

Implementation Strategies

Implementation Strategies

Success of the Missouri Riverfront Concept Plan will be dependent upon achieving short-term projects or ‘quick victories’, while sustaining long term momentum in achieving the complete vision.

Short-Range or ‘Quick Victory’ strategies are primarily public in nature, with an emphasis on organization, policy development, and forming public and private partnerships to promote activity along the riverfront. These strategies primarily address the methods, timing, and funding in which improvements should take place, as well as some tangible project milestones that can ‘showcase’ the resolve of the St. Charles community in regards to it’s commitment to the riverfront. This period of time builds momentum in support, enthusiasm, and awareness for investment opportunities within the corridor. Quick victory actions should move forward within the first one to two years.

Medium-Range strategies build upon the initial public investment and success achieved in the short-term strategies. Significant ‘high impact’ public projects should be initiated and help stimulate private sector activity. Depending on the level of success in marshalling funds and resources, medium-range projects should occur within the next two to ten years.

Long-Range strategies are primarily actions that continue enhancement of previous successes. In many instances, these are initiatives that respond to previous efforts, re-evaluated, or modified to reflect current market-demands, development trends, and community-wide planning efforts. Long-range strategies ultimately should

include actions and efforts that carry-forth the underlying vision of the plan and create an active and viable riverfront environment in St. Charles that is a physical and economic asset for the community.

The implementation section is intended to provide a resource to initiate dialogue, foster partnerships, pursue funding opportunities, evaluate phasing strategies based upon available resources, and assist in directing courses of action towards tangible results.

Policy Considerations

Policy considerations are those actions that the City may initiate in terms of establishing the planning, land use, and zoning criteria for initiatives within the riverfront corridor.

Superimposed Districts (SD) and Special Review Districts Zoning Overlay (SRD)

The Zoning Ordinance of St. Charles has several Superimposed District designations. This includes South Main Preservation District (SMPD), Extended Historic Preservation District (EHP), Historic Downtown District (HDD), and the Frenchtown Preservation District (FPD). Primarily, these district designations protect historic structures, monuments, historic features, and their surroundings from non-compatible land uses. In addition, they provide some measure of protection for these areas through an application and review process to ensure construction, alterations, and additions complement the established character.

For much of the riverfront corridor, the riverfront is zoned as a Planned District (PD-RF), which provides the means for flexibility in development that encourages creative design and promotes desirable community environments.



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Riverfront recommendations should be utilized by the City to supplement design review and decision making processes.

One of the challenges is that the riverfront corridor traverses through jurisdictional boundaries. This affords the opportunity for policy partnership with the City of St. Charles and St. Charles County. These entities may consider the creation of a Special Review District (SRD). An SRD is essentially a zoning overlay that supports the process of ensuring certain design characteristics are carried forth. Typically, design guidelines are adopted for an area and ensures new initiatives or modifications to existing properties conform to the design intent for the area. An SRD does not change the underlying zoning and use of properties, but addresses the physical appearance and character. For greater cohesiveness along the riverfront corridor, common design guidelines should be adopted for each independent SRD.

A special Riverfront SRD review committee may be desired, with representatives from the City, County, and other riverfront stakeholders. This allows for all participants to come together and discuss proposed initiatives so that they are closely coordinated with other projects in the area and provides an additional measure that riverfront initiatives are cohesive and furthering the community-wide vision. The review committee, which is advisory in nature, would help ensure compatibility throughout the corridor.

Downzoning and Rezoning

The plan recommends that some areas be downzoned to meet the objectives and vision of the plan. This is prima-

rily within Frenchtown, where Highway Business Districts (C-3) and Heavy Industrial (I-2) should be considered downzoned to a district that is more conducive to neighborhood-oriented environments, such as a C-1 district. For greater flexibility, rezoning to a Planned Development District (PD-RF) may also be appropriate.

For the Arena Riverfront Village, should quarry operations cease in the future, the City may wish to consider downzoning all or portions of the site from Heavy Industrial (I-2) to Commercial Districts such as C-2 or C-3. This would protect and promote the site for more recreational retail development, as recommended by the plan.

St. Charles County should also review their zoning, land use, and development policies to determine if downzoning and rezoning is appropriate to meet the goals and vision of the plan.

Financial Tools, Resources, and Partnerships

Redevelopment financing often relies on a mix of public resources and private investment, typically derived from a variety of sources. Eligibility for funding often relies upon the intent and characteristics of a particular project. The following outline represents a general inventory of potential resources and partnerships that may be appropriate for projects within the St. Charles Riverfront Corridor.

This outline should be continually updated, as existing programs may be modified and as additional programs, policies, and grants present themselves. In addition, publications such as the *'Restoring Riverfronts: A Guide to Selected Federal Funding Sources'*, published by the American Rivers provides and excellent summary of criteria on federal grants



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and programs utilized for riverfronts throughout the country.

Capital Improvement Program and County Capital Plan

The City of St. Charles operates with a six-year Capital Improvement Plan (CIP). Project requests are made on an yearly basis. The CIP is designed to fund public improvements throughout the City. Similarly, St. Charles County operates a County Capital Plan. Both these programs may fund public enhancements along the riverfront in the respective jurisdictions. Priorities may vary, due to the fact that these resources must support community-wide initiatives on a year-to-year basis.

City of St. Charles Parks and Recreation Board and St. Charles County Parks and Recreation Department operate independent Capital Improvement Programs. St. Charles County Use Tax passed in 1997. This tax helps support the acquisition, development, and maintenance of County parks. Tax revenues are accrued from out-of-state-sales on goods purchased for more than \$2,000. The tax may provide a resource for park development in the county portions of the riverfront. Projects typically are mandated to be over 100 acres in size, with exception to locations that exhibit unique characteristics and opportunities.

Great Rivers Greenway District (GRGD)

Great Rivers Greenway District (formally the Metropolitan Park and Recreation District) is one of the largest districts of its kind in the nation. Funded by sales tax, the Great Rivers Greenway is a potential resource in the development of greenways and trails which could enhance connections to and from the riverfront corridor throughout the

metropolitan area.

Missouri Department of Natural Resources (DNR)

The DNR provides and administers a variety of state and federal programs that assist in initiatives for environmental, energy, historic preservation, and other resources that may be available for riverfront initiatives.

Missouri Department of Conservation (MDC)

The MDC owns Bangert Island and Blanchette Landing, which the MDC leases from the City. The MDC may also be a potential resource relative to the development of wetlands, wet-prairies, and natural and environmental interpretation features. The MDC would also be a resource in determining appropriate mitigation, conservation, and other issues pertaining to the bio-diversity within the riverfront corridor.

U.S. Fish and Wildlife Service

The Big Muddy National Fish and Wildlife Refuge was established in 1994 and has grown to over 10,000 acres in various places along the Missouri River from Kansas City to St. Louis. The U.S. Fish and Wildlife Service seeks innovative ways to return historic floodplain habitat of the Missouri River. Partnership and potential funding should be investigated for such initiatives as improving and restoring wetland habitat, wildlife resources, and opportunities for outdoor recreation and environmental education.

Environmental Protection Agency (EPA)

The EPA works for cleaner, healthier environments throughout the country. The EPA Brownfields Program encourages economic development and cooperation to



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assess, safely clean up, and reuse brownfields in a sustainable manner. The Green Communities Initiative may provide informational resources which can help guide for planning and implementing sustainable projects.

U.S. Army Corps of Engineers

Partnerships among the Corps of Engineers may prove beneficial in specific projects along the riverfront. Among other missions, the Corps of Engineers carries out environmental and natural resource management programs.

Tax Abatement

The Urban Redevelopment Corporation Law (State Statute 353) provides incentives for redevelopment of areas deemed 'blighted'. Benefits include tax abatement, granted for up to 100% of the value of any improvements for 10 years and 50% abatement for the following 15 years on property taxes. In addition, the power of eminent domain is a tool associated with Chapter 353 redevelopment projects.

Special Assessment Districts (SAD)

A Special Assessment District is an area in which the property owners voluntarily tax themselves to provide projects for the public good to help enhance the area. There are a variety of districts or formats which can be created to further this goal, which include **Community Improvement Districts (CID)**, **Neighborhood Improvement Districts (NID)**, and **Business Improvement Districts (BID)**, or **Special Business District (SBD)**.

Community Development Block Grant (CDBG)

Federal funds are available at the Missouri Department of Economic Development for distribution among non-entitlement cities, for purposes of public improvements or housing development. These funds are distributed on an annual basis by the federal government, which implies little to no guarantee as a reliable source of public improvement funds. Competition for procuring these funds is usually high.

Neighborhood Assistance Program

The Neighborhood Assistance Program (1978) enables businesses to redirect their tax dollars to help finance local projects in endangered neighborhoods. The state tax credit stretches the amount a business might normally be able to give and does not involve transfer of state dollars to help finance local projects. The State's role is to approve projects and to offer tax credits up to 50 percent of the value of the contribution. Donations may be in the form of cash, materials, supplies, real estate, labor or technical assistance. This assistance can be extended to any type of community development project that improves the neighborhood in one of the following categories; community services; crime prevention; education; job training; physical revitalization; and economic development. The primary focus of NAP in downtown revitalization centers on organizational development, physical improvement, and downtown promotion. Applicants should consist of volunteers who have organized themselves for the purpose of improving or preserving the overall condition of the downtown. The tax credits can be used for staff salaries and benefits, consultant services, postage and stationery, training and conferences, travel, office equipment, landscaping, revolving loan fund to businesses; and downtown promotional material.



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Revenue Bonds

Conventional revenue bonds are not applicable in the present instance, because municipal enterprises that would produce a dependable stream of revenues is not a given. There is significant advantage of public improvements financed from tax-free municipal debt. It is generally recommended that all uses of bonds be evaluated in terms of the City's short-term capacity to deal with default. Though default has no legal repercussions, it could affect the City's overall credit rating and ability to issue future bonds. The issuance of revenue bonds could require voter approval.

Revenue Bonds Secured by User Charges

The term "user charges" in the context of this discussion, refers to charges collected to secure 1933, 1941 and 1957 Act revenue bonds. These bonds are designed to finance facilities that provide services to a group of identifiable users. Debt service payments are met from charges placed exclusively on the users of the public facility.

Lease Revenue Arrangements

These are typically issued by public nonprofit corporations, redevelopment agencies, joint power authorities or parking authorities to construct or acquire a facility to be leased to a public entity in return for lease payments that secure the debt service. Security for the bond issue is provided by the lease agreement and subsequent lease payments. In addition, a reserve fund and insurance are usually required. Title to the lease facility passes to the public agency after the bonds are paid off.

Transportation Development District (TDD)

A transportation development district (TDD) functions like

a political subdivision in financing a variety of public improvements related to transportation. Transportation Development Districts are different from TIF in that additional funding mechanisms are proposed for funding, planning, and development of the facility, rather than diverting taxes from other jurisdictions. As a special purpose political subdivision, and due to the procedural checks in place in forming the district, the financing decisions for the public improvement is more directly in the discretion of the voters and property owners within the district boundaries. TDD is more flexible than other economic development tools in that they can draw from any combination of sales tax, property tax, special assessments, or tolls. TDD also present a mechanism for innovative design standards, which are more consistent with a particular local planning effort, to be submitted for approval by the appropriate transportation jurisdiction (state or local).

Revolving Loan Fund

A revolving loan fund can be created to provide assistance in revitalizing properties throughout the riverfront corridor. Funds could be utilized for such investments as building improvements, signage, or other property improvements. Initial funding can come from a variety of sources such as grants, local banks, corporations, or a combination of resources. Essentially, the funds revolve because as the the initial loans are paid back, the funds are cycled to others within the corridor for similar purposes and stay as a permanent resource.

In some instances, portions of the interest from the funds are kept or added to the overall fund balance. Revolving loans are sometimes provided at a decreased interest rate, which will be dependent upon the motivation of the lender. A private lending consortium may be investigated, where financing



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packages and loans are limited or have restrictive clauses, local lenders have in other cases created a 'pool' of funds for low interest loans to local businesses. These funds can be rotated among applicant businesses for business development purposes or physical improvement projects.

Business Development Loans

In an effort to support and promote small business development in the City, it will be important to provide small business loans, as well as fund local business development programs. This agency responsible for this task would need to be identified.

Historic Preservation

Properties individually listed on the National Register of Historic Places or within a National Register District are eligible for state and federal tax credits. The state investment credit provides a tax credit of up to 25% of rehabilitation costs and the federal investment credit equal to 20% of the rehabilitation costs. In a Facade Improvement Program, Expenses for improvements would include revolving loans in addition to the administrative costs for the program.

Transportation Equity Act for the 21st Century (TEA - 21)

TEA-21 provides funding on a 50/50 matching basis through a variety of programs. For transportation enhancements, TEA-21 may be used for such projects as pedestrian and bicycle facilities, landscape and beautification, and a variety of other elements associated with roadway facility development. In addition, TEA-21 may be applied to create and maintain recreational trails. For St. Charles, this program may be appropriate for trail devel-

opment, and costs associated with the Corps of Discovery River Parkway such as addressing wetlands restoration and beautification.

National Endowment for the Humanities

The National Endowment for the Humanities provides a variety of programs that support educational and cultural project resources. Grants may be available for such projects along the St. Charles Riverfront such as cultural and historical interpretation signs in parks and trails along the riverfront.

Urban Park and Recreation Recovery (UPARR)

This program can provide grants to local government for the rehabilitation of urban recreational facilities. Funds are intended for improvements and not maintenance or property acquisition. UPARR grant funds may be appropriate to renovate urban parks such as Frontier and Blanchette Landing.

Rivers, Trails, and Conservation Assistance Program (RTCA)

The primary purpose of RTCA is to provide technical assistance and support partnerships between citizens and government to increase protection of rivers, landscapes, and trails. This program may be appropriate for additional assistance for projects throughout the riverfront. Staff time is provided free to selected projects and the partner group must commit resources such as donations of money and time.

Historic Preservation Fund Grants-in-Aid

One of the functions of this grant provides matching funds to identify, evaluate, and protect historic properties. Grants must be applied through the state historic preser-



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vation office. This resource may be appropriate for initiatives to document, assess, and develop plans for repair of historic buildings along the riverfront.

Environmental Education Grants (EEG)

The EEG provides financial support for projects designed to demonstrate and educate on environmental practices. This may be a funding option for environmental education and interpretive signage for Eco Trails along the riverfront.

Brownfields Pilots Cooperative Agreements

This program objectives are to develop administrative and technical models to assist in establishment processes to respond to environmental conditions of the rehabilitation of brownfield site, site assessment activities, financial assistance for revolving loan funds for brownfield cleanups, and financial assistance for training in the procedures for handling and removal of hazardous waste substances. Should sites along the St. Charles Riverfront be found as brownfields, this program may provide assistance to help make urban redevelopment more attractive as greenfield development opportunities.

Grants for Public Works and Economic Development

This program supports long-term economic development and assists in the construction of public works facilities needed to initiate and support creation and retention of permanent jobs in the private sector. Grants have been made for such projects as tourism facilities, and infrastructure needed for business expansion. A loan match of 50% of project cost is required. This program may be appropriate for related projects associated with riverfront revitalization such as parks, access infrastructure to busi-

ness development and rehabilitation throughout the corridor.

Riparian and Wetland Restoration

There are numerous programs that provide opportunity for resources to restore and enhance wetlands, riparian environments, wildlife habitat, water quality, and flood plains. Projects for conservation areas and enhancements may be eligible for many of these. These include, but not exclusive to:

- + Project Impact
- + Emergency Watershed Protection
- + Watershed Protection and Flood Prevention
- + Community-Based Restoration
- + Habitat Conservation
- + National Fisheries Habitat Program
- + Americorps
- + Aquatic Ecosystem Restoration
- + Challenge 21 Initiative
- + Project Modifications for Environmental Improvements
- + Flood Mitigation Assistance
- + Water Quality Cooperative Agreement
- + Watershed Assistance Grants
- + Wetlands Protection Development Grants
- + Land and Water Conservation (LWCF)
- + Challenge Grant Cost Share
- + North American Wetlands Conservation Act



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Critical Path Initiatives

Critical path initiatives are those actions which help establish many of the key components of the concept plan and to the success of the corridor. Although actual construction of a particular project may occur years later, key initiatives undertaken as a priority in the short-term will help establish the framework and will be critical in terms of creating momentum throughout the corridor and furthering the community vision. Critical path initiatives are those actions after adoption that can be undertaken by the public sector, creating the foundation for private sector investments. It is important to note that these priority critical path initiatives need to be assessed, balancing community-wide projects and other initiatives that have evolved from city-wide planning efforts, needs, and current private sector development trends.

Critical Path Initiative: Coordination and Communication

On-going communication will be key to a coordinated and successful riverfront. The concept plan should be distributed by the Community Development Department to all stakeholders within the corridor, which include, but not limited to:

- + County of St. Charles
- + Parks and Recreation Board
- + Public Works Department
- + Chamber of Commerce
- + Economic Development Corporation (EDC)
- + Missouri Department of Transportation (MoDOT)
- + Missouri Department of Natural Resources (DNR)
- + Corps of Engineers
- + Missouri Department of Conservation (MDC)

- + Great Rivers Greenway District (GRGD)
- + North County Levee District (NCLD)
- + Historic Downtown District
- + South Main Preservation Society
- + Frenchtown Preservation District
- + Ameristar Casino
- + American Car Foundry
- + Other stakeholders identified by the City

Once distributed, the City should determine the appropriate methods of communication and coordination. This may evolve from the Community Development Department identifying a sole-source contact within the department, responsible for coordinating staff and others in regards to initiatives within the riverfront corridor. The other approach is to identify a Riverfront Steering Committee, in which stakeholders of the riverfront may meet on a defined basis (regularly or as-needed) to coordinate and communicate issues and projects within the area. This may include key staff from the affected departments and jurisdictions.

In addition, citizens groups may be appointed or volunteer to serve as an additional resource to the committee. This latter model was utilized for the Steering Committee during the planning process of the concept plan.

The primary key to this initiative is to ensure that projects undertaken by various departments and jurisdictions are reviewed, discussed, and coordinated in regards to their merit in achieving the long-range community vision. Communication and coordination will help promote a greater sense of cohesion among various projects undertaken within the corridor.



Critical Path Initiative: Corridor Preservation

Corridor preservation will establish the long-term development of key riverfront elements. This may include items such as rights-of-way, easements, and accessing proposed development projects in terms of their impact to the long-range vision.

Preliminary master planning and alignment for the proposed Corps of Discovery River Parkway should be pursued. This will identify the likely alignment, and identify traffic-related issues and ramifications to public and private development initiatives along the parkway. A schematic design process should provide the tool for the City to make critical decisions until the parkway is funded for construction.

Critical Path Initiative: Land Use and Zoning

The riverfront concept should be utilized to assess and revise appropriate existing land use and zoning designations so that redevelopment efforts reflect the riverfront vision.

Critical Path Initiative: Prioritization

Prioritization of projects should begin so that fund seeking and forming partnerships can be initiated and budgets within the Capital Improvements Program can be earmarked. Short-range initiatives should begin to move forward, as well as planning for medium and long-range projects.



Implementation Opportunities Matrix

The implementation opportunities matrix provides general guidance regarding timing, participation, and order of magnitude cost estimates for budgeting purposes. The matrix outlines:

- + Projects recommended from the plan.
- + Time frame or period of action in which initiatives should or likely to occur.
- + Project type that identifies the primary responsibility (public, private, or partnership).
- + Primary participants or partnerships that identify stakeholders likely needed or beneficial to implement the initiative.
- + Possible funding sources that identify candidate programs and sources to be investigated that can help support the initiative.
- + Estimated budget to assist in project prioritization, budgeting, and phasing.



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Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Policy								
Adopt Missouri Riverfront Concept Plan.	+ Adoption			+ Adoption		+ City + County		
Revise existing land use and other adopted plans to reflect the concept plan.	+ Revisions	+ On-going review	+ On-going review	+ Revisions		+ City + County		
Determine appropriateness of policy such as Special Review Zoning Overlay District.	+ Review + Revise	+ On-going review	+ On-going review	+ Review		+ City + County		
Affirm prioritization of projects and pursue funding.	+ Prioritize	+ Pursue funding	+ Pursue funding	+ Pursue funding	+ Pursue funding	+ City + County		
Pursue funding and evaluate new projects based on their merit in achieving the concept plan.	+ Pursue funding + Evaluate plans	+ Pursue funding + Evaluate plans	+ Pursue funding + Evaluate plans	+ Pursue funding + Evaluate plans	+ Pursue funding	+ City + County		



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Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Riverfront Villages (page 16)								
Page Avenue Village (Page 17)								
Determine appropriate redevelopment tools and proactively seek qualified developers for neighborhood-oriented projects.	+ Select tools + Pursue Funding	+ RFP + Develop	+ Develop	+ Pursue funding + Review proposals	+ Pursue funding + Develop	+ County + City + Private	+ Tax Abatement + Private + Private	Private development projects
Arena Village (Page 18)								
Develop re-use strategies and determine redevelopment tools. Proactively seek qualified developers.	+ Select tools + Pursue Funding	+ RFP + Develop	+ Develop	+ Pursue funding + Review proposals	+ Pursue funding + Develop	+ County + City + Private	+ Tax Abatement + Private	Private development projects
Lewis and Clark Village (Page 19)								
Investigate feasibility of pier extensions, marina, and waterfront retail.	+ Evaluate	+ Pursue funding	+ Develop	+ Study + Pursue funding	+ Develop	+ City + Corps + DNR + NCLD + Private	Study: + CIP + Grants + Private	Study: \$100,000 to \$200,000 Private development projects
Main Street Village (Page 20)								
Continue efforts for restoration and rehabilitation of historic properties.	+ Develop	+ Develop	+ Develop	+ Pursue funding + Review proposals	+ Develop	+ City + Historic Downtown District + Private	+ CBDG + SBD + CID + NID + Private + Tax Abatement	Private development projects



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Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Main Street Riverfront Village (continued)								
Determine appropriate redevelopment tools, proactively promote redevelopment initiatives that complement the character of the district.	+ Select tools + Pursue Funding	+ Develop	+ Develop	+ Pursue funding + Review proposals	+ Pursue funding + Develop	+ City + Historic Downtown District	+ CBDG + SBD + CID + NID + Tax Abatement	Private development projects
Public Parking Enhancements	+Pursue Funding	+Develop	+ Develop	+ Pursue funding + Develop		+ City + Historic Downtown District + South Main Preservation	+ CIP +TDD	\$100,000 to \$250,000
Parking Study Investigate strategies and seek solutions that mitigate parking concerns for village merchants.	+Evaluate	+Pursue funding + Develop	+ Develop	+ Study + Pursue funding + Develop		+ City + Historic Downtown District + South Main Preservation	Study: + CIP + Grants Projects: + CIP + Grants	Study: \$50,000 to \$100,000
Frenchtown Village (page 21)								
Pursue recommendations of the <i>Frenchtown Economic Enhancement Strategy</i> .	+ Select tools + Pursue funding	+ Develop	+ Develop	+ Pursue funding + Review proposals	+ Pursue funding +Develop	+ City + Frenchtown Preservation District	+ CBDG + NID + Tax Abatement	Private development projects



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Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
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Frenchtown Village (continued)								
Main Street Extension (as part of the Corps of Discovery River Parkway) - refer to page 27								
Frenchtown Square and Frenchtown Greenway - refer to Parks, page 41								
Develop detailed design guidelines for Frenchtown.	+ Pursue funding + Develop			+ Pursue funding + Adoption	+Pursue funding + Develop	+ City + Frenchtown Preservation District	+ Grants	\$25,000 to \$50,000
Investigate feasibility of Frenchtown Harbor and associated riverfront development.	+ Evaluate	+ Pursue funding	+ Develop	+ Study + Pursue funding + Develop	+ Pursue funding + Develop	+ City + Corps of Engineers + Frenchtown Preservation District + ACF + DNR + MDC + Private	Study: + CIP Projects: + CIP + Grants + Private	Study: \$100,000 to \$200,000
Point Dusable Village (page 23)								
Determine appropriate redevelopment tools and proactively promote private redevelopment initiatives.	+ Select tools + Pursue funding	+ Develop	+ Develop	+ Pursue funding + Review proposals	+ Pursue funding + Develop	+ City + Frenchtown Preservation District	+ CIP + CBDG + SBD + CID + NID + Grants +Private	Private development projects



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Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Urban Design (page 25)								
Icons (page 26)								
St. Charles Riverfront	+ Design			+ Pursue funding + Design	+ Design process	+ City + County + Historic Downtown District + South Main Preservation + Frenchtown Preservation District	+ Private + CIP + Grants	<i>Icon Design:</i> \$5,000 to \$10,000
Corps of Discovery River Parkway (Icon design included in Corps of Discovery River Parkway - refer to page 27).	+ Design							
Frenchtown	+ Design			+ Pursue funding	+ Pursue funding + Design	+ City + Frenchtown Preservation District	+ CIP + Grants + Private	<i>Icon Design:</i> \$5,000 to \$10,000
KATY Trail - St. Charles	+ Design			+ Pursue funding + Design	+ Design process	+ City + County + DNR	+ CIP + Grants	<i>Icon Design:</i> \$5,000 to \$10,000
Eco Trail				+ Pursue funding + Design	+ Design process	+ City + County + DNR + MDC	+ CIP + Grants	<i>Icon Design:</i> \$5,000 to \$10,000



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Enhanced Roadways (page 27)								
<p>Corps of Discovery River Parkway</p> <p>Schematic design and planning (corridor preservation study)</p> <p>Segment A: Landscape median parkway from Highway 94 to Tecumseh.</p> <p>Segment B: New roadway facility from Tecumseh to ACF.</p> <p>Segment C: Main Street extension through ACF.</p> <p>Segment D: Amenity and roadway improvements from ACF to South River Road (Interstate 70 intersection).</p> <p>Segment E: Landscape median parkway from South Main Street to Page Avenue.</p>	<p>+ Select tools</p> <p>+ Pursue funding</p> <p>+ Master planning and corridor preservation</p>	<p>+ Pursue funding</p> <p>+ Develop</p>	<p>+ Pursue funding</p> <p>+ Develop</p>	<p>+ Pursue funding</p> <p>+ Develop</p>	<p>+ Design process</p>	<p>+ City</p> <p>+ County</p> <p>+ MoDot</p> <p>+ Corps of Engineers</p> <p>+ Historic Downtown District</p> <p>+ Frenchtown Preservation District</p> <p>+ South Main Preservation</p> <p>+ Casino</p> <p>+ ACF</p>	<p>+ CIP</p> <p>+ TEA-21</p> <p>+ TDD</p> <p>+ Grants</p>	<p>Study: \$75,000 to \$150,000</p> <p>Segment A: \$14.0 to \$15.5 Million</p> <p>Segment B: \$4.6 to \$5.0 Million</p> <p>Segment C: \$2.5 to 3.0 Million</p> <p>Segment D: \$6.0 to 7.0 Million</p> <p>Segment E: \$8.0 to \$8.5 Million</p> <p>Total: \$35.1 to \$39.0 Million</p>



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Enhanced Roadways (continued)								
Boone's Lick Road	+Develop							Under construction
Gateways (page 29)								
St. Charles Riverfront	+ Pursue funding	+ Develop		+ Pursue funding + Develop	+ Design Process	+ City + County + Historic Downtown District + Frenchtown Preservation Districts + South Main Preservation	+ CIP + Grants + TEA-21 + TDD	9 Gateways: \$270,000 to \$325,000
Historic St. Charles	+ Pursue funding	+ Develop				+ City + Historic Downtown District + Frenchtown Preservation District + South Main Preservation	+ CIP + BID + Grants + Private	4 Gateways: \$100,000 to \$175,000



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Gateways (continued)								
Frenchtown	+ Pursue funding	+ Develop		+ Pursue funding + Develop	+ Pursue funding	+ City + Frenchtown Preservation District	+ CIP + CBDG + BID + NID + Grants + Private	5 Gateways: \$125,000 to \$200,000
Trails (page 32)								
Recreational: KATY Trail Signage Area-Wide Mitigation Trail (KATY Trail to Highway 94) Frenchtown Greenway (Trail costs included in linear park estimate) - refer to page 41.	+ Pursue funding + Master planning and corridor preservation	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Planning and design process	+ City + County + DNR + MDC + NCLD + Frenchtown Preservation District + NCLD	+ City + County + DNR + TDD + TEA-21 + Grants	Katy Trail Signage: \$60,000 to \$84,000 Area-Wide Mitigation: \$190,000 to \$210,000 Frenchtown Greenway: Refer to page 41



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	Short Range	Medium Range	Long Range					
Trails (continued)								
<p>Interpretive/Educational: Area-Wide Mitigation Area</p> <p>Conservation Area (Interstate 70 to St. Charles Family Arena)</p> <p>Eco Park (Trail costs included in park estimate) - refer to page 63</p> <p>Lewis and Clark Interpretive Trail (Frontier Park)</p>	+ Pursue funding + Master planning and design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Planning and design process	+ City + County + DNR + MDC + NCLD	+ City + County + DNR + TDD + TEA-21 + Grants	<p>Area-Wide Mitigation Area: \$215,000 to \$240,000</p> <p>Conservation Area: \$215,000 to \$240,000</p> <p>Eco Park: Refer to Page 63</p> <p>Interpretive Trail: \$295,000 to \$545,000</p>
Trailheads (page 36)								
<p>Page Avenue Village</p> <p>Arena Village</p> <p>Lewis and Clark Village</p> <p>Blanchette Landing</p> <p>Eco Park/Area-Wide Mitigation Area/Point Dusable Park</p>	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop		+City + County + DNR + MDC + NCLD + Private	+ City + County + DNR + TDD + TEA-21 + Grants	6 Trailhead Facilities: \$1.2 to \$1.5 Million



Implementation Strategies

Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Parks (page 38)								
Frontier Park Enhancements Entrance feature and Esplanade MKT Interpretive Plaza Riverfront steps Landscaping, lighting, and general enhancements	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Design process	+ City + DNR + Historic Downtown District + South Main Preservation + Frenchtown Preservation District + Corps of Engineers	+ CIP + Grants	\$ 1.5 to 2.5 Million
Blanchette Landing Enhancements	+ Pursue funding + Design	+ Develop		+ Pursue funding + Develop	+ Pursue funding + Develop	+ City + DNR + Frenchtown Preservation District	+ CIP + Grants + Private	\$150,000 to \$250,000
Frenchtown Square	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ City + Frenchtown Preservation District + Private	+ CIP + CBDG + BID + NID + Grants + Private	\$500,000 to \$750,000
Frenchtown Greenway (ACF to Olive Street)	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Design process	+ City + Frenchtown Preservation District	+ CIP + CBDG + BID + NID + Grants	\$1.5 to \$2.0 Million



Implementation Strategies

Action or Project	T i m e F r a m e			Public Initiatives	Private Initiatives	Primary Participants or Partnerships	Possible Funding Sources	Estimated Budget
	Short Range	Medium Range	Long Range					
Parks (continued)								
Area-Wide Mitigation Area and Eco Park	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop		+ City + County + DNR + MDC + NCLD + Corps of Engineers	+ CIP + Grants + DNR + MCDC	<i>Area-Wide Mitigation Area:</i> \$4.0 to 4.5 Million <i>Eco Park:</i> \$1.5 to 2.6 Million
Page Avenue Square	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding	+ Pursue funding + Develop	+ City + County	+Private	Private development project
Public Transit (page 43)								
Transit Route Study and Transit Shelters	+ Pursue funding + Design	+ Pursue funding + Develop	+ Pursue funding + Develop	+ Pursue funding + Develop		+ City + County	+ CIP + TEA-21 + TDD + Grants	<i>Study:</i> \$50,000 to \$100,000 <i>6 to 8 Transit Shelters:</i> \$270,000 to \$400,000

