

## **B. Concept A**

### **Transportation**

Concept A is based primarily on existing plans and streets, but adds a freeway-type northwest link connecting the 22<sup>nd</sup> Street Parkway and the touchdown of the planned I-70 river crossing. It includes the current MoDot/IDOT plans for the new I-70 river crossing touchdown and 22<sup>nd</sup> Street parkway north to Delmar. It connects these two primary routes via an above or below grade system, with touchdowns at several locations within the north Downtown neighborhoods. Vehicular entries into Downtown from local streets would occur at Memorial Drive, Tucker, 22<sup>nd</sup> Street, Washington Avenue and the proposed Grattan Street Parkway. This concept would replace the current depressed I-70 with a surface street through Downtown St. Louis and introduce a series of green boulevards and parkways that would run north-south and provide enhanced vehicular connections through Downtown.

### **Land Use and Districts**

These concepts, although developed independently, share many common land use strategies which were discussed throughout the planning process to-date. Land uses in this concept are developed around existing predominate congregations of use. The plan builds upon the current residential land uses to the north of Cole Street, the recently developed industrial park in the northwest, and existing mixed-use Washington Avenue Loft area. Mill Creek Valley is identified as a light industrial/business park development area.

Five districts are identified in this plan: (1) a 0.3 square mile Central Business District, (2) the Government District, which includes a cluster of the local, state and federal government buildings, (3) the Washington Avenue Loft District, (4) Mill Creek Valley District is proposed as a business park and light industrial uses, and (4) Laclede's and Riverside North District, a mixed use neighborhood that extends the existing Laclede's Landing north along the river.

### **Edges and Connections**

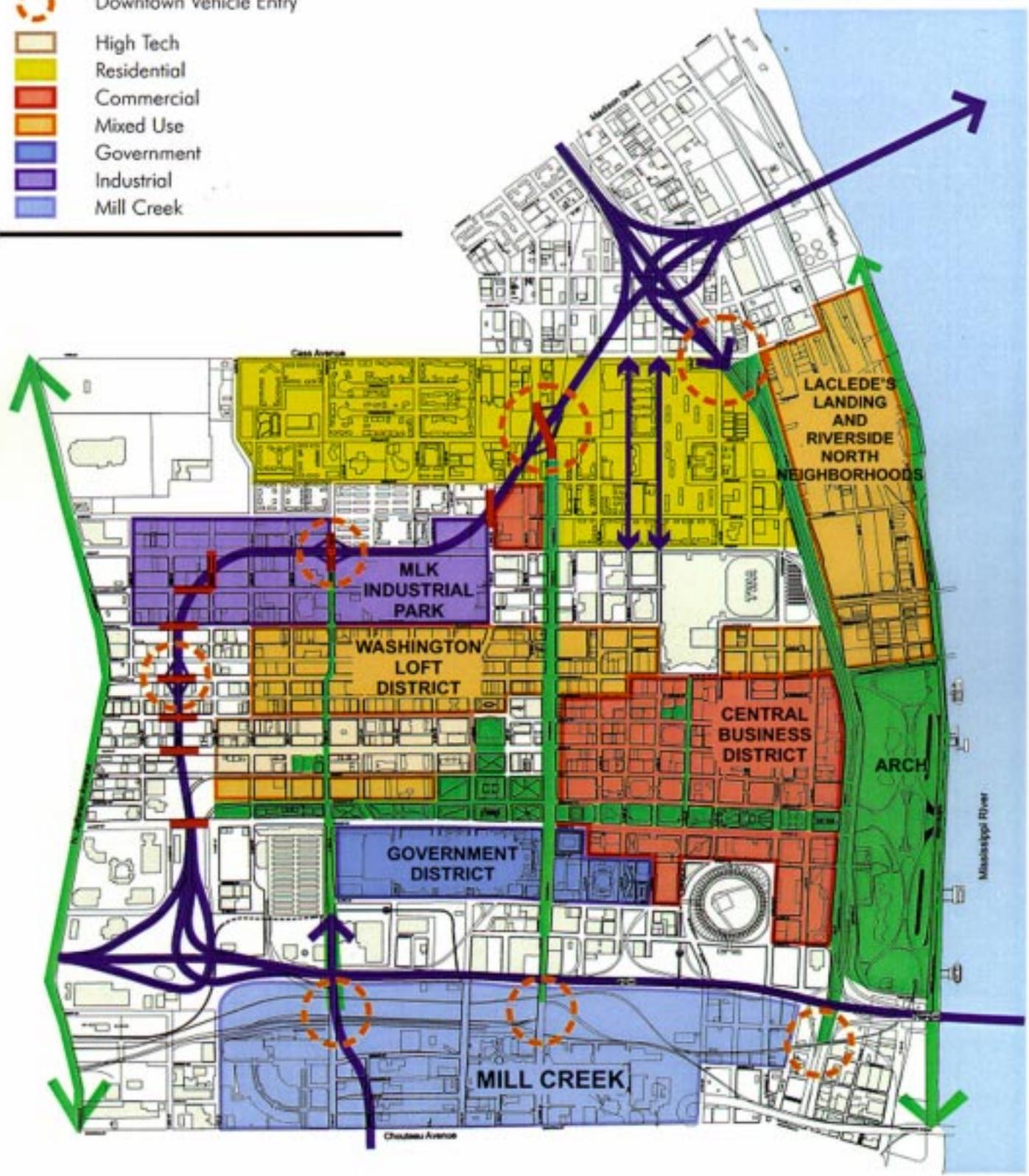
The I-70 and 22<sup>nd</sup> Street Parkway extension would create a physical barrier because of its freeway character and its separation from the existing grade. It would require off-ramps to connect to the grade and bridges across it to tie into the existing system. It would create a new edge to the Downtown on the west a 22<sup>nd</sup> Avenue, instead of Jefferson Avenue. This contains Downtown but cuts it off from its neighbors. The I-70 connection, the ramps and the elevated or depressed structures, could have serious implications for the neighborhoods in which they are constructed.

The open space and greenways functionally integrate the land uses and would help create a connectedness for the pedestrians in the Downtown environment. The proposed Grattan Street Parkway would connect the near south side neighborhoods to Downtown. Providing a new at-grade "parkway" where the current I-70 exists would drastically improve the connectivity of Downtown to the Mississippi River and vice versa. Currently the "canyon" that is created by the underground highway is a strong "edge" and deterrent to getting to the river. This



# Prime Study Area Concept A

-  Open Space/Greenway
-  Vehicular Circulation
-  Bridge
-  Downtown Vehicle Entry
-  High Tech
-  Residential
-  Commercial
-  Mixed Use
-  Government
-  Industrial
-  Mill Creek



change would allow more pedestrians to cross at more frequent intervals and provide better access to Laclede's Landing and the Arch grounds. The character of the street would be improved with landscaped medians and streetscape amenities, making it a pleasant and walkable promenade.

## **Market**

The regional access and circulation defined in Concept A relies on a limited access highway which "circles" Downtown from the west, isolating it both physically and psychologically from the surrounding City. This fails to achieve Downtown's interconnectedness with the rest of the metro areas, so vital to the success of its revitalization. Residential neighborhoods north of Downtown will be especially negatively impacted by the proposed I-70 and 22<sup>nd</sup> Street Parkway running through them. Land values along the roadway will be depressed due to noise pollution.

Conversely, the market of industrial uses along Martin Luther King Drive will increase from such convenient access. Mill Creek Valley is ideally positioned as a light industrial and business park. Excellent roadway and train access will prove attractive to prospective tenants. The concept also expands on the existing strength of the Mill Creek district that is home to several Fortune 500 companies.



**Prime Study Area  
Concept B**

-  Open Space/Greenway
-  Boulevard
-  Pedestrian Corridors
-  Vehicular Circulation
-  Downtown Vehicular Entrance Network
-  MetroLink
-  Mixed Use
-  Residential
-  Retail
-  Sports/Convention/Hotel
-  Office
-  Government
-  Industrial
-  Downtown Transit Center

