Farmington, Missouri

DOWNTOWN REVITALIZATION & ECONOMIC ASSISTANCE FOR MISSOURI

STREETSCAPE REVITALIZATION PLAN

MARCH 2012

D·R·E·A·M INITIATIVE

PGAV PLANNERS

Acknowledgments

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Downtown Revitalization & Economic Assistance for Missouri

Streetscape Revitalization Plan

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APPENDIX 69

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In the 1950's, American lifestyles changed with the rise of highway construction and affordable automotive travel. Neighborhoods and commercial areas shifted away from the traditional downtown business district. Downtowns, while still the center of much community life, started to experience a loss of commercial viability. Consumers expected easy access and parking for their vehicles, sometimes at the expense of buildings or improved public spaces. New and modern design was preferred over traditional and old. Original glass storefronts were replaced with smaller, economical windows and entrances. Upper facade windows were removed or completely covered. Building cornices and ornaments were eliminated in an attempt to "clean-up" the old looking façade. Historic character and qualities were replaced with new and featureless materials and design. In some cases, entire buildings have been demolished and replaced with new buildings that fail to account for the rhythm and scale of the surrounding buildings and street.

The public elements of a streetscape were not spared either. Historic light poles and fixtures were replaced with out-of-scale "cobra-head" fixtures and poles. These changes have accumulated over the years and the sense of the main street community space was lost. As a result, by the mid 1970's many American downtowns suffered from a lack of investment and declining importance in the minds of residents. This disinvestment extends beyond private property improvements and can include a reluctance by the City to invest in Downtown public spaces and amenities.

Although the City has made hefty investments in Downtown public buildings and improvements, other issues can be addressed through future public infrastructure investments. These City investments can set an example for private improvements that will help strengthen the Downtown Farmington core.

1.2 Intent of Streetscape Revitalization Plan

This document represents planning recommendations for the City of Farmington to consider regarding future policy and procedural decisions that affect the public elements of Downtown. Included are streetscape Design Concepts which the City can use in planning future public projects, as well as illustrations regarding specific locations along Columbia and Liberty Streets. This Plan reviews the existing streetscape elements along Columbia Street and considers the addition of similar streetscape improvements to Liberty Street. Potential issues noted with the existing streetscape, as well as the installation of new features, included aesthetic design, practicality of use, available rights-of-way, heritage, and compliance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG). The overall intent of this Plan is to help preserve and improve the character and visual appearance of Downtown Farmington.

By investing in the public spaces of Downtown, the City will send a strong message to residents, businesses, visitors, and potential private investors that Downtown is a positive and progressive place to be.

Existing streetscape features in Downtown Farmington. (Note: the green trash receptacles as seen in the top photo have been replaced with a black, wrought-iron style.

1.0 INTRODUCTION

1.1 Historic Overview

Farmington is the county seat and largest community in St. Francois County, Missouri. The City is located along U.S. Highway 67, about 70 miles south of St. Louis, Missouri. Farmington has a current population of almost 20,000 people.

In 1798, Kentucky Native William Murphy obtained a Spanish Land Grant for a settlement along the St. Francois River. On his way back to Kentucky, William died and the settlement rights passed to his wife Sarah Barton Murphy and their grown sons. Sarah and her sons established the settlement, known as "Murphy's Settlement", in 1800. A post office opened in Murphy's Settlement in 1817 and the land was shortly thereafter annexed to the United States via the Louisiana Purchase. William's son David Murphy donated 52 acres of land for the installation of the St. Francois County Seat in 1822. The name "Farmington" was selected in 1825. Farmington was incorporated in 1836 and became a village in 1856.

Long Memorial Park is a popular public space in Downtown Farmington.

With the building of Plank Road in the mid 1800's, Farmington enjoyed growth and prosperity. The historic road stretched from Pilot Knob to St. Genevieve, Missouri and was used to transport mining and shipping supplies. The route was later taken over by the St. Louis and Iron Mountain railroad. Today, Farmington is a regional hub for employment, shopping, healthcare, and business for the areas residents.

Downtown Farmington is located in the south/central area of the City, about a quarter of a mile south of Karsch Boulevard; the primary east/west traffic artery through the community. Downtown is the center of government, being home to City Hall, the St. Francois County Courthouse and Annex, Police and Fire Departments, Public Library, and other local business offices. Downtown is also home to Long Memorial Park and a City-owned skate park. Downtown is generally linear in layout, with Columbia and Liberty Streets providing east-west vehicular access. This situation does not provide the traditional central focus or "courthouse square". However, the grouping of government and business offices draws a significant amount of pedestrians. Columbia Street is one-way eastbound and Liberty Street is one-way westbound. These two streets comprise the bulk of the commercial area in Downtown and are very heavily travelled. Washington Street is the main north/south connection to Karsch Boulevard.

There are some buildings with upper-floor potential for residences and the surrounding area contains several large single-family historic homes as well as other residences and smaller commercial buildings. Residents, businesses, and visitors to these buildings can benefit from public investments to the existing streetscape, and an expansion of streetscape elements to Liberty Street.

1.3 Process

The Downtown Revitalization and Economic Assistance for Missouri (DREAM) Initiative helps Missouri communities improve efforts regarding downtown revitalization through an intense three-year planning process tailored to the needs of each city. The City of Farmington applied to be a DREAM community in 2008 and this Streetscape Revitalization Plan is the result of one identified program task. The general boundaries of the DREAM Study Area are College Street to the north, 2nd/McIlvane/Warren Streets to the south, "A" and Clay Streets to the east, and Long Avenue to the west. A map of the DREAM Study Area is shown on **page 4**.

Residents and other members of the public review exhibits during the streetscape Open House held at the Firehouse in Downtown Farmington.

Along with specific planning tasks, the DREAM Initiative provides opportunities to gather public input and vet recommendations with local leaders and residents. This Streetscape Revitalization Plan included a series of ongoing interviews with City staff and a public Open House held on December 15, 2011 that presented the initial design ideas. The public comments provided at the Open House included a wide variety of topics, however most input was positive. Concerns and input provided included:

- Lower sidewalk on Columbia to street level.
- Highlight the remains of the streetcar curve.
- Enhance 'entry' into Downtown.
- Concern with building demolitions instead of rehabilitations.
- Make it more pedestrian-friendly.
- More landscaping could replace the hanging planters.
- Reduce sidewalk obstacle like utility boxes.
- The one-way streets are confusing.
- Bury the overhead power lines.
- Maximizing the use of brick as paving material.

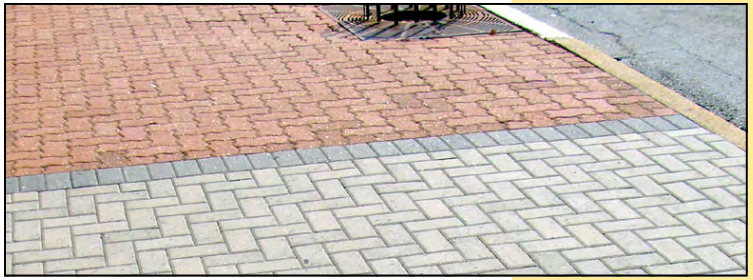
The recommendations within this Plan have also been discussed at numerous City meetings and may be included in other DREAM tasks, such as the Downtown Strategic Plan. The Streetscape Revitalization Plan and other Farmington DREAM reports are also available to the public via the internet at www.modream.org.

1.4 DREAM Boundary Map

The map on this page depicts the DREAM Study Area for Downtown Farmington in red outline.

1.5 Existing Context

As noted, Downtown Farmington has a linear layout with one-way streets moving traffic from east to west and back. The majority of commercial buildings are oriented to these streets; Columbia and Liberty Streets. There is some commercial activity in other areas of the DREAM Study Area. Primary access routes into Downtown Farmington are from Highway 67 along Columbia Street/Highway D or along Washington Street from Karsch Boulevard, which connects to Highway 67. Columbia Street and Liberty Street have different atmospheres. Buildings on Columbia Street are closer together and to the Street, whereas buildings on Liberty Street tend to be farther away from the street giving the street a more vehicular feel. Many buildings on Columbia have retained their architecturally significant elements, however some were the subject of inappropriate alterations and some have maintenance issues. Many businesses are located in this area and there are few vacancies. Traffic along Columbia and Liberty is brisk, which is a positive characteristic, but can also make pedestrian travel difficult.



Differing paver styles found along Columbia Street in Downtown Farmington.

The City has installed attractive streetscape elements along Columbia Street and intends to replicate these improvements on Liberty Street, where space will allow. Some of the streetscape elements are of an appropriate and attractive style and the sidewalks are well -maintained. However, some existing streetscape features are inconsistent. For example, there are at least three different styles of vintage lighting and two styles of pavers installed in Downtown. The existing street trees and wayfinding signage provide important vertical aspects to the existing streetscape, but may require a few adjustments. In some cases, existing crosswalks and accessibility ramps are missing proper warning strips, sending pedestrians over obstacles, or leading to non-existent sidewalks.

Bicycle racks are missing from Downtown Farmington.

Additional streetscape improvements that this Plan recommends include:

- Bicycle racks (there were none noted in the DREAM Study Area).
- Enhanced landscaping areas at intersections (potentially replacing the existing hanging baskets).
- A historic marker installation located at the site of the streetcar curve remains at Washington and Columbia, as well as other important heritage landmarks identified by the community.
- Improved wayfinding to include gateway signage.
- A mid-block crosswalk feature on Columbia between Jefferson and Washington to improve pedestrian safety.

The recommendations in this Plan are also sensitive to the historical context of Downtown. Proposed adjustments to existing streetscape elements and new features are complementary to the established themes and heritage of Downtown Farmington.

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2.0 STREETSCAPE DESIGN CONCEPTS

The term streetscape typically refers to exterior public spaces located between the building façades on each side of the street. The DREAM Initiative proposes an organized streetscape with coordinated lighting, site furnishings, landscaping, and wayfinding. In some cases, streetscape recommendations can include the development of parks, plazas, or other pedestrian gathering areas.

As noted, the existing Farmington streetscape is installed along Columbia Street, primarily between Jefferson and Main Streets. Although this four-block area is the core of the improvements, there are some elements along other streets, particularly on Jefferson Street across from the St. Francois County Courthouse. The City has also improved some parking lots in the Area and there are landscaping attempts by private property owners in the form of planters in front of storefronts. These existing public and private improvements are not consistent throughout Downtown.

Different styles of lighting observed in Downtown Farmington.

2.1 Design Coordination

An overall design approach to Downtown Farmington will complement the existing improvements as much as possible. An overall approach will also create an atmosphere that pulls together the buildings, streets, parking areas, public spaces, and pedestrian walkways into a pleasing experience that encourages visitors to explore the area. A downtown should display a sense of order and rhythm through the repetition of design elements on buildings and street furnishings. Future projects in Downtown Farmington should be supported by any new design elements.

In addition to the recommendations found in this plan, there are other streetscape design issues and aspects of aesthetically pleasing downtowns that the City of Farmington should address, including:

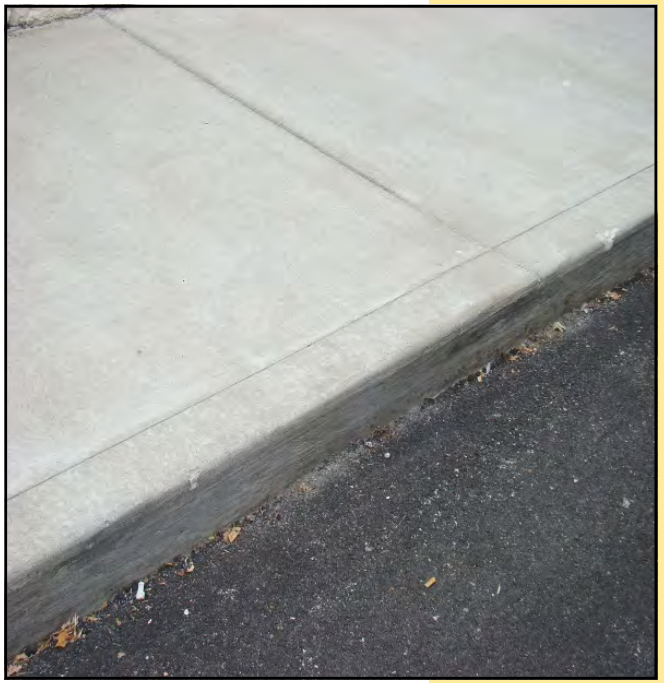
- Relocation of overhead power lines to underground conduits.
- Sidewalk replacement and updating to current Americans with Disabilities Act Accessibility Guidelines (ADAAG) or the Proposed Right-Of-Way Accessibility Guidelines (PROWAG). (Ideally, overhead power lines can be buried as sidewalks are reconstructed).
- Irrigation and procedures that ensure proper maintenance of landscaping.
- Infill buildings that are complementary to existing structures and maintain the rhythm along the street.
- Traffic flow initiatives to help reduce the volume of vehicles, including semi-trailer trucks, on Columbia Street.

Without exception, all of the physical, public-owned elements of Downtown must be maintained in top condition. streetscape fixtures should be reviewed on a regular basis and repairs or replacements made as timely as resources allow. There is no way to avoid the maintenance costs required by a physically improved Downtown, but Farmington cannot afford to broadcast a message of neglect and decline. A commitment must be made to enhance Downtown and keep it that way. Public streetscape enhancements will demonstrate to private property owners that the City is an investment partner with them in the ongoing improvement of Downtown.

2.2 Infrastructure

Downtown cannot function without intact infrastructure, but this does not imply infrastructure should just be functional. The City should view infrastructure as a design element that can be enhanced aesthetically for the benefit of residents, visitors, merchants, and property owners. Effective and attractive infrastructure should be the main focus of City efforts, and include:

- Curbs should be in good repair and constructed of a consistent material. There should be no gaps or areas of uneven elevation along the curb line. At street intersections there should be ADAAG or PROWAG compliant ramps as noted in Section 2.3.
- Poorly working storm drains can create an undesirable situation at street intersections when storm water run-off collects in large pools. This condition makes pedestrian access virtually impossible and must be corrected.
- Street improvements such as pavement, curbs, or sidewalks should be coordinated at the same time as public works projects to minimize street closings and costs.
- Sidewalks should transition smoothly into the same grade as street surfaces.
- New or replacement curb and gutter should be vertical curb design as seen in the upper right photo on this page.
- Overhead utility lines, although costly, should be relocated underground if possible. Above ground utility enclosures should not obstruct the pedestrian walkway.



New vertical curbing example.

Poorly installed sidewalk-to-street transition observed in Downtown Farmington (although marked for imminent reconstruction).

2.3 Accessibility

The U.S. Access Board is an independent Federal agency that has been established to monitor and issue updated accessibility guidelines for new or altered facilities covered by Americans with Disabilities Act (ADA) and the Architectural Barriers Act (ABA). These major civil rights laws prohibit discrimination on the basis of disability and establish design criteria for the construction or alteration of both public sector facilities and private sector facilities for public and

commercial use. These guidelines address new construction and alterations and are referred to as the Americans with Disabilities Act Accessibility Guidelines or ADAAG. A recent addition the Proposed Right-Of-Way Accessibility Guidelines or PROWAG is meeting acceptance by various federal agencies and will soon expand upon the ADAAG standard for public improvements.

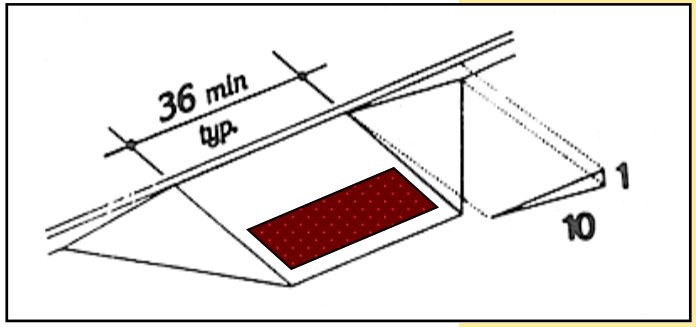
Without the required curb ramps, sidewalk travel is dangerous, difficult, and in some cases, impossible for people who use wheelchairs, scooters, and other mobility aids. Ramps allow people with mobility impairments to gain access to sidewalks and pass through center islands in streets. Additionally, vision impaired visitors to urban downtowns require detectable warning strips along ramps leading to streets.

When streets and roads are newly built or altered, they must have ramps wherever there are curbs or other barriers to entry from a pedestrian walkway. Likewise, when new sidewalks or walkways are built or altered, they must contain curb ramps or sloped areas wherever they intersect with streets or roads. While resurfacing a street or sidewalk is considered an alteration for these purposes, filling in potholes alone will not trigger the alterations requirements. ADAAG and PROWAG provide for flexibility in many cases, such as Program Access; where an alternative routes to buildings that make use of existing ramps may be acceptable where people with disabilities must only travel a marginally longer route.

Other accessibility considerations that will benefit Downtown Farmington pedestrians include:

- A clean, clear, and well-lit pathway should be provided from public parking areas to major Downtown activity centers.
- The public parking lots in Downtown Farmington are generally well-maintained. The City should occasionally review stall and traffic flow markings.
- The City should consider enforcing private parking lot surface standards.
- To help reduce traffic and assist visitors with wayfinding, the City should also encourage parking lot border treatments to help delineate private parking lots.
- Sidewalks should run continuously through an entire block to create a clearly defined pedestrian pathway and minimize conflicts between people and vehicles.
- All roadway crosswalks should be clearly marked with signage and striping.
- Downtown Farmington could benefit with an additional level of treatment at key intersections on Columbia and Liberty Streets. Crosswalks of brick pavers or stamped asphalt can reinforce the presence of the crosswalk and calm traffic.

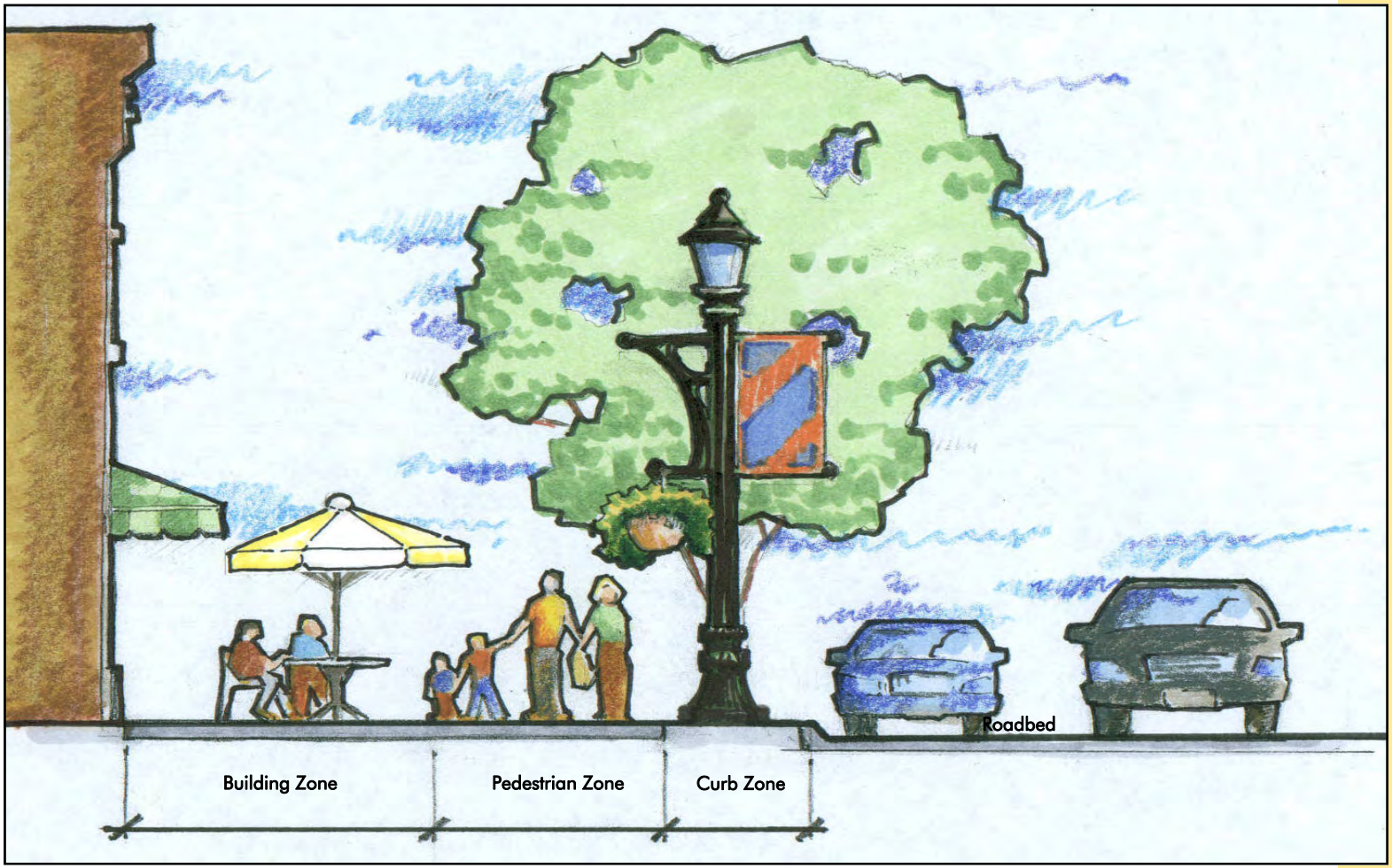
Example of ADA compliant ramp construction in Sedalia, Missouri.



ADA ramp construction dimensions.

2.4 Sidewalk Zones

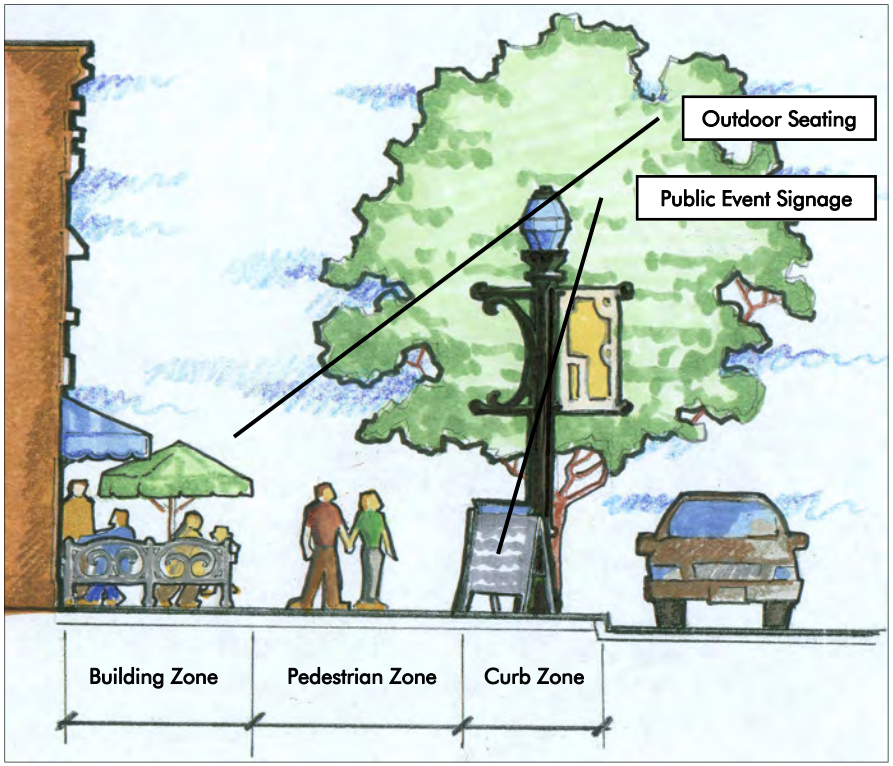
As a streetscape project is contemplated, it is important that adequate zones in front of a building are maintained. The Building Zone, Pedestrian Zone, and Curb Zone all have unique characteristics that should be regulated to ensure that private elements do not adversely impact public improvements.

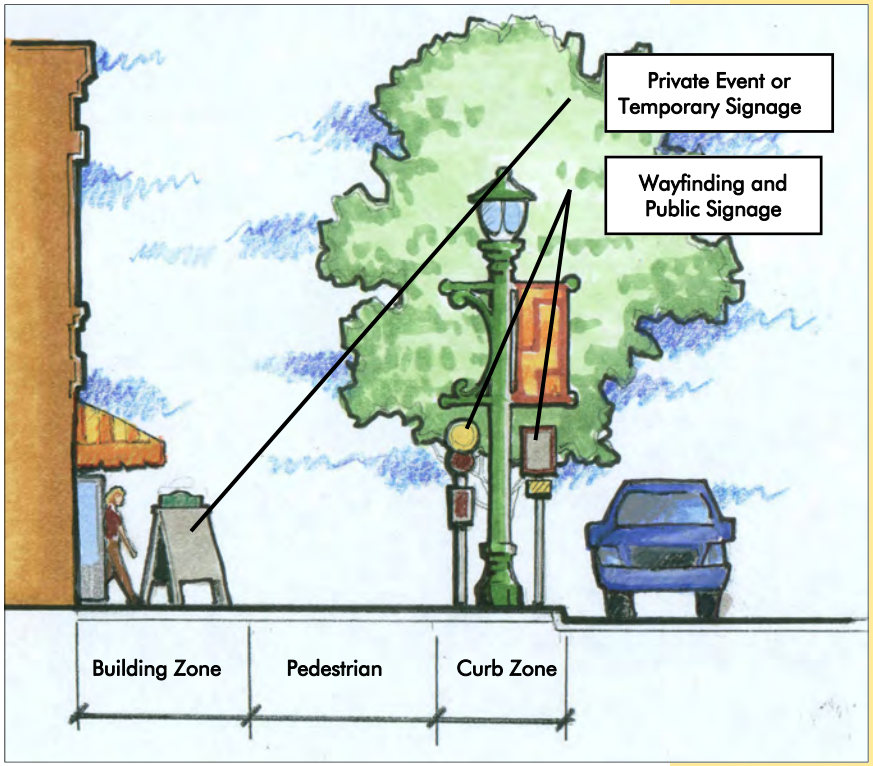


Aside from ADAAG or PROWAG pavement improvements, streetscape amenities should remain clear of the Pedestrian Zone and allow for free movement of pedestrians. Amenities should enhance the pedestrian experience, not be obstructive. The City of Farmington should consider relocating existing obstacles within the pedestrian zone on Columbia Street.

Businesses and property owners should be educated on the importance of maintaining Sidewalk Zones. Each business should care for the zones within their building's street frontage.

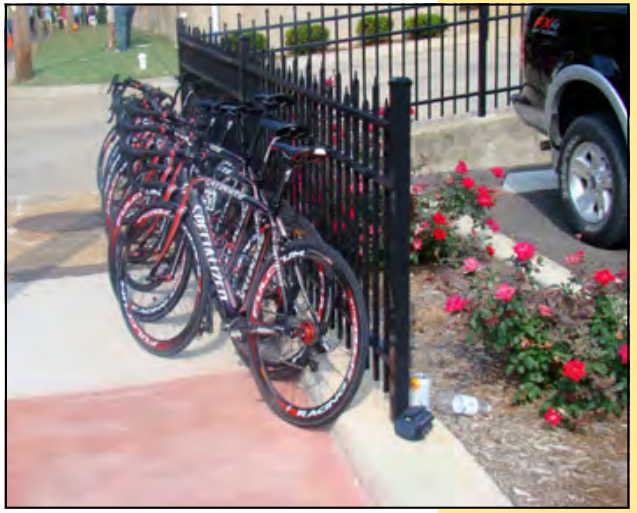
Example, at right, of a pedestrian obstacle found in Downtown Farmington.



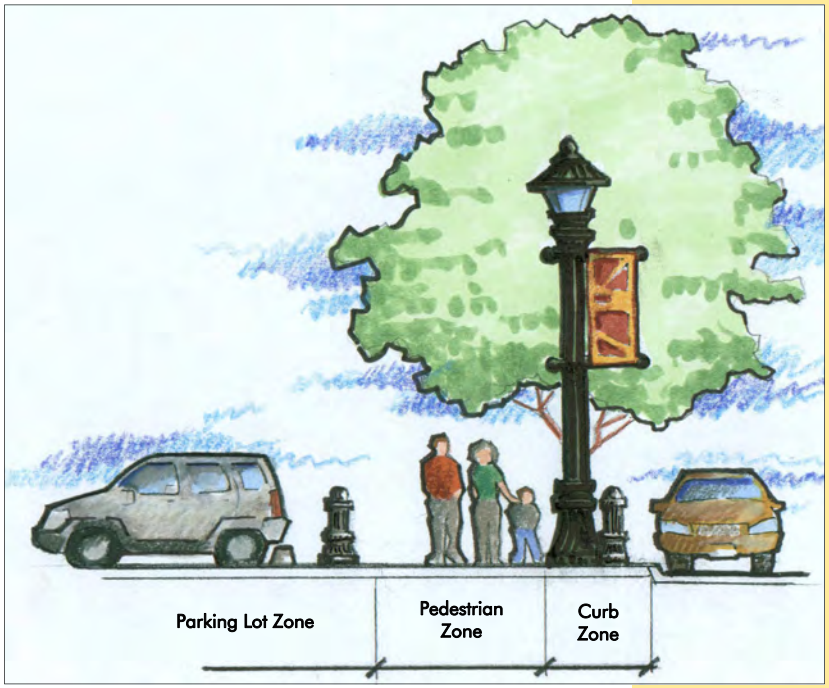


Street furnishings such as bicycle racks, bollards, and benches can add to a streetscape, but must be installed in useful locations. Care must also be taken that furnishings are not excessive and do not block on-street parking lanes.

The City of Farmington has installed a few public parking lots with clearly defined curb zones. These lots are beneficial to numerous businesses. Businesses should consider providing funding for City installed and maintained elements within their Building or Parking Lot Zones to enhance services to their patrons.



Example, at right, of a well-defined parking lot border found behind City Hall in Downtown Farmington.

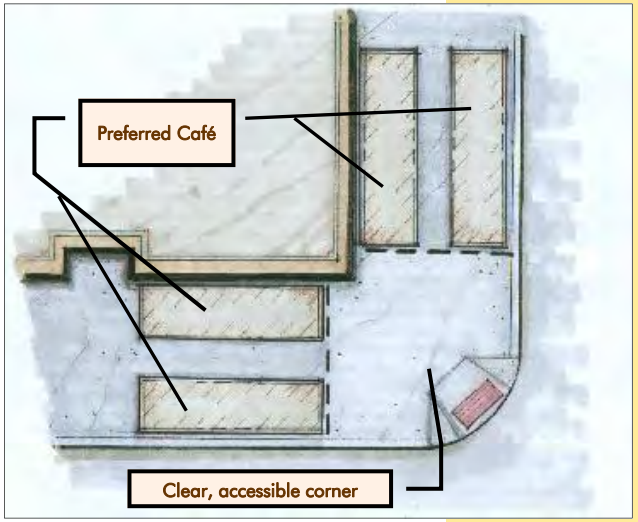


2.5 Parking and Service Areas

Parking to support business and retail tenants must be provided. Street parking will accommodate some, but not all of the required parking. Additionally, public owned parking lots can be used for streetscape element installations. The City of Farmington and the Downtown Development Association (DDA) have cooperated to develop key public parking lots to welcome visitors. Downtown parking and other service areas should:

- Be well lit and landscaped. Vacant lots can provide a temporary solution for additional parking spaces, but only if well maintained.
- Provide planting buffers at the edges of parking lots or use decorative paving to define the site border.
- Include landscape islands throughout the lot to improve the aesthetics as well minimize storm water run-off.
- Be located to the side or rear of the main business areas and be clearly marked as public parking.
- Provide a clear and well lit pathway for pedestrians to reach Downtown activity centers.
- Be maintained in good condition. All parts of the street, alley, and sidewalk pavement should not present tripping hazards for pedestrians.
- Have clearly marked crosswalks that are free of landscaping and other obstacles to provide a clear view for traffic.
- Be policed as they may become a security concern in some situations.

The City and Farmington DDA have provided free parking lots at key locations in Downtown. The lots are well-designed and adequately maintained.



2.6 Outdoor Café Seating

Outdoor Café or sidewalk seating is a common element of a vibrant downtown. Such seating areas can be accommodated in Downtown Farmington, but require special attention. A proper arrangement will:

- Be located in the sidewalk area fronting the restaurant.
- Allow a clear and unencumbered path along the sidewalk for pedestrian traffic. The sidewalk must maintain accessibility compliance and the restaurant owner should be held responsible for maintaining the pathway.
- Not obstruct entrances or exits and provide a clearly defined area connected with the restaurant. Areas adjacent to the buildings should be ideal.

- Use umbrellas or other patron coverings in a complementary color and style and with only the restaurant name. Any other wording or message should not be allowed to avoid a cluttering effect.
- Be properly maintained. Furnishings should be durable, weatherproof, and sturdy to prevent movement by wind. For these reasons, plastic furnishings should not be used.
- Be stored inside or off-site during the winter months.
- Provide sturdy trash receptacles. The restaurant owner should be responsible for maintaining the seating area and surroundings free of trash.

2.7 Street Lighting

Street lighting should enhance the pedestrian experience and nighttime image of Downtown while also providing an attractive installation during the day. Generally, street lighting should:

- Provide pools of light on the sidewalks at a higher level of illumination than the roadway. Storefront lighting can add to this illumination.
- Be on 12'-14' high poles and project light down onto the sidewalk, not into second floor windows.
- Be uniform in style, type, height, color, and brightness throughout Downtown.
- Use the same type of illumination (metal halide, high pressure sodium, incandescent, etc.) throughout Downtown.
- Be equipped with brackets for banners and electrical outlets that can effectively display City approved decorations.
- Be part of an overall lighting design strategy to ensure desired lighting levels.
- Illuminate parking areas, rear entrances, and alleys as well as streets.

The City of Farmington has chosen an attractive and effective design for street lighting along Columbia Street that includes banners and electrical outlets.

As noted and shown on **page 7**, there are several styles and colors of existing street lighting in Downtown Farmington. The City should work to coordinate the lighting by changing the luminaires to a matching color. The City will also have to work with St. Francois County to adjust the lighting style in front of the Courthouse Annex to match the rest of Downtown.

New lighting along Liberty Street can reflect the vehicular nature of the street as opposed to the pedestrian feel of Columbia Street and parking areas. The light poles can be taller and multiple fixtures can be used if more light is required for MODOT standards.

2.8 Signs and Banners

Public signage should be used in the streetscape design to identify, define, and promote Downtown Farmington and its activities. All too often signage is not thought of as an important part of the streetscape, but just as functional, necessary elements. With every business having at least one sign, public signs can quickly get lost.

Example of a plaque-style building address sign.

Wayfinding techniques and components to assist in navigation through the area will be addressed in detail in **Section 2.13 Wayfinding on page 20**.

Existing City signage is utilitarian in nature, with several "break-away" signs, as seen below right, that are not very attractive. The City may wish to reconsider this method and follow some general design concepts to replace existing Downtown public signage. Coordinated signage for Downtown can also help define the boundaries of Downtown. Concepts to improve the public signage of the Downtown Farmington streetscape, include:

- Street name signs should be chosen and installed that are distinctively different from the street name signs located in the rest of the community. This will reinforce a feeling of place. Decorative traffic signs and poles can also be used effectively.
- A program can be initiated to encourage Downtown property owners to install street address signs on their buildings that complement or match the style of the street name signs. A historic plaque-type can provide a very elegant touch. The style, font, and colors of these signs should be easy-to-read and approved by local emergency personnel.
- In an effort to reduce visual clutter, regulation and directional signage should be combined where possible.
- Banners and other temporary signs for public events and attractions can be allowed, but should be restricted as to size, number in one location, and length of display.
- Additionally, seasonal banners or decorations that are approved by the City can create festive streets.
- Banners can also add a sense of civic identity, but must be well-designed and are most effective with a simple, repetitive, design. Lettering should be kept to a minimum and sponsor panels should only be allowed within a uniform design panel, if at all.
- The City should provide all maintenance of public signage, banners, outlets, and brackets. The City should also changes the banners on a regular schedule, replacing banners which have been faded or worn as needed.
- Balloons, pennants, and other distracting sign novelties should be strictly regulated in Downtown. It is possible that these elements can be used on public signage, but this should be uncommon.
- Murals must have an artistic component and should be allowable by City approval only. Murals should be professionally painted. Any mural not approved should be considered in violation of the sign code.

Example of improved Downtown public signage designs.

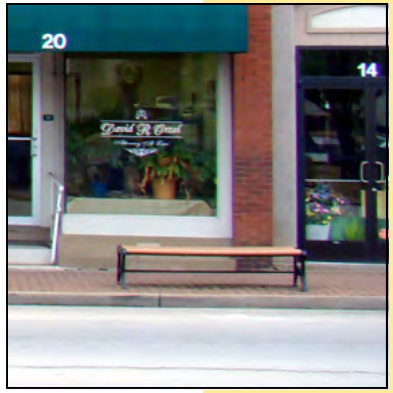
Existing "break-away" installation in Downtown Farmington.

2.9 Public Furnishings

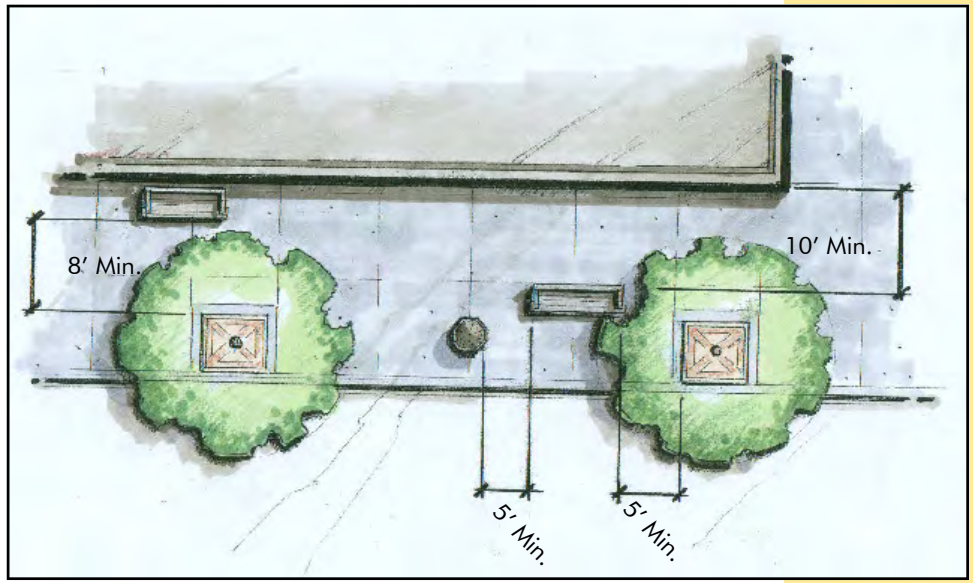
The furnishings included along a street or in a pedestrian plaza, parking lot, or park should be considered as part of the overall streetscape in terms of design. Elements should complement and introduce users to the theme of Downtown. Clusters of furnishings will provide gathering places for pedestrians and street furnishings will encourage visitors to park their vehicles and explore Downtown.

The City of Farmington has installed some furnishings in Downtown. General guidelines for furnishings include:

- Benches within the streetscape encourage social interaction which contributes to a successful Downtown. However, some benches should be oriented so that a pedestrian can sit facing into the storefront. As seen in the photo at right, some existing Downtown Farmington benches have this feature.
- Planters and window boxes provide color and can provide opportunities for volunteer service if maintained by a local club or organization.
- Trash receptacles should be an attractive accent as well as bollards, tree grates, and boundary fencing.
- Suggested minimum distances for bench placement are shown at right. Actual distances for installation may vary due to site conditions.
- The styles of site furnishings should be simple and not too intricate or flashy.
- Sturdy materials that can be painted are preferred for site furnishings. Wood and soft materials can be vandalized and should be avoided to reduce maintenance costs.
- Concrete is a sturdy material for fixtures, but metal furnishings will be easier to maintain and replace than concrete elements.
- Private property owners should be restricted to installing approved furnishings in front of their buildings. This will keep the streetscape uniform. Complementary elements should be provided in a catalog format.



Example of bench placement in Downtown Farmington.



An example of bench placement.

2.10 Bicycles

Downtown Farmington should not only be pedestrian friendly, but bicycle friendly as well. The City of Farmington has worked to develop a bicycle culture by obtaining a stop along the TransAmerica Bicycle Trail (Trail Section 9) and hosting Stage 3 of the 2009 Tour of Missouri. The City also helped establish Al's Place, a Trans America Trail Inn. However, during field observations for this Streetscape Revitalization Plan, it was noted that there are no bicycle racks in Downtown Farmington.

Al's Place is located in the historic St. Francois County Jail building.

Concerns for a bicyclist will include routes of travel, clearance, type of traffic signals, traffic lanes, signage, drainage grates and curbing obstacles, and parking. Downtown plans should implement bicycle facilities which can be used by local citizens and visitors. The City should identify opportunities for future bicycle facilities in Downtown and throughout the community. Some guidelines when considering such facilities include:

- Bicycle racks which should be of uniform design of materials, color, and style as other site furnishings. Racks should be located at useful activity nodes throughout Downtown.
- Directional and regulatory street signage which identifies local streets as bike routes and share-the-road routes.
- Wayfinding signage to direct cyclists to various destinations within Downtown.
- Public restrooms and drinking fountains, if possible.
- Dedicated bicycle lanes on streets, where feasible.

The TransAmerica Bicycle Trail stretches from Oregon to Virginia, with a stop in Farmington.

2.11 Fountains and Public Art

Fountains and public art can enhance Downtown and the pedestrian experience. These features will be most effective as simple interactive elements which Downtown visitors can enjoy. Fountains could be simple bubblers that provide a refreshing respite in the summer months, and are lower maintenance than fountains in a pool. Some general guidelines to help the City of Farmington design these features include:

- Fountain water should be left in its natural state without coloring.
- Professionally commissioned public art and sculpture can provide an inspirational atmosphere in which people enjoy lingering.
- Fountains and art can also serve as memorial in nature, commemorating City founders or other notable citizens or historical events.
- As with other streetscape elements, fountains and art should not encroach upon the pedestrian walkway.

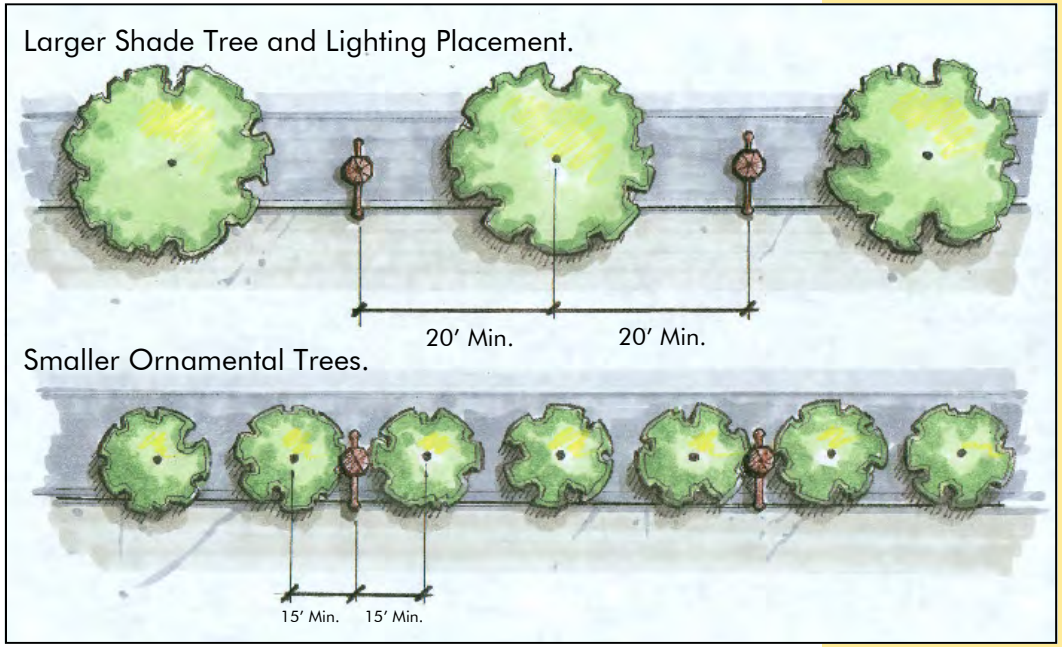
Downtown Farmington hosted Stage 3 of the 2009 Tour of Missouri.

2.12 Landscaping

Existing landscaping in Downtown Farmington is sparse. There are some street trees, however there are some gaps in the tree plantings that have been left open or replaced with shrubbery. Some of the existing street trees could be replaced with more hardy and native tree species. There are also several opportunities where excess pavement could be removed for landscaping beds and parking lot border treatments. Hanging planters are currently used and some building owners have installed their own planters or window boxes. As noted in the furnishings section, this situation leads to a jumble of mismatched landscaping.

The City should develop landscaping around Downtown intersections as proposed by the concepts presented in the **Implementation Section 4.0 on page 27.** Specific planting palettes are proposed Farmington which includes species that are effective in a Downtown environment and will be complementary with existing trees. Plant species were chosen because of their nativity to Missouri, non-invasive nature, and superb ability to adapt to urban environments. These tree, shrub, and plant palettes are found in the **Appendix on page 69**. Other general landscaping concepts that the City should consider when designing Downtown features, include:

- Landscaping zones can also be identified along side streets to complement, but not obstruct building facades.
- If landscaping in front of a business is desired, plants in movable containers should be used where no available landscape strip is present. Containers should be placed immediately adjacent to buildings or curbs.
- Trees work best when planted in groups or islands where they can thrive on larger volumes of soil and should be of a hardy variety common to the region. Trees should also be specified at a size which will allow a minimum of seven feet of clearance before any lateral branching begins.
- The canopy of the tree should be considered to avoid excessive roosting of birds.
- Trees that produce fruiting berries should be avoided to reduce maintenance of sidewalks.
- Trees should also be chosen with downward growing roots, not lateral roots that will damage surrounding pavement.
- Shrubs should be massed in groupings of five to seven plants with no more than two different species within a planting bed.
- Suggested minimum placement distances are shown at right. Actual distances may vary due to site conditions.



The recommendations for Downtown Farmington also make extensive use of Rain Gardens. Examples of this important method of landscaping are shown at right, with general suggestions for installation below.

Examples of Downtown Rain Gardens from Portland, Oregon.

Rain Gardens are low-lying landscape beds designed to collect rainwater from adjacent impervious areas. A properly designed and installed Rain Garden will ease the load of the existing storm sewer system and reduce erosion and pollution. Rain Gardens also help to facilitate filtration and absorption of rainwater back into the ground. Rain Gardens require proper design and plant selection for maximum efficiency and reduced maintenance costs. Careful consideration to these factors will reward Downtown Farmington with significant environmental impacts for a low cost. Even small Rain Gardens can have a large impact on storm water run-off. General recommendations for Rain Gardens include:

- Low maintenance native plants are recommended due to their greater tolerance for climatic and soil conditions, as well as extreme moisture.
- Design Rain Gardens to also provide aesthetic benefits to the streetscape.
- Rain Gardens should be located so that they do not create an obstacle for street cleaning and maintenance vehicles.
- As with any landscape bed, regular weeding and clearing of litter is required.
- Rain Gardens can typically replace existing landscape beds so as to not require a reduction of parking spaces.
- Species that have trouble thriving should be immediately removed and replaced.
- The City should consider the use of porous pavement in nearby parking areas to help reduce the amount of overall standing water impacting Downtown.
- Rain Gardens should be viewed as a treatment for storm water before it enters the water system.
- Access to conventional drainage structures should be maintained to prevent flooding during heavy storm periods.
- Curb inlets should be provided to allow water to enter and exit the Rain Garden if necessary. The curb inlets should be tapered to minimize damage from maintenance vehicles.

2.13 Wayfinding

Wayfinding is an indispensable tool for directing travelers to destinations and creating a positive first impression. The term wayfinding was originally coined by Kevin Lynch in his 1960 book *The Image of the City*. Lynch presented the concept that people use a cognitive map to move through their environment to their destination. Wayfinding is a system to assist travelers in interpreting their cognitive maps. The goal of a wayfinding system is to make the journey to a destination as transparent and seamless as possible. By taking a comprehensive approach in developing the wayfinding system, a community can reinforce its unique identity and sense of place. This approach should include design and building codes centered on four primary aspects:

Existing Downtown Farmington Wayfinding.

Architecture:

- Visual clues of buildings and other features of a street aid people in knowing their location and the direction of their destination without the use of signage.
- Strong architecture, such as the St. Francois County Courthouse and Annex, Long Memorial Hall (City Hall), several established churches, and the newly constructed Police and Fire Departments, serve as landmarks and orientation points. These points are often destinations and starting points for visitors.
- Buildings have visual aids that draw our eyes to where we expect an entrance or a shop window to be located.

Sight Lines:

- The motorist will feel most comfortable in maintaining visual contact with his or her destination and will want to make as few direction changes as possible.
- Clean, clear lines down streets at key intersections should be maintained.
- Avoid allowing buildings to encroach or block these lines.
- Repetitive landscaping and furnishings can enhance and draw the eye down these streets, but care must be taken that these items do not obstruct important navigational landmarks.

Lighting:

- Lighting can be used to encourage routes and pathways.
- Warmly lit sidewalks and streets draw the customer onward, while similarly lit storefronts and entrances will draw the eye of the customer.
- A repetitive line of lighting can be an effective navigation tool.
- Poor lighting causes missed information and leaves an unsafe impression in a visitors mind.

Signage:

- Uniform signage at important decision points is a critical element of Downtown wayfinding. Kiosks can direct visitors to various attractions, advertise events, and consolidate signage.
- Excessive signage will lessen the effectiveness of individual signs. Fewer, easy to read signs placed at strategic locations are preferred.

Wayfinding systems create an arrival sequence to Downtown. The system consists of common-themed signs, of various types that direct travelers to attractions. All too frequently existing wayfinding systems are inadequate. Typical problems with wayfinding systems include:

- Lack of accuracy, with arbitrary sign location.
- Visual clutter from too many signs.
- Lack of focus in directing traffic to Downtown.
- Diffuse allocation of signs, across many entrances.
- Signs that lack charm, or are standard Department of Transportation signage.
- Routes actually direct travelers around Downtown.
- Signs are too small with inconsistent sizes, colors, and types.
- Signs are too wordy and hard to read.

Components of successful systems seamlessly integrate the visitors experience with the messages needed to navigate around Downtown. These components include:

- Primary Gateway Sign—Serves as the "Welcome" to a visitor, creating the first impression of the community. The sign should be significant, serving as a landmark. Downtown Farmington does not have these signs.
- Traffic & Directional Signs—As unobtrusive and attractive as possible, while still meeting Department of Transportation guidelines for safety. Traffic signs must be developed using the Manual of Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration. This type of public signage was discussed in **Section 2.8 Signs and Banners on page 15.**
- Trailblazer Sign—Utilitarian purpose combined with unique branding and design elements. Downtown Farmington attractions to consider as destinations on Trailblazer Signs include Historic Districts, Government Offices, the City Library, Long Park, the Skatepark, parking, and the main shopping area. These signs should be located at or near key transportation nodes. Downtown Farmington has a few of these signs.
- Proximity Signs—In close proximity of attractions, these signs direct visitors through their final few steps to the destination.
- District Gateway Sign—Creates a boundary for a particular district within the Downtown, such as a Historic District. These signs can be used within the district to be defined and should reflect the size, scale and character of the existing architecture of the district. Downtown Farmington likely does not need these signs.

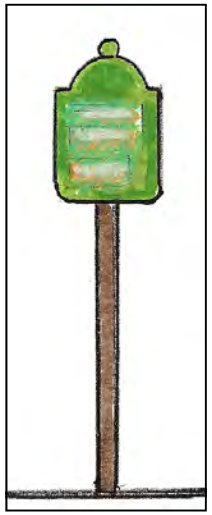


Illustration of a Proximity Sign.

Illustration of a Trailblazer Sign.

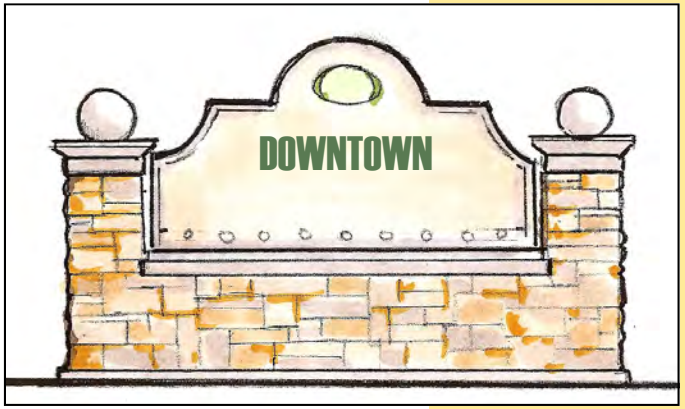


Illustration of a Primary Gateway Sign.

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3.0 SUSTAINABLE DESIGN

3.1 Introduction

The construction of sites and buildings have a significant impact on the natural environment. The operations of a site and a building, can also affect the air, land and soil of the downtown. Sustainable Design measures seek to lessen the impact on the natural and built environment. Such design efforts also aim to increase the efficiency at which buildings operate, in regard to energy use and operating costs. The design process is comprehensive, beginning with site selection and orientation; through specification of sustainable materials to energy efficient operating systems. Sustainable Design properties should be considered with private buildings as well as the public streetscape.

Downtown Farmington is a built environment of many historic buildings, modern buildings, public streets, parking lots, a few vacant lots and open space. Sustainable Design measures can be applied to both existing buildings and new buildings. The U. S. Green Building Council (USGBC) has become the leading organization in developing standards for sustainable design and operations of buildings. The USGBC's certification system is known as Leadership in Energy and Environmental Design (LEED). The majority of LEED designated buildings are new construction projects; however the USGBC has also developed standards for the upgrade of existing buildings.

Sustainable design is a broad and encompassing initiative which strives to create a built environment which is good for both man and nature. The following recommendations only introduce the basic fundamentals of sustainable design regarding downtown buildings and environments. For additional information beyond these guidelines, numerous resources exists, such as the following:

- USGBC www.usgbc.org
- Whole Building Design Guide www.wbdg.org
- American Society for Testing and Materials International (ASTM)
  ASTM E2432— Standard Guide for General Principles of Sustainability Relative to Buildings www.astm.Standards.e2432.htm

Permeable pavers for parking area allow storm water to percolate back into the soil and groundwater.

Interior flooring fabricated from bamboo, a rapidly renewable resource.

3.2 Fundamentals

Sustainable design measures are constantly changing, however there are six fundamental principles which constitute sustainability:

1) **Optimal Site Potential:** Consider site selection, building orientation and existing natural features of a site, including topography, drainage, landscape and natural habitats. The rehabilitation and reuse of existing buildings should always be evaluated as an alternative to new construction.

2) **Efficient Use of Water:** The design and use of water systems in a building maximize efficiency and recycle water for on-site use when feasible. Site design should seek to reduce storm water run-off from the site. Use Best Management Practices (BMP) to limit storm water run-off, clean storm water, and prevent suspended pollutants from reaching the sewer system.

3) **Environmental Materials and Resources:** Utilize building materials with a high percentage of recycled content or contain rapidly renewable materials such as cork flooring, bamboo cabinetry, wool carpeting, etc. Specify or use materials or items which are manufactured within proximity to the project site. Ideally, this proximity is no more than 500 miles.

4) **Optimal Energy Use:** The operation of a site and building identify methods for increased energy efficiency or use renewable resources such as solar or geo-thermal energy.

5) **Interior Environmental Quality:** Identify methods for creating a healthy environment, and increasing the comfort of building users. Proper ventilation, use of natural light, and moisture control are a few methods to ensure a quality interior space.

6) **Optimal Operations and Maintenance Methods:** Utilize building systems, furnishings and finishes which will have minimal operations and maintenance needs. Such systems will require less energy, less water, and can be maintained with natural cleaners which are non-toxic to the environment or occupants.

"Green Roofs" reduce storm water run-off, reduce heat gain and provide aesthetics for building users.

Solar panels provide an additional energy source for building power needs.

3.3 Elements

Sustainable design elements are extensive. The following list seeks to introduce only a few recommendations which are applicable to Downtown Farmington:

- Parking and Service Areas: Minimize storm water run-off by using pervious pavement materials such as pervious paver systems or pervious concrete. Such systems will allow storm water to percolate into the soil and not into the public storm water sewer system.
- Building Materials: Utilize materials which are composed of recycled materials or manufactured from rapidly renewable materials, which are made from plants that are typically harvested within a 10 year cycle. Examples include: bamboo flooring, linoleum flooring (made of wheat flour and linseed oil), cotton batt insulation, and wheat board cabinetry. Recycled bricks from demolished buildings should also be used for new building construction or restoration projects.
- Alternative Transportation: Promote by providing secure bicycle storage and changing/shower facilities for employees.
- Solar Energy Alternatives: Install solar panels to supplement the power system for commercial and residential buildings. Utilize prefabricated solar water heaters to provide the majority of the hot water needs for buildings.
- Stewardship: New wood products, including construction lumber, should be certified by the Forest Stewardship Council, which promotes responsible forest management.
- Lighting: Develop a lighting plan for public spaces which minimizes excessive lighting, which affects night sky viewing and the migratory patterns of birds. Flags which require lighting should be lit from the top shining down on the flags instead of being lit from the ground, projecting light into the sky.
- Operations: Use timers on public fountains and lights in non-essential areas to shut off lights after 1:00 a.m., in order to reduce energy consumption.
- Landscaping: Plant native landscape materials which can survive on natural rainfall once established.
- Street Furnishings: Specify site furnishings such as benches, waste receptacles, bollards, and planters which are made from recycled plastic materials.
- Water Conservation: Capture rain water run-off from roofs in rain barrels for irrigation use or direct to rain gardens on site. Inside buildings, consider waterless urinals or low flow water closets to limit potable water use.

Permeable pavement system installation.

Rain garden with native landscape plants.

Solar water heater.

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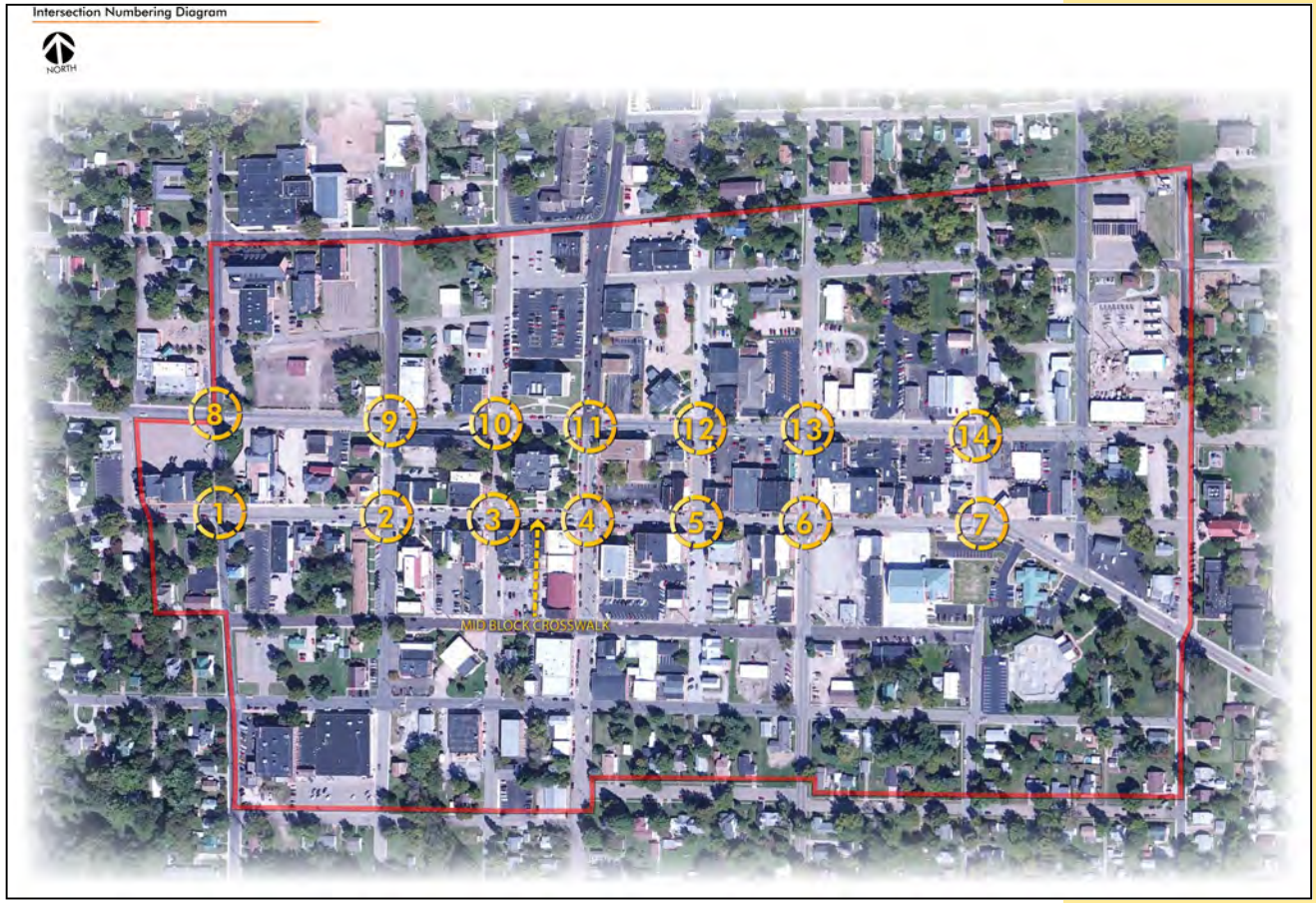
4.0 IMPLEMENTATION

The first step towards implementing the streetscape recommendations contained in this report is to build public support. Effectively communicating the benefits of the improvements will help to mitigate misunderstanding and opposition. Downtown businesses and property owners should be encouraged to view these improvements as the City's investment in Downtown Farmington. Explaining this positive impact to the community as a whole, beyond Downtown will help to garner community-wide support. Strategically maintaining visibility and positive momentum will help make these recommendations and the overall Downtown Farmington revitalization program successful.

As an overall recommendation, the City of Farmington should review its business sign regulations. While this issue is not directly related to the public streetscape, business signage greatly impacts Downtown's appearance. Excessive, oversized, and temporary business signage competes with public signage and other streetscape features for the visitors' attention. Striking a balance between business interests and an overall attractive appearance for Downtown is a critical task for City leaders.

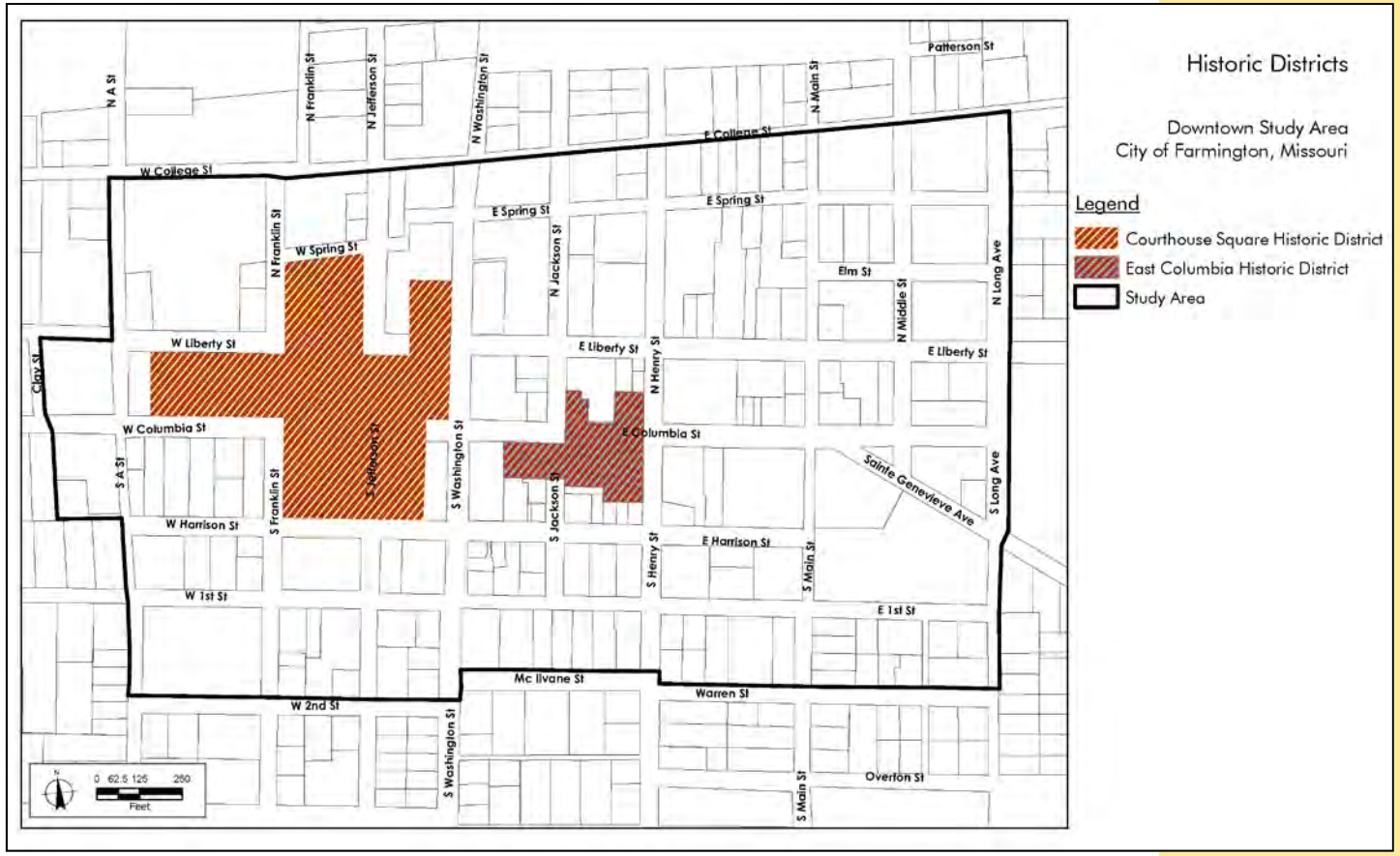
Conceptual recommendations have been developed for 14 intersections along Columbia and Liberty Streets and a specific mid-block crosswalk section of Columbia Street between Jefferson and Washington Streets. These areas of focus are indicated in the Intersection Numbering Diagram on this page, with illustrations provided later in this section. Preliminary cost estimates are provided in detail for intersections 4 and 11, and a summary of all estimates is found in this section on **Page 67**.



Implementation of the proposed streetscape improvements should also attract private investment and rehabilitation of buildings in Downtown. The City, through the Historic Preservation Commission (HPC) should implement building design guidelines for Downtown, particularly in the two historic districts; Courthouse Square and East Columbia. Building design guidelines for Downtown that are based on the concepts expressed in the Farmington DREAM Building Design Guidelines report, will help the HPC ensure that private investment meets the Secretary of the Interior's Standards for Rehabilitation. The City and HPC should consistently enforce these guidelines when developed. The buildings concepts shown in the DREAM Building Design Guidelines report will encourage high -quality private investment to complement the investments the City makes in the public aspects of Downtown. Property owners can review the Secretary of the Interior's Standards for Rehabilitation and obtain Preservation Briefs dealing with various aspects of historic building rehabilitation at the National Park Service website at www.nps.gov.

Private investors may also require incentive programs, including historic tax credits, to make historic rehabilitation feasible. Downtown property owners interested in historic tax credits, should contact the Missouri State Historic Preservation Office at www.dnr.mo.gov/shpo/ before beginning work.

These private investments will also make an impact on the overall aesthetics of Downtown and will complement the Farmington streetscape.



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4.1 Columbia Street (Existing streetscape)

Concepts for the existing streetscape along Columbia Street include intersections 1-7 and the mid-block crosswalk section between Jefferson and Washington Streets.

4.1.1 Intersection 1 (Columbia and A Streets):

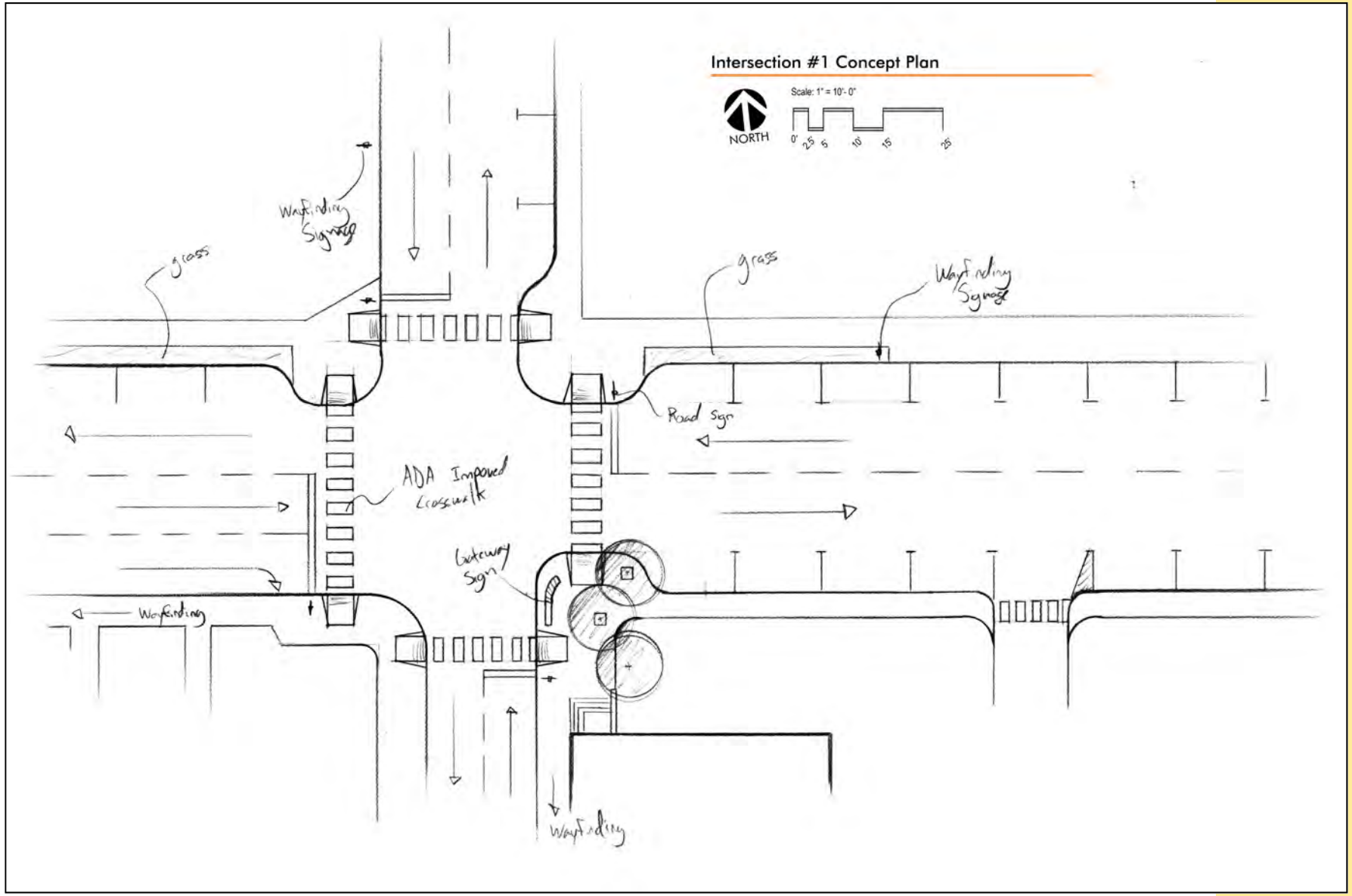
This is a critical intersection through which many visitors travel as they enter Downtown Farmington along the most direct route from State Highway 67. The intersection has the ability to introduce travelers to Downtown. However, there are no existing decorative streetscape elements.

The intersection can be improved with wayfinding and landscaping. Landscaping in front of the Church can include a gateway sign. The streetscape elements found farther east on Columbia Street, such as the lighting, benches, and trash receptacles should be extended to this area. Crosswalks should be repainted and accessibility ramps reconstructed if necessary.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $45,000, depending on the elements installed and any repair to existing pavements and fixtures.

The view looking east on Columbia Street.

A church located on the southeast corner of the intersection.


Intersection #1 Concept Plan
NORTH
Scale: 1" = 10'- 0"
0' 2.5 5 10 15 25
Wayfinding Signage
grass
grass
Wayfinding Signage
Road Sign
ADA Improved Crosswalk
Gateway Sign
Wayfinding
Wayfinding

4.1.2 Intersection 2 (Columbia and Franklin Streets):

This intersection has some streetscape elements and various accessibility issues. Sidewalk construction is relatively new in this area. There are attempts to make the ramps accessible, but as shown in the photos on this page, they are inconsistent or interrupted with obstacles. Some existing utilities also present obstacles in the streetscape zone.

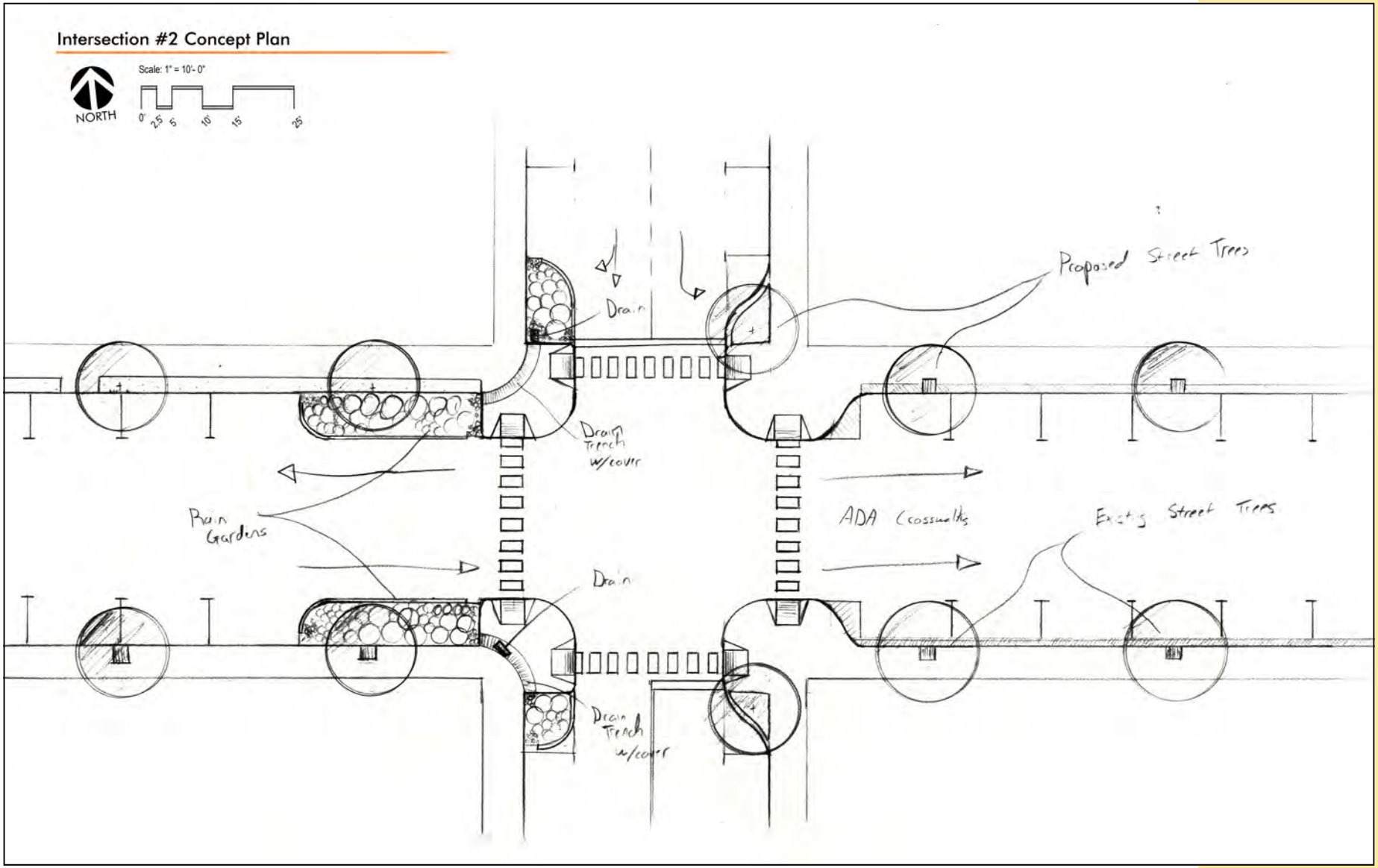
Improvements should consist primarily of landscaping of a rain garden variety that can help channel and retain storm water run-off.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $50,000, depending on the elements installed and any repair to existing pavements and fixtures.

Existing wayfinding at this intersection.

Looking east on Columbia Street.

Looking north on Franklin Street.


Intersection #2 Concept Plan
Scale: 1" = 10'- 0"
NORTH
0' 2.5' 5' 10' 15' 25'
Drain
Proposed Street Trees
Drain Trench w/cover
Rain Gardens
ADA Crosswalks
Existing Street Trees
Drain
Drain Trench w/cover

4.1.3 Intersection 3 (Columbia and Jefferson Streets):

This intersection has some existing streetscape elements, but has opportunities to install additional landscaping without impacting current parking spaces or traffic flow. The radius of the existing signage islands can be carried onto Jefferson to create a larger area that should be aesthetically improved. This is an important intersection that introduces the visitor to the St. Francois County Courthouse.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $50,000, depending on the elements installed and any repair to existing pavements and fixtures.

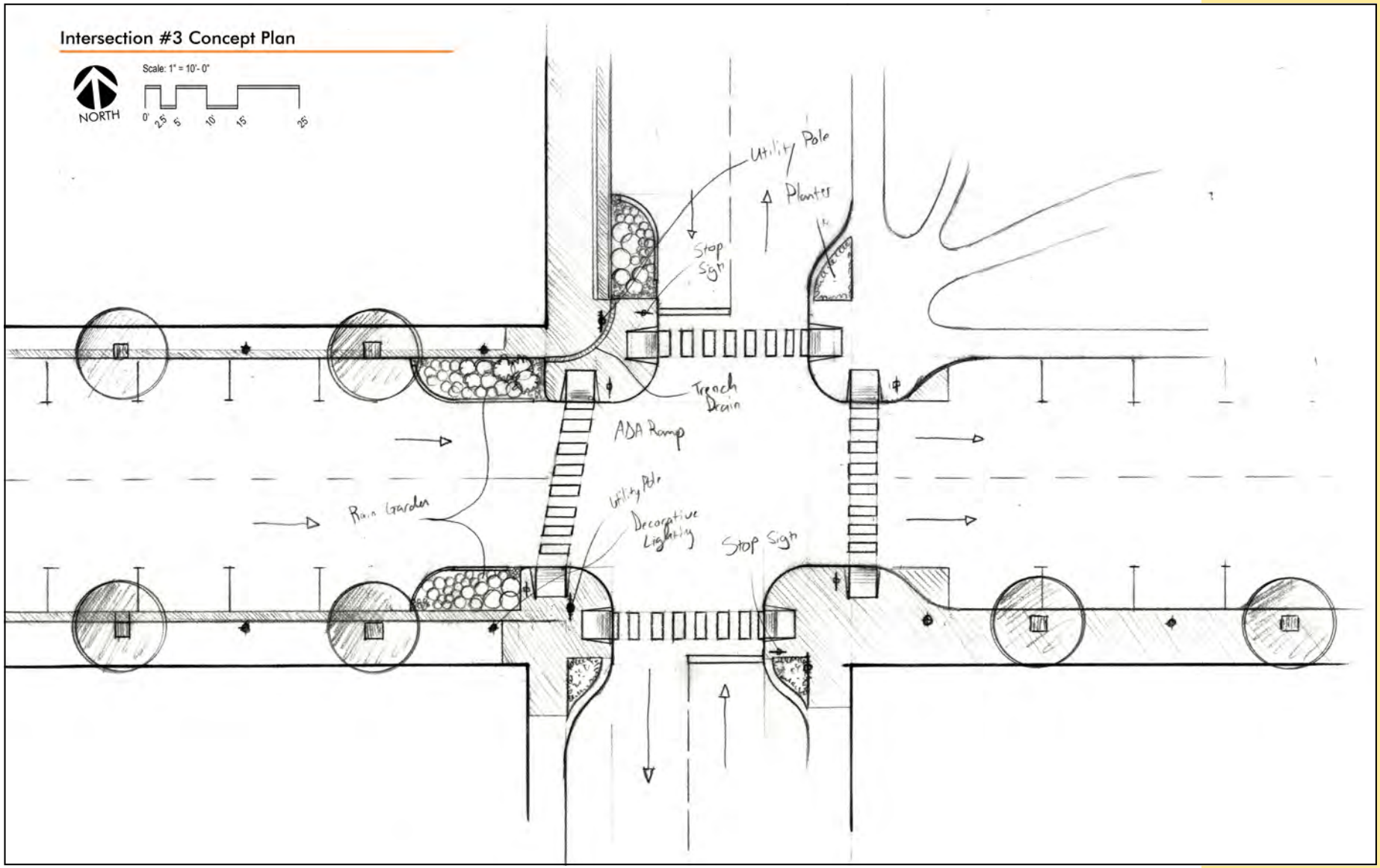
There is also a section along the south side of Columbia Street where the sidewalk is raised to a higher level. This section is between Franklin and Jefferson Streets. The City may desire to lower the sidewalk to match the elevations elsewhere along Columbia. Due to a number of unknown factors, these costs are not estimated.

The view looking north on Jefferson Street.

The view looking east on Columbia Street, showing business signage in the public right-of-way and attractive street signs, but with break-away pole installation.

This striped-off section of Columbia Street on the southwest corner of the intersection can be put to use as a rain garden planter.

Existing pavers; attractive but in need of maintenance.


Intersection #3 Concept Plan
Scale: 1" = 10'-0"
NORTH
0' 2.5 5 10 15 25
Utility Pole
Planters
Stop Sign
Trench Drain
ADA Ramp
Rain Garden
Utility Pole
Decorative Lighting
Stop Sign

4.1.4 Mid-Block Crosswalk Section Between Jefferson and Washington Streets:

Columbia Street carries a significant amount of traffic. At times, the easterly flow of vehicles past the St. Francois County Courthouse is enough to prevent pedestrian crossings. By developing a mid-block crosswalk, the City will provide a shorter distance for pedestrians to travel across the street. While improvements in this area may seem to conflict with the heavy vehicle traffic, a narrower road width will provide a calming effect on the flow of motorists.

Additionally, improvements in this area can provide outdoor seating for 12 West, a local restaurant. The crosswalk between the restaurant and the Courthouse will provide a strong link at the cost of four parking spaces.

Perspective sketches of this concept are shown on the following page, along with a plan drawing on **page 38** and a cost estimate on **page 39**.

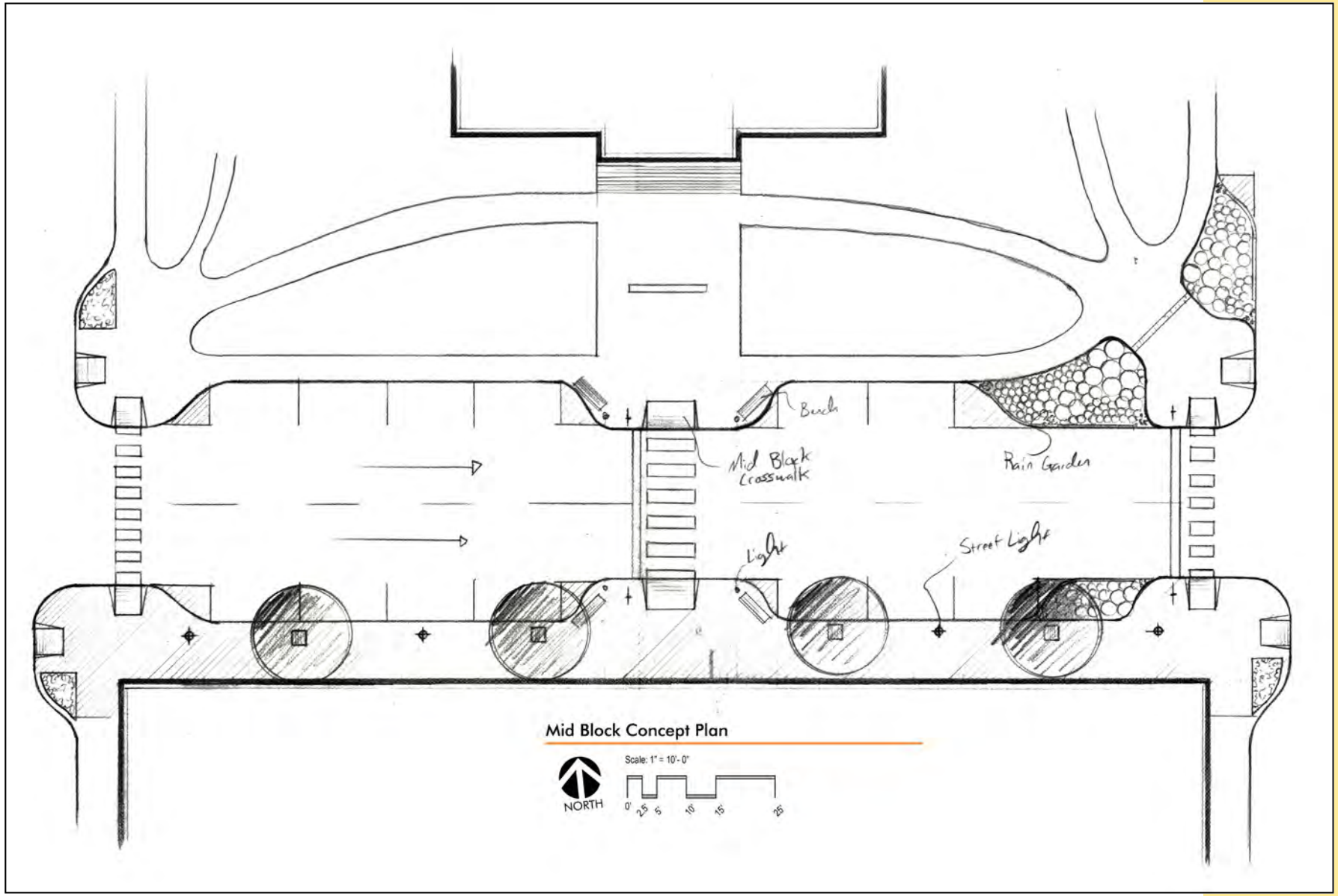
The proposed Mid-Block Crosswalk would connect the St. Francois County Courthouse (top) with a popular Downtown restaurant, 12 West (bottom).

The proposed view looking east on Columbia Street.

Streetscape Perspective View

Typical Stormwater Planter Perspective View

The proposed view looking west on Columbia Street, showing planter details.


Bench
Mid Block Crosswalk
Rain Garden
Light
Street Light
Mid Block Concept Plan
NORTH
Scale: 1" = 10'-0"
0' 2.5' 5' 10' 15' 25'

Contruction Cost estimate

Streetscape Improvements Mid Block Crosswalk **MO DREAM Farmington**
Project #: 82136-12
Date: 12/9/2011

Hardscape

Description	Units	Qty.	Cost	Subtotal
Demolition - Bituminous Roadway	S.F.	885	$3.70	$3,274.50
Brick Unit Paving - To Match Existing	S.F.	333	$14.90	$4,961.70
Aggregate Subbase - 12" Deep - 3/4" Clean Limestone	S.F.	885	$20.00	$17,700.00
Welded Wire Reinforcement	S.F.	552	$0.54	$298.08
Truncated Dome Warning Pavers - 12"x12"	S.F.	40	$35.00	$1,400.00
Concrete Sidewalk - 8" Thick	S.F.	552	$4.33	$2,390.16
Concrete Curb and Gutter - Cast in Place - 6" Thick	L.F.	130	$26.50	$3,445.00
Pavement Marking - Thermoplastic - 12" Wide	L.F.	80	$3.35	$268.00
Decorative - Coated Steel Slat Bench	Ea.	4	$1,200.00	$4,800.00
Street Light - 10' Fluted Shaft - Acorn Luminaire	Ea.	4	$1,800.00	$7,200.00
	Hardscape Subtotal			**$45,737.44**

Subtotal	$45,737.44
Regional Cost Multiplier	93.7%
Grand Total	$42,855.98

Note: Costs listed above include the average cost for materials in the units listed above, labor and installation fees, and equipment fees. This cost estimate is for discussion purposes only. The regional multiplier for Cape Girardeau, MO is used in this estimate to provide a more accurate assumption of material, installation, and equipment fees.

4.1.5 Intersection 4 (Columbia and Washington Streets):

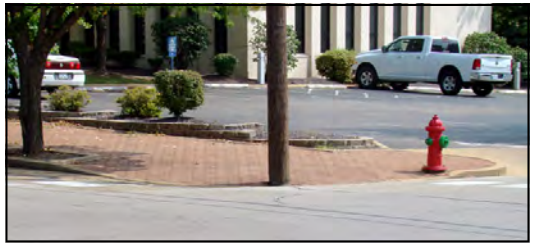
This intersection has existing streetscape elements and is the intersection of the main routes into Downtown. Columbia Street carries visitors from the west and Washington Street brings visitors from the north. There are a few unique opportunities to improve this important intersection.

At the northwest corner, by the courthouse, there is a sizeable amount of unused street pavement that could be converted to a landscaping bed. This location is also where the remnants of the St. Francois County Electric Railroad streetcar are found. Landscaping, the streetcar heritage, and the entrance into Downtown can all combine to make this a very attractive intersection. Additionally, a landscaped median is proposed along Washington Street. This median will improve aesthetics and calm traffic as it approaches Columbia Street.

An illustration of these concepts is shown on the following page and a perspective sketch of the courthouse corner is found on **page 42**. A preliminary cost estimate for improvements is suggested at $65,000, depending on the elements installed and any repair to existing pavements and fixtures. Given the importance of this intersection, additional detail on this cost estimate was developed for the streetscape Open House held on December 15, 2011. This detail is provided on **page 43**.

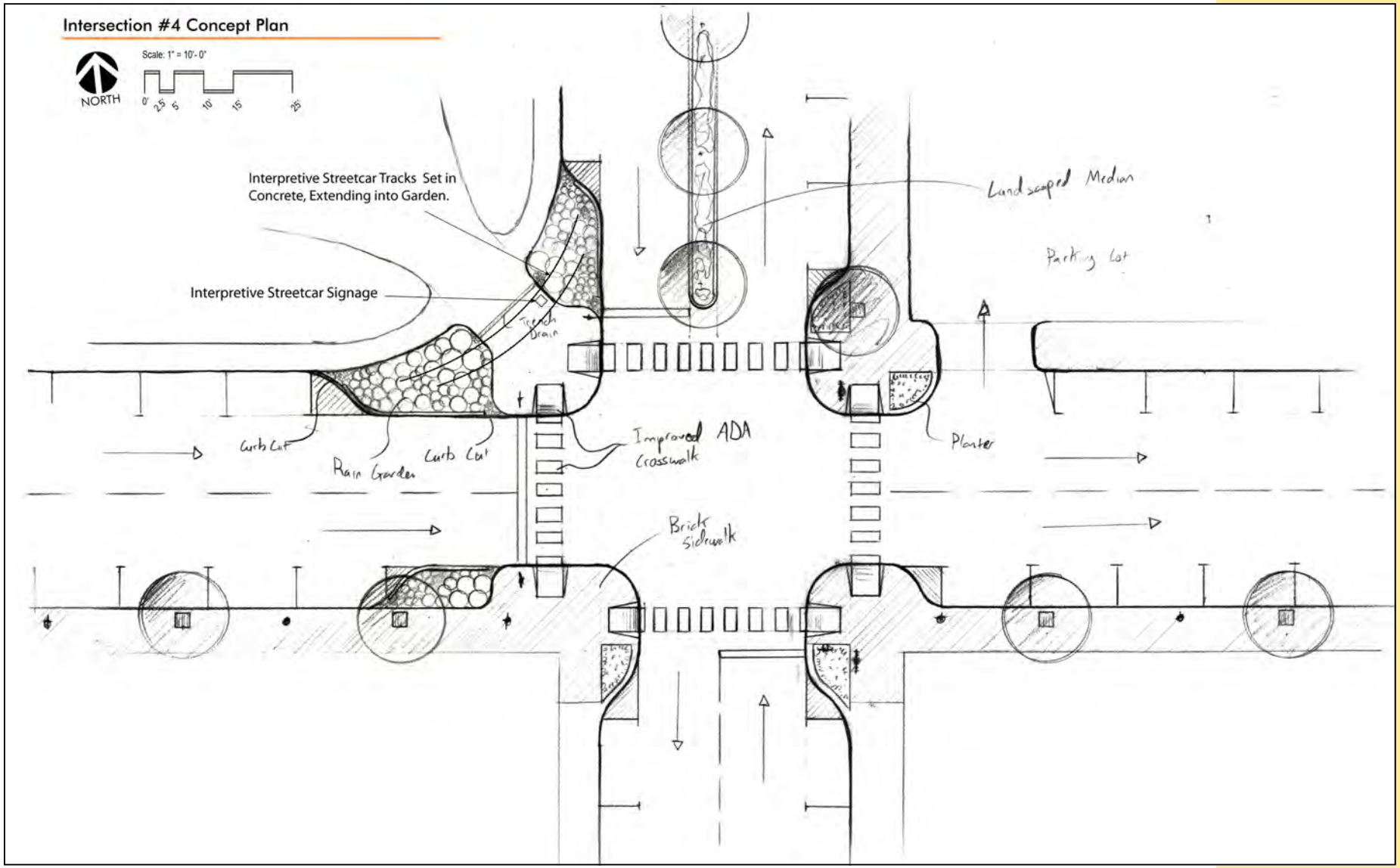
The view looking north on Washington Street.

The view looking east on Columbia Street.

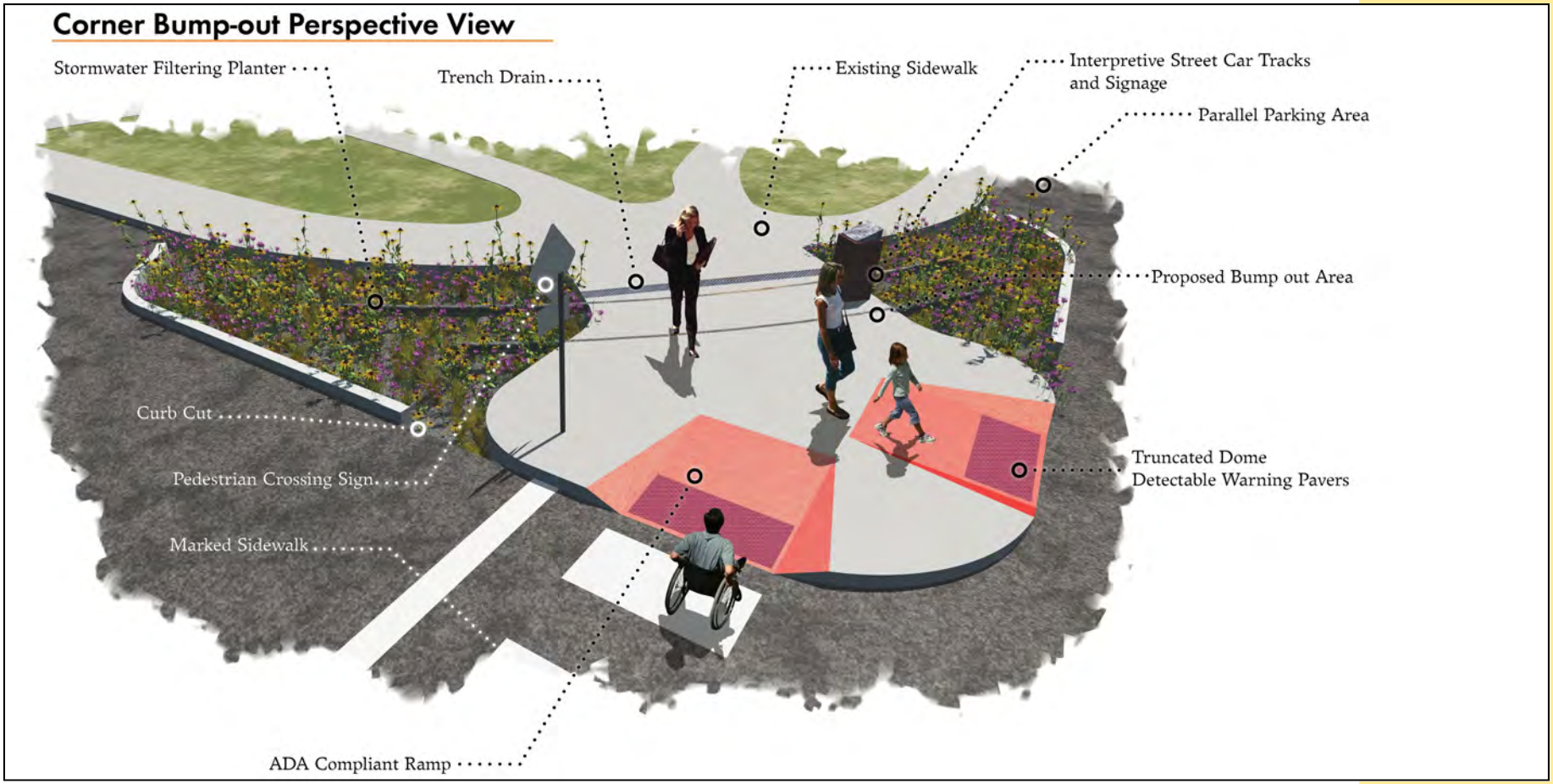


Example of existing streetscape elements at the northeast corner of this intersection. However, this corner does not support accessibility and could benefit from utility relocations.

The northwest corner of this intersection includes remnants of the St. Francois County Electric Railroad streetcar route. This is a historic element that could be incorporated into a landscaping installation.


Intersection #4 Concept Plan
NORTH
Scale: 1" = 10'-0"
0' 2.5 5 10 15 25
Interpretive Streetcar Tracks Set in Concrete, Extending into Garden.
Interpretive Streetcar Signage
Landscaped Median
Parking Lot
Trench Drain
Curb Cut
Rain Garden
Curb Cut
Improved ADA Crosswalk
Planter
Brick Sidewalk

Courthouse Corner:



Contruction Cost estimate

Streetscape Improvements Intersection #4 **MO DREAM Farmington**
Project #: 82136-12
Date: 12/9/2011

Hardscape

Description	Units	Qty.	Cost	Subtotal
Demolition - Bituminous Roadway	S.F.	3376	$3.70	$12,491.20
Brick Unit Paving - To Match Existing	S.F.	1066	$14.90	$15,883.40
Aggregate Subbase - 12" Deep - 3/4" Clean Limestone	S.F.	2126	$1.70	$3,614.20
Trench Drain - Glass Fiber - 8"	L.F.	18	$107.00	$1,926.00
Welded Wire Reinforcement	S.F.	1060	$0.54	$572.40
Truncated Dome Warning Pavers - 12"x12"	S.F.	72	$35.00	$2,520.00
Concrete Sidewalk - 8" Thick	S.F.	1060	$4.33	$4,589.80
Concrete Curb and Gutter - Cast in Place - 6" Thick	L.F.	510	$26.50	$13,515.00
Pavement Marking - Thermoplastic - 12" Wide	L.F.	80	$3.35	$268.00
	Hardscape Subtotal			**$55,380.00**

Softscape

Description	Units	Qty.	Cost	Subtotal
River Rock - Flats 3"	lbs.	2500	$1.25	$3,125.00
Shade Trees - 2" Caliper	Ea.	3	$200.00	$600.00
Mixed Stormwater Plantings	S.F.	1526	$4.50	$6,867.00
Landscaped Area Soil Amendment - 12" deep	C.Y.	48	$35.00	$1,680.00
	Bulk Subtotal			**$12,272.00**

Subtotal	$67,652.00
Regional Cost Multiplier	93.7%
Grand Total	$63,389.92

Note: Costs listed above include the average cost for materials in the units listed above, labor and installation fees, and equipment fees. This cost estimate is for discussion purposes only. The regional multiplier for Cape Girardeau, MO is used in this estimate to provide a more accurate assumption of material, installation, and equipment fees.

4.1.6 Intersection 5 (Columbia and Jackson Streets):

This intersection has existing streetscape elements, and opportunities to expand the streetscape at all four corners.

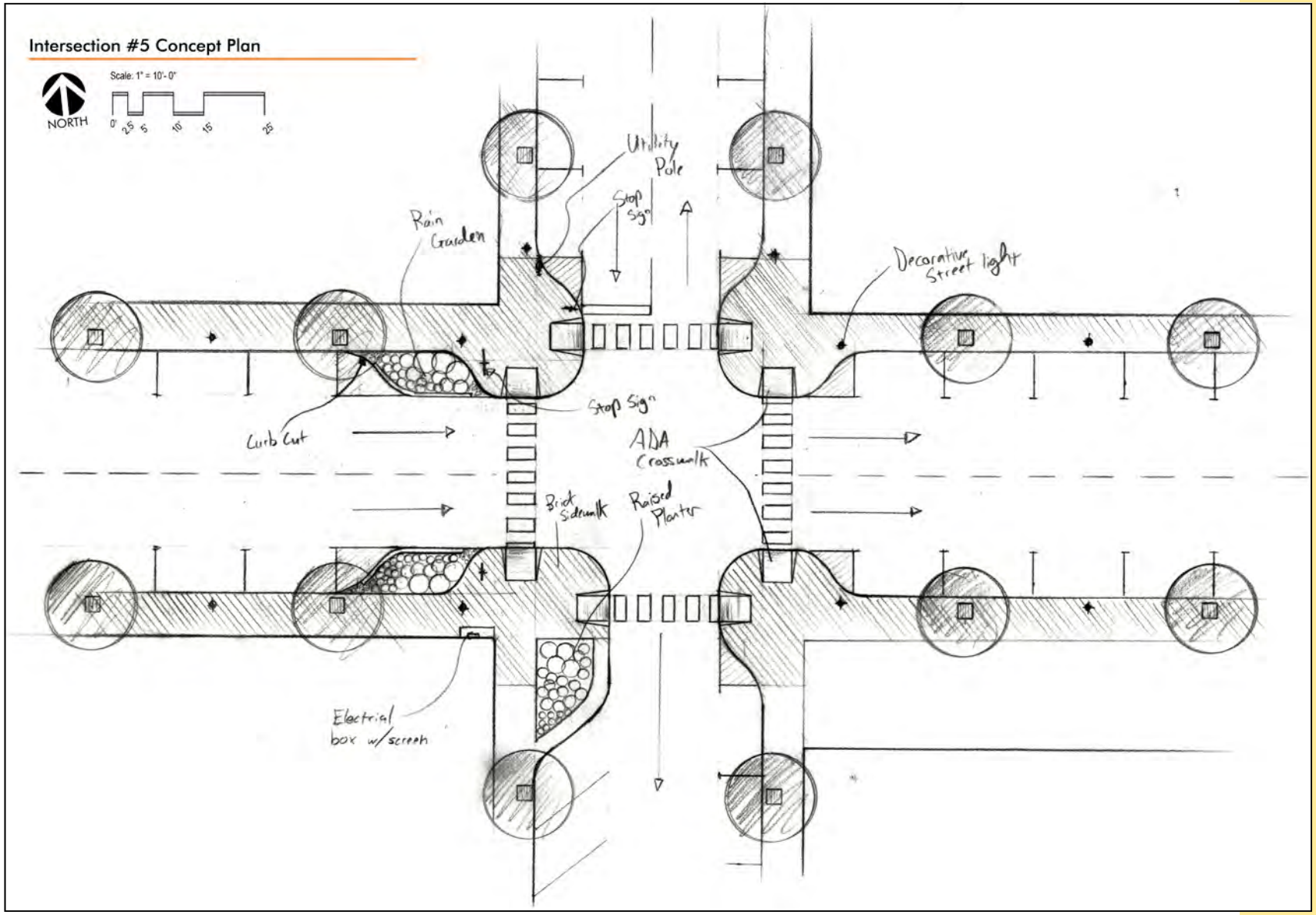
As of the date of this Plan, the City is pursuing an opportunity to purchase the dilapidated structures on the northwest corner. If this occurs, the City will have an opportunity to further improve that area, perhaps by developing a small pocket park.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $50,000, depending on the elements installed and any repair to existing pavements and fixtures.

This electrical box along Columbia Street could be relocated or screened.

The view looking east on Columbia Street.

The view looking north on Jackson Street.


Intersection #5 Concept Plan
NORTH
Scale: 1" = 10'-0"
0' 2.5 5 10 15 25
Utility Pole
Stop Sign
Rain Garden
Decorative Street light
Stop Sign
Curb Cut
ADA Crosswalk
Brick Sidewalk
Raised Planter
Electrical box w/screen

4.1.7 Intersection 6 (Columbia and Henry Streets):

This intersection has some existing streetscape elements, and opportunities to expand the streetscape. Additionally, there is an area of mismatched pavers.

As of the date of this Plan, the City has also prepared a parcel on the southeast corner. A new infill building is being proposed in the DREAM Building Design Concepts report. Construction of this building could greatly improve the aesthetics of this intersection.

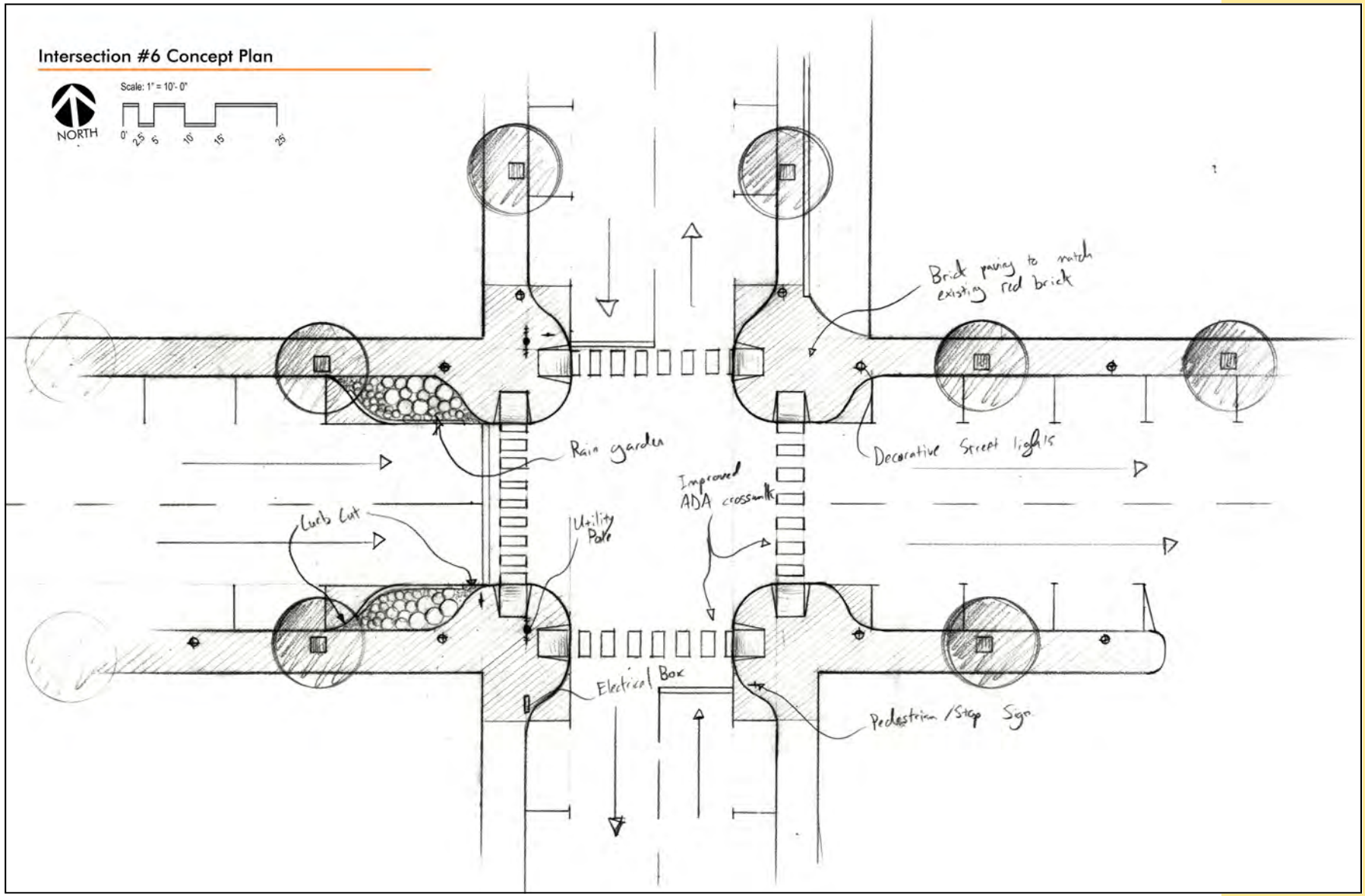
An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $50,000, depending on the elements installed and any repair to existing pavements and fixtures.

Mismatched pavers in front of First State Community Bank on Columbia Street.

The view looking east on Columbia Street.

As noted earlier, this utility box on the southwest corner should be relocated.

The view looking north on Henry Street.


Intersection #6 Concept Plan
Scale: 1" = 10'- 0"
NORTH
0' 2.5 5 10 15 25
Brick paving to match existing red brick
Rain garden
Decorative Street lights
Improved ADA crosswalk
Curb Cut
Utility Pole
Electrical Box
Pedestrian / Stop Sign

4.1.8 Intersection 7 (Columbia and Main Streets):

This four-way intersection has a nonstandard layout, with the streets intersecting at unusual angles. There are some existing streetscape elements and opportunities to expand the streetscape. This is also an important intersection that welcomes visitors from the east and routes westerly traffic on to Liberty Street. Additionally, the City owns a sizeable amount of property to the south, where the police and fire departments are located.

There is currently one traffic island that is of recent construction, but having no aesthetic improvements. The recommendations suggest that this island be expanded in all directions, install landscaping, and develop wayfinding and gateway signage. With the extension of the island to the north along Main Street, the crosswalk will become a shorter path and therefore a safer route for pedestrians. Additionally, a small traffic island can be installed between Columbia and Sainte Genevieve Streets.

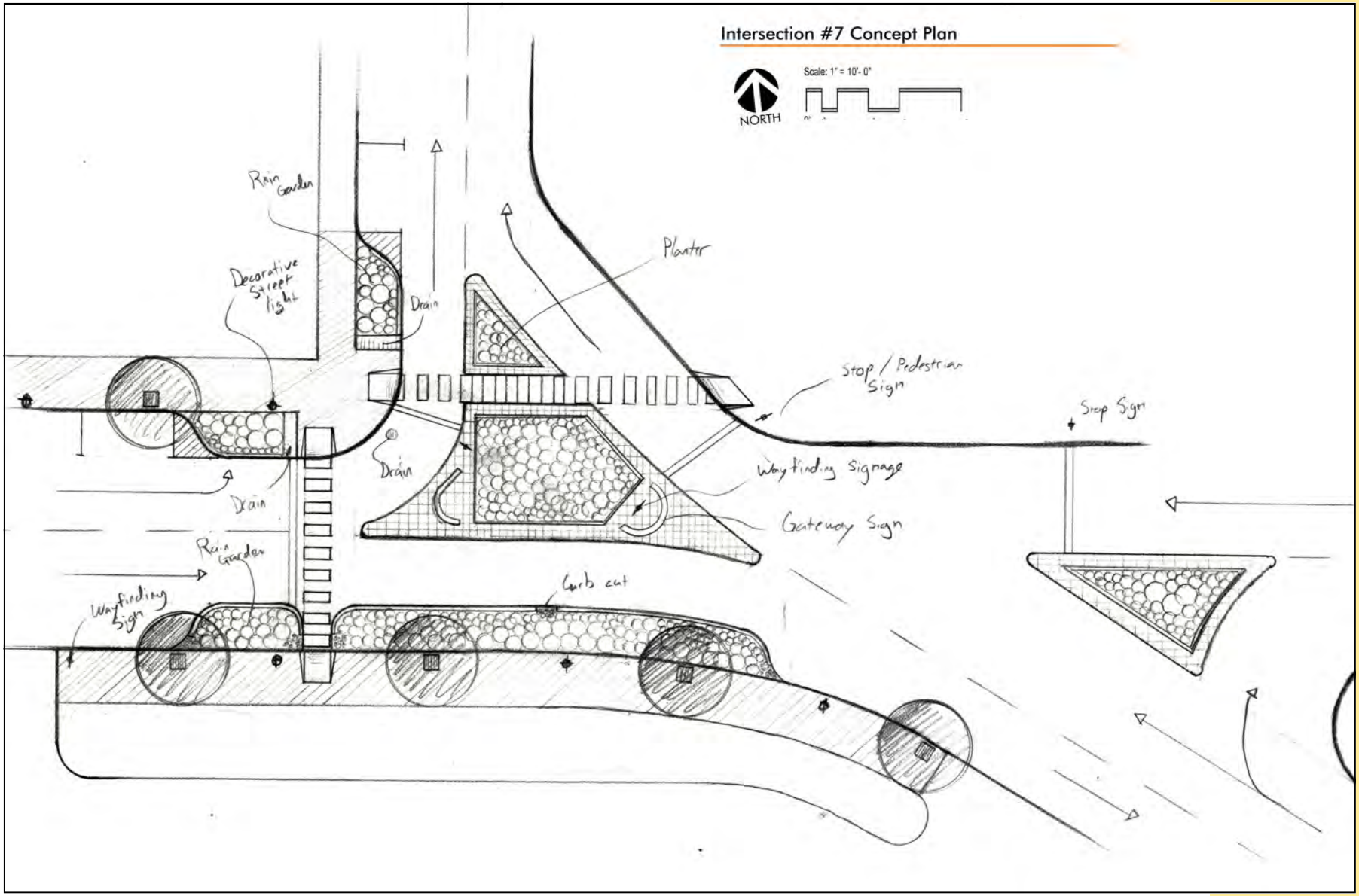
Significant landscaping should also be included by the City owned property on the south side of Columbia Street. This area is open and encourages vehicles to accelerate, whereas a narrower street with landscaping should have a calming affect on traffic.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $75,000, depending on the elements installed and any repair to existing pavements and fixtures.

The view looking across Main Street.

The view looking out Sainte Genevieve Street.

The view looking south across Columbia Street.


Intersection #7 Concept Plan
NORTH
Scale: 1" = 10'- 0"
Rain Garden
Decorative Street light
Drain
Planter
Stop / Pedestrian Sign
Stop Sign
Drain
Drain
Wayfinding Signage
Gateway Sign
Rain Garden
Curb cut
Wayfinding Sign

4.2 Liberty Street (New streetscape)

Concepts for the installation of new streetscape elements along Columbia Street include intersections 8-14. Liberty Street is more vehicular in nature and traffic tends to have a higher speed with fewer stops. Although some of the buildings are farther away from the street than on Columbia Street, there are areas where the buildings or parking facilities provide little or no right-of-way where public improvements can be located.

Additionally, the private, off-street parking that exists is not clearly defined or marked. The City should consider acquiring some of these lots for public parking, similar to the lot that has been improved behind City Hall on Columbia Street.

Primary improvements include traffic islands, landscaping to include the street tree varieties as found in Appendix A, decorative lighting, bike racks, trash receptacles, and benches.

4.2.1 Intersection 8 (Liberty and A Streets):

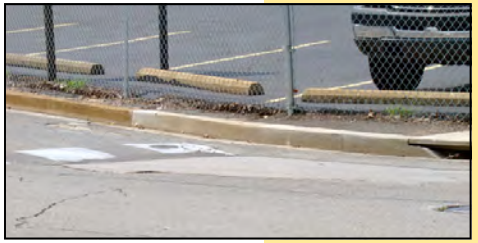
This intersection helps to route westerly traffic off of Liberty Street, back to Columbia Street where it has returned to two-way traffic, heading west out of Downtown.

The intersection can be improved with landscaping and by extending the median for improved traffic direction. The crosswalk over A Street that leads to nowhere (bottom photo) should be removed.

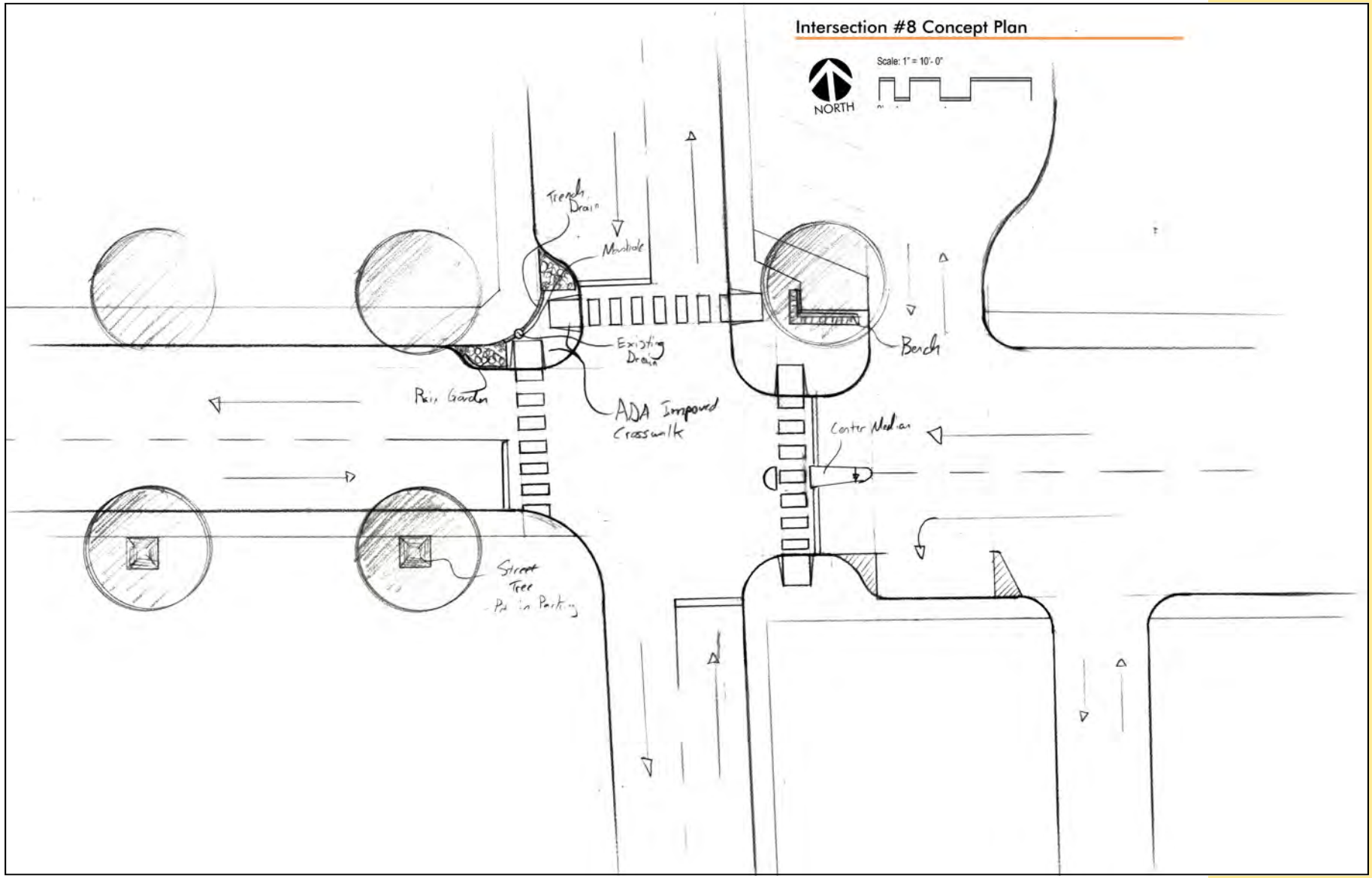
An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $45,000, depending on the elements installed.

The view looking west on Liberty Street.

The view looking south on A Street.



The southwest corner of this intersection features a crosswalk leading nowhere.


Intersection #8 Concept Plan
Scale: 1" = 10'- 0"
NORTH
Trench Drain
Manhole
Existing Drain
Bench
Rain Garden
ADA Imposed Crosswalk
Center Median
Street Tree

4.2.2 Intersection 9 (Liberty and Franklin Streets):

The Southwest corner of this intersection is home to the historic St. Francois County Jail that has been restored and reused as Al's Transamerica Inn; a hostel for bicyclers. There is a lone bench in front of Al's, and no other streetscape elements. The single bench has no shelter or shade.

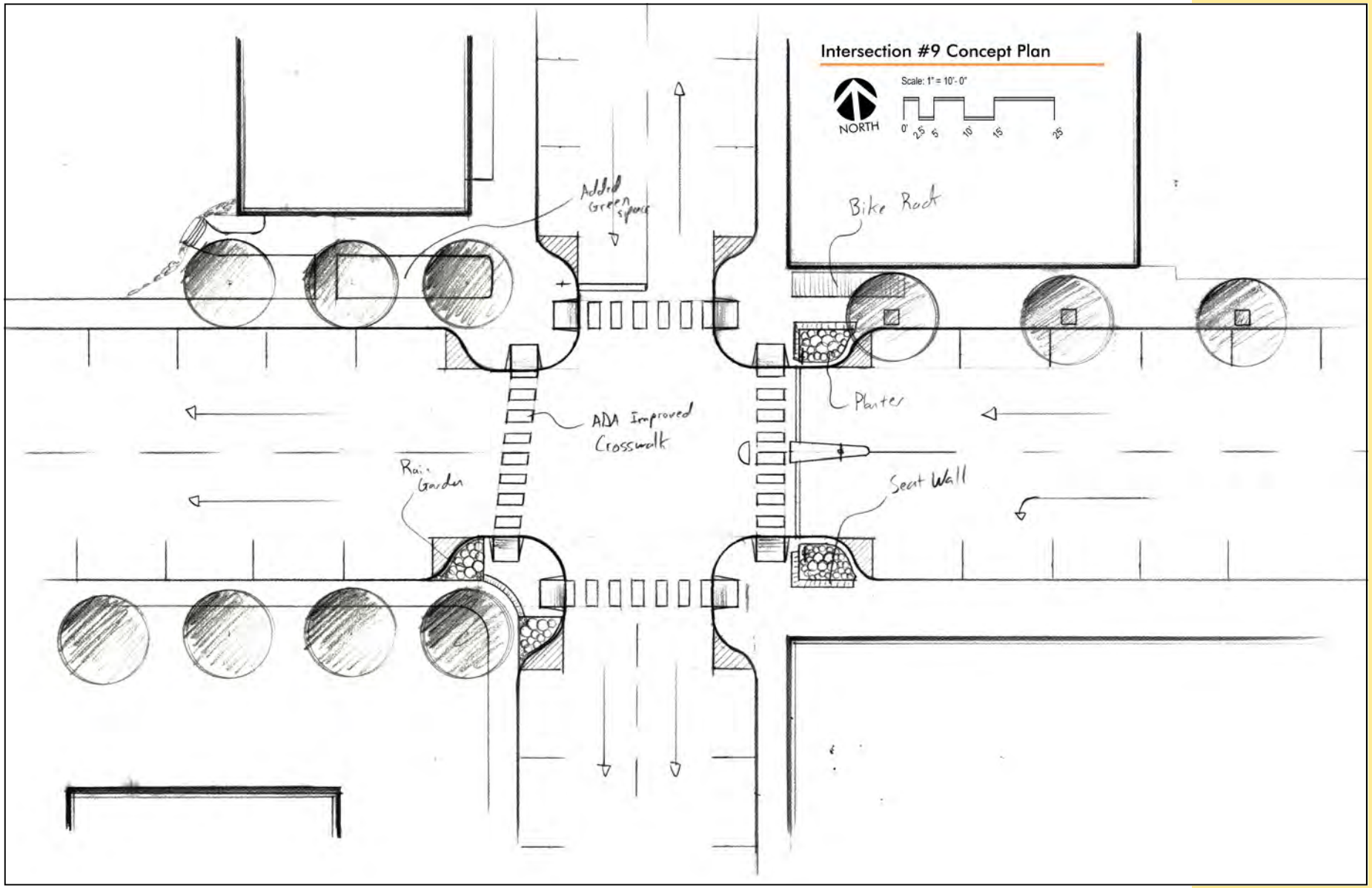
The intersection can be improved with landscaping and other elements such as a bike rack.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $55,000, depending on the elements installed.

The view looking west on Liberty Street.

The view looking south on Franklin Street.

There is a lone bench in front of the restored St. Francois County Jail/Al's Transamerica Inn.


Intersection #9 Concept Plan
NORTH
Scale: 1" = 10'- 0"
0' 2.5' 5' 10' 15' 25'
Added Green Space
Bike Rack
Planter
ADA Improved Crosswalk
Rain Garden
Seat Wall

4.2.3 Intersection 10 (Liberty and Jefferson Streets):

This intersection anchors the St. Francois County Courthouse and the Annex. The streetscape elements from Columbia Street have been extended along Jefferson and begin to be introduced to Liberty at this intersection.

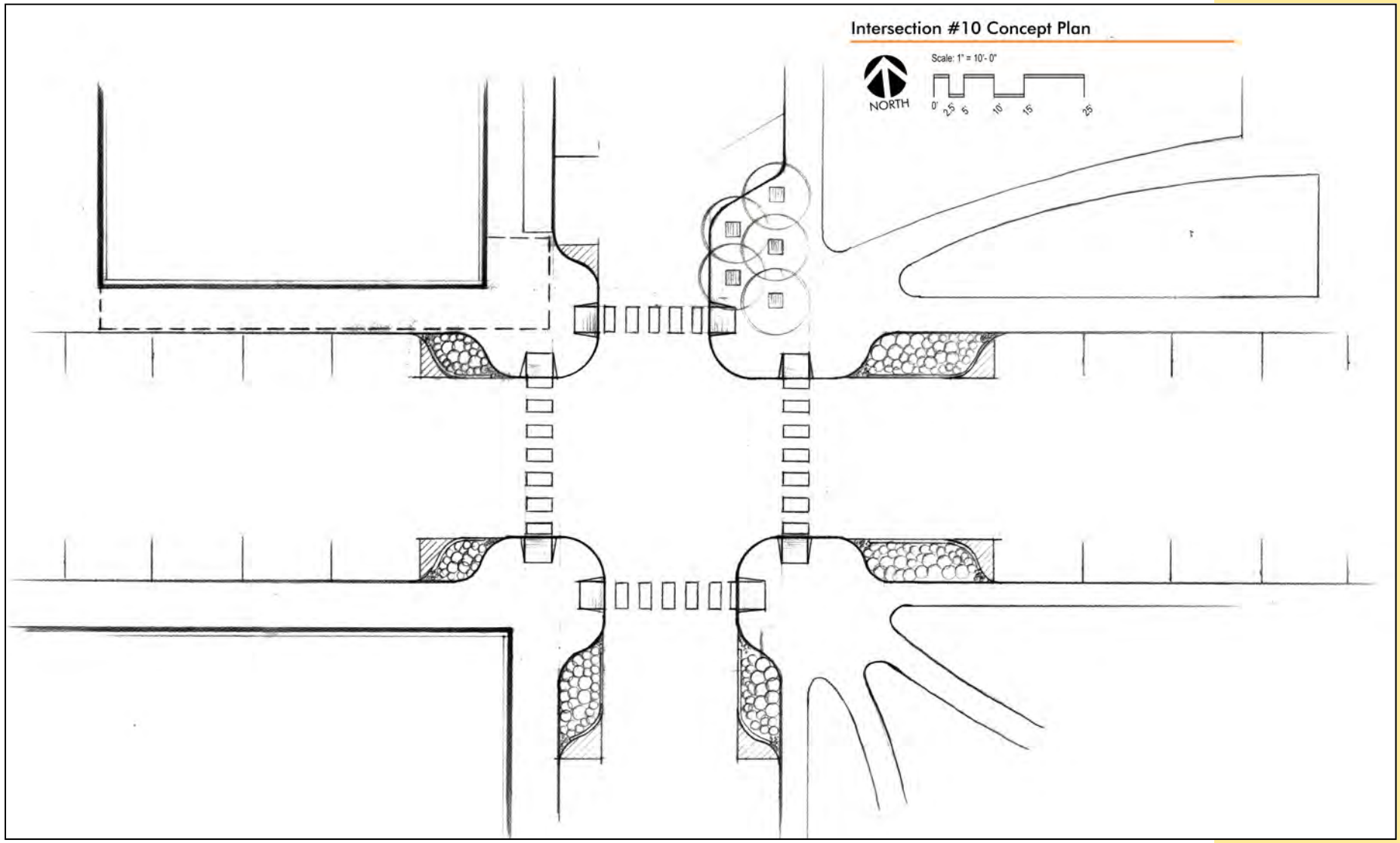
The intersection can be improved with landscaping, particularly on the Annex parcel.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $60,000, depending on the elements installed.

The view looking west on Liberty Street.

The view looking south on Jefferson Street.

This building on the southwest corner introduces the streetscape elements from Columbia Street.


Intersection #10 Concept Plan
NORTH
Scale: 1" = 10'- 0"
0'
2.5
5
10
15
25

4.2.4 Intersection 11 (Liberty and Washington Streets):

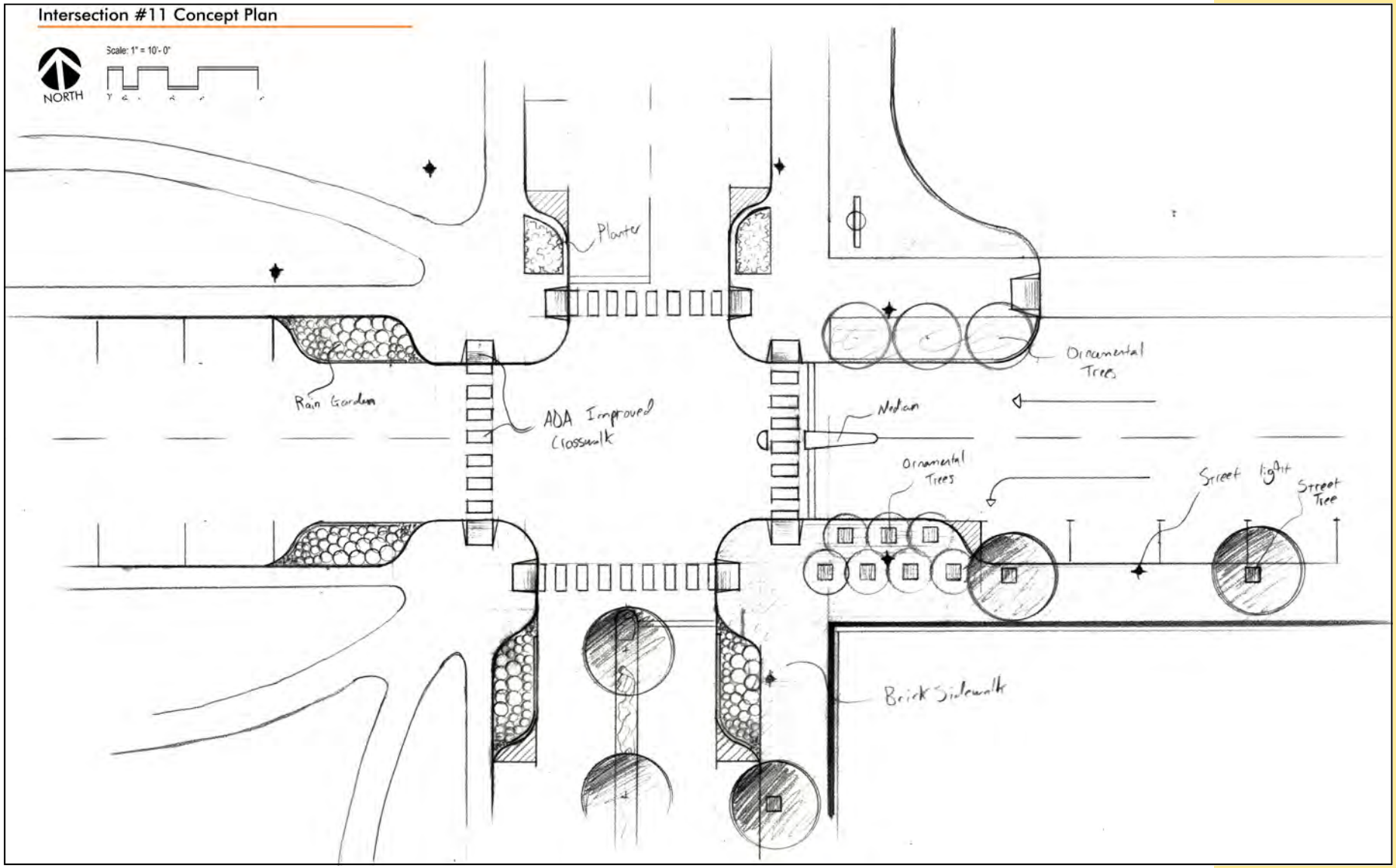
This is the companion intersection with the St. Francois County Courthouse and Annex. As noted earlier, Washington Street provides the primary access to Downtown from the north.

The intersection can be improved with landscaping, lighting, installation of the median along Washington Street, and a new traffic island on Liberty Street. A future additional enhancement could include gateway signage, but only if public right-of-way can be obtained.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $85,000, depending on the elements installed. As this intersection is second in importance, only to the intersection of Liberty and Washington Streets, additional detail on this cost estimate was developed for the streetscape Open House held on December 15, 2011. This detail is provided on **page 58**.

The view looking west on Liberty Street.

The view looking south on Washington Street.


Intersection #11 Concept Plan
Scale: 1" = 10'- 0"
NORTH
Planter
Ornamental Trees
Rain Garden
ADA Improved Crosswalk
Median
Ornamental Trees
Street light
Street Tree
Brick Sidewalk

Contruction Cost estimate

Streetscape Improvements Intersection #11 **MO DREAM Farmington**
Project #: 82136-12
Date: 12/9/2011

Hardscape

Description	Units	Qty.	Cost	Subtotal
Demolition - Bituminous Roadway	S.F.	4238	$3.70	$15,680.60
Brick Unit Paving - To Match Existing	S.F.	670	$14.90	$9,983.00
Aggregate Subbase - 9" Deep - 3/4" Clean Limestone	S.F.	2145	$1.70	$3,646.50
Tree Grate - Metal	Ea.	7	$1,325.00	$9,275.00
Welded Wire Reinforcement	S.F.	1530	$0.54	$826.20
Truncated Dome Warning Pavers - 12"x12"	S.F.	108	$35.00	$3,780.00
Concrete Sidewalk - 8" Thick	S.F.	1530	$4.33	$6,624.90
Concrete Curb and Gutter - Cast in Place - 6" Thick	L.F.	655	$26.50	$17,357.50
Pavement Marking - Thermoplastic - 12" Wide	L.F.	80	$3.35	$268.00
	Hardscape Subtotal			**$67,441.70**

Softscape

Description	Units	Qty.	Cost	Subtotal
River Rock - Flats 3"	lbs.	2500	$1.25	$3,125.00
Shade Trees - 2" Caliper	Ea.	3	$200.00	$600.00
Mixed Stormwater Plantings	S.F.	1552	$4.50	$6,984.00
Landscaped Area Soil Amendment - 12" deep	C.Y.	50	$35.00	$1,750.00
	Bulk Subtotal			**$12,459.00**

Site Furnishings

Description	Units	Qty.	Cost	Subtotal
Bike Rack - Surface Mounted	Ea.	1	$400.00	$400.00
Street Light - To Match Existing	Ea.	4	$2,500.00	$10,000.00
	Furnishing Subtotal			**$10,400.00**

Subtotal	$90,300.70
Regional Cost Multiplier	93.7%
Grand Total	$84,611.76

Note: Costs listed above include the average cost for materials in the units listed above, labor and installation fees, and equipment fees. This cost estimate is for discussion purposes only. The regional multiplier for Cape Girardeau, MO is used in this estimate to provide a more accurate assumption of material, installation, and equipment fees.

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4.2.5 Intersection 12 (Liberty and Jackson Streets):

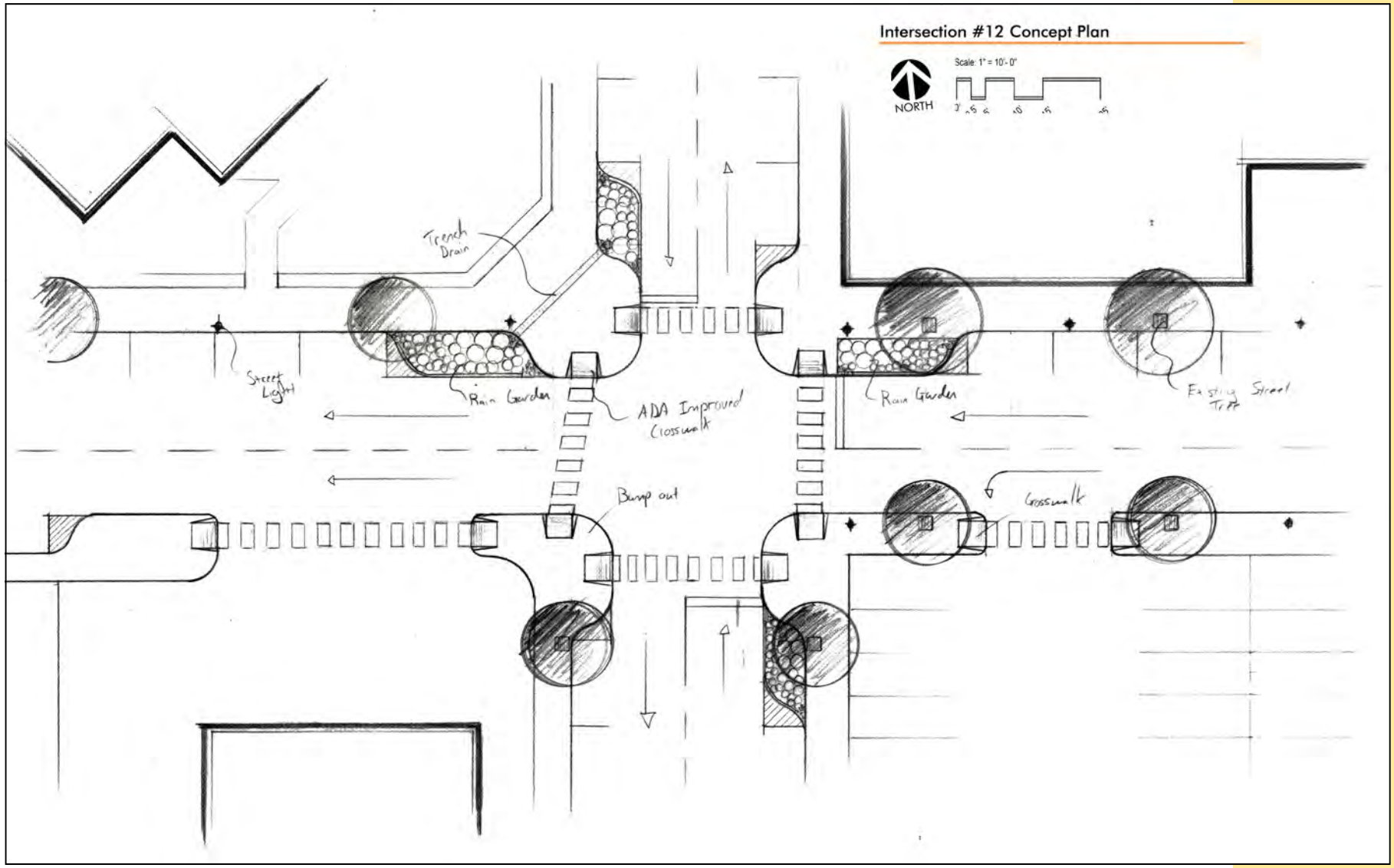
This intersection includes private parking areas along the south side of Liberty Street. Both of these parking areas could be better defined with landscaping borders and curbing. There are some existing streetscape elements, particularly to the west of the intersection.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $70,000, depending on the elements installed and any pavement or existing features that may need to be replaced.

The view looking west on Liberty Street.

This business on the southwest corner of the intersection could have a more clearly defined parking area to provide separation from the traffic along Liberty Street.

The view looking south on Jackson Street.


Intersection #12 Concept Plan
NORTH
Scale: 1" = 10'-0"
Trench Drain
Street Light
Rain Garden
ADA Improved Crosswalk
Rain Garden
Existing Street
Bump out
Crosswalk

4.2.6 Intersection 13 (Liberty and Henry Streets):

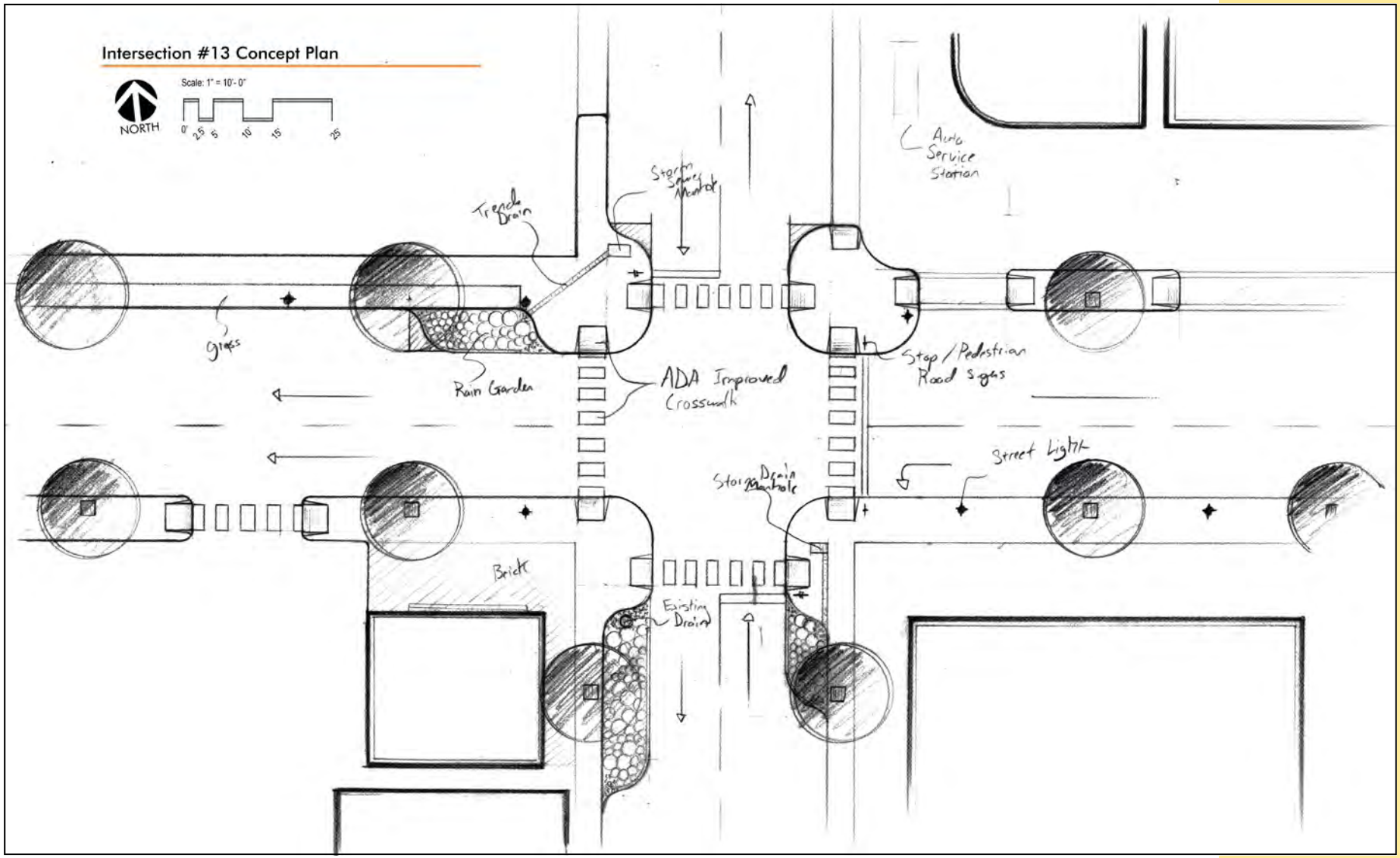
This intersection can be improved by reinforcing the corner curbing and including landscaping elements. On the southwest corner, a building is located very close to Liberty Street. This property could benefit from a better definition of the street with curbing and streetscape pavers could be installed for the entire entryway.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $60,000, depending on the elements installed.

The view looking west on Liberty Street.

The southwest corner can be better defined with curbing and utility relocation. Additionally, the entire front entryway to this building could be street pavers.

The view looking south on Henry Street.


Intersection #13 Concept Plan
Scale: 1" = 10'- 0"
NORTH
0' 2.5' 5' 10' 15' 25'
Auto Service Station
Storm Sewer Manhole
Trench Drain
grass
Rain Garden
ADA Improved Crosswalk
Stop / Pedestrian Road Signs
Street Light
Storm Drain Manhole
Brick
Existing Drain

4.2.7 Intersection 14 (Liberty and Main Streets):

This is the companion intersection to intersection 7 that routes westerly traffic onto Liberty Street. As noted earlier, the combination of a wider street, large building setbacks, and sparse streetscape elements encourage faster vehicular traffic. There are some existing improvements, particularly an unattractive traffic island.

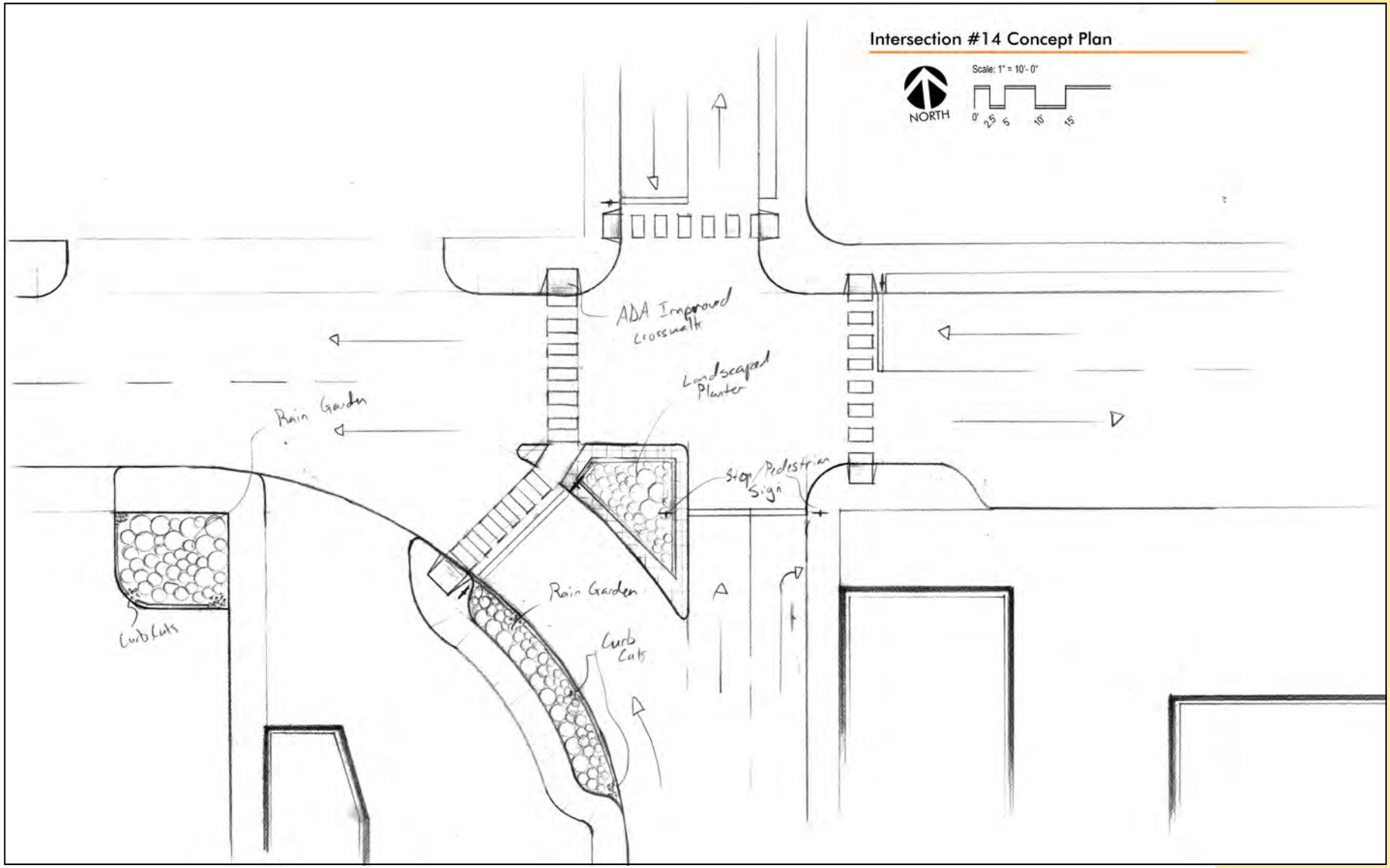
This intersection can be improved with landscaping and clear wayfinding. The addition of street trees and planters near the street should help calm traffic. An additional crosswalk with clearer traffic signage oriented toward the safety of pedestrians will improve the traffic island.

An illustration of these concepts is shown on the following page. A preliminary cost estimate for improvements is suggested at $60,000, depending on the elements installed and the need for removal or replacement of existing elements.

The view looking west on Liberty Street. The open areas make Liberty Street more vehicular in nature.

The existing traffic island include a crosswalk marking (left side of photo) to the island, but no other marking for continued pedestrian movement.

The view looking east on Liberty Street, across Main Street.


Intersection #14 Concept Plan
NORTH
Scale: 1" = 10'- 0"
0' 2.5' 5' 10' 15'
ADA Improved Crosswalk
Landscaped Planter
Rain Garden
Stop Pedestrian Sign
Rain Garden
Curb Cuts
Curb Cuts

4.3 Other Considerations

4.3.1 Connecting the Intersections

The proposed concepts in this Plan consider that the City of Farmington will undertake efforts to enhance the sidewalks, curbing, street trees, wayfinding, lighting, bench placements, trash receptacles, and landscaping spots along the subject intersections. Street reconstruction work is not considered in this Revitalization Plan.

The Mid-Block Crosswalk is proposed to provide an example of enhancements that could occur between the intersections along Columbia and Liberty Streets, as well as along the north/south streets that connect them. However, a mid-block crosswalk may not be appropriate for every block in Downtown Farmington and should be considered only in areas of heavy pedestrian traffic. Preliminary cost estimates for mid-block improvements are estimated in aggregate and may vary greatly depending on the elements installed or the opportunities the City has to replace or reuse existing elements.

4.3.2 Preliminary Cost Estimates

In addition to the preliminary cost estimate details provided for intersections 4 and 11, and the Mid-Block Crosswalk Section, a summary of cost estimates are provided on the following page. This summary indicates the cost total estimated along Columbia Street, Liberty Street, and the connecting north/south streets as was developed for the streetscape Open House Meeting held on December 15, 2011. The overall preliminary cost estimate for this Downtown Farmington streetscape Revitalization Plan is $1.6 million, depending on the elements installed and the reuse or replacement of existing elements.

Preliminary Streetscape Cost Estimates—Columbia Street

Intersections:

1—$45,000	2—$50,000
3—$50,000	4—$65,000
5—$50,000	6—$50,000
7—$75,000	

Mid-Blocks:

Between 3 & 4—$45,000
All others—$160,000

TOTAL COLUMBIA STREET STREETSCAPE: **$600,000**

(Additional needs may include utility relocation, road work, and drainage)

Preliminary Streetscape Cost Estimates—Liberty Street

Intersections:

8—$45,000	9—$55,000
10—$60,000	11—$85,000
12—$70,000	13—$60,000
14—$60,000	

Mid-Blocks:- $300,000

TOTAL LIBERTY STREET STREETSCAPE: **$750,000**

(Additional needs may include utility relocation, road work, and drainage)

Preliminary Cost Estimates—Connecting North/South Streets

Approximately $25,000 - $40,000 each. Six connections—**$250,000**

(Additional needs may include utility relocation, road work, and drainage)

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APPENDIX

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STREET TREE PLANTING PALETTE

Species Information

Nyssa *sylvatica*
Black Gum

The Black Gum, a Missouri native, is a slow growing deciduous tree adaptive to many diverse conditions. The species tolerates poorly drained soils and some periods of drought. A long taproot is characteristic of the species minimizing damage to nearby pavement. The form of the Black Gum is characterized as a broad pyramidal to rounded crown. The plant holds dark green glabrous leaves, which transform into a stunning orange-scarlet color in the fall.

Ginkgo *biloba 'Autumn Gold'*
Autumn Gold Maidenhair Tree

The 'Autumn Gold' Ginkgo tree is a deciduous conifer that is recognized by its distinctive fan-shaped leaves. The 'Autumn Gold' is an all male cultivar that grows to approximately 50' tall and holds a broad pyramidal form. Male cultivars, such as the 'Autumn Gold', will not produce the messy and odorous fruit characteristic of the female Ginkgo. The Ginkgo is tolerant of disease, saline soil conditions, heat, compaction, and a wide range of soil conditions. This tolerance to adverse conditions makes it an excellent candidate for urban environments. The Gingko is especially attractive in the fall when the leaves turn a uniform golden-yellow.

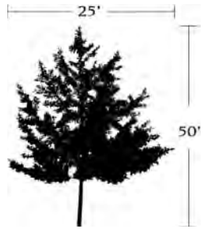
Ostrya *virginiana*
Eastern Hop Hornbeam

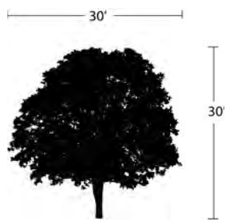
The Hop Hornbeam is a very adaptable species that can tolerate a wide variety of soil a and moisture conditions. The species produces a cluster of hop-like fruit changing from green to tan. The catkins of the male species are more prominent and will persist into winter. The size and durability of the species make it a very useful street tree candidate.

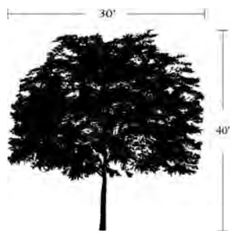
Cladrastis *kentukea*
Yellowwood

The Yellowwood, a Missouri native, typical grows into a rounded spreading crown. This species is tolerant of a wide range of soil conditions. This species has a very impressive flower set. The flowering begins in May and produce white panicled flowers that reach a length of 10-15". The flower carry an intense fragrance. The species also carries a smooth-barked trunk and a yellow fall color.

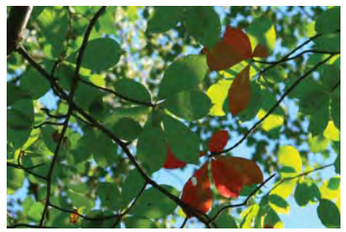
Form / Ave. Size







Selected Images



PGAV PLANNERS

HARDY SHRUB PLANTING PALETTE

Species Information

Ilex *verticillata*
Winterberry

The Winterberry, a Missouri native, is a slow growing deciduous shrub adaptive to many diverse conditions. The species tolerates poorly drained and wet soils This species is a deciduous holly with an upright-rounded form. Female cultivars will produce showy reddish-orange berries in fall after flowering and pollination from male plants. The Winterberry is best used in a shrub border, foundation planting, accent planting, or as a hedge.

Callicarpa *americana*
Beautyberry

The Beautyberry is a native deciduous shrub that prefers medium soil and sun to part shade. Once established this species requires little care. This species produces an insignificant bloom in late summer that develop into small clusters of fruit. The profuse attractive fruit, a small berry-like drupe, is violet to magenta in color and persist to winter. The loose form of the Beautyberry lends itself to shrub massing and informal borders.

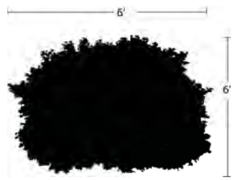
Itea *virginica*
Virginia Sweetspire

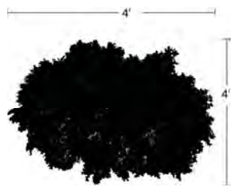
The Sweetspire is a deciduous shrub, native to Missouri, that is tolerant of many soil and light conditions. The species prefers moist to wet soil conditions in full sun or part shade. The Sweetspire produces 2-5" long drooping flowers in late spring / early summer. The dark green leaves will turn to a red color in the fall. This plant is best used in moist areas as a shrub border or massing.

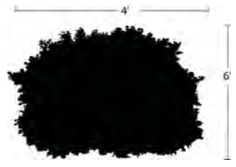
Amelanchier x grandiflora 'Autumn Brilliance'
Serviceberry

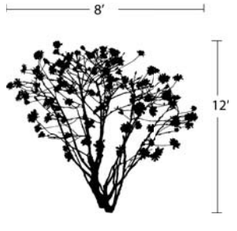
The Serviceberry, a Missouri native, is tolerant of a wide range of soil and cultural conditions. This hybrid variety is a large multi-stemmed shrub. The species produces showy white flowers in early spring which lead to purplish-black berries in June. The leaves turn to an orangish-red color in fall.

Form / Ave. Size









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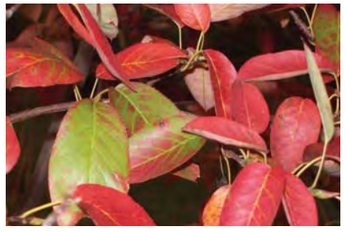

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RAIN GARDEN PLANTING PALETTE

Native Flower and Forb Species

Black-Eyed Susan - ***Rudbeckia fulgida***

Marsh Milkweed - ***Asclepias incarnata***

Southern Blue Flag - ***Iris virginica***

Prairie Blazing Star - ***Liatris pycnostachya***

Butterfly Milkweed - ***Asclepias tuberosa***

Wild Bergamot - ***Monarda fistulosa***

Foxglove Beardtongue - ***Penstemon digitalis***

Ironweed - ***Vernonia arkansana***

Native Grass, Rush, and Sedge Species

Bottlebrush Sedge - ***Carex lurida***

Brown Fox Sedge - ***Carex vulpinoidea***

Virginia Wild Rye - ***Elymus virginicus***

Winter Scouring Rush - ***Equisetum hyemale***

Common Rush - ***Juncus effusus***

Prairie Dropseed - ***Sporobolus heterolepis***

Tussock Sedge - ***Carex stricta***

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