements. These improvements are projected to have development costs of $312,300,000 over six years. Private investment is projected to total $242,300,000 (78%) while civic investments would total $70,000,000 (22%).[2] These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

Washington Avenue Loft District		*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Private	Residential	$5.0	$27.9	$40.3	$43.5	$46.6	$33.4	$196.7
Private	Non-Residential	1.3	2.1	8.3	8.5	8.7	8.2	37.0
Civic	Non-Residential	-	-	-	-	-	-	-
Private	Parking Facilities	-	3.5	3.0	1.0	0.7	0.5	8.7
Civic	Parking Facilities	7.7	7.7	7.7	15.4	7.7	-	46.2
Civic	Landscaping and Street Improvements	6.0	6.0	6.0	4.6	0.6	0.6	23.8
Civic	Environmental Abatement	-	-	-	-	-	-	-
Civic	Site Preparation	-	-	-	-	-	-	-
TOTAL		**$20.0**	**$47.1**	**$65.2**	**$73.0**	**$64.3**	**$42.7**	**$312.3**

Differences between private development costs and rents/prices lead to the need to provide support for initial private financing during the six years of Phase I. In the Washington Avenue program, the financing gap for private development projects is estimated at a net present value of some $57.5 million, or about 24 percent of projected development costs. This gap is determined before any subsidy or incentives programs are considered. If this gap is moved from the private sector to the civic, overall initial investment requirements of the private sector would be reduced that much and the civic commitment would rise that much. Thus, the private components would initially fall to $184,800,000 (59% of total private and civic investment) and the civic components would rise to $127,500,000 (41%).

[2] Numbers may not add precisely due to rounding. See Attachment B for details.

B. Gateway Mall and Arch Grounds

The Phase I development program for the Gateway Mall and Arch Grounds includes 72 luxury residential units as the only private-sector initiative. The remaining projects would be civic investments in the quality of life in downtown St. Louis. These include a potential cultural institution such as a museum, an amphitheater on the Arch grounds, many improvements to the Gateway Mall to encourage more public use, and a wide range of streetscape improvements. Moreover, parking facilities for 500 automobiles are programmed. These improvements are projected to have total development costs of $185,700,000 over six years. Private investment is projected to total $18,400,000 (10%) while civic investments would total $167,400,000 (90%).[3] The primary reason for this apparent wide disparity between private and civic costs is a $60 million projection for development of at least one major civic institution such as a museum included in the civic, non-residential category. These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

Gateway Mall and Arch Grounds		*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Private	Residential	$-	$-	$-	$-	$9.2	$9.2	$18.4
Private	Non-Residential	-	-	-	-	-	-	-
Civic	Non-Residential	-	2.0	7.8	4.0	42.2	36.0	92.0
Private	Parking Facilities	-	-	-	-	-	-	-
Civic	Parking Facilities	-	-	6.6	6.6	-	-	13.1
Civic	Landscaping and Street Improvements	6.3	10.9	24.0	21.0	-	-	62.2
Civic	Environmental Abatement	-	-	-	-	-	-	-
Civic	Site Preparation	-	-	-	-	-	-	-
TOTAL		**$ 6.3**	**$12.9**	**$38.4**	**$31.5**	**$51.4**	**$45.2**	**$185.7**

Differences between private development costs and rents/prices lead to the need to provide support for initial private financing during the six years of Phase I. In the Gateway Mall program, the financing gap for private development projects is estimated at a net present value of some $13.1 million, or about 71 percent of projected development costs. This gap is determined before any subsidy or incentives programs are considered. If this gap is moved from the private sector to the civic, overall initial investment requirements of the private sector would be reduced that much and the civic commitment would rise that much. Thus, the private components would initially fall to $5,300,000 (3% of total private and civic investment) and the civic components would rise to $180,400,000 (97%).

[3] Numbers may not add precisely due to rounding. See Attachment B for details.

C. Old Post Office Square and the CBD Core

The Phase I development program for the Old Post Office Square and the core of the central business district includes 255 residential units in renovated, historic buildings; 627,700 square feet of various forms of commercial and non-residential floor area, principally in the form of a 130-room boutique hotel, 235,200 square feet of renovated office space, and 110,000 square feet of a renovated and fully occupied Old Post Office; parking structures with 985 spaces; public open spaces; and a variety of streetscape improvements. These improvements, including property acquisition and site preparation, are projected to have development costs of $304,300,000 over six years. Private investment is projected to total $220,700,000 (73%) while civic investments would total $83,600,000 (27%).[4] These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

Post Office Square/CBD Core		*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Private	Residential	$-	$-	$-	$-	$41.0	$39.4	$80.3
Private	Non-Residential	1.9	3.7	3.7	20.9	46.1	46.4	122.8
Civic	Non-Residential	2.2	5.2	8.9	6.0	7.5	9.0	38.8
Private	Parking Facilities	-	-	3.5	14.1	-	-	17.6
Civic	Parking Facilities	-	-	2.4	9.6	-	-	12.0
Civic	Landscaping and Street Improvements	1.8	1.2	1.0	3.7	4.6	4.4	16.5
Civic	Environmental Abatement	0.0	3.2	2.7	-	-	-	5.9
Civic	Site Preparation	1.9	4.0	4.4	-	-	-	10.4
TOTAL		**$7.8**	**$17.3**	**$26.6**	**$54.3**	**$99.2**	**$99.2**	**$304.3**

Differences between private development costs and rents/prices lead to the need to provide support for initial private financing during the six years of Phase I. In the Old Post Office Square program, the financing gap for private development projects is estimated at a net present value of some $134.9 million, or about 61 percent of projected development costs. This gap is determined before any subsidy or incentives programs are considered. If this gap is moved from the private sector to the civic, overall initial investment requirements of the private sector would be reduced that much and the civic commitment would rise that much. Thus, the private components would initially fall to $85,800,000 (28% of total private and civic investment) and the civic components would rise to $218,500,000 (72%).

[4] Numbers may not add precisely due to rounding. See Attachment B for details.

D. Laclede's Landing and Riverside

The Phase I development program for the Laclede's Landing and Riverside district includes 1,064 residential units, 487,500 square feet of various forms of commercial and non-residential floor area, a parking structure with 1,500 spaces, public open spaces, a variety of streetscape improvements, and site improvements to encourage development. These improvements are projected to have total development costs of $284,200,000 over six years. Private investment is projected to total $269,500,000 (95%) while civic investments would total $14,700,000 (5%).[5] These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

Laclede's Landing/Riverside		*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Private	Residential	$7.3	$18.2	$19.0	$26.8	$41.7	$27.9	$140.9
Private	Non-Residential	0.7	1.0	2.1	1.8	47.0	36.6	89.2
Civic	Non-Residential	-	-	-	-	-	-	-
Private	Parking Facilities	27.6	11.8	-	-	-	-	39.4
Civic	Parking Facilities	-	-	-	-	-	-	-
Civic	Landscaping and Street Improvements	1.8	3.1	0.7	-	-	1.2	6.8
Civic	Environmental Abatement	0.6	-	-	-	-	-	0.6
Civic	Site Preparation	2.2	5.1	-	-	-	-	7.4
TOTAL		**$40.1**	**$39.3**	**$21.8**	**$28.6**	**$88.7**	**$65.6**	**$284.2**

Differences between private development costs and rents/prices lead to the need to provide support for initial private financing during the six years of Phase I. In the Laclede's Landing and Riverside program, the financing gap for private development projects is estimated at a net present value of some $127.8 million (excluding the proposed 400-room hotel for which market data could not be obtained or estimated), or about 45 percent of projected development costs. This gap is determined before any subsidy or incentives programs are considered. If this gap is moved from the private sector to the civic, overall initial investment requirements of the private sector would be reduced that much and the civic commitment would rise that much. Thus, the private components would initially fall to $141,600,000 (50% of total private and civic investment) and the civic components would rise to $142,500,000 (50%).

[5] Numbers may not add precisely due to rounding. See Attachment B for details.

E. Streets, Streetscapes, and Other Supporting Programs

In addition to the development programs in the four geographic areas identified above, the Phase I action plan includes a number of street and streetscape improvements in other parts of downtown in order to enhance a number of key linkages into and between distinctive parts of the downtown area and, thus, to encourage greater usage and private investment. There is also included a contingency of $10 million to cover necessary expenses to upgrade underground utilities in the Phase I areas. Moreover, this component includes funds for implementation and promotion efforts which would attract investors, identify and secure gap financing, and promote greater activity in downtown St. Louis. These costs are projected to be incurred each year according the following scenario:

Projected Annual Development Costs in Millions of 1998 Dollars

Streets, Streetscapes, & Other Support Programs	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*Total*
Civic Landscaping & Street Improvements	$3.3	$5.4	$7.0	$4.8	$2.0	$-	$22.5
Civic Plan Implementation and Event Programming	3.3	3.3	3.3	3.3	3.3	3.3	20.0
TOTAL	**$6.6**	**$8.7**	**$10.3**	**$8.2**	**$5.3**	**$3.3**	**$42.5**

Together, these added improvements and programs have a total cost of $42,500,000 during the six years of Phase I.[6] All of these costs are anticipated to be civic in nature.

[6] Numbers may not add precisely due to rounding. See Attachment B for details.