FIFTH STREET GATEWAY PROJECT

Public Open House #2
Open House & Comment Summary Report

February 25, 2014

Submitted By

Vector Communications for CMT

Overview

In 2011, the City of St. Charles hired a consultant team to complete a study of the Fifth Street Corridor between Interstate 70 and Washington Street regarding the increased traffic congestion, lack of multi-modal access, and decline in area development. The consultant team studied the market for economic growth and development opportunities in the region. They found that roadway and streetscape improvements to Fifth Street - along with First Capitol Drive - could increase property values, improve walkability and access to downtown, and spur economic development.

A traffic study reviewed three potential roadway alternatives for Fifth Street. The primary goals were providing for safe and efficient traffic flow to local destinations, and improving the livability of the local neighborhoods. The recommended alternative was a roadway that would balance pedestrian and vehicle traffic, and enhance livability for residents and businesses along the corridor.

In 2012 and 2013, the City applied to East-West Gateway Council of Governments for federal funding to support the design and construction of the project. In addition, applications were submitted to the St. Charles County Road Board to receive funds from the county-wide half-cent transportation tax. The applications were successful and created multiple funding sources that will make this project a reality.

The Fifth Street Gateway Project is a plan to construct roadway and streetscape improvements along Fifth Street from Bass Pro Drive to First Capitol Drive. This project is an important part of the City of St. Charles' overall economic development plan. Transportation improvements to this corridor could foster redevelopment opportunities, thus creating an improved economic return to the City, property owners, and the region in general.

Updates to the Fifth Street roadway, traffic signals, medians, and intersections could improve traffic flow and safety for motorists. Improvements to the sidewalks and streetscape could increase walkability in the corridor and create a more pedestrian friendly environment.
The goals of the Fifth Street Gateway project are to:

- Enhance the aesthetics of Fifth Street;
- Improve traffic flow and safety; and
- Promote pedestrian activity.

In July 2013, approximately 130 citizens attended the initial Public Open House to learn about conceptual plans and provide their input on the Fifth Street Gateway project. The City of St. Charles utilized the public's feedback as the project moved forward.

On Thursday, February 6, 2014, The City of St. Charles hosted a second Public Open House to present the Fifth Street Gateway Project's preliminary plan for roadway and streetscape improvements, and to obtain the public's feedback about this plan.

Open House

Approximately 100 citizens attended the second project open house, which was held on Thursday, February 6, 2014 at St. John's United Church of Christ from 5:00 p.m. – 7:00 pm. Project team members staffed eleven information stations that included display boards, maps, and site furnishing samples such as a bench, trash can, and streetlight. These informational stations outlined the following:

- Project Goals;
- Project Features;
- Typical Roadway Cross Sections;
- Roadway Plan;
- Utility Plan;
- Streetscape / Driveway Plan;
- Streetscape Improvements;
- River Wall Gateway;
- Site furnishings and samples;
- Possible Additions; and
- Next Steps.

Open house attendees received a study fact sheet (Appendix A) and a station guide (Appendix B), viewed the boards, discussed the project with study team members, and were encouraged to complete a comment form. Several large-scale maps of the complete preliminary street plan were on display. Sticky notes were available for attendees to add their comments to the maps, although no attendees utilized this option. The information presented at the open house, as well as the comment form, was also posted online on the project's website.

Outreach

Citizens were informed of the open house via the following means:

- *An announcement was posted on The City of St. Charles' website;*
- *A postcard (Appendix C) was mailed to more than 550 residents, businesses, and property owners within the project area one week prior to the open house;*
- *A group of more than 40 stakeholders representing the City of St. Charles, St. Charles County, Ameren, the Missouri Department of Transportation, SSM St. Joseph Hospital, the Lawrence Group, and St. John UCC provided the information to their constituents and community groups;*
- *A media advisory was distributed and resulted in coverage by multiple St. Louis area and online media outlets prior to, and following the event including:*
    - *Mid Rivers News Magazine;*
    - *KMOV-TV/Channel 4; and*
    - *Suburban Journal*

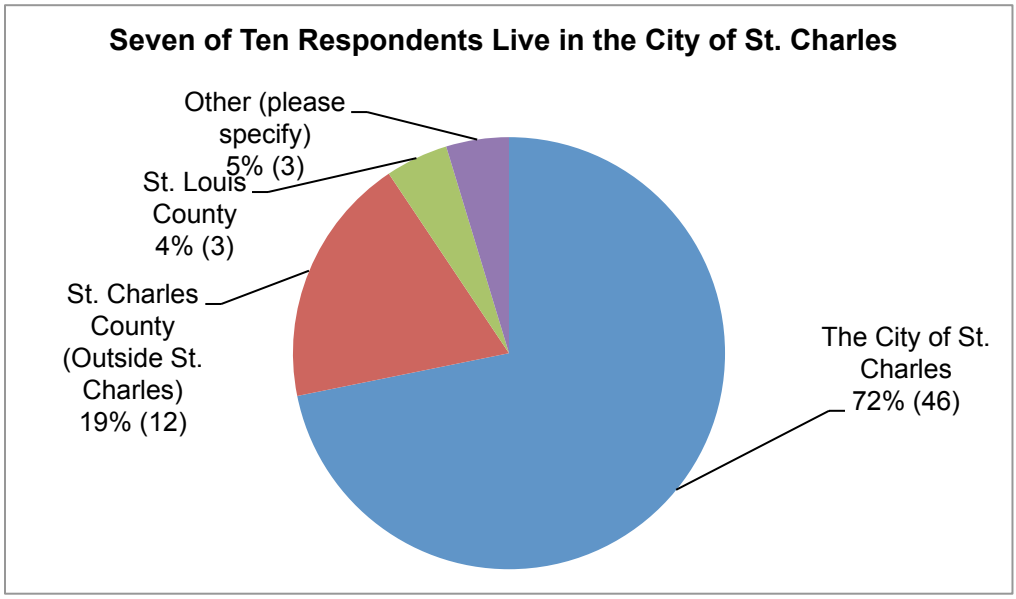
Public Comments

A 10-question comment form (Appendix D) was available to each open house attendee as a paper document, or online through iPad entry. The public was also invited to send in comments via the City's website, or write comments on sticky notes provided at the public meeting.

The remainder of this document summarizes public input obtained from the 64 comment forms, including 11 submissions through the project website

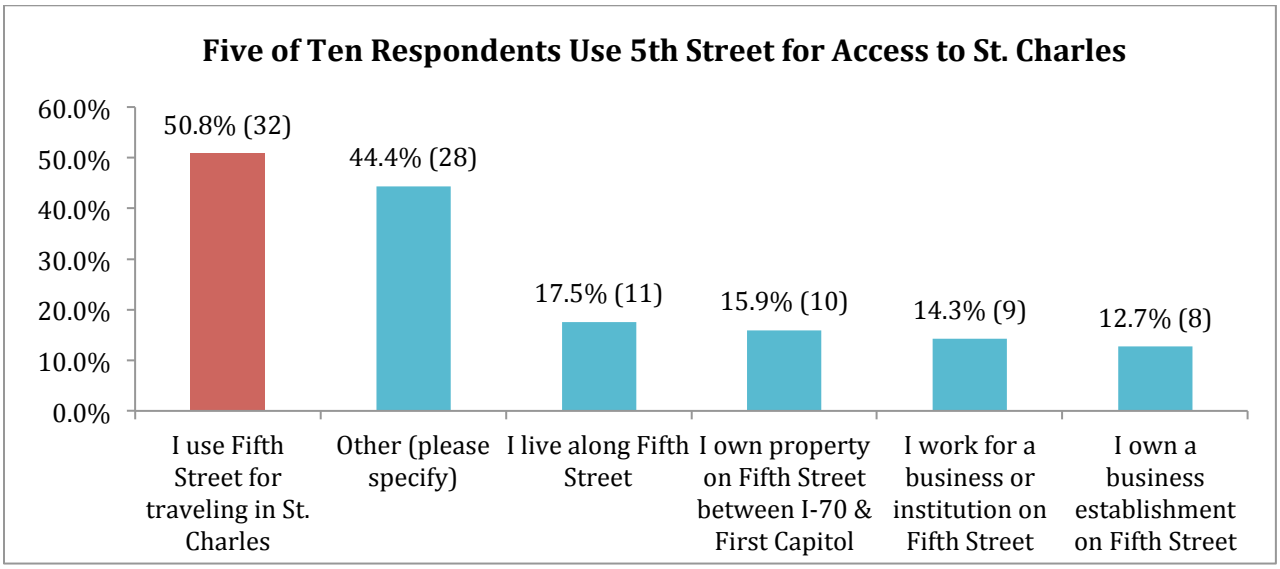
Question 1: Area of Residence

The first comment form question asked attendees to select their area of residence. The pie chart shown here details the survey respondents' residency.



Question 2: Connection to Fifth Street

The second question on the comment form asked open house attendees to identify their connection to the Fifth Street project area. Respondents could select as many options as applied to them. The following bar chart shows the responses received.



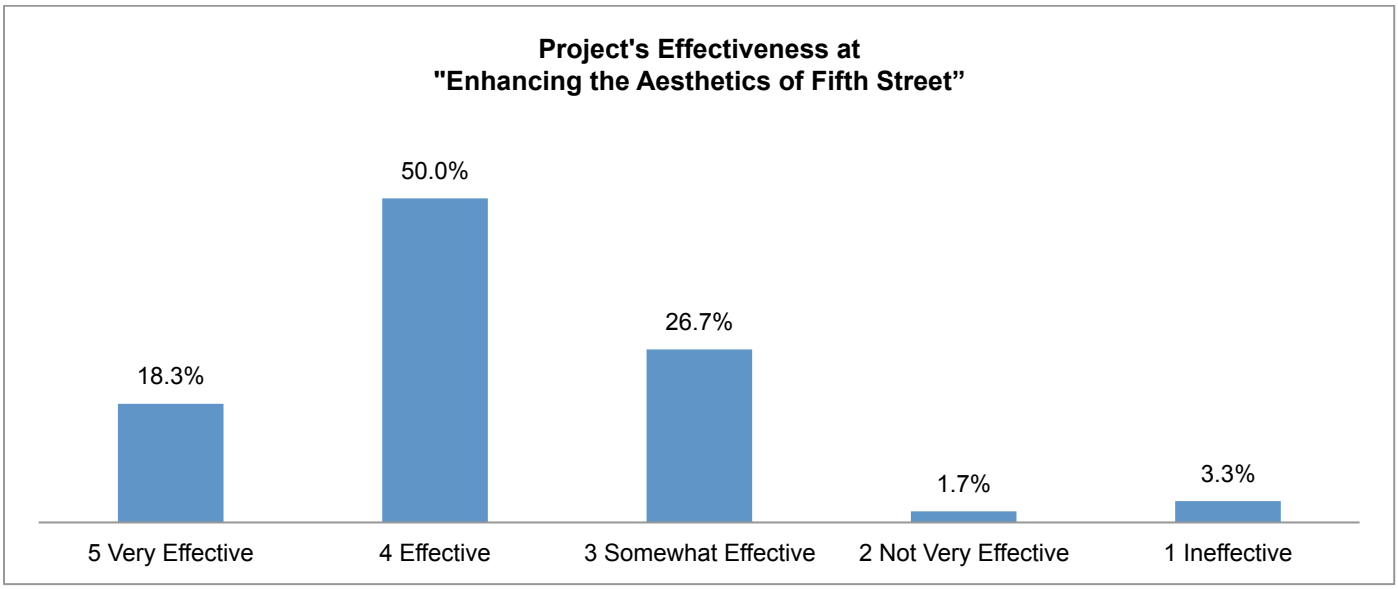
Attendees overwhelmingly selected ‘using Fifth Street for traveling in St. Charles’ (32 respondents) as their primary connection to the project area. The “other” option was also frequently chosen (28).

Comments written in the ‘other’ category by respondents included five people who attend St. John UCC and six people who live on Sixth Street.

Verbatim comments written in the ‘other’ category are listed in Appendix E.

Question 3: Effectiveness of Enhancing Aesthetics

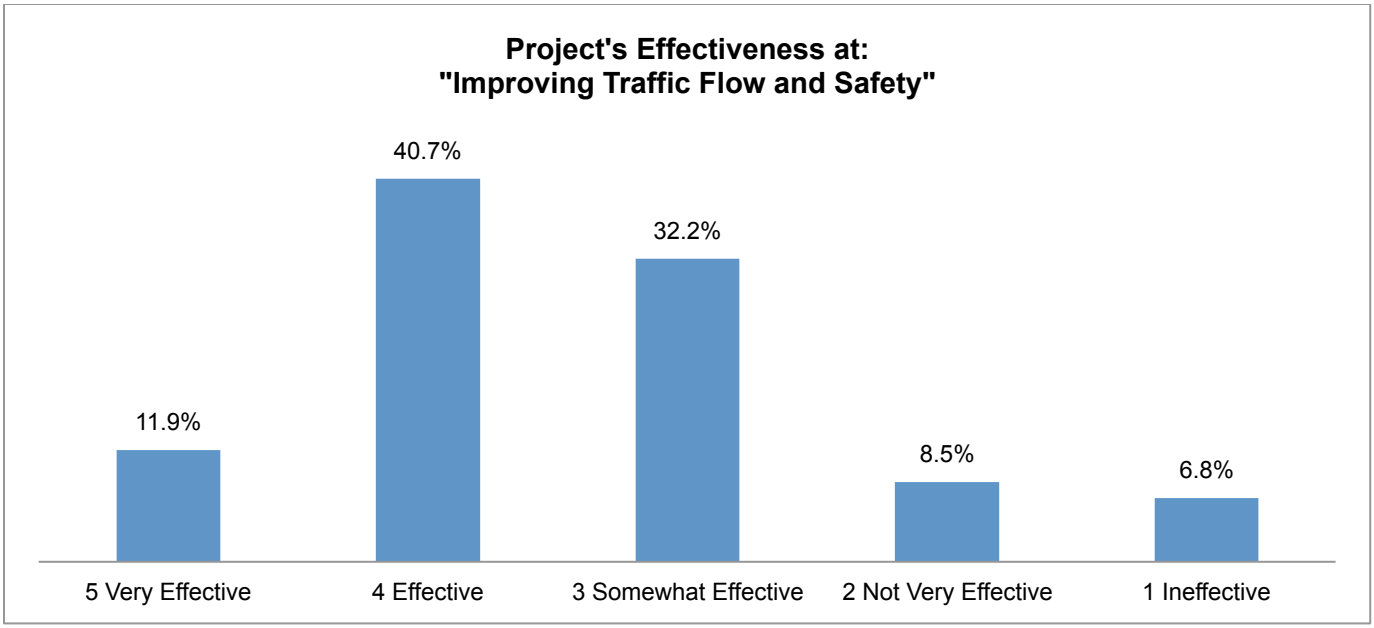
Attendees were asked whether they think this project will be effective in achieving goal #1, “enhancing the aesthetics of Fifth Street.” Respondents could select one answer on a scale from five to one, with five being “very effective.” The results are outlined below.



Almost seven of ten respondents (68%) said the project would be either effective, or very effective, at enhancing the aesthetics of Fifth Street. An additional 27% believe the project will be somewhat effective at achieving this goal. The weighted average of all responses was 3.8 out of 5.0.

Question 4: Effectiveness of Improving Traffic Flow and Safety

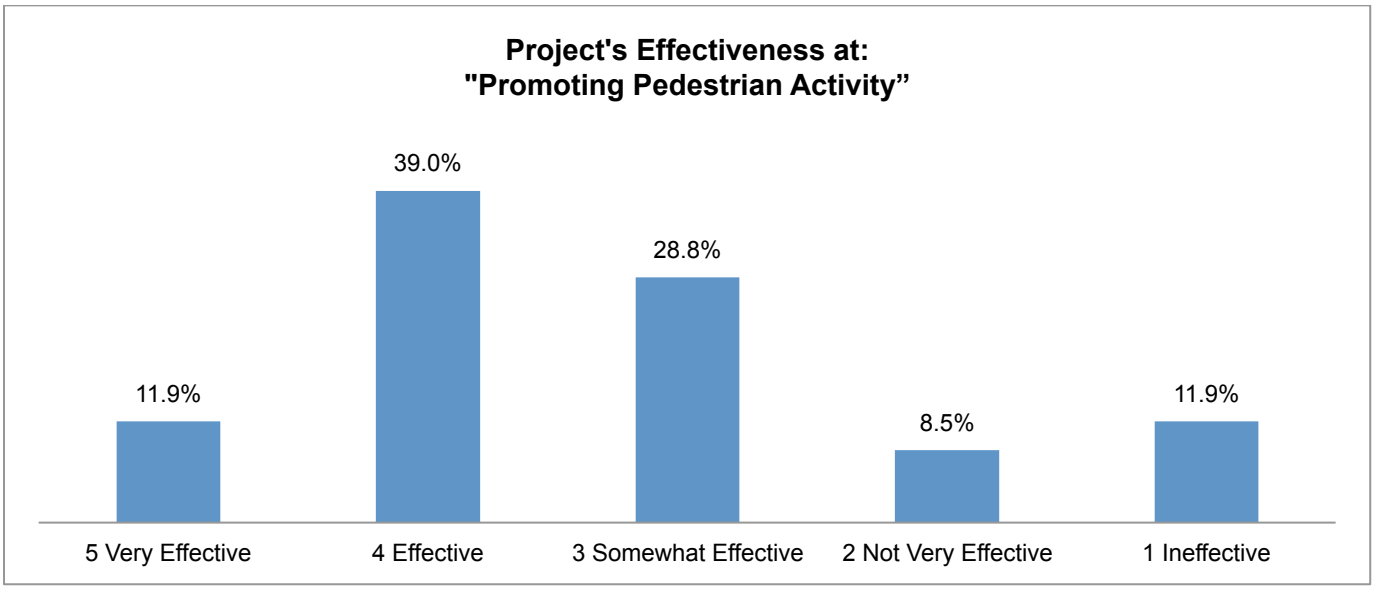
Attendees were asked whether they think this project will be effective in achieving goal #2, “improving traffic flow and safety” along the Fifth Street corridor. Respondents could select one answer on a scale from one to five. The results are outlined below.



Slightly more than five of ten respondents (52%) said the project would be either effective, or very effective, at “improving traffic flow and safety” along the Fifth Street corridor. An additional 32% believe the project will be somewhat effective at achieving this goal. The weighted average of all responses was 3.4 out of 5.0.

Question 5: Effectiveness of Promoting Pedestrian Activity

Attendees were asked whether they think this project will be effective in achieving goal #3, “promoting pedestrian activity” along the Fifth Street corridor. Respondents could select one answer on a scale from one to five. The results are outlined below.



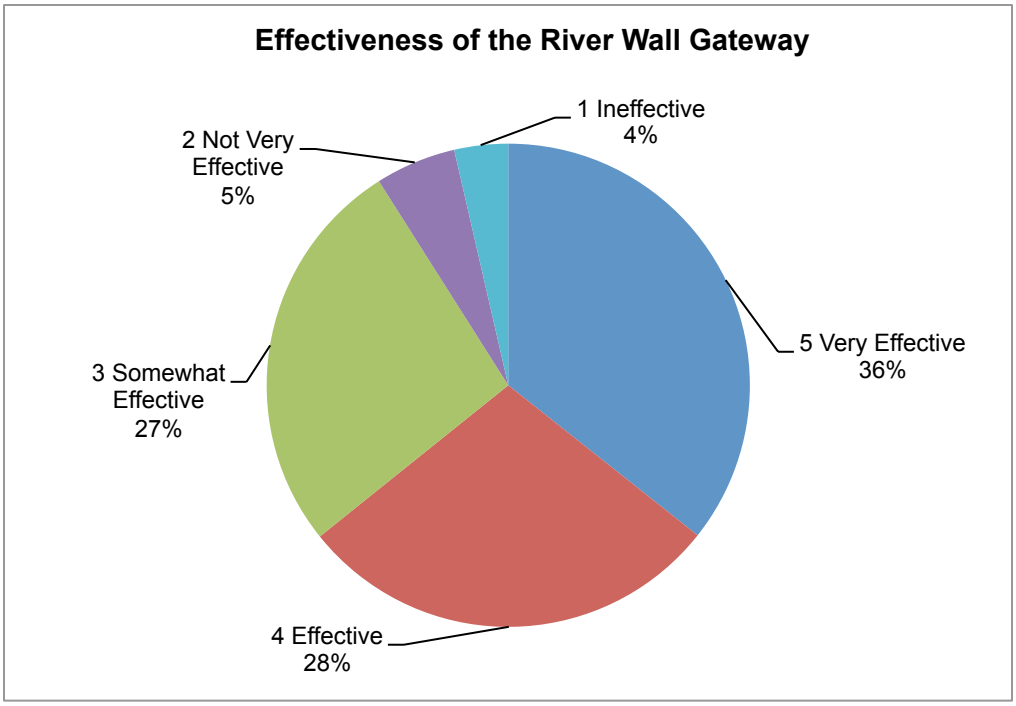
Slightly more than five of ten respondents (51%) said the project would be either effective, or very effective, at “promoting pedestrian activity” along the Fifth Street corridor. An additional

29% believe the project will be somewhat effective at achieving this goal. The weighted average of all responses was 3.3 out of 5.0.

Question 6: River Wall Gateway

At the first public open house, attendees could choose their favorite from three potential options for a "gateway" to the city. However because of the public's concern over visual competition with surrounding aesthetics and budget issues, a new option was developed called the River Wall Gateway.

After viewing renderings of the new "gateway" option, attendees were asked whether they think the River Wall Gateway will be effective in creating a clear and visually appealing "entrance" to the City of St. Charles. Respondents could select one answer on a scale from one to five. The results are outlined on the pie chart shown here.



The majority of respondents (64%) said the River Wall Gateway would be either effective, or very effective, at creating a clear and visually appealing "entrance" to the City of St. Charles. An additional 27% believe the wall will be somewhat effective at achieving this goal.

Question 7: Additional Improvements

In an effort to ensure that no elements of importance to the public had been left out of the preliminary plan, question #7 asked, "Is there anything specific along the Fifth Street corridor that you feel the project is not addressing, or that could be improved?"

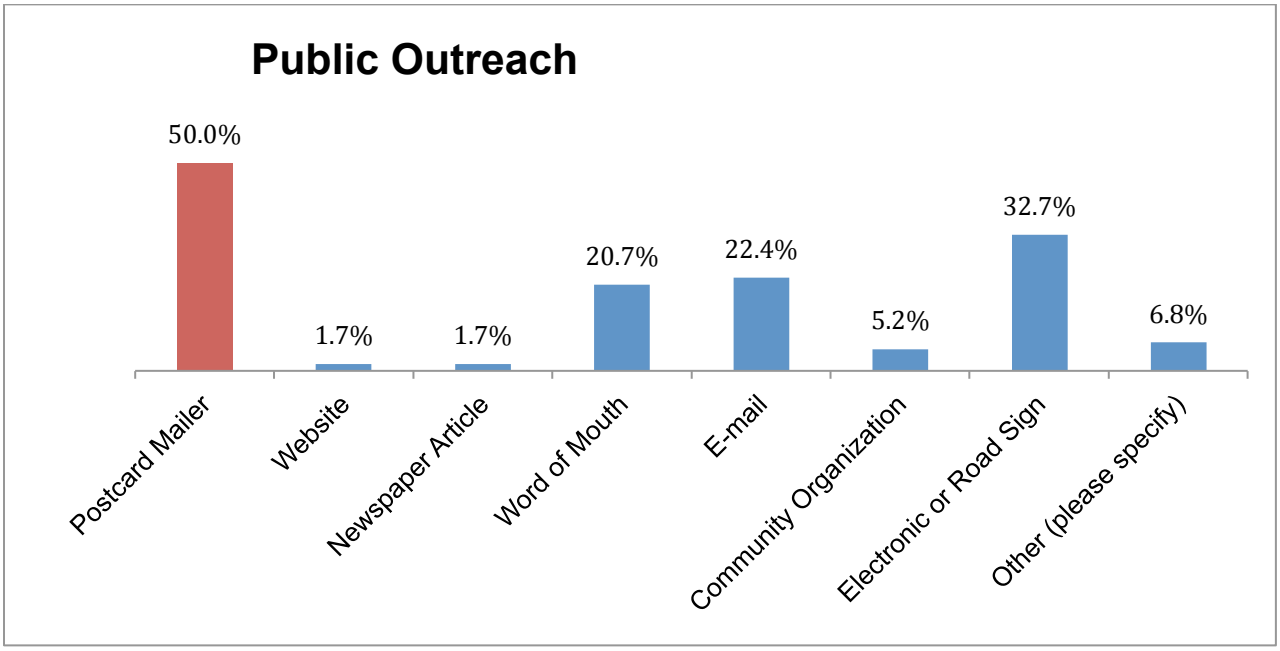
Three (3) respondents indicated that no additions to the plan are needed, and 39 respondents (61%) left the question blank. The other 22 respondents wrote about their ideas and concerns including:

- The steel arch (4);
- Concern about cost (3);
- Concern about center medians (2);
- Concern about turning onto and off the corridor (2); and
- Concern that the lane width is too small (2).

Verbatim comments for question #7 are listed in Appendix F.

Question 8: Public Outreach

When asked to indicate how they learned about the open house, respondents answered as indicated on the following chart.



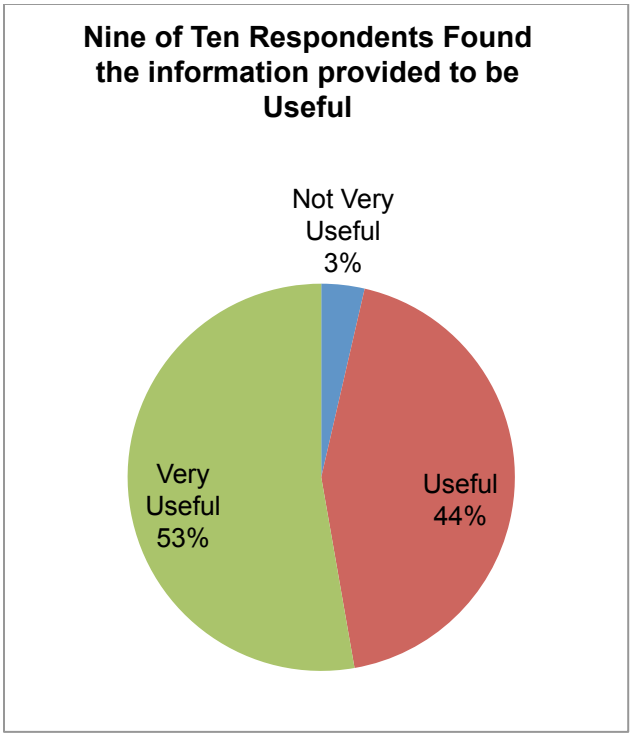
At least 29 respondents (50%) learned about the open house from the postcard mailer. Nineteen (19) attendees (32%) who selected the 'other' category wrote that they had seen the announcement on an electronic and/or street sign.

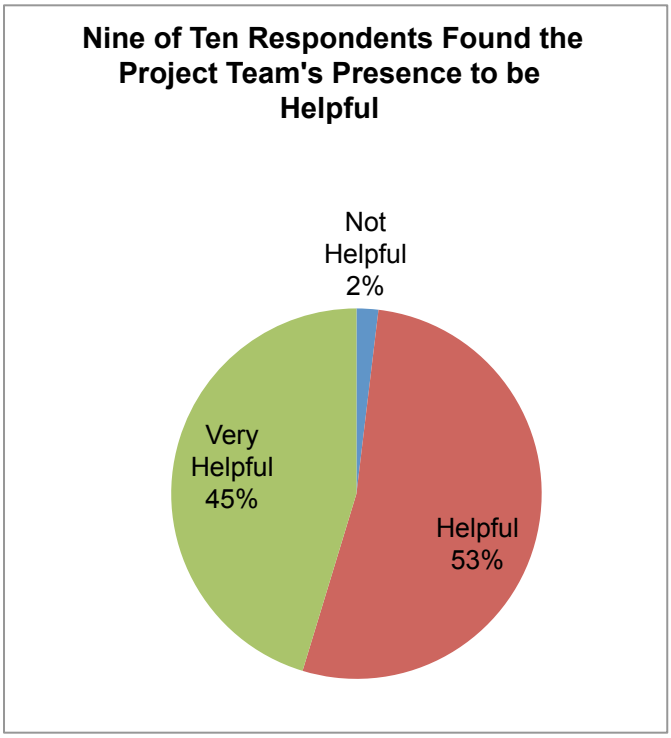
Respondents provided the additional following details and alternative means by which they learned about the open house in the blank space provided on the comment form.

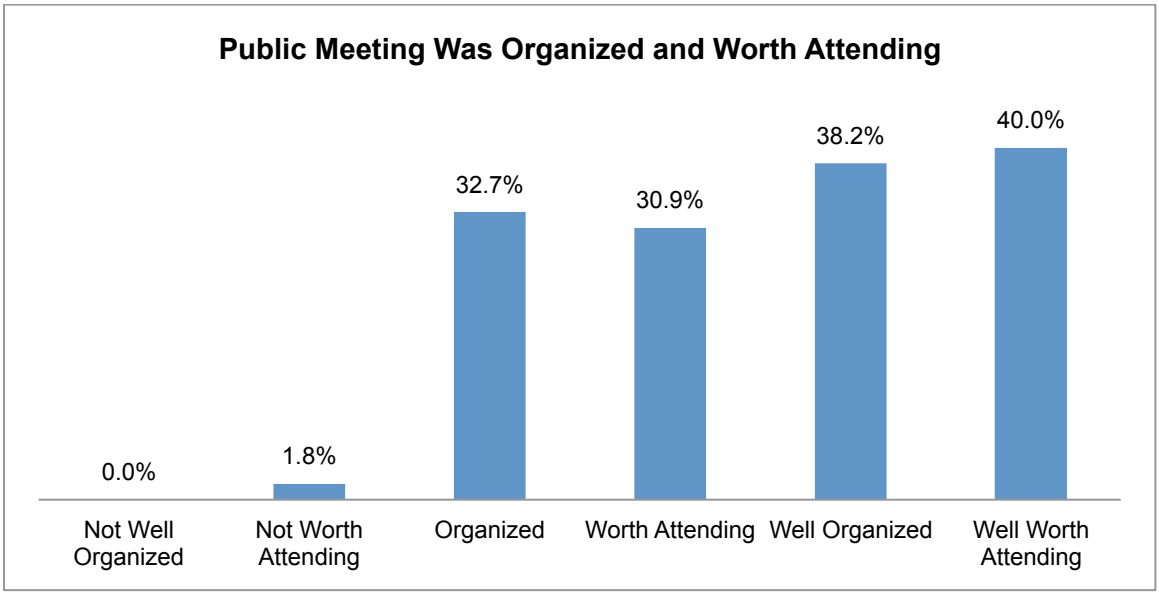
- A member of St. John UCC so we held the open house
- Church announcement and communications from church office
- Notice form church

Question 9: Meeting Evaluation

Attendees were asked to evaluate the open house on the information provided, the project team, and the public meeting overall. The results were as follows.







Overall attendees indicated that the public open house was well-run and beneficial.

Question 10: Additional Comments

Out of 64 respondents, 33 provided additional comments in this section of the comment form or through the website (Appendix F).

The comments and questions covered a variety of topics as follows:

Topic Areas	# of Comments
Public Involvement	5
Misc. Comments	5
Concern about Entrances and Exits (Driveways)	4
Bike Path	3
Concern Over Cost	3
Dislike Arch	3
Landscaping	3
Medians	3
Concern for Property Owners	3
Prefer Arch	2
Sidewalks	2

At least five (5) people had comments regarding public involvement and several thanked the team for listening to their comments from the previous public open house. Four (4) people expressed concern about entering and exiting Fifth Street and the potential removal of driveways.

Other comments expressed concerns about the project cost and funding, bike paths, medians, landscaping, the steel arch, property owners, and sidewalks.

All verbatim additional comments can be found in Appendix G.

Conclusion

The Fifth Street Gateway open house provided a forum for residents, business owners, and property owners to: learn more about the project; meet with study team members; and provide their input on the preliminary plans. Approximately 100 citizens attended the open house and 64 people provided input via the comment form.

The majority of the meeting attendees reside in the City of St. Charles and frequently travel on the Fifth Street corridor. Most participants learned about the event through a postcard mailer.

The next step for the Fifth Street Gateway Project is to complete right-of-way negotiations. Construction is expected to begin in the fall of 2014.

APPENDIX A – Fact Sheet Page 1

FIFTH STREET GATEWAY PROJECT

FACT SHEET

Project Overview

The Fifth Street Gateway Project is sponsored by the City of St. Charles with a plan to construct roadway and streetscape improvements along Fifth Street from Bass Pro Drive to First Capitol Drive. The project goal is to create a legacy for the city by enhancing the aesthetics of Fifth Street, improving traffic flow and safety, and promoting pedestrian activity along the corridor. This project is the first infrastructure investment toward achieving the vision set out in the Hospital District Master Plan developed in 2011.

Fifth Street is the primary north-south route serving the City of St. Charles west of the Missouri River. The roadway provides access to large retail developments at the I-70 interchange, St. Joseph's Hospital, Ameristar Casino, Bass Pro and the St. Charles City and County Government Center Complex.

Project Process

The Fifth Street Gateway Project has completed the conceptual design stage. During this phase, the public was engaged around the project, and a preferred concept plan for the roadway and streetscape improvements was created.

The project is now moving forward with final design engineering. Preliminary plans are being presented at this second open house as another opportunity for the public to provide feedback.

Right-of-Way plans and property negotiations for the project are expected to be completed by mid-summer 2014. To learn more about the Fifth Street Gateway Project, visit www.stcharlescitymo.gov/fifthstreet.

Previous Planning

In 2011, the City of St. Charles hired a consultant team to complete a study of the Fifth Street Corridor regarding the increased traffic congestion, lack of multi-modal access, and decline in development in the area. During this time, SSM was also working to develop long-term improvement plans for St. Joseph's Hospital that included potential improvements to the Fifth Street and First Capitol Drive gateways between I-70 and their facilities.

(636) 949-3237 • www.stcharlescitymo.gov/fifthstreet

Fact Sheet Page 2

FIFTH STREET GATEWAY PROJECT

The consultant team studied the market for economic growth and development opportunities in the region. This study found that roadway and streetscape improvements to Fifth Street - along with First Capitol Drive - could increase property values, improve walkability and access to downtown, and spur economic development.

A traffic study reviewed three potential roadway alternatives for Fifth Street. The primary goals considered were providing for safe and efficient traffic flow to local destinations, and improving the livability of the local neighborhoods. The recommended alternative was a roadway that would balance pedestrian and vehicle traffic, and enhance livability for residents and businesses along the corridor.

In 2012 and 2013, the City applied to East-West Gateway Council of Governments for federal funding to support the design and construction of the project. In addition, funding applications were made to the St. Charles County Road Board to receive funds from the county-wide half cent transportation tax. The applications were successful and created multiple funding sources that will make this project a reality.

Project Area

The project area for the Fifth Street Gateway Project is along Fifth Street in St. Charles, Missouri extending from Bass Pro Drive to First Capitol Drive.

www.stcharlescitymo.gov/fifthstreet

APPENDIX B – Station Guide

FIFTH STREET GATEWAY PROJECT

OPEN HOUSE #2 - STATION GUIDE

WELCOME! Thank you for participating in the Fifth Street Gateway Project Open House. This project is sponsored by the City of St. Charles to plan roadway and streetscape improvements for Fifth Street from Bass Pro Drive to First Capitol Drive. Your involvement will help build a ***legacy*** by creating a new Fifth Street corridor!

At tonight's open house, you will view the preliminary plan for roadway and streetscape improvements. You will also be able to speak to the project team and ask questions about the proposed plan. After you tour the stations, please allow time to provide your input by completing a comment form.

STATION LIST:

- Station #1: Project Goals
- Station #2: Project Features
- Station #3: Typical Roadway Cross Sections
- Station #4: Roadway Plan
- Station #5: Utility Plan
- Station #6: Streetscape / Driveway Plan
- Station #7: Streetscape Improvements
- Station #8: River Wall Gateway
- Station #9: Site Furnishings and Samples
- Station #10: Possible Additions
- Station #11: Next Steps

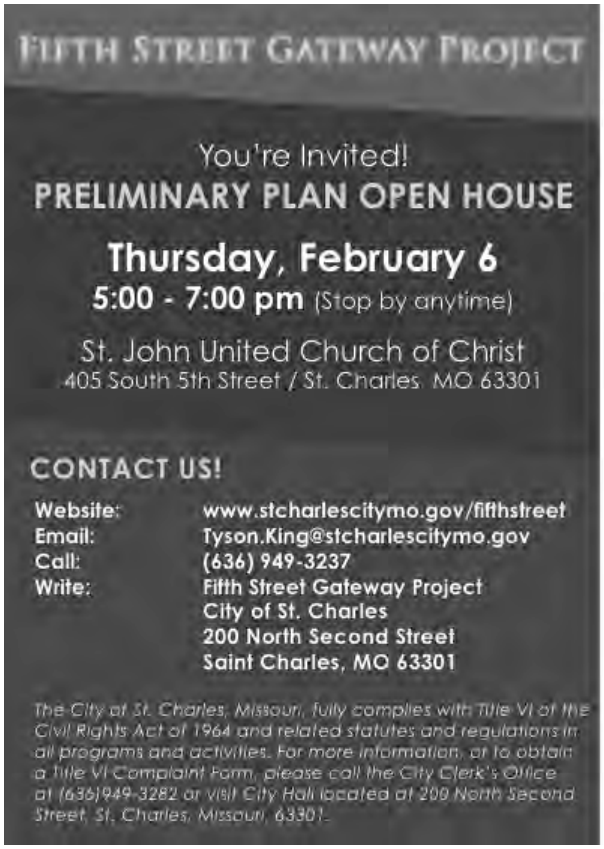
CONTACT US:

Email: Tyson.King@stcharlescitymo.gov
Call: (636) 949-3237
Write: Fifth Street Gateway Project • City of St. Charles
200 North Second Street • Saint Charles, MO 63301

For additional information regarding the Fifth Street Gateway Project, visit our website.

www.stcharlescitymo.gov/fifthstreet

APPENDIX C – Postcard Mailer



APPENDIX D – Comment Form Page 1

FIFTH STREET GATEWAY PROJECT

COMMENT FORM - Open House #2

Your input is an important part of determining how Fifth Street will look and operate in the future. Your answers to the survey questions below will be used to further develop this important project. ***Thank you for attending tonight's meeting and for sharing your thoughts with us.***

1) I am a resident of *(check one)*

☐ The City of St. Charles
☐ St. Charles County (Outside St. Charles)
☐ St. Louis County
☐ Other _____

2) My connection to the area is *(check all that apply)*

☐ I own property on Fifth Street between I-70 & First Capitol
☐ I live along Fifth Street
☐ I own a business establishment on Fifth Street
☐ I work for a business or institution on Fifth Street
☐ I use Fifth Street for traveling in St. Charles
☐ Other _____

The following questions are based on the preliminary plan you saw presented at tonight's Open House.

3) On a scale of 1-5, how effective do you think this project will be at achieving goal #1, "enhancing the aesthetics of Fifth Street?" *(circle one)*

5	4	3	2	1
(Very Effective)	(Effective)	(Somewhat effective)	(Not Very Effective)	(Ineffective)

4) On a scale of 1-5, how effective do you think this project will be at achieving goal #2, "improving traffic flow and safety" along the Fifth Street corridor? *(circle one)*

5	4	3	2	1
(Very Effective)	(Effective)	(Somewhat effective)	(Not Very Effective)	(Ineffective)

5) On a scale of 1-5, how effective do you think this project will be at achieving goal #3, "promoting pedestrian activity" along the Fifth Street corridor? *(circle one)*

5	4	3	2	1
(Very Effective)	(Effective)	(Somewhat effective)	(Not Very Effective)	(Ineffective)

Comment Form Page 2

6) How effective do you think the River Wall Gateway will be at creating a clear and visually appealing "entrance" to the city of St. Charles? *(circle one)*

5	4	3	2	1
(Very Effective)	(Effective)	(Somewhat effective)	(Not Very Effective)	(Ineffective)

7) Is there anything specific along the Fifth Street corridor that you feel the project is not addressing, or that could be improved?

_____

_____

_____

_____

_____

8) How did you find out about this public meeting? *(check all that apply)*

- ☐ Postcard Mailer
- ☐ Website
- ☐ Newspaper Article
- ☐ Other:_____
- ☐ Word of Mouth
- ☐ E-mail
- ☐ Community Organization

9) Please evaluate this public meeting by checking your answer to the following:

a. The information provided was:
☐ Not Very Useful ☐ Useful ☐ Very Useful

b. The project team was:
☐ Not Helpful ☐ Helpful ☐ Very Helpful

c. In general, the Public Meeting was:
☐ Not Well Organized ☐ Organized ☐ Well Organized
☐ Not Worth Attending ☐ Worth Attending ☐ Well Worth Attending

9) Additional Comments:

_____

_____

_____

_____

_____

_____

_____

Again, thank you for your input and for joining us tonight.

APPENDIX E – Question #2: Verbatim Comments Listed as "Other"

"Other" Verbatim Comments:
• 4th street
• Attend St. John UCC
• concerned citizen
• have children and grandchildren attending Lincoln Elementary
• I am a member of St. John UCC
• I attend St John UCC church
• I live 1 block of 5th street
• I live off of Boonlick
• I live on 6th street
• I live on S 4th Street
• I live on S 6th
• I live on S 6th street near BoonesLick
• I live on s Benton
• I own a home on Sixth Street (800 BLK)
• live off 5th street
• live on 6th
• live on 6th street
• My church is on 5th street
• own property south Benton
• President of Neighborhood association
• property owner St. chas.
• property owner, 400 block Jackson
• recreation
• St. john church
• St. John UCC church member

APPENDIX F – Question #7: Verbatim Comments for "Additional Improvements"

"Additional Improvements" Verbatim Comments:
It's dangerous making left turns into McDonalds when you're headed toward the highway. I've almost been hit by cars behind me because I had to stop to wait for the person trying to turn left.
-the width of the lanes-will they be too narrow? -we need a light at McDonough Street!
- Through where the 10' side walks are that seems over kill. - Also as a resident I would not like a bike lane next to my vehicle that would be parked in front of my home. Also do you realize the traffic with school, teachers-they have no parking lot as the residents no driveways. - Any arch added- not sure what we are promoting to our city visitors to our city I believe are visiting our historical area of main street. Center medians will only take away from any merging traffic from our residents that use 5th street everyday. Those just visiting won't use those areas.
The River Wall Gateway - Better than the arch structure
#4 at what cost? #7 do we need this?
cost too high
Destruction to current businesses center islands are an impediment and serve no real purpose. There is no demand for improves pedestrian access.
entering and exiting local business
- I believe the steel arch would detract from the project - The river Walk will be a positive improvement

- Wayfinding signage looks good
I feel very strongly about increasing the priority of the proposed steel arch structure. It will add presence and a welcome structure to the city. PLEASE ADD THE ARCH. I also believe larger bolder signs are appropriate in order to direct traffic from tourists to the attractions.
I would like to see a water feature or fountain. I really appreciate the river wall and wish a water feature could be incorporated there or nearby. Something substantial. Other thoughts: 1. Do the whole, entire plan and make nothing option or "proposed" (e.g., bury all surrounding utilities, install irrigation for plantings; do it right) 2. Seek private funding as well. For example, get Walgreens to replace their ugly retaining wall (near their drive-thru) with a replacement to match the new river wall stone. Perhaps Bass Pro and Ameristar could assist with financial contributions) 3. Booneslick entrance to Main Street needs a refresh on the work done 10 years ago. It is essential to getting traffic to the historic district. 4. What are the incentives to businesses and homeowners along Fifth Street to invest in renovations to match the vision for the area?
- like the choice of plantings-like the river wall choice, - the choice of lighting and how many lights proposed. light pollution is a problem in general. the - lights are not real authentic- maybe simple them down please. St. Charles is about historic - lights along Boonslick now or something similar
- Looks good. We like better than July ideas. Signal at McDonough not necessary even if money available - arch not necessary even if money available - Underground utilities better use of money - irrigation would be better use of money
- need more information
Perry and 5th street is an intersection that should be looked at. It can be challenging to turn onto 5th street from East Boon and Perry. I live at 8th and Perry so I do it daily, with KFC. Right there and Lincoln elementary on Perry it gets crowded and you can sit there for a while (especially during rush hours)
Should have wireless internet access along the corridor
Signalized intersection at Perry, NOT Pike. Pike goes nowhere!
Think more "Clayton" and less "St. Peters" throughout the city.
Traffic coming from highway 70 into Bass Pro the lights sequence is terrible
Traffic from Starbucks will not be solved.
update new streetlights for bike path on 6th street
- width of lanes on 5th 10'6" --lanes too small - oversize traffic will present a problem - I drive it daily

APPENDIX G – Question #10: Verbatim Additional Comments

Additional Comments
(regarding #7) I think it will look good, but I don't think it would be as "clear" as putting the street archway. Also concerned about the lane width being too small for having so many lanes
(relating to question 9a) When they get an idea it stays--no mater how stupid (relating to question 9c) They don't listen to us
Are any funds being allocated to property owners for any property modifications that will be necessary due to this roadway project?
Can't wait to see the complete project!
Closing off driveways would have a negative impact on traffic flow on Fifth Street and to the Businesses along Fifth Street as well.
Concerned about damage to my interior of home. What about sewer and water system very old. are you going to replace with new pipes from street to home
Do not like the bike path on 6th street
Economic benefit to the city and its citizens seems to be at best an afterthought. Who really benefits?

Federal grant- borrowed from China City and County money we don't have to put us into more debt Looks like pie in the sky
Generally speaking I have found these types of projects to be poorly executed--the main objective is usually to create pleasing aesthetics with the quality of construction being shoddy. The life span of projects like this tends to be about 20 years while existing structures have been here (in many cases) for well over 100 years. I am not a fan of this project.
Hopefully space at corner of Boonslick 5th street where May Rents was- could be left alone as green space or something historic Thank you for the opportunity to share opinions. Cathleen Habok
I am very pleased with the addition of the Riverwall in lieu of the Steel Arch gateway structure, which I feel does nothing to enhance the looks of the 5th street corridor.
I appreciate the city addressing the issues we had at the last meeting in regards to the entrance to St. John. The changes are very acceptable. The open house was very helpful and appreciate the opportunity to view the next steps.
I hate that you are take people property. The sidewalks are too wide, we don't need an arch over fifth street. We don't live in a gate community we are loosing our historic identity with this and the plaza on first capitol.
I really like the arch over 5th much better than the wall, I don't agree at all with the reasons to not have it. I t will not block your view or trees it looks great to me.
I wasn't able to attend the meeting, but appreciate the updates and think the designs are moving in the right direction. I hope the city will maintain the area and go above and beyond to do ALL proposed work. The utility burying is essential, as evidenced by Booneslick which still has the unsightly poles.
I work at the Fifth Street Plaza, the proposed change is to remove one of our business driveways. I do not think this is a good idea, we have traffic that goes through our parking lot at work continually non stop all day. If we only had one drive we would be backed up for 20 minutes waiting to get out on to Fifth Street. The drive is already there, I have lived in St. Charles on Second Street the past 17 years, and the drive has always been there. I think it is a BAD idea to remove.
Install landscaped islands between motomart and McDonough to maintain the visual appeal
It seems a bit much too costly
Light should be on Perry not Pike Bike path no Boone Lick
looks nice!
My concerns: cost of such a project, who and how landscape is being taken care of the cost of upkeep. As a resident don't understand this pathway to the "hospital." The medians -what an "obstruction" to snow plows- snow making smaller lanes and medians being damaged- now needing repairs. Next narrow lanes to narrow for everyday travel0 these widths are intended for construction temporary use. Not understanding 2 lanes into the city or hospital and only one out. I as a resident say keep center lane open for turning and merging traffic- keep lanes normal widths.
Not fond of all their change at the cost of property owners In Europe buildings have nostalgia for future generation's architecture and drive
note- existing benches may belong to St. Charles Old Town Association
Please do not put the metal arched sign over the street. Landscaping is a wonderful improvement
Please make sure trees and bushes are so you can see over and around them. Thanks for keeping Saunders open
Thank you for addressing the concerns of St. John Church.

Thank you for reviewing and changing the median area between Tompkins and Jackson Streets in front of the church. We appreciate your hearing our concerns and listening. Thanks Again! Tim Harting
Thank you!
the bicycle path ends at Booneslick--not safe needs a path to the Kaxy trail
There does not need to be a pedestrian light at 5th and McBough I live at that corner and there is very limited walks to use it other than festival weekend
We need our extra entrance we have 7 locations and we will be backed up just to get to 5th street. It will benefit employees here and customers here.
We work at 1011 South Fifth Street. The proposed changes remove one of our driveways onto 5th street. We object to this. It is very necessary. We have much traffic in 5th Street Plaza. There are 7 businesses, 4 of which are retail. We have 12-20 cars from those who work here, in addition to the retail traffic (currently 50-80 cars a day). This change would cause a bottleneck and possibly conflict. Please reconsider this change.