

E. Prime Study Area Framework Plan

The Prime Study Area Framework Plan is composed of a series of *districts* that have either a strong locational, land use or historical identity. The *transportation system* in this plan provides good internal and regional connectivity with boulevards and parkways, while honoring the existing street grid. An *open space* system provides recreational and passive activity and enhanced pedestrian connectivity.

Transportation

The transportation system will create a linked boulevard and parkway system, with landscaped medians and treelawns. The Mississippi River Bridge connection proposed here will touch-down to grade as far north as possible and will minimize elevated structures as to least impede on existing neighborhoods. This proposed touch-down will tie into Tucker Boulevard, which is to become a primary north-south parkway connector through the Downtown. Other Parkways and/or boulevards are to be developed along Cole Street, 22nd Street, Market Street, Chestnut Street and Memorial Drive. Market and Chestnut Streets will be narrowed and made into a one-way couplet. Improvements will be made to the regional and local vehicular connections from I-64/SH40 and the south neighborhoods into downtown. A circulator shuttle will loop through Downtown. A transit center will be located near a new urban square in the Core. Downtown Core streets and those in the Stadium District will be improved with special streetscape treatments in order to enhance the pedestrian experience and support district identity.

Land Use and Districts

Sixteen districts have been identified, each to have a distinctive land use or combination of uses. New and rejuvenated residential neighborhoods will develop across the northern part of the City, which include Carr Square, Columbus Square, Riverside North and Laclede's Landing. Riverside North and Laclede's Landing are envisioned as places where new apartments, condominiums and townhouses will be built, as well as the where the conversion of buildings into lofts, retail space and offices will occur. Urban entertainment will also be a focus in Laclede's Landing.

Old Post Office Square, Olive Square and the Washington Avenue Loft District are in the heart of the Core and are the focus for the renovation effort for Downtown. Historic buildings will be converted into lofts, housing, Class B Office space and future learning centers. Ground floor uses will provide business and residential services, as well as entertainment and arts-related uses. New rowhouses and mews are two kinds of infill projects that are envisioned in the area, as well as new Class A office space.

Two overlay sub-districts will provide areas of concentrated services. The Tucker Avenue North Commercial Sub-District will provide neighborhood services for the near north neighborhoods, and act as a gateway from the new I-70 touch-down. A new business center is envisioned in the Tucker Business Sub-District, played up by its location on the new improved Tucker Boulevard.

Old North St. Louis, Martin Luther King Industrial Park and Mill Creek Valley are the industrial districts. The Arch Grounds and the Stadium District are the primary



locations for major attractions in Downtown, with the Mall District providing the civic and cultural edges.

Open Space Connections

A system of open spaces is a land use and transportation strategy that will be added to the design. This asset will become an integrated system that will connect the parkway and boulevard system with new and existing park space. A greenway “necklace” will surround the City from Mill Creek Valley in the south, the riverfront to the east, and a series of smaller parks, parkways and boulevards to the north and west. Proposed and existing urban squares and landscaped plazas will make internal connections through the City. Decking over I-70, as it traverses the eastern edge of Downtown, will allow an enhanced landscaped connection from the Mall to the Arch Grounds and the River. This decking will also provide safe and inviting pedestrian connections from the Downtown street grid to the Arch Grounds.

In summary, this Framework Plan presents a Downtown with strong neighborhoods and districts; and a vehicular, pedestrian and open space system that will integrate these unique places within the Downtown.