



▲ **ALTERNATIVE A:** *Three duplexes with parking along the street and nine single-family houses*



▲ **ALTERNATIVE B:** *Three duplexes with individual driveways to parking in the rear and nine single-family houses*



▲ **ALTERNATIVE C:** *Six rowhouses with a shared driveway in the back to access parking and nine single-family houses*

I-9 Encourage new housing development along Linn Avenue, south of Ripa.

Location: Linn Avenue, south of Ripa

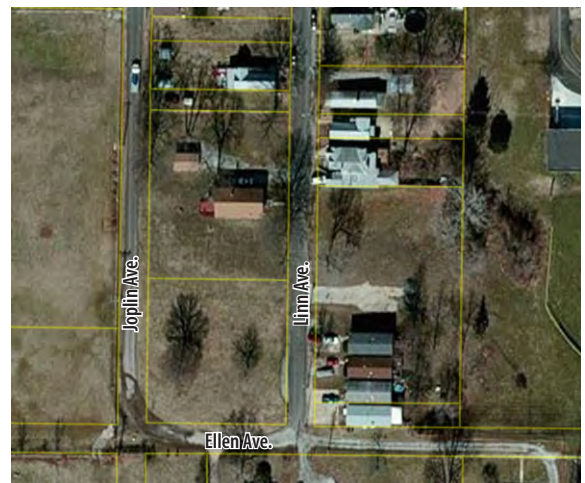
Level of Funding Required: \$\$

Type of Funding: Private

Time Period: Year 1- 5

The lots between the School Sisters of Notre Dame property and the Oddfellows Cemetery are under utilized. They present an opportunity for a significant number of new houses without much impact on the neighborhood. In addition, they would extend the neighborhood all the way to what is effectively its southern edge, by continuing the pattern of development prevalent in the rest of the neighborhood.

It is unclear whether this area is suitable for construction due to a potential sink hole(s). Therefore, it needs further study to ensure feasibility.



▲ **EXISTING CONDITIONS**

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CREATE A CATALYST PROJECT



A tipping point of positive change can be reached through a catalytic new development that would help the neighborhood overcome the hurdles of apathy, disinvestment, and a negative image.

The East of Broadway neighborhood has a number of opportunities for lot and block scale infill development. Together, these opportunities can create significant positive change within the community. However, it is likely that this small-scale, incremental approach would occur relatively slowly with their effect largely predicated by public infrastructure investments. A larger scale residential development could jump start this change and create a palpable sense of positive momentum.

Although there are already several large pieces of land available for development east of Perrin Avenue, they may not be large enough to attract a large enough developer that would expect to benefit from economies of scale and the ability to create enough critical mass to appropriately market the new homes and create sufficient “curb appeal.”

The scheduled closing of the pigment plant, likely future development on the large parcel south of the Casino, the under-utilization of Black Forest Park, and the vacant former junk yard lot create a tremendous and viable opportunity to assemble land for a catalytic new project.

C-1 Purchase the pigment plant property

Location: Between Hoffmeister Avenue and the railroad tracks

Level of Funding Required: \$\$\$\$

Type of Funding: Private

Time Period: Year 1-5

Control of the pigment plant property at 303 East Hoffmeister Avenue is essential to enable the future re-alignment of Hoffmeister Avenue and the full build-out of the proposed new catalyst project between Perrin Avenue and the railroad tracks. The anticipated closure of the plant in 2014 would make this possible.

C-2 Re-align Hoffmeister further north and consider construction of a bridge over the rail lines (if and when development occurs on the property south of the River City Casino).

Location: Eastern portion of Hoffmeister Avenue

Level of Funding Required: \$\$\$\$

Type of Funding: Public & Private

Time Period: Year 6-10

Re-aligning Hoffmeister Avenue by moving it a few hundred feet to the north, to align with the southern terminus of River City Casino Boulevard, would make a new catalytic project much more attractive for development. It would create a much larger assemblage of land that would bring economies of scale to the development opportunity and the chance for it to develop its own marketable identity as a neighborhood within a neighborhood. This will be made possible because the pigment plant to the north is scheduled to close in 2014.

As envisioned in its full capacity, the neighborhood expansion would be bound on the north by a re-aligned Hoffmeister Avenue, on the east by the railroad tracks, on the south by the Notre Dame School, and on the west by Perrin Avenue, except where it extends further west to a mid-block alley at the site of the former junk yard at the corner of Arlee and Perrin Avenues. This full build out would maximize the stimulus effect of a new development of this type.

New development on the site south of the River City Casino property would likely require improved access due to the increased risk associated with a significant traffic increase at the at-grade crossing of the railroad tracks. A developer of that site would likely be required to build a new grade-separated crossing of the railroad tracks, similar to the River City Casino Boulevard crossing just to the north. In such case, rather than maintain the existing Hoffmeister alignment, the railroad crossing should move a few hundred feet to the north, so that it aligns with the southern terminus of River City Casino Boulevard and creates a more natural curve in the roadway. Coupled with potentially moving the park, a large area would be created for a new housing development that could bring new homes, which could increase the value of the existing homes.



▲ EXISTING CONDITIONS AND PROPOSED DEVELOPMENT AREA



Change zoning within the catalyst project area to allow multi-family development and to allow development (including multi-family) on the Black Forest Park site.

Time Period: Year 6-10

Any kind of appropriate redevelopment of the pigment plant property would require a zoning change; as would re-location of Black Forest Park. The small portion of Commercial District zoning is incongruous with existing zoning and the future vision for the area. To support the vision for the proposed catalyst project as a mixed-density residential development, the existing PS, M2, and C8 districts should be changed to allow multi-family and attached single-family dwellings. See the existing and proposed zoning maps for an illustration of the proposed zoning changes.

C-4 Create a large mixed-density residential infill development east of Perrin Avenue by redeveloping the Black Forest Park and vacant tracts to the north.

Location: Between Perrin Avenue and the railroad tracks, north of the School Sisters of Notre Dame Convent

Level of Funding Required: \$\$\$\$

Type of Funding: Public & Private

Time Period: Year 6-10

To further increase the development potential of this neighborhood expansion, Black Forest Park should be relocated to a site more central within the community or separated into smaller pocket parks dispersed throughout the neighborhood. Addition development of the southern portion of

the casino property would also benefit from and/or require improved access. See the Create Vibrant Public Space chapter for more detail.

Plan for the Catalytic New Development

The full build-out of the catalytic new development would extend the existing street network eastward. Velma and Holden Avenues would extend east to connect with the new Hoffmeister alignment, before Hoffmeister continues east as an elevated bridge over the railroad tracks. Arlee and Loretta Avenues continue east and are connected by a semi-circular road. Felton extends east and terminates in a new pocket park with views out over the railroad tracks toward the Mississippi River. These new streets are primarily fronted by new single family home lots. With the exception of the lots backing onto the railroad tracks, they are served by a new network of alleys serving rear loaded garages. New courtyard housing with separate street-facing duplexes front Loretta Avenue where the road begins to curve. A bungalow court, either in conjunction with or separate from the courtyard housing, consists of homes facing a common green that is accessed from Perrin Avenue. A pocket park or stormwater management detention



▲ NEIGHBORHOOD EXPANSION: BIRD'S EYE VIEW

7: Create a Catalyst Project



▲ NEIGHBORHOOD EXPANSION: PHASE I WITH HOFFMEISTER IN ITS CURRENT ALIGNMENT



▲ NEIGHBORHOOD EXPANSION: FULL BUILD-OUT

pond is located at the northern extent of the new development at the intersection of Perrin and Velma Avenues.

South of Arlee Avenue are two large public spaces, and multi-family housing types. Two and three story buildings would face onto the public space owned by the School Sisters of Notre Dame: senior housing development on the eastern side overlooking the Mississippi River, and mansion apartments on the western side. Duplexes front a new north-south street, and a new park on the former junk yard site. The former junk yard site would require remediation due to its previous use and potential soil contamination, yet located housing to bookend the western edge of this site would greatly benefit the public space located here. As previously described, it would create eyes on the park for safety and enliven the park with front doors and porches. Otherwise, the public space would have the less desirable existing alley and back yards as its western border. The public space that would remain if housing is developed on the western portion of the site would be an optimum size for a community park. See the Create Vibrant Public Space chapter for other options for this site.

Catalytic Project Without Hoffmeister Re-Alignment or Relocated Black Forest Park

This project would still be feasible in the event Hoffmeister Avenue and/or Black Forest Park remain in their current locations, however, the potential positive impact would be significantly decreased. Therefore, it is recommended that both of these strategies are encouraged by this plan. Alternatively, the eastern-most half of Black Forest Park, adjacent to the rail line, could be developed rather than the entire park site.

Catalytic Project as a Phased Development

The development plan envisioned for this area was designed so that it could be phased, with the first phase occurring before Hoffmeister is re-aligned, or regardless of whether this re-alignment occurs. It is as described above, except Velma, Holden, Loretta, Felton, and Arlee Avenues all continue eastward and intersect with Hoffmeister Avenue. It would exclude or defer eighteen single family lots, and the courtyard housing development of the full build-out.

New Public Spaces & Streets

See Public Space and Streetscape chapters for detailed discussion and designs for new public spaces and streets.

Development Summary

The new catalytic project has the potential to create a significant new infusion of investment and residents that would help revitalize the East of Broadway neighborhood. Estimates of the new housing this project could create are as follows:

Phase I *

Building Type	# Units
Single Family Houses	35
Duplex/Triplex/Quadruplex	22
Courtyard Apartments	0
Mansion Apartments	24
Stacked Flats/Senior Housing	74
Total	155

** Note: In contrast to the "Least Intense Plan Opportunities" in the Development Potential table in Chapter 1, this table includes housing development on the former junk yard property.*

Phase II

Building Type	# Units
Single Family Houses	18
Duplex/Triplex/Quadruplex	6
Courtyard Apartments	16
Mansion Apartments	0
Stacked Flats/Senior Housing	0
Total	40

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REGENERATE BROADWAY

Great neighborhoods typically have at least one great thoroughfare that serves as its center and creates a strong sense of arrival. South Broadway Street could be that great thoroughfare for the East of Broadway neighborhood once again.

Great neighborhoods typically have clearly defined boundaries, a sense of arrival into the neighborhood, and strong center. The East of Broadway neighborhood already has clearly defined boundaries and has great potential for establishing or re-establishing a strong center and sense of arrival.

Despite the fact that South Broadway Street is a major north-south arterial that continues all the way to downtown St. Louis, businesses have suffered from several major challenges: low traffic counts and subsequent lack of visibility have hurt business; an eclectic and scattered mix of different types of commercial and residential uses along its entire twelve plus block length have diluted the drawing power of a strong, identifiable center of gravity; and small lots just do not accommodate contemporary retail parking requirements. These challenges have resulted in South Broadway Street losing out to Lemay Ferry Road for retail businesses.

Furthermore, considering the width of the right-of-way, the scale of buildings, and its location in the area, Broadway is best-suited for neighborhood serving retail and housing. A one to two block neighborhood center with local services and restaurants would serve the communities needs and create a vibrant center of gravity. Infill housing would strengthen Broadway's character. Together, these elements would create an invaluable focal point and sense of arrival into the community.



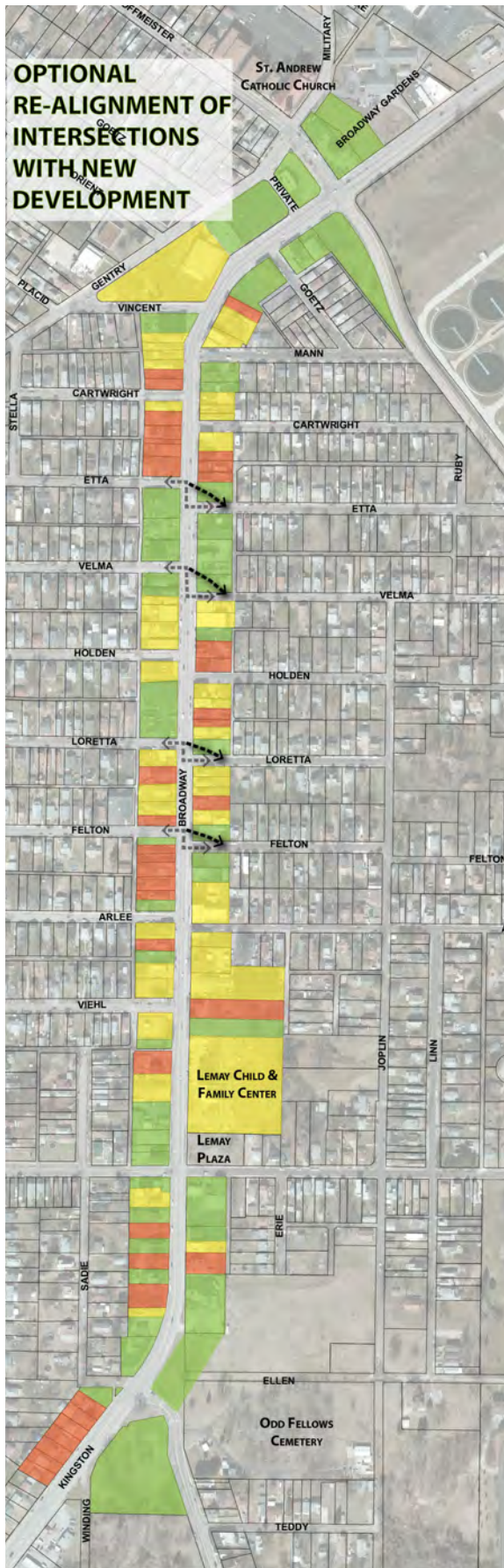
▲ EXISTING PHOTOS OF BROADWAY



▲ EXISTING LAND USES



▲ RIPE/FIRM ANALYSIS



▲ RIPE/FIRM ANALYSIS ALTERNATIVE



▲ CONCEPT DIAGRAM

B-1

Transform Broadway into a pedestrian and retail-friendly street by widening sidewalks, adding street trees and lights.

Location: Broadway

Level of Funding Required: \$\$\$\$

Type of Funding: Public

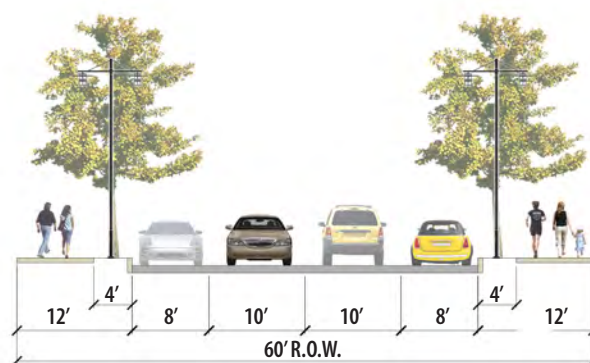
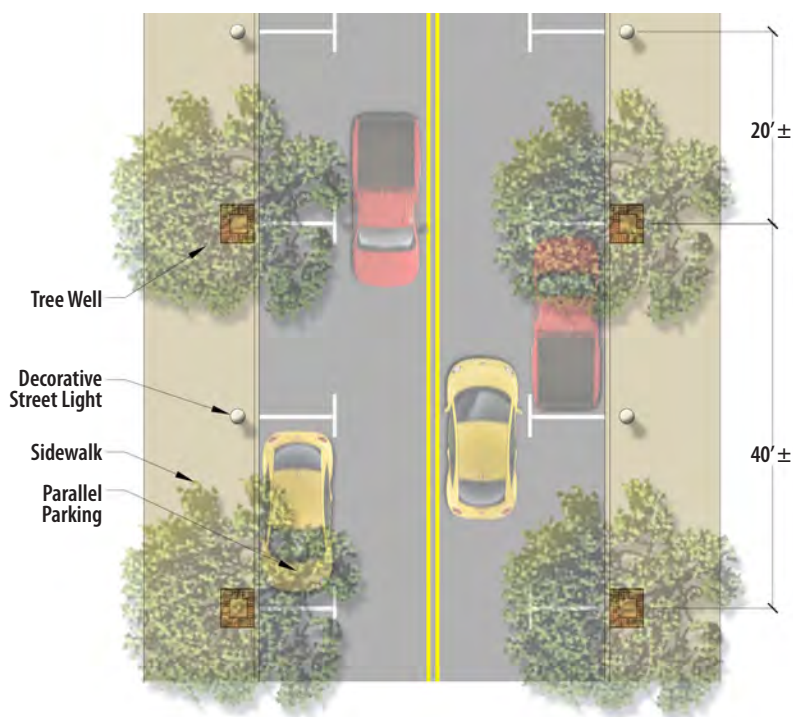
Time Period: Year 6-10

The cross section of Broadway has most of the components of a complete street. However, the lanes dedicated to parking and traffic are out of proportion with the sidewalks dedicated to pedestrians. Also, over head utility lines are an eye sore and inhibit street trees, which would help dramatically improve the character of the street. Street trees and buildings that are close to the street create a comforting sense of enclosure that makes it feel like an outdoor room and enhances the sense of place.

Along Broadway, the right-of-way varies from roughly 52 feet at some residential sections to 60 feet along other stretches. In both cases, the travel lanes and parking lanes should be narrowed to widths more in line with the desired character of Broadway. The extra space that would be created would be given over to widening the sidewalks and adding street trees and tree wells. See the drawings for more detail.



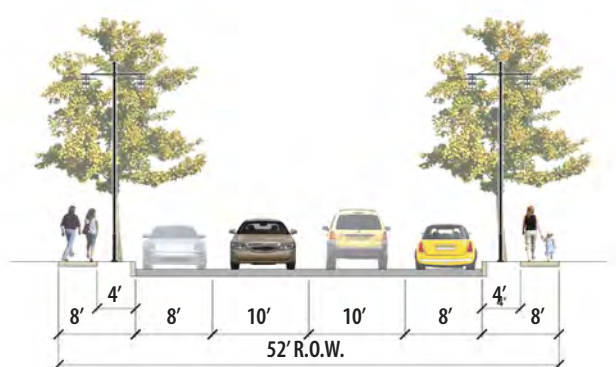
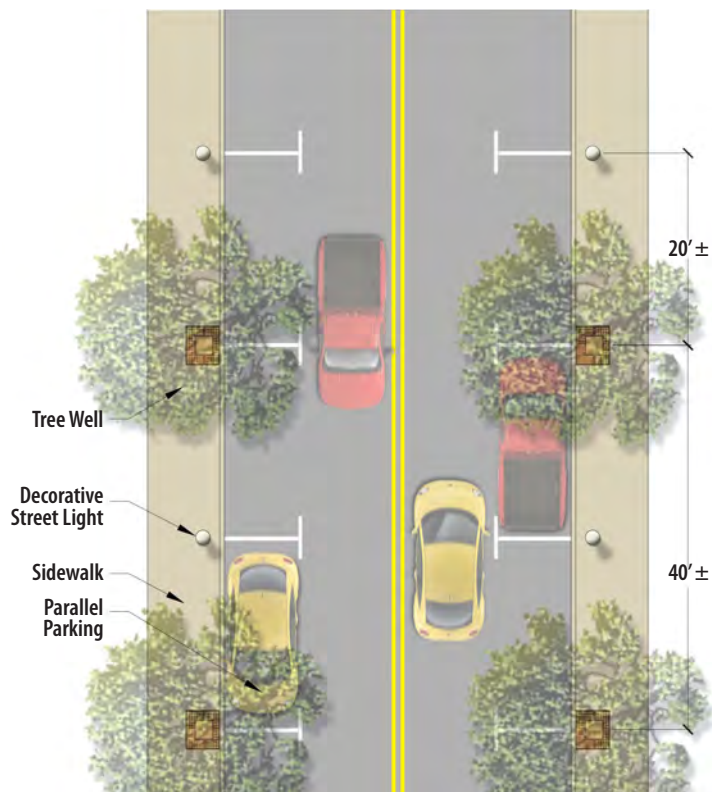
▲ BROADWAY, EXISTING 60 FOOT R.O.W.



▲ BROADWAY, PROPOSED 60 FOOT R.O.W.



▲ BROADWAY, EXISTING 52 FOOT R.O.W.



▲ BROADWAY, PROPOSED 52 FOOT R.O.W.

B-2 Change zoning on Broadway so that it limits commercial development to the neighborhood center and as secondary uses at the neighborhood gateways, prohibits industrial development, and enables multi-family development on certain blocks.

Location: Broadway

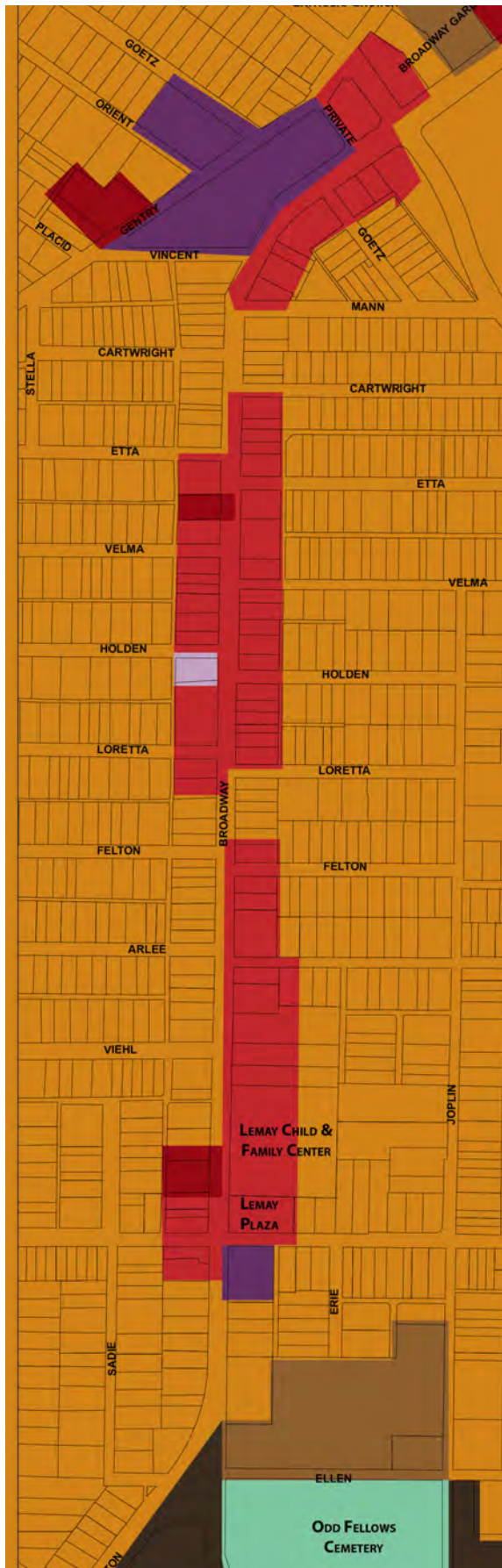
Level of Funding Required: \$

Type of Funding: Public

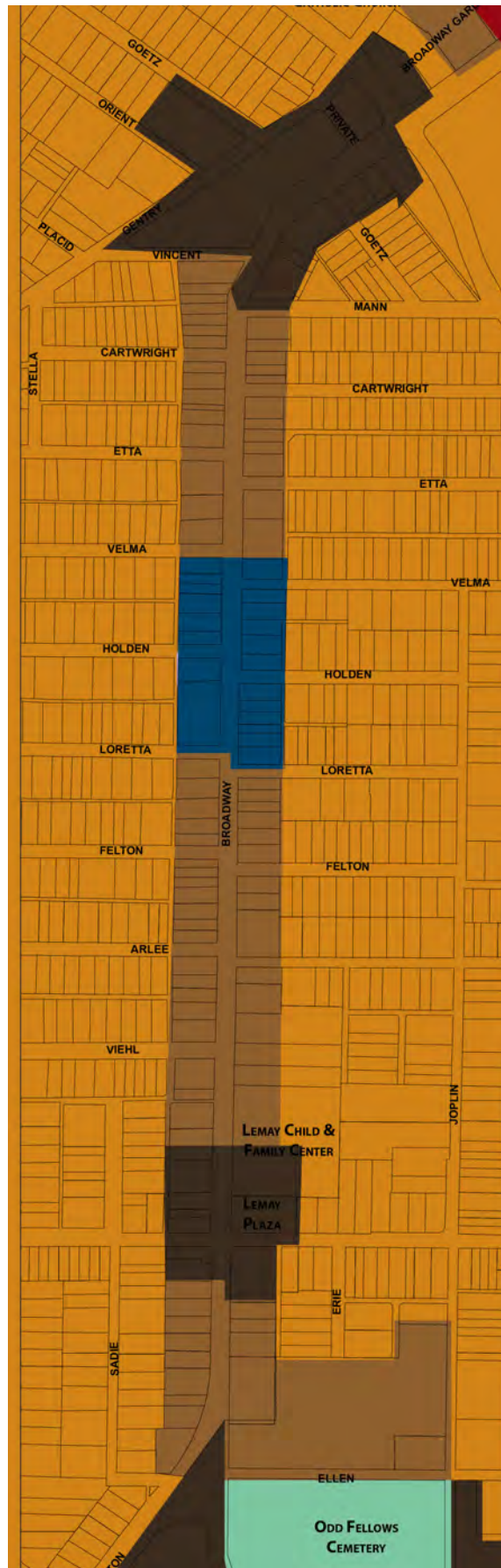
Time Period: Year 6-10

One of Broadway's main problems is the dispersion of commercial uses along its entire length within the neighborhood, and the disorganized mixing of residential and commercial frontage. In order to support the plan's vision for a mixed-use neighborhood center, two neighborhood gateways, and similarly scaled residential blocks across Broadway from each other, the zoning must change.

Existing zoning designates various portions of the blocks adjacent to Broadway as Residential District (R5), Shopping District (C2), Planned Industrial District (M3), and Planned Commercial District (C8). Zoning for the neighborhood center should allow for mixed-use development with commercial as the priority and residential and office allowed above the ground floor. The neighborhood gateways should be zoned to allow multi-family residential, with limited amounts of small-scale commercial permitted on the ground floor. Areas outside the neighborhood center and gateway that are currently zoned C2, C8, or M3 should be zoned for multi-family residential. The remaining blocks should either remain as R5 residential districts or be converted to this zoning designation. See the existing and proposed zoning maps for an illustration of the proposed zoning changes.



▲ EXISTING ZONING



▲ PROPOSED ZONING

- C2 Commercial
- C8 Commercial
- MXD
- R5 Residential
- R7 Residential
- R8 Residential
- M1 Industrial
- M3 Industrial
- NU Non-Urban



▲ EXISTING VIEW AT BROADWAY AND VELMA



▲ **CONCEPTUAL VIEW SHOWING STREETScape IMPROVEMENTS:** *Wider sidewalks; street trees and tree wells to provide shade, a sense of enclosure, and to soften the streetscape; street lights; bulb-outs to shorten crossing distances; facade improvements such as improved storefront windows, awnings, better signage, and general facade refurbishment; and underground utilities.*

B-3 Create a compact neighborhood center by encouraging façade improvements and adaptive re-use of existing structures on Broadway between Velma and Loretta.

Location: Broadway between Velma & Loretta

Level of Funding Required: \$ - \$\$

Type of Funding: Private

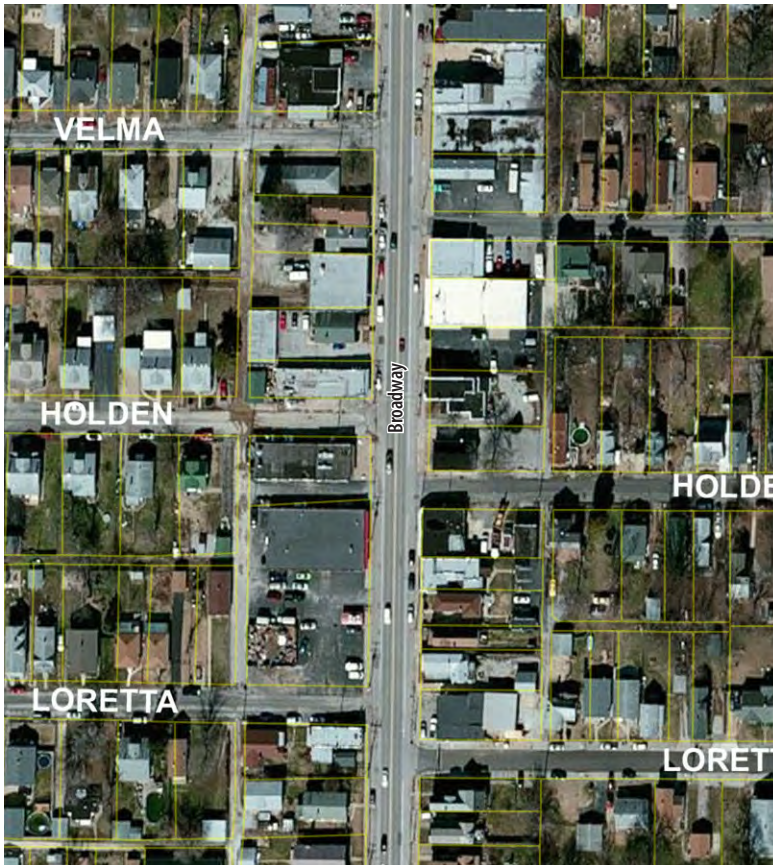
Time Period: Year 6-10

Although Broadway has an unusual eclectic mix of businesses and homes, it also has numerous buildings that could be adapted to create a small, but strong neighborhood center. Many of these are the same types of simple, quality buildings that make up great neighborhood centers all over the country. Along with some streetscape improvements like wider sidewalks, placing the utilities underground, and street trees and lights, all these buildings need are the storefront windows replaced and perhaps a nice awning and sign. The other portions of Broadway would benefit from streetscape improvements as well, and make for a good mix of single family and multi-family residential uses.

The area between Velma and Loretta Avenues are ideal for a revitalized neighborhood center. Rather than the scattered and dispersed mix of retailers currently on Broadway, retail would benefit from a clearly defined retail core, where collective shop fronts would amplify each other's presence to passers-by. Through traffic would be acutely aware that they had entered the heart of the neighborhood and would be more likely to stop and experience this compact neighborhood center. These blocks contain the highest concentration of buildings with potential for retail re-use. Many of the buildings come all the way to the sidewalk, creating a strong presence and sense of place, and are constructed of high quality materials, like brick. Although they are predominantly one story, the relatively narrow right-of-way and proposed



▲ DISTINCTIVE SECTIONS OF BROADWAY



▲ EXISTING: BROADWAY BETWEEN VELMA & LORETTA



▲ NEIGHBORHOOD CENTER BETWEEN VELMA & LORETTA

street trees, would enable a great retail/restaurant environment with a feeling of enclosure and consistent retail/restaurant frontage. In addition, there are several large undeveloped parcels that are well-suited to new mixed-use development of multi-family housing over ground floor retail. This type of infill development could help invigorate the neighborhood center and fill in the gaps of retail frontage. See Chapter 5 for more detail about proposed streetscape improvements.

B-4 Attract mixed-use or retail development to the neighborhood center.

Location: Broadway between Velma & Loretta

Level of Funding Required: \$\$\$ - \$\$\$\$

Type of Funding: Private

Time Period: Year 6-10

Within the proposed compact neighborhood center there are a few vacant sites and buildings ripe for development or redevelopment. Along with the strategy for facade improvements and adaptive-reuse of existing buildings, a new mixed-use or retail development would go a long way to re-energize and anchor the neighborhood center. It would affirm the vision for and commitment to this compact, neighborhood serving center.

A mixed-use building would best serve this function, and may be most viable. One or two stories of housing, above ground floor retail, could add to the income generating potential of the new development and help amplify the neighborhood center as the heart of the neighborhood.

Whether as part of a mixed-use or single story retail development, the ground floor should consist of retail space with storefront facade that fits with the existing buildings. Parking should be accommodated behind the building - in addition to the retail serving on-street parking.

B-5 Create a gateway of street fronting mixed-use or multi-family development and re-development at the intersection of Broadway and Hoffmeister Avenue.

Location: Broadway at Hoffmeister

Level of Funding Required: \$\$\$ - \$\$\$\$

Type of Funding: Private

Time Period: Year 16-20 or 20+

Similar to the gateway at the intersection of Broadway and Ripa Avenue, the intersection of Broadway and Hoffmeister Avenue should be framed with new mixed-use or multi-family buildings that signify entry into the East of Broadway neighborhood from the north or northwest. Again, these buildings should be slightly taller than the surrounding buildings, come all the way to the sidewalk, and only have retail that does not compete with the neighborhood center.



▲ EXISTING: BROADWAY AT HOFFMEISTER AVENUE



▲ PROPOSED GATEWAY AT HOFFMEISTER AVENUE



▲ EXISTING INTERSECTION OF BROADWAY & RIPA AVENUE



▲ PROPOSED GATEWAY AT BROADWAY & RIPA AVENUE

B-6 Create a gateway of street-fronting multi-family or mixed-use development at the intersection of Broadway and Ripa Avenue.

Location: Broadway at Ripa Avenue

Level of Funding Required: \$\$\$ - \$\$\$\$

Type of Funding: Private

Time Period: Year 6-10

The intersection of Broadway and Ripa Avenue is ideally suited to creating a sense of arrival from the south and west. It is the location of the new public space planned for the northeast corner of the intersection and is the only signalized intersection along this stretch of Broadway. The road changes dramatically in character from Kingston Drive to Broadway and is the primary entry point from the western portion of Lemay.

To mark this sense of arrival and figurative gateway, the intersection should be framed with buildings that are slightly taller than surrounding buildings, and that come all the way to the back of the sidewalk. So as not to compete with the neighborhood center, these buildings should be predominately two to three story residential buildings, with the potential for small retail or flex space on the ground floor at the corners. To accentuate the sense of a gateway, the corners of the buildings may be slightly taller than the rest of the building.



Image credit: Lawrence Group for East-West Gateway

▲ PROPOSED GATEWAY AT BROADWAY AND RIPA AVENUE, WITH A SMALL CORNER RETAIL SPACE



▲ EXISTING: BROADWAY AND RIPA AVENUE



▲ BLOCKS FOR LOWER-DENSITY INFILL

B-7 Encourage single-family attached residential infill on Broadway between Vincent and Etta Avenues, between Loretta and Viehl Avenues, and South of Ripa.

Level of Funding Required: \$\$

Type of Funding: Private

Time Period: Year 1-5

These sections of Broadway have the potential to be very nice residential streets, yet they are hindered by vacant lots, poorly located commercial uses, and non-contributing facades. The vacant lots create “missing teeth” that interrupt the steady rhythm of quality homes, a very desirable characteristic for a great neighborhood street. Some homes would greatly benefit from façade improvements that would provide an adequate presence on the street, such as a porch, stoop, or landscaped yard. There are also some commercial properties that no





▲ EXISTING: BROADWAY AT ETTA



Image credit: Lawrence Group for East-West Gateway

▲ BROADWAY AT ETTA WITH STREETScape IMPROVEMENTS ONLY



Image credit: Lawrence Group for East-West Gateway

▲ BROADWAY AT ETTA WITH RESIDENTIAL INFILL & STREETScape IMPROVEMENTS



▲ BLOCKS FOR HIGHER-DENSITY INFILL

longer positively contribute to the neighborhood or are poorly located away from the planned neighborhood center or gateway areas. Ideally these would be adapted or redeveloped.

Since these portions of Broadway are populated by single family homes and duplexes, infill here should be similarly scaled. Appropriate infill might include single family homes; duplexes, triplexes or quadruplexes; and mansion apartments (apartments in the form of a large home).

B-8 Encourage multi-family infill housing on Broadway between Etta and Velma Avenues, and between Viehl and Ripa Avenues

Level of Funding Required: \$\$\$

Type of Funding: Private

Time Period: Year 1-5

These portions of Broadway are predominately commercial, vacant lots or parking lots, or larger buildings like the Child and Family Center. They are also immediately adjacent to the planned neighborhood center and gateway areas and would be ideally suited to higher density multi-family housing types, such as rowhouses, courtyard housing, and walk-up apartments. This scale of development would help support businesses on Broadway, create a scale of buildings appropriate to the scale of Broadway, and establish a more nuanced variety of character along the length of Broadway.

B-9 Encourage the Lemay Child and Family Center to relocate its Broadway facing parking lot to the southeastern corner of their site and to locate their new extension to front Broadway and provide a significant presence on the street.

Location: Lemay Child and Family Center

Level of Funding Required: \$

Type of Funding: Private

Time Period: Year 1-5

The Lemay Child and Family Center is a great asset to the community and a very good neighbor. Yet, there are opportunities for it to contribute to the improved design and function of the neighborhood. To create a more pedestrian-friendly Broadway, it could relocate its parking lot near Broadway to the southeastern corner of the property, as an extension of the existing parking lot on the south side of the building. In doing so, it could present a more appealing face to the community. If and when it builds its new extension, it would best serve the community located at the northwest portion of the site, fronting onto Broadway. This would help create a more consistent frontage of buildings along Broadway.

Existing Parking



▲ EXISTING CHILD & FAMILY CENTER

Proposed location for future expansion

Re-located Parking



▲ PROPOSED LCFC MODIFICATIONS



▲ EXISTING INTERSECTION AT KINGSTON



▲ PROPOSED TRAFFIC CIRCLE

B-10 Study the feasibility of constructing a traffic circle at the intersection of South Broadway, Kingston Drive, and a new Ellen Avenue extension.

Location: South Broadway and Kingston Drive

Level of Funding Required: \$\$\$\$

Type of Funding: Public

Time Period: Year 6-10

A traffic circle would solve two potential challenges. First, traffic coming into the neighborhood from the south along Kingston Drive travels very fast due to Kingston's broad lanes. As it approaches Ripa Avenue, two lanes merge to one just as drivers realize they must slow down, creating a dangerous combination. This issue necessarily impacts pedestrian safety along Broadway and especially at the intersection of Ripa. A traffic circle would help slow traffic – without stopping it – as it enters the neighborhood from the south. Further, if a new portion of Ellen Avenue is created to accommodate re-routed high school traffic, a traffic circle would be the best solution for handling the intersection of South Broadway, Kingston Drive, and Ellen Avenue, which intersect each other at angles.

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FINANCIAL ASSESSMENT



Opportunities abound to transform the quality of the neighborhood without dramatically altering the existing community fabric - through infill development, vibrant public space, streetscape improvements, neighborhood centers and gateways, and a catalytic new development.

The financial assessment includes an analysis of the estimated incremental values derived from new development and cost analyses of infrastructure improvements.

New development financial assessment includes two alternatives:

- **Most Intense Plan Opportunities**

Includes: Full build-out of the Catalyst Project (with Hoffmeister re-alignment), Joplin Ave. Infill Alternative A (with large public space), and former junk yard property infill Alternative D (with duplexes).

- **Least Intense Plan Opportunities**

Includes: Only Phase I of Catalyst Project, Joplin Avenue, Infill Alternative B (with common green), and no housing development on the former junk yard property.

The cost analysis consists of estimates for all streetscape, public space, and pedestrian connection improvements.

The tables below attempt to quantify the proposed development shown in Master Plan using current construction costs. The values were derived using localized construction estimates aggregated by R.S. Means and filtered on their web site <http://www.rsmeans.com/calculator/index.asp>.

New Development Financial Assessment: Most Intense Plan Opportunities *

Neighborhood Infill

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	59	Dwelling Units	\$280,000	\$16,520,000
Duplex/Triplex/Quadruplex	6	Dwelling Units	\$170,000	\$1,020,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	-	Dwelling Units	\$150,000	\$-
Garden Apartments/Senior Housing	-	Dwelling Units	\$130,000	\$-
Commercial	-	Square Footage	\$127	\$-
Civic	-	Square Footage	\$280	\$-
Total Value				\$17,540,000

Broadway Infill

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	16	Dwelling Units	\$280,000	\$4,480,000
Duplex/Triplex/Quadruplex	38	Dwelling Units	\$170,000	\$6,460,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	-	Dwelling Units	\$150,000	\$-
Garden Apartments/Senior Housing	108	Dwelling Units	\$130,000	\$14,040,000
Commercial	52,000	Square Footage	\$127	\$6,612,667
Civic	17,500	Square Footage	\$280	\$4,900,000
Total Value				\$36,492,667

Catalyst Project

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	53	Dwelling Units	\$280,000	\$14,840,000
Duplex/Triplex/Quadruplex	28	Dwelling Units	\$170,000	\$4,760,000
Courtyard Apartments	16	Dwelling Units	\$170,000	\$2,720,000
Mansion Apartments	24	Dwelling Units	\$150,000	\$3,600,000
Garden Apartments/Senior Housing	74	Dwelling Units	\$130,000	\$9,620,000
Commercial	-	Square Footage	\$127	\$-
Civic	-	Square Footage	\$280	\$-
Total Value				\$35,540,000

NEIGHBORHOOD TOTAL

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	24	Dwelling Units	\$280,000	\$35,840,000
Duplex/Triplex/Quadruplex	74	Dwelling Units	\$170,000	\$12,240,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$2,720,000
Mansion Apartments	-	Dwelling Units	\$150,000	\$3,600,000
Garden Apartments/Senior Housing	-	Dwelling Units	\$130,000	\$23,660,000
Commercial	-	Square Footage	\$127	\$6,612,667
Civic	-	Square Footage	\$280	\$4,900,000
Total Value				\$89,572,667

* Includes: Full build-out of the Catalyst Project (with Hoffmeister re-alignment), Joplin Ave. Infill Alternative A (with large public space), and former junk yard property infill Alternative D (with duplexes).

New Development Financial Assessment: Least Intense Plan Opportunities**

Neighborhood Infill

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	52	Dwelling Units	\$280,000	\$14,560,000
Duplex/Triplex/Quadruplex	6	Dwelling Units	\$170,000	\$1,020,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	-	Dwelling Units	\$150,000	\$-
Garden Apartments/Senior Housing	-	Dwelling Units	\$130,000	\$-
Commercial	-	Square Footage	\$127	\$-
Civic	-	Square Footage	\$280	\$-
Total Value				\$15,580,000

Broadway Infill

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	16	Dwelling Units	\$280,000	\$4,480,000
Duplex/Triplex/Quadruplex	38	Dwelling Units	\$170,000	\$6,460,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	-	Dwelling Units	\$150,000	\$-
Garden Apartments/Senior Housing	108	Dwelling Units	\$130,000	\$14,040,000
Commercial	52,000	Square Footage	\$127	\$6,612,667
Civic	17,500	Square Footage	\$280	\$4,900,000
Total Value				\$36,492,667

Catalyst Project

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	34	Dwelling Units	\$280,000	\$9,520,000
Duplex/Triplex/Quadruplex	16	Dwelling Units	\$170,000	\$2,720,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	24	Dwelling Units	\$150,000	\$3,600,000
Garden Apartments/Senior Housing	74	Dwelling Units	\$130,000	\$9,620,000
Commercial	-	Square Footage	\$127	\$-
Civic	-	Square Footage	\$280	\$-
Total Value				\$25,460,000

NEIGHBORHOOD TOTAL

Building Type	Number	Unit of Measure	Value/Unit	Total Value
Single Family Houses	24	Dwelling Units	\$280,000	\$28,560,000
Duplex/Triplex/Quadruplex	74	Dwelling Units	\$170,000	\$10,200,000
Courtyard Apartments	-	Dwelling Units	\$170,000	\$-
Mansion Apartments	-	Dwelling Units	\$150,000	\$3,600,000
Garden Apartments/Senior Housing	-	Dwelling Units	\$130,000	\$23,660,000
Commercial	-	Square Footage	\$127	\$6,612,667
Civic	-	Square Footage	\$280	\$4,900,000
Total Value				\$77,532,667

**** Includes:** Only Phase I of Catalyst Project, Joplin Avenue, Infill Alternative B (with common green), and no housing development on the former junk yard property.

Cost Analysis : Streetscape Improvements

	Width of Pavement	Total Linear Feet	Sidewalk	Planting strip	Curb and Gutter	Travel Lane Pavement	Underground Utilities	Street Trees	Street Lights	Storm Sewer	Additional Costs	Total Costs
Cost/Unit	-	-	-	-	-	-	-	\$200	\$300	-	-	-
Cost/Square Foot	-	-	\$4	\$1	-	\$1	-	-	-	-	-	-
Typical Width (Per R.O.W.)	-	-	10	10	-	Varies	-	-	-	-	-	-
Cost/Linear Foot (Per R.O.W.)	-	-	\$40	\$10	\$44	Varies	\$100	\$10	\$15	\$30	-	-

Streetscape Improvements												
Broadway	36	4,000	\$160,000	\$40,000	\$176,000	\$144,000	\$400,000	\$40,000	\$60,000		\$-	\$1,020,000
Linn Avenue	32	1,500	\$60,000	\$15,000	\$66,000	\$48,000	\$-	\$15,000	\$22,500	\$-	\$-	\$226,500
Ruby Avenue	32	270	\$10,800	\$2,700	\$11,880	\$8,640	\$-	\$2,700	\$4,050	\$-	\$-	\$40,770
Ripa Ave. - Low Investment	27	1,400	\$28,000	\$-	\$61,600	\$37,800	\$-	\$-	\$10,500	\$-	\$-	\$137,900
Ripa Ave. - High Investment	27	1,400	\$56,000	\$-	\$61,600	\$37,800	\$-	\$-	\$21,000	\$-	\$-	\$176,400
Felton Avenue	30	1,400	\$56,000	\$2,800	\$61,600	\$42,000	\$-	\$14,000	\$21,000	\$-	\$-	\$197,400
Loretta Avenue including rotary square/rain garden	30	1,400	\$56,000	\$2,800	\$61,600	\$42,000	\$-	\$14,000	\$21,000	\$-	\$17,500	\$214,900
Holden Avenue	30	1,400	\$56,000	\$2,800	\$61,600	\$42,000	\$-	\$14,000	\$21,000	\$-	\$-	\$197,400
Etta Avenue	30	1,200	\$48,000	\$2,400	\$52,800	\$36,000	\$-	\$12,000	\$18,000	\$-	\$-	\$169,200
Cartwright Avenue	30	920	\$36,800	\$1,840	\$40,480	\$27,600	\$-	\$9,200	\$13,800	\$-	\$-	\$129,720
Joplin Avenue	22	2,630	\$52,600	\$-	\$115,720	\$57,860	\$-	\$-	\$19,725	\$-	\$-	\$245,905
Perrin Avenue	22	1,950	\$39,000	\$-	\$85,800	\$42,900	\$-	\$-	\$14,625	\$-	\$-	\$182,325
Arlee Avenue	22	1,725	\$34,500	\$-	\$75,900	\$37,950	\$-	\$-	\$12,938	\$-	\$-	\$161,288
Velma Avenue	22	1,400	\$28,000	\$-	\$61,600	\$30,800	\$-	\$-	\$10,500	\$-	\$-	\$130,900
New Ellen Avenue connection including administrative & engineering costs	22	1,200	\$48,000	\$-	\$52,800	\$26,400	\$-	\$-	\$18,000	\$36,000	\$10,000	\$191,200
Hoffmeister Avenue re-alignment (Additional: 50' wide bridge @ \$175/sf)	40	1,000	\$40,000	\$10,000	\$44,000	\$40,000	\$-	\$10,000	\$15,000	\$-	\$7,750,000	\$7,909,000
Roundabout	22	300	\$12,000	\$3,000	\$13,200	\$6,600	\$-	\$3,000	\$4,500	\$5,000	\$-	\$47,300

Catalyst Project												
Holden Avenue extension	30	200	\$8,000	\$2,000	\$8,800	\$6,000	\$-	\$2,000	\$3,000	\$6,000	\$-	\$35,800
Loretta Avenue extension	30	700	\$28,000	\$7,000	\$30,800	\$21,000	\$-	\$7,000	\$10,500	\$21,000	\$-	\$125,300
Felton Avenue extension	30	550	\$22,000	\$5,500	\$24,200	\$16,500	\$-	\$5,500	\$8,250	\$16,500	\$-	\$98,450
Arlee Avenue extension	22	330	\$13,200	\$3,300	\$14,520	\$7,260	\$-	\$3,300	\$4,950	\$9,900	\$-	\$56,430
New streets	32	1,900	\$76,000	\$19,000	\$83,600	\$60,800	\$-	\$19,000	\$28,500	\$57,000	\$-	\$343,900

Total Streetscape Costs												\$12,037,988
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Cost Analysis: Public Space and Pedestrian Connections

	Width of Pavement	Total Linear Feet	Sidewalk	Planting strip	Swale or Rain Garden	Curb and Gutter	Travel Lane Pavement	Underground Utilities	Street Trees	Street Lights	Storm Sewer	Grass	Community Garden	Shrubs & Perennials	Gravel	Equipment	
Cost Per Unit	-	-	-	-	-	-	-	-	\$200	\$300	-	-	-	-	-	-	-
Cost Per Square Foot	-	-	\$4	\$1	\$1	-	\$1	-	-	-	-	1	8	10	\$5	-	-
Typical Width (Per R.O.W.)	-	-	10	10	10	-	Varies	-	-	-	-	-	-	-	-	-	-
Cost Per Linear Foot (Per R.O.W.)	-	-	\$40	\$10	\$10	\$44	Varies	\$100	\$10	\$15	\$30	-	-	-	-	-	-

New park at Joplin Avenue (Alt-A)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	15,000	15,000	-	-	-	-
Square Feet	22	1,400	\$56,000	\$14,000	\$14,000	\$61,600	\$30,800	\$140,000	\$14,000	\$21,000	\$42,000	\$15,000	\$120,000	\$-	\$-	\$-	\$528,400
Cost																	
New park at junk yard site (Alt-A)																	
Square Feet	-	-	4,000	-	9,000	-	-	-	-	-	-	25,600	11,200	-	15,000	-	-
Cost	-	-	\$16,000	\$-	\$9,000	\$-	\$-	\$-	\$-	\$-	\$-	\$25,600	\$89,600	\$-	\$75,000	\$10,000	\$225,200
New pocket park (per park)																	
Square Feet	-	-	2,000	-	1,000	-	-	-	-	-	-	2,000	3,000	2,000	-	-	-
Cost	-	-	\$8,000	\$-	\$1,000	\$-	\$-	\$-	\$1,600	2,700	\$-	\$2,000	\$24,000	\$20,000	\$-	\$1,000	\$60,300

PEDESTRIAN CONNECTIONS																	
Between Velma & Etta Ave.																	
Square Feet	-	-	-	-	-	-	-	-	-	-	-	650	-	650	-	-	-
Cost	-	130	\$5,200	\$-	\$-	\$-	\$-	\$-	\$1,300	\$1,950	\$-	\$650	\$-	\$6,500	\$-	\$5,200	\$20,800
New Joplin park to Broadway																	
Square Feet	-	-	-	-	-	-	-	-	-	-	-	750	-	750	-	-	-
Cost	-	150	\$6,000	\$-	\$-	\$-	\$-	\$-	\$1,500	\$2,250	\$-	\$750	\$-	\$7,500	\$-	\$6,000	\$24,000
Joplin park to Broadway park																	
Square Feet	-	-	-	-	-	-	-	-	-	-	-	1,000	-	1,000	-	-	-
Cost	-	200	\$8,000	\$-	\$-	\$-	\$-	\$-	\$2,000	\$3,000	\$-	\$1,000	\$-	\$10,000	\$-	\$8,000	\$32,000
Notre Dame Drop-Off Circle																	
Square Feet	-	-	-	-	-	-	-	-	-	-	-	4,000	-	1,000	-	-	-
Cost	22	300	\$12,000	\$3,000	\$-	\$13,200	\$6,600	\$-	\$3,000	\$4,500	\$-	\$4,000	\$-	\$10,000	\$-	\$-	\$56,300
Total Cost - Public Space & Pedestrian Connections																	\$947,000

