

D. Concept C

Transportation

Concept C is based on an alternative that proposes a restricted touchdown of I-70 in the north study area, similar to Concept B, and the extension of the 22nd Street Parkway as a major entrance into the Downtown. Tucker Boulevard would become a major north-south connector into and through Downtown. The 22nd Street connection would have a reduced grade separation and reduced width. Martin Luther King Drive would be extended as a truck route. Market Street would be one-way eastbound. Some one-way streets in the Downtown would convert to two-way and unneeded street widths would be converted to angled parking or widened sidewalks. The upper deck of the Eads Bridge would have reduced traffic lanes and widened pedestrian and bicycle routes. A Downtown transit shuttle would be added to circulate on Washington, 20th, Market, and Memorial Drive.

Land Use and Open Space

The Concept identifies a number of smaller districts that are more specialized by use and/or character. This includes several overlays of smaller commercial concentrations within the larger land use structure. These concentrated commercial zones occur at the touchdown of I-70 into Downtown, along Tucker Boulevard and near the stadium and expanding upon the existing uses in Laclede's Landing. This alternative also identifies a significant ring of primarily residential neighborhoods in the northern areas of Downtown, extending these neighborhoods to the water's edge. This concept supports the integration of residential uses in the Downtown by purposely identifying blocks for residential that would connect to the existing and proposed residential in the heart of Downtown. The government district in this scheme includes not only civic uses, but also entertainment and residential uses near the Mall.

The construction of the new parkway would have a significant impact on the uses in the immediate area. The parkway would provide an amenity, which would attract ground floor uses that could benefit from their proximity to the parkway. Pedestrians would be accommodated. Building entries would face it.

Edges and Connections

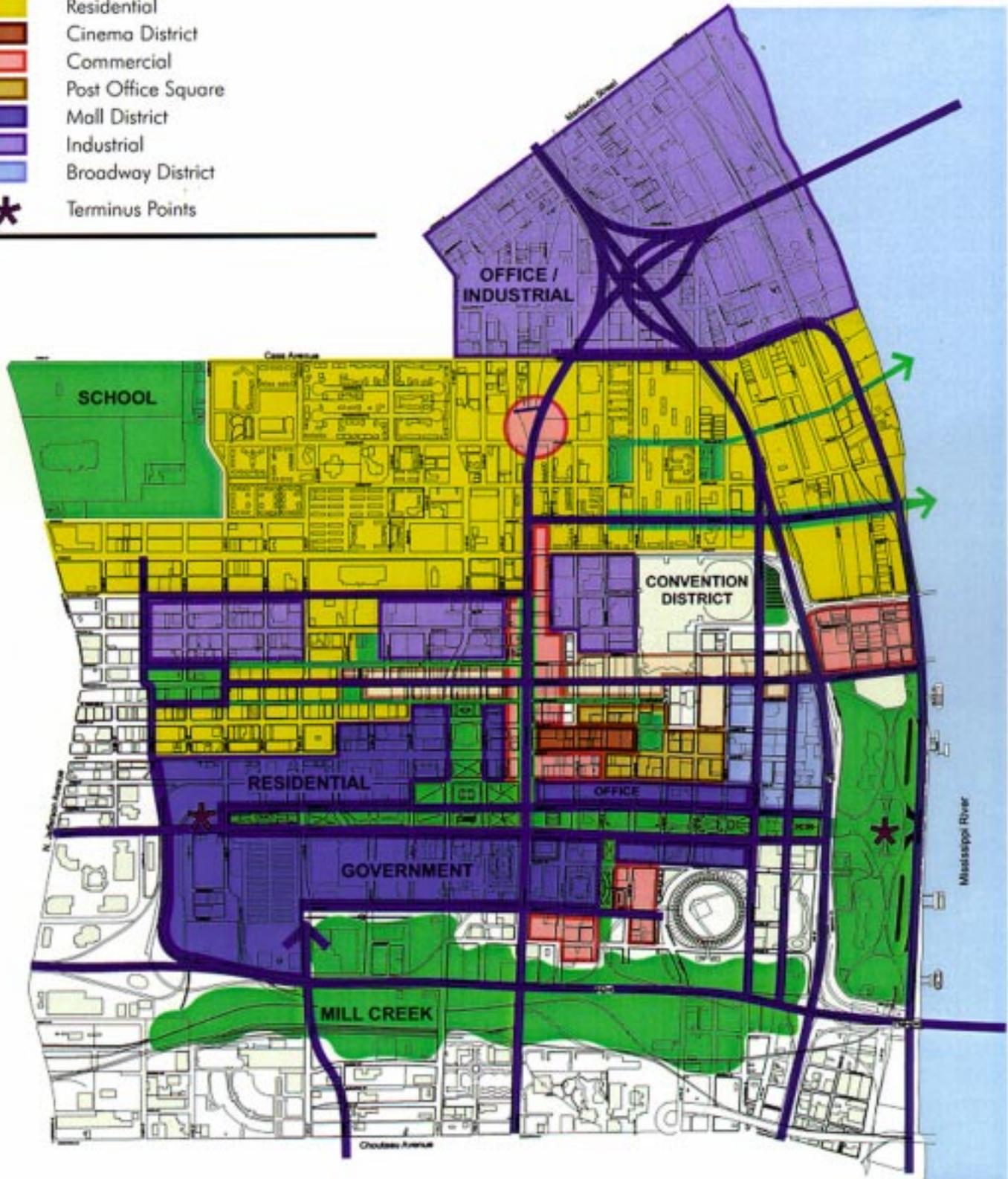
Constructing the parkway could shift the western border of the Downtown from Jefferson Avenue to 22nd Street. A parkway built at grade would be a great amenity, providing the opportunity to have landscaped medians and streetscaping on the edges, thereby enhancing the pedestrian environment.

This concept stresses the importance of numerous pedestrian and green connections to the riverfront from Downtown. It would improve the access to the Arch with a surface level pedestrian connection. It would treat the Mill Creek area as a new greenway that would link to the Arch Grounds and riverfront to the east, and to the existing greenway system to the west.



**Prime Study Area
Concept C**

-  Open Space/Greenway
-  Vehicular Circulation
-  Washington Avenue Lofts
-  Residential
-  Cinema District
-  Commercial
-  Post Office Square
-  Mall District
-  Industrial
-  Broadway District
-  Terminus Points



Market

Open space corridors connecting Downtown to the riverfront would integrate this natural amenity into the city's fabric, and increase the appeal of all the areas. Residential neighborhoods in Downtown's west end are thus integrated with residential and non-residential land uses in the center of Downtown. This continuity of function increases the marketability of new residential neighborhoods and commercial properties throughout. Residential uses along the Mall will benefit from the extensive open space of this greenway as well as from views of the River and the Arch.

The proposed Mill Creek Valley greenway, that represents a long term objective, would eventually link to the Mall, and create a large public space that will beautify and bolster the image of Downtown and contribute to the area's regional draw.



-  Existing Attractions
-  Open Space
-  Interstate Corridor Improvements
-  Depressed Section of I-70
-  Boulevard
-  Existing/Proposed Two-Way Traffic
-  Existing/Proposed One-Way Traffic
-  Street Improvements
-  Downtown Shuttle
-  Existing Metrolink
-  Metrolink Expansion
-  Pedestrian Trail
-  Gateways into Downtown

