

UPTOWN STREETScape PLAN

CITY OF MARION, IOWA

WINTER 2010

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INTRODUCTION AND ACKNOWLEDGEMENTS

UPTOWN STREETScape PLAN

The Uptown Marion Streetscape Plan is the first implementation step of the previous completed Central Corridor Plan. Whereas the Central Corridor Plan looked more generally at the area between 9th and 35th streets, this plan provides detailed design concepts for the Uptown Area (9th to 15th streets) specifically. This plan, in combination with the Central Corridor plan and the ongoing West Corridor Plan, will represent a distinct and bright future for the core of Marion long into the future.

The overarching vision of this project is to create a better Uptown Marion. In order to achieve that vision, the project must meet certain goals. Some of the stated goals that have been brought to light through the project include:

- A pedestrian friendly Uptown Area
- A better business environment
- Improved vehicular circulation
- Preservation of historic past
- Recognition of the Uptown's importance to the entire community.
- Enhancement of City Square Park

Each of these goals represent different components of a successful "downtown district." As Marion moves forward with planning and implementation efforts, these goals and vision should continue to stay top-of-mind for all involved.

This planning effort could not have happened with the support and active participation of many individuals. First and foremost, the general public has been incredibly active in their involvement at public meetings and frequent suggestions through the project website. Those interactions were the basis for many of the plan recommendations.

Secondly, the plan was fortunate to have a passionate and knowledgeable advisory committee. These following individuals dedicated significant effort and hours to the development of this plan:

- Cody Crawford
- Craig Adamson
- Craig Campbell
- Dwight Hogan
- Gae Sharp-Richardson
- Gene Bell
- Jill Ackerman
- Kyle Martin
- Lee Larson
- Nick AbouAssaly
- Phil High
- Ray Brown
- Sandy Rosenburger
- Steve Sprague
- Tim Mooney
- Vic Klopfenstein
- Will Lis

This group was hand-picked by city council because of their passion for the City of Marion and its future. The group includes council members, planning commission members, citizens, and Uptown business owners. Each member of the group offered a unique and valuable perspective to the planning effort.

Last but not least, the commitment from city staff and the elected officials of Marion has been incredible throughout this effort. The members of the planning department dedicated countless hours and resources to ensure the best interest of the community was met at all times. The elected officials have been actively engaged and participatory the entire project. The following individuals were instrumental to the success of this project:

- Mayor Paul Rehn
- Councilman Steve Sprague
- Councilman Joe Spinks
- Councilwomen Kay Lammers
- Councilman Louis Stark
- Councilman Craig Adamson
- Councilman Nick Glew
- Lon Pluckhahn – City Manager
- Tom Treharne – Planning and Development Director
- Dan Whitlow – City Engineer
- Dave Hockett – Assistant Planning and Development Director
- Kesha Kaiser -- Assistant Planner

WHAT DO WE HAVE?

MARION UPTOWN STREETScape PLAN



WHAT DO WE HAVE?

OUR CORE VALUES

What do we have? Successful design projects accurately assess the existing condition of the project area and build the project's foundation on existing strengths. In some cases, strengths are physical structures or historic places. In the case of Uptown Marion, its strengths lie in four over-arching core values.

- Celebrate our Identity
- Protect Our Investment
- Provide For Our Families
- Improve Our Business

Each of these values represents something bigger within the community. They represent not only what Marion and the Uptown District are today, but also represent what they want to become in the future. The core values were developed through extensive public input on this project and the Central Corridor Project and represent the greater desires of the Marion community. These core values will be seen throughout this document and serve as the basis for any recommendations included in this plan. Any and all future improvements in the Uptown area should be consistent with the core values of the community and its citizens.



Celebrate Our Identity

Uptown has long been considered the "heartbeat" of the Marion community. From railroad to redevelopment, Uptown has endured and succeeded. Its historical character, central green space, and locally owned shops have and will always help shape the identity of the entire community.

Protect Our Investment

The City of Marion has already made a significant investment in the Uptown area. City Hall, the Library, and City Square Park represent major public investments that must be protected well into the future. Protection of these community assets comes in the form of improved streetscapes, better business, and private redevelopment.

Provide For Our Families

Marion's greatest asset is family. A community that provides good schools, entertainment, recreation, and safety for its' families stands to sustain for a long time. The redevelopment of the Uptown district must account and provide for the growing number of families moving to Marion every year.

Improve Our Business

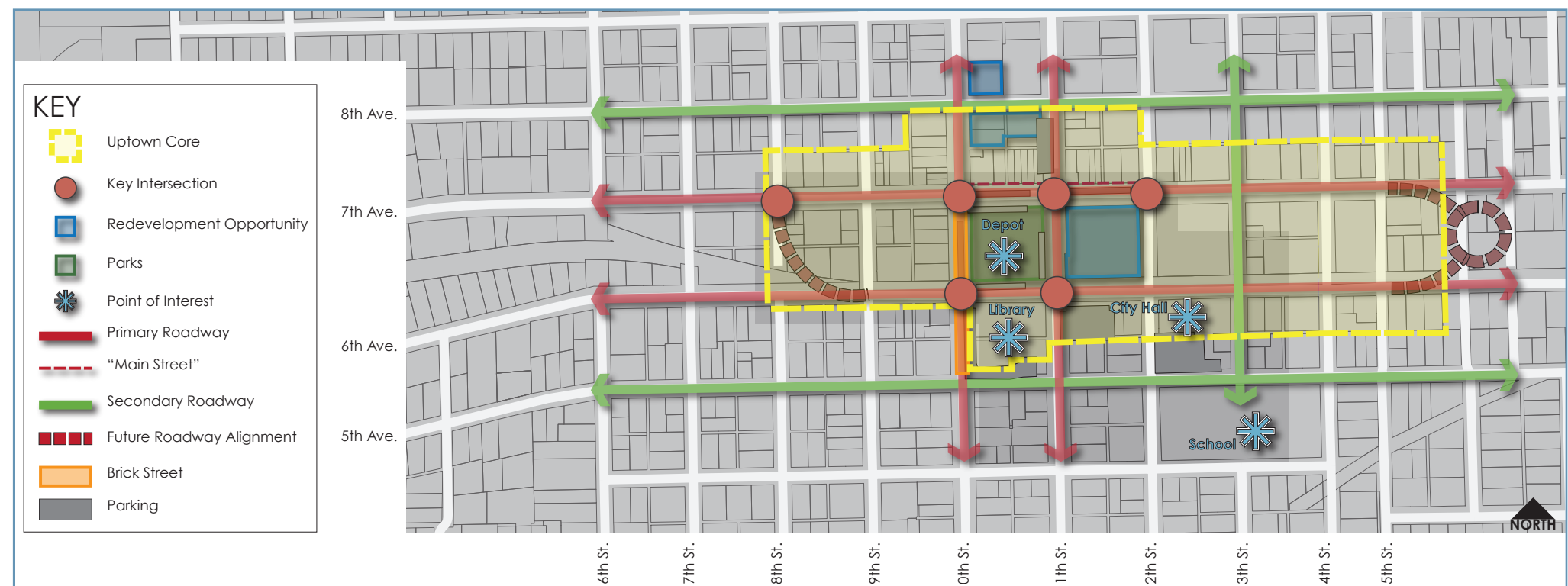
Unique and locally owned businesses have been a staple of the Uptown district for years. At their core, streetscape master plans are about improving business through enhancement of the entire Uptown atmosphere. Attracting more visitors to the Uptown only serves to increase the number of visitors to each business.

Key Features

The Uptown District has several key features. As seen on the adjacent map, the project area (uptown core) is generally the area along 6th and 7th avenues between 8th and 15th streets. Within the core area, there are several major transportation corridors including 5th, 6th, 7th, and 8th avenues and 10th and 11th streets. Together, these roadways form several major intersections as well.

In addition to transportation-related features, the area has several points of interests. These include City Hall, the Library, Park Pavilion (Depot), and elementary school (under construction). City Square Park will continue to be one of the most recognizable places in the entire community. For the most part, the park is surrounded by architecturally significant structures that continue to operate as locally owned business to this day. Preservation and enhancement of these structures and business is paramount to the economic sustainability of the Uptown district.

Within Uptown, there are definite opportunities for redevelopment. Often times, "downtowns" are the most appealing areas for redevelopment given the established infrastructure, roadway networks, and built in consumer awareness. In most cases, a public improvement project, like a new streetscape, will serve as the catalyst and tipping point for significant redevelopment.



UPTOWN CHARACTER DISTRICTS

Uptown Marion is known for its unique shops and historic character. These elements help differentiate Uptown Marion from other downtowns in the region. Even within the Uptown area, there are character districts with distinctions in style, architecture, and uses. Each of these character districts contributes to the greater Uptown area.

West Uptown District

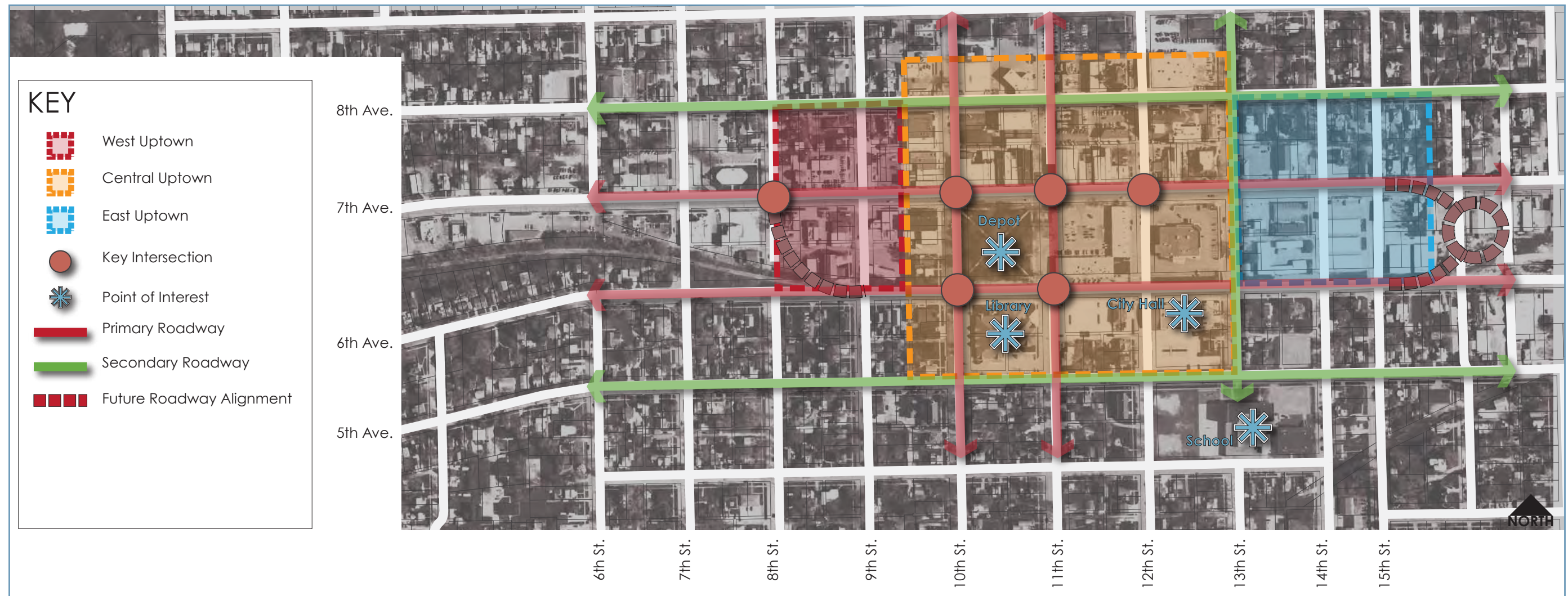
The West Uptown District is generally bound 6th Avenue on the south, 8th Avenue on the north, 8th Street on the west, and the alleyway between 9th and 10th streets on the east. At this time, the West Uptown District is a transitional area between the 7th Avenue corridor from the east and the historic Central Uptown District.

Central Uptown District

The Central Uptown District is generally bound by 8th Avenue on the north, 5th Avenue on the south, 13th Street on the east, and the alleyway between 9th and 10th streets on the west. The Central Uptown District is figuratively and literally the core of Marion. It contains City Square Park, historic Main Street, City Hall, and the Library.

East Uptown District

The East Uptown District is generally bound by 8th Avenue on the north, 6th Avenue on the south, 16th Street on the east, and 13th Street on the west. Much like the West Uptown District, the East Uptown District is a transitional area between the 7th Avenue corridor from the east and the Central Uptown District.



WEST UPTOWN DISTRICT

The West Uptown District serves as the “front-door” (from the west) to the historic Central Uptown District. For this reason, this District must set the tone for the entire area. The look, feel, and functionality must compliment the core, yet still be distinguishable as well.

The current conditions of this District are average at best. Like other areas along the 7th Avenue corridor, this District suffers from multiple access points along the roadway, deteriorating and small pedestrian walkways, and an eclectic mix of uses ranging from single-family homes to car dealers to retail. In addition, out-dated light fixtures and overhead utilities adversely affect the district's aesthetics. In addition, these conditions also contribute to the highest traffic accident rates in the entire Marion community according to statistics provided by the Marion Police Department

In regards to available public parking spaces, this District provides 56 public access spaces. These spaces are free of charge and are located both on and off street. Even at the busiest time of day (lunchtime), 33 of 59 total spots were available. This equates to a 59 percent availability rate at the lunch rush. The table below provides further details related to parking availability within this District. The parking analysis was completed on a typical weekday in Uptown Marion.

Time	Total Spots	Available Spots	% Available
7:00 a.m.	56	44	79%
8:00 a.m.	56	44	79%
9:00 a.m.	56	40	71%
10:00 a.m.	56	36	64%
11:00 a.m.	56	34	61%
12:00 p.m.	56	33	59%
1:00 p.m.	56	35	63%
2:00 p.m.	56	37	66%
3:00 p.m.	56	38	68%
4:00 p.m.	56	39	70%
5:00 p.m.	56	38	68%



CENTRAL UPTOWN DISTRICT

For years and years, Central Uptown has served as the core of Marion. From its historic buildings to the center green, Central Uptown has served as a central gathering space for the entire community.

Over time, the condition and functionality of the core has evolved. The uses have changed, the transportation network has been altered (closing of 11th street), and some of the buildings have been removed. More recently, the community has made significant public investments in the form of City Hall and the Library to the area. All changes considered, the current conditions of the District are slightly better than average. The district suffers from overgrown trees and lacks the appropriate maintenance for an area of high civic importance. City Square Park and adjacent historic structures provide a definite foundation for improvement. The existing streetscape and pedestrian environment is dangerous given the significant traffic in the area, highlighting the need alterations to the transportation network in the area. In addition, the park and park pavilion (depot) need to be analyzed for programming, maintenance, and purpose. From a redevelopment standpoint, the District offers several unique opportunities as well.

Again, like most downtown areas, parking is always a point of concern. Within this district, there are currently 271 total public access parking spaces. This number does not include the most than 125 privately owned parking spaces, currently dedicated to the "strip mall" and surrounding employers. The public access spaces are free of charge and located both on and off street. Even at the day's busiest time (lunchtime), 158 of 271 total spaces were available. This equates to a 58 percent availability rate at the lunch rush. The table below provides further details related to parking availability within this District. The parking analysis was completed on a typical weekday in Uptown Marion.

Time	Total Spots	Available Spots	% Available
7:00 a.m.	271	247	91%
8:00 a.m.	271	229	85%
9:00 a.m.	271	211	78%
10:00 a.m.	271	204	75%
11:00 a.m.	271	180	66%
12:00 p.m.	271	158	58%
1:00 p.m.	271	168	62%
2:00 p.m.	271	184	68%
3:00 p.m.	271	192	71%
4:00 p.m.	271	195	72%
5:00 p.m.	271	189	69%



EAST UPTOWN DISTRICT

At this time, the East Uptown District doesn't feel like it has a lot in common with the Central Uptown District. However, proposed roadway modifications identified within the Central Corridor Plan, will make the East Uptown District equally important within the greater area.

The current conditions of this district are, like the other two, very average. Like West Uptown, there is an inconsistent mix of uses ranging from single-family housing to industrial storage. In addition, the area maintains a link to 1960's and 1970's strip commercial development patterns. As Central Uptown transitions into East Uptown, the width of the sidewalk reduces significantly, effectively eliminating any pedestrian comfort along the street. In addition, overhead wires and a multitude of access points along the roadway adversely affect the overall appearance and functionality of the district. The area also suffers from inconsistent signage and a distinct lack of streetscape features.

A major existing difference between the districts is the absence of public access parking within the East Uptown District. At this time, there are no public access spots within the district. As public improvements occur and redevelopment begins, providing parking options will become much more important.



Time	Total Spots	Available Spots	% Available
7:00 a.m.	0	0	--
8:00 a.m.	0	0	--
9:00 a.m.	0	0	--
10:00 a.m.	0	0	--
11:00 a.m.	0	0	--
12:00 p.m.	0	0	--
1:00 p.m.	0	0	--
2:00 p.m.	0	0	--
3:00 p.m.	0	0	--
4:00 p.m.	0	0	--
5:00 p.m.	0	0	--

WHAT DO YOU THINK?

CITIZEN EXPERIENCE -- RATE UPTOWN MARION

More than 100 members of the Marion community attended the kick-off meeting for the Uptown Streetscape Project. The meeting started by providing informational material related to the project, however, the true intent of the meeting was to get participants out and about, walking and rating the Uptown area on a variety of pre-determined topics.

The whole intent of the “walkabout” game was to get people who had already walked the downtown to see if from a different perspective. The Project for Public Spaces (PPS) is a non-profit organization that “is dedicated to helping people create and sustain public spaces that build communities.” Public spaces within a community can include parks, civic centers, public markets, squares, gateways, and downtowns. PPS has developed an assessment tool to rate and evaluate public spaces. This organization believes that all great public places demonstrate four key attributes:

- Access and Linkage
- Comfort and image
- Uses and Activities
- Sociability

Each of these key attributes includes intangibles and measurement criteria. Intangibles provide additional context to the key attribute and measurements define metrics that can be used to assess whether or not the key attribute is demonstrated in the public space.

Access and Linkage

The Access and Linkage key attribute assesses whether or not the public space is continuous, connected, walkable, convenient, and accessible. A great public place is accessible as a result of its surroundings, both visual and physical. The space must be easy to get to and get through and it must be visible from both a distance and up close. Accessible public places have a high parking turnover and, ideally, are convenient to public transit.

Public spaces with poor access and linkages experience congested or fast moving traffic (this is a barrier to pedestrian crossings), minimal bicycle traffic, paths through areas not paved as sidewalks (such as lawns or flower beds), discontinuous pedestrian-oriented uses, and insufficient parking.

Comfort and Image

The Comfort and Image key attribute assesses whether the public space is safe, clean, charming, attractive, sittable, and walkable. A place's image – whether it is comfortable and presents itself well – is a key to its success. Within a public space, comfort includes perceptions about

safety, cleanliness, and the availability of places to sit. According to the PPS, women in particular are good judges on comfort and image because they tend to be more discriminating about the spaces they visit and use.

Public spaces with poor comfort and image include not enough seating, general unattractiveness and a feeling of being unsafe, litter or other visible signs of poor maintenance, ‘undesirables’ dominate the space, security problems are evident (broken windows, graffiti, vandalism), and the space is dominated by vehicles.

Uses and Activities

The Uses and Activities key attribute assesses whether the public space is fun, active, useful, sustainable, and celebratory. Activities are the basic building blocks of a successful place. Having things to do at a public place provides a reason for people to visit, and return, to a space. When there is nothing to do, a space will likely sit empty and that generally means that there is something wrong.

Several negative factors can affect the uses and activities of a public space, including the space being empty of people for all or part of the day, the space is congested because it is too small for the number of people present, there are a lack of places to sit, there are a lack of gathering and focal points, and if the space does not accommodate events well.

Sociability

The Sociability key attribute assesses whether the public space is diverse, cooperative, prideful, friendly, welcoming, and interactive. Sociability is, admittedly, a difficult quality to achieve. However, once it is attained it becomes an unmistakable feature of a public space. When people see friends, meet and greet their neighbors, and feel comfortable interacting with strangers, they tend to feel a stronger sense of place or attachment to their community.

A public space lacks high sociability when people do not interact with other users of the place and when there is a lack of diversity of people using the place.

PPS recommends a variety of ways to improve the sociability of a place. These suggestions include developing focal points which serve as gathering places that accommodate a variety of activities, arrange amenities to encourage social interaction like grouping benches and offering moveable seating, encourage community volunteers to assist with improvements or maintenance of a place, and provide a variety of uses in adjacent buildings to attract a diversity of people.

Each meeting participant was assigned a location in the Uptown area and asked to complete a short assessment of the location. The assessment provided users a 4 star rating scale, and asked the user to issue a rating for 16 attributes. The assessment provided additional short-answer questions. The results of walkabout game can be found for each site on the following pages.





7TH AVENUE AND 10TH STREET

What do you like about the place?

- Historic buildings and "old-fashioned" store types
- Access to and view of City Square Park
- "Small-town" atmosphere

List things you would do to improve this place that could be done right away and wouldn't cost a lot.

- Clean up sidewalk and curb areas and remove weeds
- Repaint pedestrian crosswalks
- Remove the numerous outdated and / or unnecessary signs

What longer-term (more drastic) changes would you make to improve this place?

- Remove street-side trees and widen the sidewalks
- Replace the brick street (10th Street) with all new bricks
- Provide handicap accessibility to all buildings on the block

Ask someone in the place what they like about it.

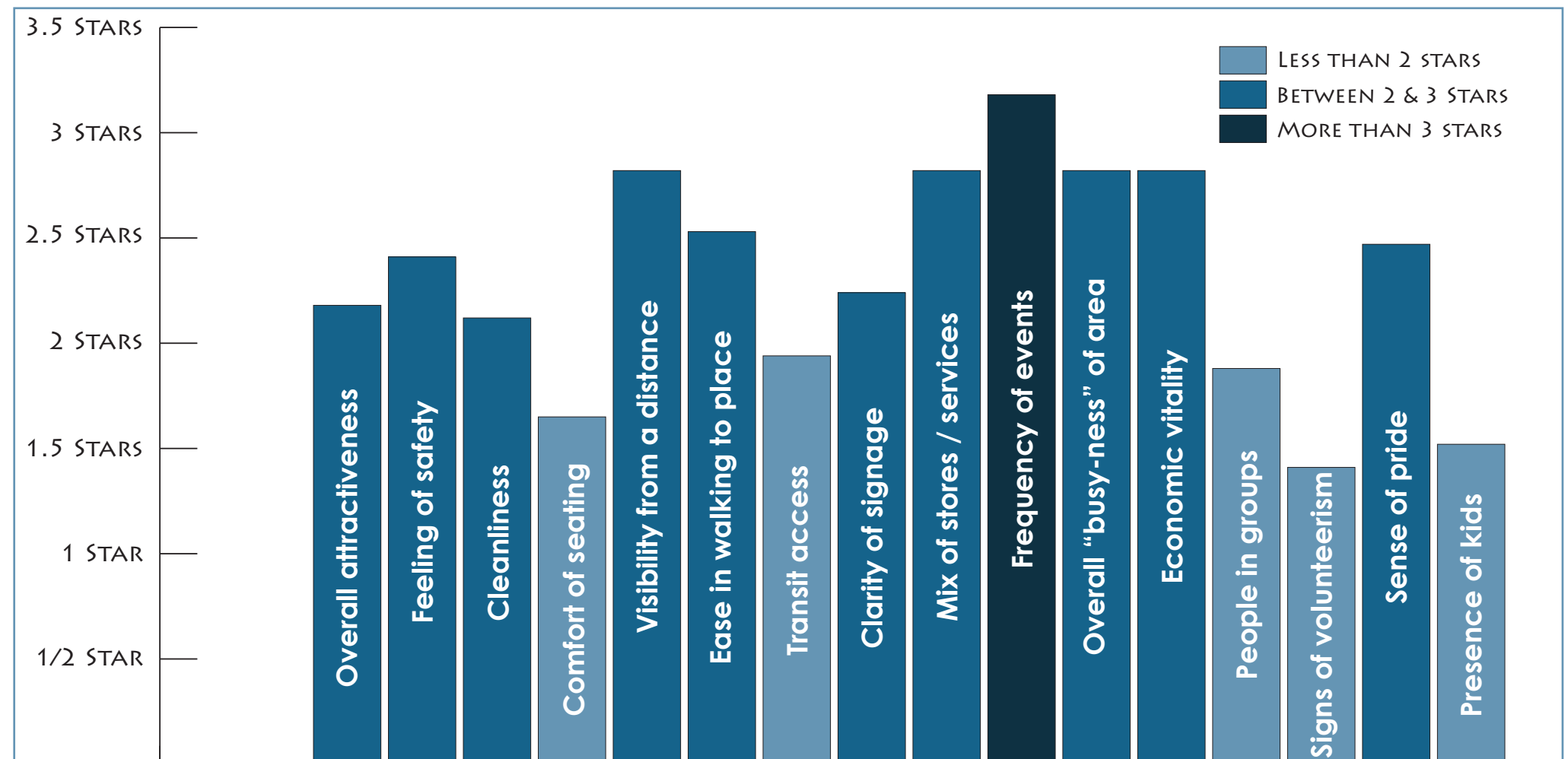
- Charming old buildings
- Music and events in the park
- Zoey's Pizzeria

What local partnerships or local talent can you identify that could help implement some of the proposed improvements.

- The Marion Historical Society
- Local entrepreneurs
- Uptown business owners

Additional Comments

- The area is so busy with vehicles and doesn't feel safe for pedestrians or bikes
- This is the first time I have been to this area for a reason other than an event – it's empty!





7TH AVENUE AND 11TH STREET

What do you like about the place?

- Historical buildings and unique shopping opportunities
- Bus stop is both accessible and practical for transit users
- The greenery -- flowers and trees

List things you would do to improve this place that could be done right away and wouldn't cost a lot.

- Repair the old awnings on the stores
- Needs to be cleaned up – exposed wires in planting areas and deteriorating benches
- Fix the glass and clean up the bus stop

What longer-term (more drastic) changes would you make to improve this place?

- Open 11th Street back to through traffic
- Improve lighting, bury all utilities, and redo the adjacent and surrounding sidewalk areas
- Integration of rain gardens or other environmentally positive features into the area

Ask someone in the place what they like about it.

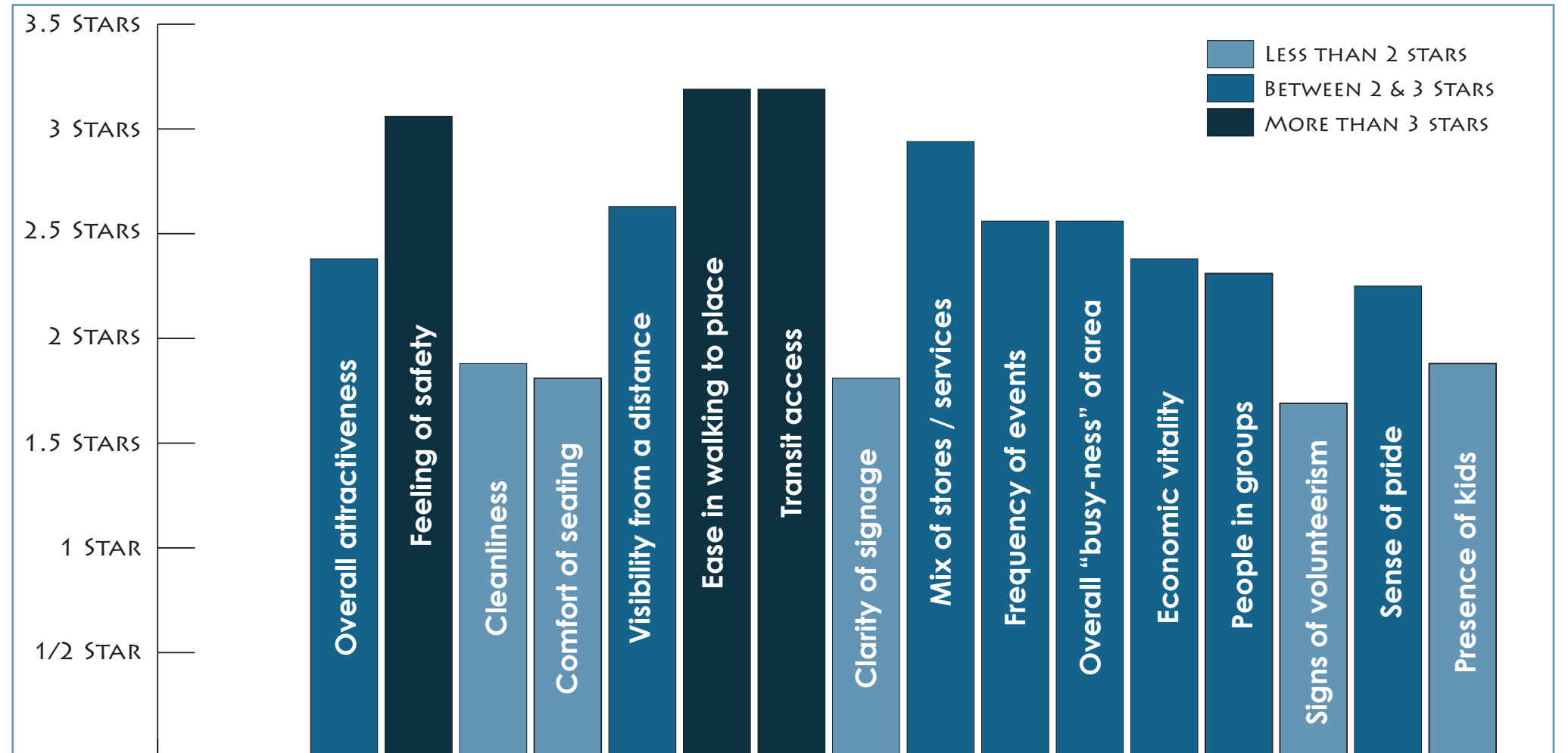
- Charming old buildings
- Sense of being at the center of town
- Quiet place to sit

What local partnerships or local talent can you identify that could help implement some of the proposed improvements.

- High School volunteer groups
- Imagine 8 groups
- Local artists for artwork in and around the area

Additional Comments

- The area is so busy with vehicles and doesn't feel safe for pedestrians or bikes





7TH AVENUE AND 12TH STREET

What do you like about the place?

- Great location for something in the future – great potential
- Available parking for customers
- Restaurants in the strip mall

List things you would do to improve this place that could be done right away and wouldn't cost a lot.

- Clean up sidewalk and curb areas and remove weeds
- Repaint pedestrian crosswalks
- Mixed signage looks terrible and needs to be fixed – some plastic, some awnings, some stone

What longer-term (more drastic) changes would you make to improve this place?

- Change the façade material – both front and back – of the mall to better fit the character of the area
- Eliminate parking conflict between the strip mall and public spaces
- Open up 11th street and reorient buildings on the 7th Avenue and 11th Street

Ask someone in the place what they like about it.

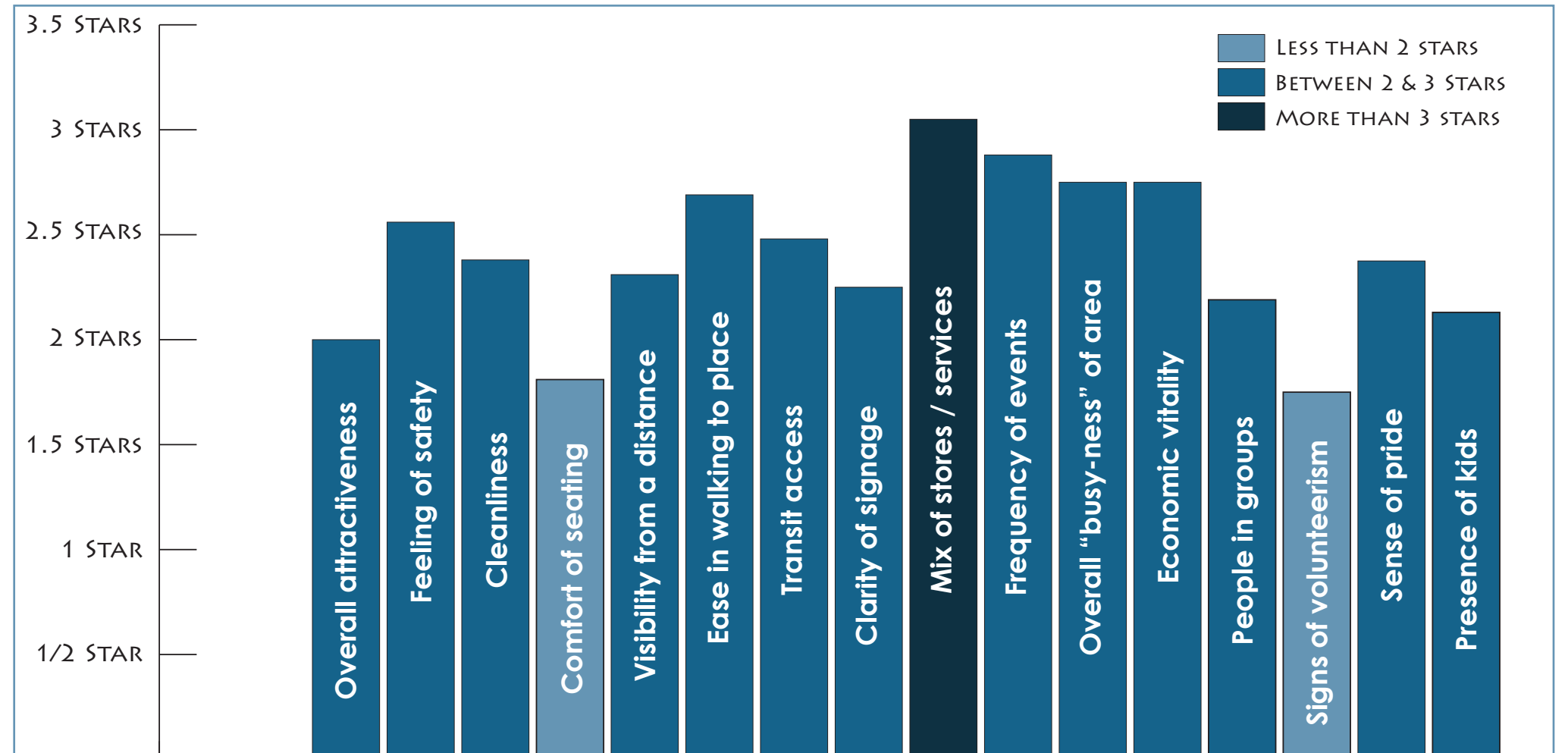
- It's the core of Marion
- Music and events in the park
- Cost Cutters -- the best and cheapest haircut in town

What local partnerships or local talent can you identify that could help implement some of the proposed improvements.

- Cultural and Entertainment District
- Chamber
- Strip center tenants

Additional Comments

- Signage is only good if you are familiar with the area. Otherwise it is really confusing.
- Trees are way too large and need to be trimmed or removed





CITY SQUARE PARK PAVILION

What do you like about the place?

- Historic significance of the center green
- Music in the park and other community festivals
- The greenery in the middle of an urban area

List things you would do to improve this place that could be done right away and wouldn't cost a lot.

- Clean the park up – there's lot of trash
- Improve the lighting and provide hot water to the depot
- Provide restrooms that are actually usable

What longer-term (more drastic) changes would you make to improve this place?

- Remove trees so the park becomes sunnier
- The park needs better non-vehicle access whether it is a bike trail or wider sidewalks. The only to get to the park is with a car right now.
- Either improve the depot or get rid of it. As it stands today, it takes up a lot of space and is hardly attractive.

Ask someone in the place what they like about it.

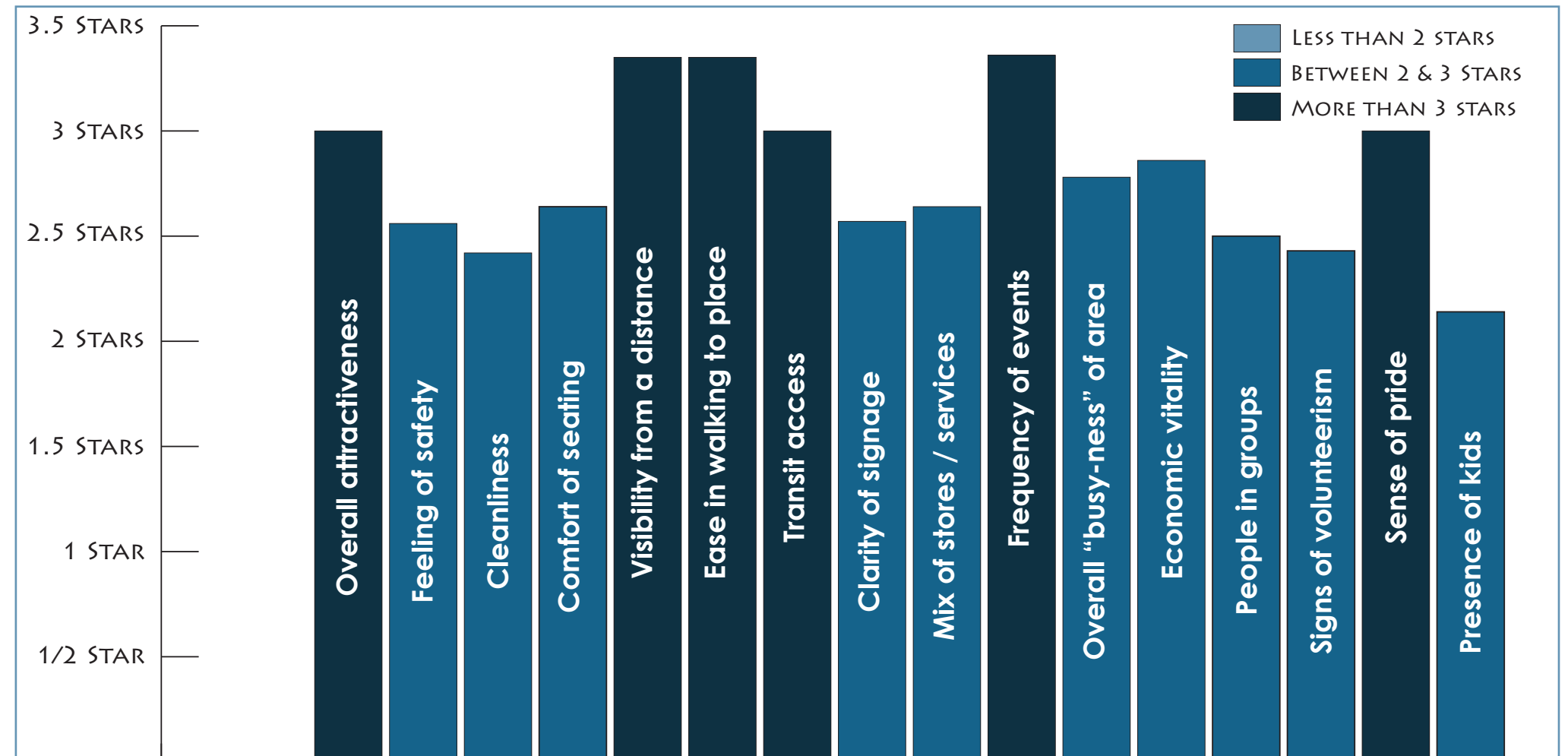
- "No one was in the shelter when we visited. The adolescent group waited in their car from the group of visitors to leave before coming back into the park."

What local partnerships or local talent can you identify that could help implement some of the proposed improvements.

- Boy / Girl Scouts for park cleanup
- Imagine 8 sub-committees
- Business owners

Additional Comments

- It is not economically feasible to enclose the building. It needs additional amenities – hot water, new restrooms – to be a legitimate outdoor facility.
- The park needs better regular upkeep – the water fountain doesn't work, pieces of wood are falling off the overhang in the depot, and weeds are growing up through the bricks



SUMMARY - WHAT DO WE HAVE?

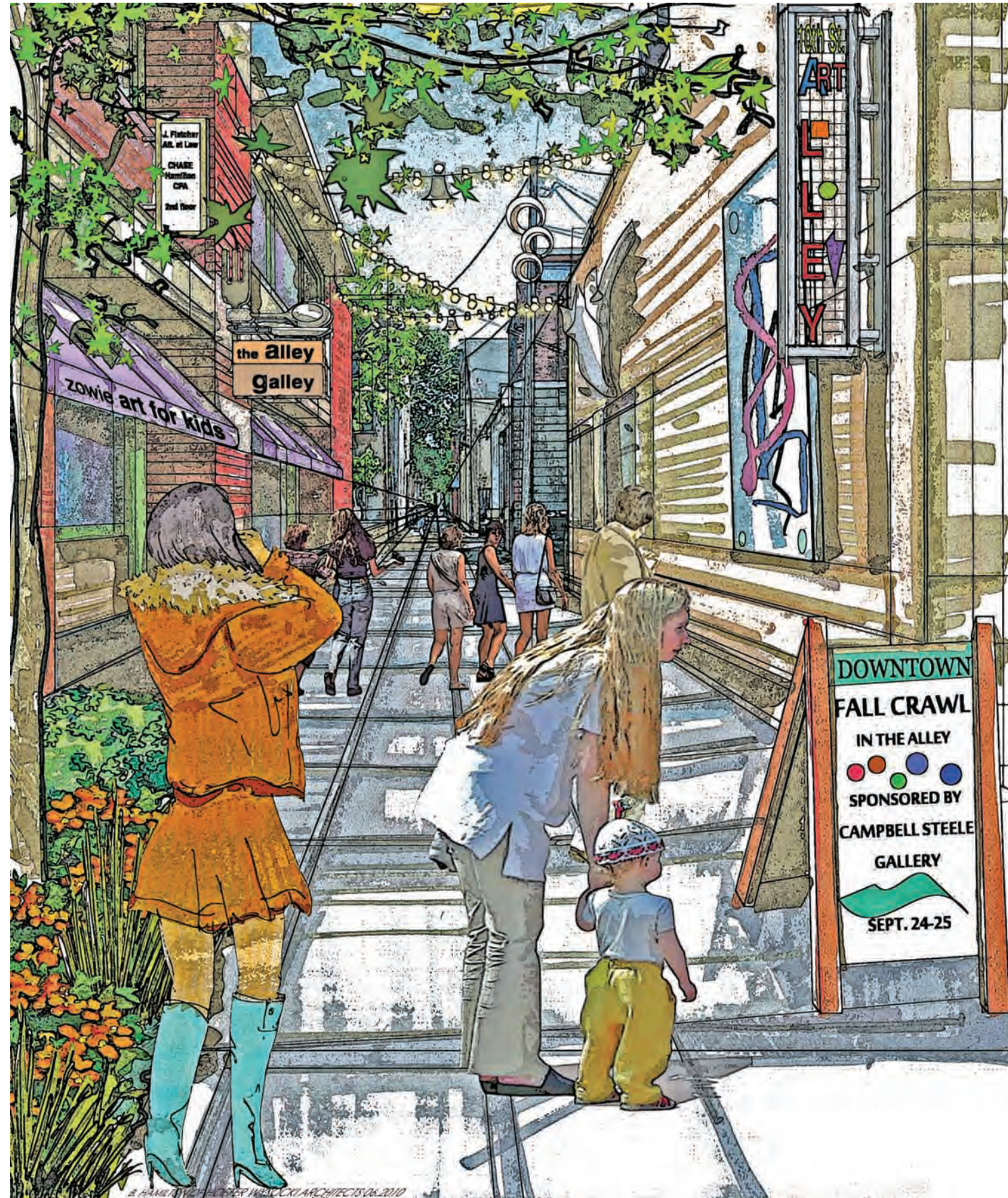
CHAPTER SUMMARY

It is clear that the entire Uptown Marion is a valuable component to the greater community. All three-district areas are in need of improvements, yet all offer unique contributions to the area as a whole.

These needed improvements include:

- New streetscape for all areas
- Increased awareness and recognition of the pedestrian environment
- Improved vehicular circulation
- Better access management, particularly in the east and west districts
- Coordinated Programming and Maintenance Plan for City Park
- Coordinated and improved Maintenance Plan for the streetscape
- Improved signage. In many cases, this may mean the removal of duplicate or outdated signs.
- Improve the visibility of existing businesses

These improvements, in concert with the established core values, served as the foundation for plans to improve the area. As the plan moves into the next chapter, "What We Want", these items will be apparent in the recommended changes to Uptown.



HERE'S WHAT WE WANT

MARION UPTOWN STREETScape PLAN

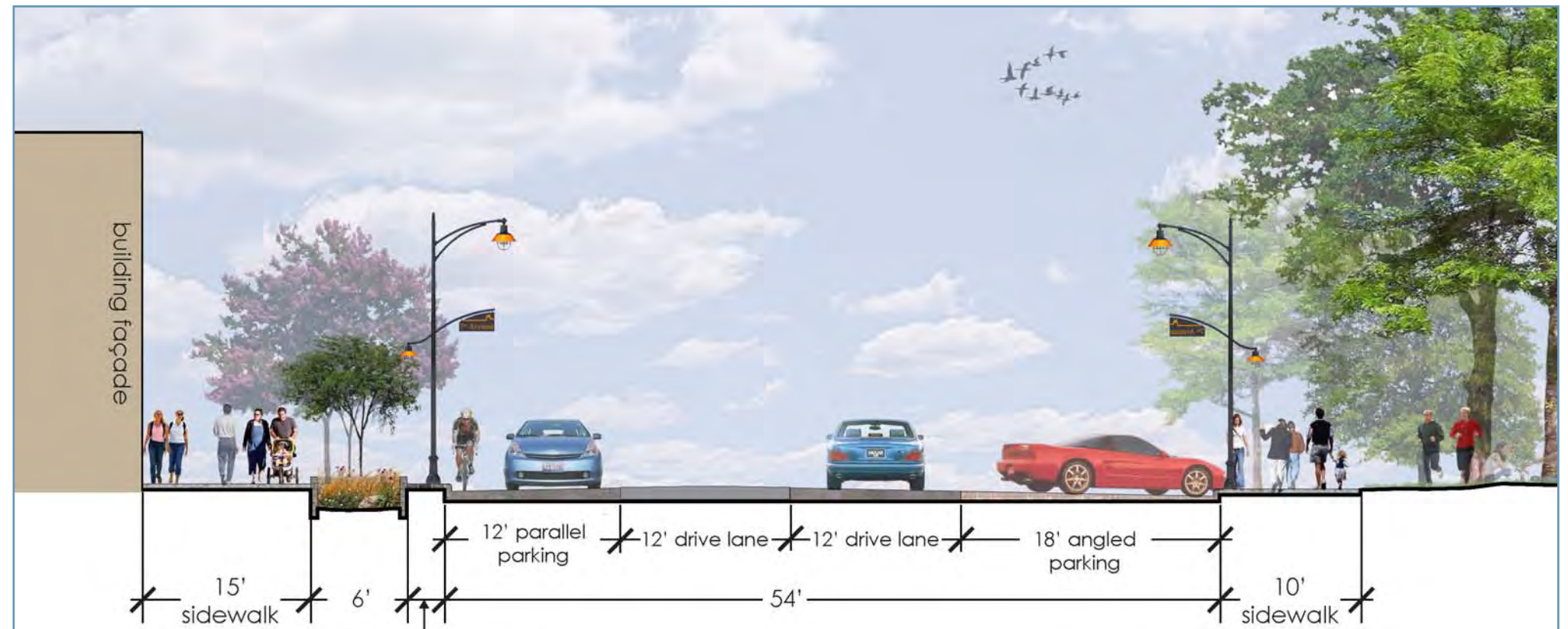


STREETSCAPE HIERARCHY AND ORGANIZATION

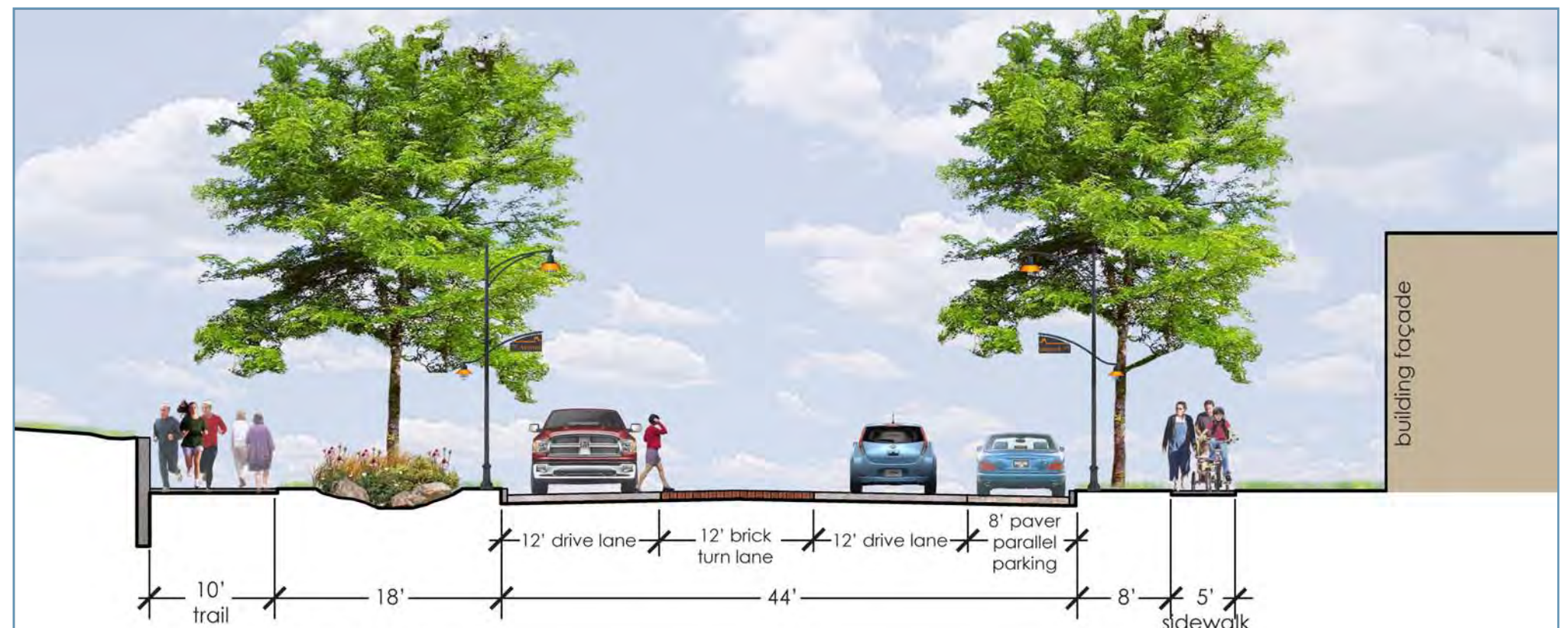
Uptown Marion is primarily made up of two east-west streets (6th and 7th avenues) and two north-south streets (10th and 12th streets). In addition, the area is supported by other east-west (5th and 8th avenues) and north-south streets. Each of these streets has been designed, over time, to accommodate varying levels of vehicular, bicycle, and pedestrian traffic. Space allocation for each of these traffic types helps shape the feel and functionality of the area. At this time, allocation of space for the different kinds of traffic tends to favor the automobile, thus creating an Uptown District that caters more favorably to those in vehicles. Appropriately, streets that are geared toward the efficient movement of vehicles require wider drive lanes, contain fewer areas for pedestrian to congregate, and prioritize the convenience of parking. Whereas, streets that are geared toward pedestrians and bicycles feature wider sidewalks, slower speed limits, pedestrian amenities (benched, bike racks), and vegetated areas.

Implementing changes that result in favorability for pedestrians often causes lower Levels of Service (LOS). LOS is a measure used by traffic engineers to determine the effectiveness of transportation infrastructure. The LOS system uses a grading scale, A (best) through F (worst), which measures the efficacy of vehicle movements. Streets with an A rating are ones where traffic flows at or above the posted speed limit and motorists have complete mobility between lanes. On the other end of the spectrum, streets with an F rating are ones where traffic flow is congested and each vehicle moves in lockstep with the vehicle in front of it, requiring frequent stops. Several factors contribute to LOS ratings including number of vehicles, number of lanes, and frequency of traffic signals, among other items. This kind of rating system works great for measuring the efficacy of roads and areas designed specifically to move traffic along. However, LOS ratings are more difficult to assign in urban areas, like Uptown Marion, a place that puts an equal emphasis on pedestrians. Most LOS studies only measure the service levels for vehicles and do not take into account service levels for pedestrians and bicycles, often resulting in a less-than-comprehensive assessment of a roadway.

In accordance with the core values stated within this document, it is paramount that the transportation network in Uptown Marion be assessed and designed as more than a vehicular network. The organization and relationship of elements within and around the street must encourage and facilitate multi-modal activity, the community's desired use for the area. Through careful planning and design, Uptown Marion can be a place that promotes the safety and welfare of pedestrians, while at the same time providing efficient traffic movements.



Future Cross Section -- 7th Avenue looking east



Future Cross Section -- 6th Avenue looking east

FEATURES & MATERIALS

The streetscape concept presented within this plan was a culmination of several concepts vetted and discussed by city staff, the project advisory committee, and members of the general public. The features and materials of this concept put forth a progressive vision for the future of Uptown Marion. These basic principles for features and materials are meant to provide a general direction for the "theme" of the district. At the appropriate time, the city will organize a streetscape design committee that will select each of the material elements described. It is the recommendation of this plan that materials reflect both the historic past of the district, as well as a more contemporary future. This mix of material styles is both achievable and realistic and creates an environment for all to enjoy.

Return to the Grid

A major feature of the concept plan is the re-opening of 11th Street from 6th to 8th avenues. In doing so, the intersection of 7th Avenue and 11th Street will return to its historical roots as the "center" of uptown activity. The recreation of the grid street network will increase the marketability and accessibility of properties along 11th Street, as well as enhance the possibility of for redevelopment opportunities. Equally important, re-establishing a grid street network will improve vehicular circulation in the entire Uptown Area. An ongoing traffic study will make detailed recommendations about the possible signalization of the intersections along this new roadway.

Parking

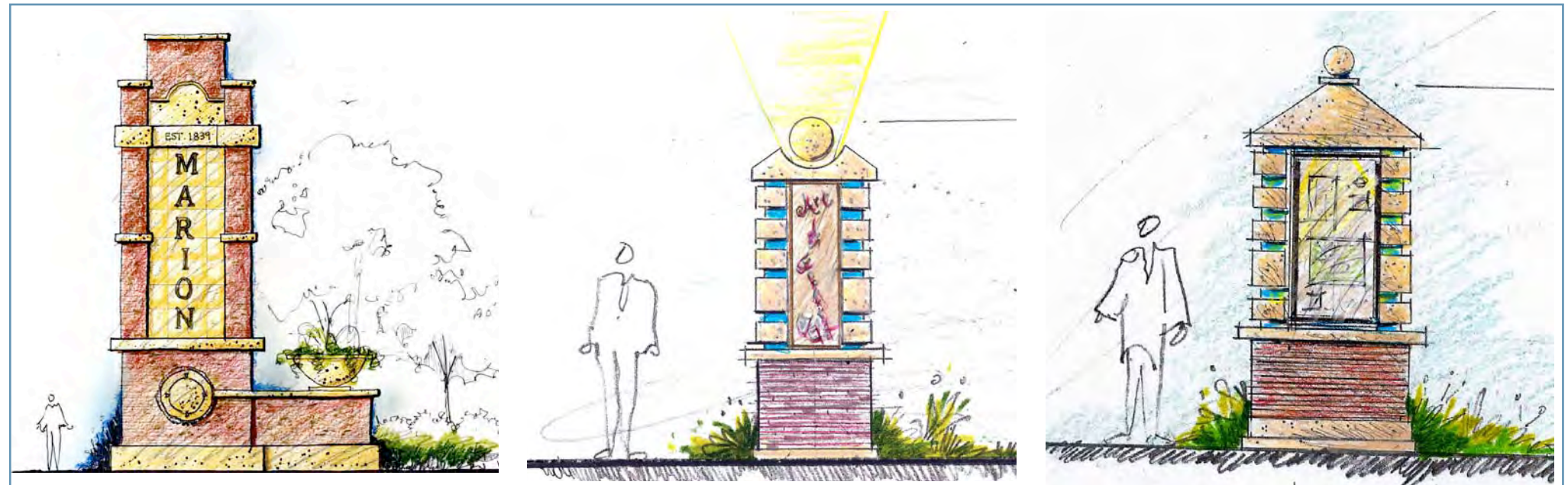
The implemented plan will increase the number of parking spaces in the Uptown area by 26. This is done by the conversion of parallel to diagonal parking on the south side of 7th Avenue and 11th Street. The amount, availability, and location of parking have been key points of discussion throughout the planning period. Other minor changes in parking alignment will occur on 10th Street between 6th and 7th avenues due to a slight realignment of the roadway.

Street Pavement

Uptown Marion does possess several historic structures and continues to maintain two original brick streets. The advisory committee felt strongly about the inclusion of additional brick streets within the concept. The plan calls for brick streets in the following areas:

- 7th Avenue – 9th Street to 12th Street
- 6th Avenue – 9th Street to 12th Street
- 10th Street – 5th Avenue to 8th Avenue
- 11th Street – 5th Avenue to 8th Avenue

While this is the desired course of action, it is also understood that brick streets may be cost prohibitive for the city to implement. Cost estimates for the project, found in the Implementation chapter, provide estimates for conventional concrete streets as well.



Community Gateway Marker

Uptown District Marker

Uptown Informational Kiosk

Lane Conversion / Street Hierarchy

The plan calls for a lane conversion along 7th Avenue. Once implemented, 7th Avenue will become a two-lane, pedestrian oriented street. This presents a significant change from the three-lane, vehicular oriented street that exist today. The plan calls for 6th Avenue to become a three-lane section, thus assuming much of the traffic load carried by 7th Avenue. In essence, 6th Avenue becomes the "through-street" for Uptown and 7th Avenue returns to its historic roots as "main street" in Uptown.

Sidewalk Pavement

Sidewalk pavement will primary consist of standard concrete. However, some areas between the curb and property line will be accented with specialty concrete pavers. These high amenity areas (bumpout areas, areas between planter beds) will transition from colored concrete pavers to standard concrete sidewalks.

Crosswalk Pavement

Crosswalk pavement is designed to explicitly demarcate the area for pedestrians to cross the street. Each intersection should have four distinct crosswalks connecting the four corner nodes. Crosswalk pavement will consist of a specialty concrete paver. The color and tone of the paver will be determined after the determination on brick streets has been made.

Street Lights

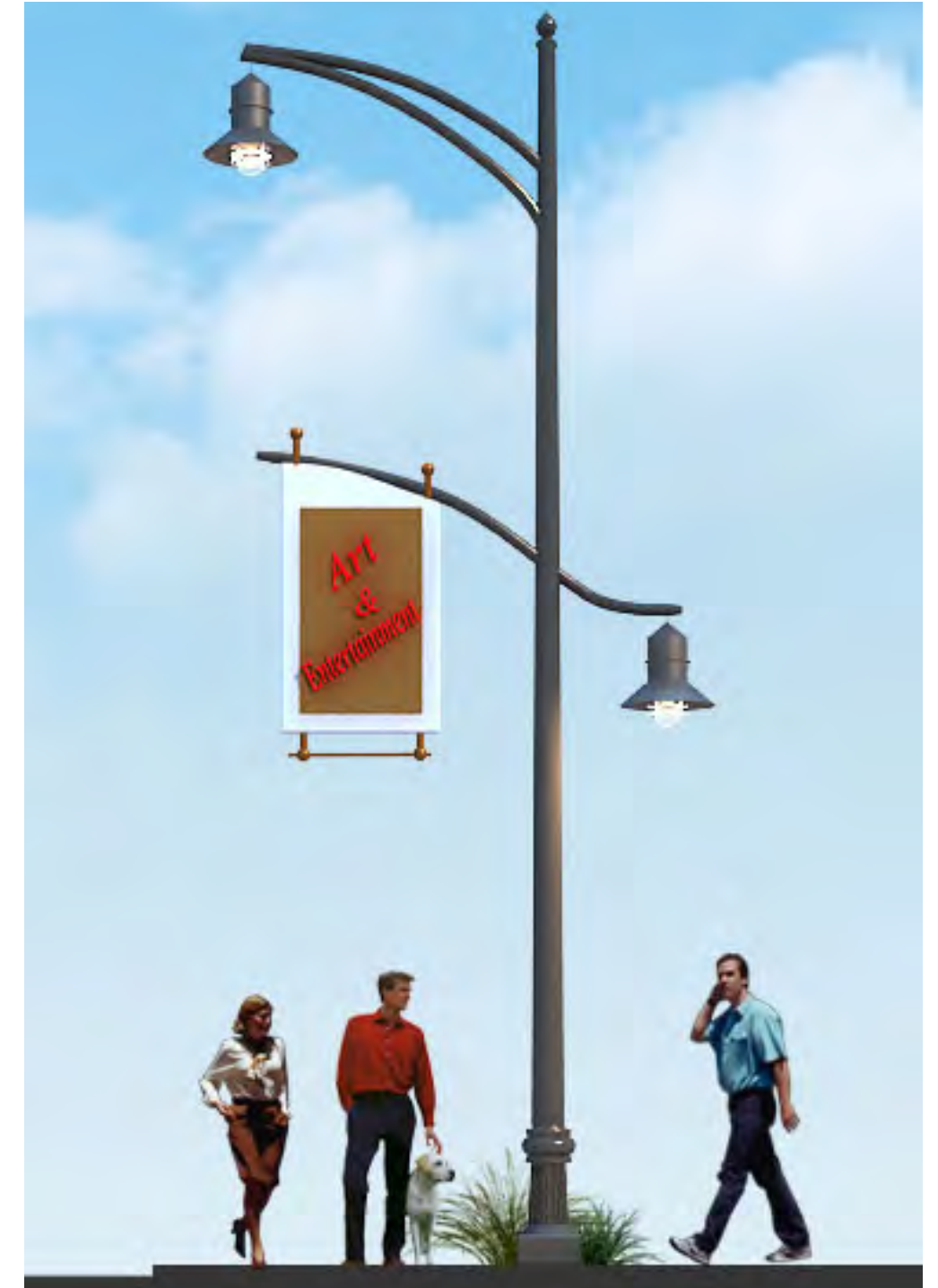
This plan does not specifically recommend street light fixtures as the City has pre-selected fixtures as a part of another downtown improvement project (new street signals). However, it is important that any fixture selected should provide appropriate lighting levels for both the roadway and adjacent walkways. Lighting is a significant component of the pedestrian experience and an integral part of the overall design of the area.

District Gateway Features and Information Kiosk

Creating distinct entryways, explicitly marked by built features, is an important component of branding within the Uptown Area. Gateway markers, as seen above and on the following page, let visitors know that Uptown is truly unique. In addition, information kiosk should be located within the Uptown area. These provide visitors with information about retailers, a map of the area, and opportunities for local advertising. While the monument concepts presented are only preliminary, use of materials should reflect and compliment the historic nature of the area.

Street Furniture

Street furniture also plays a significant role in creating a unique and pedestrian oriented district. The street furniture form, colors, and material should blend well with the building stock and light fixtures to create a family of elements that reinforce the desired theme of the area. Street furniture includes benches, bike racks, and trash receptacles. Street furniture, through its design, can serve dually as public art and heighten interest in the area. Different examples of modern street furniture that compliment the historic nature of the district are presented on the following pages.






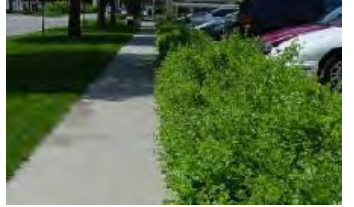



Screen Fencing

Fencing screens objectionable views from the pedestrian and street environment. In addition, fencing provides along some property lines provides a sense of enclosure for the pedestrian environment, which increase comfort levels and the perception of safety, both key ingredients in attracting more people to Uptown. The plan proposed that fencing be used to screen parking lots that face or are directly adjacent to the sidewalk along 7th Avenue. Fencing should incorporate custom precast concrete end post that reflect the design and intent of the district gateway markers and informational kiosk. Fence panels should be steel and designed to relate in both color and scale to end-posts.

Planters

Vegetative planters are proposed along 7th Avenue in the plan. The planter should be a low precast concrete planter curb that bounds the planting bed area. Exact vegetation has not been determined at this point, however, the vegetation selected should be appropriate in height and scale, and able to withstand the demands of the local climate. Additionally, the planter design and selected vegetation should incorporate best management practices related to stormwater retention and runoff where possible.

Design Elements	Uptown Marion	
Sidewalk Pavement	Standard concrete walks	
Crosswalk Pavement	Speciality concrete pavers.	
Benches	Durable, Stainless Steel seating system design for high pedestrian areas.	
Trash Receptacles	Durable, surface mounted receptacles for both litter and recyclables.	
Bike Racks	Durable, aluminum bike racks that offer unique design and top security.	
Screening	Parking lots that front 7th Avenue should have either a fence or shrub massings	
Planters	8" to 12" precast concrete planter curbs	

7TH AVENUE / 10-12 STREETS

Although Uptown Marion incorporates a much larger area, many associate Uptown with these two prominent blocks. Not only do these blocks possess many of the remaining historic structures, they also include City Square Park and 11th Street. As it is today, residents and visitors will continue to judge the overall vibrancy of Uptown based on this small area. For that reason, the planning effort placed significant focus on these blocks. The concept presented incorporates many of the key features noted earlier in the document; 11th Street re-opening, additional parking, and wider sidewalks. In addition, 7th Avenue converts from a three-lane, vehicular oriented roadway, to a two-lane, pedestrian oriented district. This change, as outlined previously, will depend on the improvement of 6th Avenue to occur prior to the 7th Avenue lane conversion.



Informational Kiosk

- Custom design
- 2-sided kiosk panel
- Local event advertising



Planter Beds

- Inclusion of stormwater mitigation features
- Primarily hardy ornamental grasses, maximum 30" high



Crosswalks

- Speciality concrete paver
- Use of tones and hues that enhance historic buildings



Benches

- Bench legs within the planter beds
- Seating system should be designed for high pedestrian use area



Bike Racks

- Bike security should be first priority
- Opportunity for art and function to coexist



Brick Street

- Complete re-build brick street



7TH AVENUE / 12-14 STREETS

A primary goal of this planning effort was to create an environment where Uptown Marion could grow over time. By extending the continuity of the streetscape east and west of the primary blocks, a larger district has an opportunity to flourish. An area where this could happen quickly is between 12th and 14th streets along 7th Avenue. Post implementation, these blocks will have the same pedestrian oriented look and feel, as well as improved access and additional parking. These features present an opportunity for businesses to acknowledge and service an increased number of potential customers along the street, thus resulting in increased sales and revenue. These blocks, like 10th to 12th streets will also see a conversion to a two-lane section.



On-Street Parallel Parking

- On-Street parallel parking on both the north and south side of the road

Street Trees

- Increased size from primary Uptown blocks (10-12)
- Species to be determined

Crosswalks

- Speciality concrete paver
- Use of tones and hues that enhance historic buildings

Standard Concrete Street

- Complete re-build concrete street

Wider Sidewalks

- 10' sidewalk on both the north and south side of the roadway

Center Block Entrance

- Walgreen's entrance moved to center-block to allow for better access management and on-street parking



6TH AVENUE / 10-12 STREETS

For a long time 6th Avenue has served as a secondary street within the Uptown Area. The designation of this road as secondary will change quickly as implementation of the plan occurs. As detailed, the plan calls for a complete reconstruction of 6th Avenue and conversion to a three-lane section. In addition, a new 10' wide trails with run along the north side of the road. The new trail should increase pedestrian and bicycle traffic to the Library and City Square Park. Additional traffic in this area should be expected with the re-opening of 11th Street at 7th Avenue as well.



Tree-Lined Trailway

- 10' bike and pedestrian trail



On-Street Parallel Parking

- On-Street parallel parking on the south side of the road



Crosswalks

- Speciality concrete paver
- Use of tones and hues that enhance historic buildings



Street Trees

- Increased size from primary Uptown blocks (10-12)
- Species to be determined

Three-Lane Roadway

- 6th Avenue will become a three-lane section to accommodate higher levels of vehicular traffic

Brick Streets

- Complete re-build brick street



10TH STREET / 6-8 AVENUES

10th Street serves a distinct link to the historic past of Marion. To date, the street is still made up of original bricks. A new streetscape and Uptown district will only enhance this street by providing a complete reconstruction of the brick street, as well as a realignment of the street to a consistent three-lane section. This change should create more fluid traffic movements at the intersection of 10th Street and 7th Avenue. The realignment of the roadway will have some impacts on parking between 6th and 7th Avenues, as some stops (7) will need to be converted from angled to parallel.



On-Street Parallel Parking

- On-Street parallel parking on both the east and west side of the road

Crosswalks

- Speciality concrete paver
- Use of tones and hues that enhance historic buildings



Pedestrian Bump-Outs

- Improved visibility for pedestrians and bicycles
- Traffic calming devices

Three-Lane Roadway

- Re-configuration of drives to create a consistent three-lane roadway



Brick Streets

- Complete re-build brick street



11TH STREET / 6-8 AVENUES

That last Uptown Streetscape Plan in Marion, completed in the early 1980s, brought significant changes as 11th Street was closed as a through street at 7th Avenue. This change was made with safety in mind, but also reflected urban design theory at the time. A significant component of this plan is the re-opening of the street. This allows for a return to a complete grid street system within the Uptown area, as well as the ability to reestablish the intersection of 7th Avenue and 11th Street as the prominent node within Uptown. The newly opened street should provide for better circulation throughout the district. In addition, businesses located along 11th Street should benefit from an increase in visibility from the new flow of vehicular and pedestrian traffic.



Intersection Re-Open

- Intersection allows north-south through traffic



Improved Pedestrian Areas

- Mid-block bump-outs, improved sidewalks, and urban design elements will all enhance the pedestrian experience



Additional Parking

- Re-opening of 11th Street provides a significant increase in available parking

Two-Lane Roadway

- 11th Street will become a two-lane roadway from 6th to 8th Avenue



Brick Streets

- Complete re-build brick street



UPTOWN MARION



TIME TO IMPLEMENT

MARION UPTOWN STREETScape PLAN



TIME TO IMPLEMENT

IMPLEMENTATION SCHEDULE / COST ESTIMATES

Implementation is essential to consider a planning project truly successful. The adjacent implementation table lays out a simple, step-by-step process towards project implementation. While many of the steps will not come easy, each step plays an important role in the development of an improved Uptown District.

It is the general recommendation of this plan that City Council strongly considers the idea of assigning project management duties for the entire Central Corridor area to a sole individual within the city or an outside consultant firm. In doing so, the city ensures that its significant investment in the improvements proposed in each of the completed plans is protected. As each plan unfolds into implementation, it will be vitally important that tasks and milestones are completed in a manner that promotes efficiency and effectiveness, ensuring the best possible result. At which point this decision is made, it is also the recommendation of this plan that an overall "Central Corridor Project Management and Implementation Program and Schedule" be completed and incorporate each of the individual plan recommendations into a single Program Management Manual.

All Marion citizens should understand that implementation takes time and significant resources. It is the stated desire of the Marion City Council that the implementation steps outlined in this plan should continue to progress and move forward at a reasonable and continuous pace.

Implementation Action Plan	
1	City Council approval of final Uptown Streetscape Master Plan
2	Prepare topographic survey for the determined phase one implementation area including a comprehensive utilities assessment of the entire project area
3	Meeting with City Utilities Committee to review utility requirements and scheduling for phase one project area
4	Prepare project implementation timeline and approximate funds draw-down schedule
5	City identify and secure all funding sources for the determined phase one of the project
6	Formulate communication plan for affected phase one project area merchants and property owners
7	Initiate preliminary contract documents (plans and specifications) preparation
8	Conduct preliminary contract document review with city staff, Uptown streetscape advisory committee, general public, city council, and other agencies as necessary
9	Prepare final contract documents
10	Review final plans with city staff / Council approval of final plans
11	Determine bidding schedule and construction initiation date
12	Issues contract document for bid
13	Receive bids
14	Council award bid to the lowest responsible bidder
15	Initiate construction of phase one of streetscape project
16	Celebrate completion!

7TH AVENUE / 7-10 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	10,900	SF	\$1.75	\$19,075.00
Street Paving Removal	3,250	SY	\$10.00	\$32,500.00
Subgrade Preparation	7,925	SY	\$13.50	\$106,987.50
Concrete Paving (total rebuild)	4,015	SY	\$49.00	\$196,735.00
Concrete Sidewalk - 5"	16,770	SF	\$4.50	\$75,465.00
Specialty Pavers (Crosswalk)	2,240	SF	\$12.00	\$26,880.00
Specialty Pavers (Sidewalk)	7,500	SF	\$9.00	\$67,500.00
Arts and Entertainment District Marker	2	ALLOW	\$12,500.00	\$25,000.00
Signing and Striping	1	ALLOW	\$10,000.00	\$10,000.00
Light Fixtures	18	EA	\$5,000.00	\$90,000.00
Benches	12	EA	\$1,200.00	\$14,400.00
Trash Receptacles	6	EA	\$850.00	\$5,100.00
Shade Tree and Grate	20	EA	\$550.00	\$11,000.00
Shrubs and Perennials	1	ALLOW	\$6,000.00	\$6,000.00
Sod and Irrigation	9,050	SF	\$0.75	\$6,787.50
			SUBTOTAL (BASE)	\$693,430.00
Contingency (20%)				\$138,686.00
Design & Engineering (15%)				\$124,817.40
			TOTAL	\$956,933.40
Brick Street Paving (total rebuild)	1,100	SY	\$24.00	\$26,400.00
			TOTAL (UPGRADE)	\$983,333.40

*Estimates do NOT include utility and / or sewer infrastructure cost

7TH AVENUE / 10-12 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	12,600	SF	\$1.75	\$22,050.00
Street Paving Removal	3,810	SY	\$10.00	\$38,100.00
Tree Removal	20	EA	\$1,000.00	\$20,000.00
Subgrade Preparation	5,870	SY	\$13.50	\$79,245.00
Concrete Paving (total rebuild)	2,570	SY	\$49.00	\$125,930.00
Concrete Sidewalk - 5"	14,400	SF	\$4.50	\$64,800.00
ADA Ramp - End of 1000 Block	1	ALLOW	\$3,800.00	\$3,800.00
Specialty Pavers (Crosswalk)	1,000	SF	\$12.00	\$12,000.00
Specialty Pavers (Sidewalk)	5,800	SF	\$9.00	\$52,200.00
Information Kiosk	4	ALLOW	\$15,000.00	\$60,000.00
Signing and Striping	1	ALLOW	\$10,000.00	\$10,000.00
Ornamental Lighting Fixtures	12	EA	\$5,000.00	\$60,000.00
Urban Planters	6	EA	\$5,500.00	\$33,000.00
Benches	20	EA	\$1,200.00	\$24,000.00
Trash Receptacles	4	EA	\$850.00	\$3,400.00
Shade Tree and Grate	8	EA	\$550.00	\$4,400.00
			SUBTOTAL (BASE)	\$612,925.00
Contingency (20%)				\$122,585.00
Design & Engineering (15%)				\$110,326.50
			TOTAL	\$845,836.50
Brick Street Paving (total rebuild)	2,570	SY	\$24.00	\$61,680.00
			TOTAL (UPGRADE)	\$907,516.50

*Estimates do NOT include utility and / or sewer infrastructure cost

7TH AVENUE / 12-14 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	8,400	SF	\$1.75	\$14,700.00
Street Paving Removal	2,850	SY	\$10.00	\$28,500.00
Subgrade Preparation	6,800	SY	\$13.50	\$91,800.00
Concrete Paving (total rebuild)	3,275	SY	\$49.00	\$160,475.00
Concrete Sidewalk - 5"	15,750	SF	\$4.50	\$70,875.00
Specialty Pavers (Crosswalk)	2,300	SF	\$12.00	\$27,600.00
Arts and Entertainment District Marker	2	ALLOW	\$15,000.00	\$25,000.00
Signing and Striping	1	ALLOW	\$7,500.00	\$7,500.00
Light Fixtures	16	EA	\$5,000.00	\$80,000.00
Sod and Irrigation	11,850	SF	\$0.75	\$8,887.50
Benches	12	EA	\$1,200.00	\$14,400.00
Trash Receptacles	6	EA	\$850.00	\$5,100.00
Shade Tree and Grate	20	EA	\$550.00	\$6,000.00
Shrubs and Perennials	20	ALLOW	\$6,000.00	\$6,000.00
			SUBTOTAL (BASE)	\$546,837.50
Contingency (20%)				\$109,367.50
Design & Engineering (15%)				\$98,430.75
			TOTAL	\$754,635.75

*Estimates do NOT include utility and / or sewer infrastructure cost

6TH AVENUE / 9-10 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	3,300	SF	\$1.75	\$5,775.00
Street Paving Removal	1,095	SY	\$10.00	\$10,950.00
Subgrade Preparation	2,915	SY	\$13.50	\$39,352.50
Concrete Paving (total rebuild)	1,340	SY	\$49.00	\$65,660.00
Concrete Sidewalk - 5"	5,580	SF	\$4.50	\$25,110.00
Specialty Pavers (Crosswalk)	2,120	SF	\$12.00	\$25,440.00
Specialty Pavers (Sidewalk)	2,300	SF	\$9.00	\$20,700.00
Signing and Striping	1	ALLOW	\$4,000.00	\$4,000.00
Light Fixtures	6	EA	\$5,000.00	\$30,000.00
Benches	4	EA	\$1,200.00	\$4,800.00
Trash Receptacles	2	EA	\$850.00	\$1,700.00
Shade Tree and Grate	9	EA	\$550.00	\$4,950.00
Sod and Irrigation	1,800	SF	\$0.75	\$1,350.00
			SUBTOTAL (BASE)	\$239,787.50
Contingency (20%)				\$47,957.50
Design & Engineering (15%)				\$43,161.75
			TOTAL	\$330,906.75
Brick Street Paving (total rebuild)	1,340	SY	\$24.00	\$32,160.00
			TOTAL (UPGRADE)	\$363,066.75

*Estimates do NOT include utility and / or sewer infrastructure cost

6TH AVENUE / 10-12 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	10,650	SF	\$1.75	\$18,637.50
Street Paving Removal	4,815	SY	\$10.00	\$48,150.00
Subgrade Preparation	4,930	SY	\$13.50	\$66,555.00
Concrete Paving (total rebuild)	2,495	SY	\$49.00	\$122,255.00
Concrete Sidewalk - 5"	13,585	SF	\$4.50	\$61,132.50
Specialty Pavers (Crosswalk)	1,760	SF	\$12.00	\$21,120.00
Specialty Pavers (Sidewalk)	2,700	SF	\$9.00	\$24,300.00
Signing and Striping	1	ALLOW	\$7,500.00	\$7,500.00
Light Fixtures	12	EA	\$5,000.00	\$60,000.00
Benches	8	EA	\$1,200.00	\$9,600.00
Trash Receptacles	4	EA	\$850.00	\$3,400.00
Shade Tree and Grate	10	EA	\$550.00	\$5,500.00
Sod and Irrigation	7,900	SF	\$0.75	\$5,925.00
			SUBTOTAL (BASE)	\$454,075.00
Contingency (20%)				\$90,815.00
Design & Engineering (15%)				\$81,733.50
			TOTAL	\$626,623.50
Brick Street Paving (total rebuild)	1,100	SY	\$24.00	\$59,880.00
			TOTAL (UPGRADE)	\$686,503.50

*Estimates do NOT include utility and / or sewer infrastructure cost

6TH AVENUE / 12-14 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	8,400	SF	\$1.75	\$14,700.00
Street Paving Removal	2,850	SY	\$10.00	\$28,500.00
Subgrade Preparation	6,910	SY	\$13.50	\$93,285.00
Concrete Paving (total rebuild)	3,555	SY	\$49.00	\$174,195.00
Concrete Sidewalk - 5"	12,160	SF	\$4.50	\$54,720.00
Specialty Pavers (Crosswalk)	3,815	SF	\$12.00	\$45,780.00
Signing and Striping	1	ALLOW	\$5,000.00	\$5,000.00
Light Fixtures	16	EA	\$5,000.00	\$80,000.00
Benches	10	EA	\$1,200.00	\$12,000.00
Trash Receptacles	6	EA	\$850.00	\$5,100.00
Shade Tree	24	EA	\$300.00	\$7,200.00
Sod and Irrigation	9,700	SF	\$0.75	\$7,275.00
			SUBTOTAL (BASE)	\$454,075.00
Contingency (20%)				\$90,815.00
Design & Engineering (15%)				\$81,733.50
			TOTAL	\$626,623.50

*Estimates do NOT include utility and / or sewer infrastructure cost

6TH AVE. / 7TH AVE. CONNECTOR

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	8,800	SF	\$1.75	\$15,400.00
Street Paving Removal	3,150	SY	\$10.00	\$31,500.00
Subgrade Preparation	7,345	SY	\$13.50	\$99,157.50
Concrete Paving (total rebuild)	2,465	SY	\$49.00	\$120,785.00
Concrete Sidewalk - 5"	9,120	SF	\$4.50	\$41,040.00
Signing and Striping	1	ALLOW	\$5,000.00	\$5,000.00
Light Fixtures	8	EA	\$5,000.00	\$40,000.00
Benches	4	EA	\$1,200.00	\$4,800.00
Trash Receptacles	4	EA	\$850.00	\$3,400.00
Shade Tree	42	EA	\$300.00	\$12,600.00
Shrubs and Perennials	1	ALLOW	\$6,000.00	\$6,000.00
Sod and Irrigation	26,800	SF	\$0.75	\$20,100.00
			SUBTOTAL (BASE)	\$399,782.50
Contingency (20%)				\$79,956.50
Design & Engineering (15%)				\$71,960.85
			TOTAL	\$551,699.85

*Estimates do NOT include utility and / or sewer infrastructure cost

5TH AVE. / 7 - 14 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	28,950	SF	\$1.75	\$50,662.50
Street Paving Removal	8,300	SY	\$10.00	\$83,000.00
Subgrade Preparation	13,800	SY	\$13.50	\$186,300.00
Concrete Paving (total rebuild)	8,300	SY	\$49.00	\$406,700.00
Concrete Sidewalk - 5"	20,700	SF	\$4.50	\$93,150.00
Signing and Striping	1	ALLOW	\$7,500.00	\$7,500.00
Shade Tree	54	EA	\$300.00	\$16,200.00
Shrubs and Perennials	1	ALLOW	\$12,000.00	\$12,000.00
Sod and Irrigation	24,800	SF	\$0.75	\$18,600.00
			SUBTOTAL (BASE)	\$874,112.50
Contingency (20%)				\$174,822.50
Design & Engineering (15%)				\$157,340.25
			TOTAL	\$1,206,275.25

*Estimates do NOT include utility and / or sewer infrastructure cost

8TH AVE. / 7 - 14 STREETS

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	28,950	SF	\$1.75	\$50,662.50
Street Paving Removal	8,300	SY	\$10.00	\$83,000.00
Subgrade Preparation	13,800	SY	\$13.50	\$186,300.00
Concrete Paving (total rebuild)	8,300	SY	\$49.00	\$406,700.00
Concrete Sidewalk - 5"	28,950	SF	\$4.50	\$130,275.00
Specialty Pavers (Crosswalk)	9,000	SF	\$12.00	\$108,000.00
Signing and Striping	1	ALLOW	\$30,000.00	\$30,000.00
Shade Tree	54	EA	\$300.00	\$16,200.00
Shrubs and Perennials	1	ALLOW	\$12,000.00	\$12,000.00
Sod and Irrigation	24,800	SF	\$0.75	\$18,600.00
			SUBTOTAL (BASE)	\$1,041,737.50
Contingency (20%)				\$208,347.50
Design & Engineering (15%)				\$187,512.75
			TOTAL	\$1,437,597.75

*Estimates do NOT include utility and / or sewer infrastructure cost

10TH STREET / 5-8 AVENUES

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	5,520	SF	\$1.75	\$9,660.00
Street Paving Removal	5,750	SY	\$10.00	\$57,500.00
Subgrade Preparation	7,725	SY	\$13.50	\$104,287.50
Concrete Paving (total rebuild)	4,745	SY	\$49.00	\$232,505.00
Concrete Sidewalk - 5"	12,870	SF	\$4.50	\$57,915.00
Specialty Pavers (Crosswalk)	2,120	SF	\$12.00	\$25,440.00
Specialty Pavers (Sidewalk)	5,800	SF	\$9.00	\$52,200.00
Arts & Entertainment District Markers	2	ALLOW	\$12,500.00	\$25,000.00
Signing and Striping	1	ALLOW	\$12,500.00	\$12,500.00
Ornamental Lighting Fixtures	18	EA	\$5,000.00	\$90,000.00
Benches	12	EA	\$1,200.00	\$14,400.00
Trash Receptacles	6	EA	\$850.00	\$5,100.00
Shade Tree and Grate	20	EA	\$550.00	\$11,000.00
Shrubs and Perennials	1	ALLOW	\$3,500.00	\$3,500.00
Sod and Irrigation	5,600	SF	\$0.75	\$4,200.00
			SUBTOTAL (BASE)	\$705,207.50
Contingency (20%)				\$141,041.50
Design & Engineering (15%)				\$126,937.35
			TOTAL	\$973,186.35
Brick Street Paving (total rebuild)	4,745	SY	\$28.00	\$132,860.00
			TOTAL (UPGRADE)	\$1,106,046.35

*Estimates do NOT include utility and / or sewer infrastructure cost

1 1TH STREET / 5-8 AVENUES

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	12,500	SF	\$1.75	\$21,875.00
Street Paving Removal	5,750	SY	\$10.00	\$57,500.00
Subgrade Preparation	7,725	SY	\$13.50	\$104,287.50
Concrete Paving (total rebuild)	4,400	SY	\$49.00	\$215,600.00
Concrete Sidewalk - 5"	15,400	SF	\$4.50	\$69,300.00
Specialty Pavers (Crosswalk)	1,270	SF	\$12.00	\$15,240.00
Specialty Pavers (Sidewalk)	6,300	SF	\$9.00	\$56,700.00
Arts & Entertainment District Markers	2	ALLOW	\$12,500.00	\$25,000.00
Signing and Striping	1	ALLOW	\$12,500.00	\$12,500.00
Ornamental Lighting Fixtures	18	EA	\$5,000.00	\$90,000.00
Benches	16	EA	\$1,200.00	\$19,200.00
Trash Receptacles	4	EA	\$850.00	\$3,400.00
Shade Tree and Grate	20	EA	\$550.00	\$11,000.00
Shrubs and Perennials	1	ALLOW	\$3,500.00	\$3,500.00
Sod and Irrigation	5,600	SF	\$0.75	\$4,200.00
			SUBTOTAL (BASE)	\$709,302.50
Contingency (20%)				\$141,860.50
Design & Engineering (15%)				\$127,674.45
			TOTAL	\$978,837.45
Brick Street Paving (total rebuild)	4,400	SY	\$28.00	\$123,200.00
			TOTAL (UPGRADE)	\$1,102,037.45

*Estimates do NOT include utility and / or sewer infrastructure cost

12TH STREET / 5-8 AVENUES

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	11,250	SF	\$1.75	\$19,687.50
Street Paving Removal	3,350	SY	\$10.00	\$33,500.00
Subgrade Preparation	6,000	SY	\$13.50	\$81,000.00
Concrete Paving (total rebuild)	3,515	SY	\$49.00	\$172,235.00
Concrete Sidewalk - 5"	17,000	SF	\$4.50	\$76,500.00
Specialty Pavers (Crosswalk)	2,120	SF	\$12.00	\$25,440.00
Specialty Pavers (Sidewalk)	4,900	SF	\$9.00	\$44,100.00
Signing and Striping	1	ALLOW	\$12,500.00	\$12,500.00
Ornamental Lighting Fixtures	18	EA	\$5,000.00	\$90,000.00
Benches	12	EA	\$1,200.00	\$14,400.00
Trash Receptacles	6	EA	\$850.00	\$5,100.00
Shade Tree and Grate	12	EA	\$550.00	\$6,600.00
Sod and Irrigation	1,500	SF	\$0.75	\$1,125.00
			SUBTOTAL (BASE)	\$582,187.50
Contingency (20%)				\$116,437.50
Design & Engineering (15%)				\$104,793.75
			TOTAL	\$803,418.75

*Estimates do NOT include utility and / or sewer infrastructure cost

8-9-13-14 STREETS (1 BLOCK)

Items	Approx. Quantity	Unit	Unit Price	Estimated Total
Sidewalk Removal	3,000	SF	\$1.75	\$5,250.00
Street Paving Removal	900	SY	\$10.00	\$9,000.00
Subgrade Preparation	1,620	SY	\$13.50	\$21,870.00
Concrete Paving (total rebuild)	950	SY	\$49.00	\$46,550.00
Concrete Sidewalk - 5"	3,000	SF	\$4.50	\$13,500.00
Signing and Striping	1	ALLOW	\$4,500.00	\$4,500.00
Shade Tree	8	EA	\$300.00	\$2,400.00
Shrubs and Perennials	1	ALLOW	\$2,500.00	\$2,500.00
Sod and Irrigation	3,000	SF	\$0.75	\$2,250.00
			SUBTOTAL (BASE)	\$107,820.00
Contingency (20%)				\$21,564.00
Design & Engineering (15%)				\$19,407.60
			TOTAL	\$148,791.60

*Estimates do NOT include utility and / or sewer infrastructure cost

TOTAL COST ESTIMATE

	Estimated Total
7th Avenue / 7-10 Streets	\$693,430.00
7th Avenue / 10-12 Streets	\$612,925.00
7th Avenue / 12-14 Streets	\$546,837.50
6th Avenue / 9-10 Streets	\$239,787.50
6th Avenue / 10-12 Streets	\$454,075.00
6th Avenue / 12-14 Streets	\$454,075.00
6th Avenue / 7th Avenue Connector	\$399,782.50
5th Avenue / 7-14 Streets	\$874,112.50
8th Avenue / 7-14 Streets	\$1,041,737.50
10th Street / 5-8 Avenues	\$705,207.50
11th Street / 5-8 Avenues	\$709,302.50
12th Street / 5-8 Avenues	\$582,187.50
8-9-13-14 Streets (1 Block Unit x 10)	\$1,078,200.00
SUBTOTAL (BASE)	\$7,937,585.00
Contingency (20%)	\$1,587,517.00
Design & Engineering (15%)	\$1,190,637.75
TOTAL	\$10,715,739.75
Brick Street Paving (total rebuild)	\$312,980.00
TOTAL (UPGRADE)	\$11,028,719.75

*Estimates do NOT include utility and / or sewer infrastructure cost