

**FY 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM
SURFACE TRANSPORTATION PROGRAM - SUBALLOCATED FUNDS (STP-S)
NEW PROJECT APPLICATION**

Clear Form and Create New Project

Retrieve Existing Project

Update/Save Project

PROJECT RECORD NUMBER

12938309

Clear All Fields

WRITE DOWN THE PROJECT NUMBER. YOU WILL NEED IT IF YOU WISH TO RETRIEVE / EDIT / PRINT THE PROJECT APPLICATION AT A LATER TIME.

Select one:

- In progress
 Preliminary complete (ready for comments)- Due February 24, 2012
 Final complete - Due March 23, 2012
Signatures, Supplemental Information, and Application Fee - Due March 23, 2012

A. SPONSOR INFORMATION

Sponsoring Agency: City of St. Louis

Chief Elected Official: Francis G. Slay, Mayor

Address: City Hall, Room 200
1200 Market Street

City: St. Louis State: MO Zip: 63103

E-Mail: SlayF@stlouiscity.com

Project Contact: Otis Williams

Address: St. Louis Development Corporation
1015 Locust - Suite 1200

City: St. Louis State: MO Zip: 63101

Phone: (314) 622-3400 Ext.269 Fax: (314) 259-2341

E-mail: WilliamsO@stlouiscity.com

Application Contact: John P. Kohler, P.E.

E-Mail: KohlerJ@stlouiscity.com Phone: (314) 589-6623

B. PROJECT INFORMATION

Project Title: Washington Avenue Streetscape - Phase 3

Project Limits (i.e., Taylor Ave to Moss St or over Moss Creek - include map):

North and South sides of Washington Avenue from 7th Street to Memorial Drive (See Attachment A - Project Map)

Is this project a continuation of, or is it otherwise related to, another project that previously was programmed in the TIP? If so, explain this relationship.

This project is a continuation, or third phase, of two successfully implemented Transportation Improvement Program Projects on Washington Street from 18th Street on the west to 7th Street on the east. Federally-funded projects include: TIP No. 472-00, STP-5400(689); and HUD/EDI Special Projects Grant B-99-SP-MO-0613. The proposed streetscape project directly links the two prior phases at 7th Street and continues the streetscape enhancements easterly to Memorial Drive.

Has your agency previously competed for funds for this specific project? If so, when?

No

Does your agency own and maintain this facility? Yes No If no, a letter of support is required from the facility owner.

Project Priority Area:

Type of Improvement:

Type of project:

Project Length (Miles):

Estimated date of completion (MO/YEAR):

| Usage (Average Daily Traffic, Ridership, etc.): | Currently | Proposed |
|---|---------------------------------------|---------------------------------------|
| ADT | <input type="text" value="10620.00"/> | <input type="text" value="10620.00"/> |
| Year | <input type="text" value="2012.00"/> | <input type="text" value="2032.00"/> |

Vehicle Occupancy Rate (Regional Average=1.25): Currently Proposed

Federal Functional Roadway Classification (per East-West Gateway):

BRIDGE PROJECTS ONLY

Bridge Identification Number (Per state inventory):

Bridge Sufficiency Rating (Per state inventory):

Is bridge listed on state inventory as deficient?

Will there be any realignment of the connecting roadway (vertical or horizontal) as part of the bridge replacement? If yes, include sketch of proposed bridge replacement and realigned road.

Number of through traffic lanes: Currently Proposed

Number of turn lanes: Currently Proposed

Are two-way left turn lanes proposed as part of this project? If yes, give details below:

Is the terrain flat or rolling?

If the terrain is rolling, describe what measures have been taken to maximize the sight distance where the two-way left turn lanes are proposed:

Speed limit: Currently Proposed

Lane width: Currently Proposed

Shoulder width: Currently Proposed

Bridge width (gutterline to gutterline): Currently Proposed

Curb & gutter?: Currently Proposed

Sidewalks?: Currently Proposed

Sidewalk Width: Currently Proposed

Parking allowed: Currently Proposed

Will additional right of way or easement be acquired?:

If yes,

- Estimated additional right of way (in acres) needed:

- Estimated permanent easements (in acres) needed:

- Estimated temporary easements (in acres) needed:

- Any residential or commercial displacements anticipated? If yes, give details on how many and if they are residential and/or commercial.

Right of way acquisition by:

Right of way condemnation by:

Please attach the following items, if available.

- Traffic Flow diagram for more than 2 lane improvement
- Scope of engineering services

UTILITY COORDINATION

Will coordination with utilities be required? If yes, check the appropriate box to select the type of utility. Then give the names of the utility companies. Utilities must be notified of proposed improvements early in the design process.

| | | |
|----------------|-------------------------------------|---|
| Electric | <input checked="" type="checkbox"/> | Ameren Corporation |
| Phone | <input checked="" type="checkbox"/> | AT&T |
| Gas | <input checked="" type="checkbox"/> | Laclede Gas Company |
| Water | <input checked="" type="checkbox"/> | City of St. Louis Water Division |
| Cable TV | <input checked="" type="checkbox"/> | Charter Communications |
| Storm Sewer | <input checked="" type="checkbox"/> | Metropolitan St. Louis Sewer District |
| Sanitary Sewer | <input checked="" type="checkbox"/> | Metropolitan St. Louis Sewer District |
| Other | <input checked="" type="checkbox"/> | City of St. Louis Traffic and Lighting Division |

Please give detail concerning potential utility conflicts / problems / issues:

This project will involve close coordination with the City of St. Louis Traffic and Lighting Division since work involves a new roadway and pedestrian lighting system. In addition, utilities will be directly impacted since this project involves sidewalk modifications to meet current American with Disabilities Act (ADA) Standards. Various utility adjustments and modifications may be required to match the finished elevation of the proposed improvements. For example, utility covers and risers for vents, manholes, and meters may need to be adjusted to match the new sidewalk and ramp elevations. In summary, any necessary utility adjustments would be considered relatively minor and not impact the progress of the project.

Utility coordination completed by:

Designed by:

Inspection by:

Bicycle and Pedestrian Facilities

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) continues a commitment to bicycle and pedestrian facilities:

"Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction and transportation facilities, except where bicycle and pedestrian use are not permitted."

Further, 23 USC Section 217(g)(2) states:

"Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. Safety considerations shall include the installation, where appropriate, and maintenance of audible traffic signals and audible street signs at street crossings."

The Gateway Bike Plan provides a long-term vision for a connected system of on road bicycle routes between communities, transit, greenways, and trails. Information is available at StLBikePlan.com

If any bicycle and/or pedestrian elements are included in this project, what are they?:

The renovation of Washington Avenue from 7th Street to Memorial Drive aims to create a safe and appealing pedestrian route from America's Center Convention Complex to the Arch grounds of the Jefferson National Expansion Memorial. Currently, sidewalks in this area are uneven and cracked, presenting a constant irritation to pedestrians and making it very difficult for those with strollers or wheelchairs to navigate the sidewalk. Similarly, the poor drainage of current gutters create puddles which block ramp entry to the sidewalk, detrimentally affecting pedestrians (especially those with wheelchairs or strollers). In order to better serve the pedestrian in this section of street, this project will replace old sidewalks, repair curb ramps, improve pedestrian crosswalks, and install energy efficient lighting, wayfinding signage, tree wells, other landscaping features, and street furnishing to create a safer pedestrian experience.

If bicycle and/or pedestrian elements are not included, WHY NOT (required)?: Failure to include bicycle and/or pedestrian accommodations may result in project not being funded.

C. PROJECT JUSTIFICATION/DESCRIPTION

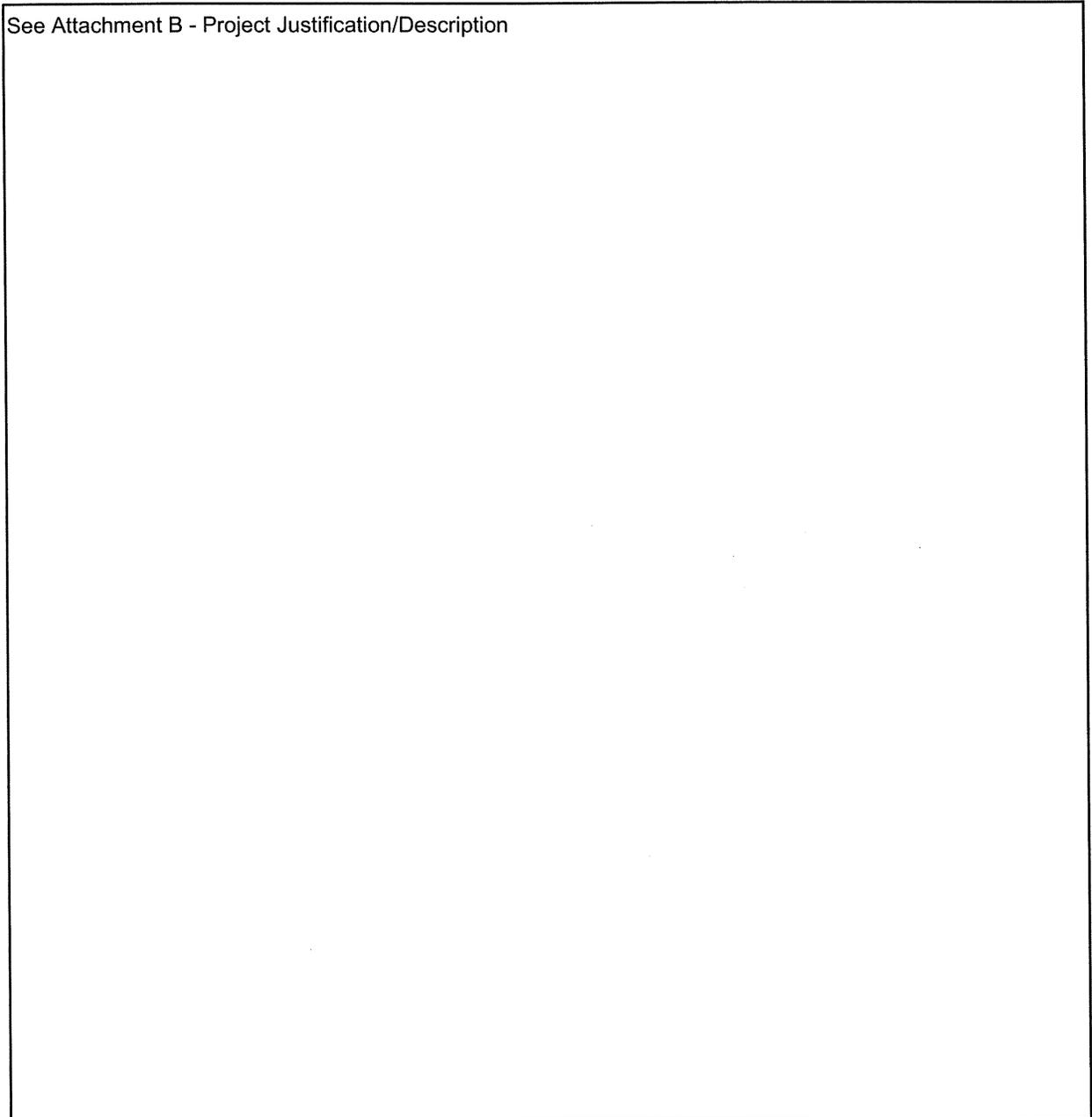
Please describe 1.) the proposed improvement, 2.) the transportation problem the improvement will address, 3.) the effect the improvement will have on the problem, and 4.) any Transportation System Management or Transportation Demand Management strategies (as described in Appendix A included in the workbook).

If the project is proposing to add capacity for single-occupant vehicles by adding lanes or by constructing a new facility, a Congestion Management Study (CMS) report may be required. The CMS requirements are described in Appendix A included in the workbook. If you are unsure if a CMS is needed, please contact Jason Lange or Jim Wild at MO: (314) 421-4220 or IL: (618) 274-1750.

Projects must be based upon the ten principles/strategies of RTP 2040, the St. Louis region's Long Range Transportation Plan. See page 6 of the STP-S workbook for more information.

Be as specific as possible. Attach additional sheets as needed.

See Attachment B - Project Justification/Description



GREAT STREETS (This section is intended to be completed only for projects that are utilizing concepts from the Great Streets Initiative)

Road construction does not just apply to moving cars and trucks faster. It's really about accommodating people, which can include such things as: traffic calming, bicycle/pedestrian accommodations, compliance with the Americans with Disabilities Act, landscaping, access management, architectural design standards, and zoning changes to encourage specified land uses and promote economic development. East-West Gateway's Great Streets Initiative helps local sponsors create a complete street. A toolbox has been created that guides sponsors to use the Great Streets template that applies to their place. Place types include: downtown main street, mixed-use district, small town downtown, residential neighborhood, office employment area, civic/educational corridor, neighborhood shops, and commercial/service corridor.

Detailed information can be found at: <http://www.ewgateway.org/greatstreets/greatstreets.htm>. If you have any questions about Great Streets, contact Paul Hubbman at: MO: (314) 421-4220 or IL: (618) 274-2750.

A Great Streets project is required to address these seven criteria:

1. Are representative of their places (context sensitive - not one size fits all)
2. Allow people to walk comfortably and safely
3. Contribute to economic vitality of the area
4. Are functionally complete (accommodate all modes - complete streets)
5. Provide mobility (balance travel, local circulation, and appropriate site access)
6. Facilitate place making (identity, space, art, activity)
7. Are green (ecological best practices & attractive spaces)

Please describe below how this project incorporates each of the seven criteria. Attach additional sheets as needed.

The American Planning Association has named Washington Avenue one of the best streets in America, yet this piece of the street currently suffers from uneven sidewalks, poorly marked crosswalks, and bleak aesthetics. Washington Avenue is a major thoroughfare and within 15 minutes walking distance of many of St. Louis' most iconic attractions, renovating this streetscape to create a pedestrian-friendly environment would foster a truly great street and mixed-use district unlike any other.

This renovation will allow pedestrians to walk safely and comfortably. Sidewalks will be replaced. Gutters will also be improved to prevent large puddles from forming in wheelchair/stroller accessible ramps. Since many of these ramps are chipped, they too will be resurfaced/replaced. Crosswalks will be made clearer, and additional lighting will be installed to increase pedestrian visibility and safety. Tree wells and other landscaping features in addition to wayfinding signage and street furnishings will also be installed to better the pedestrian experience. This project also plans to include district-wide programs for recycling as well as bike racks. All of these project features will promote more sustainable living by encouraging walking, biking, and mass transit use as well as convenient facilities for recycling.

Both individual attractions (such as the Convention Center and Arch) and businesses along Washington Avenue will benefit from the increased foot traffic these improvements will bring to this district. Current tenants in this district include the Laurel Apartments (St. Louis' first LEED certified residential building), Embassy Suites, the National Blues Museum, Pi Pizzeria, Robust Wine Bar & Café, a fashion and design retailer, a 3-screen movie theater with dining, and a 150-seat blackbox theater with residential arts groups. With more tenants to come, street improvements in this district will not only create jobs but also cultivate an entrepreneurial spirit in downtown St. Louis, enriching the already thriving business area and generating an engaged and cooperative downtown working community. US Bank, Stifel Nicolaus, Thompson Coburn, Bryan Cave, and AT&T are all steps away, and downtown has 50,000 workers that commute daily.

In recent years, streetscape enhancements along Washington Avenue between 7th Street and 18th Street have improved pedestrian safety while stimulating significant economic development. These improvements will complete the final segment of Washington Avenue enhancements, ensuring that downtown revitalization continues to gain momentum. Once a blighted area, Washington Avenue is the intersection of the business and residential districts of downtown and the main thoroughfare to all the city's main attractions. Such improvements are imperative to both extending building and business life and increasing downtown vitality.

D. PROJECT COMPOSITION

Please indicate the approximate percentage of the project that covers each of the elements below:

| MODAL ELEMENTS | Total Cost | |
|------------------------------------|-------------------------------------|---|
| Roadway elements | <input type="text" value="25.00"/> | % |
| Transit elements | <input type="text" value="0.00"/> | % |
| Bicycle and Pedestrian elements | <input type="text" value="75.00"/> | % |
| Port and Freight Facility elements | <input type="text" value="0.00"/> | % |
| TOTAL (100%) | <input type="text" value="100.00"/> | % |

| ACTIVITY TYPE | Total Cost | |
|---|-------------------------------------|---|
| Replace/Rehabilitation of existing facilities | <input type="text" value="70.00"/> | % |
| Expansion/Enhancement - new or expanded facilities and assets (not replacement) | <input type="text" value="30.00"/> | % |
| Planning Studies - such as general program evaluation, corridor studies, MTIA or environmental analysis (not preliminary or construction engineering) | <input type="text" value="0.00"/> | % |
| TOTAL (100%) | <input type="text" value="100.00"/> | % |

| PROJECT FUNCTIONS | Total Cost | |
|----------------------------------|-------------------------------------|---|
| Preservation elements | <input type="text" value="50.00"/> | % |
| Safety elements | <input type="text" value="15.00"/> | % |
| Congestion elements | <input type="text" value="5.00"/> | % |
| Access to Opportunity elements | <input type="text" value="15.00"/> | % |
| Sustainable Development elements | <input type="text" value="15.00"/> | % |
| Goods Movement elements | <input type="text" value="0.00"/> | % |
| TOTAL (100%) | <input type="text" value="100.00"/> | % |

E. IMPROVEMENT EVALUATION CRITERIA

PRESERVATION

Preservation of the existing infrastructure will be achieved by managing and maintaining current roadway, bridge, transit and intermodal assets. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Points will be assigned only if project will improve deficient condition and documentation of condition is provided with project application.

Priority Condition

System Condition *(describe condition and measure used)*

The current streetscape of Washington Avenue from 7th Street to Memorial Drive is unsafe and unattractive. Cracked and uneven sidewalks present hazards to pedestrians, as do the poorly-marked crosswalks (See Attachment E - Infrastructure Photographs of Existing Conditions). This project will renovate the space by replacing sidewalks that are beyond repair. This most basic improvement accompanied with the installation of new lighting, tree wells, and planters will wholly alter the pedestrian experience from the Convention Center to the Arch grounds for the better. In addition, new decorative lighting will replace aging lighting infrastructure that will provide reliable and uniform lighting levels on the roadway and pedestrian realms. Also, improvements will include roadway surface treatment as necessary to effectively incorporate new pavement markings from 7th Street to the City-Arch-River 2015 Project near the intersection of 4th Street and Washington Avenue.

| PRESERVATION MEASURES | High Priority Condition | Medium Priority Condition | Lower Priority Condition |
|------------------------------|---|---|--|
| Road | Pavement Condition 20- 54 on Scale of 100 or equivalent AND project will improve deficient condition. | Pavement Condition less than 20 or 55-75 on scale of 100 or equivalent AND project will improve deficient condition. | Pavement Condition greater than 75 on Scale of 100 or equivalent AND project will improve deficient condition. |
| Bridge | Bridge Sufficiency Rating less than 40 on Scale of 100 AND project will improve deficient condition. | Bridge Sufficiency Rating of 40-79.9 on Scale of 100 AND project will improve deficient condition. | Bridge Sufficiency Rating greater than 80 on Scale of 100 AND project will improve deficient condition. |
| Signal | Project will replace equipment older than 20 years, and equipment is outdated, not repairable | Project will replace equipment 10 to 20 years old and not compatible with coordinated systems | Project will replace equipment in good condition, as per industry standard |
| Transit | Project will replace equipment at normal replacement cycle age in FTA Circular 9030 | Project will replace equipment that is non-operational/unreliable/ beyond normal replacement cycle age in FTA Circular 9030 | Project will replace equipment earlier than normal replacement cycle age in FTA Circular 9030 |
| Port/Freight | Poor condition as per standard AND project will improve deficient condition. | Very poor or fair condition as per standard AND project will improve deficient condition. | Good condition as per standard AND project will improve deficient condition. |
| Bike/Ped | Poor condition as per standard AND project will improve deficient condition. | Very poor or fair condition as per standard AND project will improve deficient condition. | Good condition as per standard AND project will improve deficient condition. |

***NOTE:** Only projects that propose to replace, rehabilitate, or repair a facility or equipment can receive points in this category. Projects that propose to construct an entirely new facility receive 0 points (N/A). Systematic preventive maintenance activities (i.e., activities that are part of a planned strategy or program) intended to extend the life of the facility are eligible for funding, provided the DOT has approved the systematic strategy or program.

SAFETY

Safety and Security in Travel will be achieved by decreasing the risk of personal injury and property damage on, in, and around transportation facilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information. Include actual police reports for crashes and elaborate how proposed improvements would reduce these.

Total number of accidents over last 3 years:

Accident Rate for the proposed project location (use formula below):

To compute accidents per million vehicle miles use the formula:

$$\frac{\text{Average Number of Accidents per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic} \times 365 \times \text{length of project in miles}} = \text{Accident Rate}$$

Priority Condition

System Condition / Problem Addressed

Decreasing the number of lanes from four to two and adding a parking lane on each side of Washington Avenue will encourage drivers to reduce speeds and be more attentive to the surrounding driving conditions. Widening the turn lane will allow cars more space to maneuver, making them more visible to others. Replacing sidewalks will create a smooth walking surface with wheelchair accessibility that meets ADA standards. The installation of trees and planters will provide a protective barrier between vehicles and pedestrians. Pedestrian and roadway lighting will increase the level of illumination and provide uniform lighting levels that will provide a more secure nighttime urban environment.

| SAFETY MEASURES | High Priority Condition | Medium Priority Condition | Lower Priority Condition |
|---------------------------|---|---|---|
| Road/ Intersection | Accident rate per million vehicle miles is 6.0 or higher AND project addresses specific safety issue(s)* OR improves problems identified in road safety audit. | Accident rate per million vehicle miles is 3.0 - 5.9 AND project addresses specific safety issue(s)* | Accident rate per million vehicle miles is less than 3.0 AND project addresses specific safety issue(s)* |
| Bridge | Bridge sufficiency rating less than 20 on scale of 100 AND project will improve deficient condition. | Bridge sufficiency rating 20-49.9 on scale of 100 AND project will improve deficient condition. | Bridge sufficiency rating greater than 50 on scale of 100 AND project will improve deficient condition. |
| Transit/Other | Poor condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.) | Fair condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.) | Good condition as per standard AND project addresses specific safety or security issues (e.g., improves security for facility users, addresses bicycle or pedestrian safety concerns, etc.) |
| Bike/Ped | New bike/ped facility: Sidewalks on both sides of road or dedicated multi-use path. | New bike/ped facility: Sidewalk on one side of road or on-road bike lane. | Improvements to existing facility: Sidewalk being improved to bring into ADA compliance or shared traffic lanes markings. |

*Note: e.g., paved shoulder, new pedestrian or bicycle facility, revisions to horizontal or vertical alignment, intersection improvements, guardrail or median barrier, lighting or signage improvements.

CONGESTION

Congestion Management will be achieved by ensuring that congestion of the region’s roadways does not reach levels which compromise economic competitiveness. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does this project increase capacity for Single-Occupant Vehicles?

If yes, a Congestion Management Study (CMS) may be required*. If a CMS report applies, it must accompany this application. See Section V of the workbook for information.

Priority Condition

System Condition (describe condition and measure used)

Enhancing the pedestrian experience of Washington Avenue with improved connections to the Convention Center subway station directly supports alternative transportation options, including MetroLink, Metro Bus, Madison County Transit, and Bike St. Louis. Similarly, the proposed renovation will add to the investment in pedestrian infrastructure around MetroLink, fostering trans-oriented development opportunities supported by East-West Gateway’s Regional Sustainable Communities Plan.

| CONGESTION MEASURES | High Priority Condition | Medium Priority Condition | Lower Priority Condition |
|---------------------------------|--|---|---|
| Road/Bridge Intersection | Level of Service E or F AND project includes features to increase mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements) | Level of Service D AND project includes features to increase mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements) | Level of Service A, B or C AND project includes features to increase mobility (e.g., ITS features, traffic signal coordination, turn lane, intersection improvements) |
| Transit | Introduction of peak-hour transit service in a new market | Expansion of peak-hour transit service or new transit facility in an existing market | Improved transit facility |
| Other | Program intended to encourage use of other modes or alternatives (e.g., transit, ridesharing, carpooling) | New pedestrian or bicycle facility (non-recreational) | Improved pedestrian or bicycle facility (non-recreational) |

Note:
 --Calculate Level of Service (LOS) per method outlined in the *Highway Capacity Manual*, Transportation Research Board, National Research Council, Washington, D.C. 2000.
 --If the project is a bicycle/pedestrian or transit improvement designed primarily to relieve parallel corridor (roadway) congestion - indicate peak average corresponding roadway LOS.
 – Projects must comply with the Regional ITS Standards set forth in the document titled *Bi-State St. Louis Regional ITS Architecture*, April 2005

*A Congestion Management Study is required if the project proposes to add one or more lanes for a length of at least 1 mile (or the entire distance between major intersections) on a roadway functionally classified as an arterial or above.

ACCESS TO OPPORTUNITY

Access to Opportunity will be achieved by addressing the complex mobility needs of persons living in low-income communities and persons with disabilities. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information

Priority Condition

Access to Opportunity Measures / Problem Addressed

This project is located in an area that is defined by East-West Gateway as a "Disadvantaged Community". Improving the streetscape of Washington Avenue from 7th Street to Memorial Drive (through the heart of the downtown business and activity center) will greatly increase the access to opportunity of individuals in the City of St. Louis, particularly those of disadvantaged communities. New sidewalk infrastructure that meets ADA requirements, improved lighting, and streetscape features will increase pedestrian comfort and safety, while also making waiting and taking the MetroLink and MetroBus more appealing. The installation of bike racks will also encourage commuting by bicycle.

| <i>ACCESS TO OPPORTUNITY MEASURES</i> | <i>Priority Condition</i> |
|--|---------------------------|
| (1) Project is located within an area that meets either of the disadvantaged community criteria below, AND (2) project provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) (5pts) | |
| Project either provides direct access to opportunity for disadvantaged individuals (e.g., paratransit service, ride service for elderly, job access program, new transit stop at major employment or activity center, pedestrian or bicycle facility to enable direct access to transit) AND includes measures to eliminate accessibility barriers and bring a non-ADA-compliant facility into ADA compliance. (3pts) | |
| Includes measures to eliminate accessibility barriers and bring a non-ADA compliant facility into ADA compliance. (1pt) | |

*Disadvantaged Community: Any community within the region in which (1) the unemployment rate is 50% higher than the region as a whole (2010 metropolitan rate= 10.0%), or (2) in which 10 percent or more of the households headed by an adult have no private vehicle. EWG staff will provide this information.

SUSTAINABLE DEVELOPMENT

Sustainable Development will be achieved by coordinating transportation, land use, economic development, environmental quality, and community aesthetics. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Does the project conform with community, subarea, or corridor level needs as identified in an adopted local and/or regional land use plan, development plan, or economic development plan?

Cite adopted plan(s) that the project is identified in:

Downtown Development Action Plan (Downtown Now) approved 12/15/1999; Tax Increment Financing (TIF) Plans for The Laurel/555 Washington and 600 Washington; Multiple Chapter 99 Redevelopment Plans approved by LCRA; Multiple Chapter 353 Plans; City-Arch-River 2015 Project Conceptual Plans (See Attachment F - Sustainable Development Plans)

Priority Condition

Sustainable Development Measures (e.g., measures to integrate Great Streets Initiative design techniques, enhance connectivity across or between modes, promote transportation and development actions that reduce the need for travel, avoid impacts to sensitive environmental or cultural resources, etc.)

St. Louis City's plan to renovate the streetscape of Washington Avenue from 7th Street to Memorial Drive will revitalize an underutilized area in the heart of the business and activity center of downtown. Enhancements to the pedestrian experience along Washington Avenue will improve connections to the Convention Center subway station. The proposed renovations will also support alternative transportation options, including MetroLink, MetroBus, Madison County Transit, and Bike St. Louis. Improvements will increase access to a mixed-use district that will foster continued economic stimulation as experienced from the city's previous improvements along Washington Avenue from 18th Street to 7th Street, and will create a safe and walkable link from Washington Avenue and the Convention Center to the Arch grounds.

| SUSTAINABLE DEVELOPMENT MEASURES | Priority Condition |
|--|---------------------------|
| Project (1) conforms to the plan(s) identified above, AND (2) is located within ½ mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the redevelopment of an underutilized commercial, industrial, or brownfield area. (5pts) | |
| Project (1) conforms to the plan(s) identified above, AND (2) is located within 1/2 mile of a central business district (CBD) or major activity center, AND (3) improves access to, and supports the continued development of an established commercial or industrial area (3pts) | |
| Project (1) conforms to the plan(s) identified above, AND (2) improves access to, and supports the development of a proposed commercial or industrial area or a proposed or established residential area (1pt) | |

**Major activity center = major employer, hospital or medical center, college or university, major retail center, airport, or other regional draw of population/employment.*

GOODS MOVEMENT

Efficient movement of goods will be achieved by improving the movement of freight within and through the region by rail, water, air, and surface transportation modes. Check the one priority condition box, using the measures described below, that best represents the project being considered. Attach relevant documentation, calculations, photos or additional information.

Commercial truck volume as percentage of ADT:

Priority Condition

System Condition

| GOODS MOVEMENT MEASURES | Priority Condition |
|---|---------------------------|
| (1) Commercial truck volumes are greater than 15% of ADT on the route/site AND (2) project either provides or strengthens intermodal connections OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (5 pts) | <input type="checkbox"/> |
| (1) Commercial truck volumes are 7% - 14.9% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (3 pts) | <input type="checkbox"/> |
| (1) Commercial truck volumes are less than 7% of ADT on the route/site AND (2) project either provides or improves a direct connection to a freight or intermodal facility OR addresses a unique need of commercial trucks or freight rail (e.g., increases load capacity of bridge for trucks or rail, raises overhead clearance for trucks or rail, improves turning radius for trucks). (1 pts) | <input type="checkbox"/> |

F. FINANCIAL PLAN

Please complete the following expenditure tables and attach a detailed cost estimate (an example is included in Appendix B).

Fiscal years are federal fiscal years (October 1 through September 30). Federal funds for Missouri are available beginning FY 2013 (October 1, 2012 through September 30, 2013) and must not exceed 80% in each year. Federal funds for Illinois are available for FY 2016 (October 1, 2015 through September 30, 2016) and must not exceed 75% (construction phase only).

| PROJECT BUDGET | FY 2014 | FY | FY | TOTAL |
|-------------------------------|------------|------|------|------------|
| PE/Planning/ Environ. Studies | 0.00 | 0.00 | 0.00 | 0.00 |
| Right-Of-Way | 0.00 | 0.00 | 0.00 | 0.00 |
| Implementation | 1875000.00 | 0.00 | | 1875000.00 |
| Construction Engineering | 95000.00 | 0.00 | | 95000.00 |
| Total | 1970000.00 | 0.00 | 0.00 | 1970000.00 |
| TOTAL | 1970000.00 | 0.00 | 0.00 | 1970000.00 |

| SOURCE OF FUNDS | FY 2014 | FY | FY | TOTAL |
|--|------------|------|------|------------|
| STP-S/BRM Funds | 1576000.00 | 0.00 | | 1576000.00 |
| Other Fed. Funds <i>Source:</i> N/A | | | | 0.00 |
| Other State Funds <i>Source:</i> N/A | | | | 0.00 |
| Local Match Funds* <i>Source:</i> Var. Sources - See Attach. | 394000.00 | 0.00 | | 394000.00 |
| Other Funds <i>Source:</i> N/A | | | | 0.00 |
| TOTAL | 1970000.00 | 0.00 | 0.00 | 1970000.00 |

*List potential sources of local matching funds (required). Examples include dedicated sales tax, TIF, TDD, donated right-of-way, etc.

Standard TIP Project Development Schedule Form (many stages can occur concurrently)

| Activity Description | Start Date (MM/YYYY) | Finish Date (MM/YYYY) | Time Frame (Months) |
|--|----------------------|-----------------------|---------------------|
| Receive Notification Letter | NA | 07/2012 | 0.0 |
| Execute Agreement (Project sponsor & DOT) | 09/2012 | 10/2012 | 2.0 |
| Engineering Services Contract Submitted & Approved ¹ | NA | NA | 0.0 |
| Obtain Environmental Clearances (106, CE-2, etc.) | 10/2012 | 07/2013 | 6.0 |
| Public Meeting/Hearing | NA | 04/2013 | 1.0 |
| Develop and Submit Preliminary Plans | NA | NA | 0.0 |
| Preliminary Plans Approved | NA | NA | 0.0 |
| Develop and Submit Right-of-Way Plans | NA | NA | 0.0 |
| Review and Approval of Right-of-Way Plans | NA | NA | 0.0 |
| Submit & Receive Approval for Notice to Proceed for Right-of-Way Acquisition (A-Date) ² | NA | NA | 0.0 |
| Right-of-Way Acquisition | NA | NA | 0.0 |
| Utility Coordination | 09/2012 | 12/2014 | 28.0 |
| Develop and Submit PS&E | 09/2012 | 08/2013 | 12.0 |
| District Approval of PS&E/Advertise for Bids ³ | 09/2013 | 11/2013 | 3.0 |
| Submit and Receive Bids for Review and Approval | 12/2013 | 02/2014 | 3.0 |
| Project Implementation/Construction | 03/2014 | 12/2014 | 10.0 |

1. Preliminary engineering obligated.
2. Right of way obligated.
3. Construction/implementation funds obligated.

Financial Certification of Matching Funds

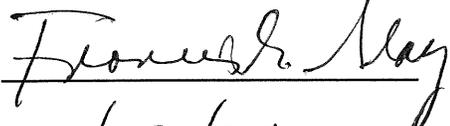
This is to assure sufficient funds are available to pay the non-federal share of project expenditures for the following projects to be funded under the provisions of SAFETEA-LU. Only one certification per sponsoring agency is necessary.

| <u>Project Title</u> | <u>Non-federal Amount</u> |
|---|---------------------------|
| Washington Avenue Streetscape - Phase 3 | 394000.00 |

Sponsoring Agency:

Chief Elected Official (or Chief Executive Officer):

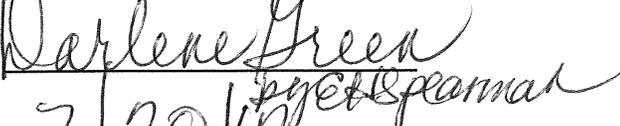
Name (Print):

Signature: 

Date: 3/19/2012

Chief Financial Officer:

Name (Print):

Signature: 

Date: 3/20/12

G. Person of Responsible Charge Certification

The key regulatory provision, 23 CFR 635.105 – *Supervising Agency*, provides that the State Transportation Agency (STA) is responsible for construction of Federal-aid projects, whether it or a local public agency (LPA) performs the work. The regulation provides that the STA and LPA must provide its full-time employee to be in “responsible charge” of the project.

The undersigned employees(s) of the Project Sponsor will act as person of responsible charge. If at any point the employee leaves the LPA, the LPA is responsible for finding a suitable replacement and notifying East-West Gateway. If the person of responsible charge is found to not be a full-time employee of the LPA, it will result in the loss of federal funds for this project. One employee can act as person of responsible charge for all three phases.

Person of responsible charge – design phase

Name: Otis Williams, P.E.

Signature: 

Person of responsible charge – right of way acquisition phase

Name: Otis Williams, P.E.

Signature: 

Person of responsible charge – construction phase

Name: Otis Williams, P.E.

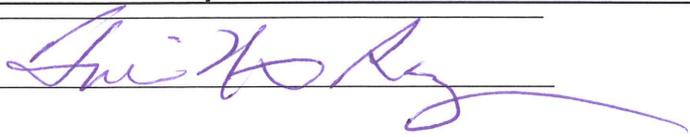
Signature: 

H. Title VI Certification

The Project Sponsor shall comply with all state and federal statutes relating to nondiscrimination, including but not limited to Title VI and Title VII of the Civil Rights Act of 1964, as amended (42 U.S.C. §2000d and §2000e, et seq.), as well as any applicable titles of the "Americans with Disabilities Act" (42 U.S.C. §12101, et seq.). In addition, if the Grantee is providing services or operating programs on behalf of the Department or the Commission, it shall comply with all applicable provisions of Title II of the "Americans with Disabilities Act".

The undersigned representative of the Project Sponsor hereby certifies that he/she has policies and procedures in place to comply with Title VI of the Civil Rights Act of 1964.

Name of Title VI Coordinator Felicia Hinton-Ramey

Title VI Coordinator Signature 

I. Right-of-Way Acquisition Certification Statement

To be completed by Missouri project sponsors only.

The Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA) have the right and responsibility to review and monitor the acquisition procedures of any federally funded transportation project for adherence to “The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.” Those projects found in non-compliance may jeopardize all or part of their federal funding.

A. The Project Sponsor hereby certifies that ANY right of way, and/or permanent or temporary easements necessary for this project, obtained prior to this application, were acquired in accordance with The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

B. The Project Sponsor also certifies that any additional right of way, and/or permanent or temporary easements, subsequently required to complete the project, will be acquired according to The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.



Certification Signature

J. Reasonable Progress

To be completed by Missouri project sponsors only.

Attached is a copy of the reasonable progress policy adopted by the East-West Gateway COG Board of Directors.

The undersigned representative of the Project Sponsor hereby certifies that he/she has read this policy and understands its requirements. The representative acknowledges that failure to meet all of the reasonable progress requirements could result in federal funds being revoked and returned to the regional funding pool, as dictated by the policy.

Certification Signature: 

Policy on Reasonable Progress

Reasonable Progress

For projects or programs included in the Transportation Improvement Program, “reasonable progress” will have been made if the project has advanced to the point of obligating all federal funds programmed for that project in the current fiscal year, regardless of the phase of work (i.e., Preliminary Engineering (PE), Right of Way Acquisition (ROW), or Plans Specifications and Estimates (PSE)/Construction). If a project fails to obligate the programmed federal funds by September 30 of the current year, the funding will be forfeited and returned to the regional funding pot. Actual progress toward implementation is measured against the schedule submitted by the project sponsor in the project application.

Policy Procedures and Enforcement

Projects that do not obligate all federal funds by the September 30 suspense date will be removed from the TIP, and the federal funds associated with those projects will be returned to the regional funding pool for redistribution. The removal of projects from the TIP will require no further Board action and the sponsor would have to repay any federal funds already spent if the funding is forfeited.

If a project is realizing delays that will put the federal funding at risk of forfeiture (i.e., not meet a September 30 deadline), the project sponsor will have the opportunity to ask for consideration of a “one-time extension” in their project schedule. The one-time extension can only be requested for the implementation/construction phase of the project. The extension request will only be considered once a year, and has to be made before June 1 of the current fiscal year of the TIP.

To be considered for this extension the sponsor has to demonstrate on all counts: a.) The delay is beyond their control and the sponsor has done diligence in progressing the project; b.) Federal funds have already been obligated on the project or in cases that no federal funds are used for PE and/or ROW acquisition, there has been significant progress toward final plan preparation; c.) There is a realistic strategy in place to obligate all funds.

One-time extensions of up to three (3) months may be granted by East-West Gateway staff and one-time extensions greater than three (3) months, but not more than nine (9) months, will go to the Board of Directors for their consideration and approval. Projects requesting schedule advancements will be handled on a case-by-case basis (subject to available funding) and are subject to the Board adopted rules for TIP modifications.



EAST-WEST GATEWAY
Council of Governments
Creating Solutions Across Jurisdictional Boundaries

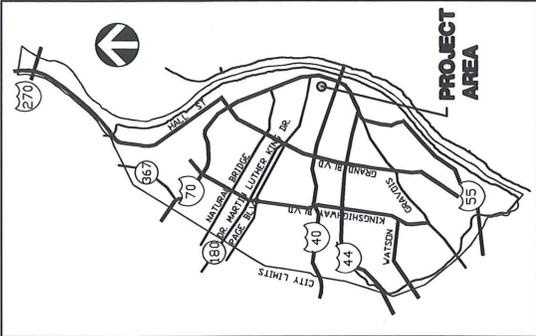
Policy on Reasonable Progress

Project Monitoring

An extensive monitoring program has been developed to help track programmed projects and ensure that funding commitments and plans are met. Monthly reports are developed and posted on the East-West Gateway website, utilizing project information provided by the IDOT and MoDOT District offices. Additionally, project sponsors are contacted, at least every three months, by EWGCOG staff for project status interviews.

APPENDIX

| | |
|---------------------|--|
| ATTACHMENT A | Project Map |
| ATTACHMENT B | Project Justification/Description |
| ATTACHMENT C | Preliminary Cost Estimate |
| ATTACHMENT D | Accident Data and Accident Rate Calculation |
| ATTACHMENT E | Infrastructure Photographs of Existing Conditions |
| ATTACHMENT F | Sustainable Development Plans |
| ATTACHMENT G | Community Support |



VICINITY MAP



ATTACHMENT A
 WASHINGTON AVE. STREETSCAPE PROJECT
 PHASE 3
 (7TH ST. TO MEMORIAL DR.)

SCALE

CONVENTION PLAZA

WASHINGTON AVE. STREETSCAPE PROJECT - PHASE 3
 (7TH ST. TO MEMORIAL DR. ~ 0.30 MILES)

EADS BRIDGE
 WASHINGTON AVE.

MEMORIAL DR.
 MEMORIAL DR.

N. 4TH ST.
 N. BROADWAY

N. 6TH ST.
 LOCUST ST.
 N. 7TH ST.

ATTACHMENT B

Project Justification/Description

1.) Proposed Improvements

The Washington Avenue Streetscape project will reinvest in an existing, prominent stretch of one of Downtown's most important corridors. These streetscape improvements and the renovations to the Arch grounds by the City-Arch-River project will combine to create an excellent pedestrian experience between two of Missouri's most visited attractions. Extending four blocks, between Memorial Drive and 7th Street, the proposed streetscape enhancements include new sidewalks, paired accessible curb ramps, improved pedestrian crosswalks, energy efficient lighting, wayfinding signage, trees and other landscape features, and street furnishings that promote alternative transportation modes (including public transit) and a safer pedestrian experience. In addition, project improvements will include roadway surface treatment as necessary to effectively incorporate new pavement markings from 7th Street to the limits of asphalt paving associated with the City-Arch-River 2015 Project near the intersection of 4th Street and Washington Avenue.

In recent years, Washington Avenue streetscape enhancements between 7th and 18th Streets have improved pedestrian safety, accessibility and mobility options while stimulating significant economic development. This proposed streetscape project will complete the final segment of Washington Avenue enhancements east of 18th Street.

2.) Transportation Problem the Improvement will Address

Currently, the four blocks of Washington Avenue between Memorial Drive and 7th Street are characterized by inconsistent physical conditions and quality and lack basic pedestrian enhancements. The physical conditions and quality of this corridor—in the core of the central business district, linking the Convention Center, Gateway Arch, the burgeoning MX Entertainment District, and a MetroLink subway station—discourage pedestrian activity and associated mobility options.

Furthermore, while the street infrastructure complies with minimal standards for lighting, accessibility and pedestrian-vehicular segregation, the quality of these features is not ideal for promoting safety, increasing activity or generating economic reinvestment of adjacent properties.

Downtown St. Louis has benefitted from massive public and private economic development over the past ten years, improving its stature as the heart of the St. Louis region: The city has been a national leader in its use of historic tax credits to convert Downtown warehouses into premier residential and office properties; Significant improvements are being formulated for the Gateway Arch as part of the international City-Arch-River design competition; Hotel, convention and restaurant business is expanding as the national economy improves; and Washington Avenue was named one of the country's best urban streets by the American Planning Association. Washington Avenue between Memorial Drive and 7th Street remains an impediment to further expand Downtown's revitalization and leverage other major investments.

3.) Effect the Improvement will have on the Problem

The Washington Avenue Streetscape project will create a variety of transportation, land use and economic development benefits to Downtown St. Louis and fully complements the ten principles

and strategies of RTP 2040. This project completes the final segment of Washington Avenue enhancements that have overwhelmingly demonstrated significant economic development return on the public infrastructure investment, making Downtown a more walkable, multimodal, vibrant, mixed use urban neighborhood.

The primary purpose of the Washington Avenue Streetscape project is to preserve and maintain the high profile urban corridor in Downtown St. Louis. The proposed enhancements will improve pedestrian safety and accessibility, providing a more secure urban environment. Among the many benefits expected to be generated by the streetscape enhancements, the project will contribute to a stronger, more vibrant Downtown neighborhood that is more attractive to mixed use redevelopment including residential, employment, entertainment, retail, tourism and conventions.

By enhancing the pedestrian experience of Washington Avenue with improved connections to the Convention Center subway station, it will support alternative transportation options, including MetroLink, Metro Bus, Madison County Transit and Bike St. Louis. Additionally, by investing in the pedestrian infrastructure around MetroLink, this project is poised to leverage transit-oriented development opportunities currently being promoted by East-West Gateway's Regional Sustainable Communities Plan.

Pedestrian and vehicular lighting, street trees and alternative transportation modes highlight the Washington Avenue Streetscape sustainable design features. Energy efficient fixtures will concentrate light levels where desired while minimizing ambient light pollution. Street trees and other pockets of landscaping are intended to provide shade, reduce solar heat gain, filter air, and absorb rain water. While the impact of these benefits are proportional to the scale of the streetscape project, they positively contribute to the city's incremental approach to improving Downtown's overall environmental quality and will help achieve the broader goals being developed for the City Sustainability Plan.

Developing retail and restaurant opportunities along this stretch of Washington will generate a vibrant mix-use district of shopping, dining, and entertaining that will not only benefit the Convention Center and Arch grounds but the many other St. Louis attractions. (Attractions include Busch Stadium, Edward Jones Dome, City Garden, City Museum, Keiner Plaza, Laclede's Landing, Lumiere Place, and the National Blues Museum. These attractions combined have over 10 million visits each year and are all within fifteen minutes walk from this stretch of Washington Avenue.) With a number of restaurants and retail shops coming to Washington Avenue, these renovations aim to increase foot traffic and revenues, encouraging more businesses to come downtown and, in turn, creating more jobs.

4.) Transportation System Management or Transportation Demand Management Strategies

The Washington Avenue Streetscape project is intended to create a more comfortable, safer environment for pedestrians and bicyclists alike. As a designated Bike St. Louis route, bicyclists on Washington Avenue will benefit from support services, such as bike racks and route signage. Furthermore, this project incorporates streetscape principles that give emphasis to pedestrian and bicycle safety, and complies with policies outlined in the recently passed City of St. Louis Complete Streets Ordinance.

ATTACHMENT C

Preliminary Cost Estimate

Washington Avenue Streetscape - Phase 3 (7th Street to Memorial Drive)

| Blocks / Faces | Description | Take Off Quantity | Unit | Total Unit Price | Total | | | | | | | | | | | |
|--|--|-------------------|------|------------------|---------------|--------------|-------------------|------------|----------|--------------|-----------------|-----------|-------|--------------|---------------|--------------|
| 7th Street - 6th Street North Face | New Streetscape | 4500 | SF | \$ 56.00 | \$ 252,000.00 | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | New Sidewalk Paving | | | | | | | | | | | | | | | |
| | Trees in trench w grate | | | | | | | | | | | | | | | |
| South Face (MX District) | Pedestrian & Roadway Lighting | 4500 | SF | \$ 25.00 | \$ 112,500.00 | | | | | | | | | | | |
| | Minimal Streetscape Updates | | | | | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 6th Street - Broadway North Face | Retrofit Streetscape Condition | 4864 | SF | \$ 45.00 | \$ 218,880.00 | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | New Sidewalk Paving | | | | | | | | | | | | | | | |
| | Keep Existing Trees update with trench w grate | | | | | | | | | | | | | | | |
| South Face | Pedestrian & Roadway Lighting | 4832 | SF | \$ 45.00 | \$ 217,440.00 | | | | | | | | | | | |
| | Retrofit Streetscape Condition | | | | | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| Broadway - 4th Street North Face | New Sidewalk Paving | 4912 | SF | \$ 56.00 | \$ 275,072.00 | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | New Sidewalk Paving | | | | | | | | | | | | | | | |
| | Trees in trench w grate | | | | | | | | | | | | | | | |
| South Face | Pedestrian & Roadway Lighting | 4816 | SF | \$ 56.00 | \$ 269,696.00 | | | | | | | | | | | |
| | New Streetscape | | | | | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| 4th Street - Memorial Drive North Face | New Sidewalk Paving | 2492 | SF | \$ 56.00 | \$ 139,552.00 | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | New Sidewalk Paving | | | | | | | | | | | | | | | |
| | Trees in trench w grate | | | | | | | | | | | | | | | |
| South Face | Pedestrian & Roadway Lighting | 3900 | SF | \$ 56.00 | \$ 218,400.00 | | | | | | | | | | | |
| | New Streetscape | | | | | | | | | | | | | | | |
| | Intersection Treatments Special Paving, Crosswalks (2) | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">SUBTOTAL</td> <td style="text-align: right;">\$ 1,703,540</td> </tr> <tr> <td style="text-align: right;">Contingency (10%)</td> <td style="text-align: right;">\$ 170,354</td> </tr> <tr> <td style="text-align: right;">SUBTOTAL</td> <td style="text-align: right;">\$ 1,873,894</td> </tr> <tr> <td style="text-align: right;">Const Mngt (5%)</td> <td style="text-align: right;">\$ 93,695</td> </tr> <tr> <td style="text-align: right;">TOTAL</td> <td style="text-align: right;">\$ 1,967,589</td> </tr> <tr> <td style="text-align: right;">ROUNDED TOTAL</td> <td style="text-align: right;">\$ 1,970,000</td> </tr> </table> | | | | | SUBTOTAL | \$ 1,703,540 | Contingency (10%) | \$ 170,354 | SUBTOTAL | \$ 1,873,894 | Const Mngt (5%) | \$ 93,695 | TOTAL | \$ 1,967,589 | ROUNDED TOTAL | \$ 1,970,000 |
| SUBTOTAL | \$ 1,703,540 | | | | | | | | | | | | | | | |
| Contingency (10%) | \$ 170,354 | | | | | | | | | | | | | | | |
| SUBTOTAL | \$ 1,873,894 | | | | | | | | | | | | | | | |
| Const Mngt (5%) | \$ 93,695 | | | | | | | | | | | | | | | |
| TOTAL | \$ 1,967,589 | | | | | | | | | | | | | | | |
| ROUNDED TOTAL | \$ 1,970,000 | | | | | | | | | | | | | | | |

ATTACHMENT D

Accident Data and Accident Rate Calculation

ACCIDENT HISTORY WASHINGTON AVE. FROM 7TH ST. TO MEMORIAL DR.

| LOCATION | 2009 | 2010 | 2011 |
|------------------------|-----------|-----------|-----------|
| 7 TH Street | 5 | 7 | 12 |
| 6 th Street | 5 | 4 | 4 |
| Broadway | 25 | 11 | 18 |
| 4 th Street | 22 | 13 | 24 |
| Memorial | 17 | 15 | 12 |
| TOTAL ACCIDENTS | 74 | 50 | 70 |

CUMMULATIVE ACCIDENTS = 194 accidents or 64.7 accidents per year

Accident Rate = $\frac{\text{Avg. \# Accidents per year over last 3 years} \times 1,000,000}{\text{Avg. Daily Traffic} \times 365 \times \text{length of project in miles}}$

Accident Rate = $64.7(1,000,000)/10,600(365)(.3) = \underline{\underline{55.7 = \text{Accident Rate}}}$

ATTACHMENT E

Infrastructure Photographs of Existing Conditions



North 7th Street & Washington Avenue (North side)



North 7th Street & Washington Avenue (South side)



North 6th Street & Washington Avenue (North side)



North 6th Street & Washington Avenue (South side)



North Broadway & Washington Avenue (North side)



North Broadway & Washington Avenue (South side)



North 4th Street & Washington Avenue (North side)



North 4th Street and Washington Avenue (South side)



Washington Avenue and Memorial Drive



Uneven sidewalk



Uneven sidewalk



Uneven sidewalk



Uneven sidewalk



Puddling area at sidewalk entry ramp



Puddling area at sidewalk entry ramp

ATTACHMENT F

Sustainable Development Plans

1. **The Mercantile Exchange (MX) Informational Brochure**
2. **Downtown Development Action Plan**
 - Adopted by Planning Commission 12/15/1999
 - Plan Area: Mississippi Riverfront, Chouteau Ave., N. Jefferson Ave., Cass Ave., N. 14th St., Madison St.
 - Link to Plan documents:
<http://www.downtownstl.org/aboutus/PartnershipforDowntownStLouis/DowntownDevelopmentActionPlan.aspx>
3. **Tax Increment Financing Plans**
 - A. The Laurel/555 Washington: Ord. 68100; Approved - 7/28/2008; Plan Area - Portions of City Blocks 120, 125 including 505, 555, and 601 Washington
 - B. 600 Washington: Ord. 67237; Approved - 8/3/2006; Plan Area: roughly bounded by Lucas, 6th, Locust, and 7th
4. **Land Clearance for Redevelopment Authority (LCRA) Chapter 99 Redevelopment Plans**
 - A. St. Louis Centre: Ord. 58336; Approved - 7/20/1981; Plan Area: City blocks 124,125,126,127, 128, 118, 166 roughly bounded by Olive St., 7th St., Lucas, 8th St., Convention, 6th St., St. Charles St., Broadway, and Locust St.
 - B. 500 North Broadway: Ord. 69021; Approved - 11/9/11
 - C. MAC: Ord. 59313; Approved - 11/27/1984; Plan Area: City Block 95 and a portion of City Block 96
 - D. 400 Washington Ave.: Ord. 64794; Approved -11/19/99; Plan Area: 408 Olive St. & 400 Washington Ave
 - E. 333 Washington Ave.: Ord. 65111; Approved - 12/20/2000; Plan Area: Portion of City Block 6489 roughly bounded by N. 4th St., Washington Ave., N. 3rd St.
 - F. Mansion House Center: Ord. 67223; Approved - 8/3/2006; Plan Area: N. 4th St., Washington Ave., Memorial Drive, Pine

5. Chapter 353 Plans

- A. Century Venture (555 Washington): Ord. 59132; Approved - 4/10/1984;
Plan Area: Portion of City Block 120 roughly bounded by N 6th St., Lucas Ave. and Washington Ave.
- B. 600 N. Broadway: Ord. 57674; Approved: 8/1/1978
- C. 500 N. Broadway: Ord. 55271; Plan Area: Portion of City Block 97 roughly bounded by Broadway, St. Charles, Washington
- D. Mansion House Center: Ord. 50033; Approved 6/24/60; Plan Area: 4th St., Pine St., 3rd St., Washington Ave.

6. City+Arch+River 2015 Plans, Proposed City Street Modifications, October 2011



MERCANTILE EXCHANGE

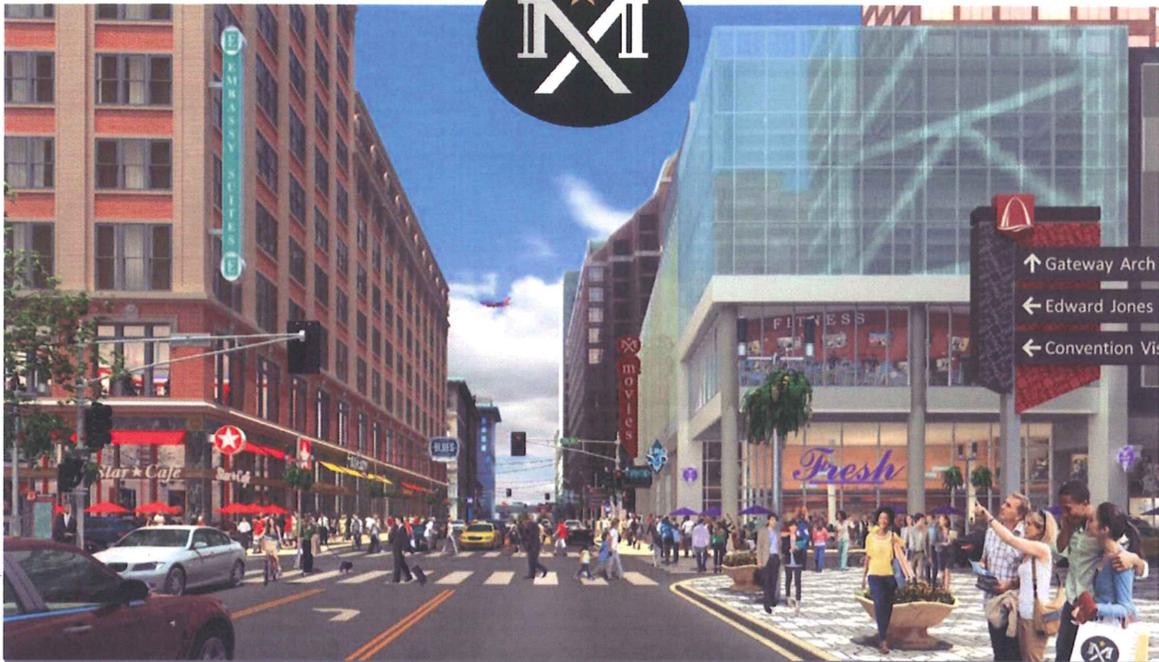
*A high-amenity neighborhood in the heart of St. Louis'
most vibrant mixed-use district.*



Location

Amenities

Connections



MX: THE PLACE TO BE IN ST. LOUIS

THE MERCANTILE EXCHANGE (MX) is an emerging mixed-use district in Downtown St. Louis, nestled in the City's surging Central Business District, between America's Center and the Edward Jones Dome, the Washington Avenue Loft District, the Gateway Mall and the iconic Gateway Arch grounds.

The MX development team builds places of value, bringing deep local market knowledge and a successful track record, delivering some of America's most lively mixed-use, high amenity neighborhoods, such as Harbor East in Baltimore and Portland's famous Pearl District. Spinnaker St. Louis and Cross Street Partners each bring significant strength to the MX.

The key to MX's success is its location at the nexus of St. Louis' business, convention, tourism and entertainment

centers. This attractive mix and density of quality uses already attracts some ten million visitors a year to the MX neighborhood.

The MX is the central link between them all, weaving these existing attractions into the region's most dynamic place to live, work and play.

The MX adds a lot to the existing environment, including a diverse range of uses that will keep the sidewalks hopping, day and night. The retail management team will provide an exceptional level of service at street-level, making for an inviting visitor experience, a beautiful built environment and an exciting array of well marketed and produced events that build on the neighborhood's natural attributes.





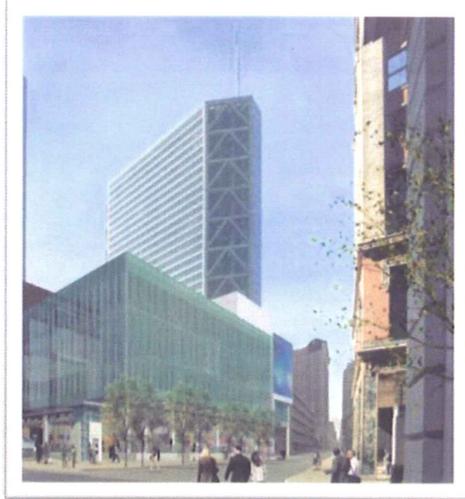
MX: BY THE NUMBERS

THE LAUREL

- ✓ 212 room Embassy Suites Hotel
- ✓ 205 market-rate apartments
- ✓ 35,000 square feet of retail space
- ✓ National Blues Museum in 2012

Investment: \$150 million

Completion Date: Q4 2011



600 WASHINGTON

- ✓ Magnificently renovated, 375,000 square feet of Class-A office space

Investment: \$60 million

Core and shell improvements: Complete

THE MX BUILDING

- ✓ 750 parking spaces
- ✓ 110,000 square feet of retail space
- ✓ 3-screen, 3-D movie theatre

Investment: \$30 million

Completion Date: Q1 2012

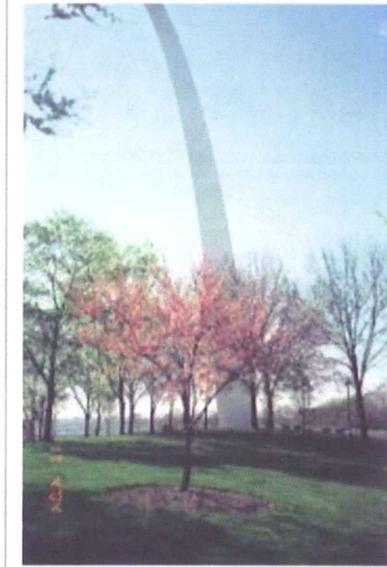
Retail Open: 1st Half 2012





A RISING NEIGHBORHOOD

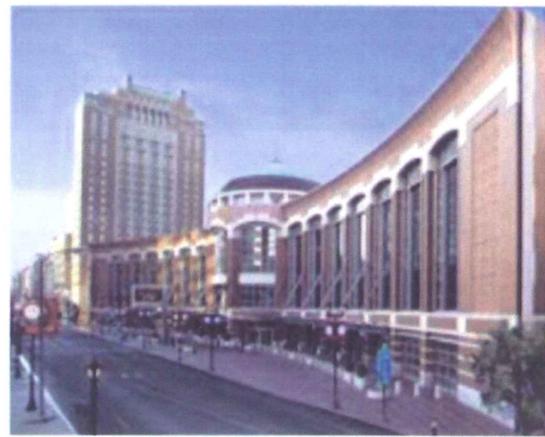
The iconic Gateway Arch grounds are in the midst of a multi-million dollar makeover, to be completed by 2015. The new design will add greatly improved parking, access and pedestrian connectivity between the Arch and the City, including the adjacent MX. The Arch attracts some 3.5 million visitors every year.



The 120,000 square foot downtown Macy's, adjacent to the MX, is undergoing a multi-million dollar renovation, to be complete in the summer of 2011. It occupies the first three floors of the historic, 1.3 million square foot Railway Exchange Building.

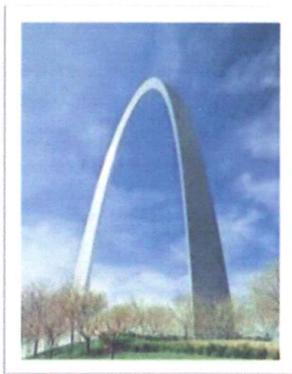
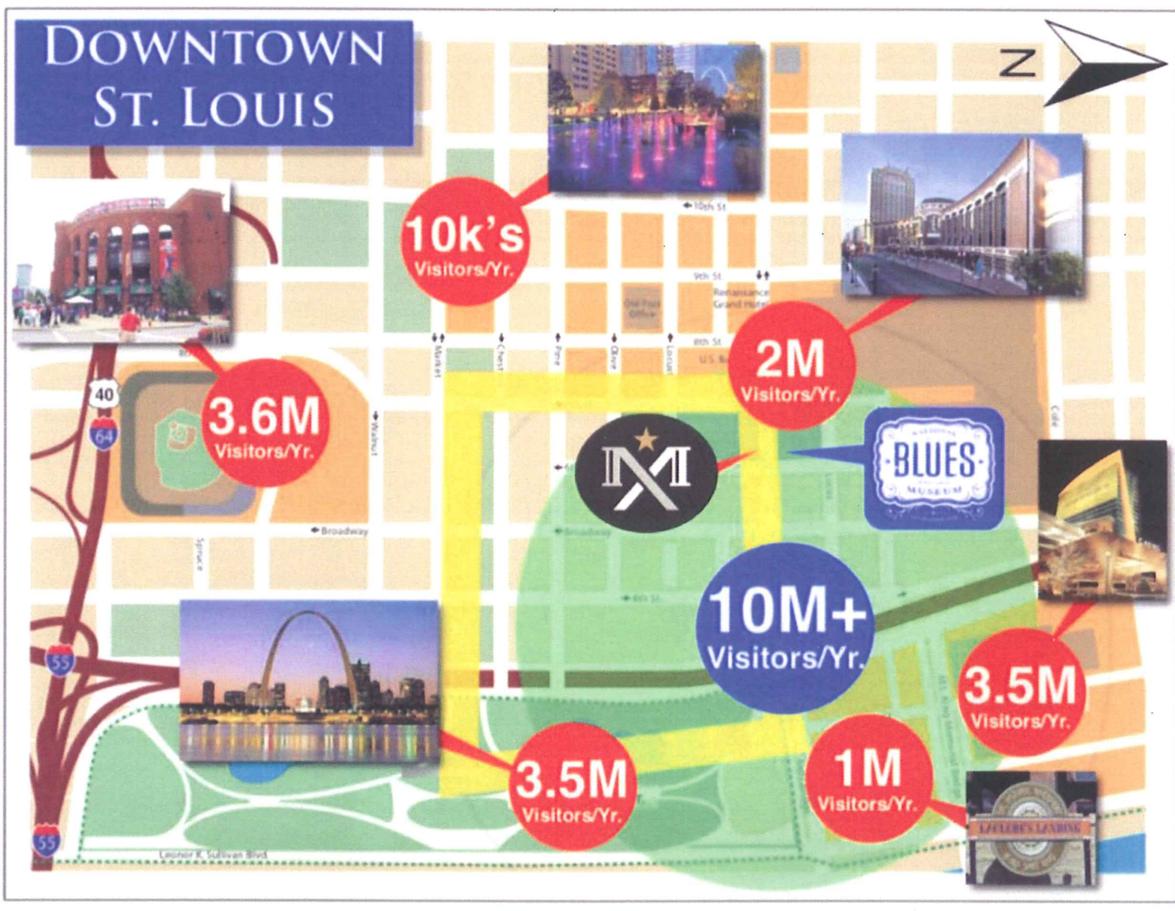


America's Center, St. Louis' Convention Center, has just completed a \$50 million upgrade. This world-class facility enjoys 500,000 square feet of contiguous exhibit space including the attached Edward Jones Dome, home of the St. Louis Rams. This complex attracts 2 million visitors each year.





MX AT THE NEXUS OF 10 MILLION VISITORS EACH YEAR



The strength of year-round visitor attractions surrounding the MX will help to drive economic performance and support MX's inviting, fun environment. This nexus of activity is unmatched anywhere in the region. The MX is located at the heart of the highest concentration of visitor and tourist destinations in the region, which together attract 10 million visitors each year.

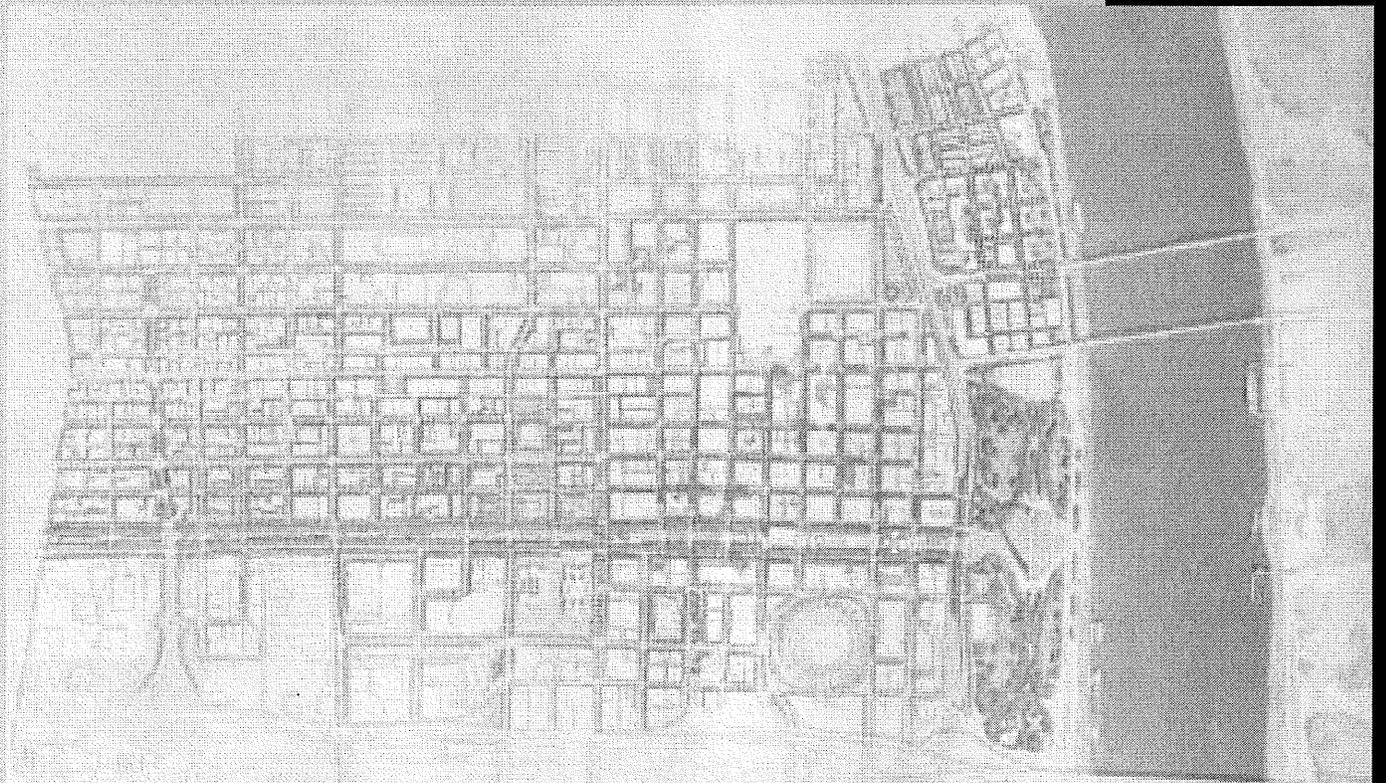
City of St. Louis

DOWNTOWN

DEVELOPMENT

ACTION

PLAN



Adopted by the St. Louis City Planning Commission
December 15, 1999

- Changes to the proposed new Mississippi River Bridge and to the 22nd Street corridor to integrate them visually, physically, and economically with Downtown.
- Landscaping of the the major freeway approaches into the City to emphasize civic pride and identify a sense of arrival to Downtown St. Louis.

The Framework Plan

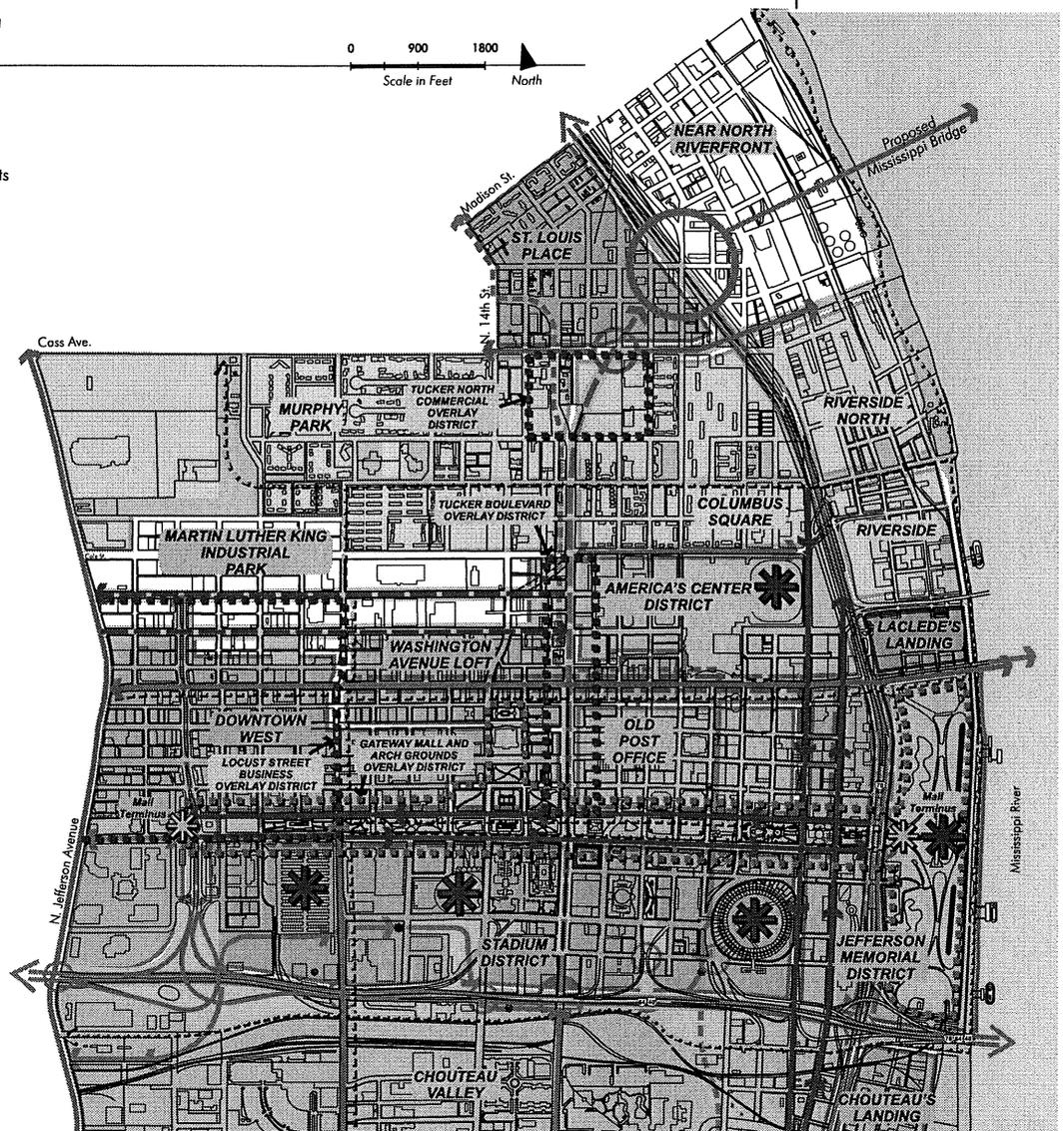
The Framework Plan provides the physical structure for Greater Downtown St. Louis. The Framework Plan includes:

- Districts that provide specific, identifiable nodes within the Downtown Core.
- A Market-Driven Program that provides a basis for early intervention actions.

Composite Framework Plan

Key:

-  Major Attractions and Event Centers
-  Open Space
-  Interstate Corridor Improvements
-  Boulevard or Parkway
-  Primary Two-Way Traffic
-  Primary One Way Traffic
-  Downtown Shuttles
-  Existing MetroLink
-  MetroLink Expansion
-  Bicycle Routes
-  Gateways into Downtown



THE LAUREL / 555 WASHINGTON

TIF REDEVELOPMENT PLAN

**Submitted to
the City of St. Louis
Tax Increment Financing Commission**

March 28, 2008

I. INTRODUCTION

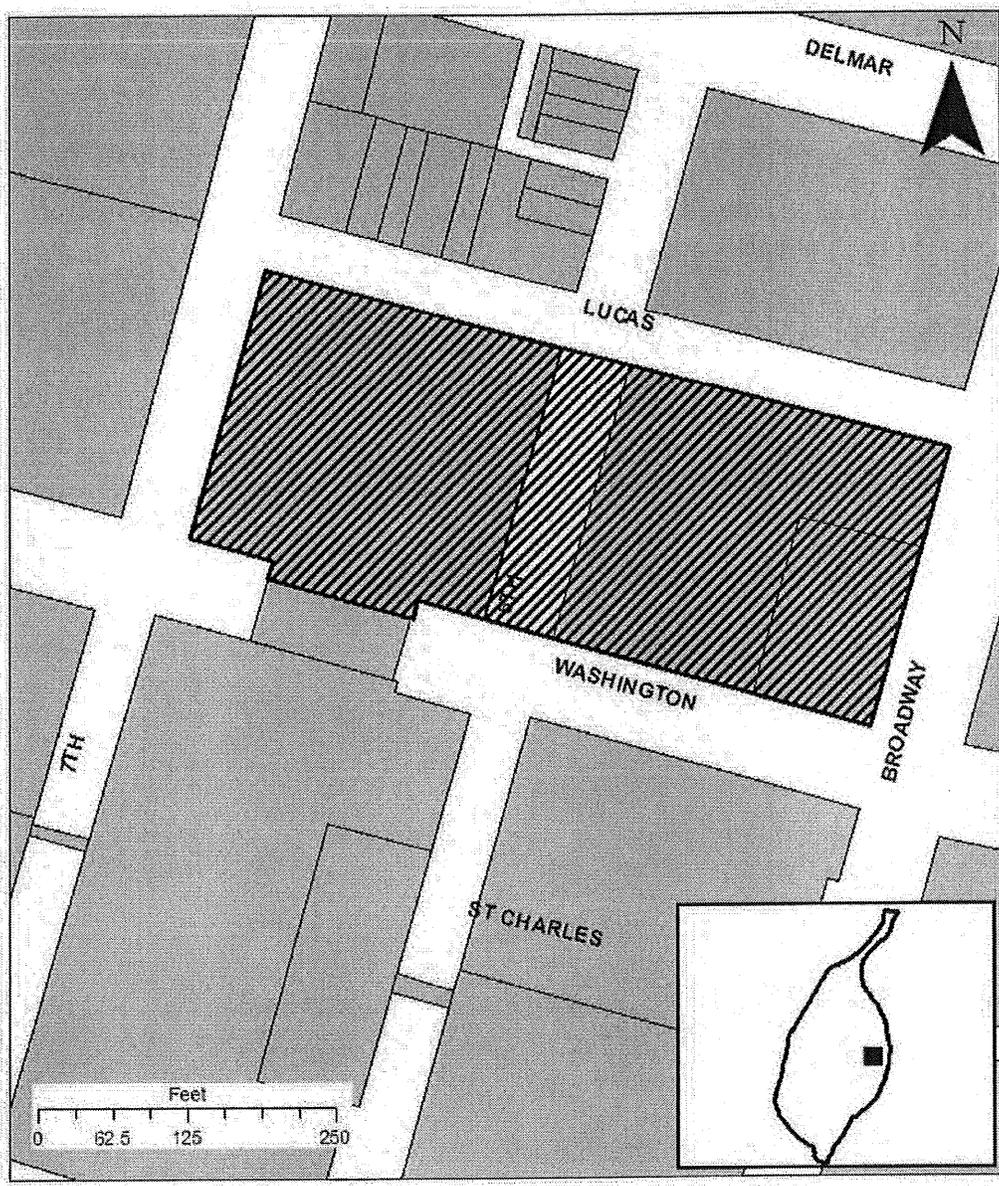
The following is a plan prepared for redevelopment of certain real property in the City of St. Louis (the "City") consisting of three parcels in City Blocks 120 and 125 commonly known as 505, Washington, 555 Washington, and 601 Washington (the "Redevelopment Area" or "Area"). The Area currently contains a group of largely vacant and underutilized commercial buildings (the "Buildings"). A legal description and map of the Redevelopment Area are attached hereto as **Appendix 1** and incorporated herein by this reference.

The Redevelopment Area qualifies as a blighted area under Missouri's Real Property Tax Increment Allocation Redevelopment Act, Section 99.800-99.865 of the Revised Statutes of Missouri (2000) (the "TIF Act"). This Redevelopment Plan contemplates the complete redevelopment of the Area into residential and commercial uses (the "Redevelopment Project" or "Project").

This Redevelopment Plan proposes that the City initially authorize and issue one or more notes or other obligations ("TIF Notes") in an amount up to Thirty-two Million No/100 Dollars (\$32,000,000.00) plus issuance costs to fund a portion of the costs of the Redevelopment Project. The TIF Notes issued shall be reimbursed from the revenue stream of Payments In Lieu of Taxes ("PILOTS") and Economic Activity Taxes ("EATS") generated by the Project over a twenty-three year period as well as revenues from a one (1) percent community improvement district (CID) sales tax and a one (1) percent transportation development district (TDD) sales tax imposed within the Area, as well as certain revenues from hotel sales taxes generated within the Area which are not independently captured by tax increment financing, but are pledged to the repayment of the TIF Notes by the City. Up to one hundred percent of PILOTS within the Redevelopment Area and up to fifty percent of EATS will be allocated to retire the TIF Notes. The City may issue TIF Note(s) or other TIF obligations to the developer of the Project ("Developer") or a third party to evidence the City's obligation to reimburse the Developer for a portion of the costs of the Redevelopment Project. Such TIF Note(s) will be paid solely from revenues on deposit in The Laurel / 555 Washington Special Allocation Fund, in accordance with and pursuant to the TIF Act. Upon receipt by the City of a written request by Developer and evidence that the Developer has met certain criteria agreed upon by the City and Developer in a Redevelopment Agreement, the City shall cause one of its agencies to immediately proceed to issue tax increment financing bonds ("TIF Bonds") to repay the TIF Note.

The TIF Notes may be issued in one or more series and may include notes, temporary notes, or other financial obligations to be redeemed by TIF Notes upon completion of the Redevelopment Project. In addition, these TIF Notes or other financial obligations may be privately placed. It is the City's intent to pay for the principal and interest on these TIF Notes or other financial obligations, in any year, solely with money legally available for such purpose within the City's Special Allocation Fund.

Exhibit 1
The Laurel / 555 Washington TIF Redevelopment Area
Blight Analysis



 Predominantly blighted

BLIGHTING STUDY AND PLAN

FOR

ST. LOUIS CENTRE AREA

PROJECT #58

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY
OF THE CITY OF ST. LOUIS

MAY 27, 1981

MAYOR

VINCENT C. SCHOEMEHL, JR.

APPROVED JULY 20, 1981
BY ORDINANCE NO. 58336

A. DESCRIPTION OF PROJECT

1. DELINEATION OF AREA

The legal description of the Area is attached and labeled Exhibit "A". The boundaries of the Area are delineated on Exhibit "B" ("Project Area Plan"). The Area includes City Blocks 124, 125, 126, 127 and 128 in Downtown St. Louis, bounded by Olive Street on the south, Seventh Street on the west, Convention Plaza on the north, and Sixth Street on the east, plus Block 118 bounded by Locust Street, Sixth Street, St. Charles Street and Broadway, and Block 166 bounded by Convention Plaza, Seventh Street, Lucas Avenue and Eighth Street.

2. PROPOSED REDEVELOPMENT AND OBJECTIVES

The redevelopment activity proposed contemplates a multi-use development taking advantage of this prime downtown location. The Project, a combination of new construction and rehabilitation, will include property acquisition, clearance of three blocks, and the development of retail, office, hotel, parking and public uses.

The primary objective is to create the region's premier shopping center competitive with other large regional centers in the Midwest, tying together the two (2) downtown department stores with a new multilevel shopping mall and parking garage by means of a system of above-street-pedestrian merchandise bridges and service tunnels. An opportunity also exists for construction of an office building and hotel. An additional objective is to carry out an application made to the Department of Housing and Urban Development by the City pursuant to Ordinance 58154, approved October 3, 1980, for an Urban Development Action Grant ("UDAG"), with respect to a substantial portion of the Project Area. HUD approved this application on January 9, 1981.

B. LAND USE PLAN

1. PROPOSED LAND USES

The proposed use of the land within the Project Area is shown on the Project Area Plan, Exhibit "B" hereof, and includes commercial uses allowable in the "I" Central Business Zoning District except as noted on Page 2. The Project Area Plan also shows the public rights-of-way to remain. Alleys are proposed to be vacated, as well as St. Charles Street between Seventh and Sixth Streets.

More specifically, the Plan calls for:

- (a) A multi-level shopping mall containing at least 300,000 sq. ft. in City Blocks 126 and 127, connected at several levels with the Famous Barr Department Store in City Block 128, the Stix Baer & Fuller Department Store in City Block 125, a garage to be erected in City Block 118, and the existing Mercantile Tower in City Block 164. Provisions may be made for a hotel or office building to be built in a later stage. Under the mall will be loading and possibly additional parking.

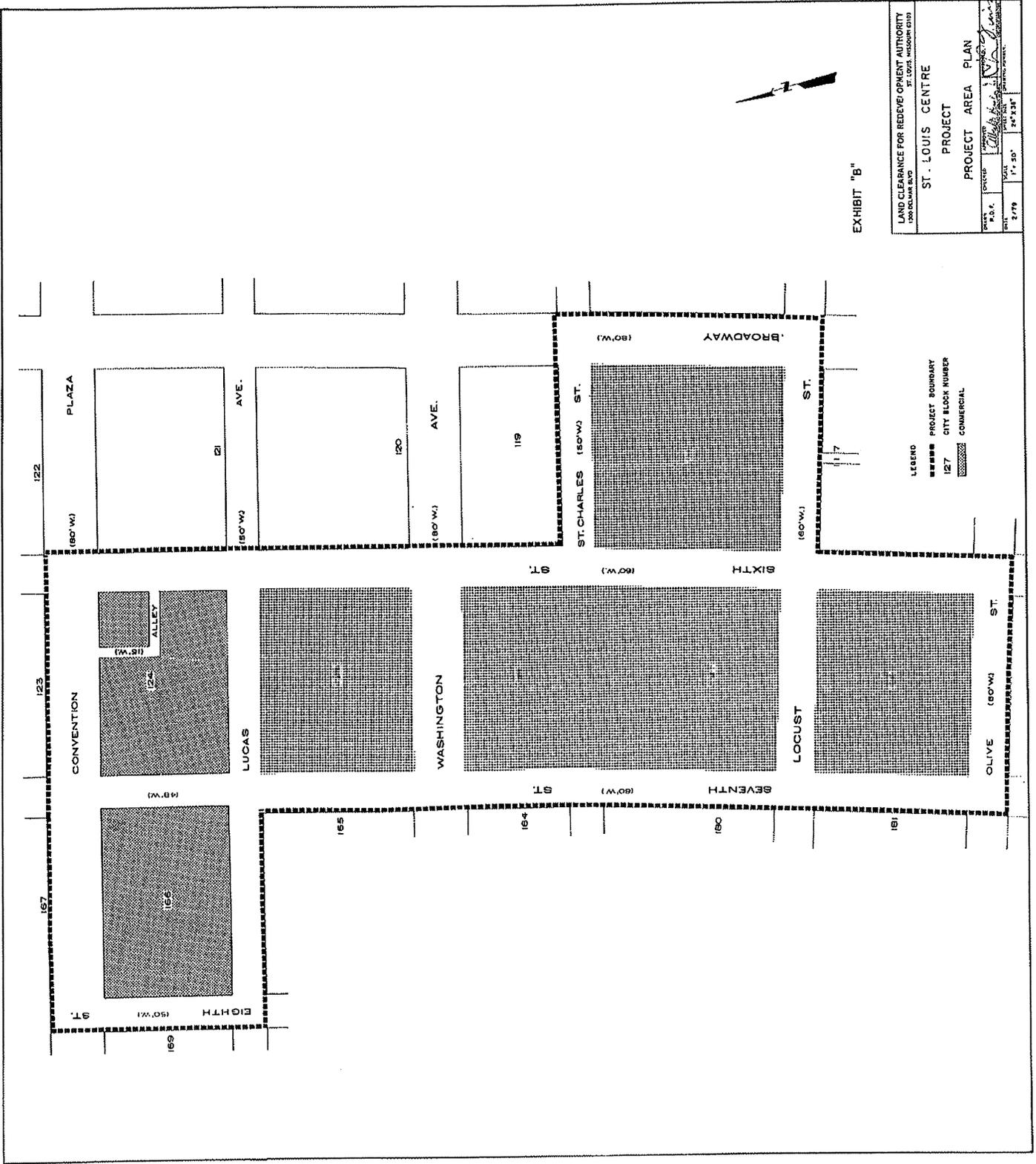


EXHIBIT "B"

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY
 100 DELAWARE BLVD.
 ST. LOUIS, MISSOURI 63102

ST. LOUIS CENTRE
 PROJECT

PROJECT AREA PLAN

DATE: 2/79
 SCALE: 1" = 50'
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 APPROVED BY: [Signature]

1566

ORDINANCE #69021
Board Bill No. 132

An ordinance approving a blighting study and redevelopment plan dated June 21, 2011 for the 500 N. Broadway Redevelopment Area (as further defined herein, the "Plan") after finding that said Redevelopment Area ("Area") is blighted as defined in Section 99.320 of the Revised Statutes of Missouri, as amended (the "Statute" being Sections 99.300 to 99.715 RSMo inclusive, as amended); containing a description of the boundaries of the Area in the City of St. Louis ("City"), attached hereto and incorporated herein as Attachment "A", finding that redevelopment and rehabilitation of the Area is in the interest of the public health, safety, morals and general welfare of the people of the City; approving the Plan attached hereto and incorporated herein as Attachment "B", pursuant to Section 99.430 RSMo, as amended; finding that there is a feasible financial plan for the redevelopment of the Area which affords maximum opportunity for redevelopment of the Area by private enterprise; finding that no property in the Area may be acquired by the Land Clearance for Redevelopment Authority of the City of St. Louis ("LCRA"), a public body corporate and politic created under Missouri law, through the exercise of eminent domain; finding that the property within the Area is partially occupied, and the Redeveloper(s) (as defined herein) shall be responsible for providing relocation assistance pursuant to the Plan to any eligible occupants displaced as a result of implementation of the Plan; finding that financial aid may be necessary to enable the Area to be redeveloped in accordance with the Plan; finding that there shall be available up to a ten (10) year real estate tax abatement; and pledging cooperation of this St. Louis Board of Aldermen ("Board") and requesting various officials, departments, boards and agencies of the City to cooperate and to exercise their respective powers in a manner consistent with the Plan; and containing a severability clause.

WHEREAS, the predominance of defective or inadequate street layout, insanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, inadequate or outmoded design and conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, morals or welfare in the present condition and use of the Area and such conditions are beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by ordinary private enterprise without the aids provided in the Statute; and

WHEREAS, this Board has considered the "Blighting Study and Redevelopment Plan for the 500 N. Broadway Redevelopment Area" dated June 21, 2011, consisting of a Title Page; a Table of Contents Page, fifteen (15) numbered pages including Exhibits "A" -- "I" attached hereto and incorporated herein as Attachment "B" ("Plan"); and based on the information in the Plan, specifically the Blighting Report in Exhibit "F" to the Plan, considered each parcel of property in the Area and found the preponderance of the Area to be blighted, and

WHEREAS, there is a need for the LCRA to undertake the redevelopment of the Area as a land clearance project under the Statute, pursuant to plans by or presented to the LCRA under Section 99.430.1 (4) RSMo, as amended; and

WHEREAS, the LCRA has, after considering each individual parcel of property in the Area and finding the Area to be blighted, approved the Plan and recommended approval of the Plan to the Planning Commission of the City of St. Louis ("Planning Commission") and to this Board; and

WHEREAS, it is desirable and in the public interest that a public body, the LCRA, undertake and administer the Plan; and

WHEREAS, the LCRA and the Planning Commission have made and presented to this Board the studies and statements required to be made and submitted by Section 99.430 RSMo, as amended, and this Board has been fully apprised by the LCRA and the Planning Commission of the facts and is fully aware of the conditions in the Area; and

WHEREAS, the Plan has been presented and recommended by LCRA and the Planning Commission to this Board for review and approval; and

WHEREAS, a general plan has been prepared and is recognized and used as a guide for the general development of the City and the Planning Commission has advised this Board that the Plan conforms to that general plan; and

WHEREAS, under the provisions of the Statute, it is required that this Board take such actions as may be required to approve the Plan; and

WHEREAS, this Board has duly considered the reports, recommendations and certifications of the LCRA and the Planning Commission; and

WHEREAS, the Plan prescribes land use and street and traffic patterns which may require, among other things, the

shall not include any Special Business District, Neighborhood Improvement District, Commercial Improvement District or any other similar local taxing district created in accordance with Missouri law, whether now existing or later created, for a total period of up to ten (10) years from the commencement of such tax abatement, in accordance with the following provisions of the Plan:

If property in the Area is sold by the LCRA to an urban redevelopment corporation formed pursuant to Chapter 353 of the Missouri Statutes, or if any such urban redevelopment corporation shall own property within the Area, then for a period of up to the first ten (10) years after the date such urban redevelopment corporation shall acquire title to property in the Area, taxes on that property shall be based upon the assessment of land, exclusive of any improvements thereon, during the calendar year prior to the calendar year during which such urban redevelopment corporation shall have acquired title to that property. In addition to such taxes, any such urban redevelopment corporation shall for a period of up to ten (10) years make a payment in lieu of taxes to the Collector of Revenue of the City in an amount based upon the assessment on the improvements located on the property during the calendar year prior to the calendar year during which such urban redevelopment corporation shall have acquired title to such property. If such property shall be tax-exempt because it is owned by the LCRA and leased to any such corporation, then such urban redevelopment corporation for such period of up to the first ten (10) years of the lease shall make payments in lieu of taxes to the Collector of Revenue of the City in an amount based upon the assessment on the property, including land and improvements, during the calendar year prior to the calendar year during which such urban redevelopment corporation shall lease such property.

All payments in lieu of taxes shall be a lien upon the real property and, when paid to the Collector of Revenue of the City shall be distributed as all other property taxes. These partial tax relief and payment in lieu of taxes provisions, during up to said ten (10) year period, shall inure to the benefit of all successors in interest in the property of the urban redevelopment corporation, so long as such successors shall continue to use such property as provided in the Plan and in any agreement with the LCRA. In no event shall such benefits extend beyond ten (10) years after any urban redevelopment corporation shall have acquired title to the property.

SECTION FIFTEEN. Any proposed modification which will substantially change the Plan must be approved by this Board in the same manner as the Plan was first approved. Modifications which will substantially change the Plan include, but are not necessarily limited to, modifications on the use of eminent domain, to the length of tax abatement, to the boundaries of the Area, or to other items which alter the nature or intent of the Plan.

The Plan may be otherwise modified (e.g. urban design regulations, development schedule) by the LCRA, provided that such revisions shall be effective only upon the consent of the Planning Commission of the City.

SECTION SIXTEEN. The sections of this Ordinance shall be severable. In the event that any section of this Ordinance is found by a court of competent jurisdiction to be invalid, the remaining sections of this Ordinance are valid, unless the court finds the valid sections of the Ordinance are so essential and inseparably connected with and dependent upon the void section that it cannot be presumed that this Board would have enacted the valid sections without the void ones, or unless the court finds that the valid sections standing alone are incomplete and are incapable of being executed in accordance with the legislative intent.

EXHIBIT "A"

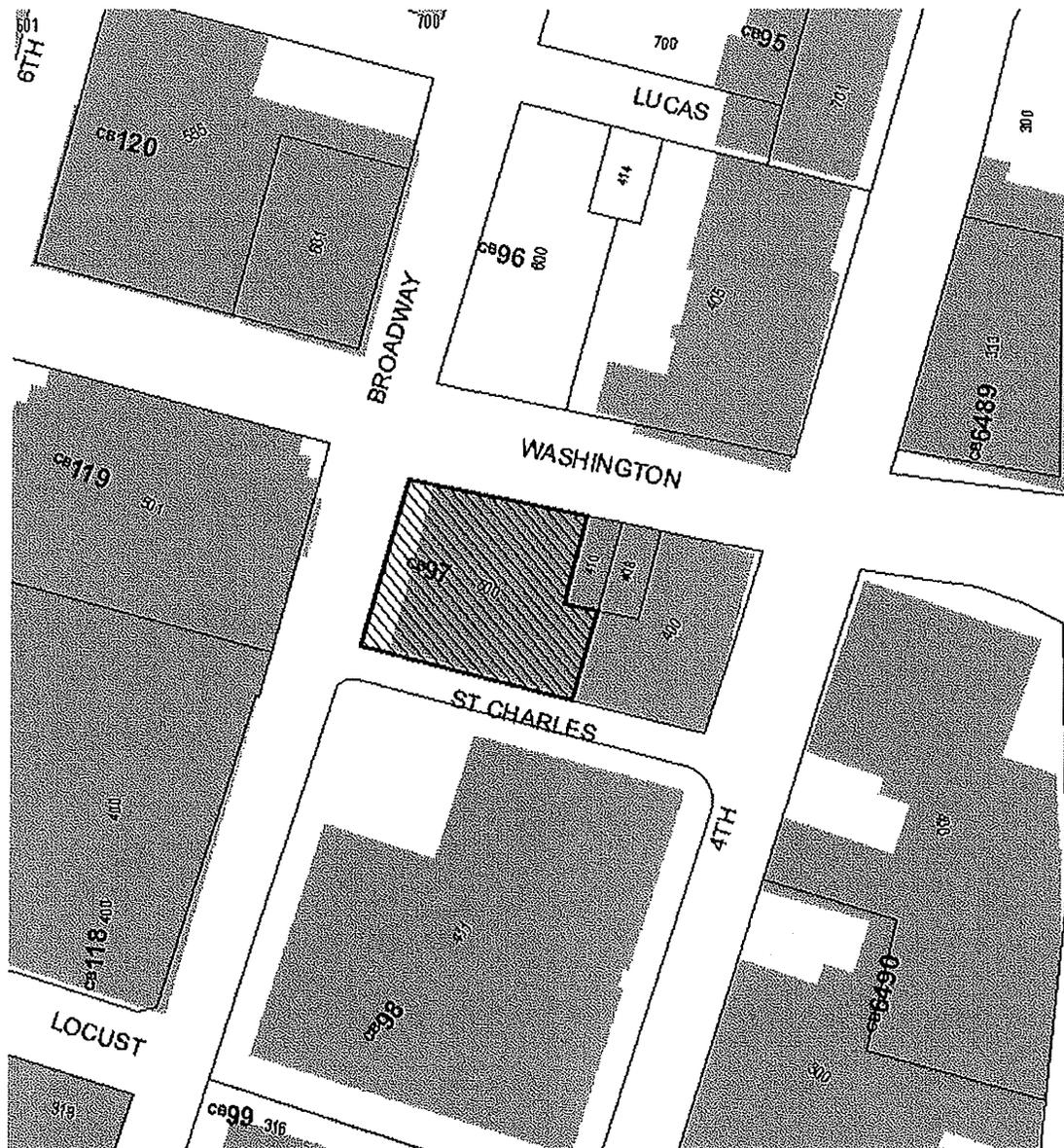
**500 N. BROADWAY
REDEVELOPMENT AREA LEGAL DESCRIPTION**

CB 0097 BROADWAY AVE
150 FT / IRREG X 135 FT / 160 FT
J CONNORS ADDN BLK 3
BD S-ST CHARLES ST

PARCEL# 00970000400

**ATTACHMENT "B"
Form: 6/15/11**

**BLIGHTING STUDY AND PLAN
FOR THE
500 N. BROADWAY REDEVELOPMENT AREA**

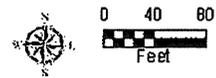


**Exhibit B
Project Area Plan**

500 N. Broadway

Existing Uses and Conditions

-  Partially Occupied Commercial, Fair Condition
-  Project Area Boundary
-  Buildings
-  City Block Number



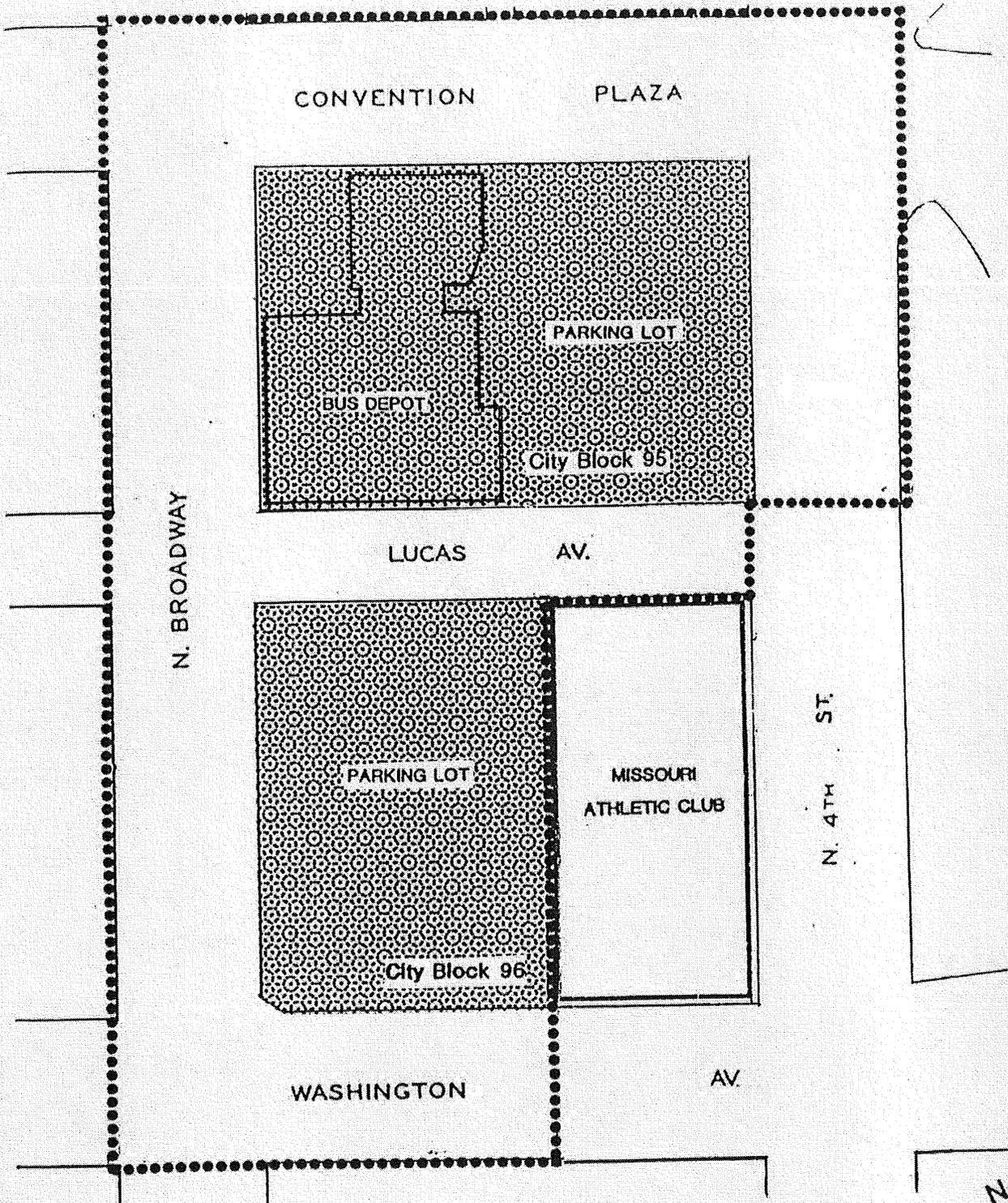
REDEVELOPMENT PLAN
FOR
MAC REDEVELOPMENT AREA

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY
OF THE CITY OF ST. LOUIS

JANUARY 18, 1984
AMENDED SEPTEMBER 19, 1984

MAYOR
VINCENT C. SCHOEMEHL, JR.

APPROVED NOVEMBER 27, 1984
BY ORDINANCE NO. 59313



..... Project Boundary

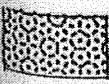
 Commercial Property
Condition of Property - Fair/Good

Exhibit "B"
Project Area Plan

Existing uses and condition
of Property

9124

ORDINANCE #64794
Board Bill No. 153

An ordinance finding that a certain blighted area as defined in Section 99.320 of the Revised Statutes of Missouri, 1994, as amended, (the "Statute" being Sections 99.300 to 99.715 inclusive), exists in the City of St. Louis ("City") and containing a description of the boundaries of said blighted area, attached hereto and incorporated herein as Exhibit "A", known as the 408 Olive Street & 400 Washington Avenue Area ("Area"); finding that redevelopment and rehabilitation of the Area is in the interest of the public health, safety, morals and general welfare of the people of the City; approving the Plan dated July 27, 1999 for the Area ("Plan"), incorporated herein by attached Exhibit "B", pursuant to Section 99.430; finding that there is a feasible financial plan for the development of the Area which affords maximum opportunity for development of the Area by private enterprise; finding that no property in the Area may be acquired by the Land Clearance for Redevelopment Authority of the City of St. Louis ("LCRA") through the exercise of eminent domain; finding that the property within the Area is partly occupied and the Redeveloper shall be responsible for relocating any eligible occupants displaced as a result of implementation of the Plan; finding that financial aid may be necessary to enable the Area to be redeveloped in accordance with the Plan; finding that there shall be available ten (10) year tax abatement; and pledging cooperation of the Board of Aldermen and requesting various officials, departments, boards and agencies of the City to cooperate and to exercise their respective powers in a manner consistent with the Plan.

WHEREAS, by reason of predominance of defective or inadequate street layout, insanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, there exist conditions which endanger life or property by fire or other causes and constitute an economic or social liability or a menace to the public health, safety, morals or welfare in the present condition and use of the Area, said Area being more fully described in Exhibit "A"; and

WHEREAS, such conditions are beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by ordinary private enterprise without the aids provided in the Statute; and

WHEREAS, there is a need for the LCRA, a public body corporate and politic created under Missouri law, to undertake the development of the above described Area as a land clearance project under said Statute, pursuant to plans by or presented to the LCRA under Section 99.430.1 (4); and

WHEREAS, the LCRA has recommended such a plan to the Planning Commission of the City of St. Louis ("Planning Commission") and to this St. Louis Board of Aldermen ("Board"), titled "Blighting Study and Plan for the 408 Olive Street & 400 Washington Avenue Area" dated July 27, 1999, consisting of a Title Page, a Table of Contents Page, and thirteen (13) numbered pages, attached hereto and incorporated herein as Exhibit "B" ("Plan"); and

WHEREAS, under the provisions of the Statute, and of the federal financial assistance statutes, it is required that this Board take such actions as may be required to approve the Plan; and

WHEREAS, it is desirable and in the public interest that a public body, the LCRA, undertake and administer the Plan in the Area; and

WHEREAS, the LCRA and Planning Commission have made and presented to this Board the studies and statements required to be made and submitted by Section 99.430 and this Board has been fully apprised by the LCRA and the Planning Commission of the facts and is fully aware of the conditions in the Area; and

WHEREAS, the Plan has been presented and recommended by LCRA and Planning Commission to this Board for review and approval; and

WHEREAS, a general plan has been prepared and is recognized and used as a guide for the general development of the City and the Planning Commission has advised this Board that the Plan conforms to said general plan; and

WHEREAS, this Board has duly considered the reports, recommendations and certifications of the LCRA and the Planning Commission; and

WHEREAS, the Plan does prescribe land use and street and traffic patterns which may require, among other things, the vacation of public rights-of-way, the establishment of new street and sidewalk patterns or other public actions; and

WHEREAS, this Board is cognizant of the conditions which are imposed on the undertaking and carrying out of a redevelopment project, including those relating to prohibitions against discrimination because of race, color, creed, national origin, sex, marital status, age, sexual orientation or physical handicap; and

WHEREAS, in accordance with the requirements of Section 99.430 of the Statute, this Board advertised that a public hearing would be held by this Board on the Plan, and said hearing was held at the time and place designated in said advertising and all those who were interested in being heard were given a reasonable opportunity to express their views; and

WHEREAS, it is necessary that this Board take appropriate official action respecting the approval of the Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF ST. LOUIS AS FOLLOWS:

EXHIBIT "B"
FORM: 7/19/99

BLIGHTING STUDY AND PLAN
FOR
THE 408 OLIVE STREET & 400 WASHINGTON AVENUE AREA
PROJECT #9124
LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY
OF THE CITY OF ST. LOUIS
JULY 27, 1999

MAYOR
CLARENCE HARMON

BLIGHTING STUDY AND PLAN FOR
THE 408 OLIVE STREET & 400 WASHINGTON AVENUE AREA

| | <u>PAGE</u> |
|---|-------------|
| A. EXISTING CONDITIONS AND FINDING OF BLIGHT | 1 |
| 1. DELINEATION OF BOUNDARIES | 1 |
| 2. GENERAL CONDITION OF THE AREA | 1 |
| 3. PRESENT LAND USE OF THE AREA | 1 |
| 4. PRESENT LAND USE AND DENSITY OF SURROUNDING PROPERTIES | 1 |
| 5. CURRENT ZONING | 2 |
| 6. FINDING OF BLIGHT | 2 |
| B. PROPOSED DEVELOPMENT AND REGULATIONS | |
| 1. DEVELOPMENT OBJECTIVES | 2 |
| 2. PROPOSED LAND USE OF THE AREA | 2 |
| 3. PROPOSED ZONING | 3 |
| 4. RELATIONSHIP TO LOCAL OBJECTIVES | 3 |
| 5. PROPOSED EMPLOYMENT FOR THIS AREA | 3 |
| 6. CIRCULATION | 3 |
| 7. BUILDING AND SITE REGULATIONS | 3 |
| 8. URBAN DESIGN | 3 |
| 9. PARKING REGULATIONS | 4 |
| 10. SIGN REGULATIONS | 4 |
| 11. BUILDING, CONDITIONAL USE AND SIGN PERMITS | 5 |
| 12. PUBLIC IMPROVEMENTS | 5 |
| C. PROPOSED SCHEDULE OF DEVELOPMENT | 6 |
| D. EXECUTION OF PROJECT | 6 |
| 1. ADMINISTRATION AND FINANCING | 6 |
| 2. PROPERTY ACQUISITION | 6 |
| 3. PROPERTY DISPOSITION | 6 |
| 4. RELOCATION ASSISTANCE | 6 |
| E. COOPERATION OF THE CITY | 6 |
| F. TAX ABATEMENT | 7 |
| G. COMPLIANCE WITH AFFIRMATIVE ACTION AND NONDISCRIMINATION LAWS AND REGULATIONS | 8 |
| 1. LAND USE | 8 |
| 2. CONSTRUCTION AND OPERATIONS | 8 |
| 3. LAWS AND REGULATIONS | 8 |
| 4. ENFORCEMENT | 8 |
| H. MODIFICATIONS OF THIS PLAN | 8 |
| I. DURATION OF REGULATIONS AND CONTROLS | 9 |

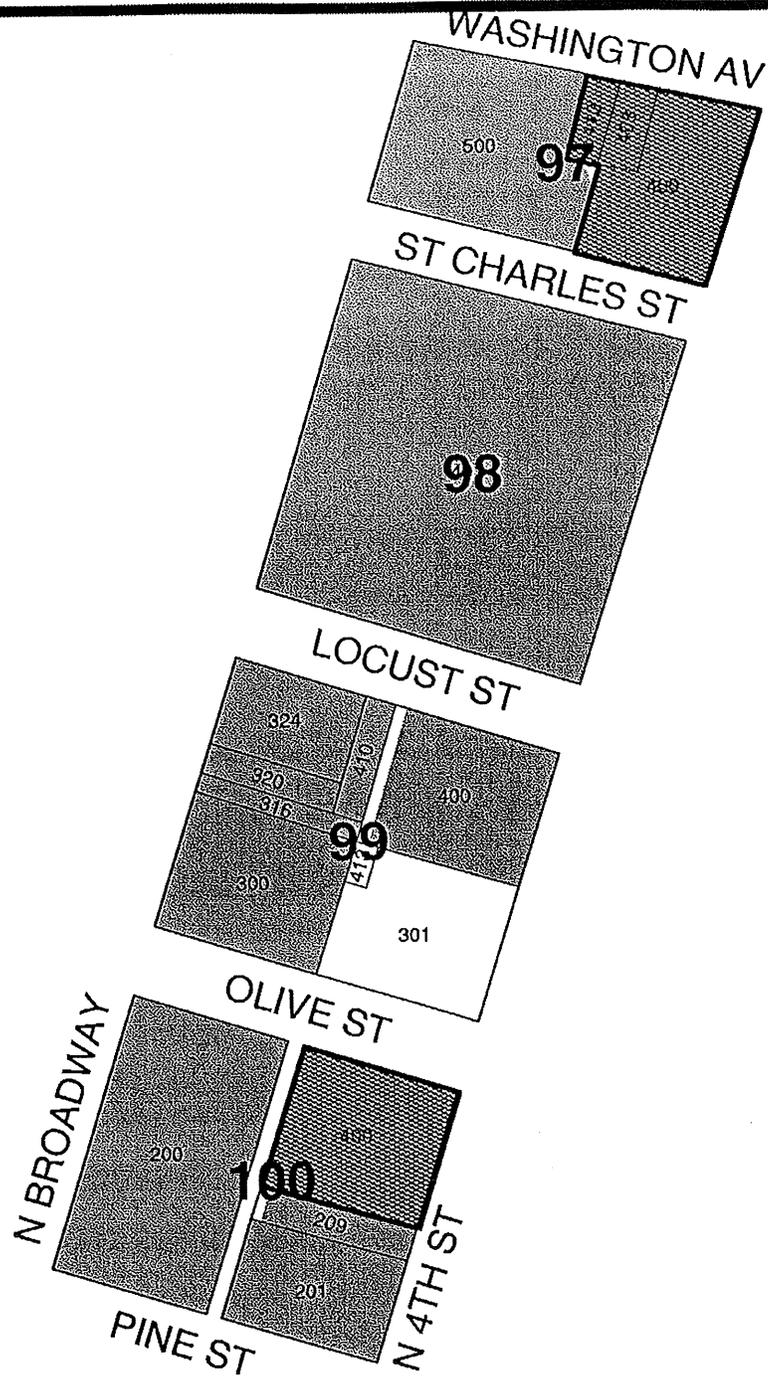
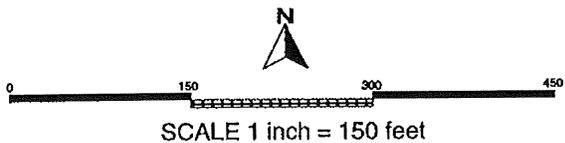


EXHIBIT C

408 Olive St. & 400 Washington Ave.

Proposed Land Use

-  Commercial / Residential
-  Project Area Boundary
-  City Block Number



BLIGHTING STUDY AND PLAN

FOR THE

333 WASHINGTON AVE. AREA

PROJECT #9229

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY

OF THE CITY OF ST. LOUIS

September 26, 2000

MAYOR
CLARENCE HARMON

Approved December 20, 2000
By Ordinance# 65111

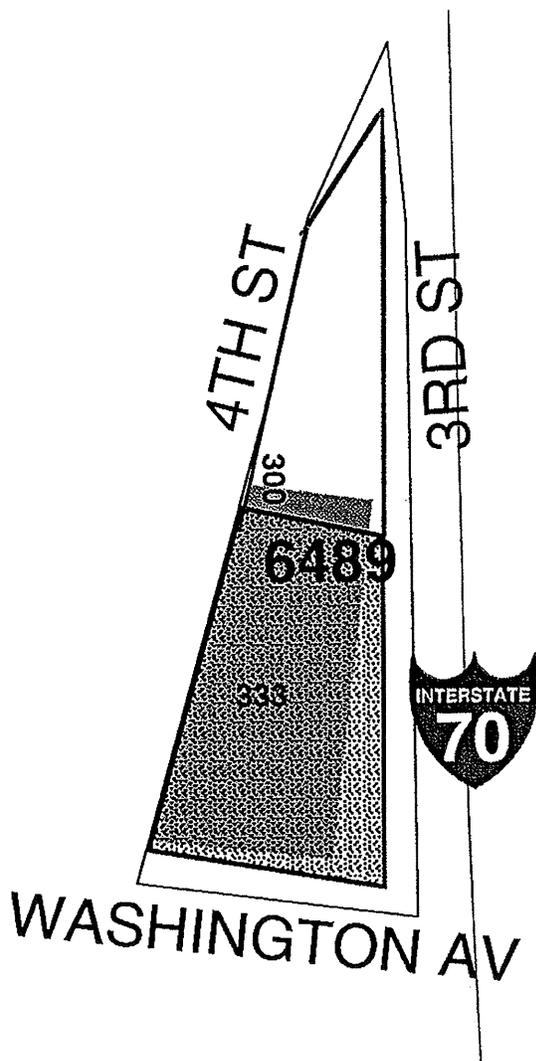
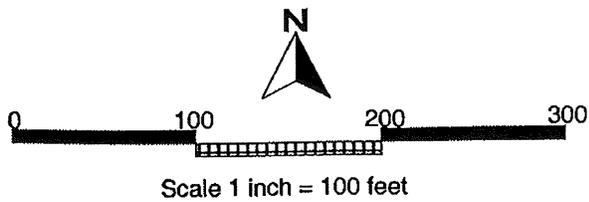


EXHIBIT B

PROJECT AREA PLAN
 333 Washington Ave AREA

Existing Uses & Conditions

-  Commercial (fair condition)
-  Project Area Boundary
-  City Block Number



AMENDED BLIGHTING STUDY AND PLAN

FOR

THE MANSION HOUSE CENTER AREA

PROJECT #4307

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY

OF THE CITY OF ST. LOUIS

APRIL 25, 1989

AMENDMENT I OCTOBER 25, 2005

AMENDMENT II – JUNE 20, 2006

MAYOR

FRANCIS G. SLAY

AMENDMENT II APPROVED AUGUST 3, 2006

BY ORDINANCE 67223

MANSION HOUSE CENTER

EXHIBIT "B"

PROJECT AREA PLAN

EXISTING USES &
CONDITION OF PROPERTY



COMMERCIAL/
RESIDENTIAL



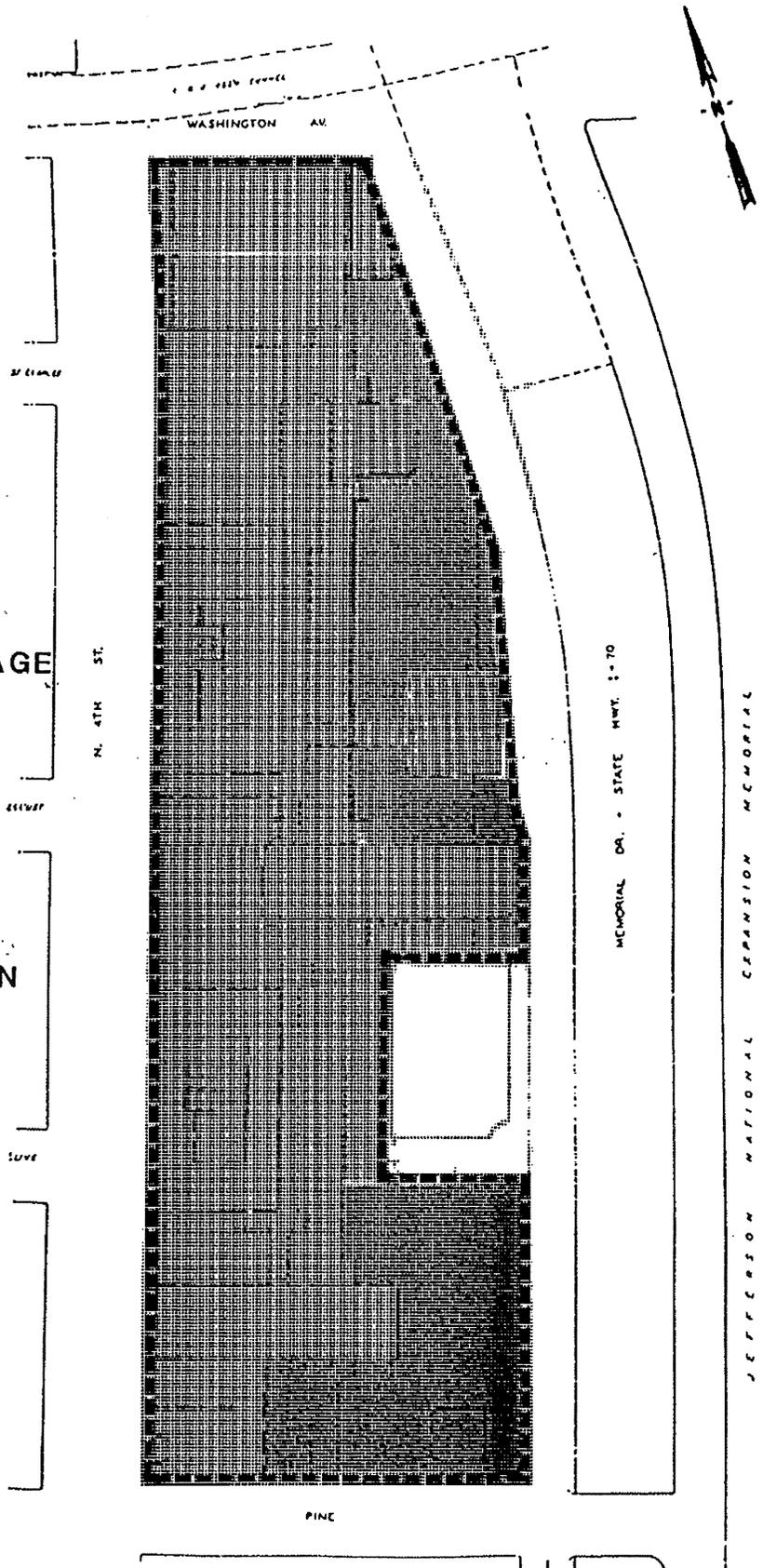
PARKING GARAGE



FAIR CONDITION



BOUNDARY



FILE 637
654

Ordinance 59132
Committee Substitute
Board Bill 834

An ordinance approving the Development Plan for 555 Washington Avenue submitted by Century Venture Redevelopment Corporation; finding and declaring the development area located in Block 120 of the City of St. Louis, more particularly described therein, as a blighted area which should be redeveloped in the public interest; finding that said Development Plan conforms to the comprehensive plan for the City; granting a Certificate of Convenience and Necessity to said corporation to exercise the power of eminent domain; authorizing the Mayor and the Comptroller to enter into a contract on behalf of the City of St. Louis with Century Venture Redevelopment Corporation; setting forth the terms and conditions of the contract; and containing a severability clause and an emergency clause.

WHEREAS, the Board of Aldermen has by Ordinance No. 55952, approved on June 29, 1971, found and designated a certain area of the City of St. Louis to be a blighted area within the meaning of and as defined in the Urban Redevelopment Corporations Law, Section 353.020, Revised Statutes of Missouri 1978; and

WHEREAS, Century Venture Redevelopment Corporation ("Developer"), an urban redevelopment corporation formed and existing under Chapter 353, Revised Statutes of Missouri, 1978, as amended, did duly submit a proposed plan of development (the "Development Plan") dated December 9, 1983, for a portion of the blighted area to the Community Development Commission, which portion of the blighted area consists of a portion of City Block 120 of the City of St. Louis, Missouri ("Development Area"); and

WHEREAS, there have been no improvements in that portion of the blighted area since the designation of blight which alter or change the blighted character of that portion of the blighted area; and

WHEREAS, a public hearing has been held for the stimulation of comment by those to be affected by the grant of rights and powers pursuant to this ordinance and it has been determined that the Development Area is a blighted area within the meaning of and as defined in the Urban Redevelopment Corporations Law, Chapter 353, Revised Statutes of Missouri, 1978, as amended and specifically Section 353.020; and

WHEREAS, The Community Development Commission duly made an independent study and investigation of the Development Plan, in the manner provided by Chapter 11.06 of the Revised Code of the City of St. Louis of 1980 (formerly Chapter 29 of the Revised Code of the City of St. Louis of 1960) and thereafter on February 29, 1984, did adopt a resolution approving the Development Plan of Century Venture Redevelopment Corporation, which resolution was duly transmitted to the Board of Aldermen; and

WHEREAS, the recommendation of the Mayor concerning the redevelopment of a portion of City Block 120 and recommending approval of the Century Venture Redevelopment Corporation Development Plan for 555 Washington Avenue was duly transmitted to the Board of Aldermen on or about February 29, 1984, and was duly considered; and

WHEREAS, the application and Development Plan of Century Venture Redevelopment Corporation was found to be in full compliance with Chapter 11.06 of the Revised Code of the City of St. Louis of 1980 (formerly Chapter 29 of the Revised Code of the City of St. Louis of 1960) and all the procedures and requirements therein provided and to be consistent with the Comprehensive Plan for the City; and

WHEREAS, it is hereby determined by the Board of Aldermen of the City of St. Louis that the Development Plan

DEVELOPMENT PLAN

SUBMITTED BY

CENTURY VENTURE
REDEVELOPMENT CORPORATION

FOR THE
DEVELOPMENT OF

555 WASHINGTON AVENUE
IN THE
CITY OF ST. LOUIS

DECEMBER 9, 1983

submitted for areas previously declared blighted, then the six-month period provided in Section 29.070, supra, shall run from the date the area was initially blighted under Chapter 29.

Section Four. This ordinance being necessary for the immediate preservation of public health, mor-

als, safety and general welfare shall be and is hereby declared to be an emergency measure within the meaning of Article IV, Section 20 of the Charter of the City of St. Louis, and as such shall take effect immediately upon its approval by the Mayor.

Approved: April 2, 1969.

Ordinance 55271

(Committee Substitute B.B. No. 217)

An ordinance approving the development plan submitted by the 500 Broadway Redevelopment Corporation declaring the area included in such plan to be a blighted area; granting a certificate of convenience and necessity to said corporation to exercise the power of eminent domain; permitting 500 Broadway Redevelopment Corporation to enter into an agreement of sale of the hereinafter described real estate to Connecticut General Life Insurance Company, authorizing the Mayor and the Comptroller to enter into a contract on behalf of the City of St. Louis with the 500 Broadway Redevelopment Corporation; setting forth the terms and conditions of said contract; incorporating by reference Chapter 353, R. S. Mo. 1959, as amended, and Chapter 29 of the Revised Code of the City of St. Louis of 1960 containing a severability clause and containing an emergency clause.

WHEREAS, the Board of Aldermen investigated the area described as follows:

A lot in block No. 97 of the City of St. Louis beginning at the intersection of the North line of St. Charles Street with the East line of Broadway, thence Eastwardly along the North line of St. Charles Street, 159.56 feet to the West line of property now or formerly of Josephine T. Drummond, thence Northwardly along the said West line of property now or formerly of Josephine T. Drummond 74.04 feet to the South line of property now or formerly of Mary L. Abadie, thence Westwardly along the said South line of property now or formerly of Mary L. Abadie and the South line of property now or formerly of John G. Brandt, 24.32 feet to the Southwest corner of said property now or formerly of John G. Brandt, thence Northwardly along the West line of said property now or formerly of John G. Brandt 75 feet to the South line of Washington Avenue, thence Westwardly along the said South

line of Washington Avenue 155.24 feet to the East line of Broadway, thence Southwardly along said East line of Broadway 149.35 feet to the point of beginning, according to a survey executed by Pitzman's Company of Surveyors & Engineers, April 27, 1947, and found and designated said area blighted, as defined in the Urban Redevelopment Corporations Act, Section 353.020, Missouri Revised Statutes, 1959, and amendments thereto, and finding being by Ordinance Number 54932 of the City of St. Louis approved February 15, 1968; and

WHEREAS, there have been no improvements in said area since said designation to alter or change the blighted character of said area; and

WHEREAS, the 500 Broadway Redevelopment Corporation did, on May 8, 1968, duly submit a proposed plan of redevelopment for a portion of said area to the City Plan Commission; and

WHEREAS, thereafter the City Plan Commission duly made an independent study and investigation of the said Development Plan submitted May 8, 1968, in the manner provided by Chapter 29 of the Revised Code of the City of St. Louis of 1960, and thereafter on October 17, 1968, did adopt a resolution approving said Development Plan of the 500 Broadway Redevelopment Corporation, its successors and assigns, which resolution was duly transmitted to the Mayor, and to the Board of Aldermen on October 17, 1968; and

WHEREAS, the application and Development Plan of the 500 Broadway Redevelopment Corporation for said blighted area submitted May 8, 1968, was thereby found to be in full compliance with Chapter 29 of the Revised Code of the City of St. Louis of 1960, and all the procedures and requirements therein provided and approved; and

WHEREAS, it was determined that the Development Plan of the 500 Broadway Redevelopment

D.T. D

500 BROADWAY BUILDING

FIVE HUNDRED BROADWAY
REDEVELOPMENT CORPORATION
developer

G. J. Nooney & Co. leasing-management
Smith-Entzeroth Inc. architects

D.T. D

Application of
FIVE HUNDRED BROADWAY REDEVELOPMENT CORPORATION
for Approval of a Plan for a Redevelopment Project
under provisions of Ordinance No. 49583 of the
City of St. Louis

The FIVE HUNDRED BROADWAY REDEVELOPMENT CORPORATION hereby makes application under provisions of Ordinance No. 49583 of the City of St. Louis, for the approval of a plan to redevelop an area located within the City of St. Louis, State of Missouri, being:

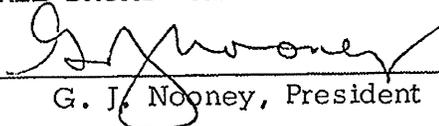
A lot in block No. 97 of the City of St. Louis, beginning at the intersection of the North line of St. Charles Street with the East line of Broadway, thence Eastwardly along the North line of St. Charles Street, 159.56 feet to the West line of property now or formerly of Josephine T. Drummond, thence Northwardly along the said West line of property now or formerly of Josephine T. Drummond 74.04 feet to the South line of property now or formerly of Mary L. Abadie, thence Westwardly along the said South line of property now or formerly of Mary L. Abadie and the South line of property now or formerly of John G. Brandt 24.32 feet to the Southwest corner of said property now or formerly of John G. Brandt, thence Northwardly along the West line of said property now or formerly of John G. Brandt 75 feet to the South line of Washington Avenue, thence Westwardly along the said South line of Washington Avenue 135.24 feet to the East line of Broadway, thence Southwardly along said East line of Broadway 149.35 feet to the point of beginning.

The area covered by this proposal was declared blighted by Ordinance No. 54932 of the City of St. Louis enacted February 15, 1968, thus setting up the initial procedure for the filing of this application.

The data required by Section 5 of Ordinance No. 49583 follows herewith and the alphabetic indexing is similar to the specific requirements set forth in said Section Five.

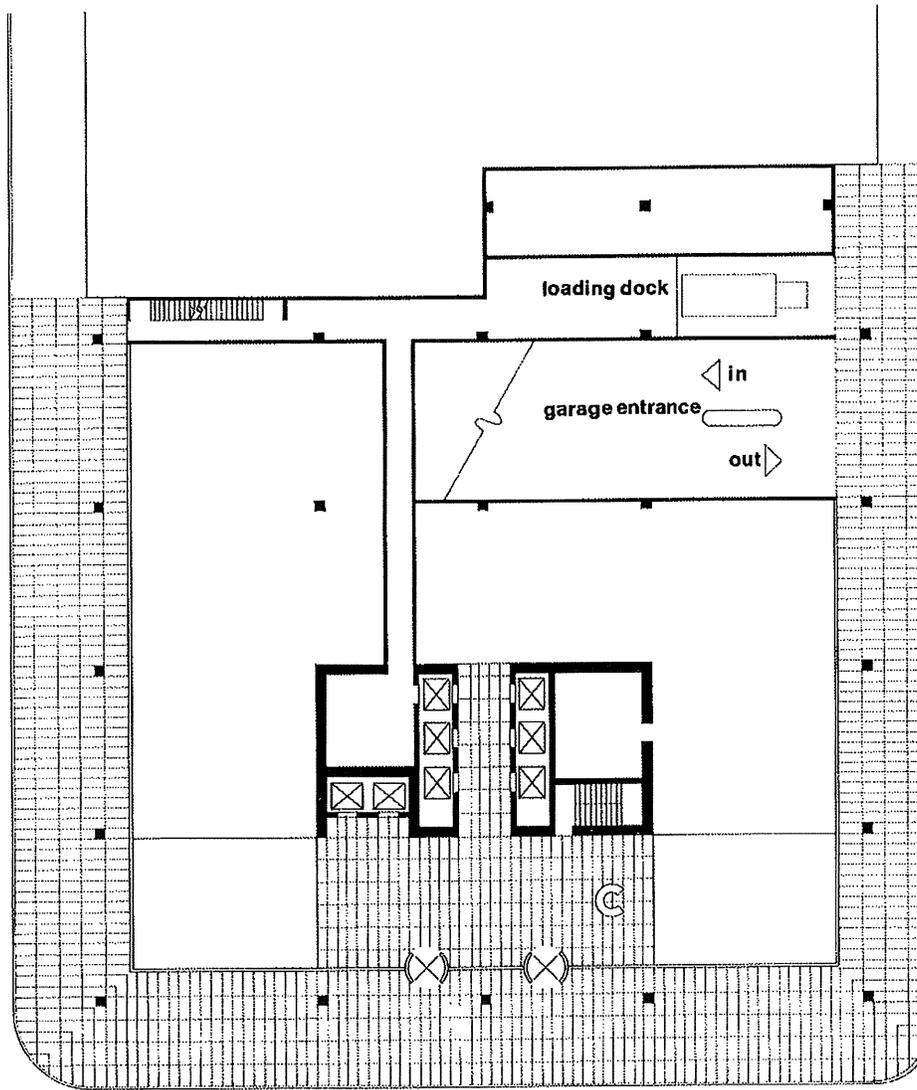
FIVE HUNDRED BROADWAY REDEVELOPMENT CORPORATION

By: _____


G. J. Nooney, President

G. J. Nooney & Co.
REALTORS—MORTGAGE BANKERS

WASHINGTON



ST. CHARLES

BROADWAY

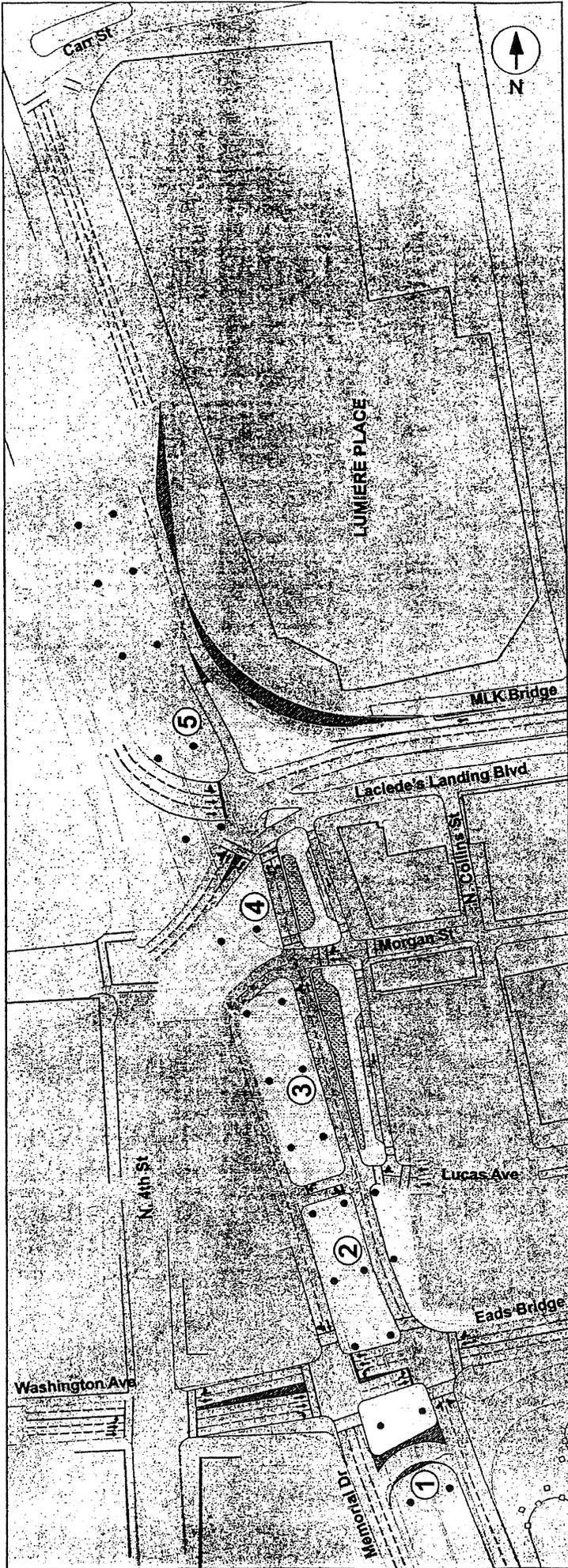
STREET LEVEL PLAN · EXHIBIT 4

north

scale 0 50 feet

500 BROADWAY BUILDING

G. J. NOONEY & CO. LEASING & MANAGEMENT
SMITH-ENTZEROTH INC. ARCHITECTS-PLANNERS



| DESCRIPTION | PROPOSED CHANGE | ISSUES | NOTES / OPPORTUNITIES |
|--|--|--|---|
| 1. Texas U-Turn | The western-most segment of Washington Ave will become a u-turn from the Washington Street exit ramp to Memorial Dr SB. | None | U-turn should remove vehicle strips to WB Washington Ave., therefore reducing pedestrian-vehicle interactions for those crossing Washington Ave. City Streets Dept. also requested U-turn as a way to manage traffic on event days. Provide for curb cut at Lucas Ave parking lot for ingress and egress. Current alignment avoids columns of existing outriggers. |
| 2. N. 3rd between Eads Bridge and Lucas Ave | Alignment generally follows existing roadway under the elevated section of highway. Increased sidewalk space at the north edge of Eads Bridge, east of N. 3rd. Create extension of Lucas Ave below elevated highway. | None | Possible location for on-street parking on both sides of SB N. 3rd St in this section. Potential for landscaped buffer between NB and SB lanes. |
| 3. N. 3rd between Lucas Ave and Morgan St | N. 3rd continues as a separated one-way pair in this section (2 NB lanes, 1 SB lane) and continues to follow existing alignment. Intersection at Morgan St is to the east of the elevated highway. | None | N. 3rd lies into existing signal system at the end of the MLK Bridge, adding a third phase. Existing alignment and lane configuration of other entering streets are unchanged. Possible location for on-street parking on both sides of SB N. 3rd St in this section. Potential for landscaped buffer between NB and SB lanes. |
| 4. N. 3rd between Morgan St and Laclede's Landing Blvd | N. 3rd continues as a separated one-way pair from Morgan St intersection to connect with Laclede's Landing Blvd. Existing loop road from Morgan to Laclede's Landing Blvd is closed off. Existing island at end of MLK would be cut back to allow NB through movement on N. 3rd. | None | NB movements from N. 3rd and from MLK Bridge do not have concurrent peaks, therefore the potential for weaving is minimized. |
| 5. N. 3rd from MLK Bridge north | N. 3rd continues as a one-lane, one-way street across the existing plaza to join the MLK Bridge NB off-ramp. | Alignment and connection to be discussed with IDOT | |

LEGEND

- Existing Curbs
- Proposed Curbs
- Approximate Striping
- Existing Striping
- Proposed Striping
- Parking/Pick-up/Drop-off

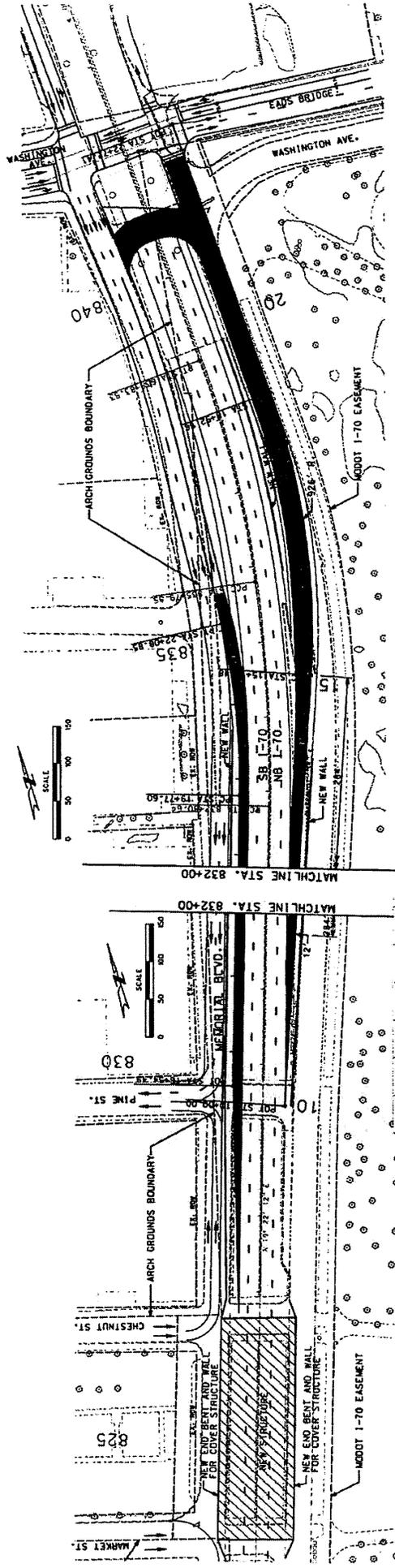
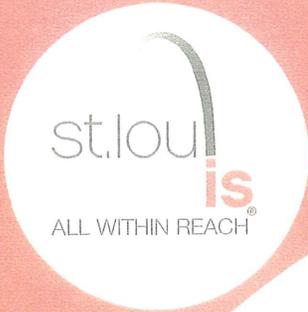


Figure 5: CAR 2015 Ramp Improvements at Washington Ave.; Courtesy: URS Corp.

ATTACHMENT G

Community Support

1. Support letter from Kathleen M. Ratcliffe, President of the St. Louis Convention & Visitors Commission, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 22, 2012.
2. Support letter from Thomas J. Minogue, Chairman of Thompson Coburn, LLP, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
3. Support letter from Robert J. Endicott, Chairman of National Blues Museum, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
4. Support letter from Joseph F. Imbs III, Regional Chairman & St. Louis Market President of US Bank Midwest Commercial Banking, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
5. Support letter from Zachary M. Boyers, Chairman and CEO of U.S. Bancorp Community Development Corporation, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
6. Support letter from Matt Felling, General Manager of Embassy Suites St. Louis-Downtown, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
7. Support letter from John Clark, Laclede's Landing Community Improvement District, to John P. Kohler, Planning and Programming Manager for the City of St. Louis Board of Public Service, dated March 21, 2012.
8. Financial support letter from Rodney Crim, Executive Director for St. Louis Development Corporation, to Richard T. Bradley, President of the City of St. Louis Board of Public Service, dated March 16, 2012.
9. Financial support letter from Amos Harris, Principal Spinnaker St. Louis, to Otis Williams, Deputy Executive Director of the St. Louis Development Corporation dated March 12, 2012.
10. Financial support letter from James M. Zemlyak of Stifel Financial Corporation, to Otis Williams, Deputy Executive Director of the St. Louis Development Corporation dated March 15, 2012.



March 22, 2012

Mr. John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

Dear Mr. Kohler,

It is my pleasure to write a letter in support of the City of St. Louis' STP-S application to upgrade the streetscape of Washington Avenue from 7th Street to Memorial Drive.

The Arch Grounds and the America's Center Convention Center/Edward Jones Dome complex are two of the most visited tourist and visitor attractions in the State of Missouri, a high proportion of them from outside our region. Enhancing the Washington Avenue connections between these two great destinations builds and leverages the significant public and private investments that are and have been made and puts the last link in the chain of what the American Planning Association has already named one of America's Great Streets.

We are in enthusiastic support of this application.

Sincerely,

A handwritten signature in blue ink, which appears to read "K.M. Ratcliffe", is written over the typed name.

Kathleen M. Ratcliffe
President

THOMPSON COBURN LLP

One US Bank Plaza
St. Louis, Missouri 63101
314-552-6000
FAX 314-552-7000
www.thompsoncoburn.com

March 21, 2012

Thomas J. Minogue
Chairman
314-552-6080
FAX 314-552-7080
tminogue@
thompsoncoburn.com

Mr. John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

Re: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

Dear Mr. Kohler:

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The Arch Grounds and the St. Louis Convention Center/Edward Jones Dome complex are two of the most visited tourist and visitor attractions in the State of Missouri. A high proportion of these visitors come from outside our region. Enhancing the Washington Avenue connections between these two great destinations builds and leverages the significant public and private investments that are and have been made and puts the last link in the chain of what the American Planning Association has already named one of America's Great Streets.

We are in enthusiastic support of this application.

Very truly yours,

Thompson Coburn LLP

By 
Thomas J. Minogue
Chairman

TJM/k



National Blues Museum

906 Olive Street
Suite PH-5
St. Louis, MO 63101

(314) 231-0400, ext. 7
Fax: (314) 621-0262
info@nationalbluesmuseum.org
www.nationalbluesmuseum.org

March 21, 2012

John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

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We are in enthusiastic support of this application.

Sincerely,

Robert J. Endicott
Chairman



Midwest Commercial Banking

One U.S. Bank Plaza
7th & Washington Streets
St. Louis, MO 63101
314.418.3878
314.418.8070 fax

Joseph F. Imbs III
Regional Chairman
St. Louis Market President

March 21, 2012

Mr. John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

Re: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

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We are in enthusiastic support of this application.

Sincerely,

Joseph F. Imbs III
Regional Chairman &
St. Louis Market President

JFI/djc



Community Development Corporation
1307 Washington Avenue, Suite 300
St. Louis, MO 63103

March 21, 2012

John P. Kohler, P.E.
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

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We are enthusiastically supportive of this application.

Sincerely,

A handwritten signature in blue ink that reads "Zach Boyers".

Zachary M. Boyers
Chairman and CEO
U.S. Bancorp Community Development Corporation



EMBASSY SUITES®

St. Louis - Downtown

3-21-12

John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

RE: STP-S Grant Application
Phase III Washington Avenue Streetscapte
Project Record Number 12938309

Dear Mr. Kohler,

It is my pleasure to write a letter in support of the City of St. Louis' STP-S application to upgrade the streetscape of Washington Avenue from 7th Street to Memorial Drive.

Our hotel caters to thousands of guests each year that visit St. Louis to see the Arch Grounds, St. Louis Convention Center/Edward Jones Dome complex, and all the attractions that Washington Avenue has to offer. Enhancing the Washington Avenue connections between these destinations would be an attractive offering for our guests who help bring millions of dollars in revenue to the city and revitalizes what the American Planning Association has already named one of America's Great Streets.

We are in enthusiastic support of this application.

Sincerely,

Matt Felling
General Manager- Embassy Suites St. Louis-Downtown
610 N. 7th St.
St. Louis, MO 63101
314-269-5900



March 21, 2012

John Kohler
Planning and Programming Manager
City Hall, Room 301
1200 Market Street
St. Louis, MO 63103

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

Dear Mr. Kohler,

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We are in enthusiastic support of this application.

Sincerely,

John Clark

Laclede Landing Community Improvement District
710 North Second Street
Saint Louis, Missouri
63102



Francis G. Slay
Mayor

Rodney Crim
Executive Director

Suite 1200
1015 Locust Street
St. Louis, MO 63101
(314) 622-3400
(314) 259-3435-TDD
Fax (314) 231-2341

March 16, 2012

Mr. Richard Bradley
President, Board of Public Service
Room 301, City Hall
1200 Market Street
St. Louis MO 63103

**RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309**

Dear Rich:

Based on funding commitments of \$200,000 each from Spinaker St. Louis and Stifel Financial, St. Louis Development Corporation (SLDC) will commit to providing Three Hundred and Ninety Four Thousand Dollars (\$394,000.00) toward the local match funds required under the above-noted grant application. Once the project is approved for federal funding, SLDC agrees to enter into a Cooperation Agreement with the Missouri Department of Transportation contractually obligating the local match commitment for this project. SLDC will manage the design and construction for the project.

Sincerely,

Rodney Crim
Executive Director

cc: Amos Harris, Spinaker St. Louis
James M. Zemlyak, Stifel Financial
Otis Williams, SLDC

SPINNAKER ST. LOUIS

906 Olive Street
PH12
St. Louis, MO 63101
Tel: (314) 231-0400
Fax: (314) 231-1548

March 12, 2012

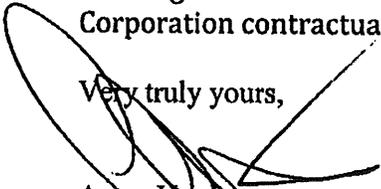
Otis Williams
Deputy Executive Director
St. Louis Development Corporation
1015 Locust Street
12th Floor
St. Louis MO 63101

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

Dear Otis:

This letter is to confirm that Spinnaker St. Louis will commit to providing Two-Hundred Thousand Dollars (\$200,000.00) toward the local match funds required under the above-noted grant application. Once the project is approved for federal funding, Spinnaker St. Louis agrees to enter into a Funding Agreement with the St. Louis Development Corporation contractually obligating the local match commitment for this project.

Very truly yours,



Amos Harris
Principal

STIFEL FINANCIAL

March 15, 2012

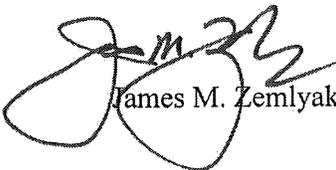
Mr. Otis Williams
Deputy Executive Director
St. Louis Development Corporation
1015 Locust Street, 12th Floor
St. Louis, MO 63101

RE: STP-S Grant Application
Phase III Washington Avenue Streetscape
Project Record Number 12938309

Dear Otis:

This letter is to confirm that Stifel Financial Corp., by and through one or more of its subsidiaries ("Stifel"), will commit to providing Two Hundred Thousand Dollars (\$200,000.00) toward the local match funds required under the above-noted grant application. Once the project is approved for federal funding, Stifel agrees to enter into a Funding Agreement with the St. Louis Development Corporation contractually obligating the local match commitment for this project. We understand that a decision on whether the application might be approved for federal funding is expected by the third quarter of 2012.

Very truly yours,



James M. Zemlyak

STIFEL FINANCIAL CORP.

ONE FINANCIAL PLAZA | 501 NORTH BROADWAY | ST. LOUIS, MISSOURI 63102 | 314-342-2000 | WWW.STIFEL.COM