

Planning Process

Erosion, deposition, and debris routinely posed dangers to navigation. The Missouri River consisted of ever shifting and numerous islands, sandbars, and channels. In 1912, efforts were undertaken to stabilize the river channel by revetment of banks, closing minor channels, and other modifications to secure a permanent 6-foot deep channel from the confluence to Kansas City. In 1925, a 200-foot wide channel was authorized.

The New Deal

During the Great Depression of the 1930's, America's 'New Deal' impacted the Missouri River. Millions of dollars were channeled into American infrastructure for projects deemed to be for the good of the people and the nation. The Works Progress Administration (WPA) was one of many initiatives leading to nation-wide improvements. St. Charles County benefited from the construction of roads, public facilities, and control dikes. In 1937, the U.S. Highway 40 Bridge was completed, connecting St. Charles with counties east of the river. By 1945, the Corps of Engineers had modified the Missouri River to develop a 9-foot deep channel, almost 300-feet in width.

Post War

As with the rest of the country, the end of the Second World War brought new prosperity and changed St. Charles and the American landscape forever. The car became 'king' and communities responded to new infrastructure projects and a new form of development.

In 1957, the Interstate 70 bridge was completed, spanning the Missouri River south of Downtown St. Charles. This bridge opened the county for development, making St.

Charles one of the fastest growing counties in the nation during the next several decades. In 1993, St. Charles was subjected to a great flood, along with many other areas in the Mississippi River Drainage Basin. This flood devastated communities along the Missouri and Mississippi Rivers. Fortunately, St. Charles escaped with relatively minor damage.

Today

Many cities throughout the United States have embraced their waterfronts as active public areas and opportunities for private development. Over the past several years, however, the City of St. Charles has had a relatively passive relationship with the Missouri River and the riverfront area.

Understandably, the physical characteristics of the Missouri River differ from many other developed waterways in the nation. The benefits that active and viable riverfronts bring to a city, however, should not be passed over as St. Charles assesses its community wide development and revitalization efforts. Past investments, such as public parks, the KATY Trail, the St. Charles Family Arena, and the Ameristar Casino, along with recent initiatives such as the Lewis and Clark Boathouse, have fostered a general rethinking about the Missouri Riverfront and its role within St. Charles.



The Riverfront Concept Plan represents a commitment by the St. Charles community to its riverfront, furthering recommendations of the St. Charles Comprehensive Plan.



Planning Process

The planning process for the St. Charles' Missouri Riverfront Concept Plan involved the City, St. Charles County, a Riverfront Steering Committee, neighborhoods, advocacy groups, public agencies, property owners, businesses, and the community-at-large. There were four primary components in the planning process.

Inventory

A preliminary investigation of the study area and adjacent areas was undertaken. The analysis provided a more comprehensive understanding of the dynamics impacting the Missouri River, Downtown St. Charles, adjacent neighborhoods, existing development patterns, and transportation characteristics along the corridor. In addition, the investigation was utilized to enhance community awareness and understanding of the corridor.

Alternatives Charrette

Community input represented an important foundation for the plan. During the first week of March 2003, a week-long charrette, or intensive work session, was held in St. Charles. In public workshop #1, a public meeting was facilitated in order to understand the community's issues, concerns, goals, and visions for the area.

Between Workshops 1 and 2, key person interviews were conducted during a two-day period. This allowed community members, who were unable to attend the larger group meetings, to meet with the charrette team and discuss specific issues, facts, initiatives, and concerns in greater detail.

Key Issues and Concerns

A variety of issues were identified in the public workshops and interviews. Overall, issues tended to be directed at the visual and functional qualities of the riverfront. They included the lack of visual and public access to the river, the natural characteristics of the Missouri River, lack of opportunities for recreation along and on the the river, and the perception of inadequate parking for the Historic Main Street District.

Opportunities

Workshop participants identified several opportunities that were to be explored in the charrette. Generally, opportunities identified were enhancements for public activity along the riverfront. They included better connections to the KATY Trail, park enhancements for recreation and environmental education, boating, and redevelopment of the Frenchtown Neighborhood.

Goals and Vision

Workshop participants expressed numerous ideas and concepts for the riverfront. Primarily, the visions included better access, people living, working, and playing on the riverfront, more entertainment or destination activities, economic development, the opportunity to engage the river's edge, and activities along the river.

Key Priorities

Key priorities identified in the workshop included connection along



In public workshop #1, participants identified issues, concerns, opportunities, challenges, and established a series of goals for the riverfront vision.

Planning Process

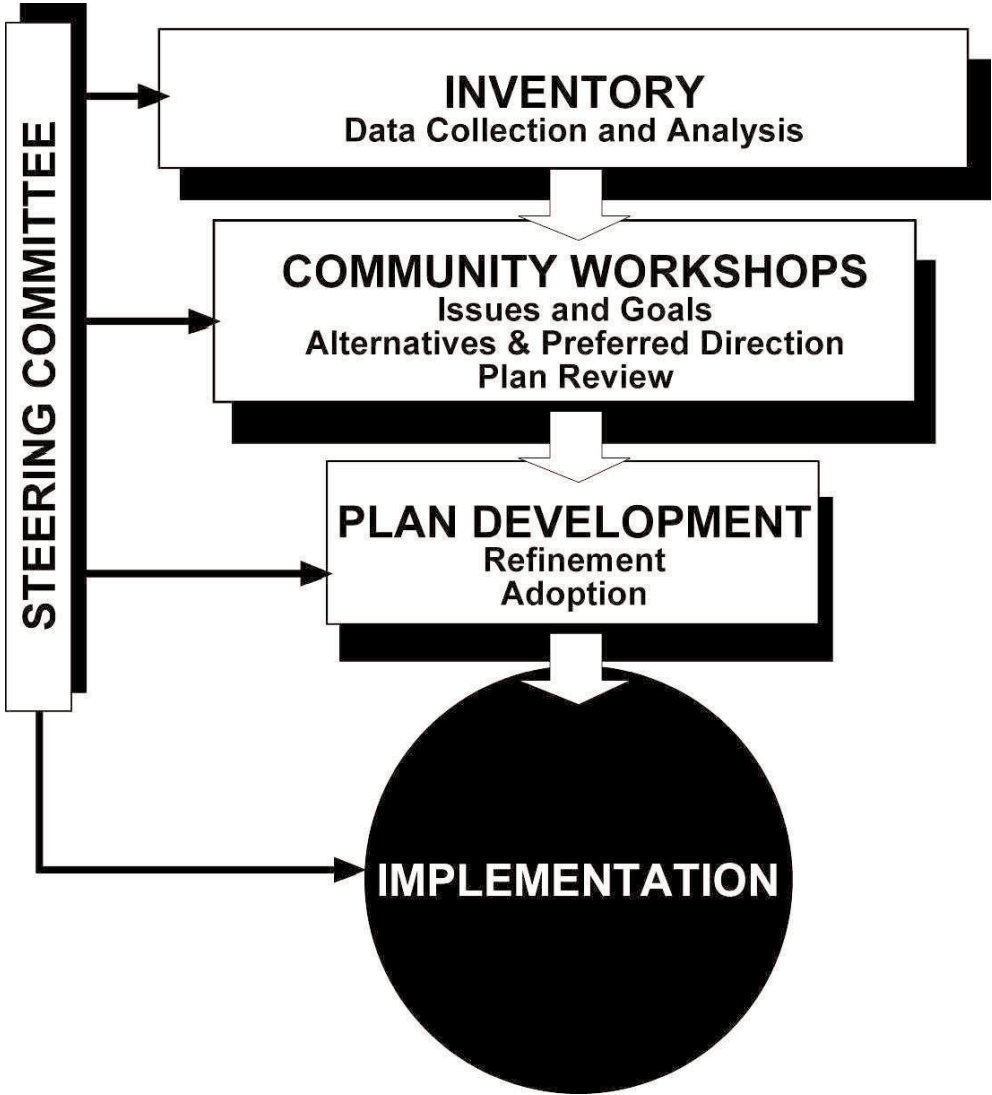
the riverfront, entertainment and a variety of experiences, preservation of established assets along Main Street and views to the river, improvements to the visual quality on the river side of Main Street, redevelopment of Frenchtown, and enhanced parking.

Alternatives

The next step was the development of several alternative scenarios or riverfront concepts. Alternatives were prepared that presented a wide-range of options for land use, infrastructure, urban design, public amenities, and development characteristics. These alternatives were presented in workshop #2 in a manner that no single concept comprised an absolute solution. Each alternative included elements that may have been desirable or undesirable to workshop participants. The goal was for participants to discuss a variety of components and directions, so they could begin to 'build' a unique plan for the St. Charles' riverfront, as well as foster a sense of 'ownership' for all participants.



In public workshop #2, participants reviewed alternatives and help establish the framework and direction of the concept plan.



The foundation of the planning process was built upon community participation.



Planning Process

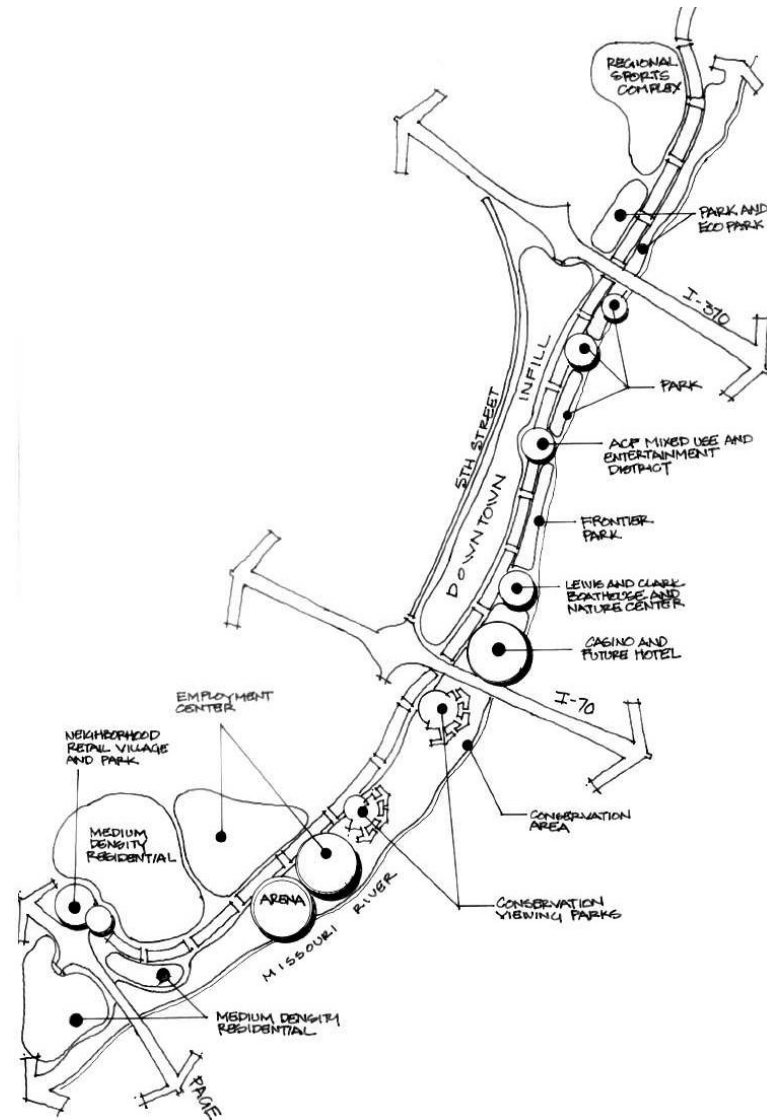
Riverfront Boulevard Alternative

This alternative explores the concept of creating a greater sense of connection north and south along the riverfront.

Key components include:

- + A continuous high amenity roadway along the riverfront, linking Page Avenue to Interstate 370, with a future extension that links to the proposed New Town development northwest of the project area.
- + The core area and historical districts essentially remain the same, with policies focused on preservation, rehabilitation, and infill development.
- + The American Car Foundry (ACF) property redevelops as a mixed-use destination center, incorporating residential, office, limited retail, and entertainment venues.
- + Parkland is consolidated to create open space, trails, and other amenities from the Lewis and Clark Boathouse to Blanchette Landing.
- + North of Interstate 370, City owned property is developed as a regional sports park, which may include athletic fields and other recreational and sports venues.
- + A continuous conservation and mitigation area north of the proposed Eco Park and to the south of the Lewis and Clark Boathouse with nature parks or viewing parks/platforms to Interstate 70.
- + The Quarry and cement operations facility is strategically positioned as an employment center, which could include additional light industrial and manufacturing, warehousing, or office park development.

- + South of the quarry remains as residential development opportunities for medium density residential, with a neighborhood village retail center at the interchange of Page Avenue and the proposed Riverside Drive.



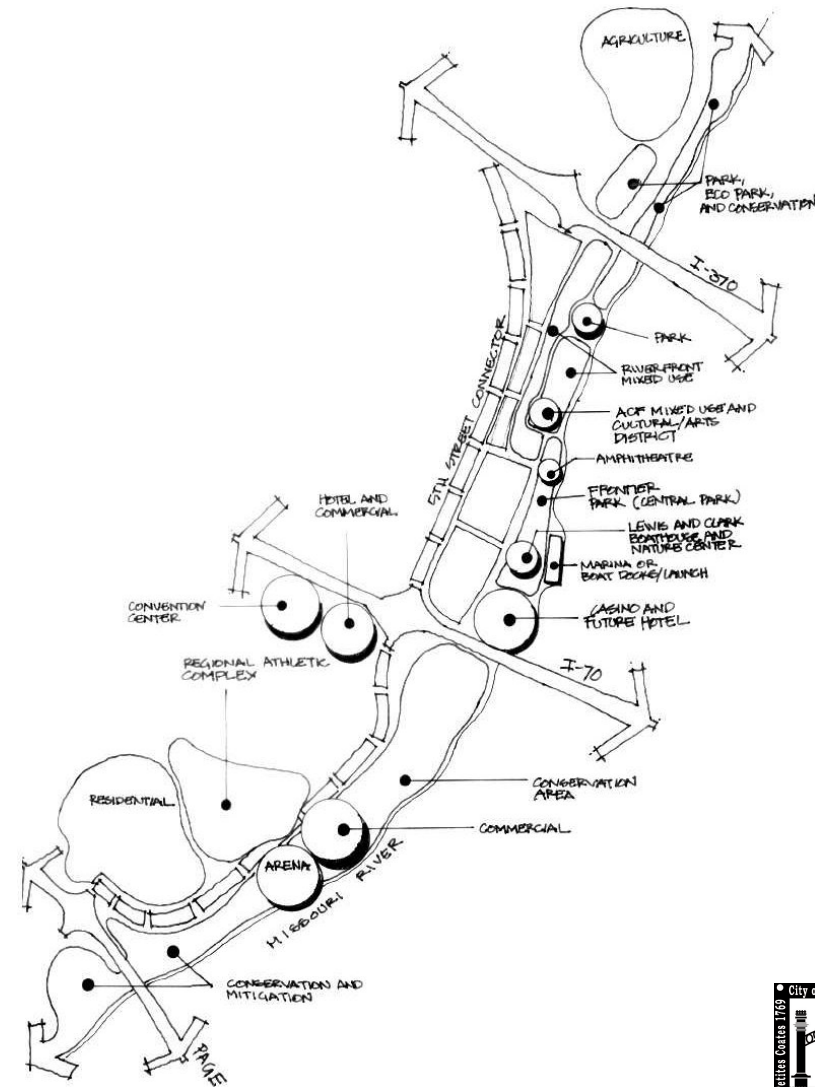
Planning Process

Central Park Alternative

This alternative explores the concept of a greater focus along the riverfront in the heart of the Main Street District. Key Components include:

- + Most all of the parks, amenities and functions are consolidated into an expanded Frontier Park. This includes trail expansion to the riverfront, an amphitheater, and marina or boat dock facility.
- + The ACF property and an expanded area along the riverfront redevelops as mixed-use, primarily residential lofts, support retail, office, and the concept of an expanded Cultural and Arts Destination District.
- + Along Riverside Drive, the east portion of the Main Street blocks facing the river redevelops as mixed-use or residential town homes. Parking alternatives include on-street parking on both sides of Riverside Drive or a strategically located mixed-use parking structure.
- + 5th Street evolves into the primary through-traffic corridor, which may change the nature of the face blocks along 5th Street from Interstate 370 to Interstate 70. Wayfinding gateways are located along 5th Street, identifying the direct entry into the various historic districts and the riverfront corridor.
- + North of Interstate 370, the City owned property is reserved for leased agricultural use.
- + The quarry area complements a significant event and recreational venue anchored by the Arena, through development of a regional athletic complex. Other alternative uses include a executive golf course, essentially building a sports and entertainment district around the Arena.

- + Redevelopment of the Noah's Ark site as a hotel and commercial center is also explored. Another possibility is the integration of a consolidated park and ride site, with support retail functions and a future multi-modal transit station for regional light-rail and other transportation modes.



Planning Process

'On The River' Alternative

This alternative explores the concept of a greater development presence along the riverfront, creating stronger nodes of uses and links to the river's edge. Key components include:

- + Development nodes along the river are created, providing a variety of commercial, residential, and recreational venues.
- + Within each development node, a series of village parks are proposed. Essentially, these 'riverfront neighborhood' parks are surrounded by development and have a strong sense of perceptual 'ownership' and observation by residents.
- + Historic Districts remain relatively unchanged, with the exception of infill opportunities and parking enhancements.
- + The City owned land north of Interstate 370 is reserved for the Eco Park expansion and as a mitigation area. It may be possible to generate revenue or funding if the site serves as a central 'holding' area for area-wide developments that are required to provide mitigation solutions.
- + Within conservation areas south of Interstate 70, a series of parks are developed. These are nature oriented, providing educational venues and interpretive programs about the Missouri River environs, wildlife, and river habitat.
- + The Noah's Ark site develops as a mixed-use project, incorporating retail, office, and higher density residential.
- + The quarry site and the concrete operations are redeveloped as a sports and entertainment district, with large-scale recreational commercial entities.
- + At Page Avenue, larger scale retail and residential are developed.

- + Regular and dedicated trolley line that connects anchors and districts is developed.

