

THE LOOP

+ THE STITCH



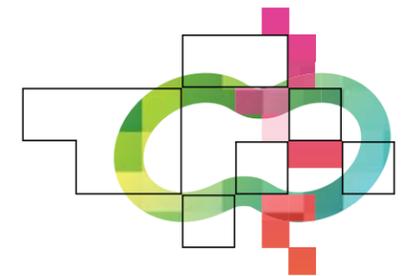
Buffalo Soldiers, St. Louis, 1866

THE LOOP + THE STITCH
CHOUTEAU GREENWAY
Great Rivers Greenway

PREPARED BY

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APRIL 4, 2018



Letter of Submittal

Chouteau Greenway Competition

Dear Members of the Jury,

Over the last few months we have had the opportunity to tap into St. Louis's commitment to urban life, the environment, and the city's future; and to do it in a way that layers in agendas of connectivity, mobility, resiliency, social justice, economic development, and productivity to the diverse and complex corridor. It's a once-in-a-lifetime opportunity, to imagine the Chouteau Greenway as an important catalyst for reconnecting the city's nationally and internationally renowned assets and institutions, for unearthing forgotten histories, and for giving new voice to a generation of diverse St. Louisians. It has been exciting to see the people, entities, and resources who came together under the leadership of Great Rivers Greenway.

The Chouteau Greenway begins as an east west proposition: connecting green space to green space, Arch to Park, people to people, and to the many assets and resources that make St. Louis unique. But is this one line enough? There are neighborhoods both north and south, and stories of the city, that deserve attention and unearthing, that are crying out for equitable consideration and meaningful engagement.

Our vision begins with a recognition of the multiple narratives of St. Louis that shape its identity. An iconic landmark, a beloved park, nationally recognized universities,

biotech, and innovation—these identities are present and strong. But there are others—hidden stories, a neighborhood erasure, histories of racial tensions. This proposal acknowledges these icons and lost histories, gives voice to the myriad of amazing storylines and places that make St. Louis what it is, and assembles and reconciles them into the Chouteau Greenway.

The Loop + The Stitch embodies our intention to promote connection, prosperity, inclusion, reconciliation, innovation, and joy. The Loop links the civic and spectacular icons and histories of the central city, connecting Washington University and Forest Park to downtown St. Louis and the Gateway Arch. The Stitch links neighbors to neighbors and the visitor to the everyday authenticity of St. Louis; it connects Fairground Park and North St. Louis through Grand Center and the Saint Louis University campuses to Tower Grove Park and South St. Louis. Together, the greenway routes build on a set of “social common denominators” (food, water, public space, stories, currency, etc.) that are shared by all despite our socio-cultural and socio-economic differences. In all these ways the Chouteau Greenway inscribes itself into the whole of the city, connecting assets, opportunities, neighborhoods, and people across its rich and diverse fabric.

The Loop + The Stitch are as much about mobility, access, and opportunity as they are about identity and prosperity. Through connecting a vast array of physical resources, this robust green network encourages local growth and translates it into regional activity and development.

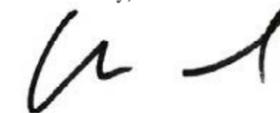
The Loop + The Stitch routes are born out of St Louis' existing assets. Where the **Loop** connects civic icons and current investments, the **Stitch** reaches into the north and south communities to reinforce inclusion and equity. They nest into the existing and proposed Great Rivers Greenway network, extends into these routes and solidifying a greater regional connection for this plan.

The Loop + The Stitch creates fantastic new experiences of the city: watching the sunset over Forest Park from the land bridge over Kingshighway; commuting home from BJC along the techno-prairie at Cortex with lighting that reacts to passing Metro trains; after meeting buddies at the Boys & Girls Club, biking down North Grand, lined by orchards, through Grand Center, SLU, and south of Union Station to the pump track and sports park at Chouteau Landing; riding from a morning market on Cherokee Street north through Grand Junction, to the revitalized Foundry for lunch, a quick stopover at UnderTrestle Park, and a leisurely ride back home down Vandeventer and through Tower Grove Park.

The Chouteau Greenway builds on all of what makes St. Louis great, and re-imagines it as a place connected by opportunity, access, and a diversity of shared experiences. Whether you are a commuter, a bicycle enthusiast, a stay-at-home mom, a student, a black kid from The Ville, or a tourist, the greenway opens up chances for discovery, enchantment, and appreciation through the lens of movement.

On behalf of our team, I'd like to acknowledge and confirm our adherence to the Competition Regulations. We are excited for the possibilities ahead, we are committed to all the stakeholders and the residents and workers of St. Louis in seeing this through with you. To this end, we proudly present to you **The Loop + The Stitch**, our proposal for the Chouteau Greenway.

Sincerely,



Chris Reed
Founder + Design Director
Stoss Landscape Urbanism



Chris



Toni



Marlon



Kate



De



Mallory



Damon



Steve



Elaine



Kenneth



Taylor



Cheryl



Gillian



Amanda



David



Chuck



Candace



Paul

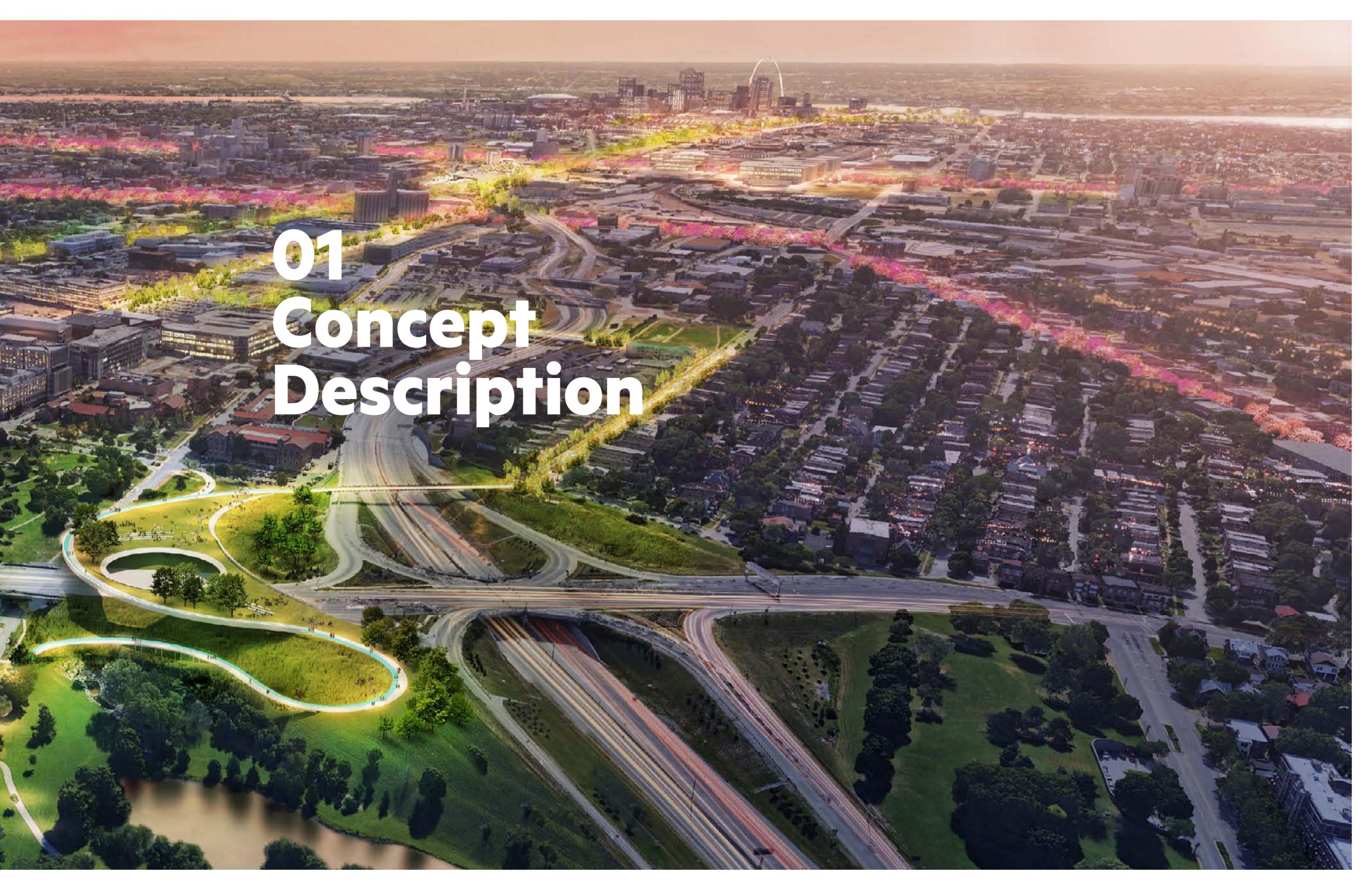
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An aerial photograph of a city, likely St. Louis, showing a proposed urban development. A prominent feature is a new green parkway with winding paths and trees, situated near a major highway interchange. The city skyline, including the Gateway Arch, is visible in the background under a warm, golden light. The text '01 Concept Description' is overlaid in the center-left.

01 Concept Description

A Greenway for All

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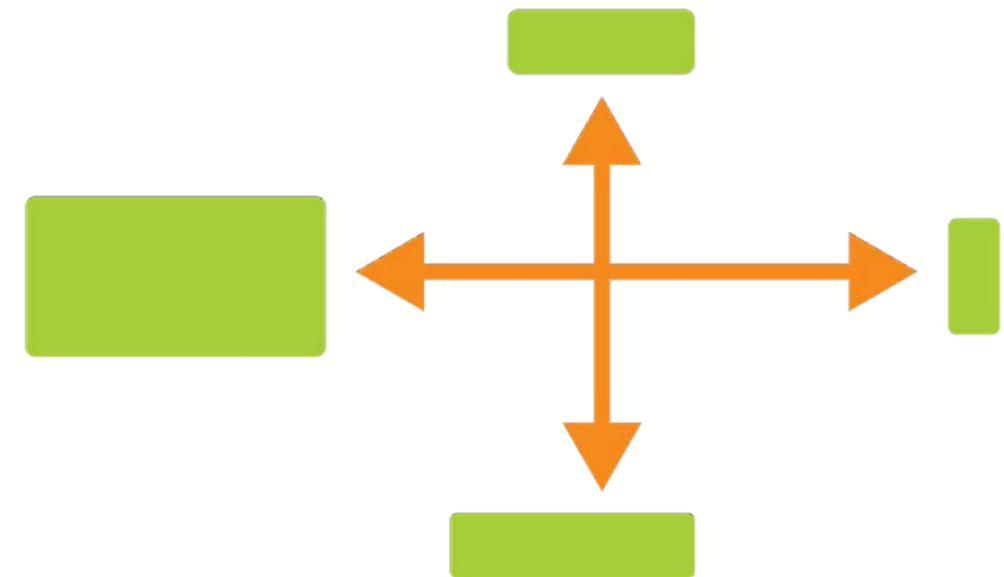
The Chouteau Greenway began as an east west proposition: connecting green space to green space, Arch to Park. We drew this line but then asked ourselves, was this enough? There are neighborhoods both north and south and stories of the city that deserved attention and unearthing, that are crying out for equitable consideration and meaningful engagement. Our concept begins with a recognition of the multiple narratives of St. Louis that shape its identity, both good and not so good. An iconic landmark, a beloved park, nationally recognized universities, biotech and innovation - these identities are present and strong. But there are others - hidden stories, a neighborhood erasure, histories of racial tensions. This proposal acknowledges these icons and lost histories, gives voice to the myriad of amazing voices and places that make St. Louis what it is and assembles and reconciles them into the Chouteau Greenway.

The east-west loop connects Washington University to Forest Park to downtown and the Gateway Arch. The north-south Stitch connects Fairgrounds Park and North St. Louis to Tower Grove Park and South St. Louis. In this way the Chouteau Greenway inscribes itself into the city, connecting assets, opportunities, neighborhoods, and people across its

rich and diverse fabric.

Ultimately the Loop and the Stitch winds through spaces that are connected by a new movement as imagined on a bicycle, in a stroller, or in your jogging shoes. At its essence this greenway is about mobility. The farther reaching ambition pairs mobility with a romance for the city. The discovery, enchantment, and appreciation that viewing a place through the lens that movement can afford.

Imagine starting your day in your neighborhood North of Delmar, watching butterflies on your way out, in a monarch garden, stopping for coffee at a pop-up shop near Grand Center, taking the greenway down Forest Park Avenue into the park for the day, taking the southern route home, you enjoy viewing the City from the Kingshighway overlook, stop in at Grand Junction for dinner and a movie on the lawn, and head home along a well-lit path with summer festivities activating sporadic lots on your route north. That's only the half of it! The Loop and the Stitch afford a multitude of new scenarios for experience, and focus the activation of a new St. Louis.





WASH U
DELMAR LOOP
WYDOWN SKINKER
SKINKER DEBALIVIERE
WEST END
HI-POINTE
FOREST PARK
DEBALIVIERE PLACE
CLAYTON-TAMM
GREATER VILLE
LEWIS PLACE
THE VILLE
O'FALLON PARK
CHELTENHAM
CENTRAL WEST END
VANDEVENTER
FAIRGROUND PARK
COLLEGE HILL
KINGS OAK
THE GROVE
JEFF VANDERLOU
HYDE PARK
THE HILL
SOUTHWEST GARDEN
BOTANICAL HEIGHTS
MIDTOWN
OLD NORTH
TOWER GROVE SOUTH
SHAW
THE GATE DISTRICT
DOWNTOWN WEST
COMPTON HEIGHTS
LAFAYETTE SQUARE
DOWNTOWN
TOWER GROVE EAST
LASALLE PARK
PEABODY DARST WEBBE
GATEWAY ARCH NATIONAL PARK

Starting Points

4

The ambitions for the Chouteau Greenway are truly expansive. What began with the potential of a trail has instigated a new set of themes, programs, sites, and opportunities, which will bring connectivity and momentum to the City of St. Louis' Central Corridor and its northern and southern neighborhoods. The initial greenway armature was a proposition for a connection between the major civic and economic anchors between Washington University, Forest Park and the Arch and current developments propelling the Central Corridor. The GRG armature also presented an inconclusive network for us to integrate, dissect and re-assemble - knowing that the Chouteau initiative could integrate some of these, but others would wait for integration with further projects. The idea that St. Louis is a collection of islands without connectivity was proffered, repeatedly.

The islands themselves offered clues, moments where the city holds together, strong and cohesive. They could become destinations here along with other assets that would paint a more multidimensional and diverse portrait of the city. Yet overcoming the insularity of these islands presented another challenge. This necessitated the desire for connection, a greenway that would string the islands together and create a robust network for the city to come together, a commons, a collective path, and a set of new frames to present and with which to occupy the city.

“Connections need to be meaningful. Need to invite folks to use the greenway.”

Susan Trautman



- THE LOOP
- WASH U
- MISSOURI HISTORY MUSEUM
- THE MUNY
- STL ART MUSEUM
- STEINBERG SKATING RINK
- JEWEL BOX
- ST LOUIS ZOO
- WASH U SCHOOL OF MEDICINE
- CENTRAL INSTITUTE FOR THE DEAF
- STIX ECC ELEMENTARY SCHOOL
- CITY GARDEN MONTESSORI
- MULANPHY ILC ELEMENTARY
- PRIDE ST LOUIS CENTER
- FESTIVAL OF NATIONS
- MO COALITION FOR ENVIRONMENT
- CONTEMPORARY ART MUSEUM OF ST LOUIS
- ST LOUIS PUBLIC RADIO
- SLU JOSEPH G LIPIC CLOCKTOWER
- SLU JOHN MAIN CAMPUS
- THE SHELLEY HOUSE
- HOMER G. PHILLIPS
- MLK EASTON AVE COMMERCIAL DISTRICT
- SUMNER HIGH SCHOOL
- BARNES JEWISH HOSPITAL
- WASHINGTON UNIVERSITY MEDICAL CENTER
- FOREST PARK BLVD
- RJC + WUMC
- CORTEX METRO
- SLU
- FOUNDRY ARMORY
- SLU SOUTH CAMPUS
- SLU SCHOOL OF MEDICINE
- IISTL GLOBAL FARMS
- WYOMING BARBER SHOP
- CHUCK BERRY HOUSE
- PULITZER ARTS FOUNDATION
- ST LOUIS UNIVERSITY MUSEUM OF ART
- FABULOUS FOX
- HERBERT HOOVER BOYS & GIRLS CLUB
- GRIOT MUSEUM OF BLACK HISTORY
- GEORGE B. VASHON MUSEUM
- URBAN LEAGUE OF METROPOLITAN ST LOUIS
- VASHION HIGH SCHOOL
- POWELL HALL
- CREATIVE REACTION LAB
- SCOTT JOPLIN HOUSE
- GATEWAY HUBERT STATE SCHOOL
- CITY MUSEUM
- SLU SCHOOL OF LAW
- CITY GARDEN
- GATEWAY ARCH NATIONAL PARK
- OLD COURTHOUSE (SITE OF DREDD SCOTT CASE)
- UNION STATION
- GATEWAY GREENING HEADQUARTERS
- CHAIFETZ ARENA
- SOULARD FARMER'S MARKET

CHOUTEAU GREENWAY: THE LOOP + THE STITCH

Iconic St. Louis

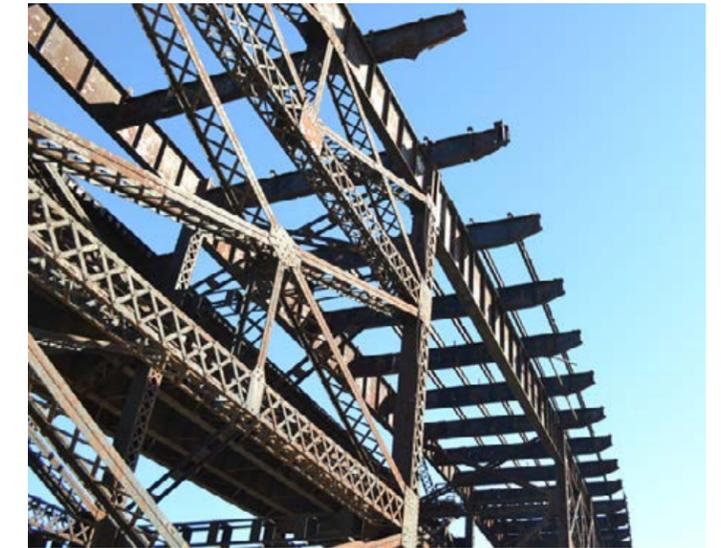
BUILDING ON A NATIONAL IDENTITY

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St. Louis is a city of icons, all recognized regionally, some known world-wide. The Gateway Arch, Union Station, The Mall, Forest Park; Washington University, SLU, Harris-Stowe; the renowned cultural institutions in Grand Center; the neon eagle on the Budweiser sign; the Mississippi River-all are part of St. Louis's well-known, recognized identity and legacy. And we love it all. But we also recognize other icons from the city's diverse past - its rail heritage and amazing railroad infrastructure, bridges, and trestles. The soon-the-be-revived Foundry and Armory. The amazing and colorful, people-inspired Art Wall on the River, the Griot Museum of Black History, Fairground Park, the Herbert Hoover Boys & Girls Club on North Grand, the First African Baptist Church, the Wyoming Barber Shop. All are part of an expanded and more inclusive catalog of Iconic St. Louis, a richer and more varied collection of places and stories, that we intend the Chouteau Greenway to both celebrate and connect.

“Easy to pour concrete, but we are looking for a destination.”

CAC Member



Multicultural St. Louis

UNEARTHING + HONORING HIDDEN IDENTITIES

8

St. Louis is a city of many cultures, a diverse city that is coming to terms with its social and cultural past and present. Founded by the French, the city's patrons have built an amazing cultural legacy for the world, with its institutions, arts, and popular destinations. But it is also a city that struggles with recognizing the diversity of its citizenship and their multiple stories, histories and traditions. The Mill Creek Valley neighborhood was a bustling black community erased by mid-century highway planners. Fairground Park was site of race riots after attempt to integrate city swimming pools. Tower Grove Park was the gift of slaveholder Henry Shaw. Eades Bridge was an escape route for blacks looking to flee some of the nation's worst riots in East St. Louis. Pruitt-Igoe.

Michael Brown. A new wave of immigrants from the Middle East and the world over. A generation of folks from the LGBTQ community rightly demanding justice and equality.

We are committed to recognizing and celebrating all of it. We want to integrate the lesser published histories of St. Louis, to open discourse about social, cultural, and racial difference. We seek to heal civic wounds and expand access to neighborhood assets through strategic alignments, varied investment strategies, and meaningful and inclusive engagement. We see a new day that values and celebrates every single soul in the city.

“I don't want [us] to fall in the urban triage of forgetting the North”

CAC Member



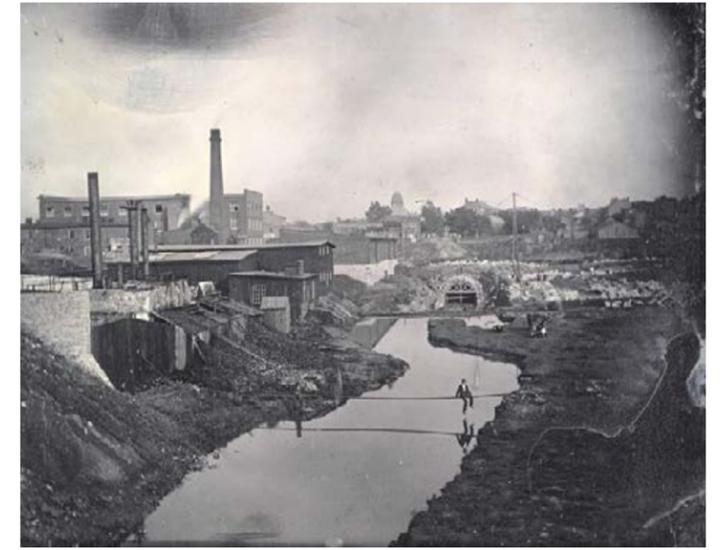
Resilient St. Louis

ACTING ON URGENCY TO RECOVER, REBUILD AND SUSTAIN

10

Gone are the days of prairies and forests sloping gently down to feeder creeks and ultimately to the mighty Mississippi River. The Mill Creek itself meandered its way generally along the line of I-64, and the former Chouteau Lake served as an environmental and social resource for the city--people could take a rowboat out here! Waterways have now been buried or levied, natural ecosystems replaced by roads and buildings and parks and gardens. But opportunities abound for re-building a resilient urban environment and a resilient city. St. Louis has lots of available land to help in this effort, from underutilized industrial rail yards to former residential lots. And it has a whole series of active people and organizations working to restore habitats, to cultivate

fresh food, and to expand the ecological, horticultural, and hydrological resources available to everyone. The Greenway creates opportunities for rehabilitating this vacant land into productive landscapes with new ecologies for habitat, stormwater capture, prairie restoration, and food production. Each of these new ecologies looks to provide social benefits as well as environmental - where education, engagement, and community are essential to the sustainability of these new landscapes. Even the most narrow greenway rights-of-way can incorporate green infrastructure strategies that help to mitigate and adapt to climate change, rendering the city a healthier place for all its inhabitants--whether butterflies in Forest Park or young kids growing up in North St. Louis.



Innovative St. Louis

LEVERAGING A LEGACY OF INGENUITY

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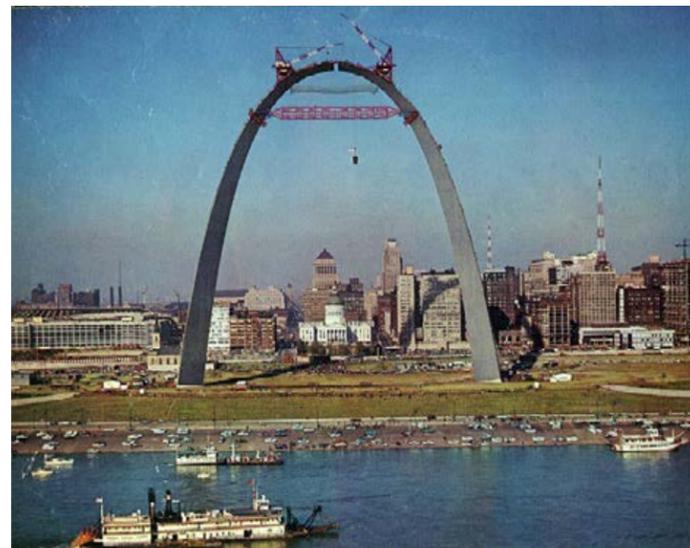
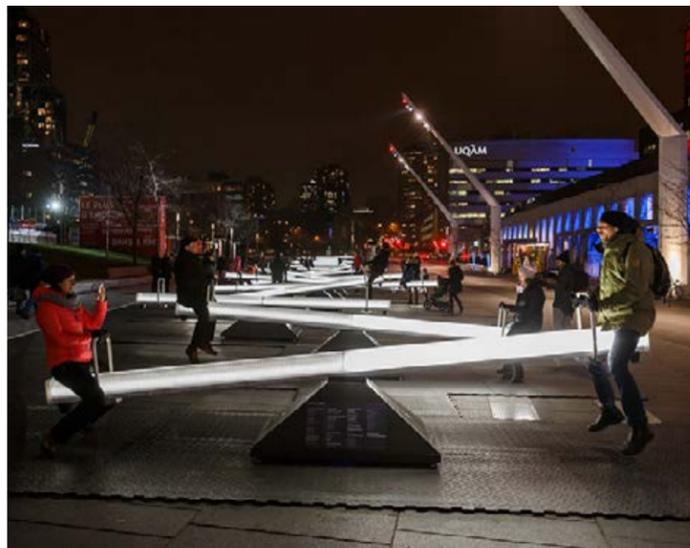
St. Louis has been on the forefront of technology from its early days. The Eads Bridge was one of the longest bridges built across the Mississippi at the time, and the first made of steel. The Gateway Arch was an architectural and engineering marvel, and its elevator pods that ride the curve of the arch still inspire wonder and delight. The city's research universities and medical centers explore new territories for innovation every day, and in a wide range of fields. And the recent development of CORTEX has firmly reinforced St. Louis as a center of technological advancement. The Greenway looks to connect these places of research and innovation, to highlight their physical manifestations in the urban environment, and to add new layers of innovative and interactive technology into the greenway experience. In this way we hope to add fun and direct interaction that allows people to experience and see their urban environment in new ways.

“If I never had to bike next to a car, I would be happy”

CAC Member



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Values for a Just St. Louis

AN AGENDA FOR EQUITY AND MORE...

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The GRG has stressed the importance of achieving equitable outcomes through the development of the Chouteau Greenway. Our team is well versed in the socio-economic dynamics of the city and the region. Many of our team members are living and working in this context every day. We know how the disparities of segregation of space and social capital have divided the city and its residents. We believe people inspire to both equity and justice.

OUR CONCEPT IS ROOTED IN 10 VALUES:

Inclusion	Connection
Prosperity	Pride
Authenticity	Ownership
Delight/Joy	Belonging
Reconciliation	Innovation

These values represent our deep understanding of the socio-economic complexities of St Louis as a lens through which many people in the city view equitable development and how the benefits of investment relate to them. The premise of The Loop + The Stitch is to break the barrier of the north-south socio-economic divide in ways that are more than notional “stripes on the street”, but as corridors of access, prosperity

and inclusion that connect the city’s most significant public space east, west, north and south.

We believe our scheme embodies the values for a Just St. Louis by ensuring an equitable distribution of transit and recreational mobility in ways that acknowledge the various ways different constituents use biking as a means to move through the city. The Loop + The Stitch routes and design features are designed to accommodate the adventure cyclist, the daily commuter, the tourist explorer, the exercise-conscious weekender, and the black and brown youth who often do not feel these type of spaces are for them and are often feared when they occupy these spaces.

The routes and spaces created by our scheme expand the spaces where events such as St. Louis Open Streets can be resurrected in the Holly Hills, South Hampton and Southwest Garden neighborhoods and expanded to embrace other neighborhoods north, south, east and west. Our scheme also allows for a broader shared ownership and stewardship of the greenway network by bringing the routes closer to where people live, work and play, thus enabling community, civic, corporate and institutional stakeholders the opportunity

to partner with the GRG to ensure “eyes on the street”, greater safety and security and programming opportunities.

THE LOOP + THE STITCH:

- By creating The Stitch from Fairground Park to Tower Grove Park a reconciliation of the historic north south socio-economic divide provides direct benefits for adjacent communities.
- Proposes that GRG build partnerships with the Leadership Development Resource and other community based organizations to build shared ownership, stewardship and programming of north south routes, in the

same way partnerships are likely to be formed with larger civic, institutional and corporate partners along the east west routes.

- Links areas of current development and civic pride to maximize prosperity and the greatest return on investment
- Unearths hidden narratives and authentic identities as a mean to ensure the intention of inclusion and belonging for all
- Builds on the legacy of technological and industrial innovation to create new experiences that bring joy and delight

“We need to change the psychology of the city.”

Hank Webber



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The Loop + The Stitch

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THE LOOP + THE STITCH together reintroduce, connect and highlight existing assets as represented by the multiple destinations they gather. Yet this plan goes beyond that, by creating new assets that over time will spur economic opportunity, community investment, and a central corridor that is newly connected to St. Louis neighborhoods. The greenway offers a transformative experience of all that makes St. Louis unique.

The foundation of the greenway connects Forest Park, The Arch Grounds, Tower Grove Park and Fairgrounds Park to one another.

THE LOOP unites two east-west corridor alignments into one journey. A northern corridor along Forest Park Avenue and Market Street connects the Arch to the Park with a true green parkway. A southern corridor continues the loop and brings the greenway into context with new destinations and initiatives through the city's industrial heritage, along the railroad and highway infrastructure. Together they connect:

- Washington University
- Forest Park
- Barnes Jewish,

- St. Louis University
- Harris Stowe
- The Mall
- The Gateway Arch.
- The Grove
- Cortex
- The Foundry
- The Armory
- The site of the Mill Creek Valley neighborhood
- Union Station
- The Mississippi River

Operationally, The Loop connects a series of elements and destinations that already exist to create a continuous bikeway that puts all of these places and cultural histories together into a series of exciting experiences.

THE STITCH is a cultural and community trail that knits its way along Grand Avenue in the north and south neighborhoods, connecting current investment areas, schools, and cultural destinations of many types.

- Fairground
- Griot Museum

- The Herbert Hoover Boys and Girls Club
- Grand Center
- Saint Louis University
- Harris-Stowe
- Grand Junction
- Tower Grove Park
- Missouri Botanical Garden
- Cherokee Street

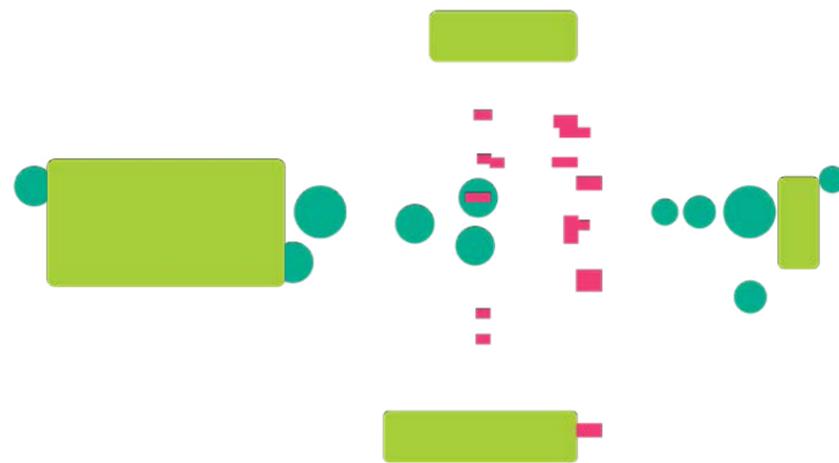
The Stitch is as much an everyday trail that allows kids to get to school safely and in an improved physical environment, as it is a cultural journey through the many histories and present day activities of St. Louis. A high speed commuter lane on Vandeventer complements slower speed lanes on Grand, connecting north to south and providing simple connectivity, mobility, and access.

“We have adjacencies, but not connections.”

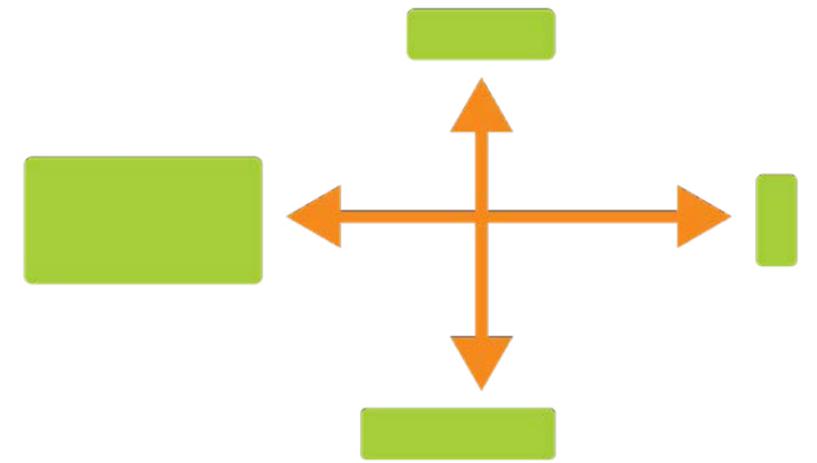
Karin Hagaman



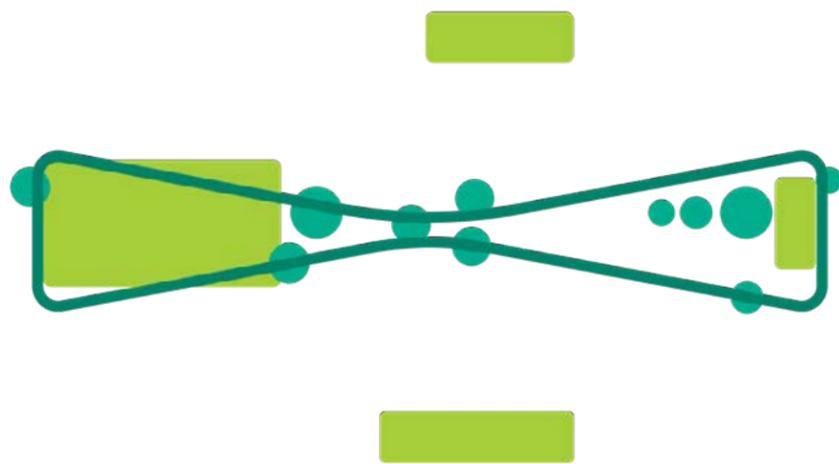
FOUR PARKS



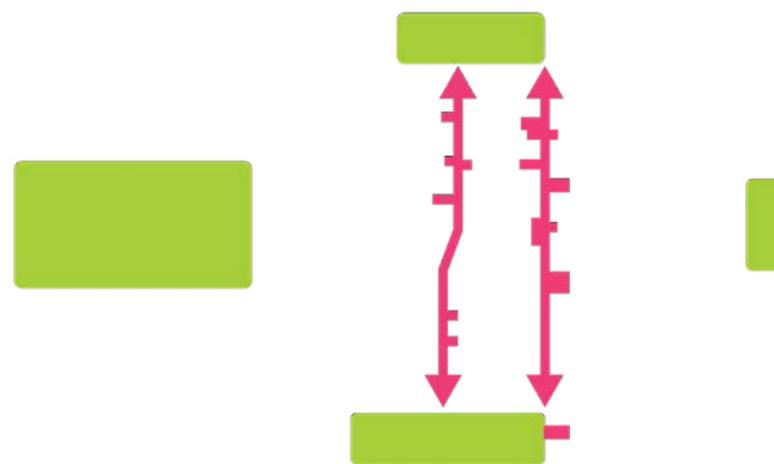
A VARIETY OF ASSETS



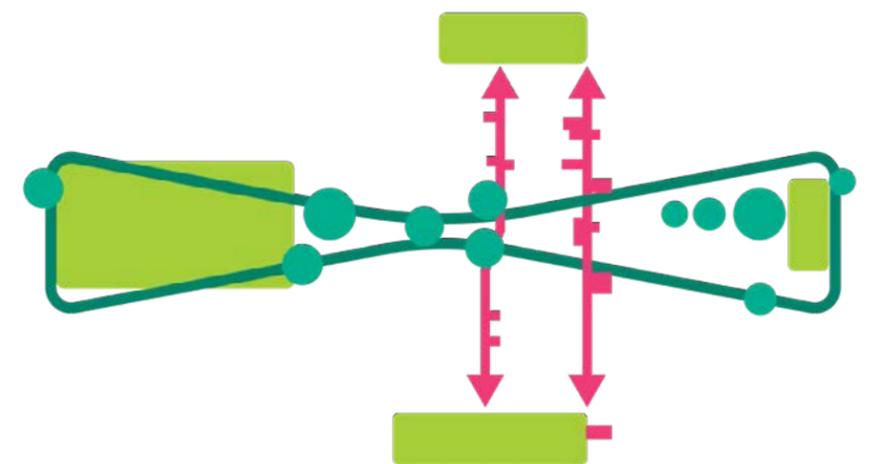
MULTIPLE GEOGRAPHIES, MULTIPLE CONNECTIONS



THE LOOP CONNECTS ASSETS E-W



THE STITCH CONNECTS ASSETS N-S



ACCESS + MOBILITY FOR ALL

Routes

THE LOOP + THE STITCH will bring together a variety of users from commuters to recreational cyclists, leisurely weekend walkers and tourists. Each length of the greenway proposal invites a variety of use but also creates a specific experience, each distinct and memorable.

This proposal reclaims street right of ways, expands existing medians, extends bike lanes, existing road and utility rights-of-way, existing railroad corridors, specially constituted off-road rights-of-way and reinvents underutilized land in its path. While there are many assets in the Central Corridor there are also lots of opportunities to weave the new greenway into the fabric and reveal new ways of occupying and moving through St. Louis.

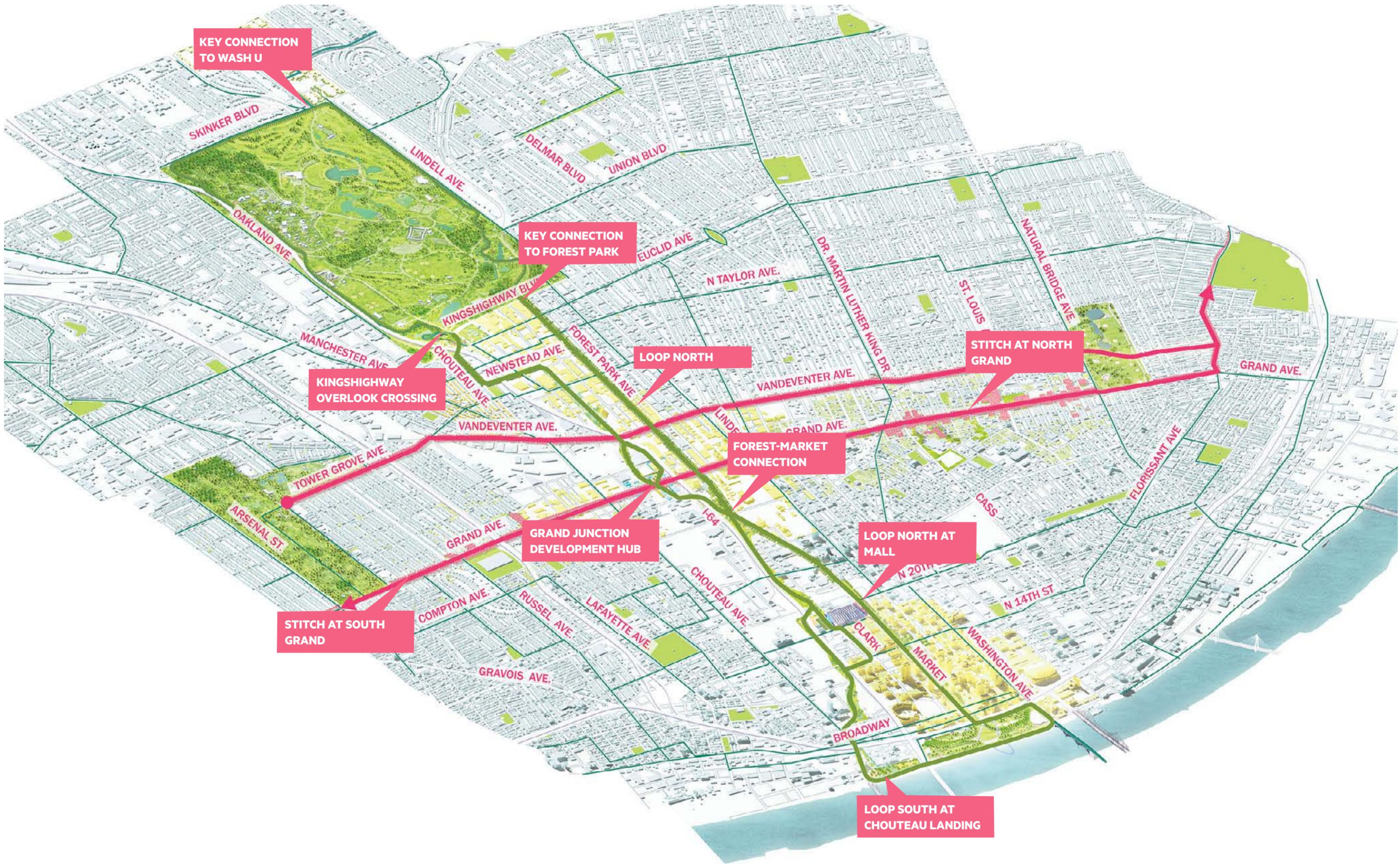
THE LOOP NORTH features the Civic pride of St. Louis connecting institutions, landmarks, and local identities. This will be the most direct greenway route between downtown and Forest Park. Weekday commuters will use this to get from Clayton, The Delmar Loop and the Central West End to jobs downtown.

THE LOOP SOUTH celebrates the industrial heritage of St. Louis, infrastructure, production, rail and river history. This

corridor targets the underutilized rail rights of way to create a more continuous and higher-speed greenway. Weaving through, under and over highways and rail trestles as part of a spectacular experience. At each end of the Loop South an overlook features the more fantastical landscapes of St. Louis. A land bridge over Kingshighway creates a whimsical overlook into the park while at Chouteau's Landing a new dreamy promontory is created over the Mississippi.

THE STITCH becomes the two community corridors which connect neighborhoods North and South. The Stitch occupies two new streets for mobility, Grand Ave. and Tower Grove both have existing bike lanes which are extended north. A combination of bi-directional and one directional bike lanes within the road right-of-way complete the mobility in the North-South streets. Bike lanes are enhanced with painted graphics, buffers, and parking protected separations. Enhanced sidewalks, street trees and stormwater infrastructure is strategically embedded in the street improvements. Through the Saint Louis University area, we believe that slowing traffic speeds and investing in wholesale streetscape improvements for primarily pedestrians will make this mixing zone safer for all modes of travel.





KEY CONNECTION TO WASH U

SKINKER BLVD

LINDELL AVE

DELMAR BLVD

UNION BLVD

OAKLAND AVE

KEY CONNECTION TO FOREST PARK

EUCLID AVE

N TAYLOR AVE

DR. MARTIN LUTHER KING DR

NATURAL BRIDGE AVE

KINGSHIGHWAY BLVD

LOOP NORTH

STITCH AT NORTH GRAND

GRAND AVE

KINGSHIGHWAY OVERLOOK CROSSING

MANCHESTER AVE

CHOUTEAU AVE

NEWSTEAD AVE

FOREST PARK AVE

VANDEVENTER AVE

TOWER GROVE AVE

VANDEVENTER AVE

FOREST-MARKET CONNECTION

ARSENAL ST

GRAND JUNCTION DEVELOPMENT HUB

LOOP NORTH AT MALL

STITCH AT SOUTH GRAND

GRAND AVE

COMPTON AVE

RUSSEL AVE

LAFAYETTE AVE

CHOUTEAU AVE

N 20TH ST

N 14TH ST

GRAVOIS AVE

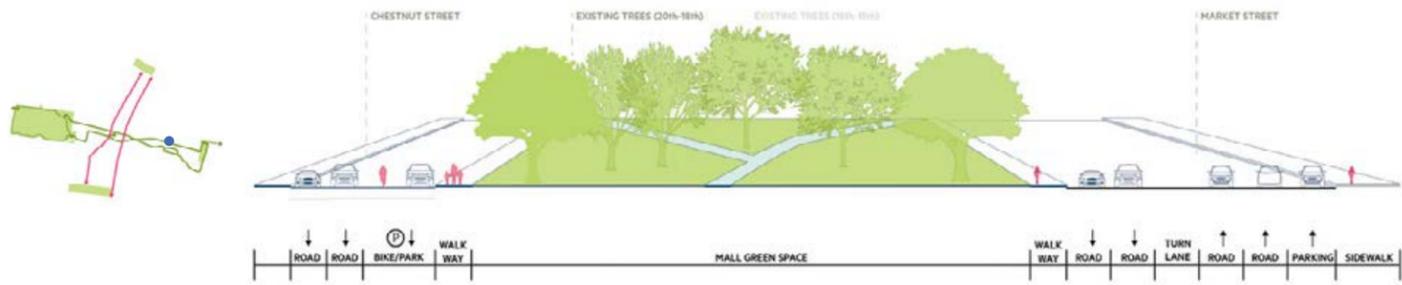
CLARK MARKET

WASHINGTON AVE

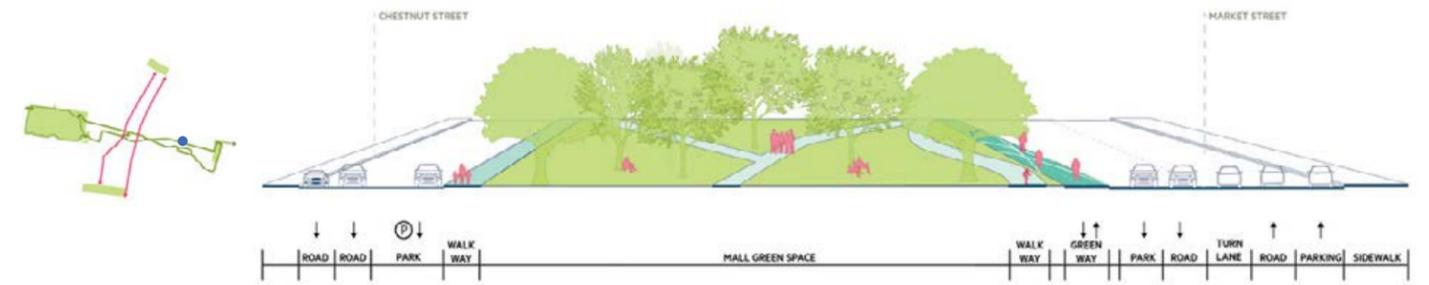
BROADWAY

LOOP SOUTH AT CHOUTEAU LANDING

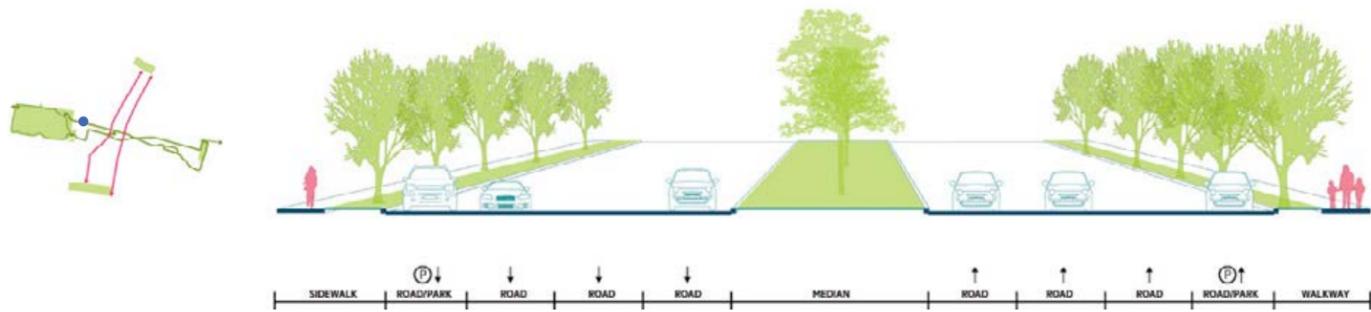
MARKET MALL - EXISTING



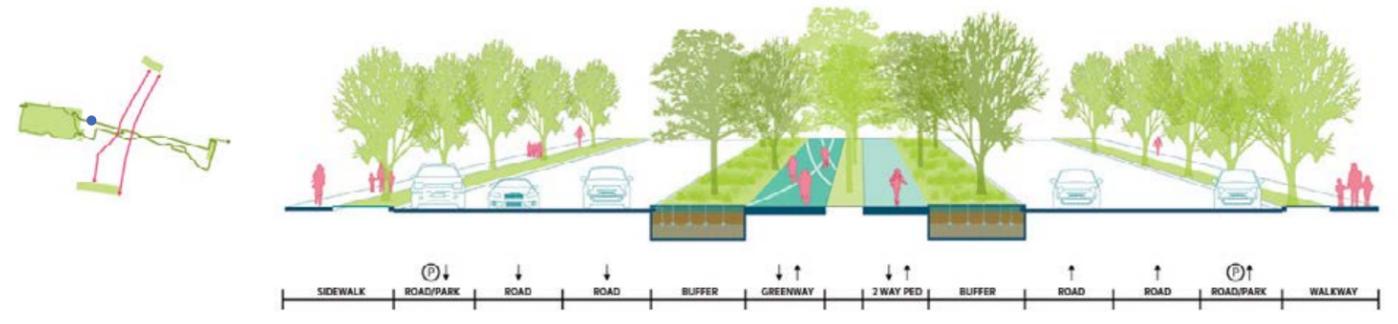
MARKET MALL - PROPOSED



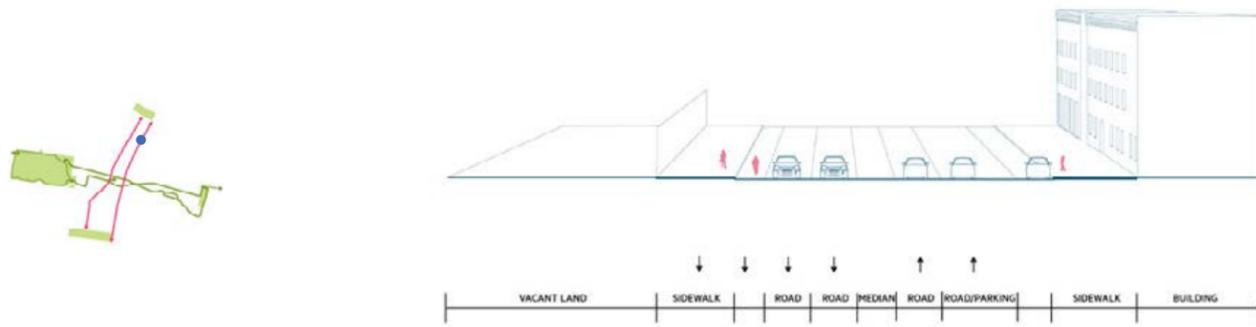
FOREST PARK AVE - EXISTING



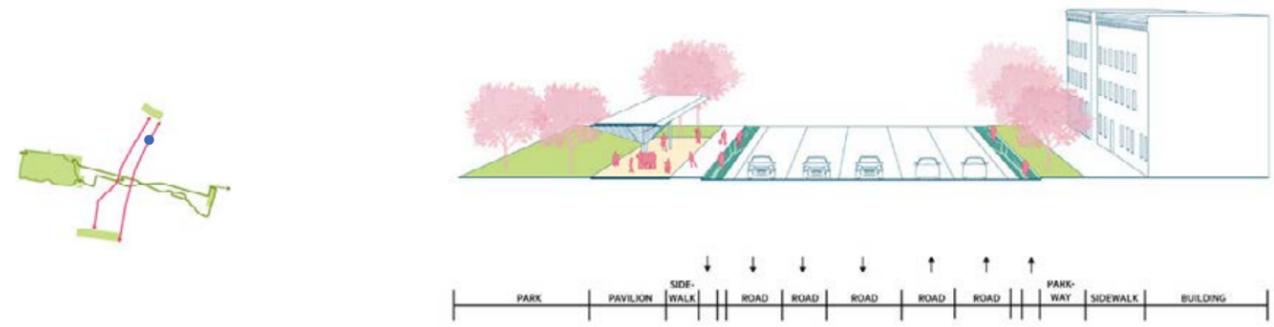
FOREST PARK AVE - PROPOSED



NORTH GRAND - EXISTING



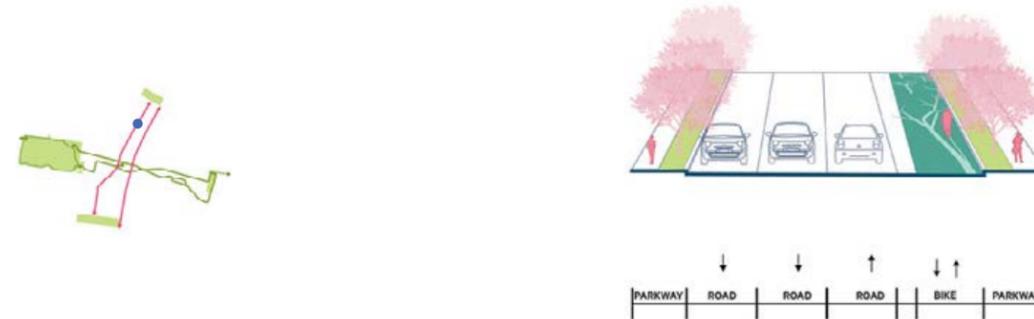
NORTH GRAND - PROPOSED



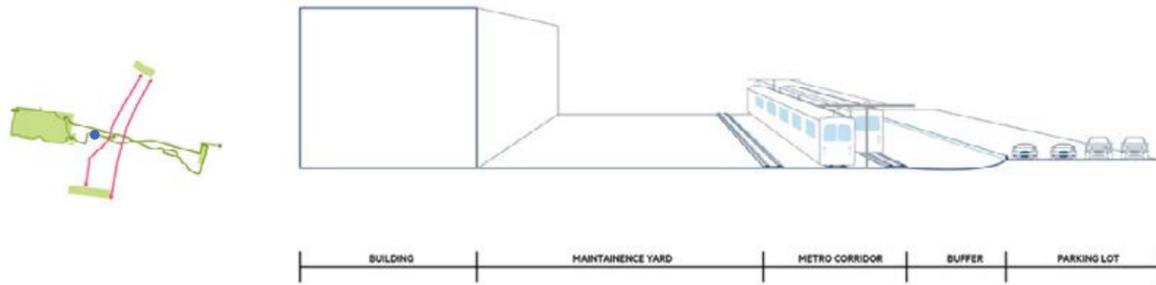
VANDEVENTER NORTH - EXISTING



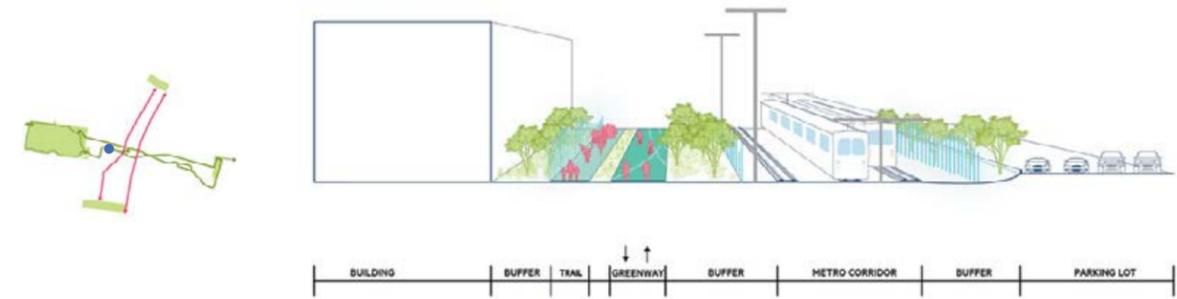
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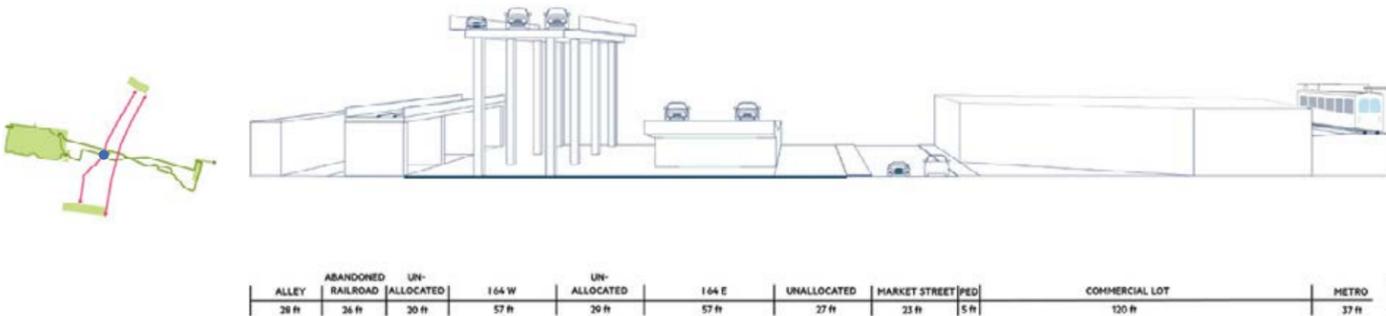
TECHNO PRAIRIE - EXISTING



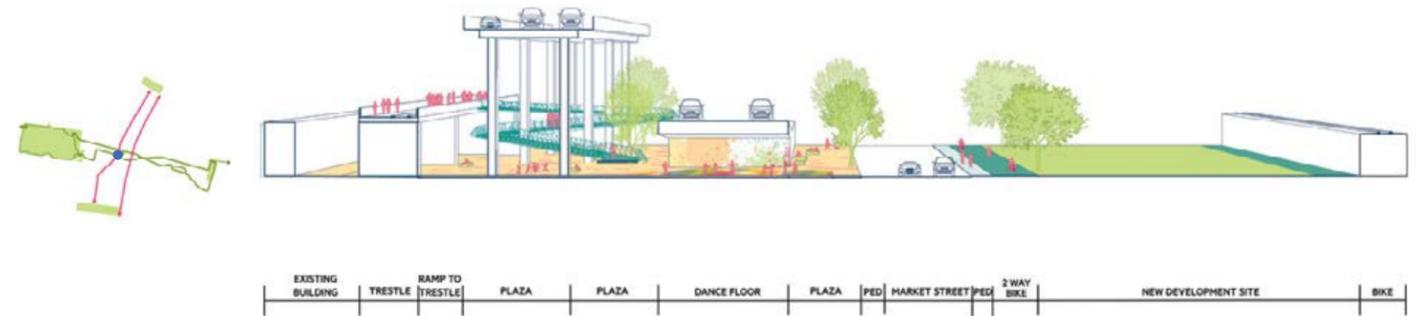
TECHNO PRAIRIE - PROPOSED



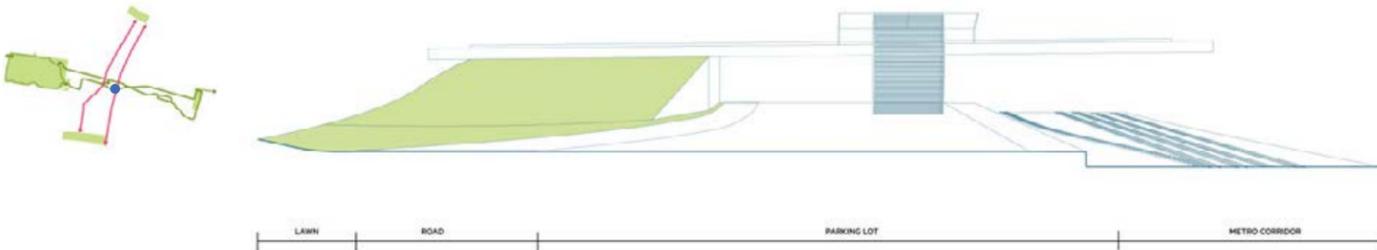
UNDER TRESTLE PARK - EXISTING



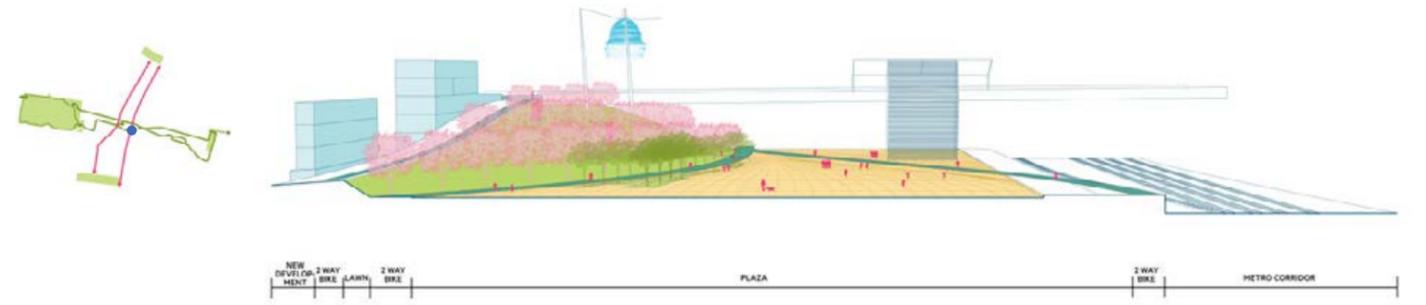
UNDER TRESTLE PARK - PROPOSED



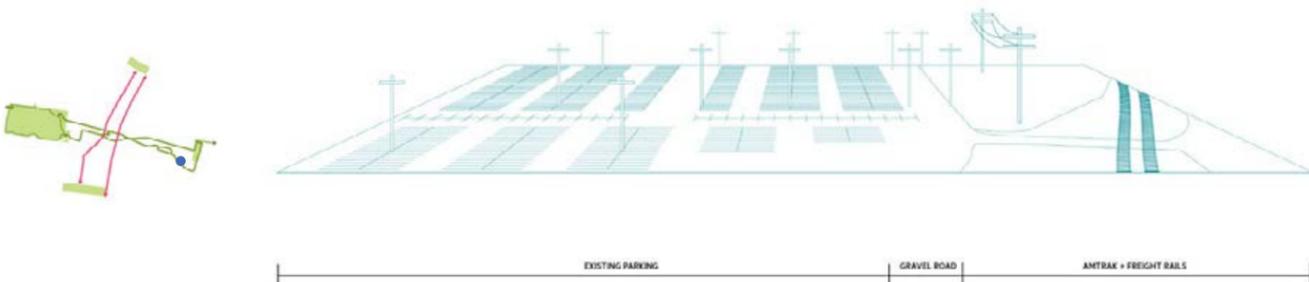
GRAND JUNCTION - EXISTING



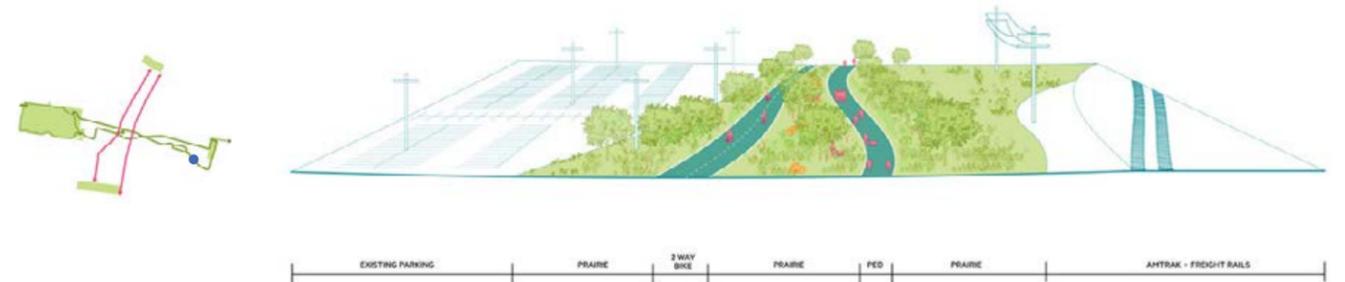
GRAND JUNCTION - PROPOSED



RAIL MEADOW - EXISTING



RAIL MEADOW - PROPOSED





VIEW EAST DOWN FOREST PARK AVENUE



VIEW TOWARD ARCH OF MILL CREEK VALLEY PROJECT



VIEW WEST TO FOREST PARK FROM KINGSHIGHWAY CROSSING



VIEW EAST ALONG METRO LINE OF TECHNO PRAIRIE



VIEW EAST OF THE UNDER TRESTLE PARK



VIEW EAST OF THE BOWTIE ECO PARK



VIEW EAST APPROACHING UNION STATION



VIEW EAST OF RAIL PRAIRIE



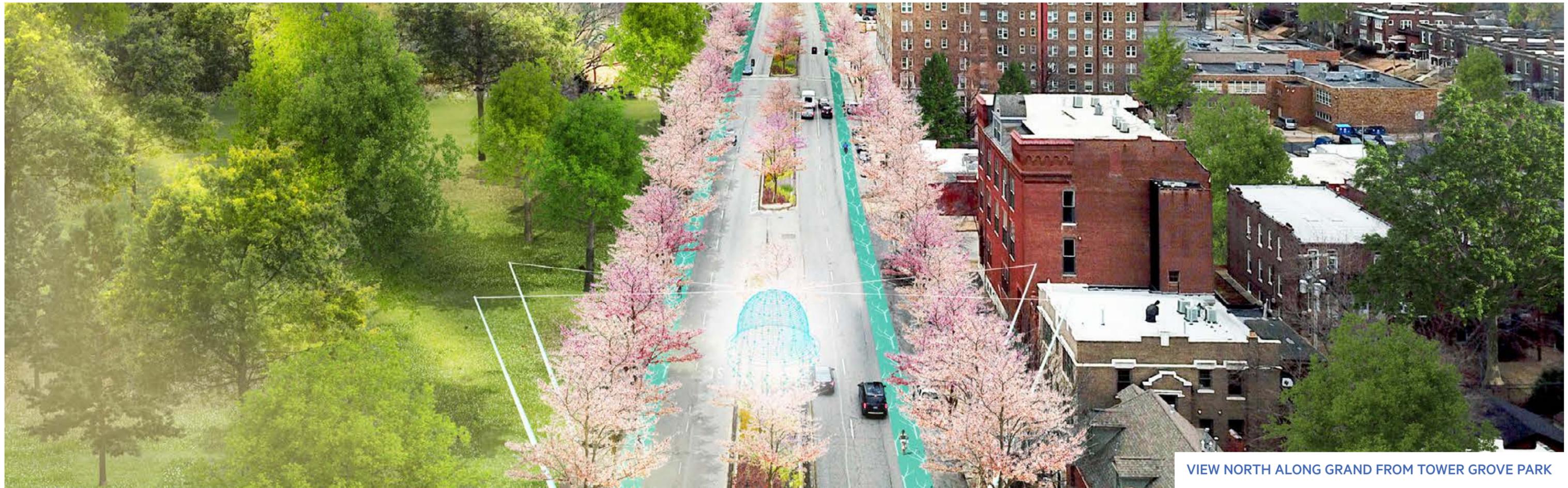
VIEW APPROACHING CHOTEAU'S LANDING



VIEW FROM CHOTEAU'S LANDING ACROSS THE MISSISSIPPI



NORTH VIEW ALONG GRAND NEAR ST. LOUIS AVE.



VIEW NORTH ALONG GRAND FROM TOWER GROVE PARK

Key Connections

28

IMPROVED CONNECTIONS ACROSS SKINKER BLVD BETWEEN WASHINGTON UNIVERSITY AND FOREST PARK.

The connection of Washington University to Forest Park features improvements to the Skinkner and Forsyth intersection to accommodate improved bicycle and pedestrian travel by prioritizing safe crossings from the main campus and Forest Park with a raised and distinctly marked crossing that literally extends Centennial Greenway into the park. In addition, crossings at Lindell and Wydown are also included to enhance an entire segment of Skinker for envisioning the connection of the park with Washington University.

MULTIPLE CONNECTIONS OVER/UNDER/ACROSS KINGSHIGHWAY

A land bridge and bicycle bridge arch over Kingshighway to create seamless bikeway connections from the Loop to the park. At the south east corner of Forest Park a bridge that emerges from the topography of the park creates not just a crossing but a public lawn, overlook and promontory for

which to see the city and park. At Forest Park Ave a second bicycle bridge rises from the median to avoid the intense intersection below. Additional cross walk improvements and intersection markings are integrated across the segment of Kingshighway adjacent to the park.

INCORPORATE THE EXISTING ELEVATED TRESTLE NEAR IKEA AND FOUNDRY.

The trestle becomes an important node and spur for The Loop, which meets it along the rail right-of-way through Cortex at the west and with a new public space under the I-64 that leads into the new Armory and Grand Junction development.

INCORPORATE AN EXTENSION OF SOUTH SPRING AVENUE UNDER I-64 AND OVER MARKET ST. TO THE ARMORY AREA.

A new pedestrian bridge connects the new developments and investment zones of the Foundry, the Armory, and Grand Junction.

INCORPORATE THE GATEWAY MALL.

The Gateway Mall is amended with the greenway running along the south side. In anticipation of the remaking of the Jefferson interchange the west end of the mall is re-envisioned for the Mill Creek Valley Project a site of remembrance and reconciliation.

INCORPORATE A SOUTH CONNECTION TO THE SLU SOUTH CAMPUS.

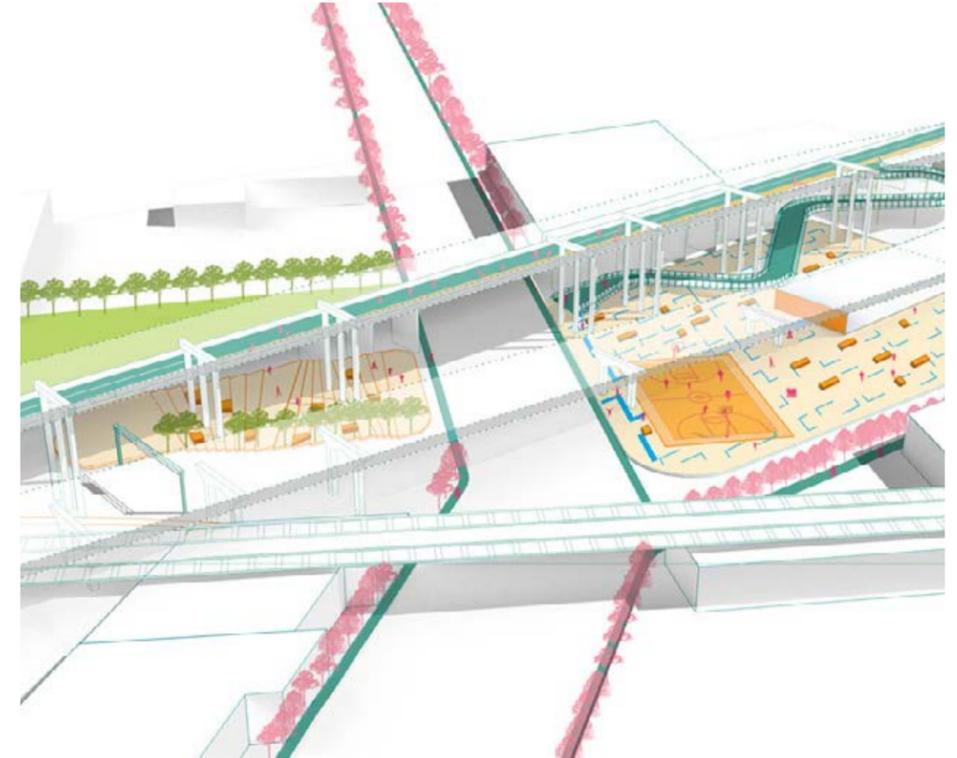
In the St. Louis University area, slowing traffic speeds and investing in wholesale streetscape improvements primarily for pedestrians will make this mixing zone safer for all modes of travel. The new investment along Grand south of the I-64 and just west of the Armory is to propose an active street with street frontages. A mix of creative office space, student residential, and other active retail and big box, capitalize on investments at the Foundry and the Armory.



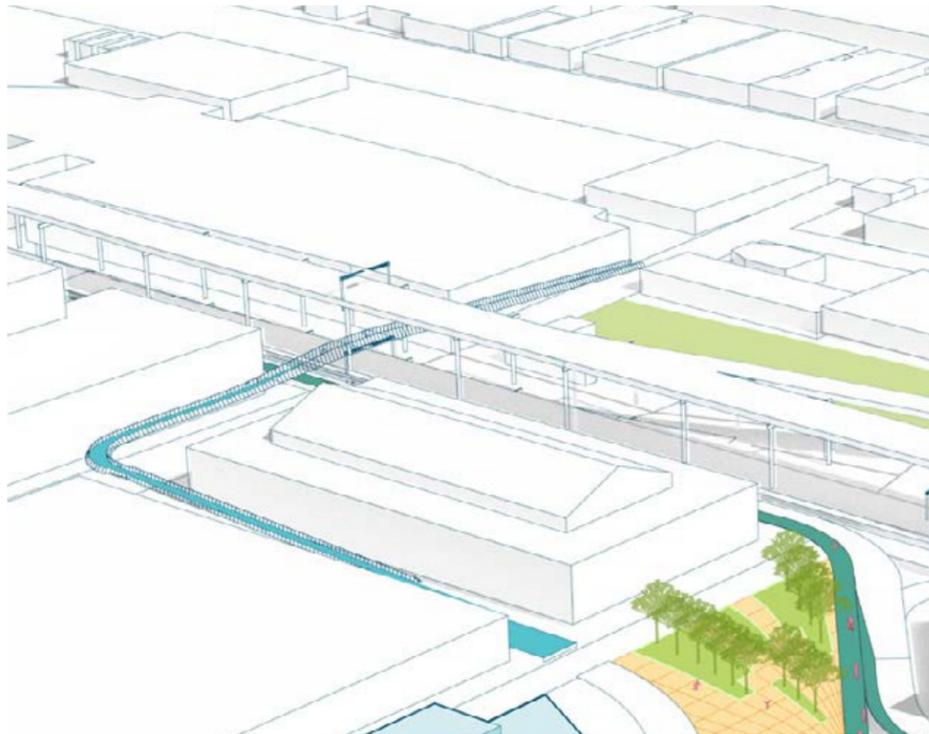
Create better connections across Skinker Blvd between Wash U and Forest Park.



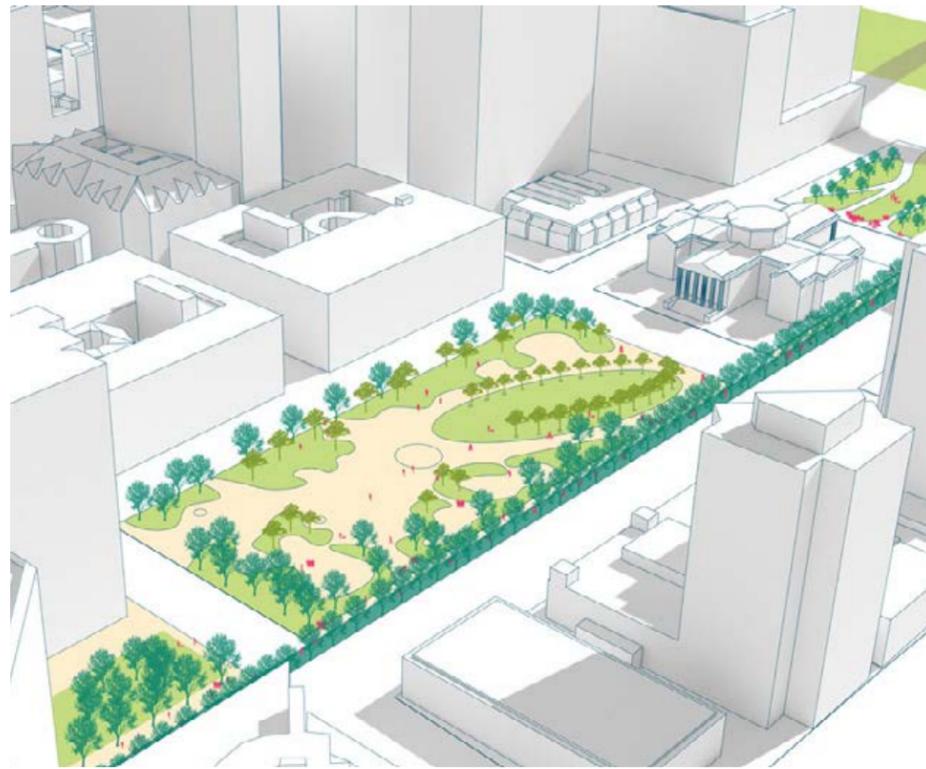
Create multiple connections over, under, across Kingshighway.



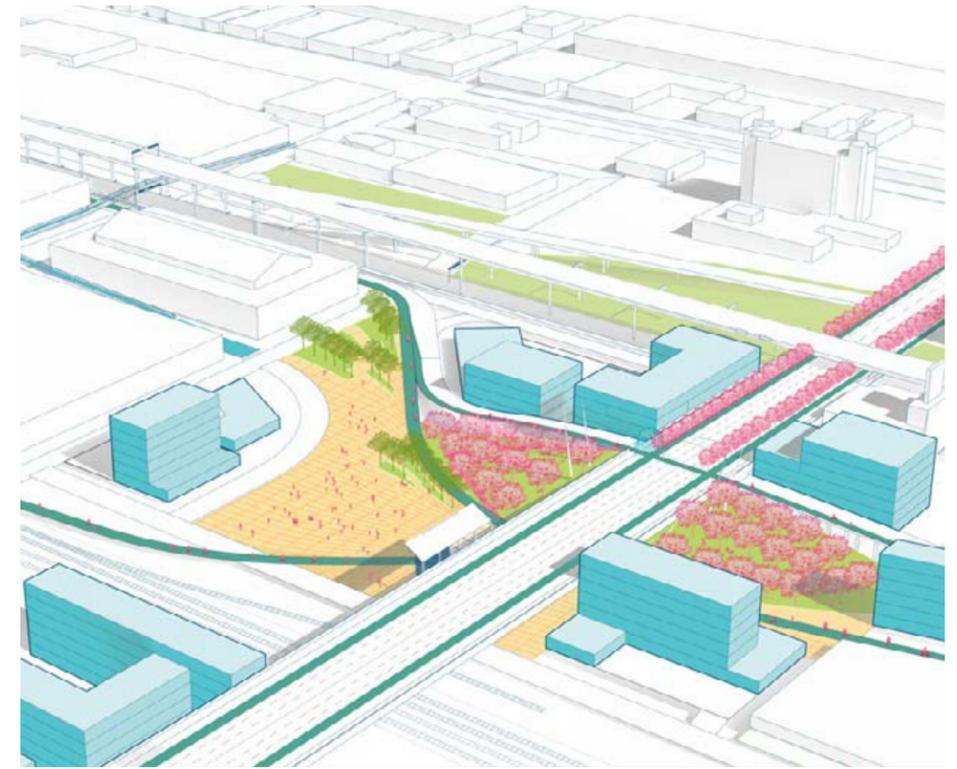
Incorporate the existing elevated trestle located near IKEA and Foundry.



Incorporate an extension of S. Spring Avenue under I-64 and over Market St. to the Armory area.



Incorporate the Gateway Mall.



Incorporate a south connection to the SLU South Campus.

Untangling the I-64 and Market Street Knot

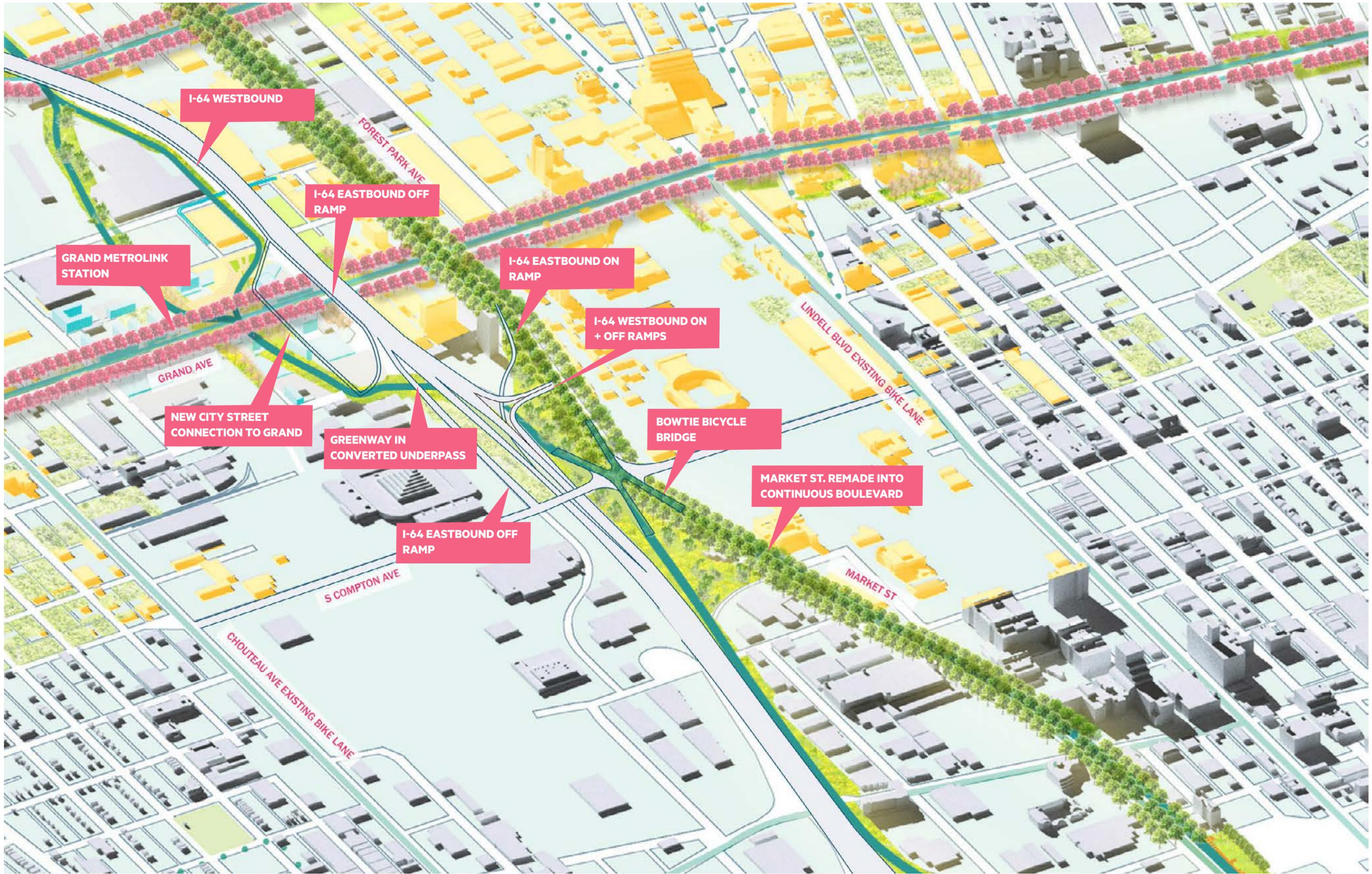
30

One of the biggest holes in the urban fabric of St. Louis—and a major impediment to east-west connectivity—is the I-64 interchange around Market Street. Not only do the on- and off-ramps take up an enormous amount of space, Market Street and Forest Park Avenue essentially become short high-speed highway segments through this zone, making them unsafe for pedestrians and bicyclists, and uncondusive to a connected urban fabric.

We propose a reconfiguration of the on- and off-ramps in this area in ways that would slow traffic, allow for the proposed greenway boulevard treatment on Market Street and Forest Park Avenue to be connected seamlessly and safely at grade, and bring the southern prairie alignment of the Loop together with this northern parkway alignment for an extra layer of connectivity through the city. While all current destinations and future investment and development areas (the Foundry and the Armory especially) will still be directly

and well-served by the reconfigured automobile circulation patterns, the re-working of the off-ramps and streets allows the southern prairie segment of the Loop to follow the current alignment of Market Street between Grand and Compton, allowing bicyclists on the Greenway to experience the highway infrastructure and new prairie and green infrastructure landscapes in exciting new ways.





I-64 WESTBOUND

I-64 EASTBOUND OFF RAMP

GRAND METROLINK STATION

I-64 EASTBOUND ON RAMP

I-64 WESTBOUND ON + OFF RAMP

GRAND AVE

NEW CITY STREET CONNECTION TO GRAND

GREENWAY IN CONVERTED UNDERPASS

BOWTIE BICYCLE BRIDGE

MARKET ST. REMADE INTO CONTINUOUS BOULEVARD

I-64 EASTBOUND OFF RAMP

S COMPTON AVE

CHOUTEAU AVE EXISTING BIKE LANE

LINDELL BLVD EXISTING BIKE LANE

MARKET ST

Primary Elements

Surfaces

We've talked about the inspiration we found in St. Louis' architecture and icons but we also found inspiration in the texture and details of the environment. From the industrial railyards and rail geometries to African American cultural and textile patterns, to the aspiration that the greenway promote life and growth. From these we've developed a series of patterns imbricated on the greenway surfaces to create diversity and identity across this new territory.

The surfaces of the Greenway will be rendered in a sandblasted, teal-colored concrete. Sandblasted patterns will evoke the lines of the Arch and of railroads on The Loop and of textiles and trees on The Stitch.



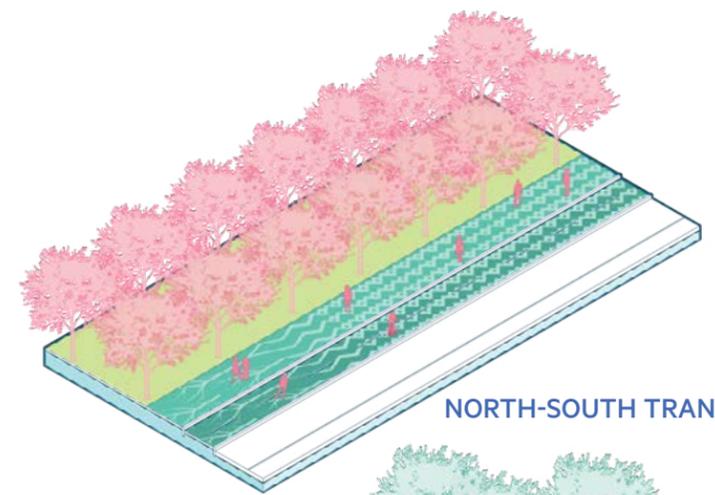
SAND BLASTED CONCRETE



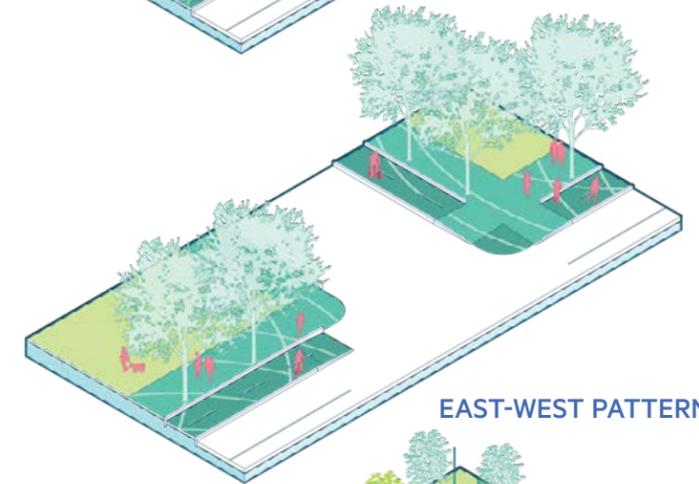
NORTH-SOUTH



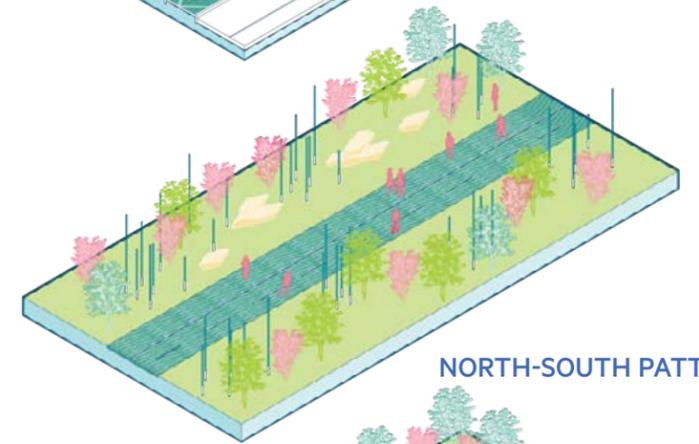
EAST-WEST



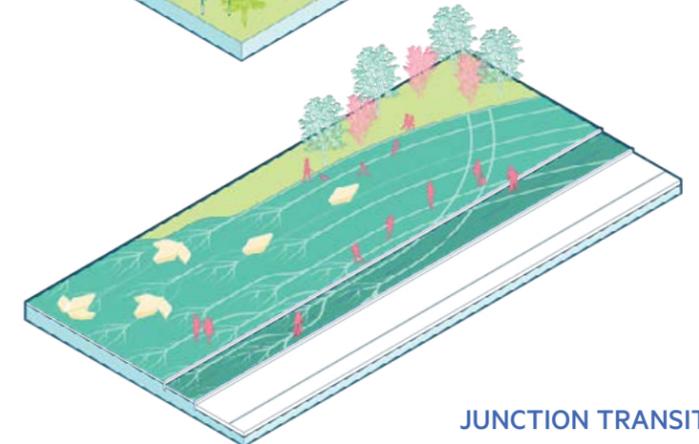
NORTH-SOUTH TRANSITION



EAST-WEST PATTERN



NORTH-SOUTH PATTERN

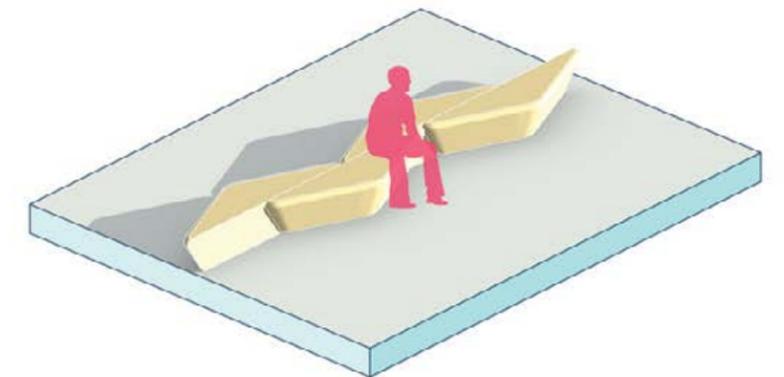
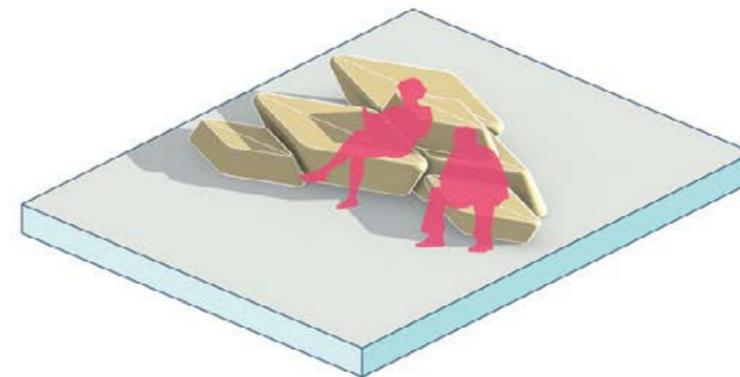
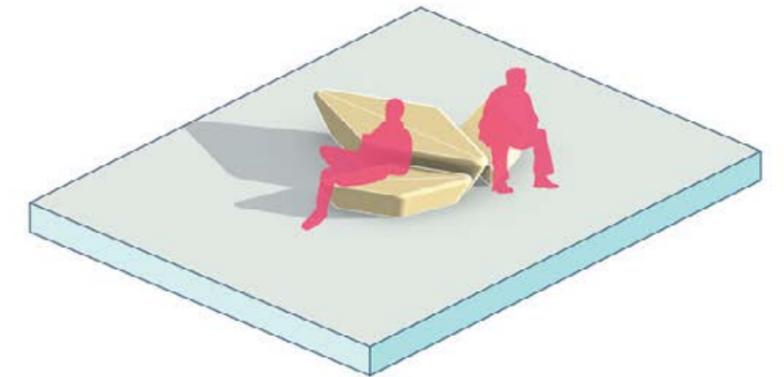
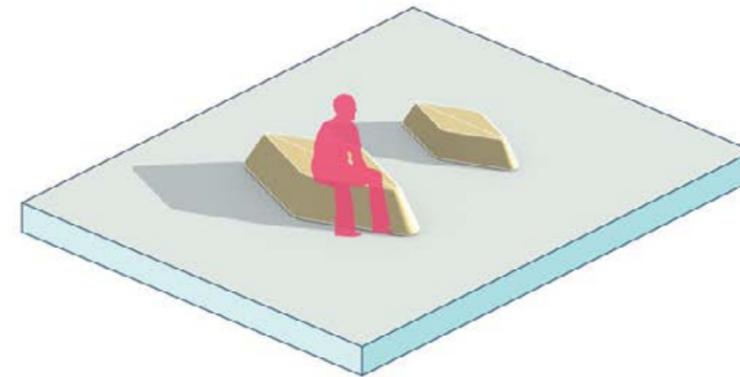


JUNCTION TRANSITION

Primary Elements

Seating

The seating took inspiration from St. Louis' symbol, the Fleur de Lis. A series of modules that together form an assembled fleur de lis, can also be variously rearranged. Materials for the benches also vary to highlight different places on the path: some may light up, some may be quite refined when entering the mall or be embedded with lighting.

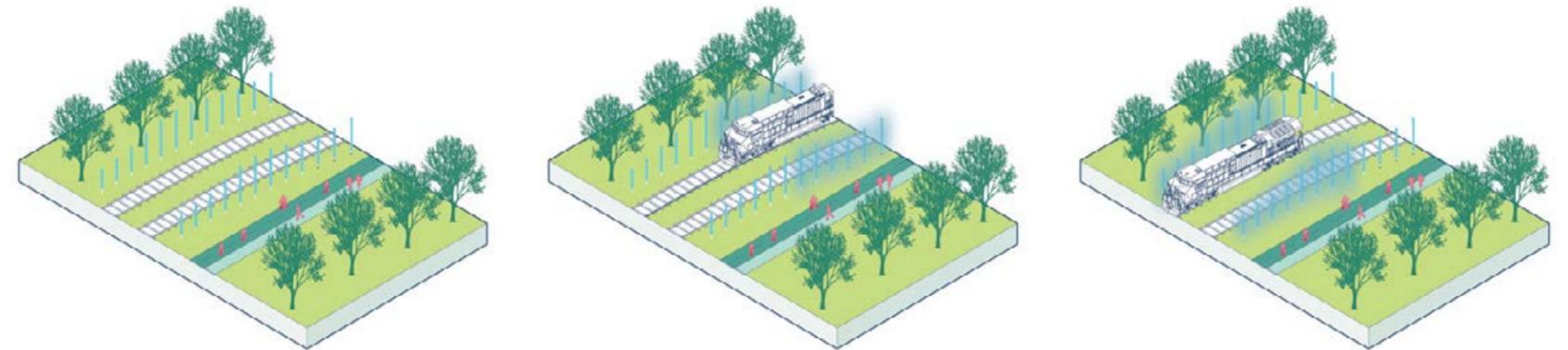


Primary Elements

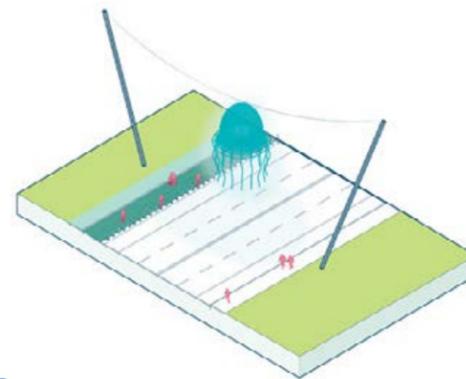
Illumination

34

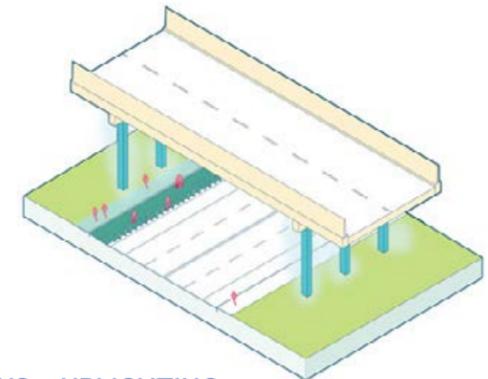
Lighting plays a multitude of roles in the greenway. Our variety of techniques primarily light the path for nighttime use but additionally create moments for interactivity, public art, identity, and temporary installations. Light projections mark infrastructural and industrial portals to the greenway, highlighting some of the city's amazing infrastructure, especially at the Under Trestle Park and near Chouteau Landing. Projection walls, like at Under Park, become another curatorial opportunity to temporarily activate the industrial and urban walls that the greenway passes through. Illuminated poles and sticks become a more continuous feature of the greenway's prairies, add a layer of technology that responds to passing trains; here the poles and sticks will flicker in advance of trains, allowing for an enhanced level of awareness, safety, and fun. Damon Davis's jellyfish chandeliers, hung over three key intersections along Grand, evoke the tentacles of growth that is a motif in many of the design elements, and add a layer of fun and whimsy and pure joy to the mix. All render night as an equally compelling and safe experience as the day.



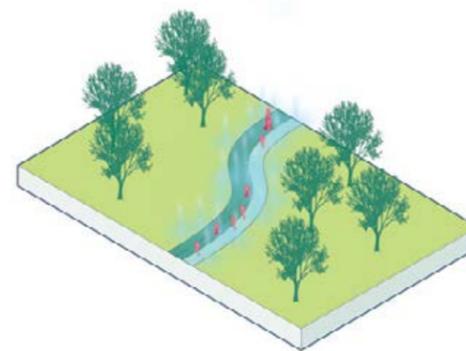
THE TRAIN AND METRO MOVEMENT TRIGGERS THE LIGHTING



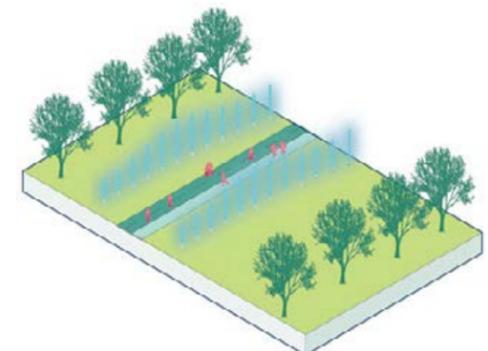
CHANDELIER



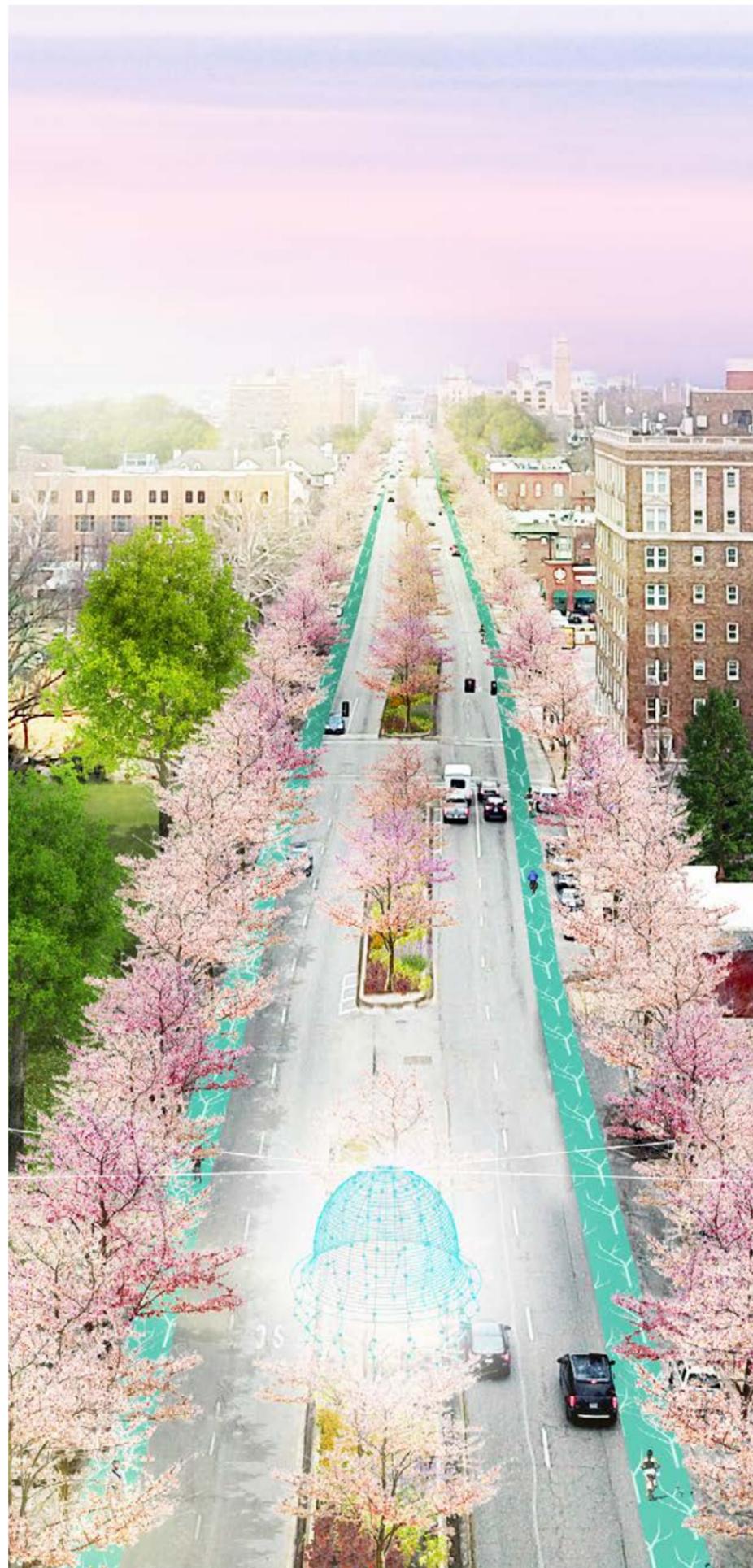
PROJECTIONS + UPLIGHTING



ILLUMINATED PATH



ILLUMINATED POLES

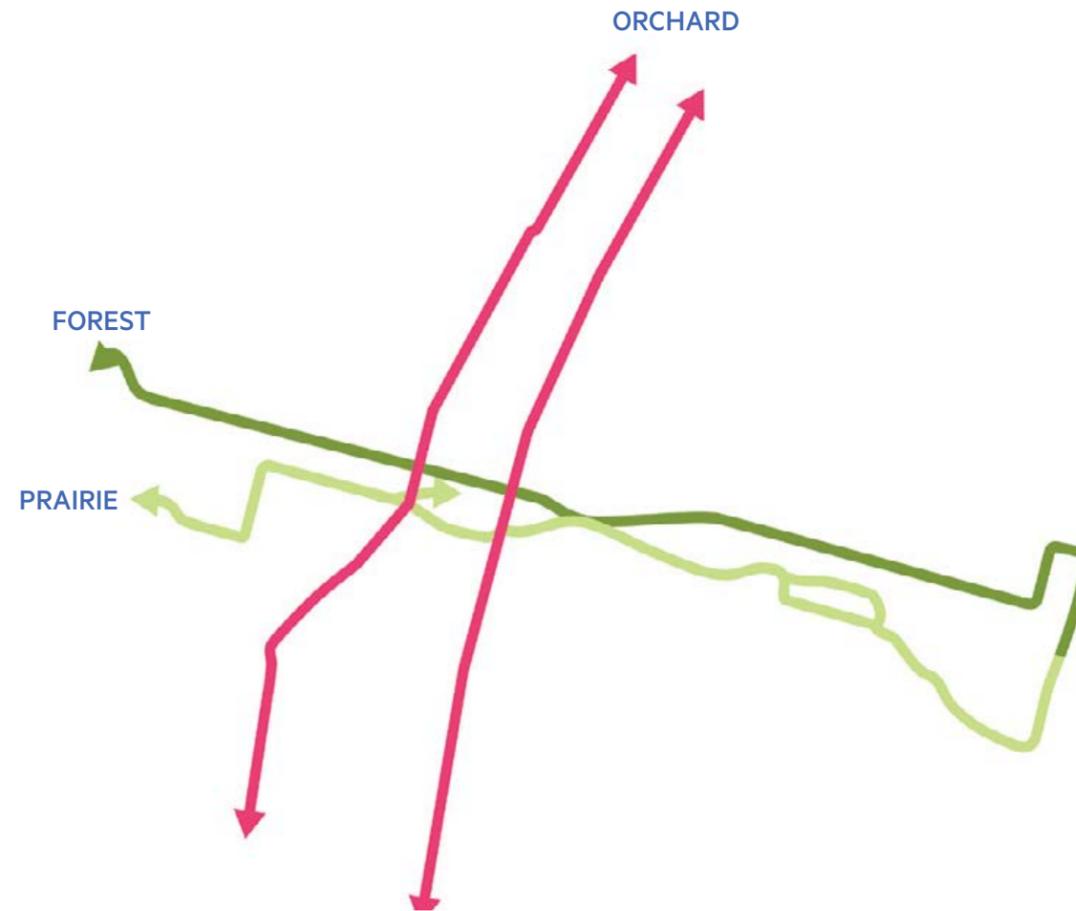


Primary Elements

Landscape

36

The Loop and the Stitch feature a series of distinct regional landscape types: Forest, Orchard, and Prairie. These landscapes lend identity to the corridors and also create productive landscapes that have ecological and social value. Forest Park Ave. to Market draws the forest landscape from the park down the new greenway to densify the tree canopy along this corridor. The Industrial Corridor at the Loop South rehabilitates the underutilized rail space with native Midwestern tall grass prairies that over time will develop and diversify to become habitat for pollinators. In the north and south agriculture planting will fill vacant lots with new fruit orchards creating seasonal variety and local food sources.



FOREST



ORCHARD



PRAIRIE



Concept Description

Ecology + Sustainability

38

There are opportunities throughout the greenway development to promote sustainable and resilient site design through the use of ecologically innovative stormwater, green infrastructure and low impact design methods. New landscapes will promote nature within the city, improve surface water quality, and minimize future flooding. The Greenway will enhance the urban and natural context, utilizing native plants to improve ecological function, and restore industrial landscapes. A few essential strategies are featured in the proposal:

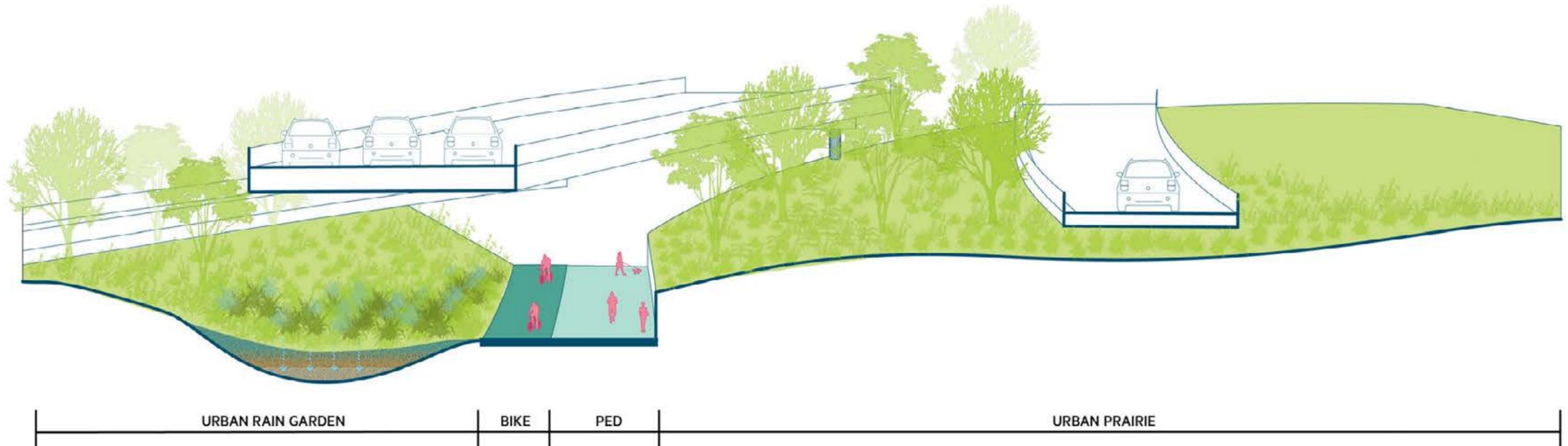
- Integrated green infrastructure in street parkways and prairie landscapes in rail rights of way.
- Central green infrastructure at the remade interchange of Forest Park and Market within the I-64 right of way.
- Dispersed green infrastructure on vacant lots
- Prairie and habitat plantings along industrial and infrastructural corridors on vacant lots



VIEW OF RAIL PRAIRIE



VIEW OF THE 'BOWTIE' ECO PARK



Primary Elements

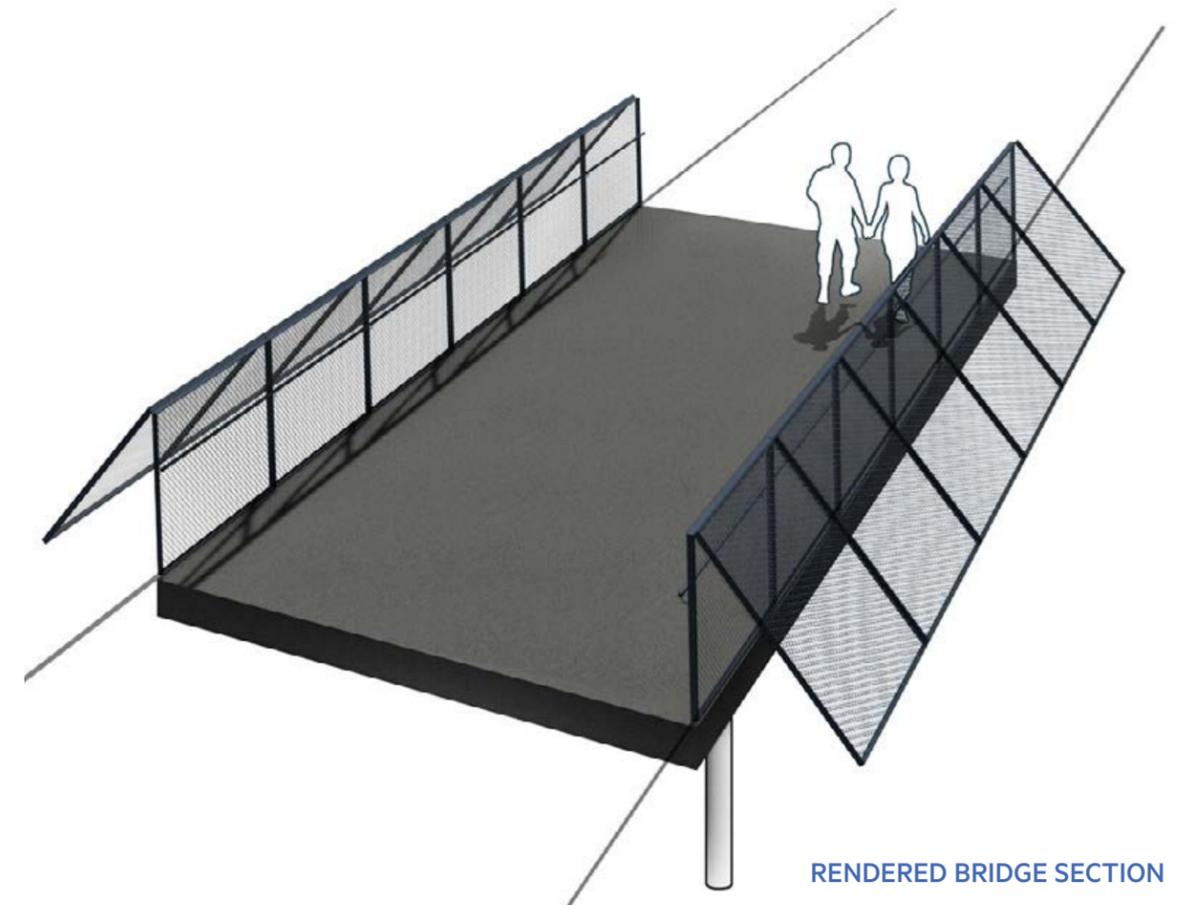
Bridges + Pavilions

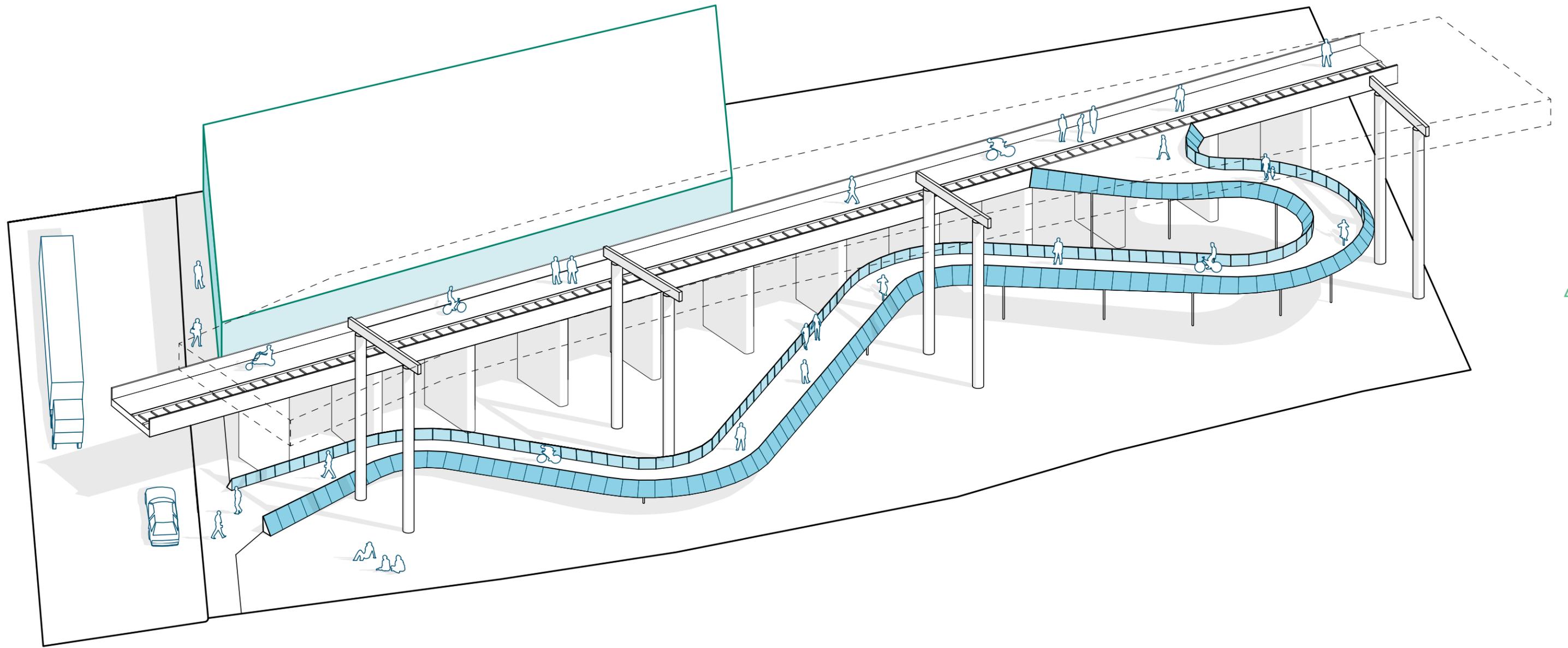
40

The Architectural strategy for the bridges and pavilions along the Chouteau Greenway has been developed through a close study of the rail and highway infrastructure that forms the primary character of this portion of the city. The proposed greenway slides its way along, intersecting, paralleling and crossing, the interstate and Metrolink rights of way. The geometries and configurations of intersection and crossing found in the language of the highway have inspired the direct and clear figures of this trail. We propose a new family of bridges that reimagine the language of transit and translate design into a language of the place. The bridges facilitate an often grade separated greenway that provides a unique experience of this part of the city. Gentle curves and the taut bent lines of the bridges generate the figure and form, capturing and framing unique views.

The experience of movement through the trail is a dynamic experience; every new shift of perspective creates a subtlety different frame through which to experience the city. The primary material logic of the bridges is in the light metal rail system. Inspired by the work of artists like Robert Irwin, we have proposed a stainless steel structural tube framing system that is covered with tightly spaced chain link fencing.

The effective density and transparency of the railing will be ever shifting, continually opening new view sheds as the viewer approaches. The more oblique a view is to the railing the more opaque the system will read, likewise, the more direct the viewer is oriented toward the railing, the more transparent the railing will read. The heights of the frame rise and fall fluidly creating continuous figures, that alter and reframe perspectives in ways that encourage the user group to pass through the full length of the bridge, always rewarded with a different framing of the city.





A DYNAMIC OFFRAMP FROM THE VANDEVENTER TRESTLE

Primary Elements

Bridges + Pavilions

42

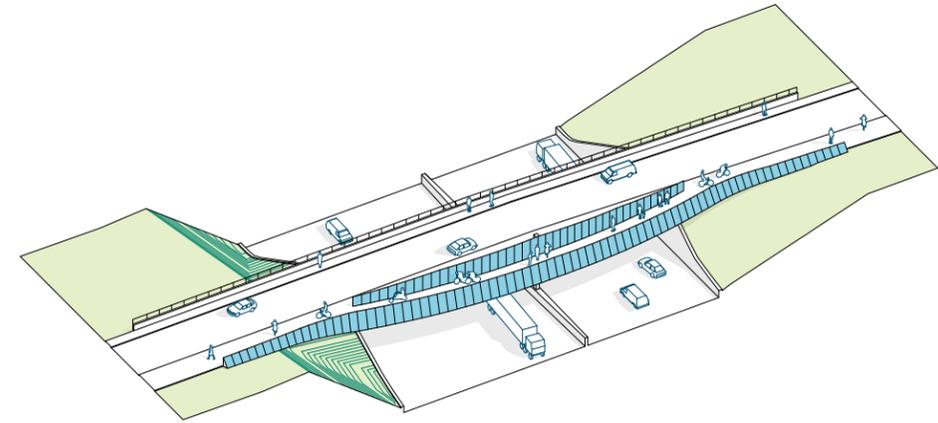
Where there is need for a place of shelter or gathering along the trail, the logic of the dynamically transparent railing is transformed into a delicately shifting ceiling plane to define a pavilion. For the logic of the proposed pavilions, a perforated metal panel system seemingly hangs from lights under a translucent roof system. The effect of multiple planes of light, transparency, and translucency is a dynamic through both day and night, as the play of light and shadow shifts from nature-made (solar) to the culture-made (light-art installation).

The pavilions are intended to be a flexible kit of parts that can be adapted to the programmatic and spatial needs of a specific site installation. They are conceived of as flexible and scalable shelters which can be supplemented with additional program pieces to fit with the requirements of the given site. This program could include a range from the prosaic to the poetic, from a restroom, to a performance venue.

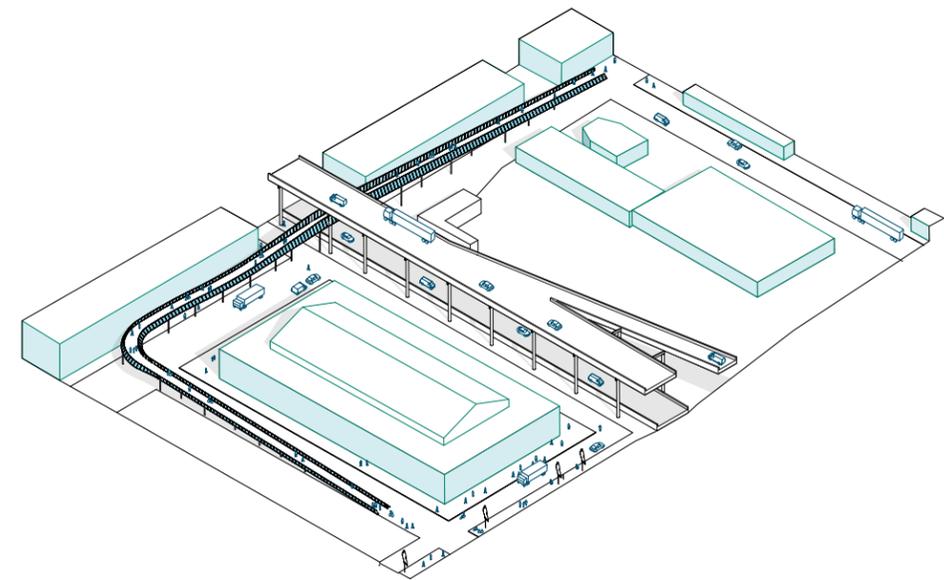
Just as the connections and movement of the trail bridges are understood analogous to the highway and to the train line, the

pavilions can be considered analogous to the railyard. Rather than stretching or scaling operations to create deep spaces, the pavilions are expanded by serial repetition.

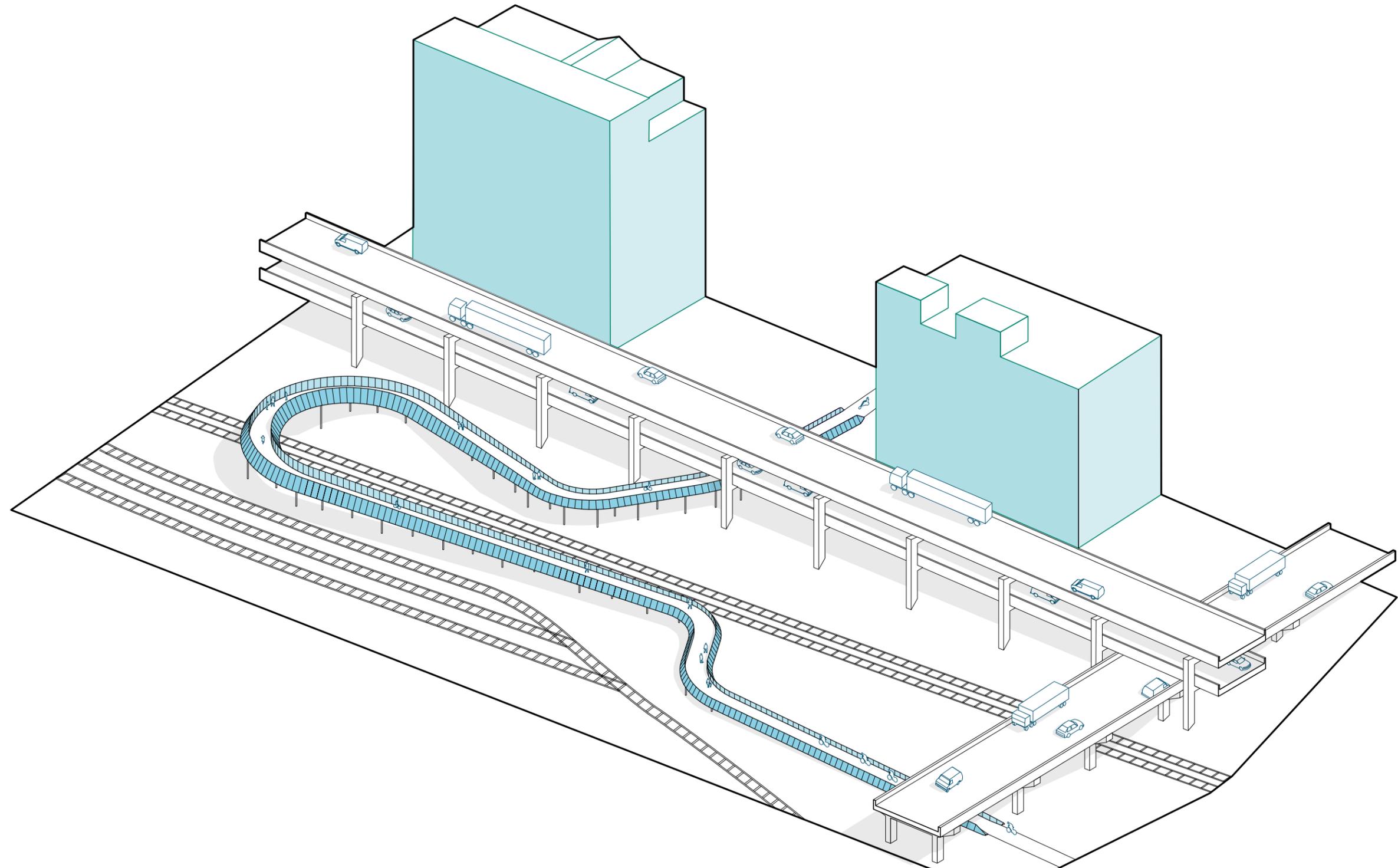
The language of this architecture is an expression of lightness. The architectural interventions share a familiar connection, both set lightly upon minimal columns with thin delicate shells overhead, animated by light installations. While the bridges create connections with moments of tension and release through the careful bend and deformation of a linear configuration, the pavilions provide shelter and refuge through the composed layering of transparent structures.



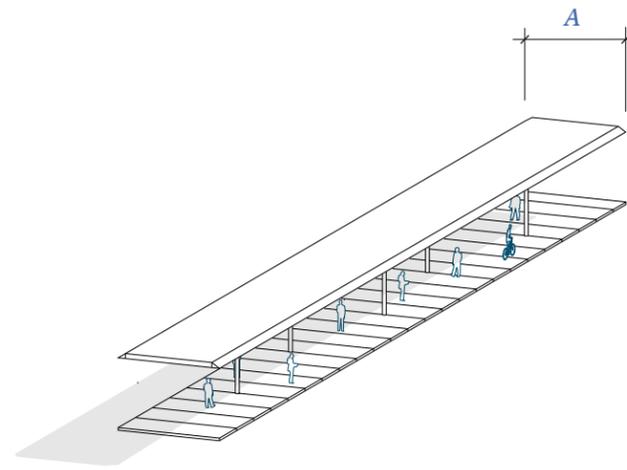
PAIR A NEW GREENWAY BRIDGE ADJACENT TO EXISTING NEWSTEAD BRIDGE.



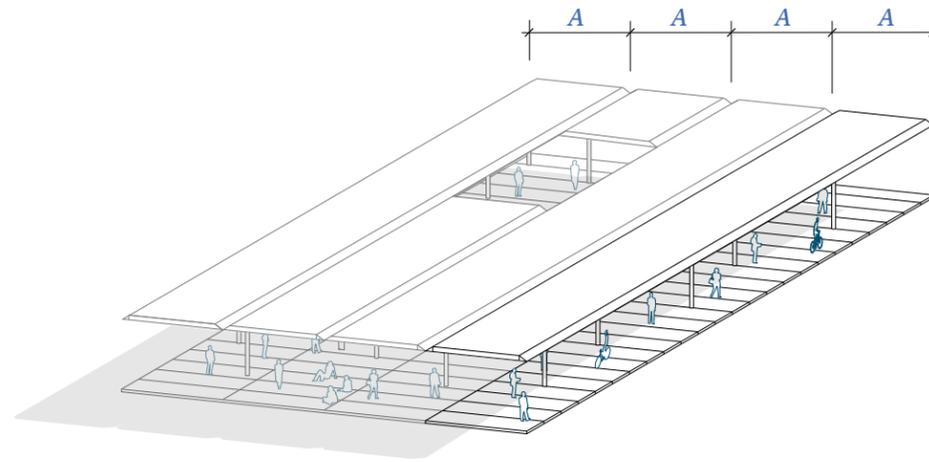
RECONNECT THE FOUNDRY AND ARMORY AT SPRING STREET.



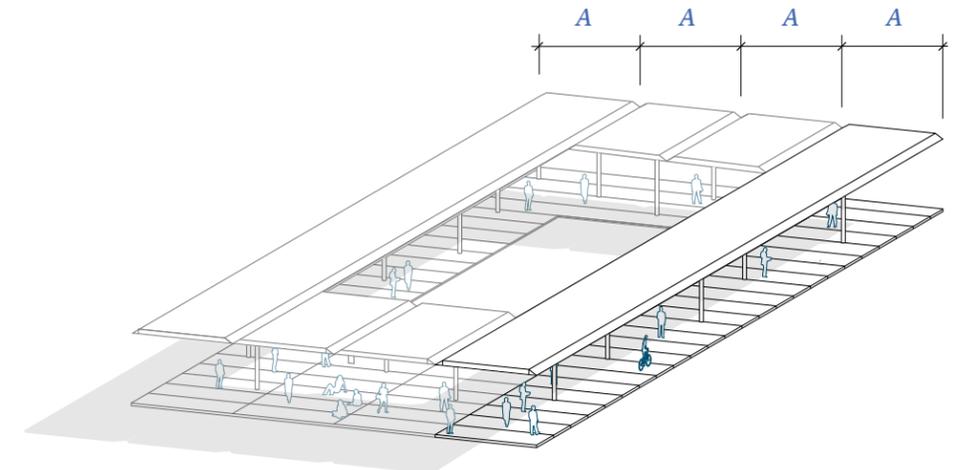
CREATE A SINUOUS CONNECTION FROM 13TH STREET, OVER METRORAIL.



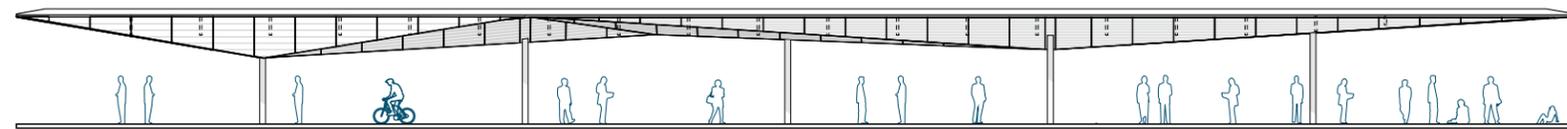
SINGLE



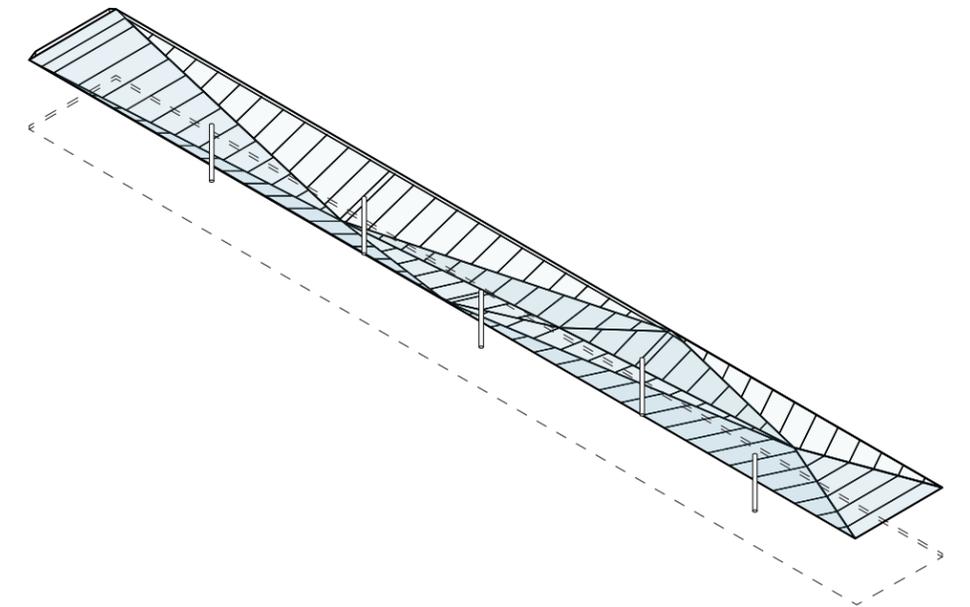
GROUPING A



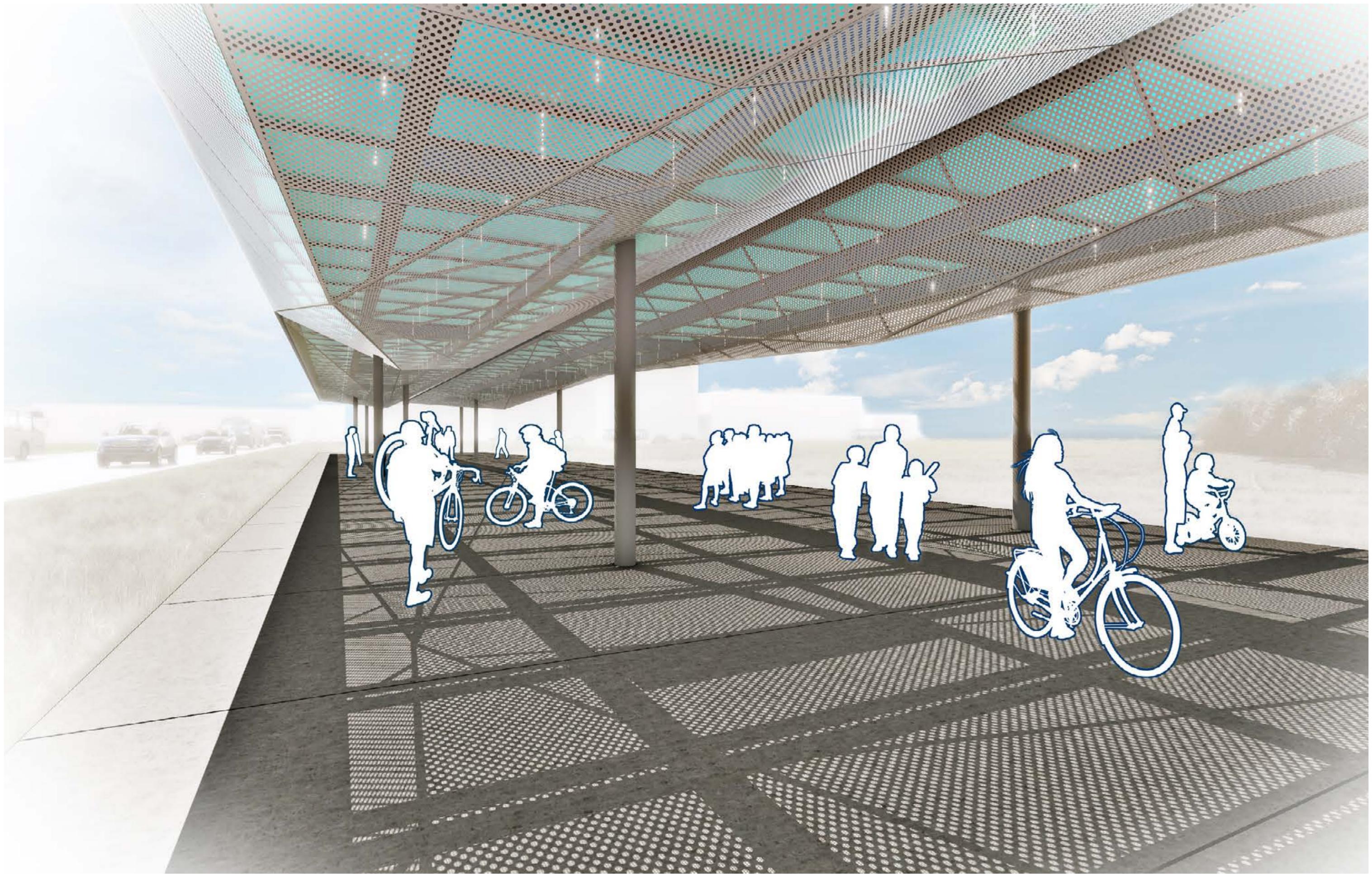
GROUPING B



PAVILION SECTION



WORM'S EYE



New Destinations

North Grand Vacant Lot Toolkit

46

In the north-south corridor, we imagine different kinds of investment taking place, investments that could start to support new local businesses and jobs but also that could physically and socially transform many of the vacant lots that mark these neighborhoods. To do this, deep and direct engagement with community members must begin quickly; it is important that we, as a design and engagement team in collaboration with the GRG, start by listening to the desires and needs of the folks who live and work in and experience these places daily. In lieu of this, our team includes folks like De Nichols, Damon Davis, and Mallory Neezam, each of whom has connections to the residents here, and who have built trust and relationships with them. It's the beginning of a series of insights we hope to gain over time.

We do see opportunity here in the landscape itself, in the ways in which vacancy and blight might be activated and

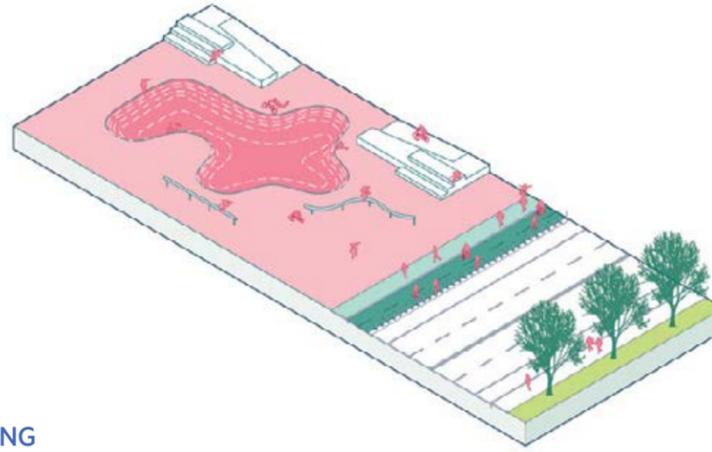
transformed into spaces that provide social and community and environmental value to the neighborhoods. We've imagined a toolkit of possibilities--partial indeed--orchards, food production, stormwater gardens / green infrastructure, and play spaces; art programming, performance or installation; pop-up business opportunities in re-made storefronts, food truck hubs, or pop-up shops. All re-imagine vacancy as opportunity, injecting new life into the place. All would be based on ground-up decision-making, where the specific combination of uses and spaces would be determined by the community--and the landscape would grow incrementally, here and there, like a beautifully rendered mosaic that could inject joy and new life into places of dereliction.

To start, we focus on areas of intensity and investment that already exist. There is already a cluster of community activity

around the Herbert Hoover Boys and Girls Club, south to the corner of St. Louis Ave., location of the popular food joint Mother's Fish. Here there are a number of vacant lots, LRA owned and otherwise ripe for re-imagining as bustling. We would engage with people and organizations already at work on the ground in North St. Louis, like the Sweet Potato Project and the Northside Workshop, to intensify and grown this neighborhood cluster. The intention is that these easy to establish new uses can have an early economic impact that evolves and grows incrementally, and brings new life and hope to the folks who live, work, and socialize here.



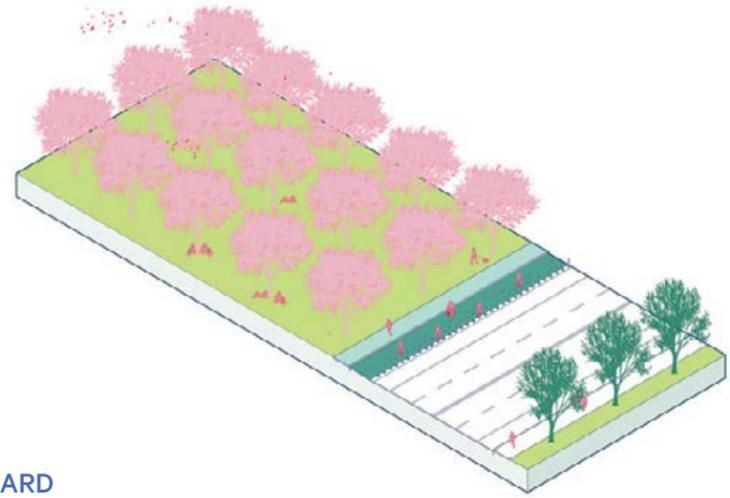
STORMWATER PARK



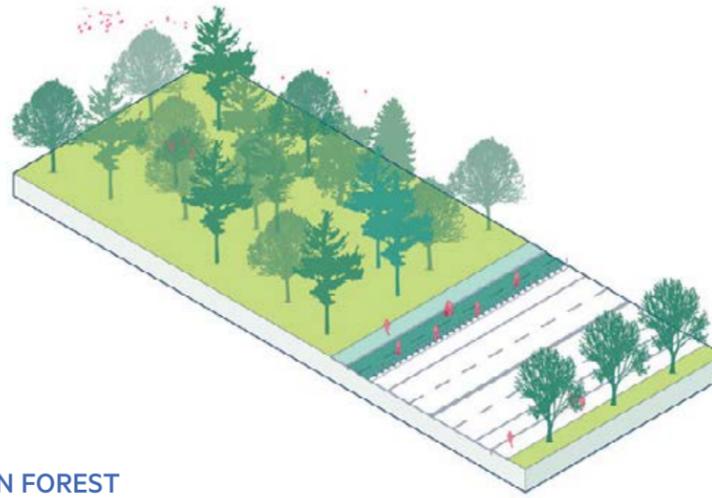
SKATING



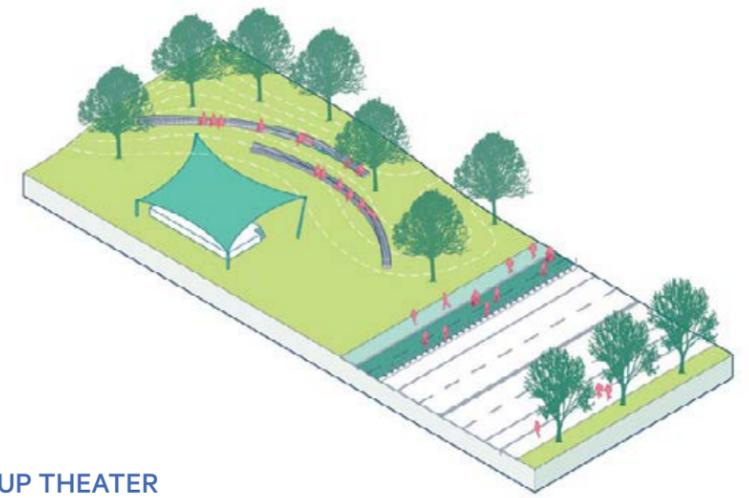
PLAYGROUND



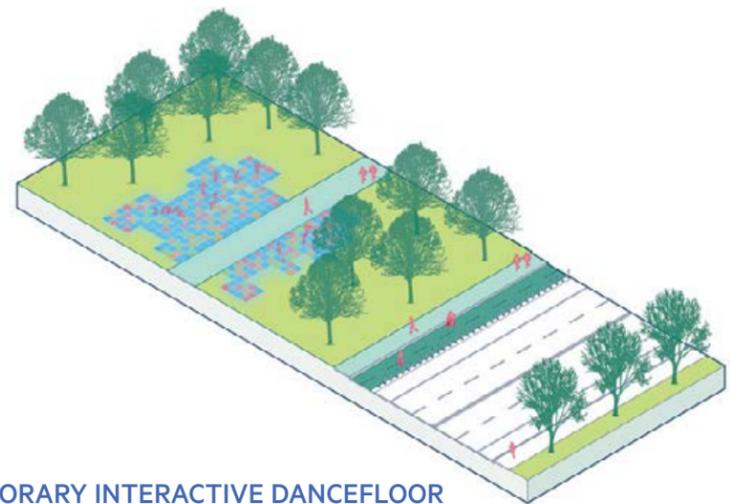
ORCHARD



URBAN FOREST



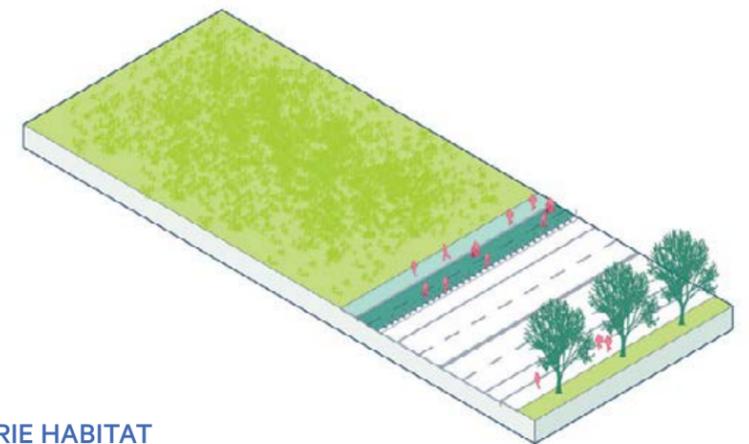
POP-UP THEATER



TEMPORARY INTERACTIVE DANCEFLOOR



TEMPORARY MARKET/FESTIVAL



PRAIRIE HABITAT

New Destinations

Kingshighway Crossing

48

In our last mid-review we were told to be bold in our proposals for crossing Kingshighway. Here we propose what we think is a very bold crossing but one that is also whimsical and celebratory. A new generous gateway to the cherished Forest Park and a destination lawn to recline, play and reflect back on the City.

A dramatic new land-bridge solves the most difficult connection between Forest Park and the urban fabric at the park's southeast corner. Here the park landscape is almost literally lifted up and extended over the roadway at the north end of the interchange. The move creates a spectacular promontory to view out over the park on the west, and a sloping lawn to look back at the city. A new crossing becomes a stopping point and distinction for greenway users and visitors of all kinds.





VIEW LOOKING WEST FROM KINGSHIGHWAY CROSSING PROMONTORY



VIEW LOOKING EAST FROM KINGSHIGHWAY CROSSING



VIEW OF KINGSHIGHWAY CROSSING LOOKING NORTHWEST

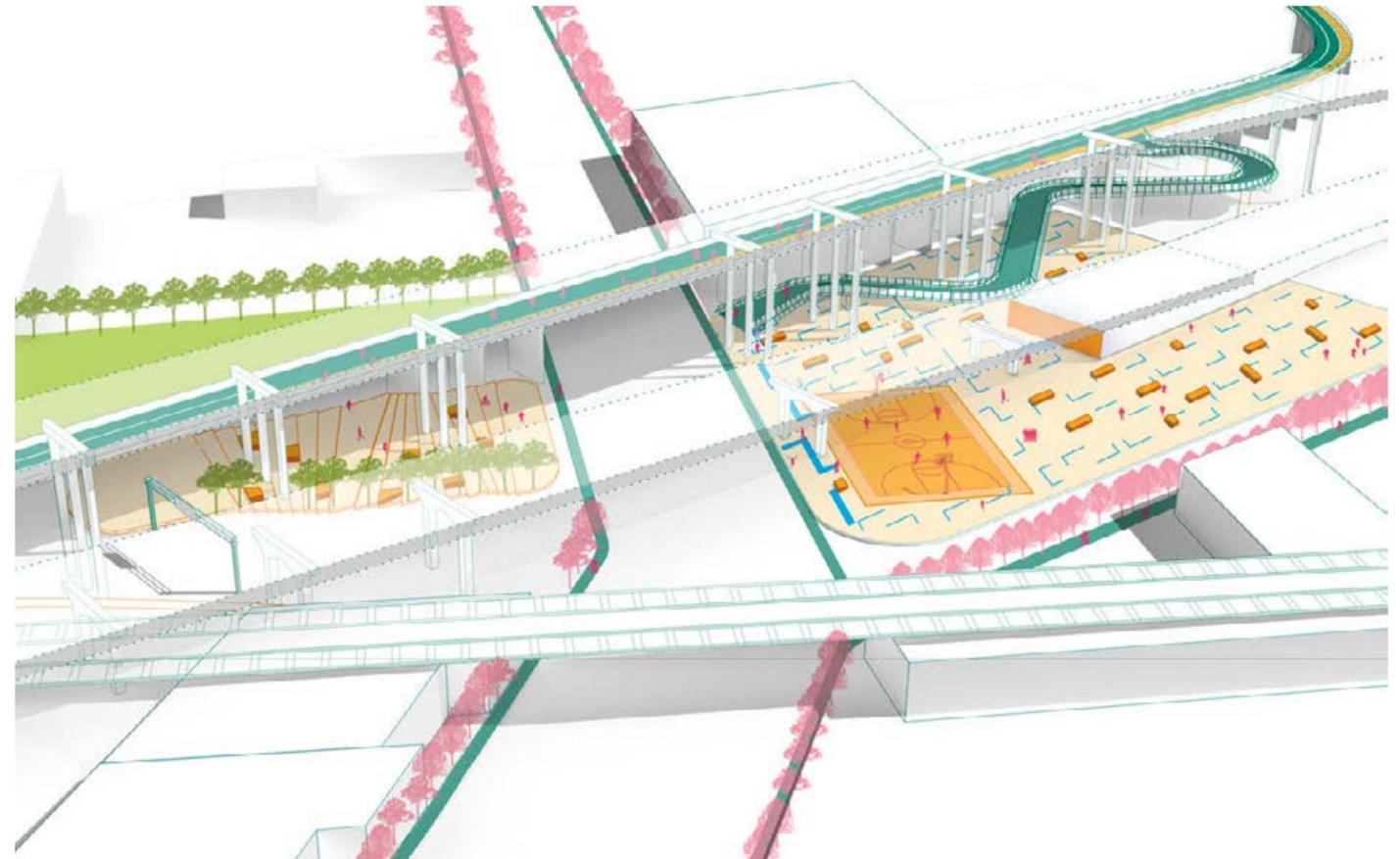


OVERVIEW OF KINGSHIGHWAY CROSSING LAND BRIDGE

New Destinations

Under Trestle Park

Under Trestle Park activates the historic trestle and underside of I-64 where they cross Vandeventer. The refurbished trestle and a new ramp down to Vandeventer connect the Techno Prairie along the metro corridor in Cortext directly to the Foundry and to the Armory via Market Street. The corridor itself becomes an actively programmed space for urban recreation, night events, projection, and markets.





VIEW OF UNDER TRESTLE PARK LOOKING EAST TO THE FOUNDRY

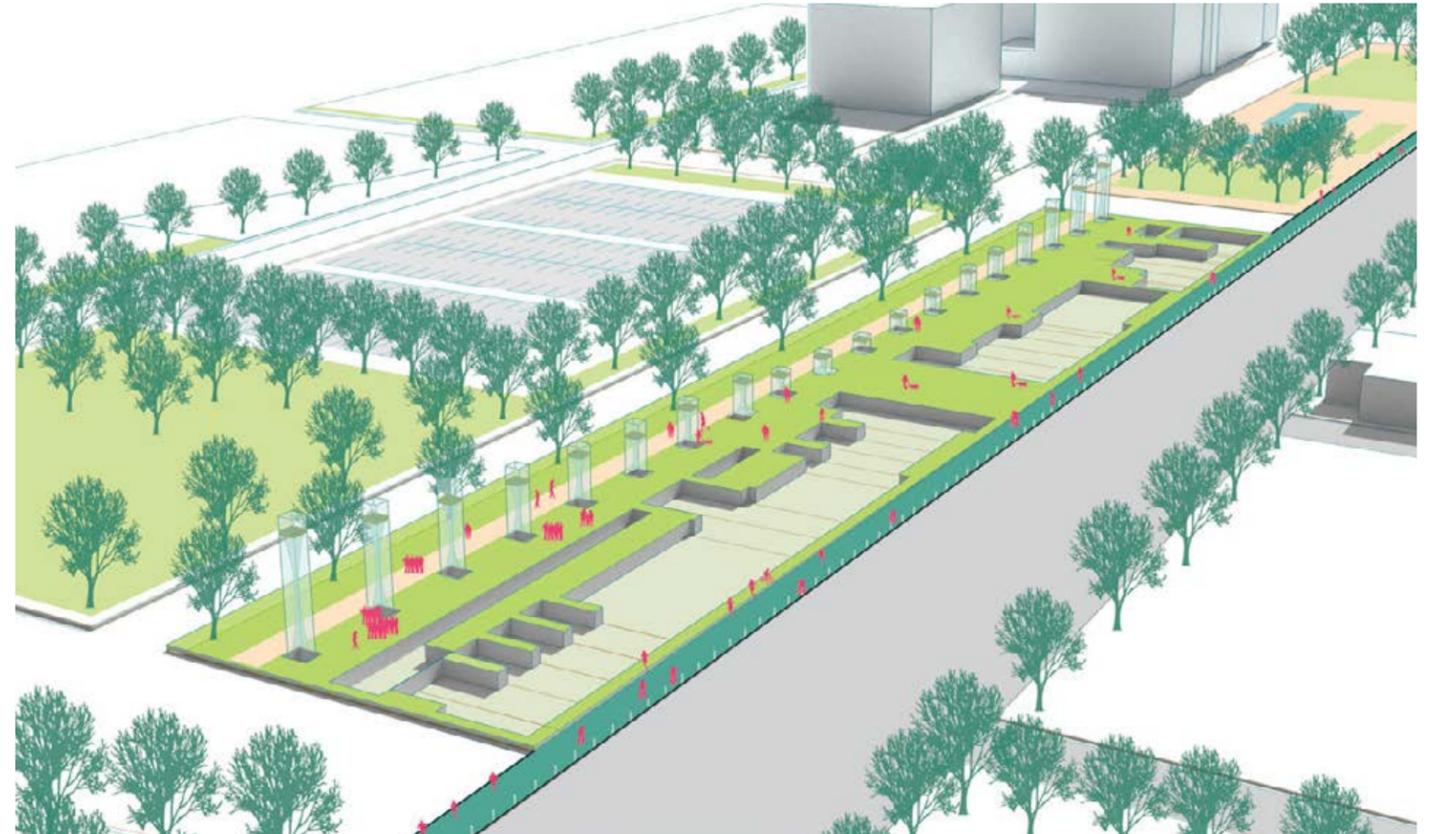
New Destinations

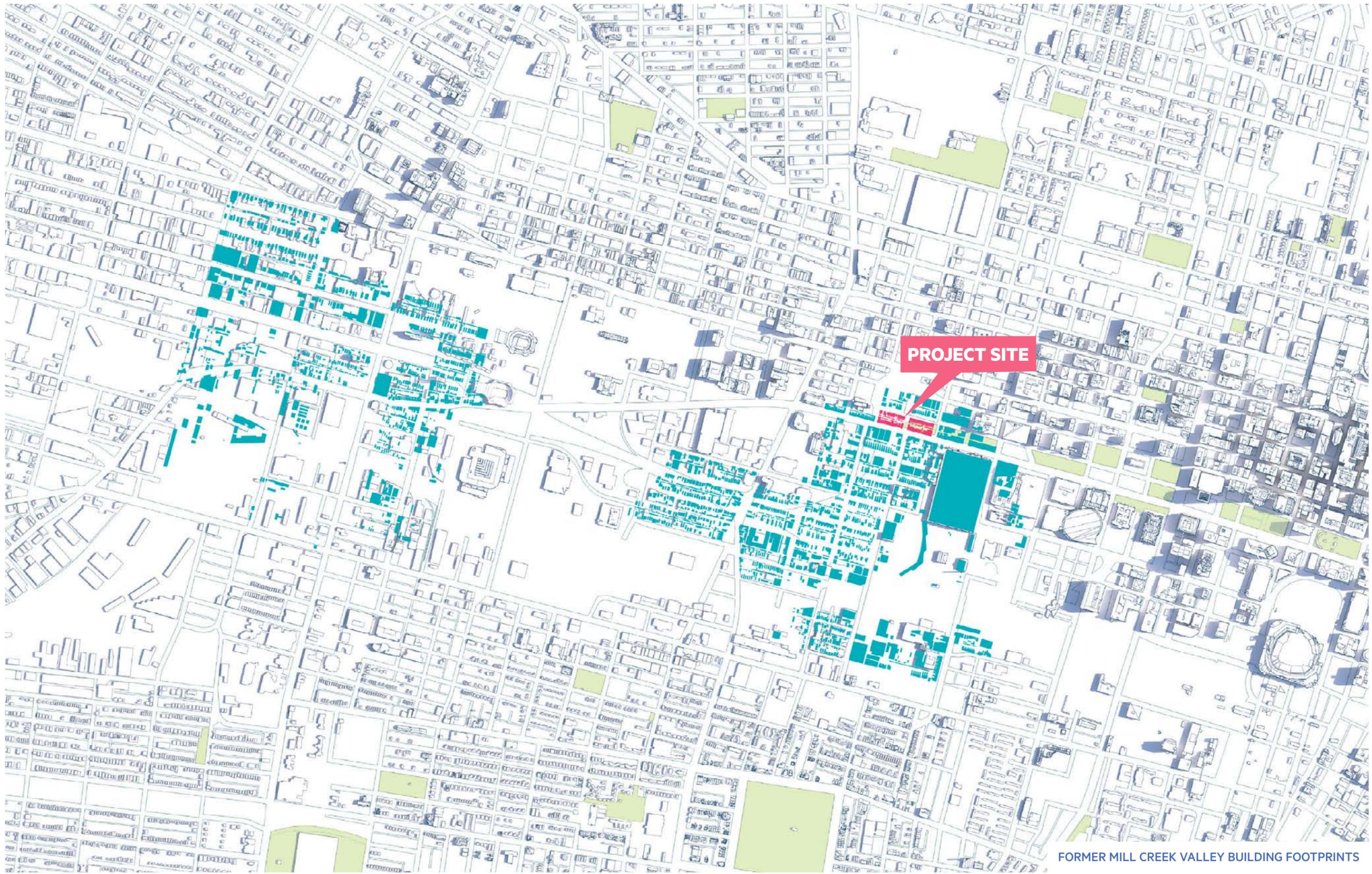
Mill Creek Valley Project

54

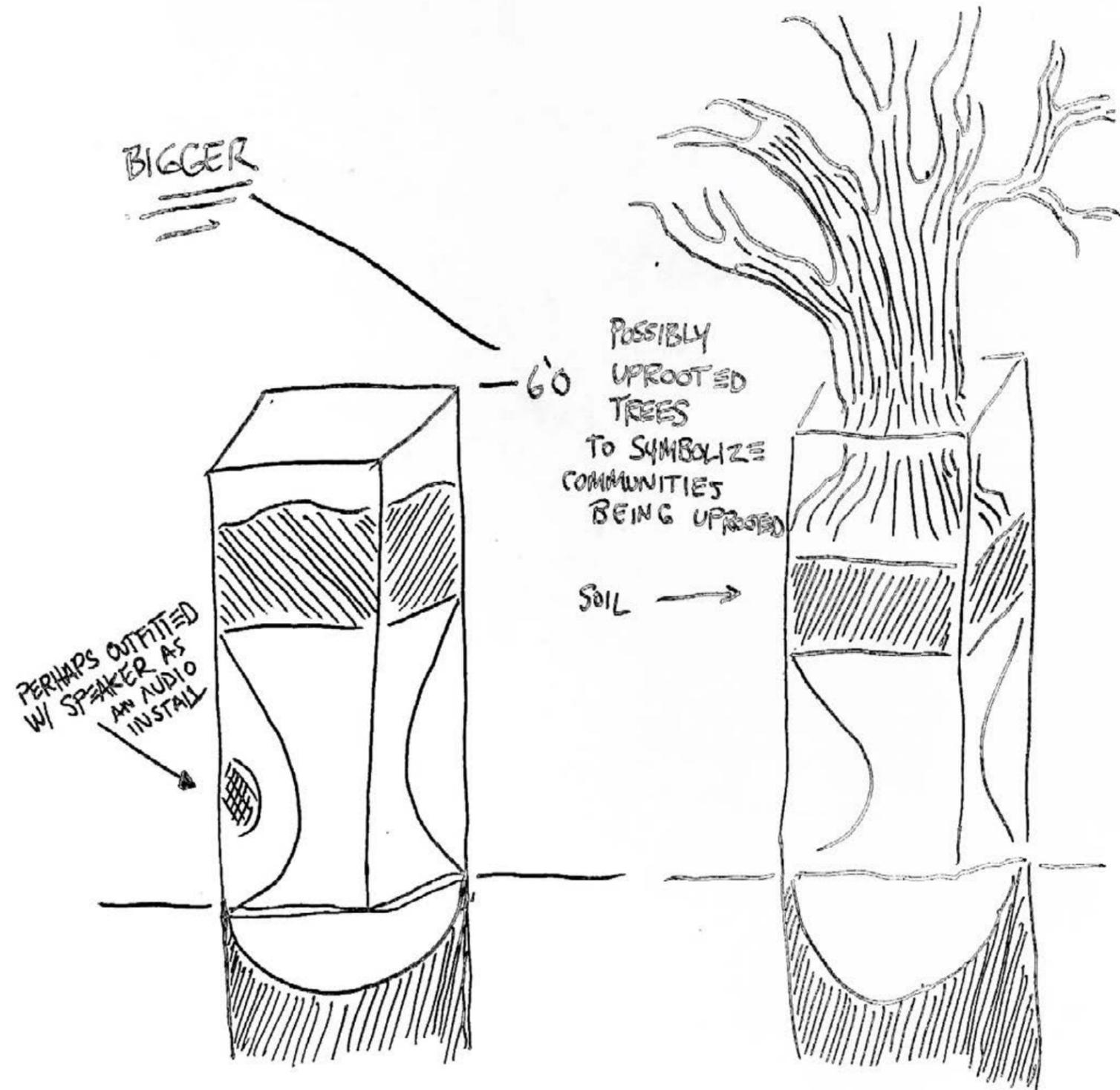
The Mill Creek Valley Project addresses a story of the displacement of a predominantly African American community. Mill Creek Valley was a thriving African American neighborhood that was cleared through eminent domain to make way for the interstate and portions of the Mall.

The installation by Damon Davis commemorates this history and traces the former footprints of the removed houses through excavation. Additionally a series of remnant walls are reconstructed below ground. Lighted columns represent the passing of time, growth, and reconciliation with their commemorative planted pedestals. It puts an important moment associated with civic and African-American history into the context of St. Louis' iconic spaces, institutions and destinations along Market Street.

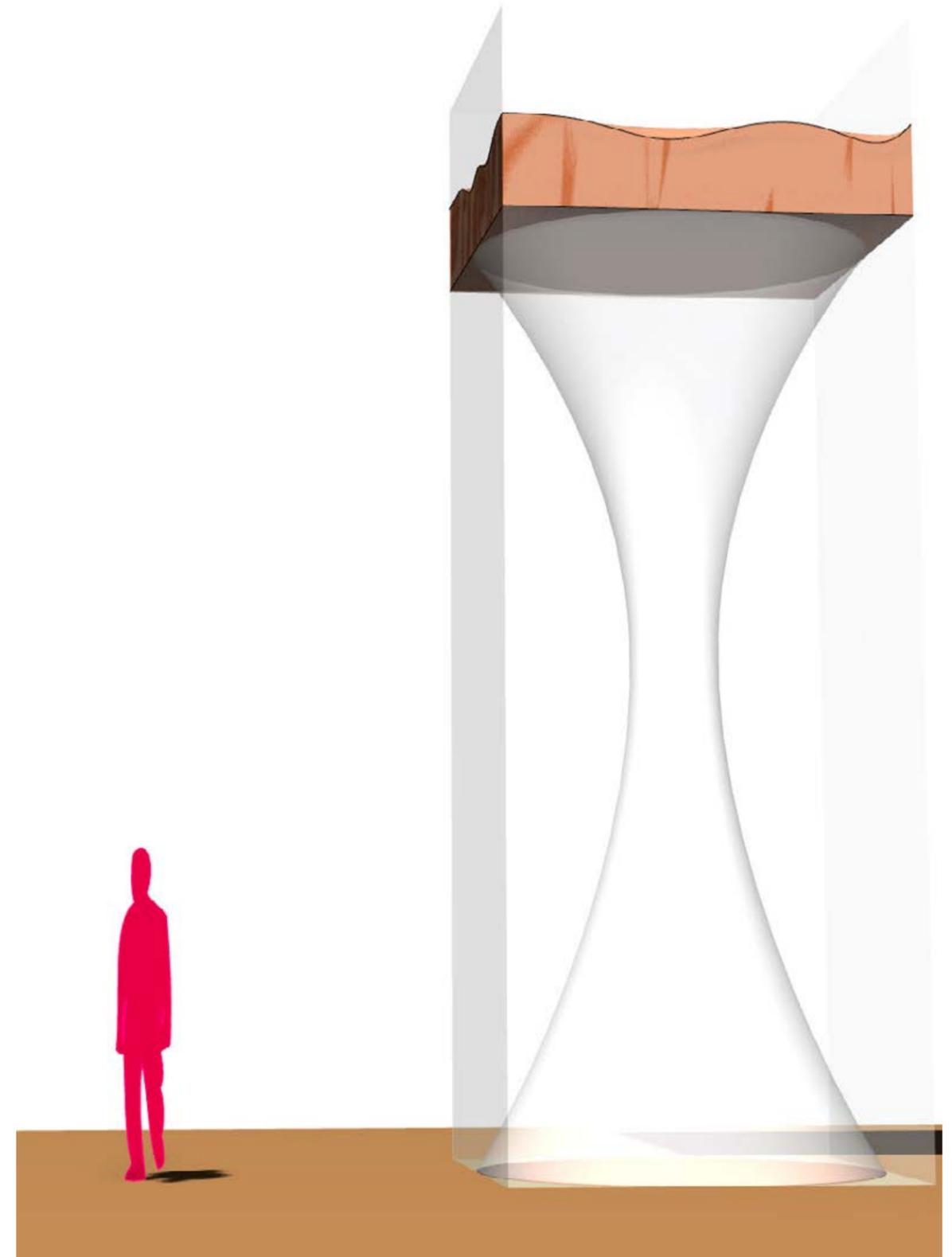




PROJECT SITE



SKETCHES AND CONCEPT BY DAMON DAVIS





VIEW OF MILL CREEK VALLEY PROJECT

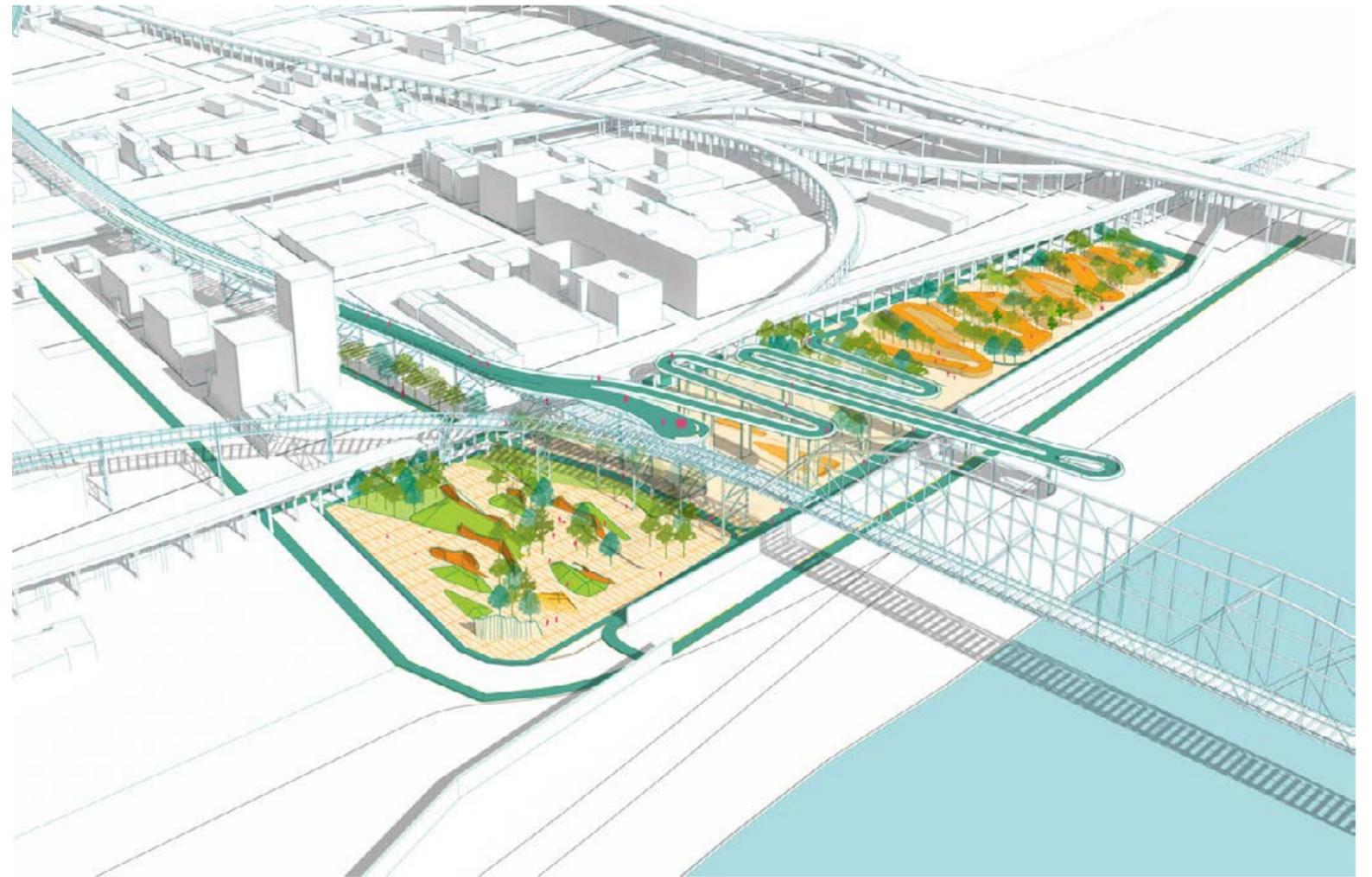
New Destinations

Chouteau Landing

58

Chouteau Landing is the eastern climax of the greenway as it ascends through the industrial railyards to the MacArthur Bridge, and the Mississippi River. Two paths connect the end of the Railyard Prairie segment at 7th Street to the river: a ground level path at the back of the rail infrastructure, and a long ramp atop the structure the former highway structures, still in place, lead to a spectacular overlook of the Mississippi and the Arch to a dramatically descending accessible ramp that eventually connects to the trail along the riverfront.

Below an exhilarating bike and adventure park is laid out with a variety of features to engage the bicycle enthusiast (pump track, moguls and jumps) as well as skateboarders, climbers and all who want to participate and/or watch. The gymnastics of the sport park are all set among the historic landscape of train trestles, industrial relics, graffiti wall, and riverfront. Chouteau Landing becomes a regional destination distinct from Laclede's Landing or the Arch grounds – it is the spot for active outdoor recreation on the river.





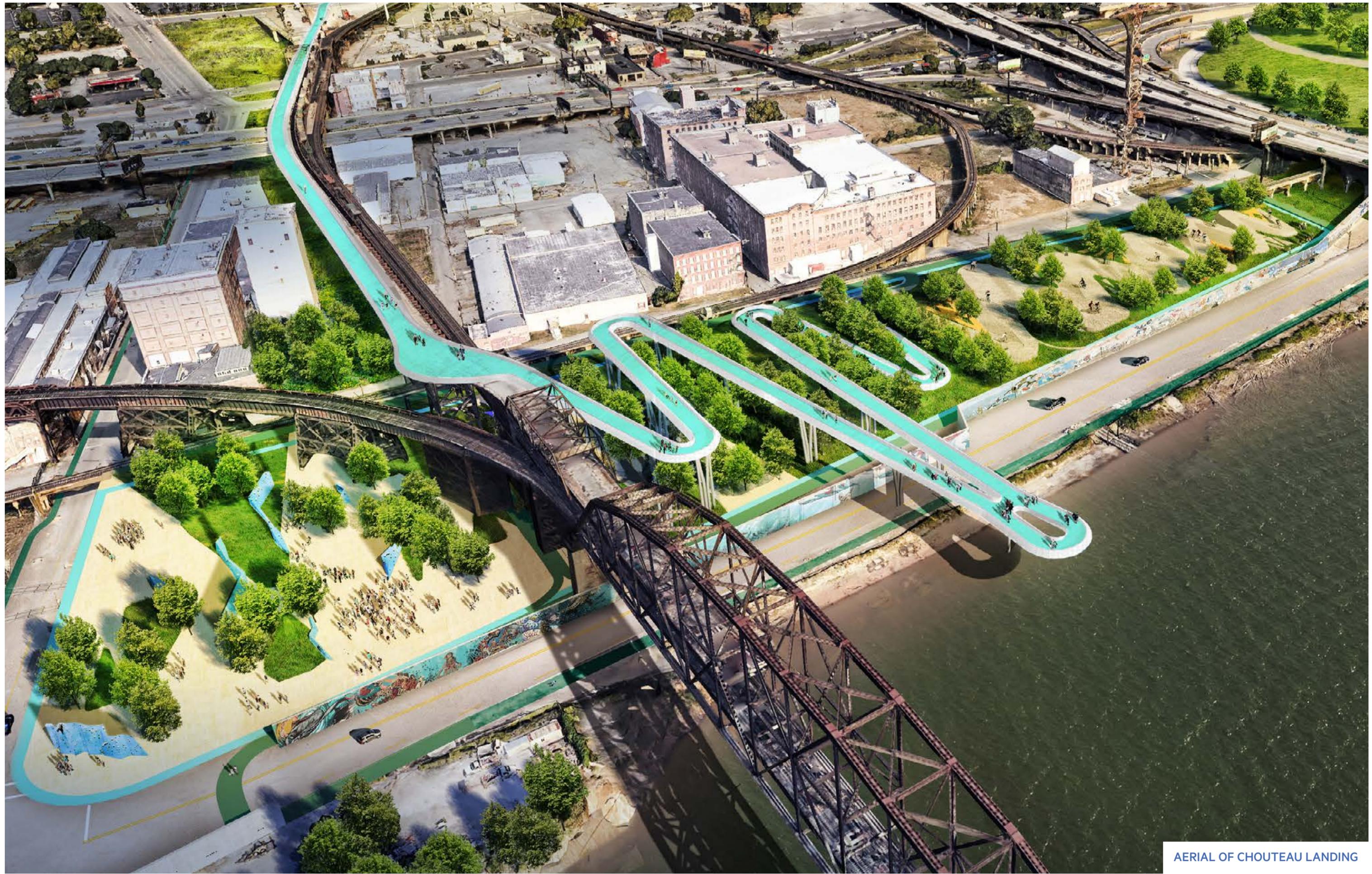
VIEW APPROACHING CHOUTEAU'S LANDING



VIEW FROM CHOUTEAU STREET NORTH TO THE ARCH



VIEW FROM THE OUTLOOK EAST OVER THE MISSISSIPPI



AERIAL OF CHOUTEAU LANDING

Concept Description

Investment Areas

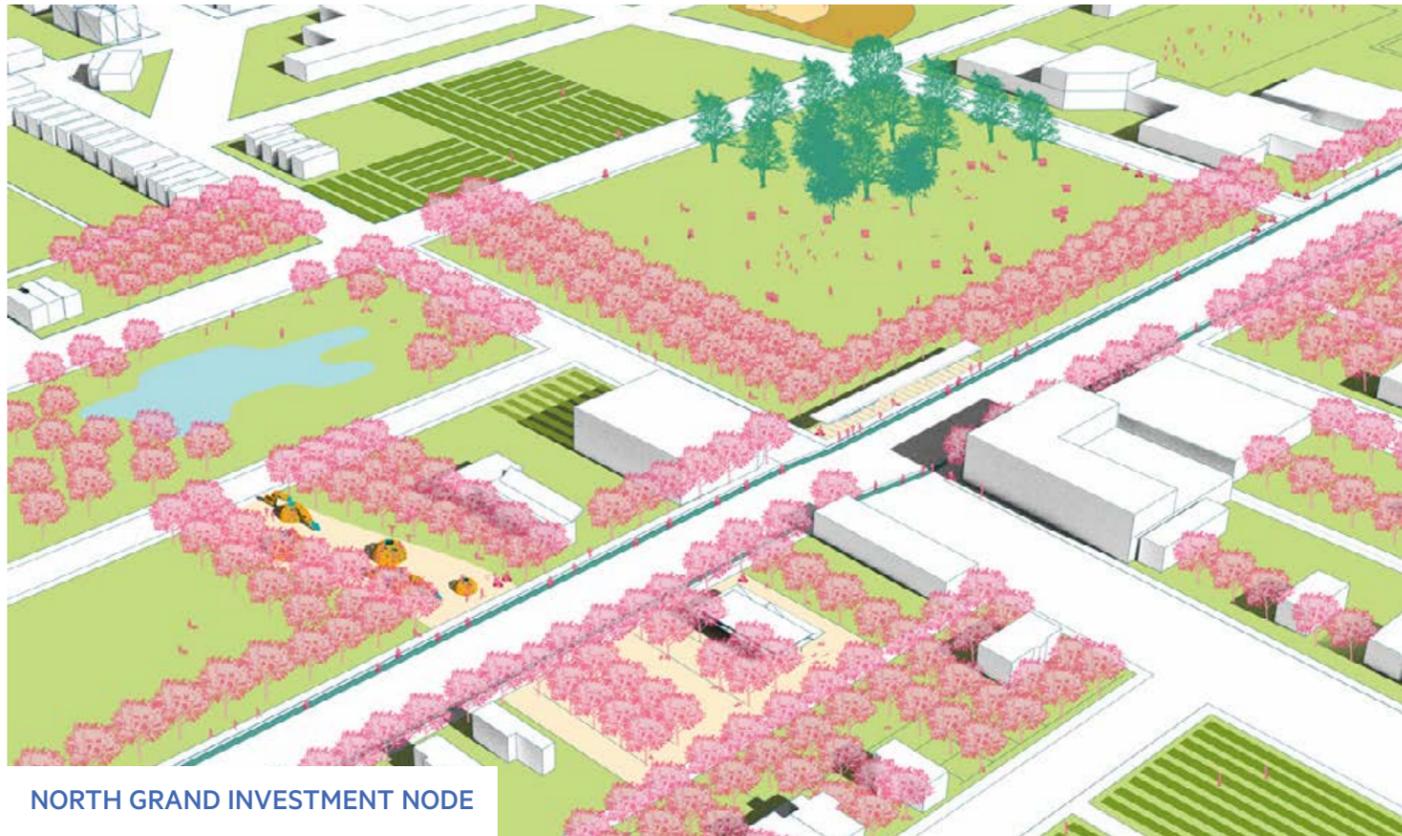
62

GRAND JUNCTION

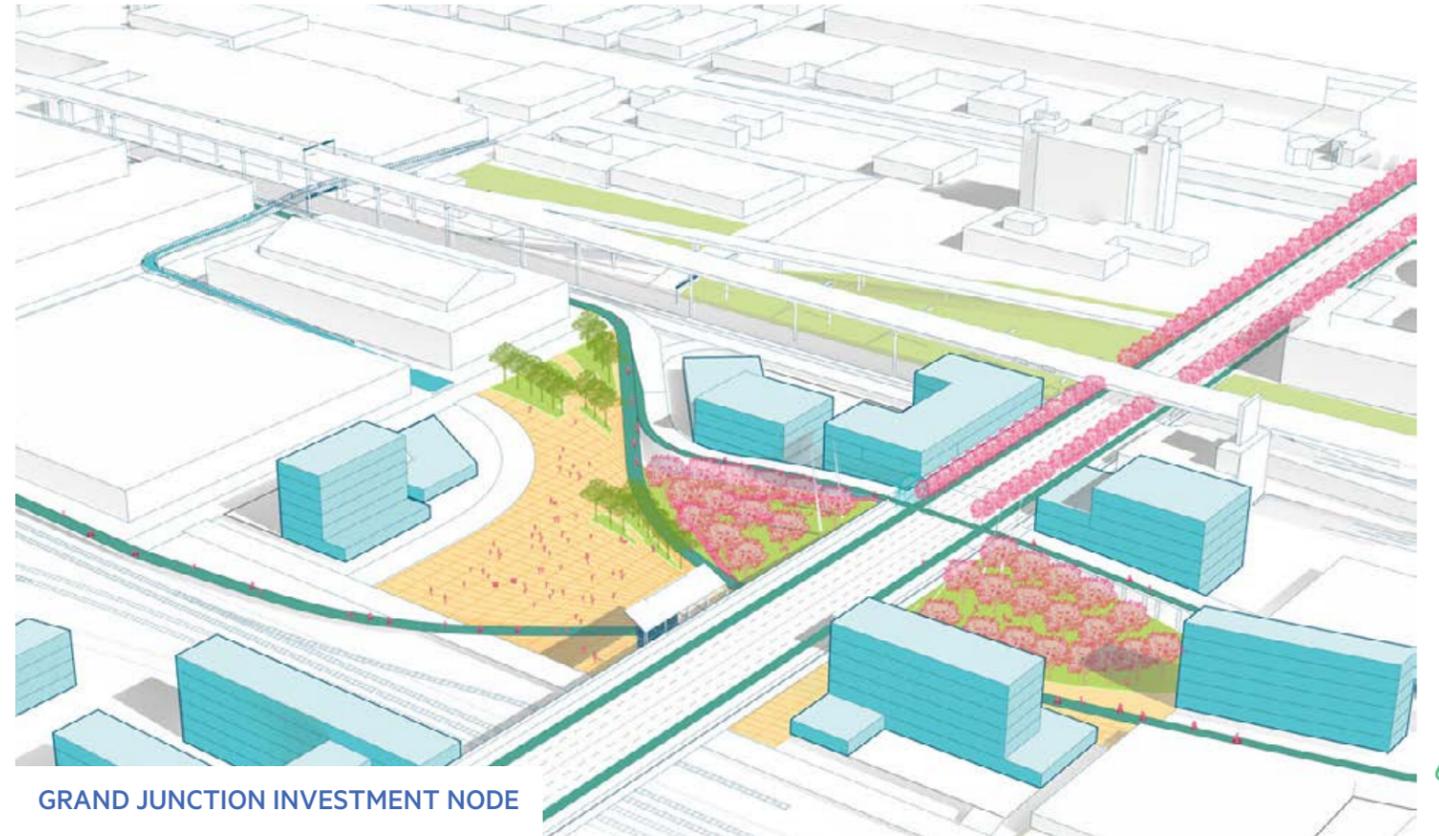
Grand Junction is located on some of the prime real estate in the central corridor, the sites along Grand between Forest Park and Chouteau lie in an inopportune topographic low point of the city, exacerbating the divide between North and South along this street. Grand Junction also lies in the center of our Loop and between the ongoing development at Cortex and the established job center of downtown. A metro station sits in this site and major bus corridor runs down Grand. The Grand Junction project aims to overcome the topographic challenge by reconnecting the street network up to Grand for proposed and future development sites. It gives the Armory a front door on Grand, a new plaza for beer gardens and small markets and pop-up entertainment, and a neighborhood of new retail, creative office, student housing, and big box retail that builds on the investments being made at Cortex, the Armory and the Foundry and connect the north and south SLU campuses with active streetfronts along Grand.

NORTH GRAND INVESTMENT CLUSTER

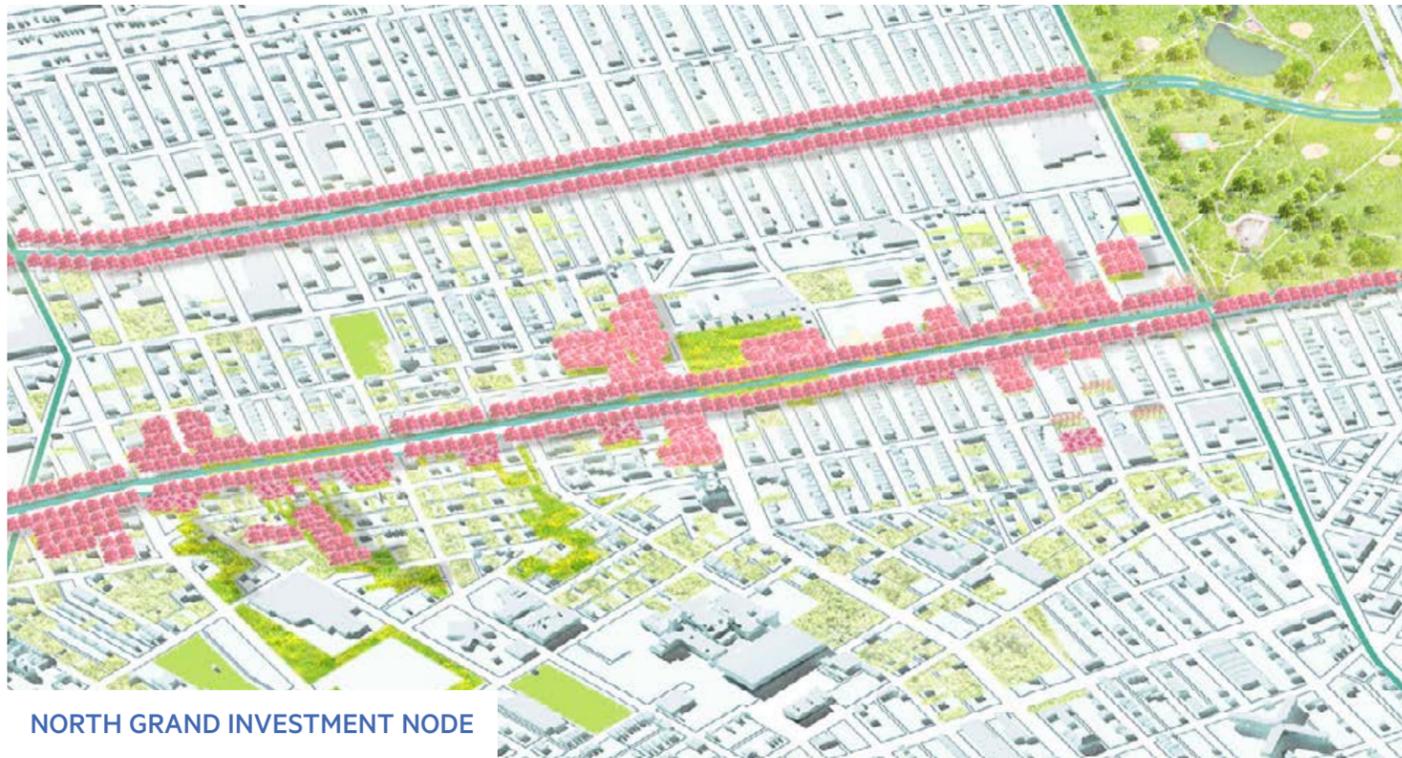
In North St. Louis, the area between the Herbert Hoover Boys and Girls Club and St. Louis Avenue is an emerging hub of social activity and neighborhood retail shops, surrounded by a number of vacant buildings and lots. Here we imagine community-oriented investments that could build on the social energy of the Boys and Girls Club and the culinary success of Mother's Fish, for instance. Vacant lots can be turned to gathering and performance spaces for neighbors; to inspirational new play lots for kids; to stormwater gardens that help to reduce runoff and inject beauty and joy into the neighborhood; and orchard plantings along the street and in lots. All this would accompany the construction of the Stitch greenway from Grand Center to Fairground, building momentum and resources in an area that already has some energy and life--filling empty storefronts with entrepreneurial enterprises and eventually even finding places for investment housing. The idea is to grow investment based on the values of those who live here and in ways that augment the good stuff already happening.



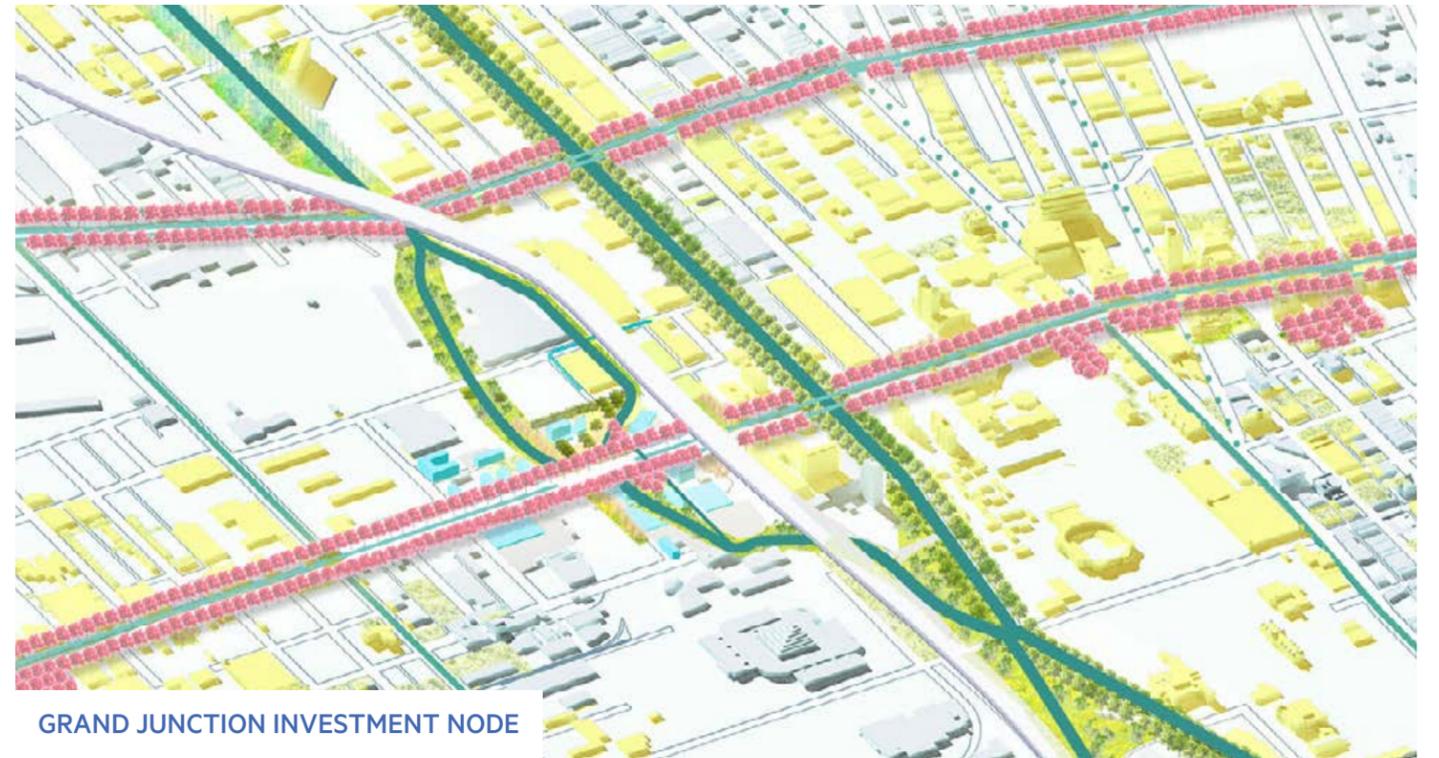
NORTH GRAND INVESTMENT NODE



GRAND JUNCTION INVESTMENT NODE



NORTH GRAND INVESTMENT NODE



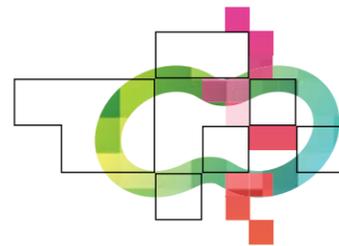
GRAND JUNCTION INVESTMENT NODE



An aerial architectural rendering of a modern urban park. The scene features a large, multi-story building with a glass facade on the right. In the center, there are several tennis courts with blue and green surfaces. A prominent feature is a wide, green, curved path or ramp that runs through the park, with people walking on it. To the left, there is a large grassy area with many people sitting on the grass. In the background, a lake is visible, surrounded by lush green trees. The overall atmosphere is bright and sunny, suggesting a vibrant community space.

02 Response To Design & Community Goals

Establish a Transformative Framework



Catalyze Community Building



66

The Loop + The Stitch routes are born out of the aggregate of St Louis' existing assets. Where the Loop unites civic icons and existing development proposals, the Stitch reaches into the north and south communities to reinforce inclusion and equity. The existing GRG armature crosses and extends into these routes solidifying a greater regional connection for this plan.

The Loop + The Stitch also represent new identity and prosperity. It connects into aspiring and future components of the Great Rivers Greenway. Though connecting a vast array of physical resources, this robust greenway network not only encourages local growth, but also reinforces regional views that translate into activity and development.

The people of St Louis represent many voices, all with different wants and needs. It is crucial to provide opportunities for people who engage with the greenway to come together in ways that encourage and foster empathy. With the Missouri motto of being the "Show Me State" it is even more crucial to include local community leaders throughout the engagement process. The process must be transparent, reliable, build trust and enthusiasm, and ultimately leave behind an engaged set of community members who will become active users and stewards of the greenway. Part of this must involve a robust and open public engagement process including our team specialists and local residents/artist/entrepreneurs De Nichols, Damon Davis, Mallory Nezam, Amanda Williams, and Diversity Awareness Partnership in partnership with one of the many local firms and organizations that may be already involved in one aspect or another of the competition process.

Contribute to the Regional System

The Chouteau Greenway extends across some of the most important real estate, and areas of renewed investment in St. Louis. The Loop + The Stitch creates vital non-motorized connections east-to-west and north-to-south in the central corridors, by offering connectivity through significant investment nodes that will become the heart of each community. Distance travel improvements focus on creating logical end-to-end connections that will encourage more bicycle use and either create or improve on existing GRG greenways such as the Centennial Greenway, the Mississippi Greenway, St. Vincent Greenway, the Hodiament Corridor and the 14th Street Connector.

To accomplish this, there are physical changes and improvements to several popular existing travel corridors including: Kingshighway, Market Street, Forest Park Avenue, the Industrial corridor along I-64 and the rail yards to the south, Clark Avenue, Chouteau Avenue, Vandeventer, and Grand Avenue. A key aspect of the master plan is to not just build a greenway but to improve and solve numerous issues and take advantage of a range of existing assets.



Choreograph Urban Life

Our design attention centers on landscapes and campus spaces that actively promote social interactions, spaces for people with many places to sit, opportunities to eat, and things to do, sometimes in familiar and beloved spaces line the Mall, Arch grounds, Forest park and other times in new places.

At the Heart of The Loop + The Stitch is the Grand Junction, feeding off of local development and Metrolink this area is imaged as a bustling hub with space to host a variety of event or activities. Chouteau's Landing offers opportunities to leisurely take in the downtown skyline and Mississippi views, as well as high activity sports. The North Grand community node is meant to lure people into slowing down, staying, hanging out, and engaging with others through food activation, community events and art. The Mill Creek Valley mall extension is both a memorial and art installation, resurrecting the former footprints of a demolished history, with opportunities to explore the visual link of the past with the future of St Louis. The Tech Prairie and Rail Prairie are primarily movement corridors, their interactive



lighting initiated by the movement of the rail and transit infrastructure still offer seating and rest nooks. The Under Trestle Park is an urban hangout, with a basketball court, terraced seating and projection lighting installations. The Rail Heritage plaza connected to Union Station feeds off of the latest aquarium development and offers a space for family and activity overflow. Lastly, the Kingshighway Crossing is a vision for vehicles passing below, but also a spectacle for those passing above with views to the Forest Park and the iconic Arch. All inject new life to existing spaces and in-between places that will energize generations to come.

Create Diverse and Accessible Experiences

68 The Loop + The Stitch serves two seemingly competing goals: create a new regional destination for all of St Louis that attracts people from across the city; and create a place for the playing out of everyday life throughout the year.

Following our theme of growth, we are creating opportunities for experiences that continue throughout the year, in all seasons. This continuity of engagement from the warm to colder months ensures an ongoing relationship to the greenway, a continuity that can cultivate the kind of socio-cultural growth we hope to foster--both within individuals enjoying the greenway, to neighborhood groups, racial and ethnic groups, and even the city as a whole.

The artistic lighting components, including interactive art installations and projection art, will also engage visitors during the colder, darker months of the winter. Programmatic activity will be higher in fall and spring as we expect users of the greenway to linger longer, and to be willing to make



the greenway a destination for special events. Event-based programs like FoodSpark and multi-day Pre-Enactment Theaters will be targeted for more fall, spring and parts of summer when it will be more practical to convene groups of people outdoors for hours. Similarly, art like the Mill Creek Valley sculpture & installation will thrive in temperate and warmer months, as well as some of our more play-based permanent installations, but can be used year-round.

Importantly, we also extend the Greenway north and south, with access opportunities and investment possibilities that connect people to jobs, to opportunity, to each other. It's not enough to just honor African-American and other disadvantaged communities - it's important to work with them to improve the communities in which they live, work and play.

Provide a Safe and Secure Environment

One goal of the project is to make activity and play part of neighbors' and visitors' everyday lives—making it normal to be out there, running or biking or dancing or skateboarding or climbing, while others are enjoying the view, having a gooey butter cake, or learning about the environment. To do this, we've incorporated play and sport and recreational features in North Grand and Chouteau's Landing, as well as the winding trail among the plazas, cafes, gathering spaces, and prairies. This allows for people to move and exercise as part of their normal movement across the greenway—encouraging people to be active, to be healthy, and to be social.

The higher volume use in some of the more less developed areas will mean the more eyes-on-the-road and feeling of safety. Pedestrian improvements are also needed within vibrant activity zones. Pedestrians need a travel experience that is higher in quality and encourages people to walk to destinations. All routes would follow both ADA and CPTED design standards. All will be inviting and well-illuminated.



All will foster activity and inclusion in ways that make the neighborhoods the Greenway passes through more active, more vibrant, more safe and secure.

Generate Economic Opportunities



Open space and greenway projects have proven to be invaluable in enhancing area real estate values and contributing to resident and worker quality of life. Jobs are created through the construction, and long-term employment is generated through the ongoing operations and programming of the space and its adjacencies. With public transit access in the Trestle Park and Grand Junction node, and the geography of the Greenway weaving throughout numerous neighborhoods with varying demographics, the Greenway is sure to provide equitable access to all St. Louisans.

The Forest Park Ave and Market Street have seen the development of major projects in recent years, which add to the established institutions and public spaces that exist within this part of St. Louis. The Greenway can act as both an activator and integrator allowing these projects and spaces to anchor a new layer of connectivity and to seed additional transformation along its path. While the alignment of sites

for the Greenway exists within a fragmented industrial and infrastructural fabric, these are challenges our team embraces. The extended footprint of the project deliberately reaches out to connect to and activate existing neighborhoods and adjacent development areas. Extensions of the greenway and development areas establish vital links north along Grand Blvd, while also building off of existing assets and development in the east-west corridors. Extended pathways, activity areas, and prairies further extend along the greenway itself, making direct linkages with Forest Park and the Arch, rooted by Grand Junction—and allowing people and activity there to both feed and feed off of the energy of these linkages.

The idea is that investment in greenways and open spaces led by the GRG connects investments made and that are underway bringing new value to sites in between - creating a robust and inclusive network of social and economic opportunity.

Integrate Art and Culture



Our team has integrated art, culture, and artists from the start so their agendas and people infuse proposals at their root. Most of our artistic components are intentionally interactive because we are prioritizing helping users find a unique relationship to the greenway. Our intent is that the greenway is inviting to a diverse group of users, and for a variety of ages and cultural preferences.

The active play elements we have proposed--like the Chouteau adventure park, artistic swings, and playgrounds at the north end of the stitch--primarily target a younger demographic and offer whimsical opportunities for youth to create a relationship to the trail, to linger, and to draw in families. This is an important opportunity to introduce play structures in geographies of St. Louis that have few.

The projections proposed for the Trestle area are versatile: the content can be changed as frequently as needed. For youth, there can be targeted movie nights. We can project

documentaries about relevant social issues that invite the whole family. More abstract projection art can also engage youth as well as adults and even seniors as an activity for all seasons and times of day.

Some of our programming components, including FoodSpark and Pre-Enactment Theater will directly engage all ages, with specific methods of inviting young and old into community dinners along the greenway, as well as unique roles for age group involved in the theater-based work of envisioning a changing community.

Permanent installations by Damon Davis , as well as the Mill Creek Valley Project are at important cross-roads in the neighborhoods north and south and can offer a foundation for artistic ventures by many others throughout the network.

Improve Mobility and Connectivity

70 One of the primary goals of the Chouteau Greenway is to connect people, via on-road and off-road trails, to popular destinations throughout the project corridor. The Loop + The Stitch proposes to accomplish this in various ways, within existing road and utility rights-of-way, adjacent to existing railroad corridors, and along specially constituted off-road rights-of-way. Bicycling and walking are the two modes of travel accommodated by proposed improvements to these corridors, both with their own dedicated lanes and either physical buffers or painted lane markers for separation.

Walking for purposes of transport and mobility is a local activity, and for most American communities typically enhanced within a compact geography. Pedestrian travel makes most sense when it occurs within dense urban landscapes that offer a plethora of popular destinations. Throughout its history, the St. Louis urban landscape has been spread over fairly large geography, and the Chouteau Greenway study area is 10 to 12 square miles in size.



Therefore, pedestrian travel, mobility and connectivity across this landscape must be enhanced around known or emerging activity zones, and linked to other modes of travel and transport. In this way the Greenway can connect people to education, to jobs, to opportunity. Also, improving pedestrian mobility and connectivity across the study areas involves targeting specific landscapes, like the Kingshighway corridor, for streetscape development that enhances the quality of the pedestrian travel experience.

Bicycles at times can also become the basis for local identity and celebration; we've been involved with various communities in which the annual bicycle parade, where kids in the neighborhood decorate their bikes with all sort of lights and whistles and paraphernalia, become an important touchstone for community life.

Shape a Sustainable Future

The development framework for The Loop + The Stitch incorporates Green Infrastructure practices and increased quality and quantity of pedestrian experience throughout the development area. Technology is an underlying facet to much of our work, whether as an obvious component of stormwater catchment gardens or in a more discreet hand along Forest and Market Streets that incorporate below-grade retention for the capture of stormwater of the street. The streets serves as a central green spine that is densely planted with street trees, connecting with new mid-size community open spaces at the Eastern and Western ends, and augmented by the two bike paths on either side of the street which provide access to parking and services for new residential developments.

Along Grand and Vandeventer, green streets are imagined, but must be designed in conjunction with activation strategies along vacant lot edges, and empty storefronts in order to create a complete and viable pedestrian experience.



Other goals for the project include making people aware of opportunities to grow and eat fresh food, to learn about healthy eating, to help improve the water quality before heading into the river, and to advance the environmental health of the entire river ecosystem. For us, these are inter-related, and they all point to creating great environments for food and for feeding—whether we're talking about people, about birds, or about wildlife. As we do that, we can create prairie habitat that allow more migrating birds to feed, and for pollinators and butterflies. We can integrate orchards, and gardens with foods that birds, animals, and humans eat—green beans, chestnuts, hazelnut, figs, apples—as both learning demonstrations and food sources building on the efforts of organizations already underway. Environmental education here is active and everywhere, and it has real impact on the city, on the environment, and on the general health and well-being of people.

Promote Design Excellence



Greenways are so often the application of a typical system and typical details, right-of-way treatments, etc. extended across many different neighborhoods and territories; their identity is created from this singular expression, no matter the environment they encounter. Here we believe that the overall identity can be established through recognizing the different parts and pieces first, the different swaths of fabric that can be assembled, like a quilt, into an overall entity whose collective identity is an artistic accumulation of the various parts. The trick is to allow for the expression of different personalities along the length of the greenway, in ways truly rooted to the communities it touches, while simultaneously finding the basic DNA that will allow for cohesion between and among the parts. It's like quilt-making at the scale of the city.

Along the way, we imagine spectacular new spaces with high-quality landscape that will extend the city's legacy at the Arch grounds and Forest Park. Kingshighway Crossing, Under

Trestle Park, the Techno-Prairies, Chouteau Landing and all the vacant lot strategies are intended to extend the city's commitment to design excellence.

The language of bridges and pavilions that has been established by this design proposal intends to set a standard for the language of future bridges and pavilions. Infrastructure can and should be more than an expedient connection from point A to point B. It can aspire to more, to create a moving experience of place, that joins together sometimes disparate places into a common language of place making that is uniquely St. Louis.

Be Aspirational and Achievable



The Loop + The Stitch is a vibrant place, one that celebrates St Louis' unique nature connections to the river, the vast matrix of parkland, and that plays off St Louis' diverse network of spectacular assets and often dramatically phenomenal cultures.

The structures that are proposed for this greenway work to establish a language –the site elements of lighting, surfacing and seating work to quilt together a familiar visual aesthetic, the bridges provide functional connections to facilitate the generation of activity and movement along a spine of the city's fragmented public activity. This series of destinations, art, activity and interventions create a new language for the city of St. Louis, a recognizable image of connection from North to South and from Forest Park to the River and the Arch Grounds. The connections that this project proposes are physical, visual, economic and symbolic. The proposals components are flexible and interchangeable, allowing them to be deployed differently as circumstances dictate.

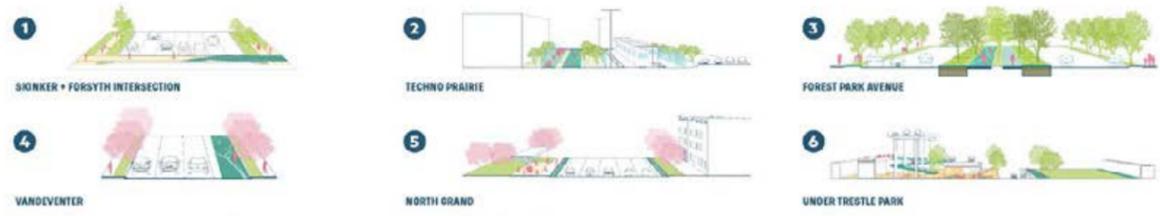
Each corridor has been carefully considered and the technical parameters of our proposed alignments have been weighed and debated. The phasing of the project closely considers the project planning, acquisition and implementation in order to create a logically sequenced project that incrementally builds The Greenway network. 71

More than any of this, we envision a truly unique, spectacular, and vibrant place— phenomenal, and immersive. A place like no other— a place for the imagination, for sensation, and for the everyday. A place to free ourselves from social norms, and to indulge in something so purely St Louis - places for pure joy, whether in a neighborhood playspace, orchard, or overlooking the Mississippi from high atop bridges.



03 Exhibition Boards



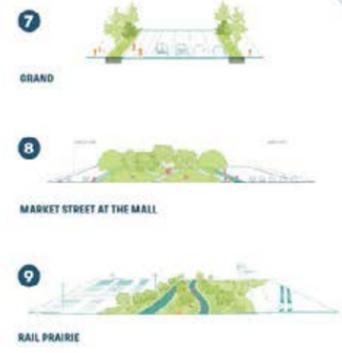
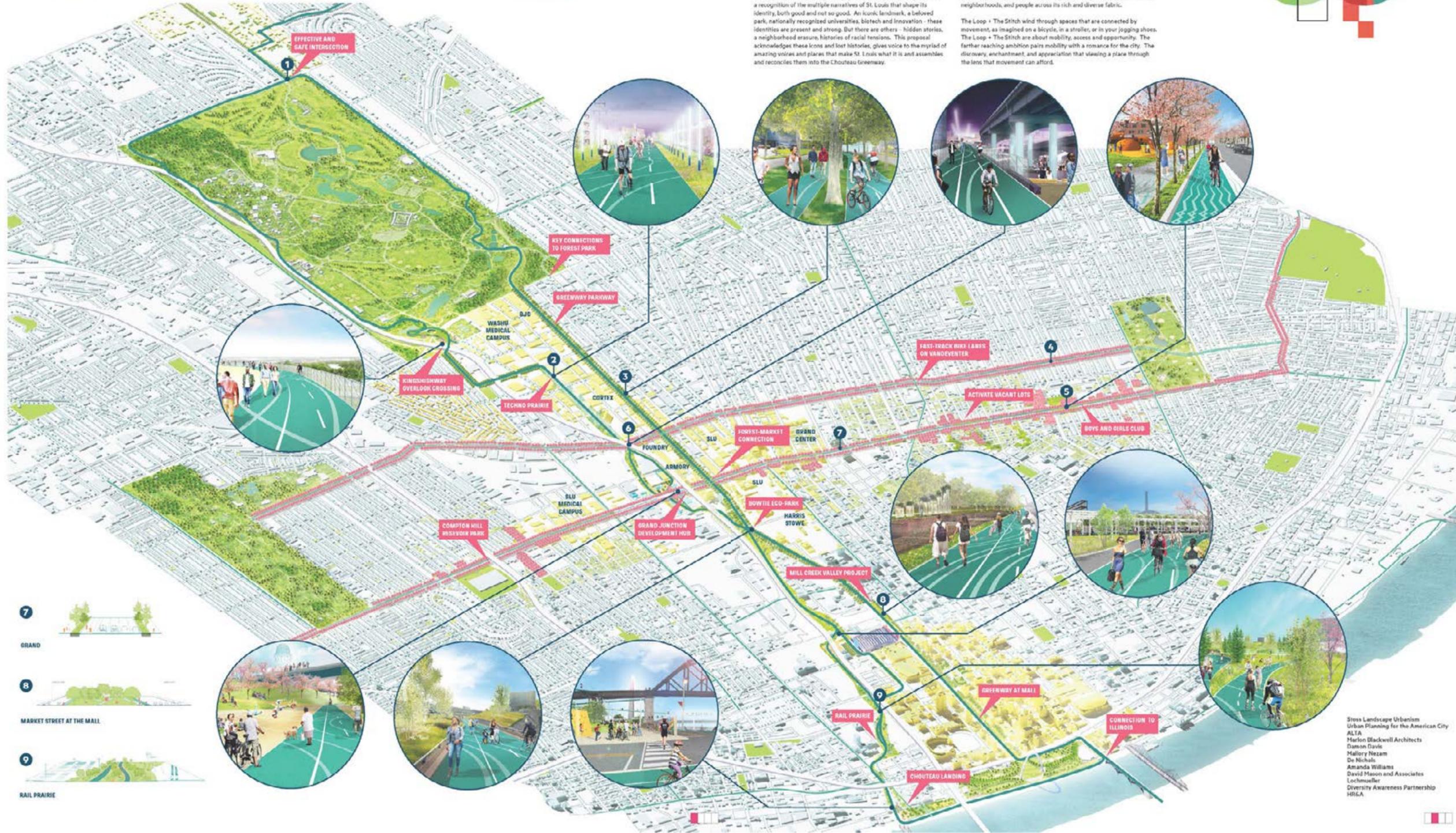
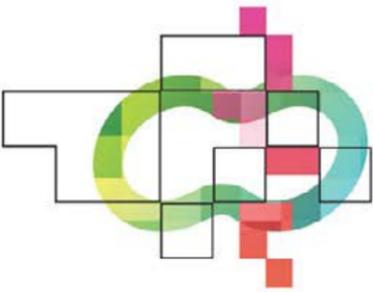


THE LOOP + THE STITCH

The Chouteau Greenway began as an east-west proposition: connecting green space to green space, Arch to Park. But is this one line enough? There are neighborhoods both north and south and stories of the city that deserve attention and unearthing, that are crying out for equitable consideration and meaningful engagement. Our concept begins with a recognition of the multiple narratives of St. Louis that shape its identity, both good and not so good. An iconic landmark, a beloved park, nationally recognized universities, biotech and innovation - these identities are present and strong. But there are others - hidden stories, a neighborhood erasure, histories of racial tensions. This proposal acknowledges these icons and lost histories, gives voice to the myriad of amazing voices and places that make St. Louis what it is and assembles and reconciles them into the Chouteau Greenway.

We propose an east-west Loop that connects Washington University to Forest Park to downtown and the Gateway Arch. We have also proposed a north-south Stitch, that connects Fairgrounds Park and North St. Louis to Tower Grove Park and South St. Louis. In this way the Chouteau Greenway inscribes itself into the city, connecting assets, opportunities, neighborhoods, and people across its rich and diverse fabric.

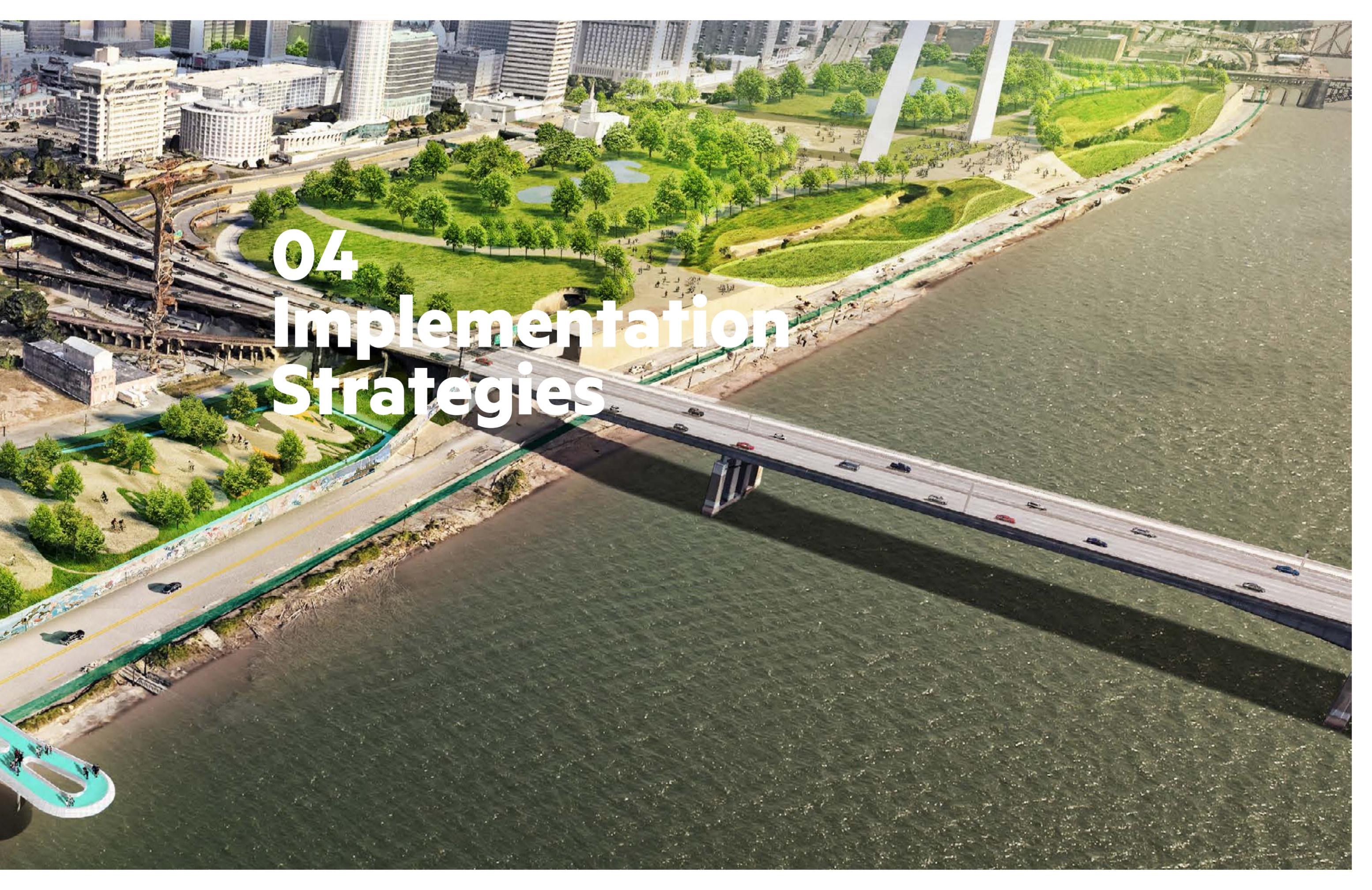
The Loop + The Stitch wind through spaces that are connected by movement, as imagined on a bicycle, in a stroller, or in your jogging shoes. The Loop + The Stitch are about mobility, access and opportunity. The farther reaching ambition pairs mobility with a romance for the city. The discovery, enchantment, and appreciation that viewing a place through the lens that movement can afford.



Stress Landscape Urbanism
 Urban Planning for the American City
 ALTA
 Marlon Blackwell Architects
 Damon Davis
 Mallory Nezam
 De Nicholas
 Amanda Williams
 David Mason and Associates
 Lochmeuller
 Diversity Awareness Partnership
 HRA





An aerial photograph of a city waterfront park. In the foreground, a multi-lane highway bridge spans across a wide river. To the left of the bridge, a road with a green-painted curb runs along the riverbank. The park area is lush with green grass, numerous trees, and winding paths. In the background, a dense urban skyline with various high-rise buildings is visible. The text '04 Implementation Strategies' is overlaid in large white font on the left side of the image.

04 Implementation Strategies

Implementation Strategies

Financing + Phasing

78 Critical to the success of the new Chouteau Greenway will be the identification of both the long term vision for the Loop and the Stitch and short-term catalyst projects. The vision will set the broader goals for the greenway development over the next 10 years and beyond, and will outline a series of initiatives that can be implemented in combination with various institutional partners, public agencies, and private landowners in ways that realize that vision over the medium and long term.

Equally important, we will identify a number of key short-term activation projects, impactful but technically or logistically simpler initiatives that will demonstrate supportive change on the ground and will be important signals and touchstones for future work. These kinds of activation projects could include development of vacant properties or street into art installations, food and brewery events, farmers markets, and other creative uses as well as open space renovation projects, which are important in the ways they both embody principles of the long-term vision and in the ways they can demonstrate short-term success for the work, building momentum for the greenway as a whole and catalysing more complex projects to come.

The full development of the Loop and the Stitch is a complex undertaking that will require a sophisticated funding and financing. Our strategy includes phased project development, leveraging local funding and enlisting multiple development sponsors for Greenway development. The Great Rivers Greenway District (GRG) will be tasked with leading the funding and financing of the project. The following offers guidance on how this should be accomplished.

FINANCING STRATEGIES

Successful economic development builds upon existing strengths and proposed developments and is catalyzed by exciting open space design and other public infrastructure investments. It connects neighborhoods and builds upon strong public-private partnerships, and while it may have short term benefits, it occurs over the long term.

LEVERAGE GRG FUNDS

One of the keys to funding the Chouteau Greenway will be to leverage GRG funds with other federal, state and local funding. The Great Rivers Greenway District should employ a “funding quilt” approach to raising needed financial support

for Chouteau Greenway development. The philosophy behind a funding quilt is to engage multiple funding partners in each and every phase of Greenway development. The Great River Greenways District should seek to leverage its own funding at a ratio (a factor) of 5 or 6 to one, whenever possible.

GREENWAY PROJECT SPONSORS

The Great Rivers Greenway District will assume the role of “master developer” and will need to work with various project sponsors to build out the Greenway. In some cases, GRG may not be the lead developer of a given Greenway segment, but nevertheless would be a partner in such development. GRG should examine each and every phase of the project to determine who would best serve as lead developer or builder, that might be a local or state government agency, a business or corporation, or a philanthropic foundation.

While GRG projects have been financed through a special sales tax, TIGER grant, corporate sponsor and institution contributions, and private donations in the past, we believe that there are a variety of public incentives that could support additional investment, including tax incentives through

Enhanced Enterprise Zone, New Market Tax Credits, and Tax Increment Financing (TIF).

TYPES OF FUNDING

The following offers a partial listing of funds that could be used to build portions of the Chouteau Greenway project. The type of funding is organized as follows:

Federal Resources

Transportation/Mobility Funding

- o TIGER (Transportation Investment Generating Economic Recovery)
- o Transportation Enhancement Funds
- o Recreational Trail Funds
- o Safe Routes to School Funds
- o Congestion Mitigation and Air Quality Funds
- o TAP Funds

Environmental Funding

- o EPA 319 Water Quality Funds
- o Clean Water Act Funds

State of Missouri

The State of Missouri should be a funding partner in the

Chouteau Greenway project. The State might be a primary funder of transportation improvements, and should also be a primary funder for environmental improvements that are defined within the Master Plan.

- Missouri Department of Transportation
- Missouri Department of Conservation

Local Government Funding

Most of the local government funding for future Chouteau Greenway development will come from four primary sources:

- Great Rivers Greenway District Funding
- Municipal funding
- St. Louis City Funding
- St. Louis County Funding

Local Philanthropic Funding

Philanthropic funding will play an important role in the development of the Choteau Greenway. The Great Rivers Greenway District has a large philanthropic community to work with in the St. Louis Region that can help fund portions of Chouteau Greenway development. The key will be to match philanthropic mission and interest with specific aspects and elements of project development. Below

is a partial list of St. Louis metropolitan area foundations that might be financial contributors to future Greenway development.

- Ameren Corporation Charitable Trust
- Anheuser-Busch Foundation
- Arch to Park Collaborative
- The Crawford Taylor Foundation
- Danforth Foundation
- Emerson Charitable Trust
- Enterprise Holdings Foundation
- The Foundation for Barnes Jewish Hospital
- Greater Saint Louis Community Foundation
- Great Rivers Greenway Foundation
- Green Street St. Louis
- James. S. McDonnell Foundation
- The Laclede Group Foundation Lutheran Foundation of St. Louis
- The Lawrence Group
- Monsanto Fund
- The Missouri Foundation for Health
- St. Louis Children’s Hospital Foundation
- Trio Foundation of St. Louis

Local Business, Institutional and Corporate Funding

Local businesses within the Chouteau Greenway will benefit from the improved mobility and connectivity byproducts of project development. They will also benefit from improved social and economic conditions generated by the Greenway. These local businesses should be regarded as investors in future Greenway development. A partial list of local businesses that might be funding partners for Chouteau Greenway development are listed as follows:

- Ameren
- Anheuser Busch
- Armory District
- Barnes-Jewish Hospital
- Cortex Innovation Community
- City Foundry
- Grand Center Inc.
- Harris-Stowe State University
- National Geospatial Agency
- Nestle Purina
- Wells Fargo
- St. Louis University
- St. Louis College of Pharmacy
- Washington University

PHASING

The Chouteau Greenway will not be developed as a single project, it will be multiple funded projects linked together, by the overarching framework of the Loop + the Stitch. Projects will be developed over an extended period of time but the intent is that each project makes new connections and has the potential to catalyze new investment. Project phases are organized by ease of implementation, availability of land, potential return on investment, and available funding sources. The Great Rivers Greenway District should immediately pursue the “low hanging fruit” and begin funding and developing the projects that are easiest to resolve and build. This will in turn build momentum and foundation for other phases of the project.

Implementation Strategies

Phase 0 Activation

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UNEARTHING OPPORTUNITIES AND HISTORIES

Phase Zero is an early activation and engagement phase. The activation piece allows us to stake out the territory for the greenway in painted bike lanes and street markings, demonstration projects, and arts programming. All these pilot projects set a forum for community engagement and outreach. Activation may take the form of lighting installations, projections, sunflower and orchard plantings, art, community picnics and bicycle parades. A temporary art installation on the site at the historic Mill Creek Valley neighborhood will highlight the erased fabric of the city. Activation in the Loop will attract residents, workers, and students to occupy the spaces of the future greenway. Whereas the activation of LRA owned lots in the vicinity of the Stitch on either side of Grand will engage neighbors and the stakeholders of Grand Center and SLU. Additionally newly painted bike lanes will allow a new mobility connection from North to South along Grand a connecting the anchors of Tower Grove and Fairgrounds Park. During this phase, zoning, planning and acquisition for future phases is underway.





INTERSECTIONS
DESIGN + PLANNING

INTERSECTIONS
DESIGN + PLANNING

UNDER TRESTLE
PROJECT (VIDEOS,
UPLIGHTING)

SUNFLOWERS ON
VACANT LOTS

EVENT ACTIVATION
ORCHARD PLANTING

TEMPORARY PAINTED
PATTERN N-S

BIKE PARADE

MILL CREEK VALLEY
STREETS TEMPORARY
INSTALLATION

TEMPORARY PAINTED
PATTERN E-W

GREENWAY + CROSSING
DESIGN + PLANNING

PLANNING AND
ACQUISITION

INTERCHANGE
PLANNING

EXTREME SPORTS
EVENT

SUNFLOWERS ON
VACANT LOTS

JELLYFISH CHANDELIER
LIGHTED INTERSECTION

- GREENWAY DEVELOPMENT CURRENT PHASE
- - - GREENWAY TEMPORARY DEVELOPMENT
- ←→ BIKE ROUTE CONNECTION TO GREENWAY
- ⋯ BIKE ROUTE NETWORK

Implementation Strategies

Phase 1 Priorities + Starting Points

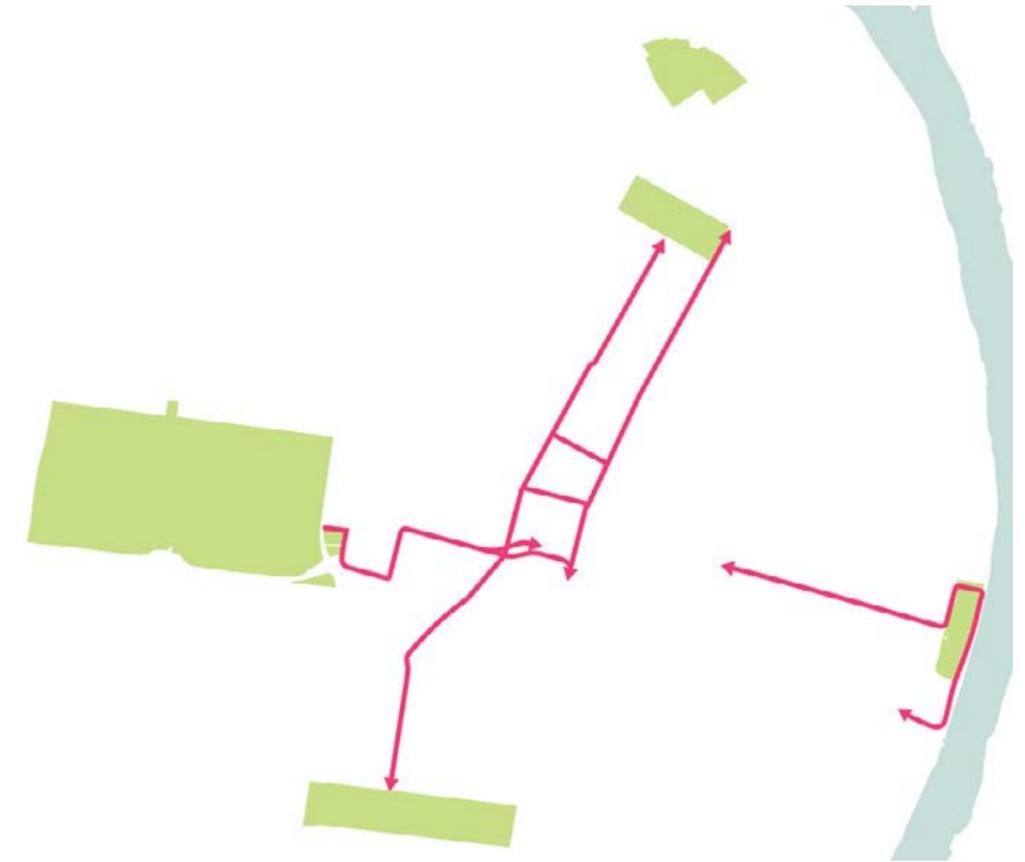
82

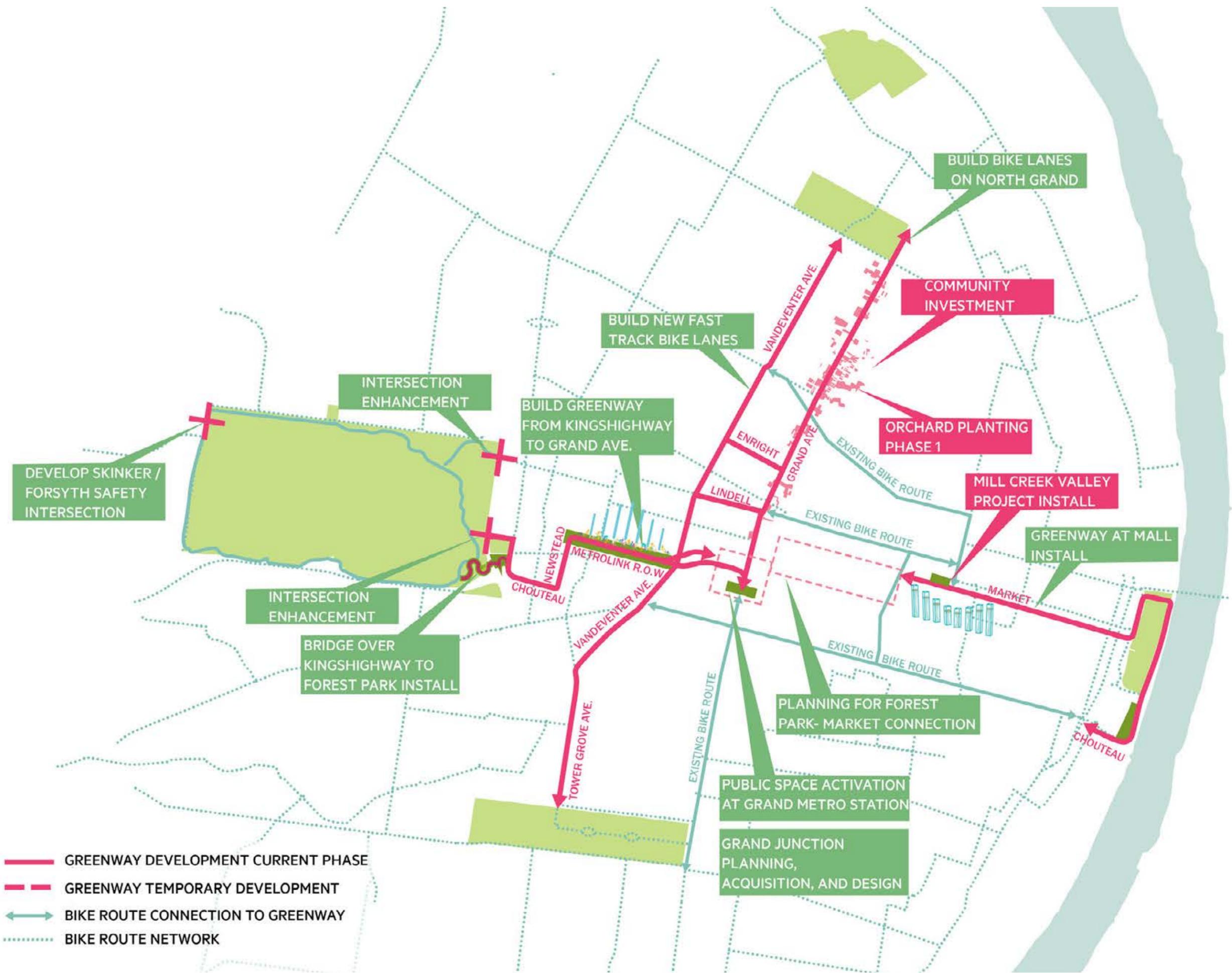
CONNECTING INVESTMENT - CONNECTING PEOPLE

This phase focuses on connecting existing assets and recent investment centers with new greenway development and existing bike routes: the Arch to the Gateway Mall; Washington University and Forest Park to Cortex and Grand metro station. A fast-track bike lane on Vandeventer is built to enhance mobility north and south. In this phase infrastructure improvements at Grand Junction are commenced, priming adjacent sites for new development and investment. Planning and design for the untangling of the I-64 interchange is underway.

Significant new crossings are created to connect assets, Kingshighway is punctuated by a land bridge at the south which becomes a gateway into Forest Park. New intersections are created at Forest Park and Kingshighway and at Skinker and Forsyth. Greenway development is focused on corridors with clear rights-of-way: Market St. to the east and the Bi-State rail corridor east and west of the current Cortex station. Existing bikeways temporarily complete the Loop in this phase.

In the North, activation and transformation of vacant lots and storefronts around the Boys and Girls club commences. The permanent bike lane and orchard planting from Fairground to Grand Center along Grand is completed.





- GREENWAY DEVELOPMENT CURRENT PHASE
- - - GREENWAY TEMPORARY DEVELOPMENT
- BIKE ROUTE CONNECTION TO GREENWAY
- ⋯ BIKE ROUTE NETWORK

DEVELOP SKINKER / FORSYTH SAFETY INTERSECTION

INTERSECTION ENHANCEMENT

BRIDGE OVER KINGSHIGHWAY TO FOREST PARK INSTALL

INTERSECTION ENHANCEMENT

BUILD GREENWAY FROM KINGSHIGHWAY TO GRAND AVE.

BUILD NEW FAST TRACK BIKE LANES

VANDEVENTER AVE

BUILD BIKE LANES ON NORTH GRAND

COMMUNITY INVESTMENT

ORCHARD PLANTING PHASE 1

MILL CREEK VALLEY PROJECT INSTALL

GREENWAY AT MALL INSTALL

PLANNING FOR FOREST PARK- MARKET CONNECTION

PUBLIC SPACE ACTIVATION AT GRAND METRO STATION

GRAND JUNCTION PLANNING, ACQUISITION, AND DESIGN

NEWSTEAD METROLINK R.O.W.

CHOUTEAU

VANDEVENTER AVE.

TOWER GROVE AVE.

EXISTING BIKE ROUTE

ENRIGHT

LINDELL

GRAND AVE

EXISTING BIKE ROUTE

EXISTING BIKE ROUTE

EXISTING BIKE ROUTE

MARKET

CHOUTEAU

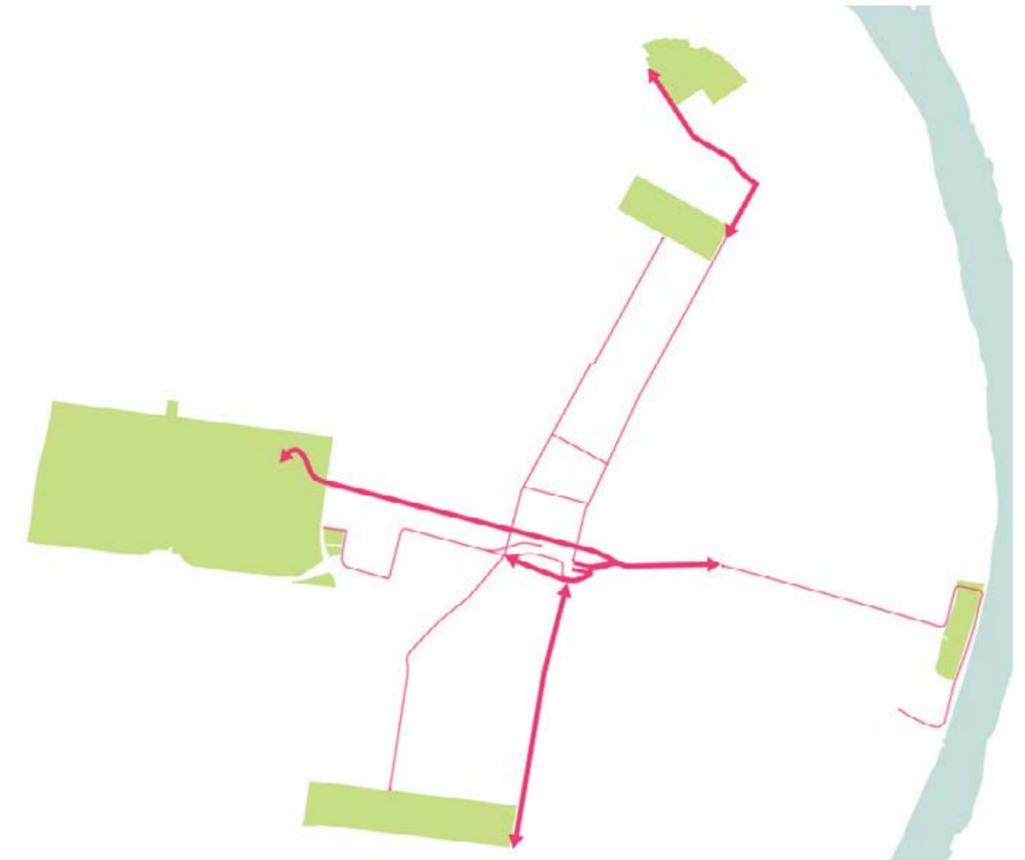
Implementation Strategies

Phase 2 Extensions

84

A UNIFIED PARKWAY - A UNIFIED GRAND

This phase tackles the more ambitious and essential connective pieces of the east-west connections. New at grade intersections along Grand and new highway infrastructure which reconnects Forest Park Ave. and Market St and creates a unified east - west greenway. Negotiated rights of way with MoDOT are essential for this phase. Additionally Grand Ave is improved with a full bike lane and mobility south to Tower Grove Park. At the north end, The Stitch extends north to O'Fallon Park and Bellefontaine Cemetery. Once complete this greenway connects downtown to Wash U and neighborhoods to job centers in the Central Corridor. Acquisition, planning and design occurs for the final connection to the river.





- GREENWAY DEVELOPMENT CURRENT PHASE
- - GREENWAY TEMPORARY DEVELOPMENT
- ↔ BIKE ROUTE CONNECTION TO GREENWAY
- ⋯ BIKE ROUTE NETWORK

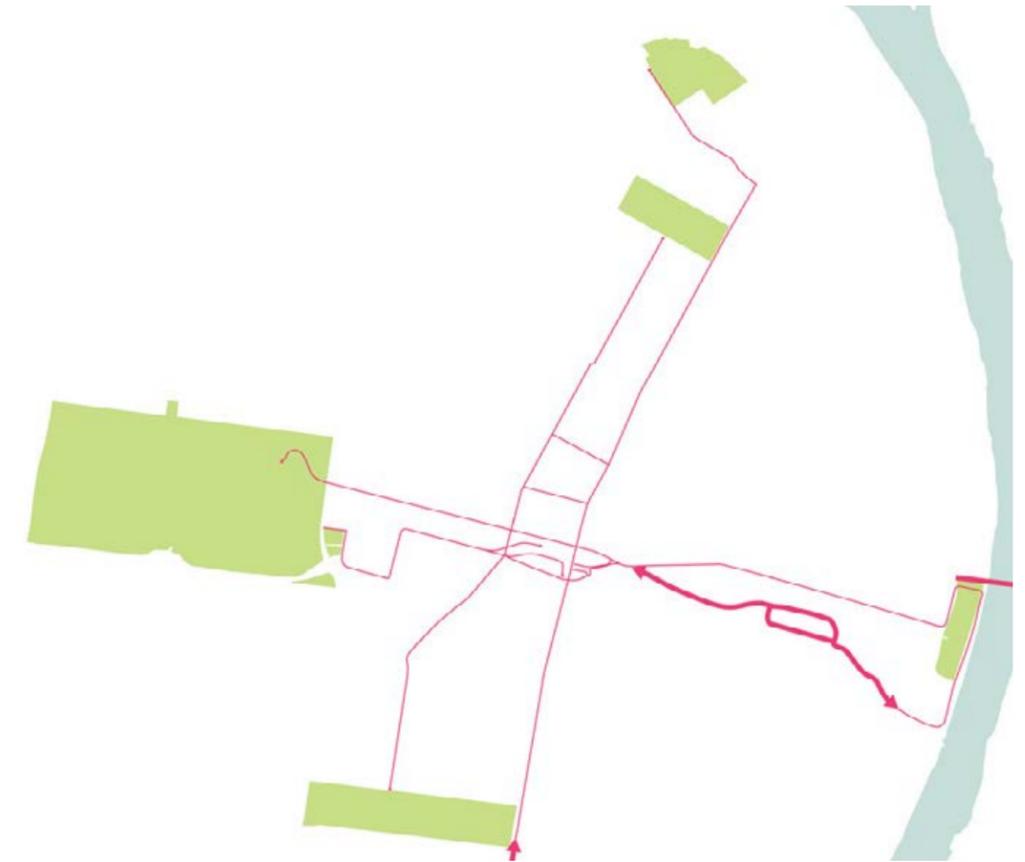
Implementation Strategies

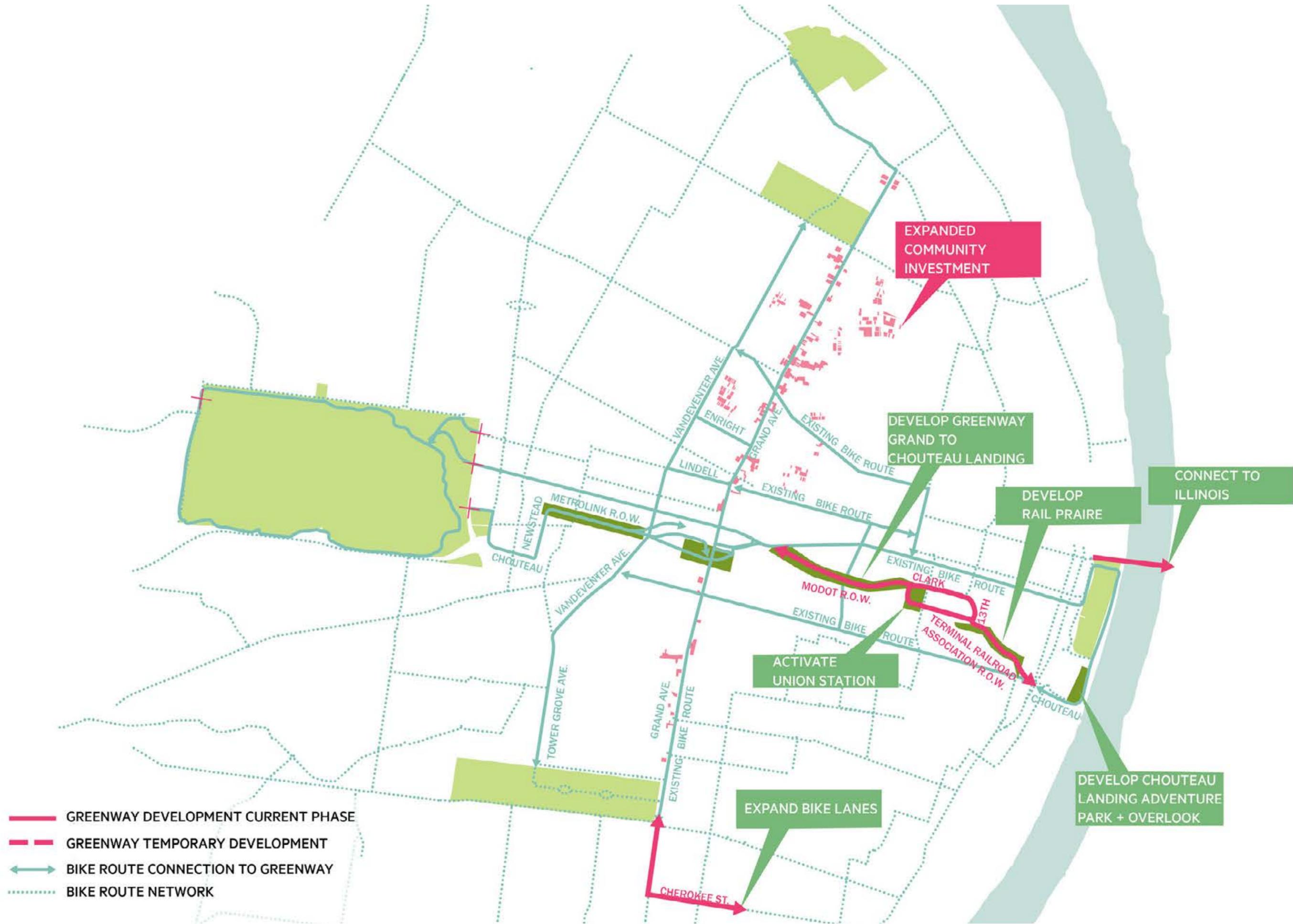
Phase 3 Elaborations

86

THE SPECTACULAR ADVENTURE:

The final phase coordinates with the Project Connect work (2021/2022) to make the final connection to the river after the Jefferson Interchange has been remade. This connects the final section from the Loop convergence at Forest Park Ave. and Market St. to the river, connecting Union Station, the Scott Trade Center, Busch Stadium and a new bike adventure park at Chouteau's Landing. A further connection is made with a bikeway crossing at Eads Bridge to Illinois. Rights of way vary in this corridor from streets to rail corridors, to privately owned parking lots. Community investments extend all along North Grand and further priority investment on development sites should follow.





- GREENWAY DEVELOPMENT CURRENT PHASE
- - GREENWAY TEMPORARY DEVELOPMENT
- ⇄ BIKE ROUTE CONNECTION TO GREENWAY
- ⋯ BIKE ROUTE NETWORK

EXPANDED
COMMUNITY
INVESTMENT

DEVELOP GREENWAY
GRAND TO
CHOUTEAU LANDING

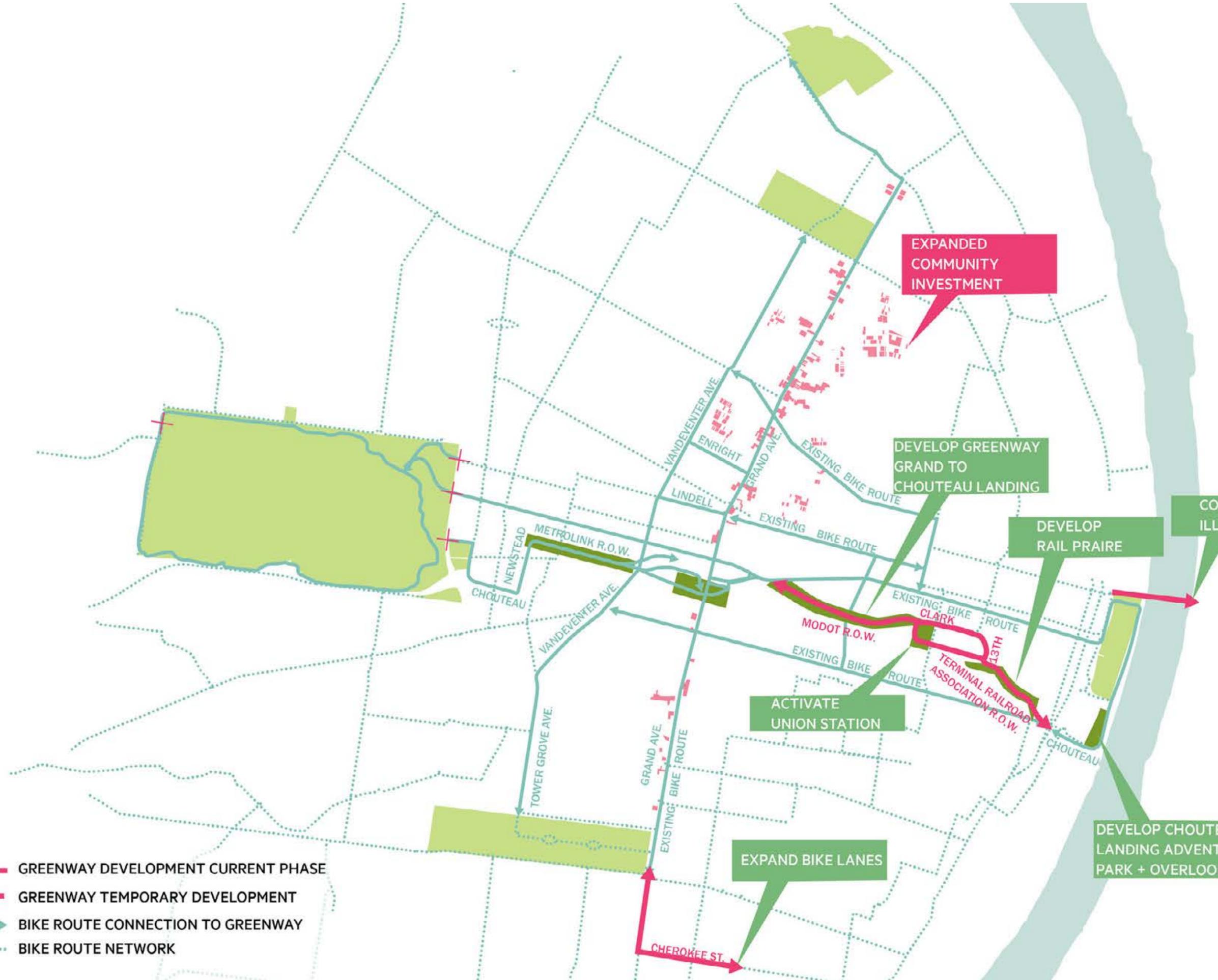
DEVELOP
RAIL PRAIRE

CONNECT TO
ILLINOIS

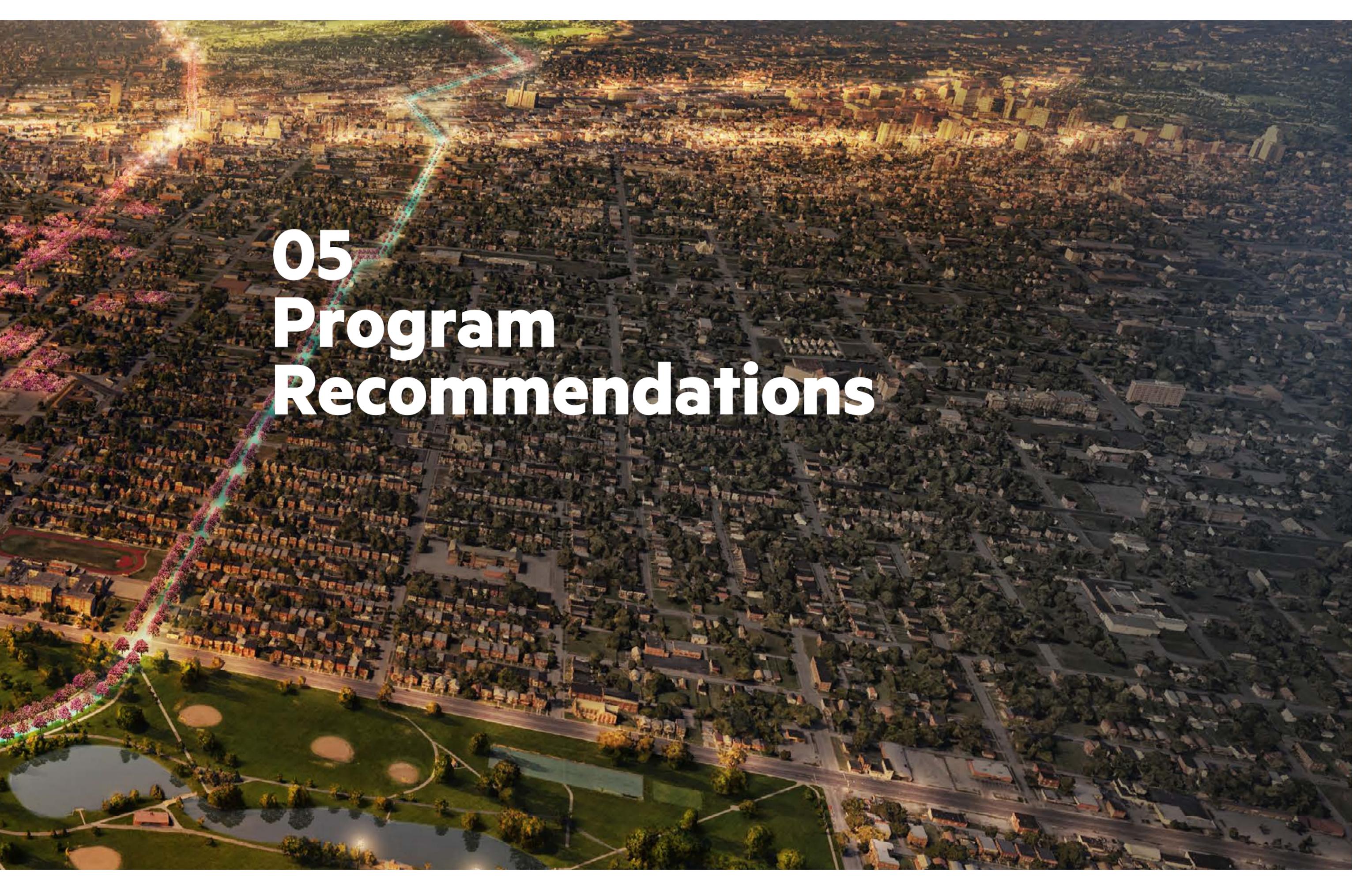
ACTIVATE
UNION STATION

EXPAND BIKE LANES

DEVELOP CHOUTEAU
LANDING ADVENTURE
PARK + OVERLOOK





An aerial photograph of a city at dusk, showing a dense residential area with a grid of streets. A glowing, multi-colored path (pink, purple, and blue) winds through the city, starting from a park area in the bottom left and extending towards the top left. The path is highlighted with a bright, shimmering effect. The city lights are visible in the background, and the sky is a mix of orange and blue.

05 Program Recommendations

An Integrated Art Program

Unearthing Histories, Cultivating Identities, Initiating Growth

90

We've assembled a local and national artist team that has been working as an integrated part of the design team. Our artist team is unique in that their individual and collective work is a combination of art, activism, community and civic engagement, and site activation.

The goal of the art program of The Loop + The Stitch is to create an evolving forum for exploring social, cultural, and racial dynamics in the city, and usher in a transformation of the urban fabric through discussions of equity, inclusion, hope and joy.

Thematically we are interested in using art to unearth buried histories and voices to bring multiple stories of the city to life. We focus also on issues of growth and cultivation, of creating new identities for spaces, in concert with landscape strategies around prairie habitat restoration, stormwater gardens, orchard productivity and various forms of urban agriculture.

Part of this should involve frank and true conversations about the realities of this place. Part of this must involve a robust

and open public engagement process including our team specialists Diversity Awareness Partnership in conjunction with one of the many local firms and organizations that may be already involved in one aspect or another of the competition process. Part of this might include an approach of figuring out how to build out the greenway while building a culture of belonging with the communities the greenway touches through celebrating life, health, and opportunities for growth for all.



An Integrated Art Program

Installations on The Loop + The Stitch

MILL CREEK VALLEY PROJECT

The Mill Creek Valley Project addresses a story of the displacement of a predominantly African American community. This place-based sculpture and extension to the Mall is meant to be both a tribute to the community that was displaced, but also an opportunity for the greater public (both St. Louis residents and visitors) to educate themselves about the history of a site the greenway directly engages. The design both represents the past -- unearthing the former footprints of buildings -- while also looking to the future -- the hourglass columns hold up displaced soil to grow vines and plants at the top.

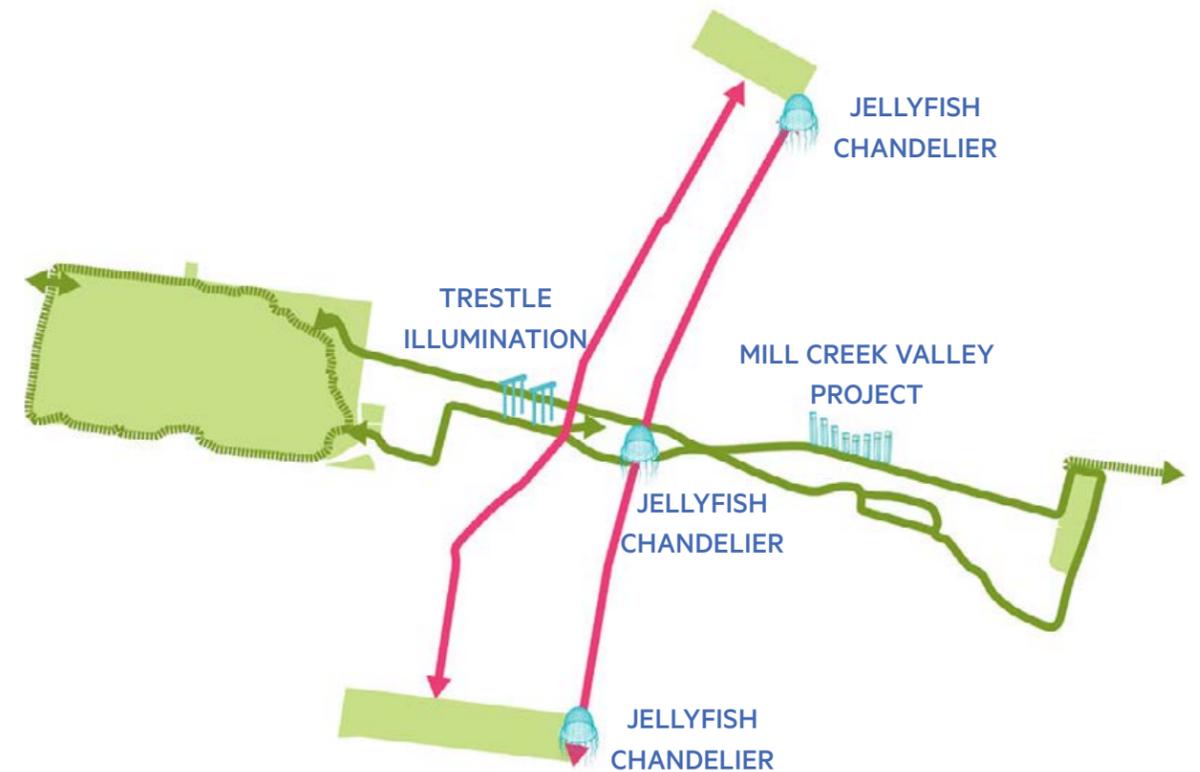
THE TRESTLE ILLUMINATION PROJECT

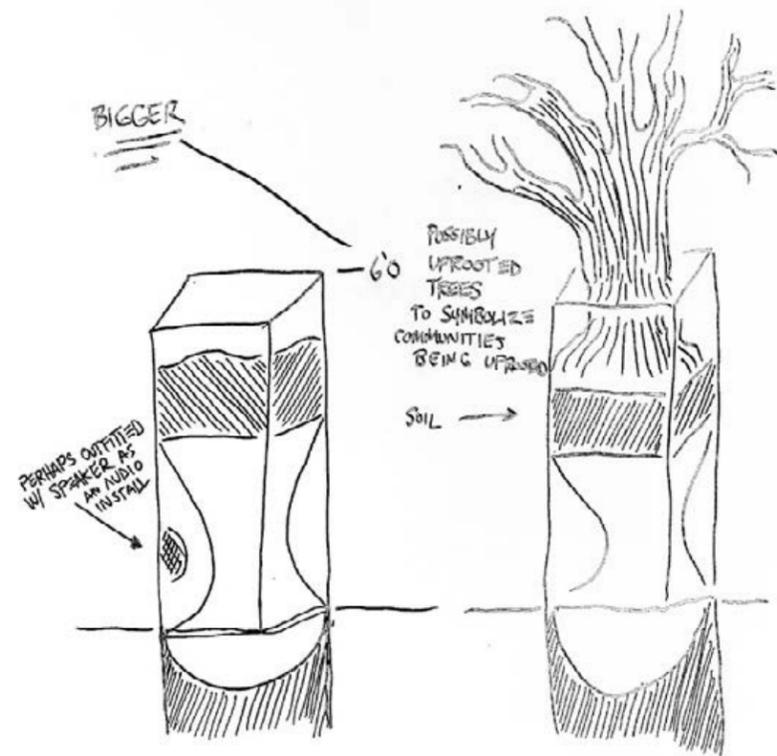
The malleable video projections at the Under Trestle Park create an opportunity for many different cultural, racial and ethnic groups to suggest short to long films they they would like to see projected in the Trestle. Through active outreach to community groups, we seek to display video work selected by a variety of community members, and create video watching events that bring wider cultural representation to

the greenway.

JELLYFISH CHANDELIERS ON GRAND

The Jellyfish installation rose out of a playful desire to punctuate significant moments along Grand Avenue with illuminated, civic-scale chandeliers as north-south compliments to the east-west infrastructure illumination strategies, these would be located at the two parks on either end of the corridor, and also at the Greenway nexus of Grand Metrolink. Damon Davis came to the form of the jellyfish while contemplating the artistic themes of life and growth and illumination along The Stitch, noting their body to being similar in form to that of a chandelier.

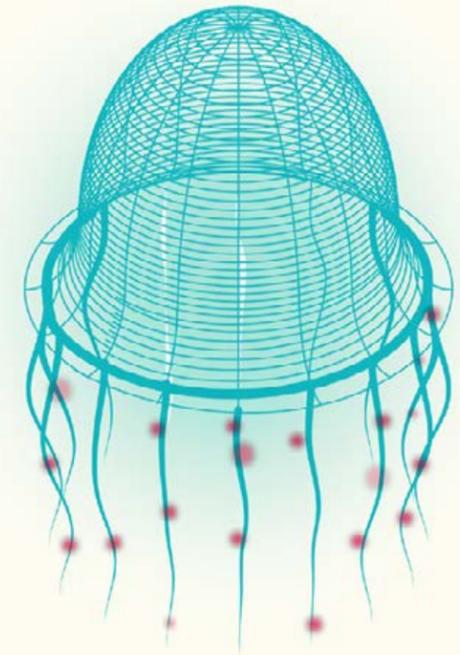




Damon Davis' sketch of the Mill Creek Project growth columns



Example of projection installation that can be integrated as a mode of storytelling



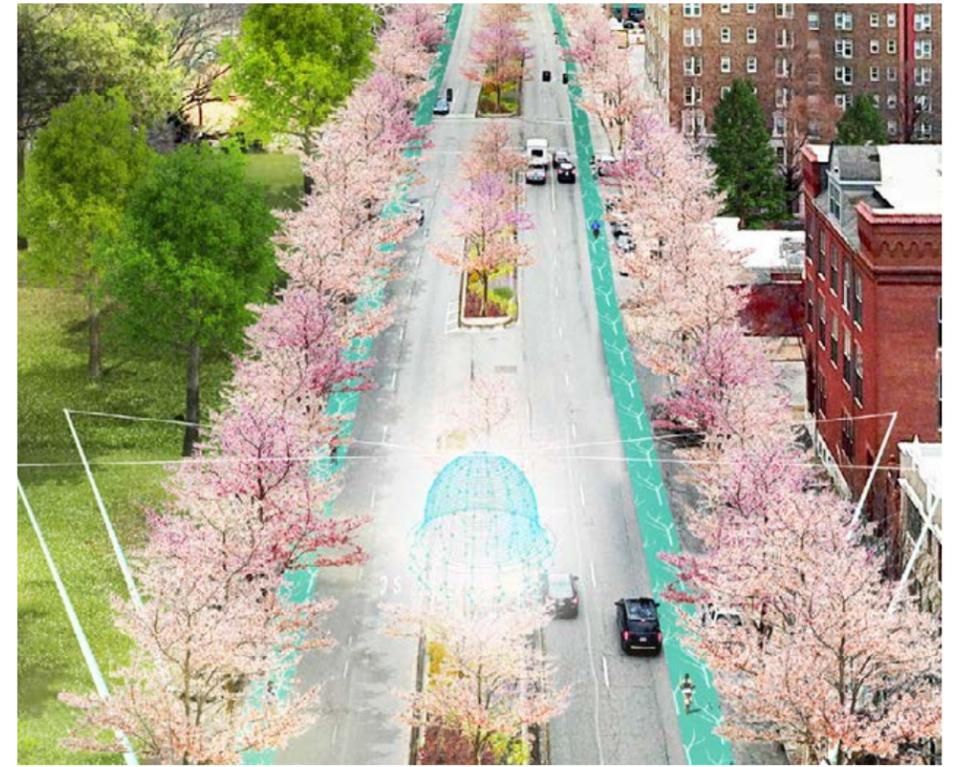
Model render of Damon Davis' jellyfish chandelier concept



View East of Mill Creek Valley Project of growth columns, glass floor and brick building footprints



View east along The Trestle of column projections



View North along Grand of jellyfish chandelier installations

An Integrated Art Program

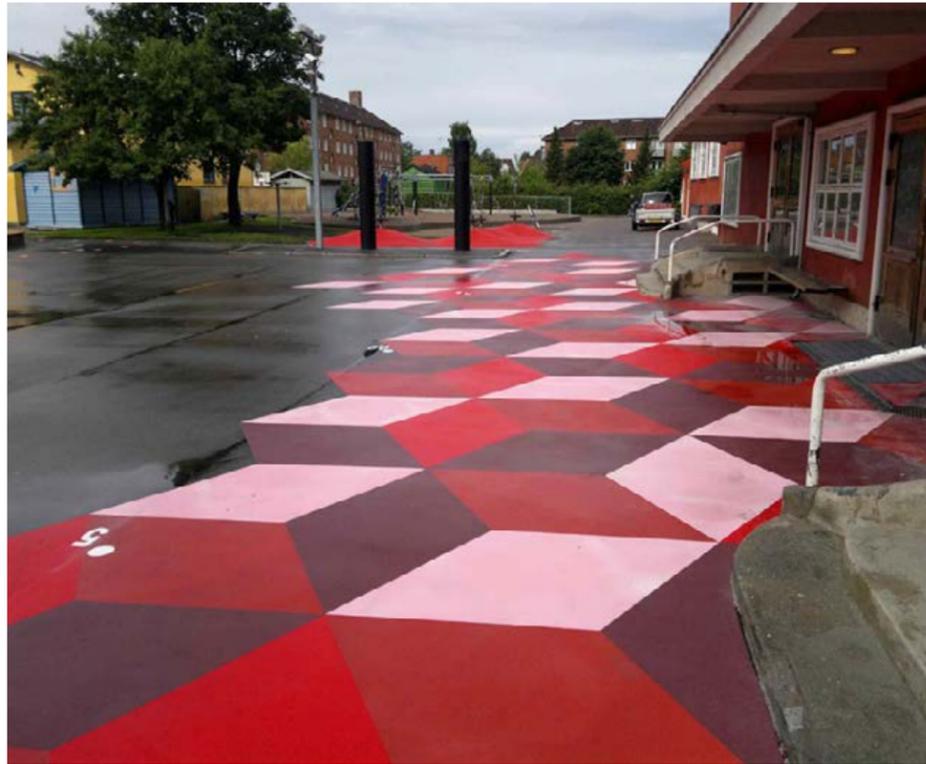
Art as Event and Activation

94

Our artist team has been developing art and activation strategies inspired by St Louis, such as an early painting installation tracing the former Mill Creek Valley streets drawing attention to the city's history. Others are more playful in nature, planning an annual bike parade for kids or planting vacant lots with sunflowers.

De Nichols has also been involved with the FoodSpark, a community food program that brings a wide variety of people together generate dialogues around curated subjects that lead to greater mutual understanding of one another. Topics such as mental health, cultural appropriation, story sharing of memories of a neighborhood, or even the celebration of a minority holiday might be discussed. We seek to actively engage groups that don't always spend time together, to push further the mission of growth, learning, healing, and collective dreaming about a shared future.

Mallory Nezam is also interested in Pre-enactment Theater, that would engage local stakeholders in ideations before a new extension of the Chouteau Greenway is built. This theater and set-building practice allows for the active participation of members of a neighborhood living, working or attending school in an area where the trail is slated for extension. Through Pre-enactment Theater, community members will be engaged to imagine how they might like to use and experience the upcoming greenway, and how the greenway will contribute to the future of their neighborhood that they envision. It encourages collective imagination and asks for individuals and groups to become stakeholders that contribute ideas to the formation of the greenway as it grows.



Painting streets and sidewalks



Painted art activation



Temporary activation



Temporary site activation



De Nichol's Food Spark community food events



Amanda Williams' Color(ed) Theory project paints vacant houses to be demolished

An Integrated Art Program

Ongoing Initiatives + Installations

96

Beyond some of the activation and permanent art installations described, we imagine a fully curated series of art installations and cultural performances throughout the length of the Greenway. Vacant lots and activation clusters, as well as new spaces at the Under Trestle Park and Grand Junction can host an array of changing art works over time.



Illuminating existing buildings with curated projections



Kid's bike parade



Mallory Nezam's #chalkedUnarmed installation



Temporary markets and festivals



Temporary interactive dancefloor installation



De Nichols' Food Spark community event

Artists of Color Council

Integrating Artists of Color from the Start

98

We are very much eager to work with the GRG's Artists of Color Council as the work moves forward. But we also believe art and the personal and professional experience of artists (local and national, working in places like St. Louis with similar types of social, economic, and racial disparities as St. Louis) should inform the Greenway work from the start, not simply be something that is added on after the work is fully conceived. To this end, we have included artists Damon Davis, Amanda Williams, De Nichols, and Mallory Nezam on the team to inform the work, to participate in the shaping of our proposals, and to contribute their own ideas and installation proposals into the mix to create a richly layered, textured, and highly informed piece of work. We very much welcome others, and look forward to new ways to engage them and the communities and ideas they represent.

We have a number of opportunities that are designed for collaboration with the Artists of Color Council and other members of the community such as the Mill Creek

Valley Project, the early activation strategies, or the light installations on Grand. One instance is curating video projections by a wide variety of local and non-local artists. These initial video projects are to be selected feeding into our thematic criteria of growth. What can help our region to grow? What can help the Greenway flourish? What elements of local history must be addressed in order to open up the possibility of future growth? What kind of growth and future do we want?

These questions and prompts will inspire our abstract video projections, and also serve as a guideline for setting the tone of the short and long film selections from community members



De Nichols in her Prose and Protest video exhibition



Amanda Williams' and team preparing for PXSTL: A Way, Away (Listen While I Say) installation



Mallory Nezam and Improv Anywhere's annual St. Louis Pillowfight



Damon Davis during his 2017 Ted Talk



Mallory Nezam's Building As Body



Damon Davis's All Hands on Deck art installation

Civic + Community Engagement

Interactive, Ongoing + Deep Engagement

100

With regard to community and civic engagement, the GRG has a stellar track record of engaging with the various communities in and around St. Louis, and finding ways to ensure success. We want to build on this work, allow our own artist and engagement/activation team to enhance the work of the GRG's engagement specialists, and to build on our collective experiences of making engagement a series of events and activation opportunities in and of themselves. Engagement as events, as prototyping, as block parties, and events. This is especially important in the north and south, where disadvantaged and disenfranchised people have had limited access to resources, and where a different kind of process needs to unfold in order to first LISTEN to the voices of the people who live there everyday, to understand THEIR issues and priorities. This is about earning local trust, and also involving local community leaders to develop a strategy for access, mobility activation, and remaking of vacant lots and opportunity areas in ways that build on initiatives already under way.

The design competition process understandably puts forward a design concept that has only limited input from community stakeholders. The GRG has also created advisory committees that will have a voice in the design as it develops further and have had some feedback for us. Therefore civic engagement going forward must establish how decisions are made and by whom, and clear parameters on what the broader community has the ability to influence. Establishing these guidelines early in the process will not only build trust and transparency, but also allow for the GRG, design team and community ambassadors to create engagement tactics that are carefully constructed to allow for effective ideation and decision making.

To that end, our team has partnered with DAP to ensure that all engagement tactics acknowledge and account for the diversity of constituents who be a part of the design process and ultimate users of the greenway. Specifically, our team recognizes many people in St. Louis do not have the

opportunity to sit at engagement tables with others who are different from themselves (race, class, generation, sector, leadership). Therefore, we intend to build strategies with the GRG that support building cultural competency and acceptance of different, as well as an amazing design.

Our first step in this process will be to work with you on what tools will generate the maximum level of meaningful involvement, working to build on the good work of the Great Rivers Greenway, and the extensive networks and communication outlets already in place. The end result will be a Chouteau Greenway for St Louis that finds common ground and support across multiple constituencies with a visionary but grounded—and achievable—step-by-step implementation approach.



Civic + Community Engagement

What We've Already Heard

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In many ways what we have heard during this competition process is what we hear from many communities, 'we want better connections, vibrant communities, safe and accessible travel, a greenway that represents the neighborhoods it connects', and in other ways there are challenges that are uniquely St. Louis. Themes of equity and division are ingrained in psychologies that will take more than a new coat of paint to overcome, concerns over the scale and distribution of open spaces, being strategic with the kinds and size of new commercial centers so they don't cannibalize other areas of the city, these are important issues and are what we have been thinking about with every decision and direction of our proposal.

The very core of The Loop + The Stitch is aimed to be open to local voices and is designed to be flexible to a variety of involvement and growth.



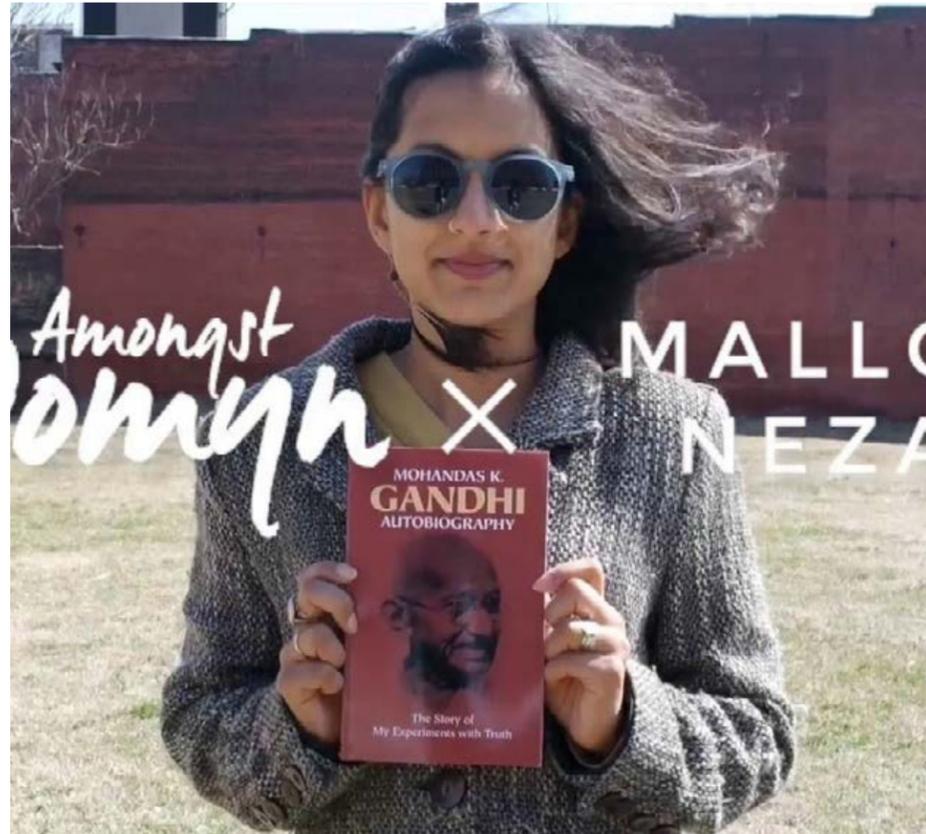
Civic + Community Engagement

Familiar Faces Inventive Techniques

104

We've assembled a fantastic team of artists, Damon Davis, Mallory Nezam, De Nichols, and Amanda Williams, whose art is as much social commentary as it is civic engagement and activism. They are locally embedded, having all practiced and made art in St. Louis—De and Damon and Mallory are especially familiar faces to folks all around St. Louis, including in the North and South neighborhoods.

Through this competition process, they have provided the team valuable insight into the communities of St. Louis and the ways that art can engage them. These artists are not tied to any media but are instead interested in the questions, the message or the problem at hand. They convene people and conversations. Their media and techniques are defined by a response to the content and the community; their resultant art works range in scale, temporality, and medium.



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Civic + Community Engagement

Engagements , Events, Activation, Block Party, Prototyping

106

Our public outreach does not stop after the first meeting. We look for opportunities to change perceptions and reshape opinions of sites in advance of future action and further development. Interim programming has often been a successful tool we use to achieve this. It acts as a mode of expanded outreach, where events, activities, and art and landscape installations offer additional means of reaching the public and generating interest in the site. These interim programming strategies and temporary installations before, during and after future strategic recommendations provide opportunities to gain public support for new spaces and increase excitement before the full planned vision for a site is realized.

For example, Mallory Nezam's Pre-enactment Theater engages community participants to take part in a workshop in which they will build prototypes of small elements they would

like to see integrated into the greenway, perhaps seating, a skate ramp, a lemonade stand, or beautiful flowers they'd like to see planted. For a single day engagement, participants bring some of these built components to enact or imagine the type of space they would like to see. As facilitators, we take note as to what the community has expressed, and integrate some of these components into the influence of the design, especially the arts components along the trail.

Our public participation perspective is not a "one-size-fits-all" approach; our engagement process is tailored to the specific needs and quirks of a place, all the while ensuring that it is fun, educational, and achieves the goals of the project. We go to people in their neighborhoods. We host block parties and food events. We even prototype design elements to test in weekend events in order to get meaningful feedback during the design process.

These tools have also included annotated plans, before and after views, illustrative sections, ground-level views, playing cards to gauge community interest in potential programmatic opportunities, and interactive models in which members of the public can move pieces around, testing and imaging scenarios for future public space. We draw, we build, and we listen. We also study proposals through time, demonstrating how vegetation might grow and change over a number of years, or how a city block might be built out incrementally over longer periods of time. In addition to more typical meeting and workshop formats, we also explore how other gatherings (like an on-site community barbecue!) and other tools (social networking sites, like Facebook and Twitter) might allow us to reach out to broader audiences and solicit more diverse input throughout the project period.





A group of approximately 15-20 people are gathered in a meeting room. They are dressed in business casual attire. Many are looking at documents or papers they are holding. Some are engaged in conversation. The room has white walls and a whiteboard in the background. The text '06 Team Composition' is overlaid on the image in a large, white, sans-serif font.

06 Team Composition

Team Composition

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CONSULTANT TEAM

Just as St. Louis is a melting pot of culture, we diligently and intentionally curated our team with individuals who embody the same values and goals as the community. Our team includes proactive thinkers and visionaries in the fields of design, planning, economics, green infrastructure, transportation, and more. We felt that it was of the utmost necessity that we have a healthy combination of globally recognized and awarded design, and financial experience with extensive local know-how. Design is only as good as it is practical, and when designing for an entire population it is critical to have input, influence, and the expertise of specialist across a range of professions and disciplines. As such, we have been able to create a design vocabulary

for the greenway by utilizing our diverse perspectives of urban life and design so that it creates a new authentic experience unique to only St. Louis.

We are Cooper-Hewitt National Design Award winners in Architecture and Landscape; the next generation leaders of cutting-edge landscape architecture, art, urbanism, and architecture practices; and the country's leading multimodal transportation firm — located here in St. Louis. And we are supported by collaborators known for their work in some of the most high profile national urban design and planning initiatives, as well as their extensive work with communities, stakeholders, city and state agencies, and private development interests on the ground.



Stoss Landscape Urbanism

112 STOSS is a Cooper-Hewitt National Design Award winner for its urban planning and landscape projects that integrate urbanism, landscape, infrastructure, and Sustainability. Founded in Boston in 2001, Stoss has won regional, national, and international awards for its planning, urban design, and landscape design efforts, in places as diverse as Toronto, Boston, Dallas, Tel Aviv, and Shanghai. Stoss's work focuses on creating an active and environmentally sustainable urban realm, socially vibrant public spaces and landscapes, and diverse, vital neighborhoods in which folks can live, work, and play. Designing for resilience is a core principle in much of their professional and academic work. We specialize in urban and landscape revitalization. We design public spaces, cities, and landscapes to respond and adapt to changes in climate, demographics, and economies. We advise on project strategies for clients thinking about what's next. We research new applications for technologies, infrastructures, and ecologies in ways that transform people's experiences. We imagine new possibilities, creating value and vibrancy in challenging places. We work primarily in the public realm,

regardless of whether our clients are cities, public agencies, institutions, or private interests. And we're involved in projects of many kinds: urban and campus and ecological spaces; regional and urban strategies; multi-scale landscape infrastructures; development and re-development projects; parks and open spaces; furnishings and exhibitions. We are as interested in how projects work for people and clients as we are in what they look like. We believe it's possible to be both inventive and pragmatic, beautiful and functional. And we're interested in simple technical efficiencies and hybrid solutions that can do many things at the same time—most importantly enriching the lives and experiences of people.



Urban Planning and Design for the American City

URBAN PLANNING AND DESIGN FOR THE AMERICAN CITY is led by Toni Griffin and based in New York. Through the practice, Toni served as Project Director the long range planning initiative of the Detroit Work Project, and in 2013 completed and released Detroit Future City, a comprehensive citywide framework plan for urban transformation. Most recent clients include working with the cities of Memphis, Milwaukee and Pittsburgh.

Ms. Griffin was the founding Director of the J. Max Bond Center on Design for the Just City at the Spitzer School of Architecture at the City College of New York. Currently the Center is focused on several design research initiatives including the Legacy City Design Initiative, that explores innovative design solutions for cities that have lost greater than 20% population lost since their peak; “Just City Design Indicators Project” that seeks to define the core values of a just city and offer a performance measure tool to assist cities and communities with evaluating how design facilitates urban justice in the built environment; and “Inclusion in

Architecture” that examines the participation of people of color in architecture and related design fields. Prior to returning to private practice, Toni was the Director of Community Development for the City of Newark, New Jersey, where she was responsible for creating a centralized division of planning and urban design, launching the city’s complete overhaul of its comprehensive master plan and zoning ordinance. Between 2000-2006, Ms. Griffin served as Vice President and Director of Design for the Anacostia Waterfront Corporation in Washington, DC, leading the planning for the Washington Nationals Ballpark District, and held the position of Deputy Director for Revitalization Planning and Neighborhood Planning in the D.C. Office of Planning, responsible for the Anacostia Waterfront Initiative, the downtown City Center redevelopment, and numbers neighborhood revitalization plans.



DETROIT FUTURE CITY

2012 DETROIT STRATEGIC FRAMEWORK PLAN



Alta Planning + Design

114 ALTA is North America's leading multimodal transportation firm that specializes in the planning, design, and implementation of bicycle, pedestrian, park, and trail corridors and systems. Founded in 1996, Alta has more than 200 staff in 30 offices across North America and an international workload. On any given day, most staff walk, bike, or take transit to work. We are committed to transforming communities, one trip at a time, one step at a time, and one street, intersection, and park at a time. Alta has prepared pedestrian and bicycle facility plans and designs throughout the United States, enabling jurisdictions to improve non-motorized travel for residents and visitors alike. Our experience includes more than 500 bicycle and pedestrian master plans nationwide and leading the development of the NACTO Urban Bikeway Design Guide and recently released FHWA Small Town and Rural Multimodal Networks Guide. Alta is skilled at improving operations for and reducing conflict between motor vehicles, bicycles, and pedestrians. We understand that the success of multi-modal projects demands a fully integrated approach

that includes bicycle and pedestrian connections that are safe, easy, and convenient; secure bicycle parking that meets latent demand; well-designed way-finding signage; and protected pedestrian and bicycle access through roadway crossings and across bridges. Alta sees projects through on details such as connectivity, ADA compliance, landscaping, and future expansion.

Alta specializes in providing solutions for greenway alignment and design, such as comfortable and safe transitions between on- and off-road sections, reduction of conflicts at complicated intersections, and mitigation of impacts in sensitive environmental and constrained areas. Alta is experienced in addressing both technical and community objectives and will see that applicable standards are met and the end-users and stakeholders are engaged and their feedback is incorporated throughout the planning and design process.



Marlon Blackwell Architects

MARLON BLACKWELL ARCHITECTS is an agile, full service design firm located in Fayetteville, Arkansas. Our belief that architecture can happen anywhere, at any scale, at any budget - for anyone - drives us to challenge the conventions and models that often obscure other possibilities. We use an economy of means to deliver a maximum of meaning in places where architecture is often not expected to be found.

Established in 1990, Marlon Blackwell Architects is committed to the value of design. We have a successful history of generating and implementing visions for multi-scale projects throughout the country. We achieve this by advocating a collaborative process between the client, community, and ourselves and the entire design team, where all voices are heard throughout the process. We are sensitive to the needs and environmental aspirations of our clients and work diligently to provide beautiful and sustainable designs. Marlon Blackwell Architects has earned an international design reputation through recognition of its work in many

publications, including architectural design journals and books, and receiving more than 120 design awards including state, regional, national and international awards. Marlon Blackwell Architects received the National Design Award in Architecture from the Cooper Hewitt Smithsonian Design Museum in 2016, was ranked #1 in Design by the Architect 50 (a nationwide ranking of architecture firms published by Architect magazine) in 2016, and was the 2011 Residential Architect Magazine Firm of the Year.

Regardless of scale or scope, we provide each project with the same high level of rigor and care. A situational approach allows us to respond to specific conditions and circumstances while speaking to the universal language of architecture, providing our work with a local identity and a global presence. In every instance, we strive to express the richness of the places we work and the ideals of the people and institutions we serve.



Damon Davis

116 **DAMON DAVIS** is a St. Louis-based multi-media artist, musician, and filmmaker, whose work has been exhibited at the Museum of Contemporary Art San Diego, the Southeastern Center for Contemporary Art, and the Museum of Contemporary African Diaspora Art in Brooklyn, New York. All Hands On Deck, a collection of images created in response to the 2014 shooting of Michael Brown in Ferguson, Missouri is included in the permanent collection of the Smithsonian Museum of African American History.



Mallory Nezam

MALLORY NEZAM is a social alchemist, cultural organizer, and creative consultant with a lot of joi de vivre.

As a social practice artist, she activates public space, cultivates engagement, and makes the mundane magical through performative public play. She organizes large-scale cultural events to encourage interactions that confront social barriers. She consults with businesses, non-profits, civic entities and local governments to create strategies and actionable plans that use art and culture to deepen civic engagement. *Grazing side by side is not living together.* Her work reimagines how we use our public spaces, and (hopefully) disrupts the psychogeography of segregation and complacency. At the end of the day, she hopes to increase our collective wellness: psychological, spiritual, social, physical. The constant current running through? Creating opportunities for transformation, and for deeper connection with strangers and self. With a background in religious studies and yoga, Mallory blends play, joy, spirituality, words. She has seen the work disarm, open, transform — and believes it makes the world a better place.



De Nichols

118 DE NICHOLS is a St. Louis-based social practice designer, visual artist, entrepreneur, and lecturer developing creative approaches to social, civic, and racial justice issues in communities. She is the Director and Principal Designer of Civic Creatives, an impact design studio that partners with communities to develop interactive experiences, tools, and initiatives that confront issues of racial inequity, social division, food insecurity, and civic engagement. Most recently, she was named a 2017 Citizen Artist Fellow of the John F. Kennedy Center for Performing Arts and 2018 Artist Fellow with the Regional Arts Commission in St. Louis, MO.



Amanda Williams

AMANDA WILLIAMS is a visual artist who trained as an architect. Raised in Chicago's Auburn Gresham neighborhood, she is best known for her series, "Color(ed) Theory," exhibited at Chicago's inaugural Architecture Biennial, in which she painted the exterior of soon-to-be-demolished houses using a culturally charged color palette as a way to mark the pervasiveness of vacancy and blight in black communities. The landscapes in which she operates are the visual residue of the invisible policies and forces that have misshaped most inner cities.

Amanda is a highly sought after lecturer and the subject of many articles on the relationship between art, race, and urbanism. She, in collaboration with Andres Hernandez, is the recipient of the Pulitzer Arts Foundation's 2017 PXSTL, a public art commission and has forthcoming exhibitions at the Arts Club of Chicago and the Museum of Contemporary Art in Chicago. Amanda was recently named to the multidisciplinary Exhibition Design team for the Obama Presidential Center in Chicago. She is a graduate of Cornell

University's School of Architecture, has served as an Adjunct Professor at the Illinois Institute of Technology, and a Visiting Assistant Professor at Washington University's Sam Fox School of Art and Design and Visual Arts in St. Louis.



David Mason & Associates

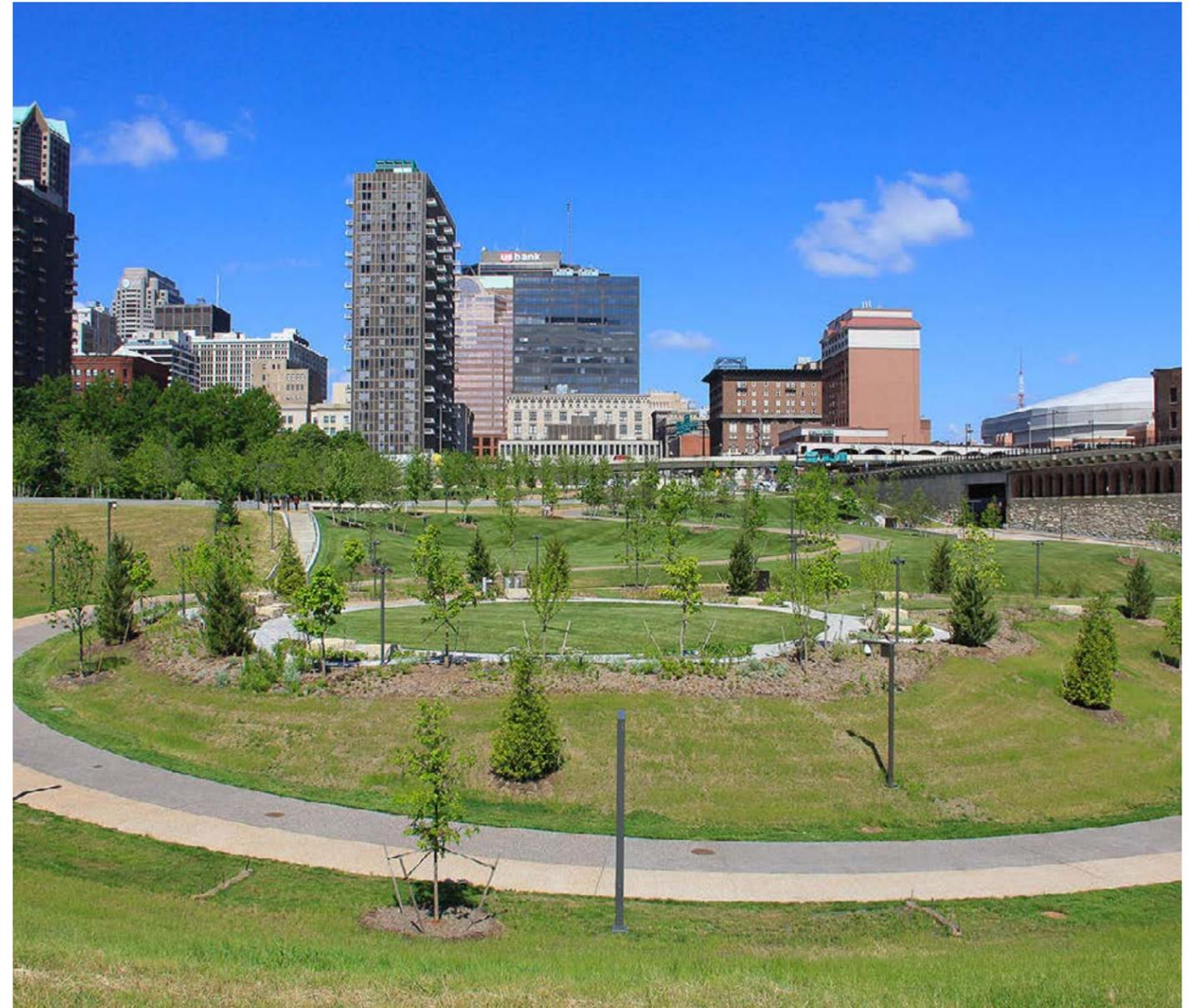
120 DAVID MASON & ASSOCIATES is a professional engineering company, incorporated in March of 1989, and headquartered in St. Louis, Missouri. DMA is a Minority-Owned Business Enterprise (MBE), specializing in engineering, surveying and architecture, thus providing a full range of planning, design, management, and inspection services. DMA currently maintains a total staff of over 150, civil engineers, structural engineers, surveyors, utility electrical engineers, architects and administrators. DMA has extensive experience with parks, park districts, bike trail organizations, site development and outdoor recreational facilities. We have worked on many projects for numerous park districts representing the cities we serve. Projects include bike paths, turf and natural fields, bridges, playgrounds, trail head developments and athletic complexes. Our experience with many different stakeholders on these types of projects provides our team with unique perspectives that support our engineering consulting efforts.

The master plan of a community must address neighborhood

facilities, recreation, open space and housing that showcase the community's strengths and recommends how it should exist in the future. The success of these projects requires an integrated approach through which the team and stakeholder leadership work together in an engaged process.

We at DMA are actively engaged in the research, planning and design of various parks that explore new ways to enhance the environment, optimize space utilization, and provide a high quality destination. DMA's focus on a community's infrastructure allows our partners to develop plans with full knowledge of opportunities and constraints.

In addition, DMA always puts particular emphasis on ADA accessibility and compliance with ADA Standards. DMA believes the rewards of ADA compliance come in many forms, not the least of which is establishing an accessible city that provides the public with access to open space, community facilities and independent mobility regardless of age or physical challenges.



Lochmueller Group

LOCHMUELLER GROUP is a distinguished, full-service planning and engineering firm that has provided expert transportation and infrastructure solutions to public agencies for over 30 years. With ten offices, more than 180 employees and projects nationwide, we provide our clients with a comprehensive range of services and a single source for all of their planning and engineering needs. Our staff has ready access to a wide variety of local, in-house expertise that provides insight on specific planning, design, and constructability considerations; permitting; costs; and a host of other disciplines. Our St. Louis office is our “center of practice” for traffic and signal engineering.



Diversity Awareness Partnership

122 DIVERSITY AWARENESS PARTNERSHIP is a catalyst to increase awareness, facilitate engagement and provide education about diversity and inclusion. Diversity Awareness Partnership's vision is inclusive communities where diversity is respected and embraced, and equity is the norm.

In 1998, survey results indicated that 89% of participating St. Louisans would do something to make the region more inclusive if they knew what to do. This statistic inspired a partnership between St. Louis' beloved sports teams, the St. Louis Rams, Cardinals, and Blues and a group of passionate St. Louis citizens whose perseverance initiated Diversity Awareness Partnership (DAP) in 2001. Since its inception, DAP has been recognized for its collaborative efforts with St. Louis entities including Edward Jones, Webster University, community organizations, the St. Louis legal community, and area middle and high schools to develop more diverse and inclusive working, learning, and living environments. After 10 years of making a difference, DAP remains dedicated to its founding mission while taking creative and innovative steps to impact the community as effectively and productively as possible.

TEAM COMPOSITION



HR&A Advisors

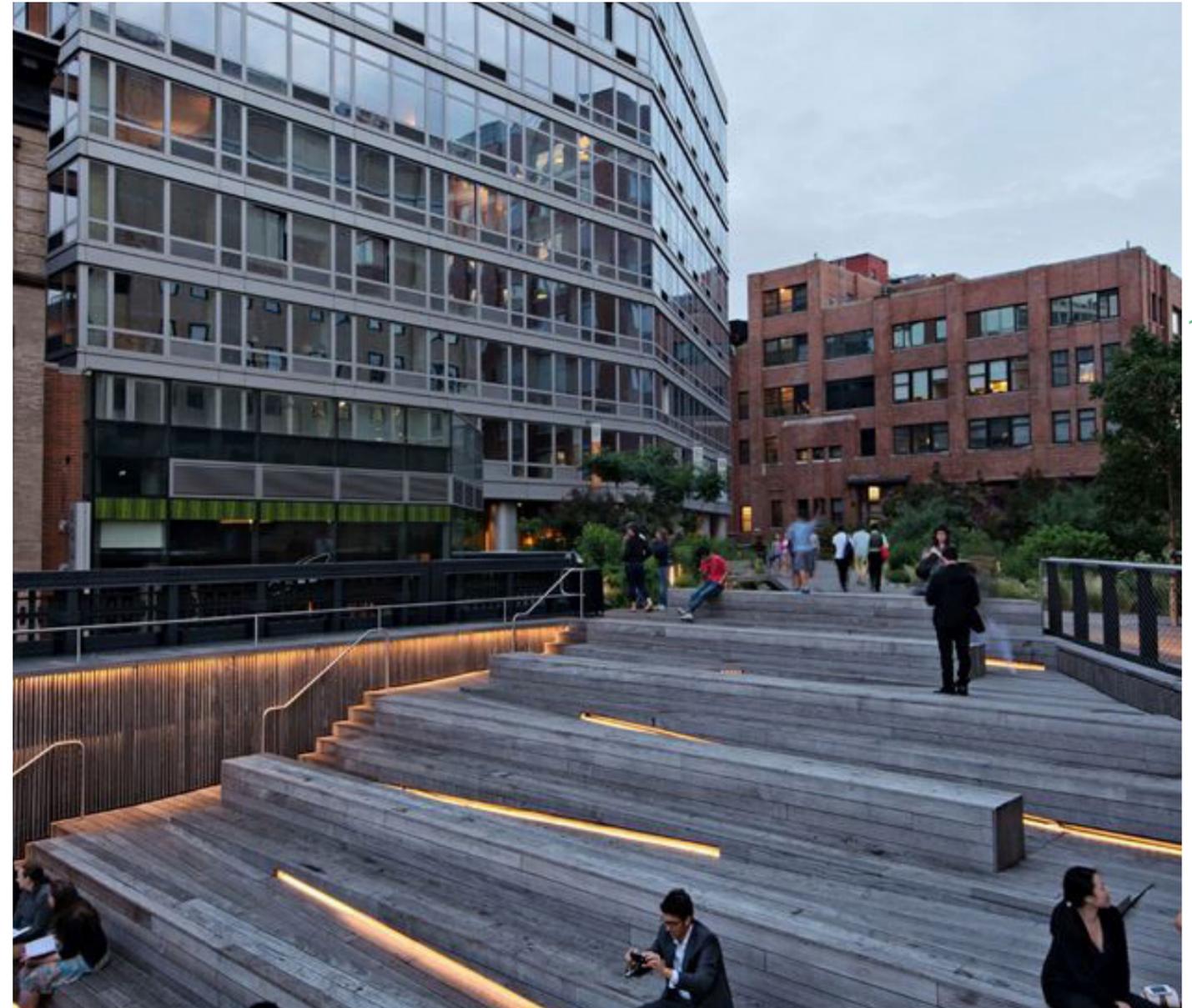
HR&A ADVISORS is at the leading edge of a movement to design, operate, program and fund the development of new and revitalized urban open spaces.

HR&A is an economic and real estate consultancy with more than three decades of experience contributing to the planning and development of parks, plazas, streetscapes, and other urban spaces. We view these spaces as both public amenities and catalysts of economic development. Our approach helps communities create value by making strategic connections among parks, other civic assets, and privately owned real estate. Our work products quantify the value of those connections using robust, data-driven analysis, and demonstrate how that new value can be used to fund open space revitalization, programming, and maintenance. We have provided successful visioning and implementation strategies for parks across the U.S. and abroad for more than 35 years, drawing on the skills and experience of 90 full-time employees in offices in New York, Dallas, Los Angeles, Raleigh, and Washington, D.C.

As of this writing, HR&A has served more than 115 proposed and existing urban open spaces, parks, and park systems, including New York City's High Line, London's Queen Elizabeth Olympic Park, Cincinnati's Fountain Square, Boston's Lawn On D, and the Dallas Parks system.

"We founded this firm to continue the reinvention of the American city into vibrant urban centers that offer jobs and sustain a high quality of life for diverse communities."

– John H. Alschuler, Chairman



Additional Team Members Since Stage I Submittal

DAMON DAVIS ARTIST



Damon is a St. Louis-based multi-media artist, musician, and filmmaker, whose work has been exhibited at the Museum of Contemporary Art San Diego, the Southeastern Center for Contemporary Art, and the Museum of Contemporary African Diaspora Art in Brooklyn, New York. All Hands On Deck, a collection of images created in response to the 2014 shooting of Michael Brown in Ferguson, Missouri is included in the permanent collection of the Smithsonian Museum of African American History.

FILM

A Story To Tell, 2013 Whose Streets, 2017 Bibliography
 Cheney-Rice, Zak, "Ferguson Now Has the Most Powerful
 Street Art in America", Mic.com, November 2015
 Brecher, John, "Artist Raises Hands of Hope in Ferguson",
 NBCNEWS.com, November, 2015
 Saeed, Abdullah, "LAYERS: Breaking Down 'LoveGun' By
 LooseScrewz", Vice Magazine, Mar. 2012
 Levin, Sam "Damon Davis: 2013 Riverfront Times Mastermind
 Award Winner", Aug. 2013
 Fowler, Nancy, "'Wailing Wall' Bridging St. Louis' Delmar Divide
 To Begin Going Scripts 'N Screwz, 'Brick", MTV.com, 2009

COLLECTIONS

Beach Museum of Art, Kansas State University, Manhattan, KS
 Smithsonian Museum of American American History,
 Washington DC Schomburg Center for African American
 Research, Harlem NYC
 St. Louis Art Museum, St. Louis, MO
 The St. Louis Regional Art Commission, St. Louis, MO
 Portfolio Gallery, St. Louis, MO Faulconer Gallery, Grinnell, IA

EDUCATION

St. Louis University BA Communication Tech, 2007
 St. Louis Regional Arts Commission, CAT Graduate, 2011

AWARDS

2017, TED Fellow
 2016, MIT VR Conference Fellow
 2016, 25 Filmmakers To Watch, Filmmaker Magazine
 2015, McArthur Foundation Awardee
 2015, Sundance Film Institute Grantee
 2014, Pulitzer Foundation for the Arts PXSTL Grant Recipient
 2014, Best Hip Hop Producer, SLUMfest Awards
 2013, Emmy Award Winner for Best Short Form Program "A
 Story To Tell" 2013, St. Louis Magazine 'Generation Now' 2013
 2013, RFT MasterMind Award Winner
 2013, St. Louis Sloup Across the Delmar Divide Award Winner
 2012, Best of 2012, Dopest Layers, The Creator's Project
 Collectives
 FarFetched, Founder Civil Ape, Co-Founder

TEACHING/ LECTURES

2017, TED Conference, Vancouver, Canada
 2017, Kansas State University, Manhattan, KS
 2016, Stanford University, San Francisco, CA
 2016, SXSW, Lecturer/Panelist, Austin, TX
 2016 Sundance Film Festival, Lecturer/Panelist, Park City, CO
 2015, Lecturer/Workshop, Drake University, Des Moines, IA
 2015, Art, Activism, and the Black Body, Panelist, Brooklyn
 Museum, Brooklyn NY 2014, Princeton University, Lecturer/
 Panelist, Princeton NJ
 2012, Guest Lecturer, St. Louis Contemporary Art Museum
 2014, Regional Arts Commission Keynote Speaker 'Minding the
 Gap' Conference
 Curatorial
 2015, "Empire State II", Regional Arts Commission, St. Louis,
 MO
 2014, "Wade In The Water: Portraits of the Ferguson Protest",
 Kranzberg Center For The Arts, St. Louis, MO
 2014, "ALTrs", Kranzberg Center For The Arts, St. Louis, MO
 2013, "Empire State", Concrete Ocean Gallery, St. Louis, MO

EXHIBITS

2017 Take it To The Streets, Gallery 210 University of Missouri
 St. Louis, St. Louis, MO
 2016 Dispatches, Southeastern Center for Contemporary Art
 (SECCA), Winston-Salem, NC
 2016 Museum of Contemporary African Diaspora Art, Brooklyn,
 NY (solo)
 2016 Museum of Contemporary Art San Diego, San Diego, CA
 (solo)
 2016 Truth To Power, DNC, Philadelphia, PA
 2016 Dispatches, Southeastern Center for Contemporary Art,
 Winston-Salem, NC 2015 Are We Global Yet? The Art and
 Politics of Public Space,
 Drake University, IA
 2015 Black Matters, artspace.com
 2015 Unveiling Visions: The Alchemy of Black Imagination,
 Schomburg Center, Harlem, NY
 2015 RESPOND, Smack Mellon, New York, NY
 2015 Counterpublic, The Luminary, St. Louis, MO
 2015 All Rise, Princeton University
 2015 Manifest Justice, Los Angeles, CA
 2015 Empire State II, St. Louis, MO
 2014 All Hands On Deck Street Art Installation
 2014 ALTrs, Kranzberg Arts Center, St. Louis, MO
 2014 NEUE FORM \ Hoffman LaChance Gallery, St. Louis, MO
 2014 Daytime Observatory, Outdoor Installation for
 Contemporary Art Museum St.
 Louis, MO
 2014 Wailing Wall, Outdoor Installation, Delmar Blvd, St.
 Louis, MO 2013
 Empire State , Concrete Ocean Gallery, St. Louis, MO
 2013 Reclamation ,PortfolioGallery,St.Louis,MO
 2012 Site/Sound, Laumeire Sculpture Park, St. Louis, MO

Additional Team Members Since Stage I Submittal

DE NICHOLS

@DE_NICHOLS | WWW.DENICHOLS.CO | DEANDREA@CIVICCREATIVES.COM | 314-322-5588

Civic Creatives | St. Louis, MO | CivicCreatives.com | @CivicCreatives
Social Practice Design Principal NOV 2016-PRESENT

Manage team of 4 to actualize art and design-based social interventions targeting youth development, racial and social justice, advocacy, and economic development.

Facilitate the creation of print and digital media outputs for organizational clients and community partners.

Serve as venture ambassador and spokesperson in presentations, conferences, competitions, and engagements with the public.

Strategize venture's fiscal development, structure, and branding strategy.

Contemporary Art Museum | St. Louis, MO | @ContemporarySTL
Community Engagement Specialist SEP 2014-NOV 2016

Strengthen the museum's engagement with immediate neighborhoods and communities within the Grand Center Arts District.

Develop and coordinate engagement in social practices, including inter-generational, community-based, and political art programming

Sustain and organize partnerships with Saint Louis Public Schools and city-wide educational organizations.

Education Assistant & Outreach Coordinator FEB 2013-SEP 2014

Review, evaluate, and expand the museum's current strategies for outreach programs and their implementation within metropolitan St. Louis communities.

Develop and coordinate fee-based summer programs for elementary and middle school aged youth.

Sustain organizational and educational stakeholder partnerships and relations.

Research best practices amongst arts-based K-12 education and programming.

L & J Associates, Inc. | Memphis, TN
Management Fellow, Senior Account Manager SEPT 2011-MAY 2012

Evaluated sales penetration of AT&T Uverse residential accounts in Mid-South regional market.

Trained entry-level account agents into senior-level leadership positions.

Project M Lab | Greensboro, AL
Social Design Fellow SUMMER 2011

Co-founded rural design-build program, COMMON Hoops, that trained youth as entrepreneurs through fabrication and industrial design.

Fundraised \$13,000 seed funding and led team to win the 2011 Sappi Ideas that Matters award.

Prototyped playground and sports equipment products using discarded items from May 2011 Alabama tornado damage.

Cultural Festivals | St. Louis, MO
Marketing & Graphic Design Manager JUN 2010-JUNE 2011

Developed the Emerging Artists as Entrepreneurs (EAEP) program to teach young artists in St. Louis entrepreneurship as independent artists.

Managed team of six to produce and design organization's inaugural Annual Report and Sponsorship Recap Report.

Directed production of all branding, print, video, online, and mobile collateral for the annual Saint Louis Art Fair, 2010 Big Read Festival, and corresponding industry events and conferences.

EDUCATION, FELLOWSHIPS, & TRAINING

**Washington University in St. Louis
Brown School of Social Work**
MSW in Social Entrepreneurship, 2014
Brown Scholar

Points of Light Civic Accelerator
Venture Fellow, 2014

StartingBloc Institute
Social Innovation Fellow, 2013

**Community Arts Training Institute
Regional Arts Commission-St. Louis**
Fellow in Community Arts, 2010

**Washington University in St. Louis
Sam Fox School of Design**
BFA in Communications Design & Marketing, 2010
John B. Ervin Scholar, Enterprise Scholar

SELECTED MERITS

Citizen Artist Fellow
John F. Kennedy Center for Performing Arts

Artist Fellow, Design
Regional Arts Commission St. Louis

2016
St. Louis Visionary Award
Recipient, Community Impact Artist

Member, Board of Directors
Forward through Ferguson

2015
Chair, Board of Directors
Creative Reaction Lab

2014
Featured Innovator for United Story
Clinton Global Initiative

Echoing Green
Finalist, Catalysts by Design

2013
Featured Innovator for Design Serves
Clinton Global Initiative

Finalist and Innovation Presenter
AshokaU Cordes Award for Social Innovation

2011
Ideas that Matter Recipient
Sappi

DE NICHOLS @DE_NICHOLS | WWW.DENICHOLS.CO | DEANDREA@CIVICCREATIVES.COM | 314-322-5588

02

SELECTED LECTURES & KEYNOTES

FEB 2017
"Creative Uprising: Understanding the Contemporary Black Creative Class through the Harlem Renaissance"
St. Louis, MO

MAY 2016
Commencement Keynote Address: "Do What Makes You Come Alive"
Sam Fox School of Design & Art, Washington University in St. Louis St. Louis, MO

APRIL 2015
Keynote: "Visual Courage"
Designing Civil Rights Conference Baltimore, MD

OCTOBER 2015
Keynote: "Future Forward"
Points of Light National Conference on Volunteering and Service, Houston, TX

Panelist: Social Design within Social Movements
AIGA National Conference, New Orleans, LA

MAY 2015
"The Art of Social Change: Building Community, Catalyzing Change,"
Brown School of Social Work, St. Louis, MO

APRIL 2015
Webinar: "Civic Matchmaking through Artmaking,"
Americans for the Arts: Current Trends in Public Art—Public Art & Social Practice

MARCH 2015
Panel: "Ethics and the Artist: Failure in Social Practice and Community Engagement"
#FailureandArt Symposium. St. Louis, MO

JUNE 2014
Keynote: "Living Out Your Calling,"
Youth Summer Leadership Summit. Memphis, TN.

MARCH 2014
Opening Plenary: "Design Serves"
Clinton Global Initiative. Phoenix, AZ.

JANUARY 2014
Keynote: "Thoughts on Life Mastery,"
Financial Freedom Seminar. St. Louis, MO.

MARCH 2013
TEDx Talk: "Unlocking the Creative Capacity of Youth,"
TEDxFurman U: Redesigning Education.

PROJECTS & INITIATIVES

FoodSpark
foodspark.org
Innovation lab that uses culinary art and dinner conversations to help individuals and groups understand and address social and cultural issues and topics.

Citizen Artists St. Louis
https://citizenartiststl.com/
Non-partisan initiative of St. Louis-based artists, organizers, and civically engaged individuals and organizations working together to ensure that arts and culture, and the values of these constituents are considered in St. Louis politics and policy-making.

Forward through Ferguson
forwardthroughferguson.org
Non-profit developed to uphold regional accountability to racial equity and mandates of The Ferguson Commission Report.

Creative Reaction Lab
creativereactionlab.com
Racial justice nonprofit that teaches residents to design better cities with action-based challenges and civic engagement.

Design Serves
designserves.org
Clinton Global Initiative project that teaches design-thinking, entrepreneurship, and civic engagement to K-12 youth.

Sticky Note to Self
stickynotetosef.com
Daily typographic project and video series that utilize Post-It sticky notes as canvas for candid opinions, motivation, and lessons about social issues in contemporary society.

EXHIBITIONS & COLLECTED WORKS

2017
Black Notes
Kranzberg Art Gallery
St. Louis, MO

Taking It to the Streets
Gallery 210, University of Missouri
St. Louis, MO

The Clothesline: Denotations
Blank Space
St. Louis, MO

2015
Mirror Casket
Smithsonian National Museum of African American History and Culture
Washington, DC

IMPACTXDESIGN, 14.15
Regional Arts Commission
St. Louis, MO

With, Not For
Regional Arts Commission
St. Louis, MO

I Have a Right To...
Organizer
Contemporary Art Museum St. Louis
St. Louis, MO

Moments of Silence: Visual Responses to Ferguson
Various Galleries
St. Louis, MO

2010
Profile Me: An Art Exhibition on Racial Profiling
Steinberg Gallery
St. Louis, MO

2007
Echoes of Truth
Memphis Coliseum
Memphis, TN

Additional Team Members Since Stage I Submittal

KENNETH J. PRUITT

EXPERIENCE **DIRECTOR OF DIVERSITY TRAINING, DIVERSITY AWARENESS PARTNERSHIP**
January 2015-present
 Provide training and diversity consulting on topics related to various topics of identity and strategies for inclusion as they relate to overall organizational development.

Facilitate multiple ongoing series of educational opportunities for the general public, as well as for D&I and HR professionals, on a broad variety of research-based topics.

Supervise all aspects of education and training clients' experiences in tandem with a growing team.

DIRECTOR OF VOLUNTEER MANAGEMENT & SERVICE LEARNING, KINGDOM HOUSE
September 2010-January 2015
 Manage immersive service learning program (Urban Forum) to contextualize service trip experience for visiting groups with social justice education and meaningful, sustainable work.

Supervise all aspects of growing volunteer program, including ongoing individuals and episodic groups.

Engage local and national organizations in nonprofit, religious, and academic sectors on best practices of volunteer management and social justice education.

CLASSROOM TEACHER, IMAGINE COLLEGE PREP H.S. AND OPPORTUNITY CHARTER SCHOOL
2007-2010
 Instructed predominantly low-income high school students of color in survey courses of world literature and American literature.

Continually used assessment data to drive instruction and any necessary individual remediation to ensure the achievement of all students.

EDUCATION **ST. JOHN'S UNIVERSITY (NEW YORK, NY)**
 M.S., Education. 3.9 GPA. Focus on high school English instruction. Thesis research on low-income students of color with special needs in highly inclusive settings.

WASHINGTON UNIVERSITY (SAINT LOUIS, MO)
 B.A., Comparative Literature. 3.5 GPA. Co-editor of weekly arts and entertainment campus magazine (insert for *Student Life*, an award-winning student newspaper).

STEVEN LAMONTE PARKS

OBJECTIVE To get started right away, just tap any placeholder text (such as this) and start typing to replace it with your own.

SKILLS & ABILITIES You might want to include a brief summary of certifications and professional skills.

EXPERIENCE **DIVERSITY AWARENESS PARTNERSHIP, ST. LOUIS, MO**
 Director of Programs - March 2016- Present
 Responsible for leading DAP's youth engagement programs such as the Diverse-City Art Competition, EXPLORE Career Immersion Program, and the Give Respect, Get Respect Program.

AMEREN CORPORATION, ST. LOUIS, MO
 Hired as Energy Services Advisor - April 1982
 Retired as Director of Diversity - October 2015
 Responsible for directing departmental operations, developing and supporting Diversity Department coworkers and recurring projects and events of the corporate Diversity Department. Responsibilities include partnering with Human Resources in diversity recruiting efforts and delivering diversity training, presentations and speeches to internal and external audiences. Directed research and compilation of diversity, metrics and reports.

EDUCATION **FONTBONNE UNIVERSITY, ST. LOUIS, MO, MBA**
 Graduated summa cum laude from the Options Program
MISSOURI UNIVERSITY OF SCIENCE AND TECHNOLOGY, ROLLAM MO, BS ENGINEERING MANAGEMENT
 BS in Engineering Management with a Mechanical Engineering Preference

COMMUNICATION Frequently facilitate discussions around diversity and inclusion. Deliver diversity, inclusion and equity presentations to audiences ranging from kindergarten to adult.

LEADERSHIP Board chairman for Cultural Leadership January 2015-present
 Board Chairman for Diversity Awareness Partnership January 2011-January 2015

Additional Team Members Since Stage I Submittal

MALLORY R. NEZAM | WWW.MALLORYNEZAM.COM | 314.221.4455

Harvard Graduate School of Design | MDes, Art, Design & the Public Domain | Boston, MA | 2018
Occidental College | B.A., Religious Studies; Spanish Literary and Cultural Studies | Los Angeles, CA | 2009
Community Arts Training Institute at the Regional Arts Commission | Fellow | St. Louis, MO | 2012

RELEVANT WORK

METROPOLITAN AREA PLANNING COUNCIL | Boston, MA | mapc.org
 ARTS & CULTURE FELLOW | Sept 2017 - present
Research & write arts and planning toolkit
Manage urban planning projects integrating arts and culture into community development across public health, transportation and economic development

SMART GROWTH AMERICA | Washington DC | smartgrowthamerica.org
 ARTS & CULTURE OUTREACH MANAGER | Jan - Oct 2017
Designed & managed national arts and culture programs for equitable transportation projects
Consulted on design of creative placemaking infrastructure within local government
Researched and wrote national field scan of arts and culture in transportation for ArtPlace America
Produced multi-media content on arts, culture and community development
Facilitated workshops nation-wide integrating arts and culture into community development and policy

ST. LOUIS IMPROV ANYWHERE | St. Louis, MO | stl-improv-anywhere.tumblr.com
 FOUNDER & EXECUTIVE DIRECTOR | Oct 2010 - present
Manage staff of 20 performers: coordinate schedules, direct rehearsals, train performers, recruit new talent
Direct and produce over 53 large-scale performances and events in public spaces

FREELANCE ARTS PRODUCTION & CURATION | St. Louis, MO & New York City, NY
 2011 - present
Produce events for national arts conferences, fundraisers, international artists including sites at CNN, MOMA, and Times Square
Commission large-scale murals with international artists
Produce over 100 interactive art works based grounded in audience engagement in St. Louis, New York City, El Salvador, Spain, San Francisco, Los Angeles

MINISTRY OF EDUCATION | Jaén, Spain | mecd.gob.es
Language and Culture Ambassador, Theater Director | Aug 2009 - Aug 2010
Created school's first-ever English theater troop, collaboratively co-wrote scripts with students
Directed play in which theater participation led 80% of the members to gain acceptance into prestigious English camp

CITYWIDE CULTURAL PROGRAMS

2015-PRESENT
Co-Creator: Building As Body
 St. Louis, MO

2014-PRESENT
Co-Creator: #ChalkedUnarmed
 Various sites; international

2013
Founder, Artist: The Poetree Project
 Forest Park. St. Louis, MO

Artist: Park(ing) Lot Day
 STL Improv Anywhere. St. Louis, MO

2011-PRESENT
Creator: Pillow Fight Day St. Louis
 STL Improv Anywhere. St. Louis, MO

2011-PRESENT
Founder: Stranger Love
 STL Improv Anywhere. St. Louis, MO

2011-PRESENT
Founder: No Pants Metrolink Ride
 STL Improv Anywhere. St. Louis, MO

SAMPLE ARTWORKS

2016
Mirrored Casket, Smithsonian National Museum of African American History & Culture
Sculpture, Washington, D.C.

2014
#ChalkedUnarmed, various sites throughout U.S.
Public performance

The Poetree Project, Forest Park
interactive installation, St. Louis, MO

Hush
 Marfa Foundation and Pulitzer Arts Foundation. St. Louis, MO

2011
Open Streets
 Forest Park Southeast Neighborhood Association. St. Louis, MO.

BOARD & VOLUNTEER POSITIONS

2018
 Board Member. **Midwest Artist Project Services**

2016
 Panel Judge: "Creative Stimulus" Award. **Critical Mass for Visual Arts**

2015-present
 The Placemaking Leadership Council. **Project for Public Spaces**

2014-15
 Advisory Committee. **Next City**

SELECT SPEAKING

2017
The Art of Engagement
 National Consortium for Creative Placemaking, Newark, NJ

2016
"The Power of Play"
 TEDx Gateway Arch, St. Louis

"MirrorCasket and Protest Art"
 Georgetown University, D.C.

Workshop: Public Art in the City
 Gephardt Institute for Civic and Community Engagement, Washington University—St. Louis

2014
Panel: "Art and Place"
 Critical Mass for the Visual Arts

2013
"Facilitating Art in your Neighborhood"
 Mayor Slay STL Sustainability Summit

Cheryl L. Sharp, PE, PTOE

Traffic Engineer



Cheryl is a traffic engineer with 17 years of engineering and management experience who specializes in transportation analysis, multimodal design, and traffic signal design. She has performed various types of multimodal traffic engineering projects, including but not limited to traffic impact studies, parking studies, circulation and access planning, queuing analyses, corridor studies and traffic simulation, traffic signal design, roadway signing and pavement marking design, and Transportation Demand Management (TDM) planning and analysis. Cheryl has also designed complex intersections involving bicycle facilities that utilize innovative geometric features as well as newer infrastructure solutions such as Hybrid Beacons and Rectangular Rapid Flashing Beacons (RRFBs).

REPRESENTATIVE PROJECT EXPERIENCE

Western Avenue Complete Streets for the City of Peoria, Illinois – Project Engineer responsible for analyzing and documenting the anticipated effects of a reduction in travel lanes, and preparing numerous, different feasible cross-sections that accommodate the City's multimodal and sustainable goals before selection of the final concept. Western Ave from Lincoln Ave to Adams Ave is planned to be reconstructed as a multimodal and environmentally sustainable corridor. **2016**

iTowpath Trail Community Connectivity, Akron, Ohio for The Knight Foundation – Project Engineer responsible for assisting and participating in a three-day charrette that engaged the public and formulated solutions to activate the Towpath Trail by planning connections between the community's activity zones and the trail and determining the infrastructure changes and wayfinding needs for easy access and navigation of the trail. **2015**

Maline Greenway, Ferguson, Missouri for the Great Rivers Greenway – Project Engineer responsible for preparation of two signal modifications and a Rectangular Rapid Flashing Beacon (RRFB), along with signing and striping plans and a raised intersection. When complete, the 0.9-mile Maline Greenway will provide a trail connection between the Ted Jones Trail and Forestwood Park, a route that currently has no pedestrian or bicycle accommodations. **2015**

Centennial Greenway, St. Charles, Missouri for the Great Rivers Greenway – Project Engineer who designed a pedestrian crossing across Old Hwy 94 as part of the Centennial Greenway extension project's preliminary and 80% plans. Initially designed as a HAWK signal, the crossing was revised to be a Rectangular Rapid Flashing Beacon (RRFB) due to low traffic volumes along the route. **2015**

Bike St. Louis Phase 3 for the City of St. Louis, Missouri – Project Engineer responsible for the preparation of traffic assessments determining the operational impacts of four road diets implemented with the project, as-built striping plans of several corridors, assisting with construction inspection along several routes, and preparation of preliminary and final design plans for the first parking-protected bicycle lane in St. Louis along Chestnut Street. **2014-2015**

University Avenue Protected Bike Lanes for the City of Windsor Heights, Iowa – Project Engineer responsible for the preparation of preliminary engineering design for protected bicycle facilities along University Ave from 73rd to 63rd Streets. The concept design included parking protected bicycle lanes, two innovative protected intersections as well as a short one-block, two-way cycle track connecting two quiet street routes that lead to a park. **2016**

Bulldog Boulevard Protected Bike Lanes for the City of Provo, Utah – Project Engineer responsible for the preparation of the preliminary engineering design for protected bicycle facilities along Bulldog Boulevard from the Provo River Parkway trail to Canyon Road. The two featured options included a more long-term vision premier cycle track concept with landscaped median and raised buffer between the cycle track and vehicle travel lanes, and a more fiscally feasible striped buffered bicycle lane concept with landscaped median that could be implemented in the near future. **2015**

19th & 20th Streets Protected Bike Lanes for the City and County of Denver, Colorado – Project Engineer responsible for the preparation of feasibility analysis and conceptual designs for determining the most appropriate protected bicycle facility for a corridor extending on 19th Street, Grant St, and 20th Street from from Broadway to Park Ave West. Reviewed options included two one-way parking-protected bicycle lanes, one two-way cycle track, and raised cycle tracks. Additional considerations included number of access points on each side of street, existing and future curbside uses, and operations and safety at signalized and unsignalized intersections. **2015**



WITH THE FIRM
 Since 2016

YEARS OF EXPERIENCE
 17

EDUCATION
 BS, Civil Engineering, Purdue University, West Lafayette, Indiana, 2001

REGISTRATION
 Professional Engineer:
 MO – IN – OH – VA – AZ
 Professional Traffic
 Operations Engineer (PTOE)

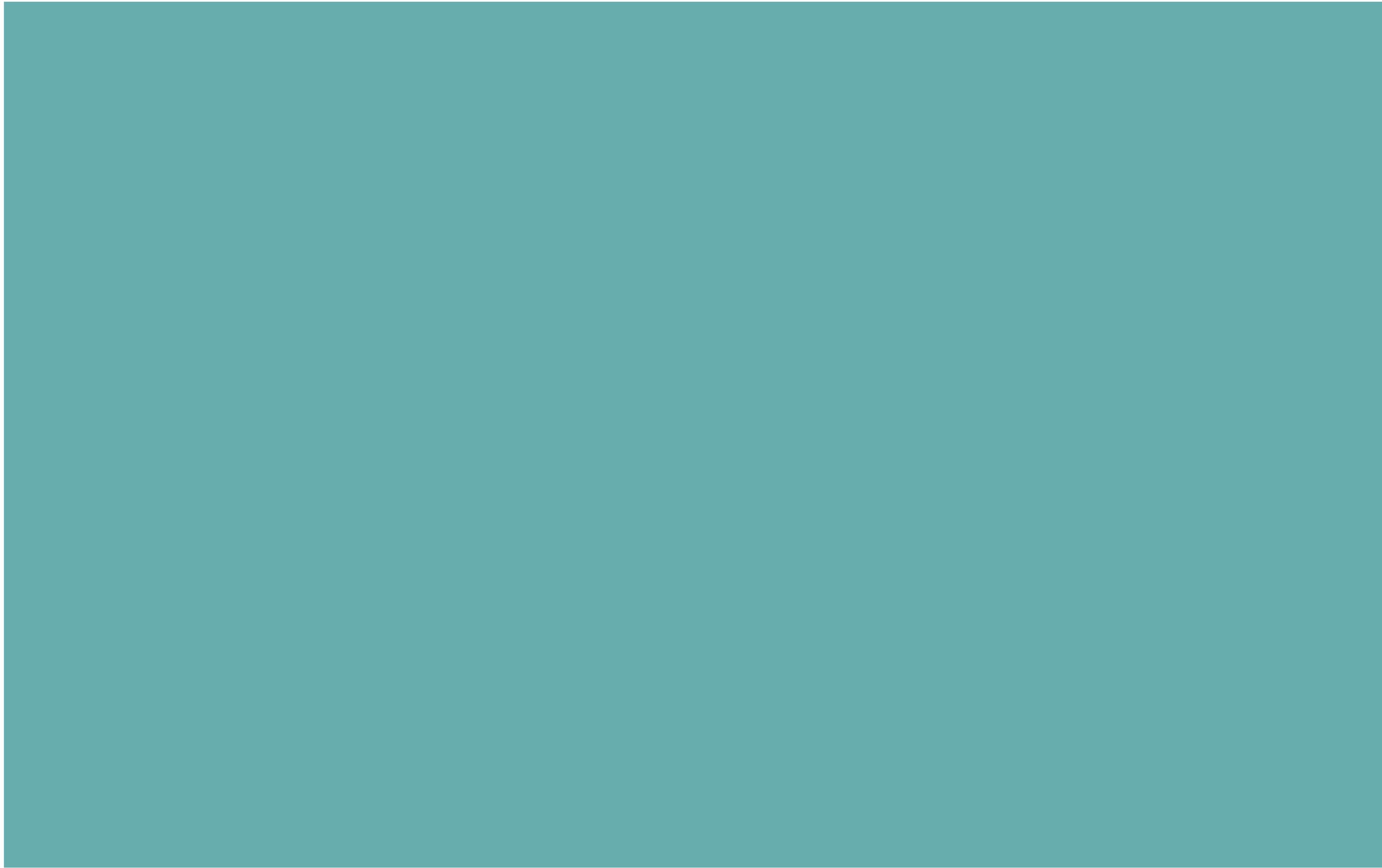
INDUSTRY ASSOCIATIONS
 Institute of Transportation
 Engineers (ITE)

Association of Pedestrian &
 Bicycle Professionals (APBP)

American Public Works
 Association (APWA)

Engineers Club of St. Louis

Missouri Bicycle Federation



Appendix 01

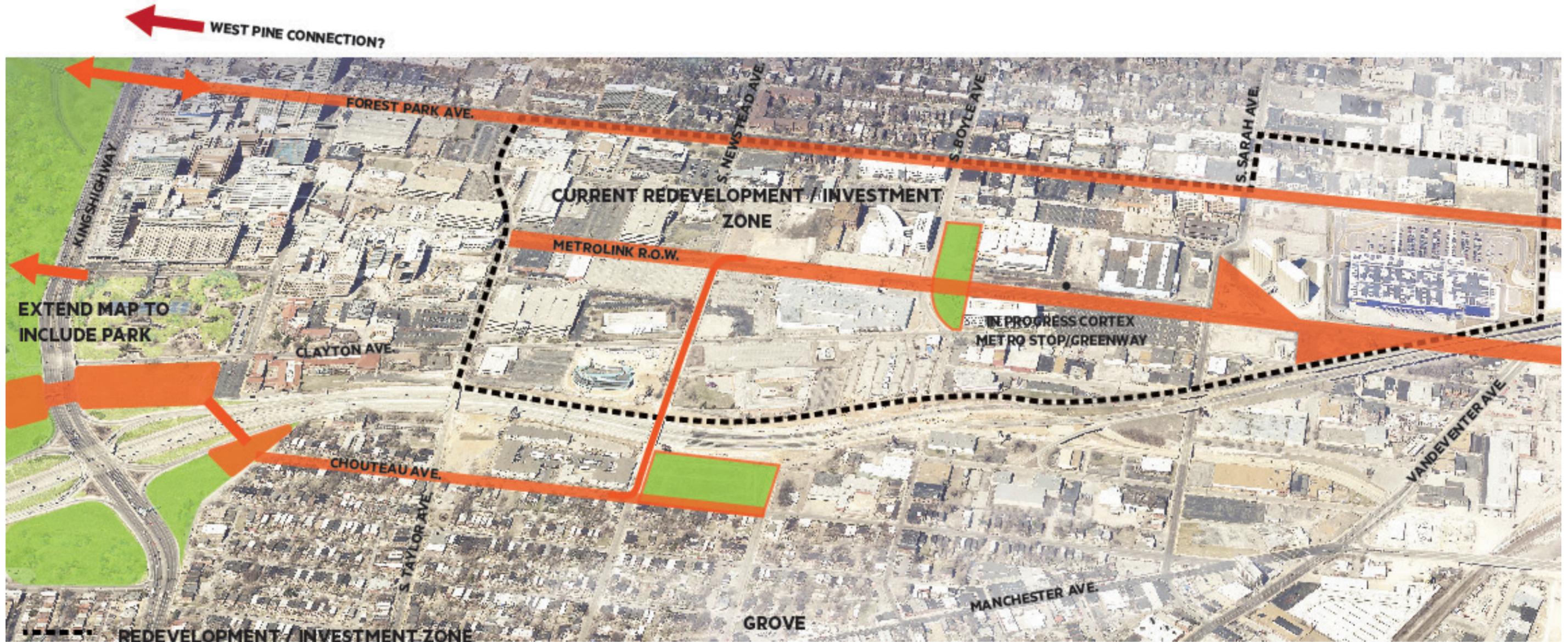
Implementation

Alignments

The Loop North along Forest Park Ave. to Market St. represents a significant unification of the central corridor east and west. While these two streets are already primed by open space and parkway with the gateway and extended mall anchoring the east, and the planted median and entry to Forest Park at the west, the actual connection of these two streets is challenged by the I-64 highway infrastructure, grade separations and an intense intersection at Kingshighway. Our solution aims to unravel the highway infrastructure, remove the grade separations along the corridor and provide a skyway greenway for crossing Kingshighway. This makes the connections necessary for the greenway to occupy an expanded median along Forest Park Ave and transition to the north at Compton Ave to run south along the mall at Market. The Loop North greenway and street re-alignment will make the street feel like a continuous city street, well-connected to adjacent properties, and at a scale that works well for pedestrians, runners, and bicyclists.

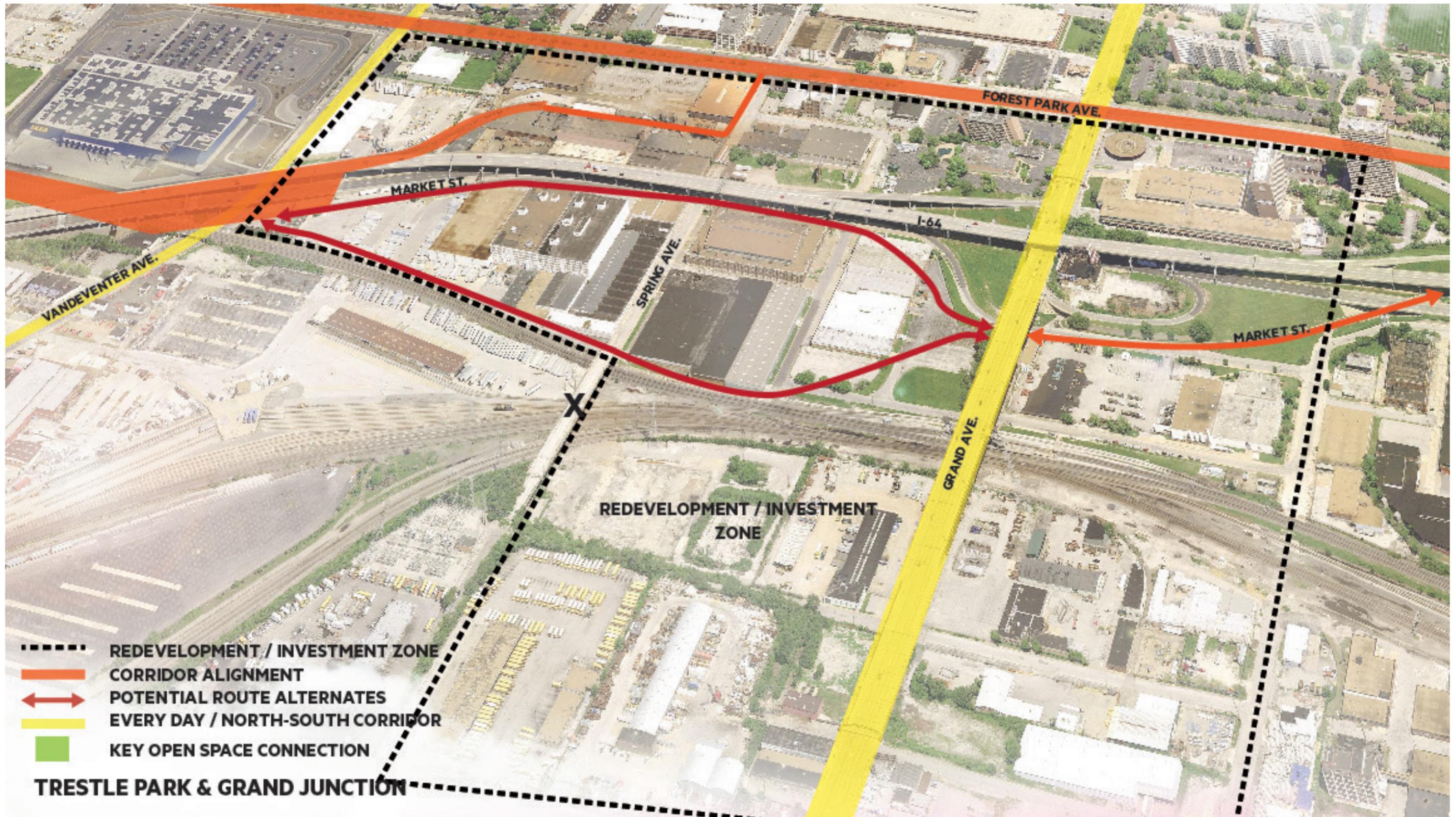
The Loop South, from the Kingshighway Bridge the greenway follows Chouteau Ave to a crossing north on Newstead Ave., which then goes directly into Cortex along the Bi-State rail rights-of-way. Then along the historic rail trestle to the Foundry, Armory and the proposed Grand Junction development. The untangling of the I-64 bears opportunities for occupying current street connections between Market at the South with the new at-grade intersection of Market and Forest Park Ave. The greenway then follows the MODOT right of way along the highway, takes advantage of the new Project Connect project for the Jefferson Interchange to create connections across this space to Union Station and then weaves back down to the Terminal Railroad right-of way to Chouteau's landing where it climbs up the MacArthur Bridge and connects high and low to a new adventure sports park.

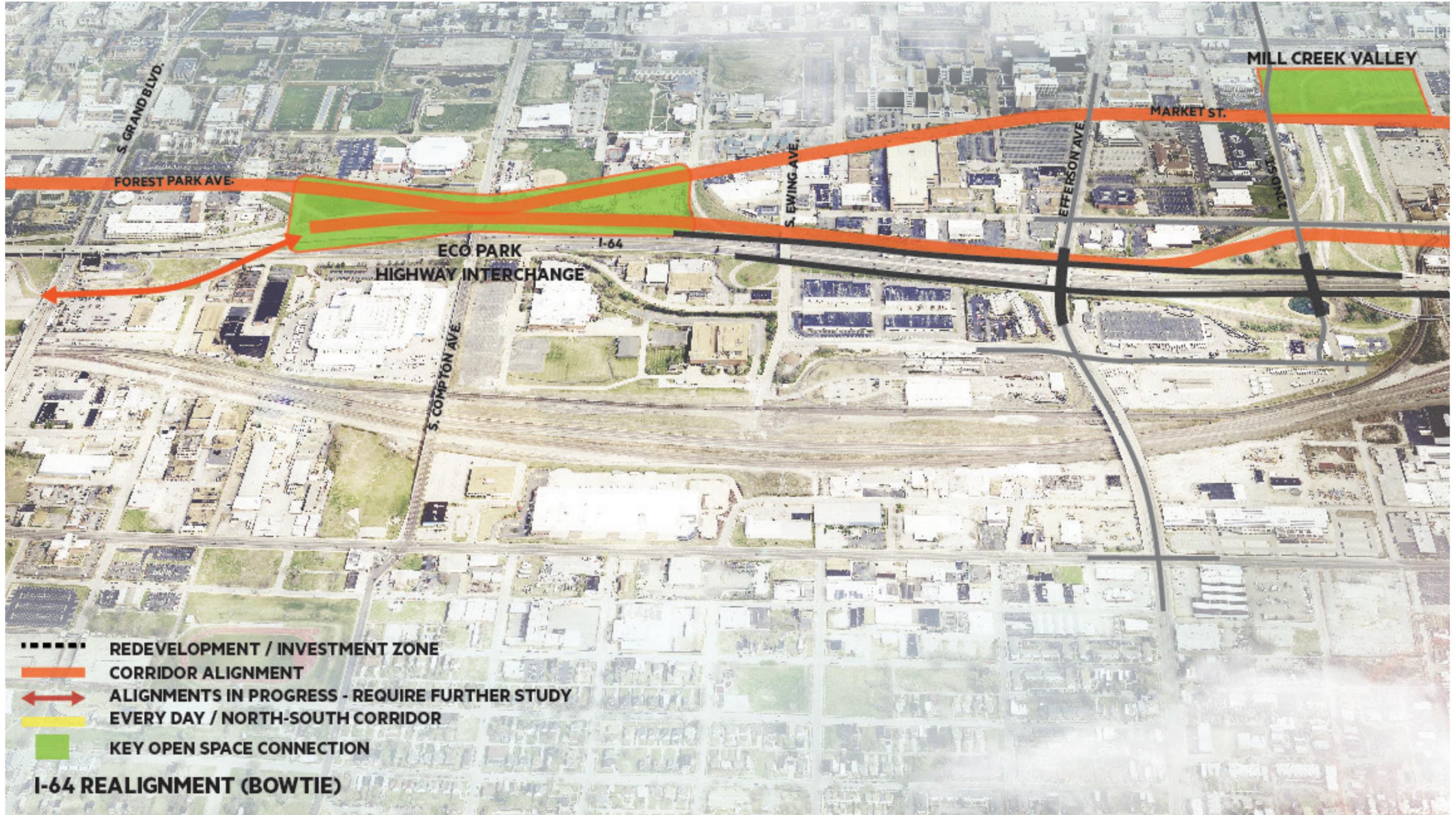
CENTRAL WEST END

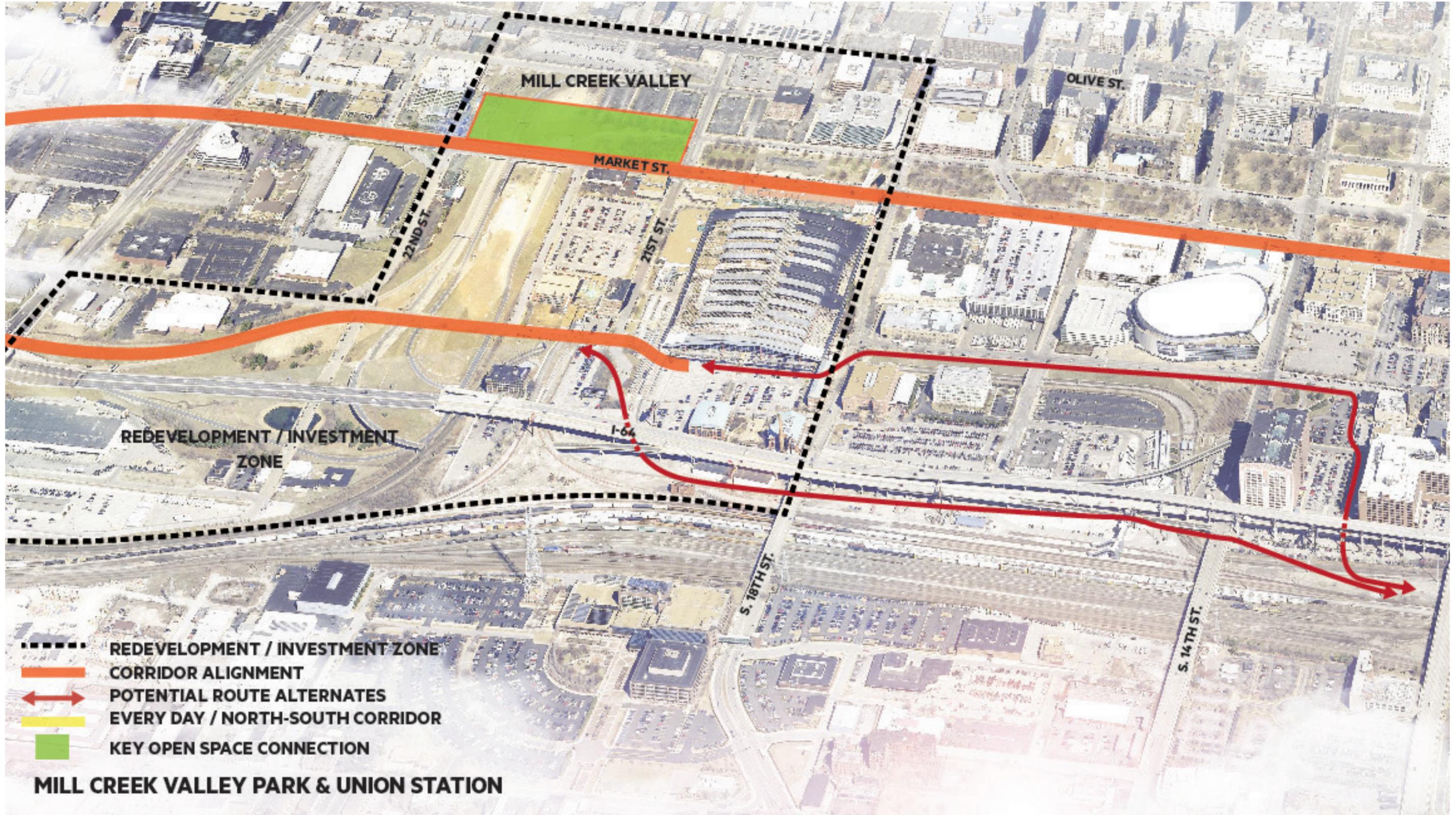


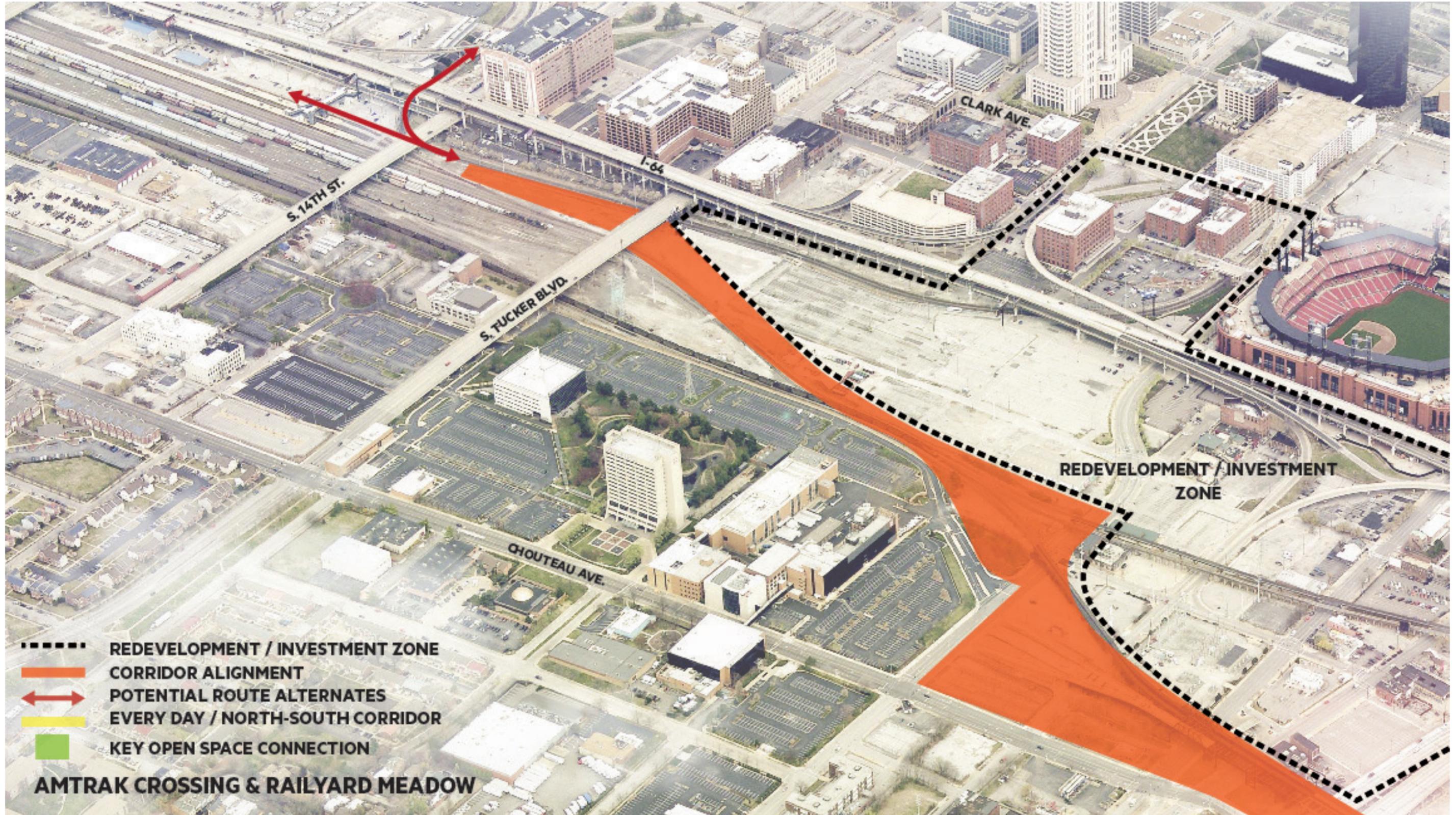
- REDEVELOPMENT / INVESTMENT ZONE
- CORRIDOR ALIGNMENT
- EVERY DAY / NORTH-SOUTH CORRIDOR
- KEY OPEN SPACE CONNECTION

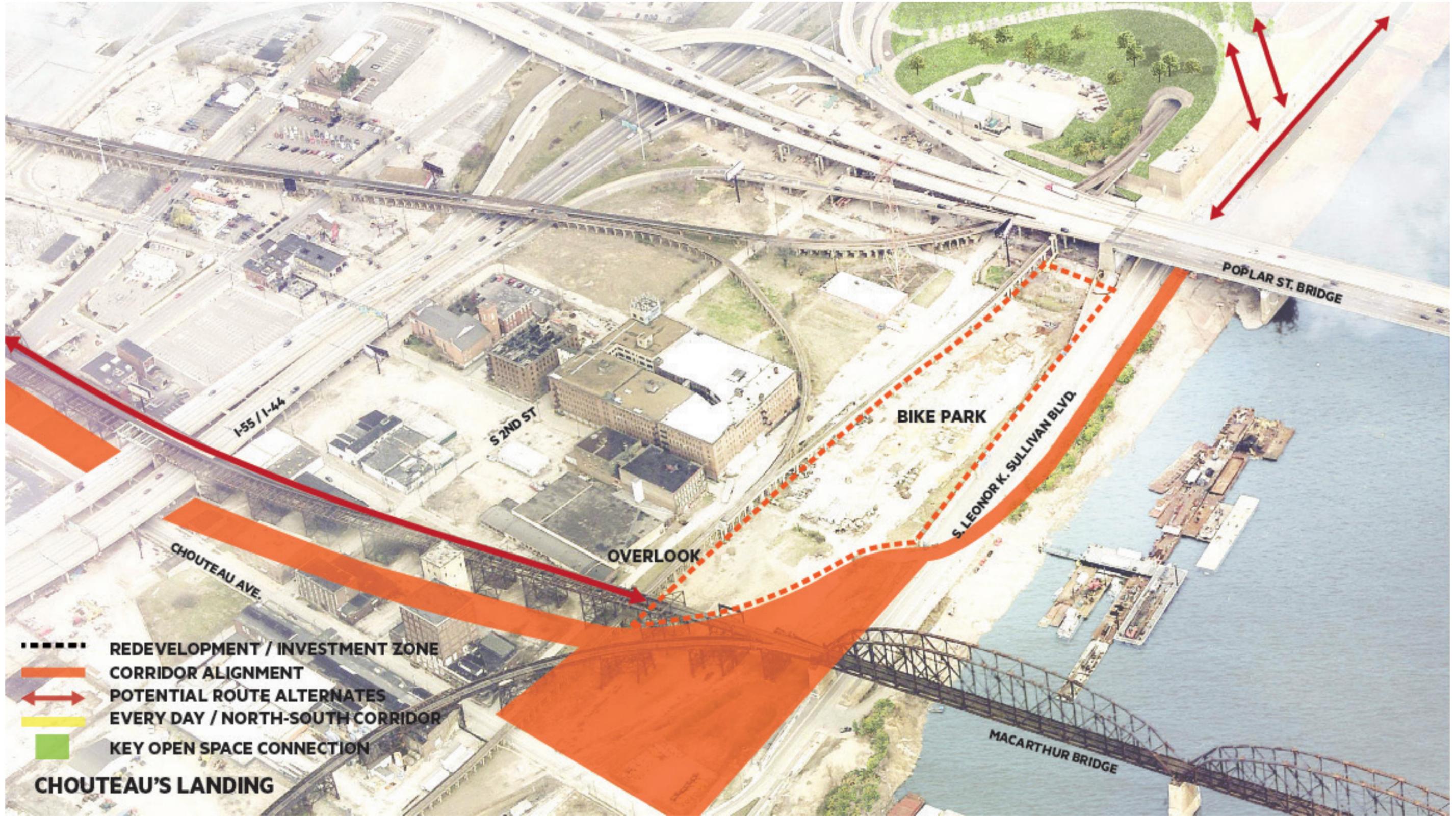
WESTERN EDGE : TECHNO PRAIRIE, CONNECTION TO FOREST PARK











Implementation

Alignments

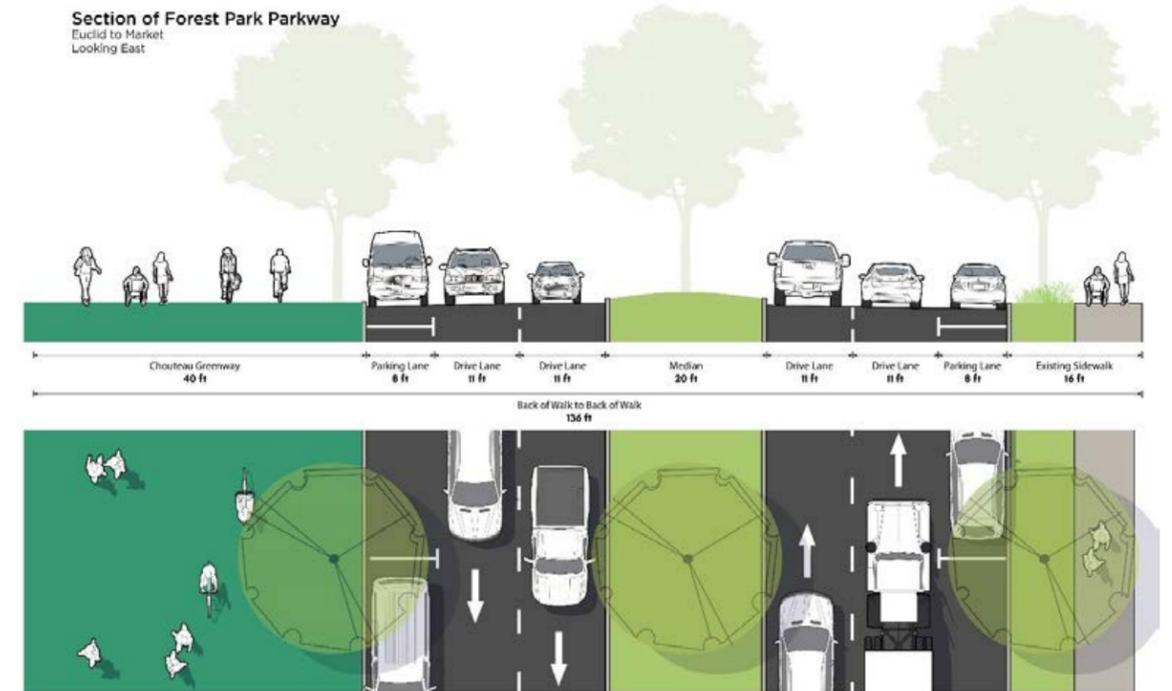
NORTH SIDE OF FOREST PARK AVE AND MARKET STREET

FOREST PARK PROS

- More urban cross section - Allowing for 16-18' retail zone, remaining 22-24' for greenway. Min 14' greenway leaves 8-10' for buffers. Need min 3' roadside.
- Consistent greenway/roadway. Drive lane alignments straight entire way. Parking lanes transition to right turn lane. Median supports left turn lanes.
- Simple/traditional/understandable intersection crossings.
- Retain spacious median for parkway.
- Highly accessible for all users.
- Strong adjacency to residential land uses to north
- Stimulates adjacent commercial/land use
- Strong adjacency to SLU & Harris Stowe

FOREST PARK CONS

- Adjacency to land uses requires at-grade crossing at Kingshighway into Forest Park. BJC needs limit at-grade crossing opportunities. Hard to create a strong gateway connection.
- Available greenway space reduces from Taylor to Kingshighway. Greenway and commercial zone will compete.
- Median will need to be moved to south. Some trees may be retained, but most will be removed.
- Construction impacts adjacent land uses/traffic



REMOVE ONE LANE OF TRAFFIC IN EACH DIRECTION TO NARROW CROSSINGS.

NORTH SIDE OF FOREST PARK AVE AND MARKET STREET

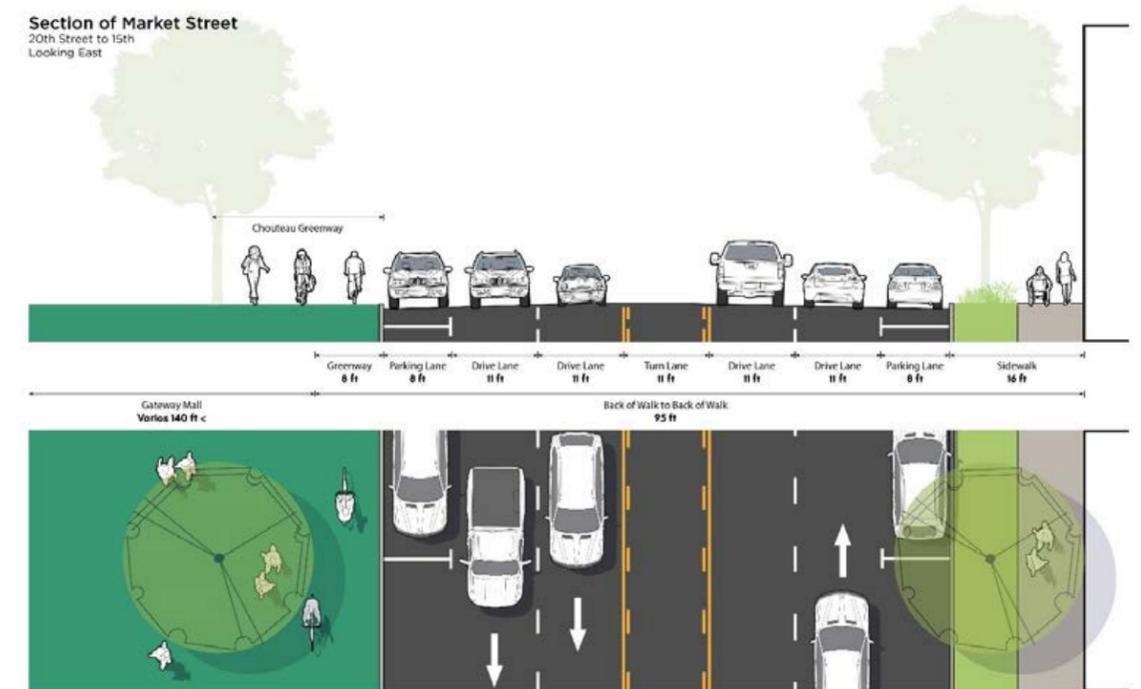
MARKET PROS

- Direct links into Gateway Mall green/open space for 63% of Market segment.
- Direct link to Arch improvements & destinations along mall.
- Activates dead mall areas & serves active areas.
- More room for greenway development/programming.
- Strong adjacency to Harris Stowe/Wells Fargo
- Highly active civic roadway.
- Minimizes construction impacts to adjacent land uses/traffic.
- Allows parking on both sides of roadway.
- No competition with adjacent pedestrian facilities

adjacent to mall.

MARKET CONS

- Downtown Bike Plan stakeholders preferred Chestnut to retain roadway for parades & high civic activity.



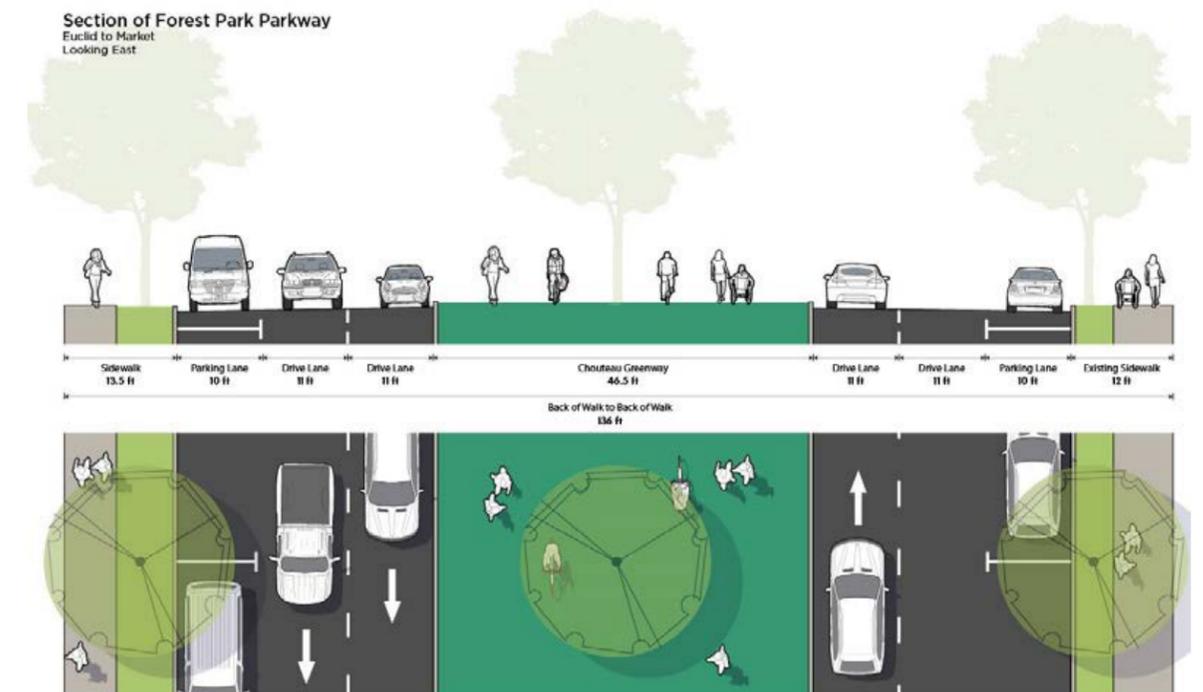
MEDIAN OF FOREST PARK AVE

FOREST PARK PROS

- More park-like section emphasizes “parkway” – Min 14’ greenway in 46.5’ median leaves 32.5’ available for green space/programming
- Retains existing outside curb lines/public realm.
- Retains most existing median trees.
- Center median provides most optimal opportunity for grade separated bridge connection to Forest Park over Kingshighway.
- Parking lanes transition to right turn lane.
- Reduces construction impact on adjacent land uses.

FOREST PARK CONS

- Left turn lanes would infringe on greenway. Limited impact with large greenway/median.
- All intersection will be unfamiliar to drivers/greenway users. May require greenway specific signal phase.
- All users must cross Forest Park to access greenway from either side.
- Median location isolates greenway from curbside activity.
- At-grade crossing to Kingshighway would require a two-can crossing reducing connectivity/gateway impact



REMOVE ONE LANE OF TRAFFIC IN EACH DIRECTION TO NARROW CROSSINGS.

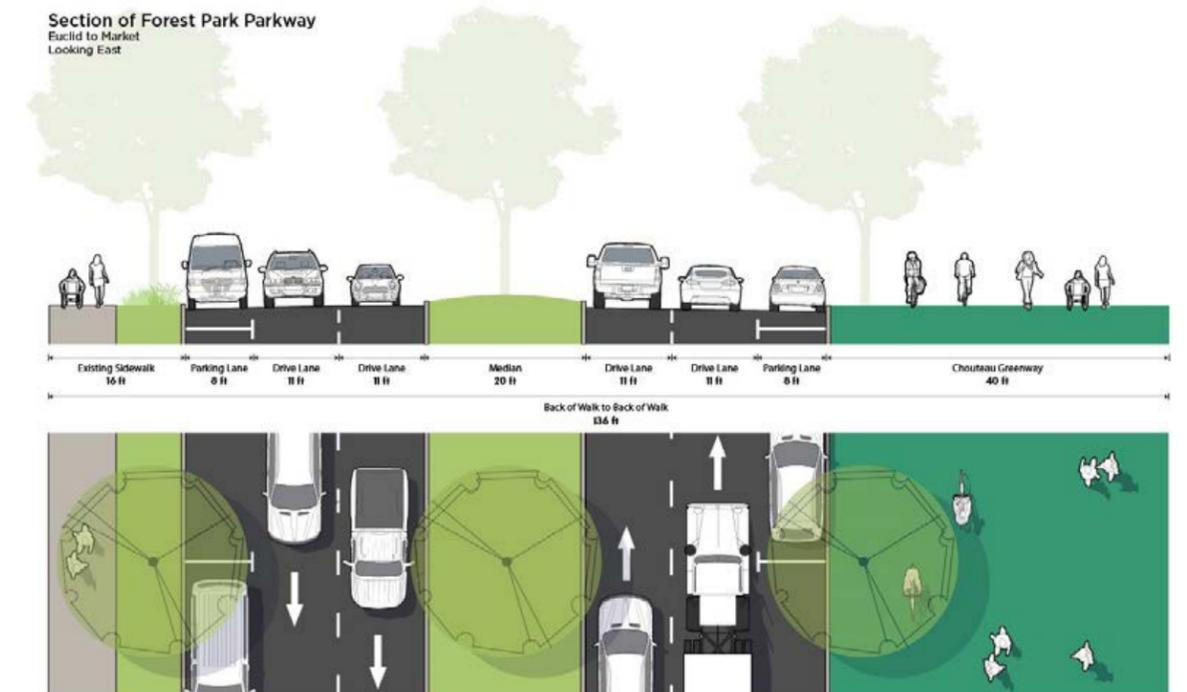
SOUTH SIDE OF FOREST PARK PARKWAY AND MARKET STREET

FOREST PARK PROS

- More urban cross section - Allowing for 16-18' retail zone, remaining 22-24' for greenway. Min 14' greenway leaves 8-10' for buffers. Need min 3' roadside.
- Consistent greenway/roadway. Drive lane alignments straight entire way. Parking lanes transition to right turn lane. Median supports left turn lanes.
- Simple/traditional/understandable intersection crossings.
- Retain spacious median for parkway.
- Highly accessible for all users.
- Strong adjacency to commercial/institutional land uses to south
- Stimulates adjacent commercial/land use

FOREST PARK CONS

- Adjacency to land uses requires at-grade crossing at Kingshighway into Forest Park. BJC needs limit at-grade crossing opportunities. Hard to create a strong gateway connection.
- Available greenway space reduces from Taylor to Kingshighway. Greenway and commercial zone will compete.
- Median will need to be moved to north. Some trees may be retained, but most will be removed.
- Reduced adjacency to residences, SLU & Harris Stowe
- Construction impacts adjacent land uses/traffic



REMOVE ONE LANE OF TRAFFIC IN EACH DIRECTION TO NARROW CROSSINGS.

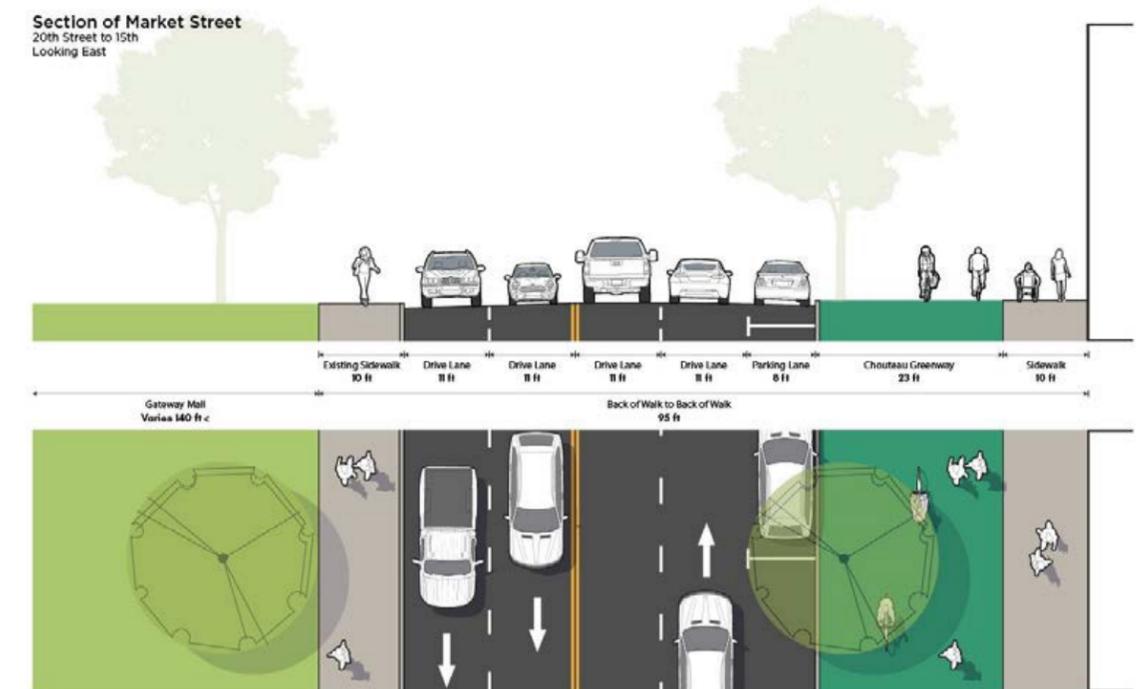
MEDIAN OF FOREST PARK AVE

MARKET PROS

- More urban cross section - Allowing for 10' retail zone, remaining 23' for greenway. Min 14' greenway leaves 9' for buffers. Need min 3' roadside.
- Strong adjacency to Union Station, institutions & hotels on south.
- Highly active civic roadway.

MARKET CONS

- More of a Cycle Track option than a greenway option.
- Downtown Bike Plan stakeholders preferred Chestnut to retain roadway for parades & high civic activity.
- Reduces pedestrian retail zone.
- Adjacency of greenway to retail pedestrian realm is potential for conflict.
- Left and right turn lanes will infringe on greenway pinching sidewalk and greenway to 19' total width. Likely need to combine into a shared use path. Not optimal in urban setting.
- Parking only on one side.
- Need to cross Market to connect to Arch grounds
- Construction impacts adjacent land uses/traffic



REMOVE ONE LANE OF TRAFFIC IN EACH DIRECTION TO NARROW CROSSINGS AND ELIMINATING PARKING ON THE NORTH SIDE OF MARKET STREET.

Implementation

A New Interchange

The existing I-64 interchange ramps connecting to Forest Park Avenue and Market Street are a 2.2-mile long network of confusing ramps that weave in and out of one another. For example, in the eastbound direction, the exit to Market Street is located more than a half mile in advance of the roadway and is immediately adjacent to the off ramp to Grand Boulevard. This off ramp can be confusing for numerous reasons: Grand Boulevard is the cross street immediate following the exit, the off ramp is over ½ mile in length, diverges from Bernard Street before passing under I-64, and crosses Compton Avenue before arriving at Market Street. In addition, there is a substandard eastbound off-ramp from I-64 to Grand Boulevard, as well as two lengthy directional ramps from Forest Park Avenue onto and off of I-64. Adding to the potential confusion within the road network, Forest Park Avenue and Market Street, which intuitively should align, are only connected to one other via directional ramps, rather than a direct intersection or continuous route.

Currently, access to the Armory redevelopment site and other surrounding parcels in the vicinity of the Grand Metro

station is lacking, and what is available is circuitous. Access to the west is provided along Market Street at an unsignalized intersection with poor sightlines at Vandeventer Avenue. To the east, the nearest access is at a signalized intersection with Compton Avenue via Spruce Street. Motorists on I-64 eastbound can utilize the Market Street exit as a means of accessing Bernard Street; however, there are no ramp connections from this area to or from westbound I-64, nor an on-ramp to eastbound I-64.

The two greenway concepts under consideration include the Civic corridor, which aims to follow Forest Park Avenue and Market Street on a straightforward, continuous alignment. However, the current interchange configuration would not accommodate this concept and alignment. The second corridor, the Infrastructure greenway, would provide a multimodal connection between new potential redevelopment on the south side of I-64 with uses and infrastructure on the north side of I-64. The intersection of Compton with Forest Park Avenue/Market Street provides an opportunity for the Civic and Infrastructure alignments to

converge to provide greenway users options as to their desire path along the greenway.

Clearly, in order to achieve the above greenway concepts, there is a need to reconsider the roadway configurations in the study area; specifically the connectivity between Forest Park Avenue and Market Street, access to the redevelopment areas and the overall interface with I-64. As a result, several goals were considered in an effort to accommodate the proposed greenway alignments between Grand Blvd and Compton Ave. It should be understood that it was assumed that the planned Jefferson Avenue/22nd Street interchange improvements, developed in conjunction with the National Geospatial Agency development in north St. Louis, would be approved by the FHWA with anticipated completion in 2022.

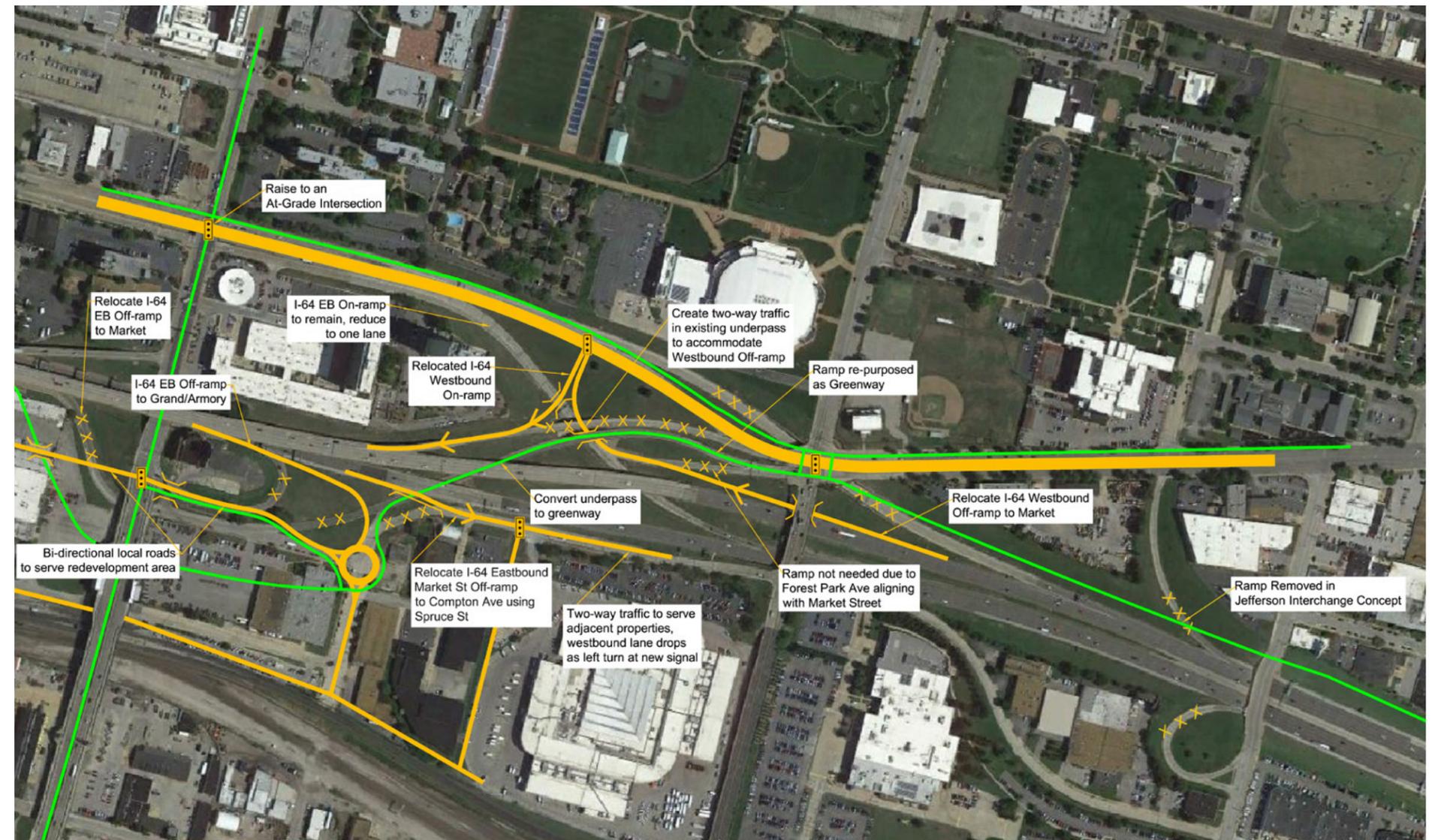
The following goals were identified:

- Create a walkable and inviting at-grade intersection at the currently grade-separated intersection of Grand Boulevard and Forest Park Avenue;
- Align Forest Park Avenue with Market Street;
- Maintain all current ramp access points along I-64;
- Provide enhanced access to the Armory redevelopment area and surrounding areas; and
- Simplify interchange ramps to be more intuitive and create developable parcels.

The proposed interchange concept achieves all of these goals while accommodating the proposed greenway alignments:

- The intersection of Grand Boulevard and Forest Park Avenue would be filled in and an at-grade intersection created, creating a comfortable and walkable environment for the Civic greenway corridor;
- The intersection of Market Street at Compton Avenue/Forest Park Avenue eastbound ramp/I-64 eastbound off-ramp was identified in the Jefferson Avenue Access Justification Report as an intersection that was over-capacity. This concept separates those movements, creating two manageable intersections along a realigned Forest Park Avenue/Market Street corridor instead of a single intersection;
- All directions and access points currently connecting I-64 to the local road network would be maintained, though it should be noted that the I-64 eastbound off-ramp to Market Street would now exit to Compton Avenue, with drivers turning north on Compton Avenue in order to access Market Street. The Grand Boulevard exit from I-64 would be lengthened, providing a more developable parcel near the historic Anheuser Busch sign;
- Two-way local roads would be provided between Grand Boulevard and the Armory and surrounding parcels, providing significantly better access than those parcels currently have, while also providing connectivity between the Infrastructure greenway corridor and the north-south greenway alignment along Grand Boulevard;
- Realignment of the I-64 eastbound exit to Market Street and lengthening of the Grand Boulevard exit reduces the area required for roadway infrastructure, opening parcels up for redevelopment opportunities.

To accomplish the greenway alignments, all improvements on the north side of I-64, as well as the realignment of the Market Street exit on the south side of the interstate, would need to be in place to accommodate the Civic greenway corridor. This is suggested to be Phase 1. The Infrastructure corridor would require all improvements to be in place, except the reconstruction of the Forest Park Avenue and Grand Boulevard to an at-grade intersection. It is recommended that the Infrastructure corridor be implemented as Phase 2.



Implementation

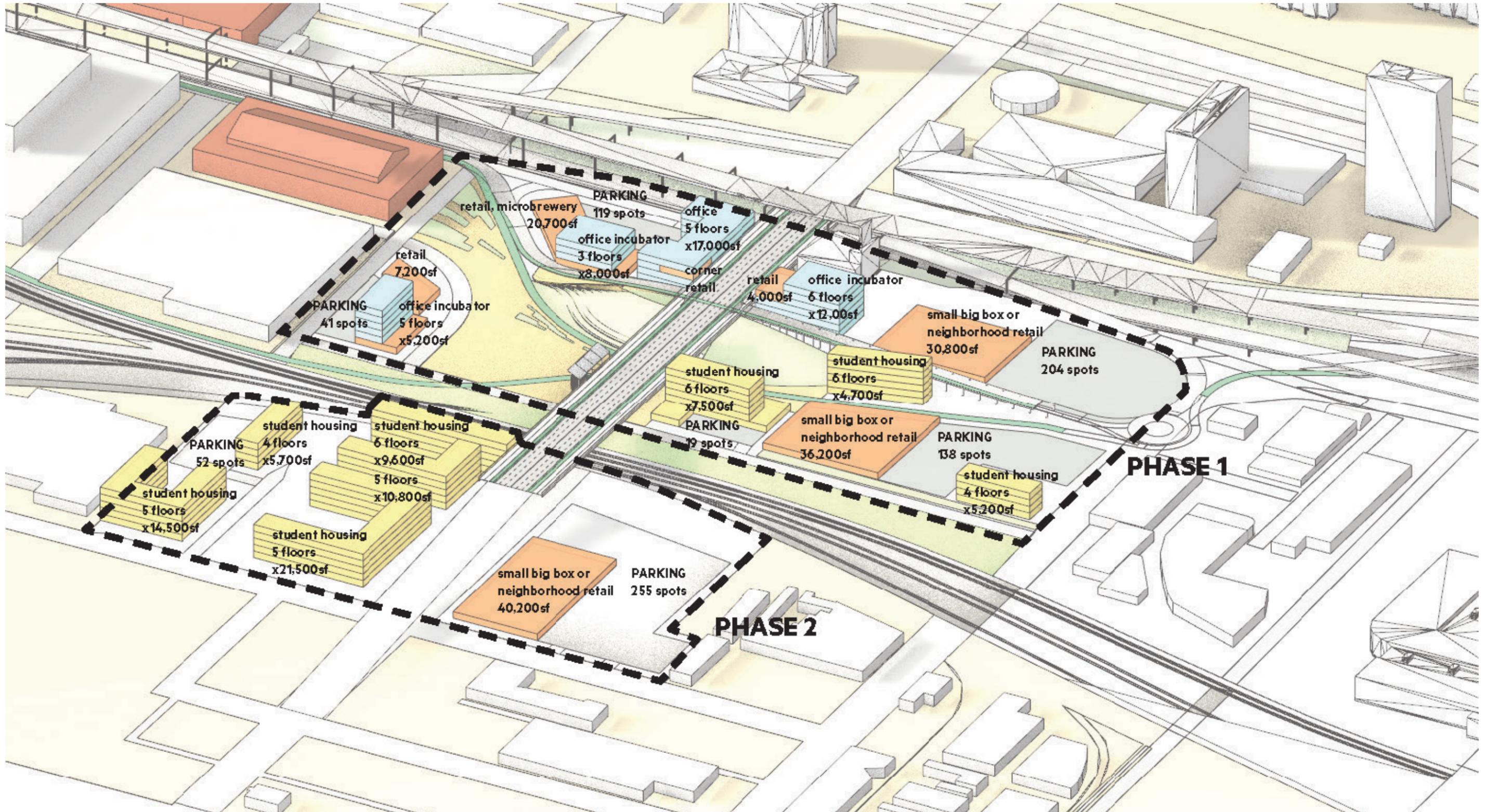
Grand Junction Development

The development builds off the energy of its surroundings including the Midtown 353 Redevelopment Plan, and the Cortex, Foundry, and Armory redevelopment plans. Situated between Saint Louis University's north and south campuses, the development is well positioned to provide housing for college and graduate students. The area becomes a youth-oriented neighborhood with ample housing for students, singles, and young couples. As outlined in the Armory redevelopment plan, office incubator space and retail such as a microbrewery can be located nearby the revamped Armory. Retail corner stores can occupy storefronts along Grand Boulevard and smaller big box stores such as TJ Maxx or Bed Bath and Beyond or alternatively neighborhood retail centers can be located along the eastern side of the site with easy access to freeway off ramps. The mix of uses will activate the north-south corridor along Grand Boulevard and complement concurrent redevelopment efforts in the vicinity.

In keeping with Saint Louis building codes and to limit building costs by using stick frame construction, the massing is kept to six stories maximum. Density is concentrated along

Grand Boulevard to invigorate this north-south corridor and provide a link between the elevated boulevard and grade level below. The massing frames the public open space at the Junction which serves as an amenity to nearby properties. If development around the Armory and highway takes hold, a second phase of development further south can be built out with more student housing and small big box retail.

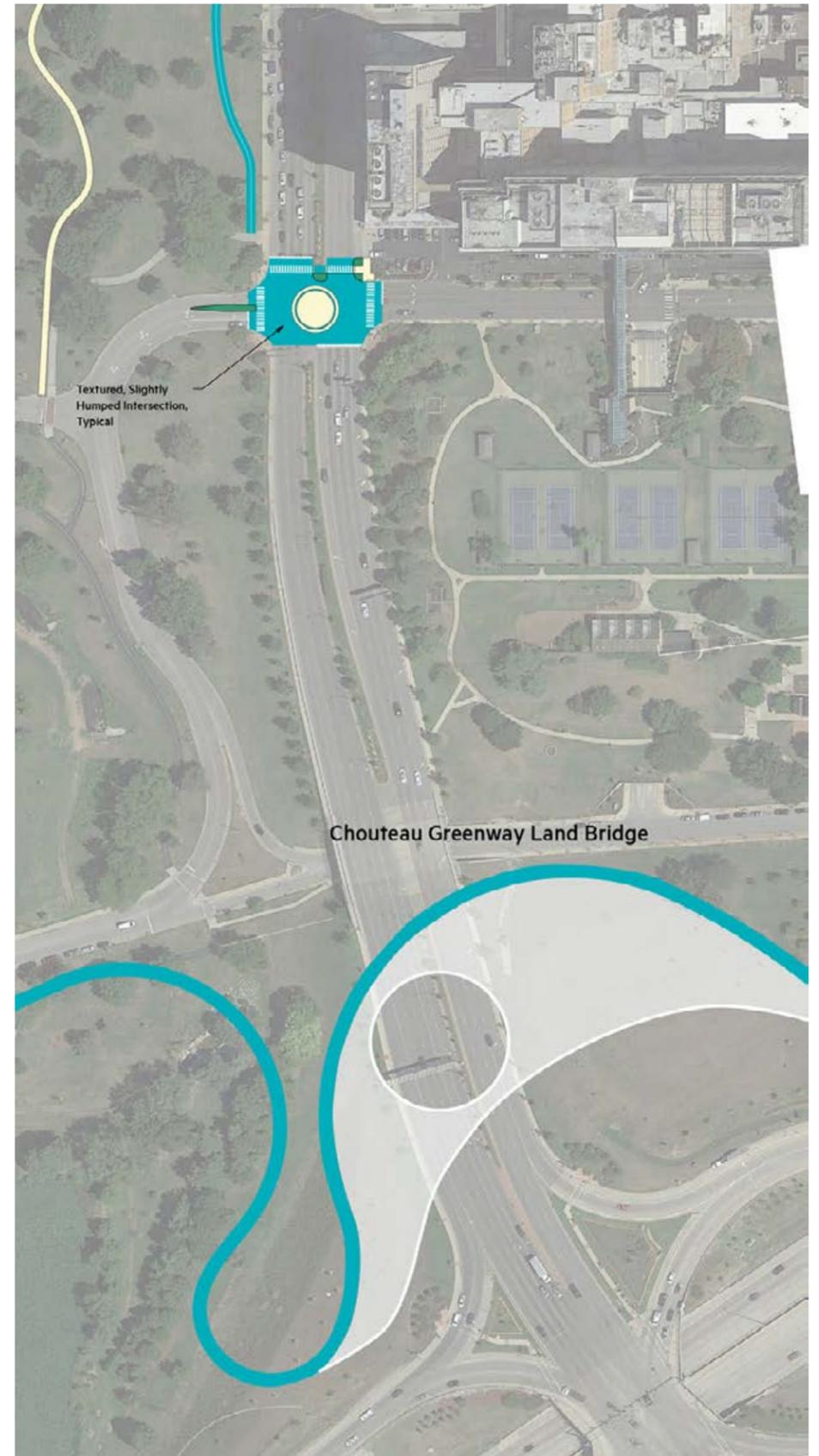
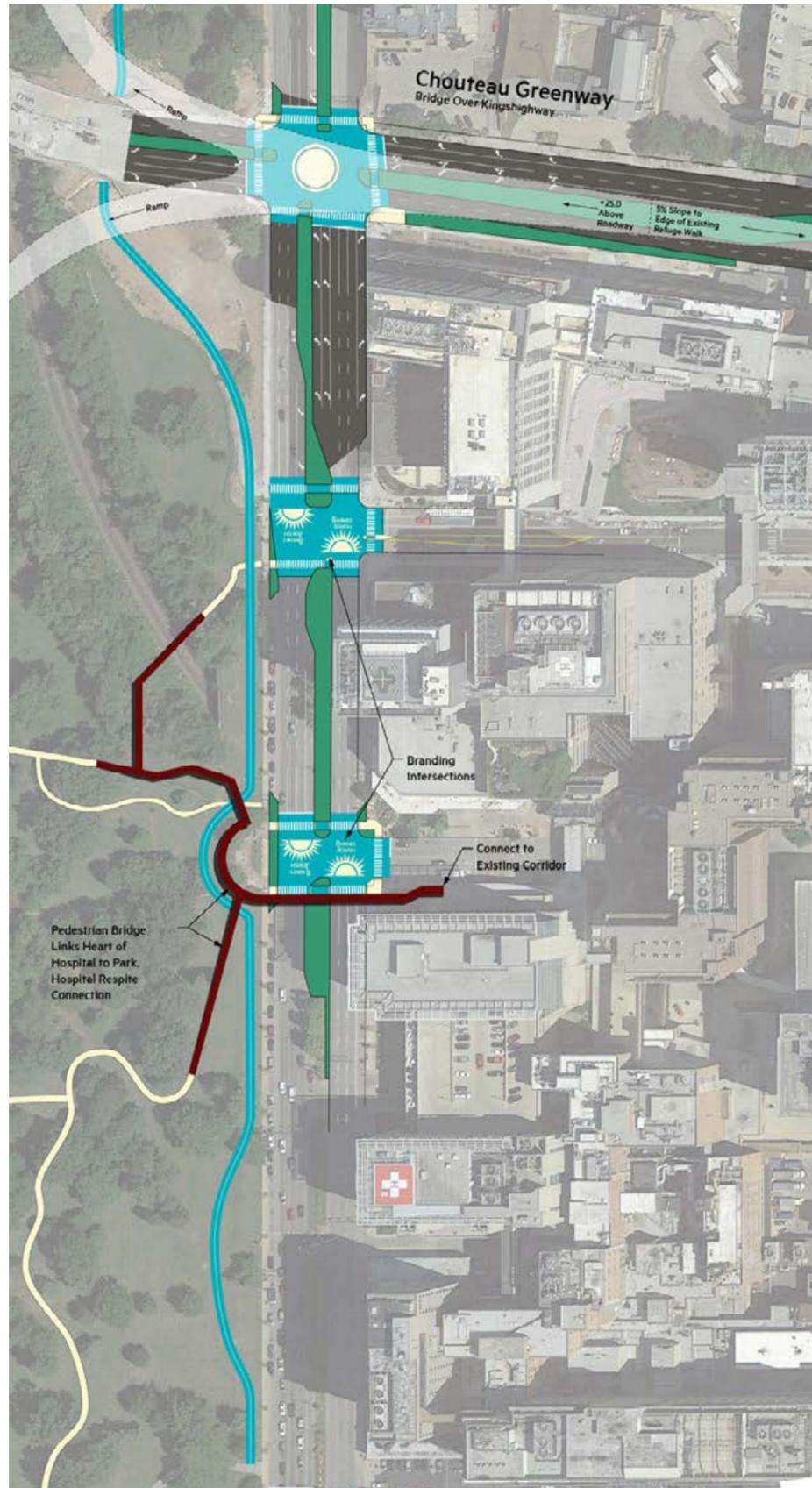
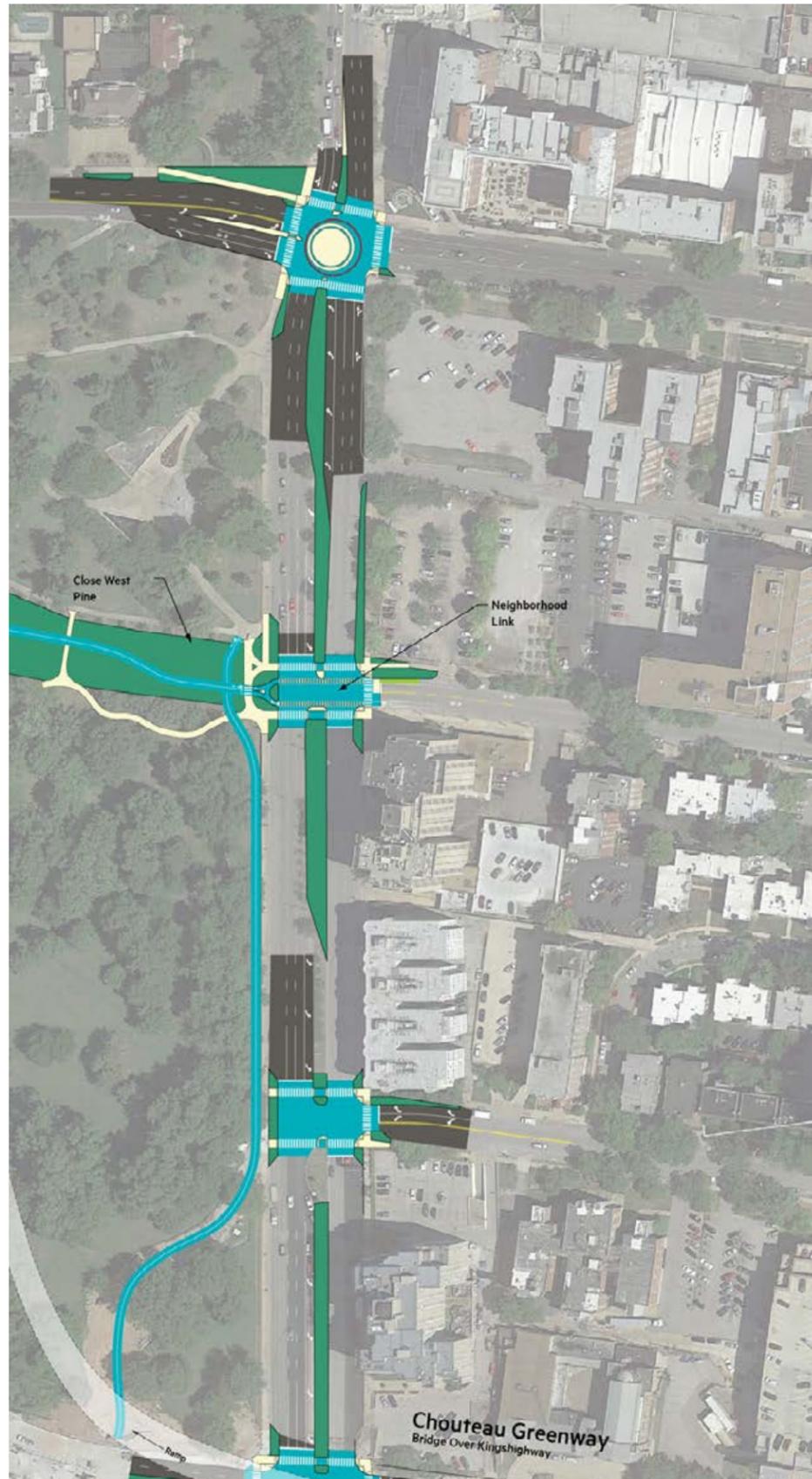




Implementation

Kingshighway Intersections

The Kingshighway corridor, has been discussed for more than two decades as a street that has to be tamed traffic calmed to allowable pedestrian connections to and from the Central West End and BJC and Forest Park for over two decades. There is no silver bullet for this challenge but the approach that we recommend include area wholesale streetscape improvements that dramatically enhances pedestrian crossings from the hospital complex into Forest Park, as well as development of two major overpass structures that provide grade separated travel from the Park toward the hospital and downtown St. Louis.



Implementation

Review + Approvals

Imperative to the success of this project will be our history and understanding of the regulatory requirements for approval (and funding) of this Project. Our Design Team has many years of experience guiding similar project types through the regulatory approval process. We will utilize that experience along with our strong relationships with local, state, and federal regulatory agencies to facilitate an efficient submittal and approval process for each phase of this Greenway through the City of St. Louis.

Before we start design, our Team will assemble each piece of corridor data required for analysis and design of the improvements we have outlined in our Plan. This process will include collection of physical data, obtaining record information, and gaining additional clarity of all regulatory requirements. We will also collaborate with the stakeholders' Project Team to define the operational, functional, and maintenance requirements of each corridor- Greenways, roadways, rail crossings, bridges (based on type, size and location), and intersections.

Reviews + Approvals

MODOT – Formal, face-to-face review sessions will be conducted with the MODOT at each submittal milestone. It is anticipated that written review comments will be provided by MODOT to the Design Team following each submittal. The Design Team will provide a written response with anticipated action required to address the comments. Subsequent submittals will include previous review comments with written responses that close the comments.

City of St. Louis and Office on the Disabled- The Design Team will conduct formal project scoping and review meetings with the City to coordinate all permits and approvals necessary for the project. Early coordination with the Board of Public Service and the Office on the Disabled will help identify significant design requirements, obstacles and will streamline the permitting process.

MSD – The Design Team will meet with MSD at the onset

of the project to identify all requirements for storm water management and any additional sewer service. Best Management Practices (BMPs) will be incorporated into this project and early coordination with MSD will facilitate a streamlined review and approval process for the project.

Grants – The Design Team will provide technical assistance to the GRG in the form of project design data, variances, design documents and support in completing grant application as required to apply for grants at the regional and federal grant level.



