

A PLAN FOR THE NEIGHBORHOODS



OF THE 5TH WARD

APPENDIX

Presented
By: Schwetye Architects
Consulting Team



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A PLAN FOR THE NEIGHBORHOODS OF THE 5TH WARD

Presented To

**City of St. Louis
Planning and Urban Design Agency**

**By
Schwetye Architects Consultant Team
(Date)**

“The (preparation) (funding) of this project, report, map, documents, etc., (is) (was) financed through a grant from the Department of Housing and Urban Development and the St. Louis Community Development Agency under the provisions of Title I of the Housing and Community Development Act of 1974 (as amended).”



Executive Summary (ES)

Each section in this Executive Summary is related to a Chapter in the Appendix.

ES Overview

ES Section 01—Project Introduction

ES Section 02—Geographic + Physical Context

ES Section 03—Strengths, Opportunities and Constraints

ES Section 06—Catalysts for Redevelopment

ES Section 07—Carr Square Focus Area Recommendations

ES Section 08—Columbus Square Focus Area Recommendations

ES Section 09—Old North St. Louis Focus Area Recommendations

ES Section 10—St. Louis Place Focus Area Recommendations

ES Section 11—Hyde Park Focus Area Recommendations

ES Section 12—JeffVanderLou Focus Area Recommendations

ES Section 13—Near North Riverfront Focus Area Recommendations

ES Section 14—Downtown West Focus Area Recommendations

ES Section 18—Phasing

Appendix

Each Chapter is the Full Text of the Sections in the Executive Summary Plus Supporting Information

Chapter—01 Project Introduction

Supporting Documentation—
Questionnaires and
Comment Summary

Chapter—02 Geographic + Physical Context

Supporting Documentation—
Environmental

Related Plans, Proposals
and Initiatives

Chapter—03 Strengths, Opportunities and Constraints

Chapter—04 Demographics

Supporting Documentation
Full Demographics

Demographic Charts



Chapter—05	Market Study and Needs Assessment		
	Supporting Documentation		
	Market Study		
Chapter—06	Catalysts for Redevelopment		
Chapter—07	Carr Square Focus Area		
Chapter—08	Columbus Square Focus area		
Chapter—09	Old North St. Louis Focus Area		
Chapter—10	St. Louis Place Focus Area	Map Appendix 2—Carr Square	
Chapter—11	Hyde Park Focus Area		
Chapter—12	JeffVanderLou Focus Area	Map Appendix 3—Columbus Square	
Chapter—13	Near north Riverfront Focus Area	Map Appendix 4—Old North Saint Louis	
Chapter—14	Downtown West Focus Area	Map Appendix 5—St. Louis Place	
Chapter—15	Parks, Streetscape, Circulation, Neighborhood Beautification and Historic Preservation	Map Appendix 6—Hyde Park	
		Map Appendix 7—JeffVanderLou	
Chapter—16	Design Standards	Map Appendix 8—Near North Riverfront	
	Supporting Documentation		
Chapter—17	Projected Expenses/Costs Summary	Map Appendix 9—Downtown West	
Chapter—18	Phasing	Map Appendix 10—Design Standards	
Chapter—19	Financial alternatives		
Chapter—20	Implementation		
	Supporting Documentation		
Chapter—21	Related Links		
Chapter—22	Map Appendix		
	Enlarged maps with corresponding page number indicates their location in the report.		

Map Appendix 1-Overall Ward Maps



Organization of the Plan

Given the quantity and variety of information to be presented in this plan, this document has been arranged in the following order:

Chapter 1— Introduction

Introduces the project team, the objectives of the project from the initial request for proposal, the process, development of community-based project goals, the organization of this document, and a brief discussion regarding what creates a successful community.

Chapter 2— Geographical and Physical Context

An introduction to the overall Fifth Ward from historic, geographic, and demographic perspectives. Related plans and proposals are also discussed.

Chapter 3— Strengths, Opportunities and Constraints

Describes the factors that make the Fifth Ward a desirable location for redevelopment and investment.

Chapter 4— Demographics and Social Services

The existing and projected demographics of the Ward are presented in this Chapter, as well as an analysis of existing social service facilities and the perceived needs.

Chapter 5— Market Study and Needs Assessment

The market study investigates the current demands for various markets and land uses, including a park needs assessment and an investigation of child care needs.

Chapter 6— Catalysts for Redevelopment

Two types of redevelopment catalysts are possible; those driven by projects already underway in the neighborhoods, and those that are proposed by the project team. Several of these catalysts have been identified and explained in this Chapter.

Chapters 7 through 14— Neighborhood Focus Area Recommendations

Each Chapter will detail the specific neighborhood:

- *History*
- *Existing conditions*
- *Demographics*
- *Project team recommendations*

The neighborhoods to be discussed include:

- *Carr Square (Chapter 7)*
- *Columbus Square (Chapter 8)*
- *Old North St. Louis (Chapter 9)*
- *St. Louis Place (Chapter 10)*
- *Hyde Park (Chapter 11)*
- *JeffVanderLou (Chapter 12)*
- *Near North Riverfront (Chapter 13)*
- *Downtown West (Chapter 14)*

Within each neighborhood focus area, individual districts have been developed to further define project recommendation boundaries. A graphic illustration accompanies each neighborhood to show the

district boundaries.

**Chapter 15—
Parks, Streetscape, Circulation,
Neighborhood Beautification, and
Historic Preservation**

A discussion of improvements for parks, streetscape, neighborhood beautification, circulation and suggestions for historic preservation.

**Chapter 16—
Design Standards**

Design standards will be provided to guide future construction development and protect the historic integrity of the neighborhoods of the Ward.

**Chapter 17—
Cost Summary**

Cost estimates for the proposed district developments.

**Chapter 18—
Phasing**

Phases for the proposed district developments are discussed.

**Chapter 19—
Financial Alternatives**

Recommendations for enabling current home and business owners in the Ward to expand or improve their property, including financial alternatives and recommendations. Funding alternatives for new development projects are also discussed.

**Chapter 20—
Implementation**

The proposed implementation considerations for the development projects are discussed.

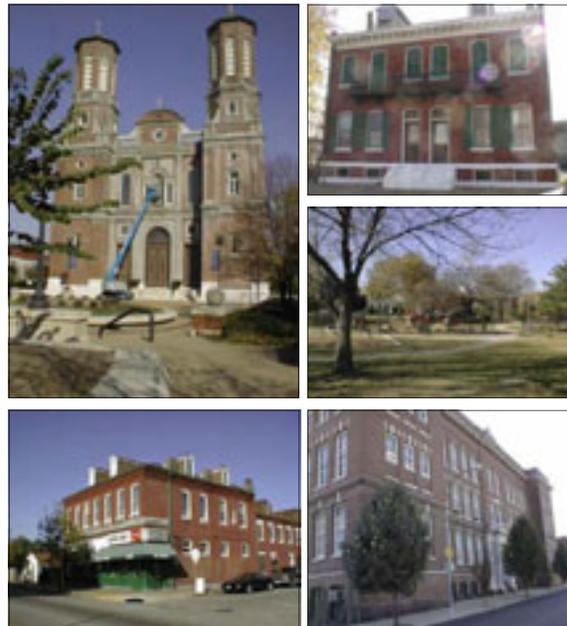
Purposes of the Planning Effort

The purposes of the planning effort in the Fifth Ward were primarily derived from a set of groundwork ideas developed by Alderwoman April Ford Griffin in conjunction with the Planning and Urban Design Agency. These ideas were formulated prior to discussions with the community and served as the guiding objectives for the report. The heart of the recommendations made in this document, including the ideas, values, and goals of this planning process, was shaped by community feedback received during initial meetings with the individual neighborhoods. This information will be discussed in the next section of this document. The following purposes have been identified:

- Develop a comprehensive plan for the four neighborhoods located entirely within the Fifth Ward—Carr Square, Columbus Square, Old North St. Louis, and St. Louis Place—as well as portions of the adjoining neighborhoods including Downtown West, Hyde Park, JeffVanderLou, and the Near North Riverfront.
- Incorporate the efforts of previous planning initiatives relevant to the Fifth Ward into a plan that provides guidance and vision for all areas of the Ward while carefully considering the needs of individual neighborhoods.
- Develop a marketable package that creates individual projects that can be embraced by developers and can be supported by real and proven funding options.
- Acknowledge the efforts of individual business and homeowners within the Ward who have made im-

provements to the community and develop resources to assist in their continued efforts. Encourage more investment in the community by residents and business owners.

- Promote positive growth and change in the Fifth Ward through the development of neighborhood driven planning objectives and recommendations based upon feedback from the community.
- Create a responsible coordinated plan for growth which should improve and enhance the existing fabric of the neighborhood.
- Interpret the community’s vision for the future of the neighborhoods in the Fifth Ward.



Project Team Composition

The Plan for the Neighborhoods of the Fifth Ward was developed through a unique collaboration between the following entities:

- **Residents, Business Owners, Social Leaders, and Neighborhood Associations of the Fifth Ward**
- **Alderwoman April Ford Griffin**
- **The Planning and Urban Design Agency of the City of St. Louis**
 - Mr. Don Roe, Director of Planning
 - Mr. Raymond Lai, Senior Planner
- **The Schwetye Architects Project Team**
 - Schwetye Architects—project management.
 - SWT Associates—landscape architects / planners.
 - Building Works, Inc.—physical assessments and inventories.
 - Development Strategies, Inc.—existing and future market assessments and implementation strategies.
 - Center for Social and Employment Analyses—existing and future demographic conditions.
 - M.R. Beal & Company—financial alternatives.
 - Wind Engineering—traffic consultants.

- J.W. Nold Company, Inc.—environmental assessment.
- Mimi Stiritz—historical consultant.

This planning process was developed and executed as a community-based planning approach, allowing for the maximum amount of feedback at each step. It was a priority for the project meetings to be held to solicit comments from each neighborhood individually.

Project Goals

The community of the Fifth Ward can take pride that this plan was accomplished because of community involvement throughout all phases of the planning process. This plan is a synthesis of the community's goals, dreams, and needs for the future balanced with technical expertise from the project consultants, the City of St. Louis Planning and Urban Design Agency, and economic assessments and realities.

During initial data collection meetings with the community throughout the months of September and October 1999, the project team sat with residents at neighborhood meetings and asked them to share their thoughts on the strengths, weaknesses, and opportunities of their neighborhood and the overall Ward. Meeting notes were taken at each meeting by the project team as individuals commented during question-and-answer sessions. Additionally, each informational packet provided at community meetings contained a response sheet soliciting input from residents on a variety of issues.

A questionnaire was distributed at the initial public meetings and a summary of the prominent comments and responses from those documents were compiled. Based on the feedback received by the project team, the following goals were developed and carried forward as the guiding principles of the planning efforts in the Fifth Ward. (See Section Two of the Appendix for the questionnaire and in-

Project Goals

- Create a Strong, Vital Community
- Provide Social Outlets for Youth and Adults
- Create a Self-Supportive Town
- Preserve the Existing Fabric
- Use Transportation as a Resource
- Provide Multiple Styles and Prices of Housing
- Create an Appropriate Urban Density
- Create a "Clean", Beautified Community
- Attract Residents, Tourists & Businesses to the Community
- Provide Strong Progressive Education/ Training Options For All Ages
- Be Visionary, Not Reactionary

formation packet distributed September through October 1999)

• **Create a Strong, Vital Community**

The goal of any community is to have strength—be it financial, organizational, or other. A strong community takes pride in its accomplishments and its ability to utilize its resources for the overall good. Strength can be seen in the form of active, organized, neighborhood associations or in implementing an effective Neighborhood Watch program. A

'vital' community is one that is vibrant and alive. This may be in the form of streetscape improvements that allow for café space or public art initiatives that utilize local artists to beautify an old building. People create vitality and, therefore, retail and residential development serve to enliven an area. With the pending development of a MetroLink route and the new Mississippi River Crossing, the opportunity exists for the Fifth Ward to achieve the goal of growing in strength and vitality.

• **Provide Social Outlets for Youth and Adults**

The project team frequently heard from the community that there were not enough social activities available in the Fifth Ward neighborhoods for people of all ages. These types of amenities are significant elements in a neighborhood as they can attract new residents to an area, as well as encourage existing residents to remain. Social activities can be tied to community centers, churches, or come in the form of new development such as a bowling alley or movie theater. Social outlets serve as a release from daily activities and are important and defining components of the character of a community.

• **Create a Self-Supportive Town**

While the neighborhoods within the Fifth Ward are not truly a freestanding "town," the idea is appropriate given the size, population, and diversity of the Ward. Presently, the level of retail amenities, such as grocery stores, dry cleaners, or movie rental stores, is inadequate.

Community residents, especially in a highly urban setting such as the Fifth Ward, should not have to travel long distances to reach basic services. While it is not necessary that every amenity fall within the boundaries of the Fifth Ward, the current market demands are not being met.

- **Preserve the Existing Fabric**

Given the unfortunate condition of many areas within the Fifth Ward, change is inevitable. This change, however, should not occur at the expense of the historical character or significance of some areas of the Ward. Many organizations have devoted considerable time and effort towards celebrating the history of the area as well as protecting and enhancing the historical buildings and districts found here. These efforts and others like them should be promoted, expanded, and function within the framework of the overall plan's recommendations. The Fifth Ward's future should not ignore its past and current successes, but instead celebrate and build upon them.

- **Use Transportation as a Resource**

The planned new bridge across the Mississippi River, the subsequent highway improvements to I-70, and the proposed expansion of MetroLink into the Ward are developments with almost unlimited potential to change the way the Fifth Ward presently functions. Its role within the larger framework of the city will be redefined. Initial public meetings showed the understandable hesitation towards the bridge by community residents. Many opportunities exist

for improved circulation around and through the Ward. While the bridge construction will displace a number of businesses, this planning effort has identified new locations within the Ward for new and existing businesses, all of which will benefit from improved visibility and highway access. The MetroLink expansion will provide a low-cost transportation alternative for residents and will stimulate economic development near potential station locations. Major commuter routes such as North Florissant Avenue and Jefferson Avenue will play important roles in the future of the Ward. Collector streets such as St. Louis Ave., North Market St., and Cass Avenue are important vehicular and pedestrian thoroughfares and should be made safer and cleaner for automobiles and pedestrians.

- **Provide Multiple Styles and Prices of Houses**

A planning priority for residents is the development of new housing throughout the Ward. The loss of population over the course of many years has left the Ward with many vacant parcels and buildings. The Fifth Ward is composed of many different neighborhoods with unique historical and architectural features. New building development should be sensitive to these attributes and various types and styles of homes should be available in each neighborhood. Multiple styles and prices of housing also serve to attract a variety of homeowners to an area, creating mixed-income neighborhoods, and improving property values



for all residents.

- **Create an Appropriate Urban Density**

Urban density refers to the aggregation of lots, buildings, vegetation, and other elements that define the character of community's streets. Many residents commented on the perception of "missing teeth" in their neighborhood regarding housing stock. This commonly refers to stretches of viable housing that are punctured by pockets of vacant land where houses or buildings have been removed. This inconsistency contributes to a sense of insecurity and is aesthetically displeasing to residents. Other factors contributing to inappropriate urban density are inconsistent spacing between buildings, building setback lines, and street tree plantings. These physical inconsistencies create a sense of discomfort among residents and public feedback comments reflected a desire to address the individual issues which serve to define the urban density of the Fifth Ward neighborhoods. It should be noted that defining the appropriate urban density for the neighborhoods of the Fifth Ward will reflect the design standards developed by various neighborhood organizations in conjunction with the project team's own recommendations.

- **Create a "Clean," Beautified Community**

Resident support was nearly unanimous for the concept of a clean and beautified community.

Broken sidewalks, streets in disrepair, unkept vacant lots, derelict houses, untidy business properties, and dead or overgrown vegetation all contribute to the general untidiness of any region; the Fifth Ward neighborhoods face many of these issues. Streetscape plays a large role in the perception of cleanliness. Consistent placement of tree plantings, light fixtures, and site furnishings such as benches and trash receptacles, all help to improve the image of tidiness in a locale. Standards must be developed and enforced to initiate change in the physical aesthetics of the Ward. Neighborhood design standards begin to address the issue, but the planning team seeks to lay a foundation which will ensure that all areas of the Ward can develop enforceable standards that will assist in cleaning up the Ward.

- **Attract Residents, Tourists, & Businesses to the Community**

Increased residential, business, and visitor activity is a key economic stimulant for any area and the Fifth Ward is posed to make great strides in all three. The transportation developments to take place here will stimulate business activity, as the Ward will receive greater visibility and use by non-residents. Specifically, the neighborhoods will benefit from businesses that seek to take advantage of the bridge/highway accessibility and visibility. Business development translates into a need for employees, thus driving the housing market, especially in those areas adjacent to development. Tourism dollars can be attracted

through the development of hotels near the highway and through the development of amenities within the Ward, including cultural centers, unique dining experiences, and retail development of varying scale. The residents of the Fifth Ward would like more people to live in, work in, and visit the Fifth Ward neighborhoods and the community should reap the benefit of increased activity.

- **Provide Strong Progressive Education/Training Options For All Ages**

Many residents and business owners in the neighborhoods agreed that education and job/skill training are critical needs in the Fifth Ward. The Gateway magnet schools are some of St. Louis' most progressive educational facilities. There are numerous other schools in the Ward that serve as the foundation of education in the community and are home to after-school programs and recreational activities. The planning and development of a new Vashon High School in the JeffVanderLou neighborhood will significantly impact the Fifth Ward and should be addressed and embraced in the planning effort.

Beyond K-12 educational opportunities, community members wanted to see opportunities for technical and skill training such as those offered at trade or vocational schools. This type of educational opportunity will improve the economic condition of the neighborhood as more residents have the skills to fill available jobs.

- **Be Visionary, Not Reactionary**

This final goal was generated by the project team as a reminder to this effort and to the future implementation efforts of this plan. It is easy to point to areas of concern that currently exist in the Ward and to offer solutions that address those needs. The objective of this document is to chart a course for many years to come. That means forecasting what opportunities and areas of concern may emerge in the future and to ensure that solutions that solve today's problems do not create a new set of issues in the future or inhibit growth and change.

Summary

These project goals were presented at every meeting from the conceptual design level to the end of the project in order to elicit feedback and to show the community that the planning team carried these ideals throughout the planning process. The plan strives to address each of the goals and to set forth a means to accomplish each.

The Planning Process

This planning process was developed and executed as a community-based planning approach, allowing for the maximum amount of feedback at each step. It was a priority for the project meetings to be held to elicit comments from each neighborhood individually.

The project team developed a four-phase approach to

the planning process:

Phase 1—Data Collection

Phase 2—Data Analysis

Phase 3—Development of Concept Alternatives

Phase 4—Final Draft Plan and Report

Since this plan was based on community involvement, it was decided to establish an office within the Ward to facilitate communication between the consultant team and the community. Each Wednesday throughout the four phases, a team member has been available for community members who wish to come to the Youth and Family Center and express their views, have their questions answered, and to give suggestions for the plan. Additionally, the community has been given daily opportunities throughout the four phases to call the consultants' office with ideas, complaints, suggestions and concerns.



Phase One—Data Collection

Perhaps the most critical component to any planning or design effort is the ability to collect the appropriate quantity and quality of existing data. This infor-

mation is the baseline used to develop ideas and recommendations. For the Fifth Ward project, data was collected through a variety of activities, including:

- Multiple site visits
- Meetings and discussions with city officials
- Collecting maps and reports related to the Fifth Ward

It is important to note that the physical conditions assessment was limited to the visible, open physical indicators as they appear to the observer on the date and time of the visual inspection. It is professional “good faith” opinion on the condition of the permanent exposed elements of the building. These visual assessments did not constitute a warranty or guarantee, expressed or implied, regarding the adequacy of performance of the property, items and systems. Additionally, these assessments were not intended to expose or test for the possible danger of supposed harmful substances or environmental hazards such as, but not limited to, underground tanks, lead paint, asbestos, toxic or flammable materials. These assessments did not constitute a code compliance, energy, safety or environmental inspection.

The most important component of the Fifth Ward data collection process was the series of meetings held with the community. Receiving comments on the strengths, weaknesses, hopes, and concerns for the Fifth Ward directly from the individuals who live, work, and recreate in the community was vital to the project team. As this plan was a community-based planning effort, the project team conducted meetings in each of the neighborhoods within the Fifth Ward to ensure that the maximum number of

residents had an opportunity to comment on the future of their community. The project meetings that corresponded with the data collection phase of this project included:

Project Kickoff Meeting—September 18, 1999

Individual Neighborhood Meetings—September 30, 1999—October 19, 1999

The planning effort for the Fifth Ward project officially commenced on September 18, 1999 with a Community Kick-off Meeting held at Zion Lutheran Church. At this and all subsequent meetings, the project team:

- Introduced themselves to the community
- Described the planning process and project milestones
- Divided attendees up into small groups and allowed them to mark up maps of the Ward with written and graphic comments
- Distributed and collected response sheets. These questionnaires solicited additional feedback from residents. A sample of this sheet has been provided in Section Two of the Appendix of this document.

Phase Two—Data Analysis

Upon completion of the Data Collection phase, which involved extensive feedback and interaction with the community, the project team assimilated and reviewed the data collected to date. The team began to look closely at the Fifth Ward to determine what physical components most affected its vitality.

These factors included:

- Existing neighborhood conditions
- Circulation
- Vacant land and housing
- Parks and open space
- Existing housing stock
- Location and types of community and social services
- Existing infrastructure
- Current and past planning and development initiatives
- Examples of housing types, site furnishings, and recreation components throughout the City of St. Louis

Subtasks were assigned to project team members according to areas of expertise. In many cases, graphics or text documents were prepared to illustrate the project team's assessment of a topic. A key assessment conducted by the project team involved the comments fielded throughout the data collection process. Meeting notes were compiled and distributed to the project team and a summation of the comments received on the questionnaires was produced. (These documents can be found in Section Two of the Appendix) The project team sought to determine the planning priorities of the community. It was from these comments that the project team turned their attention towards developing a set of 'concept alternatives' for the master plan for the next series of public meetings.

While there were no specifically public meetings during the analysis phase itself, the project team met to discuss findings and to develop the previously-addressed project goals.



Phase Three—Development of Concept Alternatives

Based on a review of the data collected, analysis of the physical components of the Ward, and the community's feedback, the project team developed three concept alternatives for the overall plan of the Fifth Ward. These were produced in the form of color illustrations with proposed land uses. At this level of design, it was important to illustrate concepts and broad-based thoughts.

The following list indicates the types of land uses indicated on each of the concept alternative maps:

- New single-family housing
- Infill single-family housing
- Multi-family housing
- Apartments / senior housing
- Office
- Commercial / retail
- Community services / churches
- Educational
- Light industry / warehouse
- Recreational / open space

The maps were presented at another series of meetings, beginning with a community meeting on January 15, 2000. Each neighborhood then hosted another round of smaller meetings to gain additional feedback.

The conceptual plans for the neighborhoods of the Fifth Ward represented an important step in the planning process. They were the first synthesis of pro-

ject team recommendations and community feedback in a graphic form. These maps showed what types of land use adjacencies could be set up with the implementation of the plan, as well as a rough estimate of how much land area would be occupied by each use. This series of meetings gave residents an opportunity to review the three options in depth and to give verbal and written comments. Written surveys were distributed so that each person had a chance to be heard. The three options were the visual representation of the community feedback, technical analysis and original research; therefore, the community input was essential for accuracy of the consultants' understanding of the community information.

The public meetings that corresponded with the conceptual plan development phase of this project included:

*Concept Alternative Presentation Meeting—
January 15, 2000*

*Individual Neighborhood Meetings—
January-February, 2000*

*Presentation to the Planning and Urban Design
Agency—February 8, 2000*

Project meetings during this phase were held in order to:

- Review the planning process underway
- Present and discuss project goals
- Present the three concept alternatives developed
- Solicit comments from the community

Phase Four—Draft and Final Plans Preparation and Presentation

Based on the community response to the concepts, the team refined the three options to create the preliminary draft report. A meeting to present the preliminary draft plan was held on March 18th, 2000. Excerpts from that March 18th draft report detailing the process, research analysis, and the plan were presented. The graphic presented on March 18th, 2000 was the first draft plan presented to the community. Comments were fielded from the crowd and survey sheets were distributed to attendees for further public comment. The city provided the preliminary draft report and maps at several neighborhood locations so that the community could review the document in detail and provide additional written feedback. Significant feedback regarding the plan

was received by the planning team and led to the re-assessment of design recommendations and further study. The project team considered all of the points made and used those comments to develop the final product. In fact, the time frame for the completion of this project was extended so that the project team could appropriately respond to the detailed comments made by the community. The plan was then modified and presented to the community in another public forum on August 26th, 2000.

The culmination of the planning efforts for this phase was the development of a revised draft report for the entire Fifth Ward synthesizing the most-supported components and elements. This plan



**Proposed Land Use
Presented March 18, 2000 (map oriented to the north)**



LEGEND

-  SINGLE FAMILY
-  MULTIPLE FAMILY UNITS
-  MIXED USE
-  RETAIL / COMMERCIAL SERVICES
-  OFFICES
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  TRANSPORTATION / COMMUNICATION / UTILITIES
-  INSTITUTIONAL / COMMUNITY FACILITIES
-  PARKS & RECREATION

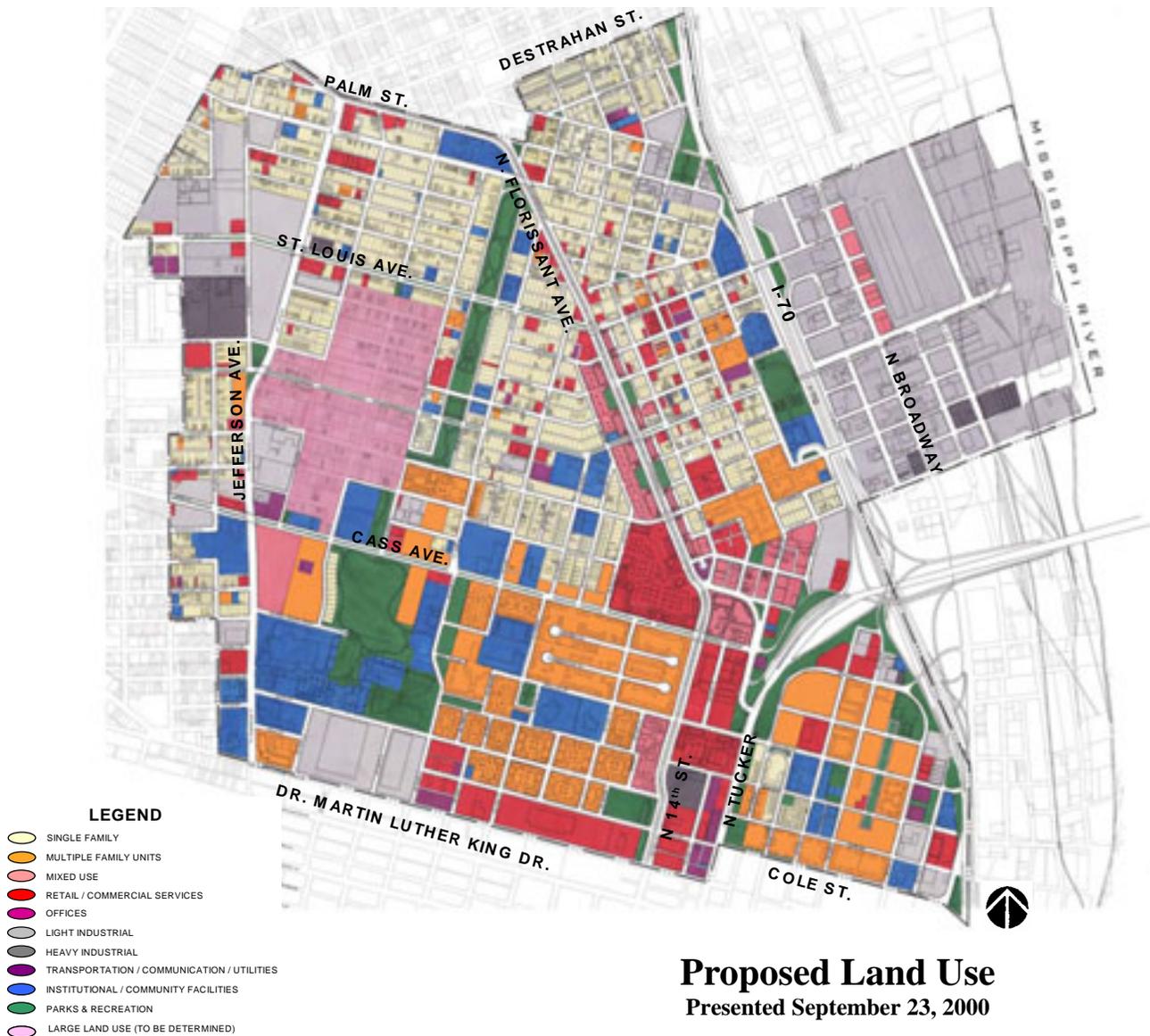


Proposed Land Use

Presented August 26, 2000

added a new level of detail by creating development districts for each neighborhood (Map on Pg. 1-18 and Appendix Section Nine), allowing residents to understand the relationships between existing and proposed buildings and the actual space requirements of proposed land uses. Coinciding with the development of this graphic was the completion of the revised draft of the report narrative. The final draft report was made available shortly after the presentation of the preliminary draft plan to account for any modifications that might have been made

after the March 18th and the August 26th meeting . Based on feedback from that forum, a proposed land use map was prepared and presented at the last public meeting held with the community regarding this project on September 23rd, 2000. The planning team has made some final revisions based on comments and suggestions received after the September 23rd, 2000 meeting. A revised proposed land use map is on the following page.

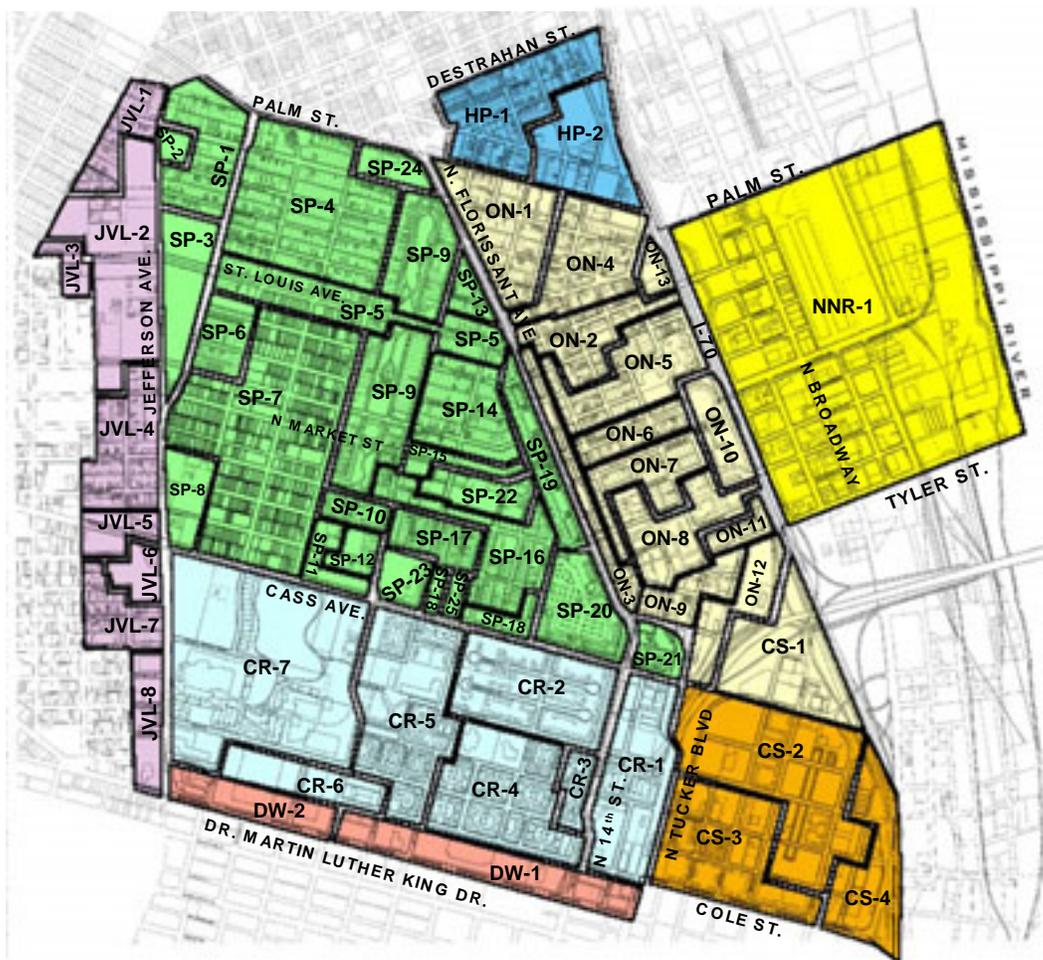


What Defines a Successful Community?

Throughout the planning process the community and the project team talked about the concept of “successful communities.” The following are components of this ideal that the project team brought to this planning process. There are many ways to de-

fine a successful community. Many factors influence a community’s success; accordingly, the definition of success is different across not only a metropolitan region, but across the country as well. The project team looked at the following ideas as important elements in a thriving community, and as relevant to the Fifth Ward.

Development Districts

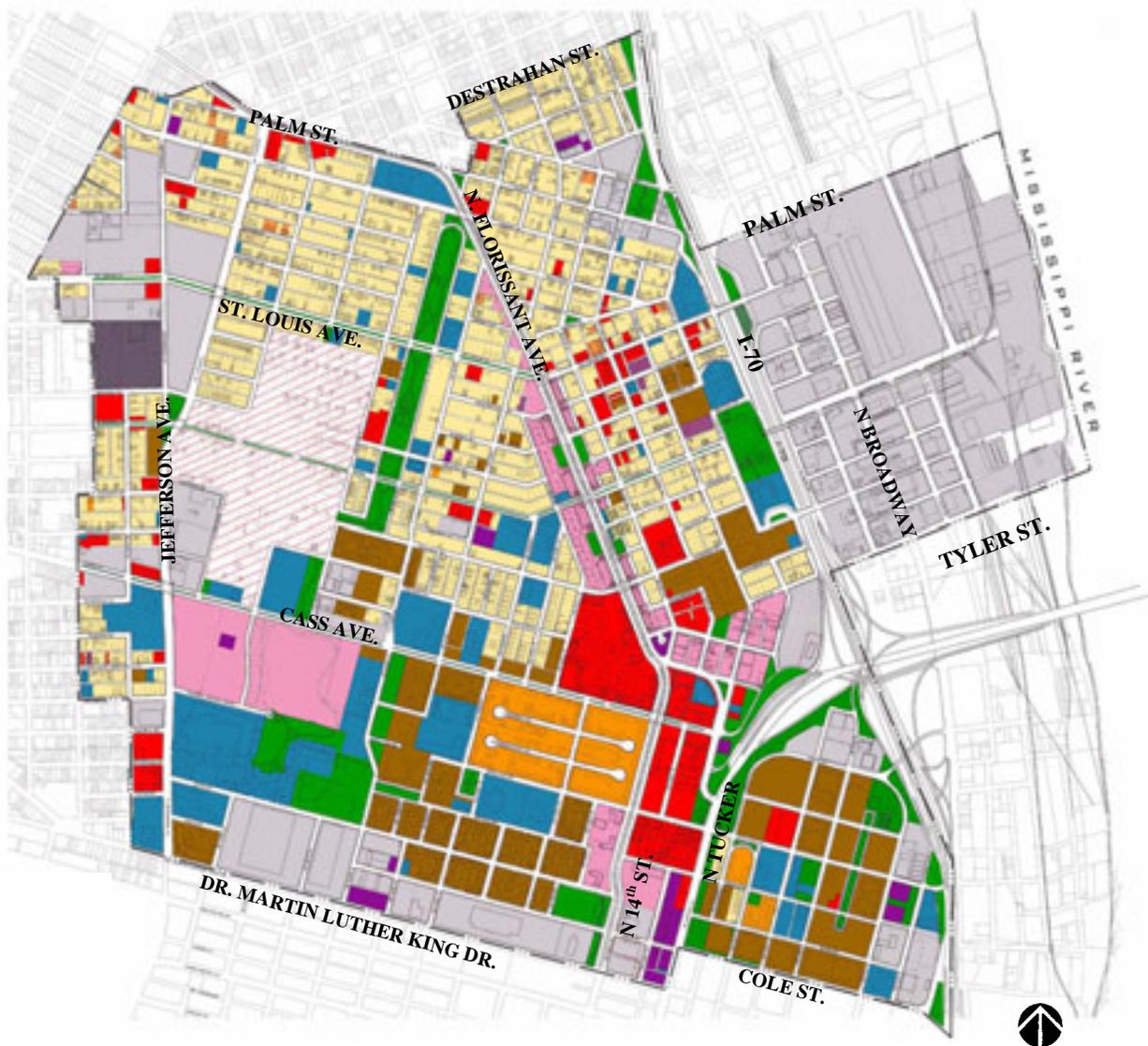


LEGEND

DW DOWNTOWN WEST	SP SAINT LOUIS PLACE
CR CARR SQUARE	JVL JEFF VANDERLOU
CS COLUMBUS SQUARE	HP HYDE PARK
ON OLD NORTH SAINT LOUIS	NNR NEAR NORTH RIVERFRONT



Proposed Land Use Map



Vibrancy

A vibrant community is one that is alive and growing. Residents can be seen planting flowers, throwing block parties, attending picnics, and keeping their yards clean. Public art and other forms of neighborhood beautification are just some of the signs of a vibrant community.

Unity

When residents work together for the greater good of the neighborhood, positive progress is inevitable. Neighborhoods that have multiple interest groups or that cannot encourage citizens to get involved in planning will struggle to achieve the success that unified communities can achieve.

Identity

What defines one neighborhood from another? Many residents can explain the history of the neighborhood in which they reside, but often these ideas and history are not celebrated. Entry signage, site furnishings, and street trees are all elements that distinguish one neighborhood from another without having to construct walls or barricades. A sense of identity is intrinsically tied to neighborhood unity.

Walkability

Since the proliferation of the automobile, communities have been designed to accommodate the driver rather than the pedestrian or the bicyclist. This has led to a decline in outdoor activity and the emergence of apparently less-vibrant neighborhoods.

Walkable communities emphasize safe, clean sidewalks and include bike lanes along roads. These elements allow younger children to travel safely to schools, extracurricular programs, and stores without relying on a parent to drive them. They allow older residents to recreate in safe zones, rather than cutting across yards or walking along the street edge.

Safety

Perhaps the greatest priority for any community is safety. Without a sense of safety, people are unwilling to spend much time outdoors by themselves or after dark. People tend to pass through a community rather than stopping to spend any time. It is difficult to attract new residents to a community if there is a safety concern about the area. Safety issues can be addressed in a number of different ways, including increasing the police presence, providing better street lighting, and the formation of neighborhood watch groups. It is important for a community to protect its residents if it seeks to build its population.

Cultural, Social, Economic, and Structural Strength

These four components, along with the other concepts mentioned in this section, signify the foundation of any successful neighborhood. Cultural resources are important reminders of a bygone era. They may celebrate important individuals or causes that redefined the neighborhood or the region. Social outlets allow residents to unwind and feel good about spending time in their own community.

Whether these are built elements, such as a community center or movie theater, or something as simple as developing relationships among neighbors, the social health of a community is vital to success. Economic strength is critical to a community in many ways, yet a neighborhood need not be wealthy to enjoy economic success. The careful and responsible use of resources can ensure a community's financial health. Investment in a quality product for a park playground structure can reduce long-term maintenance costs and provide revenue, as residents may rent the pavilion for specific functions. Economic strength comes from financial responsibility and can help to shape the future of a community. The structural integrity of a community's buildings and structures is not only an issue of safety, it is a source of community pride. Collapsing buildings are not only dangerous and unpleasant to look at, they also lower the value of surrounding properties. It is difficult to build a strong sense of pride among existing residents and attract new residents if numerous buildings along a street are failing.

The size and complexity of the Fifth Ward neighborhood planning area as well as considering the elements of a successful community led the project team to develop a series of "districts" within each of the eight neighborhoods studied. (Chapter 7 through 14.) These districts are not based on geographic boundaries, rather by factors such as similar land uses or architectural characteristics. These districts will allow the project team to discuss recommendations with greater focus and to develop cost estimates and funding alternatives specific to each area. It is not the intent of this report to suggest that development should occur solely along district boundaries

as these have been defined for the purposes of this report only.

Geographic and Physical Context

The following will detail the general context of the Ward, dealing specifically with existing conditions. The understanding of these geographical and physical components is critical to the development of recommendations for the Fifth Ward. Topics to be discussed in this Chapter include:

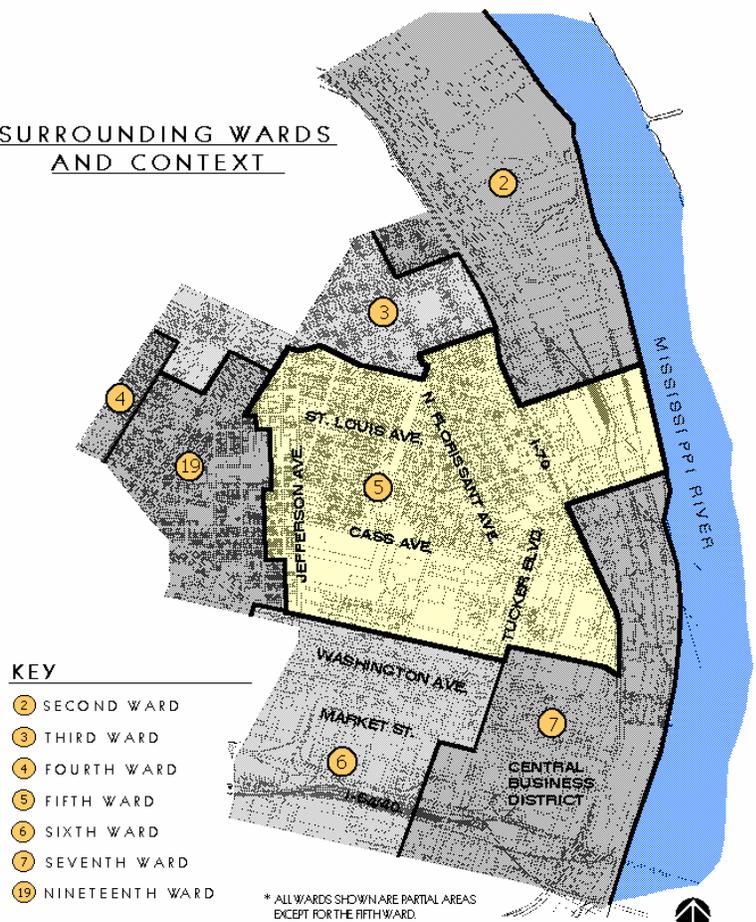
- Ward boundaries
- Composition of neighborhoods
- History
- Circulation and transportation
- Land use
- Zoning
- Environment
- Opportunities and constraints
- Related Plans and Proposals

Boundaries

The Fifth Ward is located north of downtown St. Louis, sharing a neighborhood boundary with Downtown [35]. The numbers in the brackets [#] represent the code assigned to each neighborhood by the City of St. Louis. The southern edge of the Ward runs along Dr. Martin Luther King Drive to Cole (just north of the TWA Dome), up I-70, then across Tyler to the Mississippi River. Its western border cuts through the JeffVanderLou neighborhood [59] on Elliot, Glasgow and Leffingwell. Its northern boundary takes Palm from Natural Bridge, up to Destrehan, down I-70, back to Palm where it meets the river. The eastern edge is mainly I-70,

except where the Near North Riverfront neighborhood [64] overlaps the Ward, making the Mississippi River the boundary, between Tyler and Palm. The Fifth Ward is bordered by the Third and Second Wards to the north; Sixth and Seventh Wards to the south; and the Nineteenth Ward to the west.

SURROUNDING WARDS AND CONTEXT



Composition of Neighborhoods

Those neighborhoods located entirely within the

Ward are:

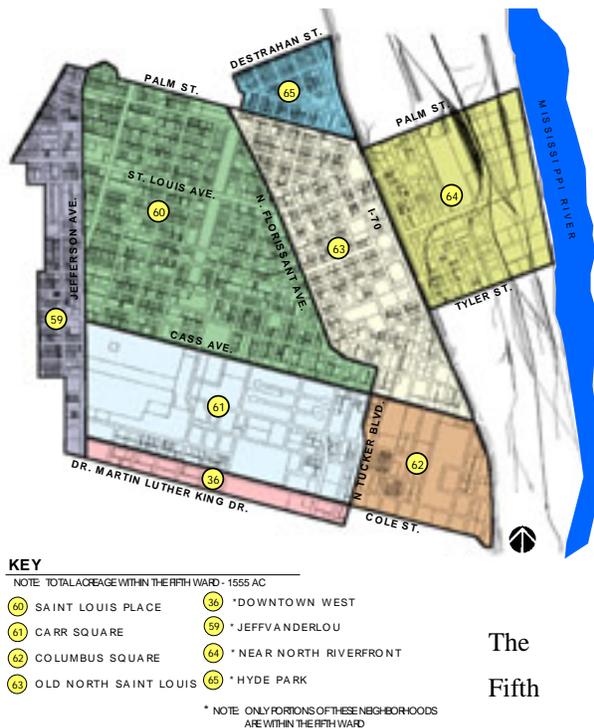
- Saint Louis Place [60]
- Carr Square [61]
- Columbus Square [62]
- Old North Saint Louis [63]

Those neighborhoods which overlap the boundary, thus having only a portion within the Ward, are:

- Downtown West [36]
- JeffVanderLou [59]
- Near North Riverfront [64]
- Hyde Park [65]

History

Fifth Ward Neighborhood Key Map



The Fifth

Ward has a rich history and relationship to the city and region. The City of St. Louis was incorporated in 1822 by an act of the State Legislature. Following the incorporation, and by the 1830s, subdivision activity became evident northward and westward from the City limits.

A portion of the Fifth Ward, a part of what is known today as the Old North St. Louis District neighborhood, was first developed in 1816 by William Chambers, William C. Christy and Thomas Wright. They incorporated the area into the Village of North St. Louis and the boundaries were the present Monroe, Hadley, Montgomery Streets and the Mississippi River. Chambers, Christy and Wright created the village from the northern two thirds of the original St. Louis Commonfields as laid out by Pierre Laclède. The village was to provide sites for mills similar to those in New England hometowns of the village's first settlers. By 1841, the Village of North St. Louis was absorbed by the City of St. Louis. Further north, in 1848, the Thomas Wright Estate subdivision extended the area known as the North St. Louis Village area westward.

Between 1830 and 1850 the area continued a rapid growth. Large numbers of immigrants, particularly from Germany and Ireland flocked to the area. German immigrants, many from the German city of Bremen, settled along Bellefontaine Road. A survey of the area, commissioned by the four principal property owners, was done in 1844. By 1850 the town of New Bremen was incorporated. By 1856, the City of St. Louis absorbed this thriving industrial town. Today a portion of this area is known as the Hyde Park area of the Fifth Ward.



The entire area of the city known today as Downtown West was part of the original village that LaClede founded in 1764. It was used as a common agricultural field. In the 1840s, a large number of Germans immigrated to the area and it became a thriving residential site. In following years there was a rise in eastern European immigrants and in the early twentieth century African Americans from rural Missouri and Arkansas called this area home. Today the area in the Fifth Ward is used as industrial, not residential.

By about 1830 the subdivision known as Carr Square opened. German Protestant immigrants first settled the neighborhood. They were followed by Irish, Italian, Polish and Jewish. The German Catholics settled around Eleventh and Biddle Streets. Other Germans settled north of Cass, an area called Little Paderhorn. Two waves of Irish immigrants came to settle in the Ward. The first group congregated in the area that later became St. Patrick's parish at Sixth and Biddle. The second wave settled around Eighteenth and O'Fallon Streets, north of Carr Square. This area, first established in 1840, became known as Kerry Patch because the Irish in the second wave emigrated primarily from County Kerry, Ireland. The German Protestants around Carr Square began a westward migration in the 1880s and were supplanted by Orthodox Jews. The Italian community grew near Seventh and Carr Streets in the early twentieth century. By the 1920s, the area included immigrants from most western European countries, and new immigrants from Russia, the Balkans and African Americans.

The area known as the Near North Riverfront by the 1820s became a busy place as an outfitting post for trappers and explorers of the west. The steamboat traffic was growing rapidly. After 1840, a portion of the Near North Riverfront provided high-density tenement housing for immigrant workers who had come to the area to work in the industrial center of the city. Predominant firms were the St. Louis Grain Elevator, St. Louis Sugar Refining Company, St. Louis Shot Tower, Excelsior Manufacturing Company, several icehouses, furniture factories, and planing mills. The Municipal Docks were also built in this area of the Ward in 1918 to take advantage of developing barge traffic following World War I. Today this area is predominately industrial.

In the area known today as Columbus Square there has been a continued predominate residential area. It wasn't until after the 1840s that the area between 12th Street and the Mississippi River provided high-density tenement housing for immigrant workers including Germans, Irish, Italian, and Polish. This area has remained largely residential in character with large numbers of Blacks arriving in St. Louis during the Depression and World War II. The area known as Saint Louis Place was a subdivision known as the Union Addition. The Addition was platted by John O'Fallon and others and extended westward to Jefferson Avenue and northward to Hebert. It lay on the western edge of the Village of North St. Louis. The subdivision surrounded its namesake park. By 1850 the City of St. Louis annexed the St. Louis Place neighborhood. By the mid-to-late 19th century, St. Louis

Place was a fashionable, prestigious area particularly around St. Louis Avenue. Many larger residences were built in the 1850s along the street. In the 1880s larger residences began to surround St. Louis Place Park. At this same time, the area religious and ethnic mix changed. Mainly German and Irish immigrants later were followed by Polish immigrants followed by African Americans. By 1920 St Louis Place began to change, reflecting the changing immigration patterns of St. Louis. Because of the socioeconomic conditions, the growing attractiveness of the suburbs and increased crime, the area deteriorated.

The neighborhood known today as the JeffVander-Lou neighborhood of the Fifth Ward is an area named for James E. Yeatman, a prominent St. Louisan of the nineteenth century. He was a philanthropist and civic leader. The actual layout of the streets of the area dates back to the early 1800s. The Fifth Ward area in 1875 north of Cass Avenue and west of Jefferson as far north as North Market Street was largely vacant with some industry evident. Beyond North Market Street to St. Louis Avenue and west toward Glasgow was an area of small, detached dwellings in the Penrose Tract. Most of the existing multi-family buildings were built before 1920 and were primarily of brick.

The earliest surviving architecture has its roots in New England, mimicking that of the Colonial and Federal style of Boston and Philadelphia. These houses were primarily built on Chambers, Madison, Benton and Warren Streets, west of Hadley. In the area from the river west to Twelfth Street, row houses were built as high-density tenement quarters for immigrants. West of Twelfth Street, German-

built brick houses in the Greek revival style were prevalent. The houses of the Kerry Patch area were cheap, one-room structures. The St. Louis Place neighborhood was a rise to fashionable Victorian-style houses in the 1880s, around St. Louis Place Park, which was the biggest park in the Ward. The southern portion of the park was the home of the city reservoir from 1850 to 1870.

When the rail came into play, the industrial area along the riverfront was well served by the Burlington Northern, Norfolk and Western, and the Terminal railroads. A horse drawn omnibus line ran on Broadway from the Courthouse to the north ferry landing. After the Civil War, horse-drawn car line tracks were laid on principal streets, which were converted to cable and later electric lines. The city docks, built around 1918, also occupy this area. This is a very busy and prosperous industrial area even today.¹

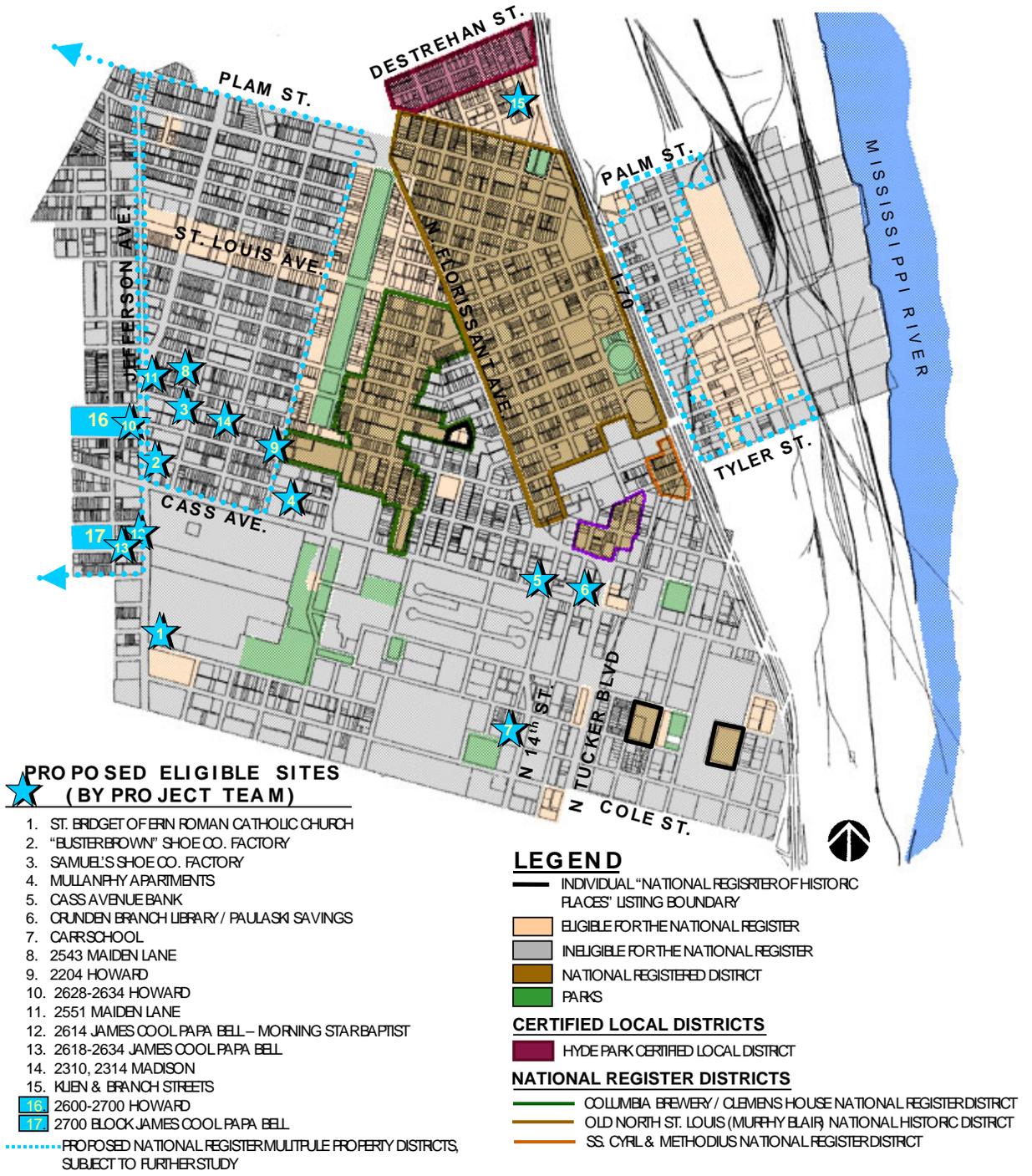
Circulation/Transportation

A general assessment with respect to vehicular and pedestrian traffic has been made of the roadways, pedestrian ways, and circulation conditions within the Ward. Traffic counts were not taken for this analysis; however, the existing conditions were observed and reviewed in conjunction with existing infrastructure plans and information that was gathered from available public sources. Recommendations were developed using this information in con-

¹ Historical information presented in this section was excerpted from text written by Norbury Wayman and posted on the website:

<http://stlouis.missouri.org/neighborhoods/history>

Existing Historic Districts and City Landmarks



Current Physical Conditions

Open Space and Building

The Fifth Ward has been a residential and industrial resource to the city since the area was settled. Today, the Ward is experiencing the effects of a declining population and correspondent loss of buildings and infrastructure. The loss of buildings has been a blow to the historic character of the area, but has also yielded opportunities for new construction.

Combining the restoration of existing buildings and the development of open land can create exciting opportunities for future use. The program of rehabilitated properties and open parcels should draw upon community feedback, market analysis, and the needs of the greater area alike. Through the cooperation of public and private organizations, for instance, the neighborhoods have been able to replace unsuccessful housing projects with attractive new developments that bring stability to the area.

Three features impress a casual observer of the Ward:

- There are many beautiful historic buildings.
- There is a large amount of vacant land.
- There are a significant number of buildings falling into disrepair.

The existing character of the area can serve as a framework for new development. However, that framework must be stabilized and strengthened to serve current and future needs. Design guidelines for new construction and renovation will encourage

the physical consistency and cohesiveness of neighborhoods.

Understanding the broad physical context of the Ward is essential to establishing cooperative relationships among its neighborhoods. They each have individual strengths that, as a group, serve to complement one another. For example: by comparison, Saint Louis Place contains a relatively large amount of open land, while Old North St. Louis is home to a greater proportion of historic buildings. Each neighborhood possesses high potential for further development, according to their cooperative relationship. The open land of Saint Louis Place is suited for large-scale enterprise (larger retail, industrial) or residential development. Meanwhile, the rowhouse-lined streets of Old North St. Louis better accommodate renovated residences or smaller businesses geared towards specialty interests (antique shops, professional services).

The Ward incorporates vast amounts of open space. In some areas, such as the section of Market and Benton between 23rd and 25th Streets, one observes several consecutive city blocks of underutilized land. This sort of vacancy should be positively identified as potential for development. Taking swift advantage of the opportunities offered by dormant land is crucial to the vitality of the neighborhoods.

Significant levels of neglect and dilapidation exist within the Ward. Clearly, deteriorated buildings pose an immediate physical threat to public safety as well as contribute to long-term problems for the economic and social health of a neighborhood. These qualities are by no means permanent. Deterioration

will be reversed and open land redeveloped through the action of community involvement. However, historic buildings can be lost through insensitive development. The historical and current worth of the Fifth Ward’s physical context necessitate its preservation and protection.

The Fifth Ward is home to many significant, historic buildings. Unfortunately, many of these are currently unoccupied and falling into a state of disrepair. To maintain buildings for future use, steps should be taken to minimize the wear on the structures from weather and neglect. If their deterioration is allowed to continue, the Ward will lose a rich part of its history and physical character. Steps can be taken to stop further loss of these resources and stabilize them for later use.

The conditions discussed in the report and displayed on the existing condition maps located in each neighborhood focus area describe the existing conditions in the area as of October 1999.

Information and maps were initially supplied by the City of St. Louis to be used as the preliminary resource for this report. Further research and fieldwork were subsequently executed by team members to complete and update the information during the planning process.

The City maps listed a large number of the buildings in the Ward as ‘condemned.’ Many of the condemned structures have been demolished in recent months. Several of the buildings listed on the City’s “Condemned” list are undergoing or have undergone renovation, and therefore should be removed from the condemned list. Currently, there are 369 build-

ings in the Ward listed as condemned. The team’s examination uncovered an additional 102 buildings with existing structural or general safety problems; these are listed as being in “very poor” condition.

A separate map of vacant buildings and land was also supplied by the City. This map was used as the starting point for the current land vacancy map. During the field visits, building vacancy was evaluated based on open and obvious significance such as boarded windows or doors or a structure damaged beyond any possible use. Many structures, although in fair condition, may have been vacant, but the outward signs were not conclusive. Only structures that were clearly vacant were added to the City’s map. Any buildings listed by the City as vacant that exhibited obvious current use were removed from our map. Presently, the data indicates a total of 456 vacant properties. Vacancy is not a determinant for a condemned rating.



District Development Program

As part of the planning process, strategies for land uses are based on the existing use of the property. Land area that is underutilized and located along major arterial roads were considered for consolidation for uses such as light industrial, commercial or mixed use development. Consolidation of properties took into account adjacent land uses, vacancies, condition of housing and density of existing development. The purpose of redefining the land uses is to encourage the highest and best use of properties.

In some areas, such as the Near North Riverfront, remnant tracts of row housing still exist within a predominant light industrial area. The assemblage of these parcels provides opportunity for potential large land users. The relocation of small businesses and residences may be required for land assembly to take place. Strategies for relocations are discussed within this report. It is encouraged that relocations be accommodated within the 5th Ward's neighborhoods. Commercial and mixed use development is proposed along arterial roads. These land uses will provide much needed neighborhood support while acting as a buffer from the highly traveled roads to adjacent neighborhoods.

In areas where infill housing is identified, preservation of existing homes are encouraged. Demolition of residential buildings is discouraged in order to maintain the existing architectural character of the neighborhoods. Preservation of vacant residences should be considered for mothballing. Proposed housing density, architectural style and parcel sizes are taken into consideration when identifying

opportunity for residential development.

To summarize, there are large areas of vacant or



underutilized land in the Fifth Ward. It is also blessed with a wide variety of building types and uses. Many historically significant districts and buildings still exist in the Ward. However, a significant number of venerable buildings are suffering from neglect and deferred maintenance. These opportunities are addressed in Section 16—Design Standards.

junction with other proposed plans for the Ward, including the Mississippi River Crossing, Metro Link, and 22nd St. Parkway plans.

Existing Circulation & Traffic Patterns

Generally, the Ward is laid out in a north-south/east-west grid pattern, with the major commuter traffic moving in a north-south direction. East-west traffic generally is limited to local traffic, with the exception being traffic between I-70 and Jefferson, which accesses the light industrial businesses along Jefferson, and provides access to Interstates 64 and 44.

Currently, the Ward has many pedestrian ways (sidewalks and street crossings) in poor condition, or that have been completely obliterated. This condition poses a hazard to the traveling public; at times it is unclear where to cross the collector and arterial streets, and in areas where the sidewalks are in disrepair or do not exist, pedestrians are required to walk in the vehicular lanes. Additionally, accessible aprons are not consistently placed on each corner or pedestrian crossing, making it difficult if not impossible for a person in a wheelchair to make their way through the Ward without assistance.

North-South Arterials:

Broadway is a major arterial roadway for truck traffic, entering and leaving the industrial/commercial/warehousing district, which lies between I-70 and the Mississippi River. It also provides north-south access to the City Docks, to load and unload barges on the river. It is a four-lane roadway with curb and gutter, storm sewers, and sidewalks. Parking lanes

are provided north of Branch, no on-street parking is allowed south of Branch. A signalized intersection is provided at North Market Street. However, there are no pedestrian lights or stripes, and only the northeast corner has an accessible apron. Condition of the existing pavement and improvements is fair to good, considering the heavy truck traffic regularly traversing the roadway.

Interstate 70 runs through the eastern portion of the Ward, generally separating the “inhabited” portion of the district from the industrial/heavy commercial area. There are several overpasses that allow access across the highway, and several ramps that allow access to and from the highway. However, the access points, in most cases, are not bi-directional and do not correspond to the overpasses, which creates some confusion for motorists trying to reach a destination within the Ward from I-70, or to access I-70 from the local streets.

Access to/from I-70:

- Southbound I-70 to 11th Street/St. Louis Ave.
- 11th Street/Benton Street to Southbound I-70
- Southbound I-70 to 10th Street
- Southbound I-70 to Cole Street/North Broadway
- Cole Street to Northbound I-70
- Northbound I-70 to Madison
- Northbound I-70 to Branch

I-70 Crossings:

- St. Louis Ave.
- North Market Pedestrian Bridge
- Madison



Howard

Cass

10th Street currently acts as the eastern outer road to I-70. It is one-way northbound, and allows northbound I-70 traffic to exit at Madison and proceed to St. Louis Ave. where there is a dedicated U-turn lane, allowing motorists access to points south of St. Louis Ave. and west of I-70.

N. Florissant Ave./Tucker Blvd. is a major arterial street, carrying large volumes of traffic to and from the Central Business District to points north via West Florissant, and points west via Natural Bridge. It is a six-lane roadway with a center turn lane from the northern boundary of the Ward to Madison; a six-lane roadway with boulevard (grass) median from Madison to Mullanphy; a four-lane road with center turn lane from Mullanphy to Cass; and four-lane roadway with parking on both sides, from Cass to Dr. Martin Luther King Blvd. The asphalt pavement, along with the curbing, much of which is granite, is in good condition. Concrete sidewalks run along both sides of the street, which are in fair condition; however, there are very few intersections that have accessible aprons, and pedestrian crossings are consistently lacking striping and lighting for safe crossing. Signalized intersections are located at Palm/Natural Bridge, Herbert, St. Louis Ave., North Market, Madison, Mullanphy, Cass Ave., and Dr. Martin Luther King Blvd.

Jefferson/Parnell is also a major arterial road, carrying large volumes of traffic from Natural Bridge Blvd. to the western side of the Central Business District and to Interstates 64 and 44. It is a six-lane

roadway plus center turn lane, constructed of asphalt pavement, which is generally in good condition. The street is lined with granite curbing, which is in good condition, and concrete curbing, which is in fair condition (some broken areas in need of repair). There are a combination of concrete and asphalt sidewalks along both sides of the street, which are in fair condition (some in need of repair), and as on the other streets in the Ward, pedestrian crossings are poorly marked, and are typically missing at least one accessible apron at the intersections. Signalized intersections are provided at Natural Bridge, St. Louis Ave., Cass Ave., Stoddard St., Dr. Martin Luther King Blvd., and Delmar Blvd.

East-West Collectors

St. Louis Ave. begins on the east side of I-70, and runs east-west through the Ward. From I-70 to the east, it carries car and truck traffic from I-70 to Broadway. From I-70 to North Florissant the roadway is two lanes with parking on both sides, passing through a historic downtown-type commercial district. Granite curbs and sidewalks line both sides of the street. This section of street is not conducive to large truck traffic, and it has been reported that there are frequent problems resulting from large trucks attempting to negotiate this section of roadway. From North Florissant west to Jefferson, the roadway is four lanes wide plus parking lanes on both sides. This section of roadway seems to be oversized for the desired use. The width is inviting for large trucks to use for through traffic from Jefferson to I-70; however, the “bottleneck” between North Florissant and I-70, and the fact that it runs through a residential district makes it undesirable

for the residents and business owners along the street. Sidewalks parallel the street, and as noted on other streets, pedestrian crossings, signals, and accessible aprons are generally missing from the intersections.

North Market Street on the west side of I-70 begins at Jackson Park and continues west through the Ward. Between Jackson Park and North Florissant it is a two-lane asphalt roadway with parking on both sides and a boulevard (grass) median down the center. This section has granite curbing and sidewalks that are in need of repair. West of North Florissant it is a two-lane street with parking on both sides, but lacks a boulevard median. The asphalt pavement, curbing, sidewalks, and several curb inlets are in need of repair/rehabilitation. This section of the roadway traverses an area of predominantly vacant buildings and lots, so it is understandable that maintenance efforts have been undertaken in other areas. North Market east of I-70 begins at the pedestrian bridge that crosses over I-70 and continues east to access the City Docks. This section of the street is generally used for access to the industrial/warehouse areas, and carries a significant amount of truck traffic. The two-lane asphalt street is in fair to poor condition, it has granite curb lined parking lanes on both sides, and a combination of concrete and asphalt sidewalks parallel the street. There are several access points for businesses along the street, many of which are for loading dock access. Due to its industrial nature, it is not currently a pedestrian-friendly area.

Cass Ave. is a four-lane asphalt roadway that runs east-west through the Ward. It crosses through and

borders some residential neighborhoods, and currently, carries more than the desired volume of truck traffic. It has several four-way stops along its length in the Ward, and has signalized intersections at 7th St., 10th St., 13th St., 14th St., and 20th St.

Cole Street has access to I-70, and provides a major route between I-70 and Tucker Blvd. for commuters between I-70 and I-64, and also is a major access route for events at the Trans World Dome, and Convention Center. From I-70 to Tucker, there are two westbound lanes, three eastbound lanes, and one center turn lane. West of Tucker the street is two lanes, with parking on the north side between Tucker and 14th St. The street is lined with concrete curbs and sidewalks, and the pavement is in fair condition. Signalized intersections are at intersections with Tucker, 9th St., and 7th St.

Dr. Martin Luther King and Delmar Blvds. These are both four-lane asphalt streets with granite curbs and concrete sidewalks. They are in good condition, and are scheduled to be used with the future Mississippi River Crossing as one-way pairings.

Land Use

Current land use, vacant land, zoning designations, planned industrial expansion areas and historic districts should be viewed together to give a complete picture of the opportunities available within the Ward.

Land use is an indication of the current function of a property. There is a diverse range of land use types



found in the Fifth Ward. The area has historically been home to both factories and the houses of the workers employed there. As the City of St. Louis has developed physically and economically, the Fifth Ward has undergone many changes.

Currently the Ward's industrial uses are concentrated at its eastern and western edges (east of Highway 70, and around Jefferson and Parnell). The Near North Riverfront neighborhood now serves almost entirely industrial and commercial uses. Only vestiges of residential buildings remain. Given the amount of industrial use in this area, it seems appropriate to suggest the relocation of incompatible uses and to infill available land with new or expanded commercial and industrial uses.

The main thoroughfares, Martin Luther King Drive, Cass Avenue, Jefferson/Parnell, and North Florissant, are the focus of the commercial and retail uses in the Ward. Old North St. Louis District maintains pockets of dense, varied uses, particularly around 14th Street. However, the northern and southern areas of the neighborhood have lost much of their traditional fabric and areas of miscellaneous commercial and industrial uses have taken root.

The section of the Hyde Park neighborhood contained in the Ward still has a reasonably dense concentration of residential use buildings with some older, historic commercial uses scattered throughout. This area's existing fabric requires infill and revitalization for its continued health. Carr Square is home to high-rise housing projects as well as smaller, market-rate residential uses, industrial and institutional facilities.

The St. Louis Place neighborhood and central regions of the Ward are mainly residential, with a scattering of smaller commercial and industrial uses. St. Louis Place is a large neighborhood with clearly delineated boundaries; however, the interior area of the neighborhood has lost density and has suffered from a lack of necessary controls to maintain consistent, appropriate uses.

A serious concern for land use throughout the Ward is the incompatibility of multiple existing uses. Due to the loss of residential density, industrial and commercial facilities have been allowed to infiltrate into previously strong residential sections. However, vestiges of housing still exist and have become isolated from healthy neighborhoods. The current inventory of vacant land offers attractive opportunities for development, but the use of adjacent properties needs to be carefully evaluated for retention, relocation, or revision.

During the course of the project, a comprehensive database was developed listing land use and building types on a parcel-by-parcel basis. The database allows the design team to count and catalogue all locations and types of land use in the Ward in great detail. Further questions concerning individual properties or overall trends shall be referred to this library of information.

Property Ownership

A majority of the land in the Fifth Ward is controlled by entities other than the City of S. Louis. The land

holdings of various public entities will create numerous development opportunities and will encourage developers to look to the Fifth Ward for growth opportunities. Together with the City of St. Louis, three other quasi-governmental agencies control a significant amount of vacant lots and buildings, i.e., the Land Clearance for Redevelopment Authority (LRCA), the Land Reutilization Authority (LRA) and the Planned Industrial Expansion Authority (PIEA).

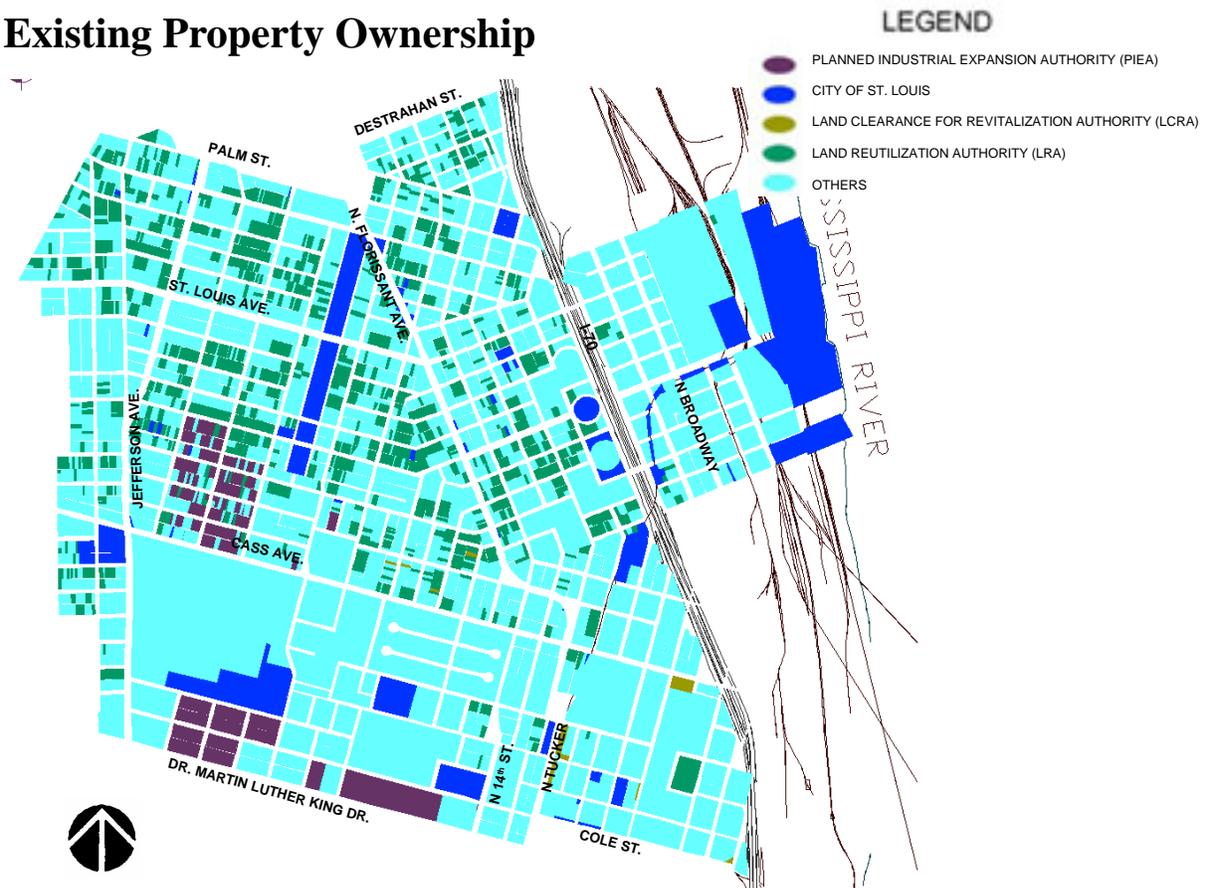
trial activity has been traditionally heavier, with the possible exception of the Near North Riverfront neighborhood. This is not altogether unexpected, given the historically residential nature of the majority of the Ward. As such, the environmental report is written primarily from a residential perspective. In terms of general conditions, it is important to note that the Fifth Ward is not susceptible to flooding, and does not contain any wetlands or any other endangered lands categories.

Environmental Remediation Plan Report

The environmental conditions in the Fifth Ward are not as severe as some areas of the city where indus-

It is important to note that the recommendations of this plan will improve conditions in the Ward in regards to noise reduction, and traffic control. The amount and quality of open space will also be im-

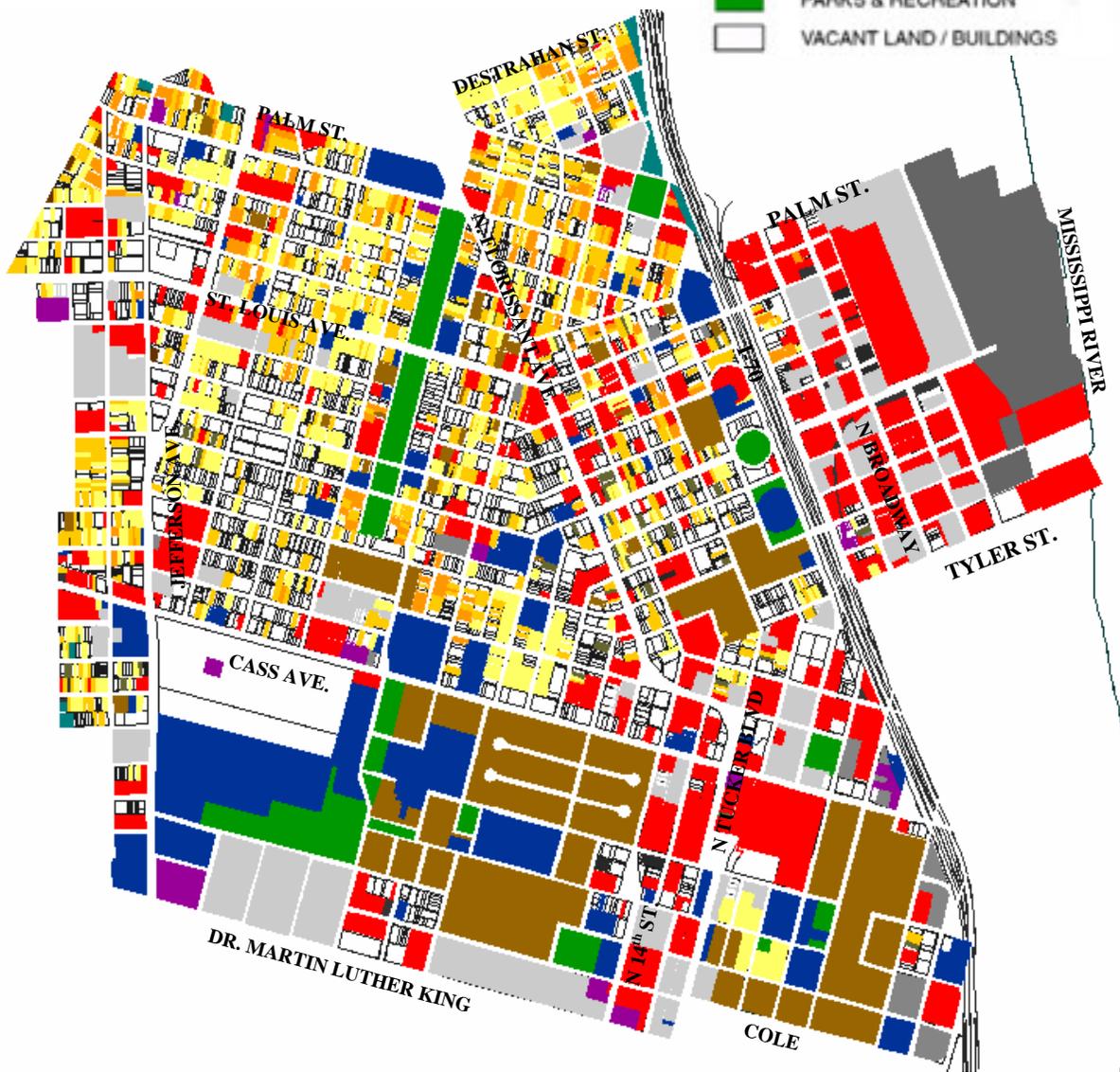
Existing Property Ownership



Existing Land Use 

LAND USE CATEGORIES

-  SINGLE FAMILY
-  2 FAMILY
-  3-4 FAMILY
-  MULTI-FAMILY
-  MIXED USE
-  RETAIL TRADE (MULTIPLE, VARIOUS)
-  OFFICES
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRY
-  TRANSPORTATION / UTILITIES OR COMMUNICATIONS
-  INSTITUTIONAL / COMMUNITY FACILITIES
-  PARKS & RECREATION
-  VACANT LAND / BUILDINGS



proved as less vacant land will be available for dumping. Landscape improvements, especially with the development of tree-lined boulevards and buffer areas along I-70, will serve to improve the air quality as well as improve aesthetic appearances.

The following is an investigation of conditions in the Fifth Ward as they pertain to key environmental hazards.

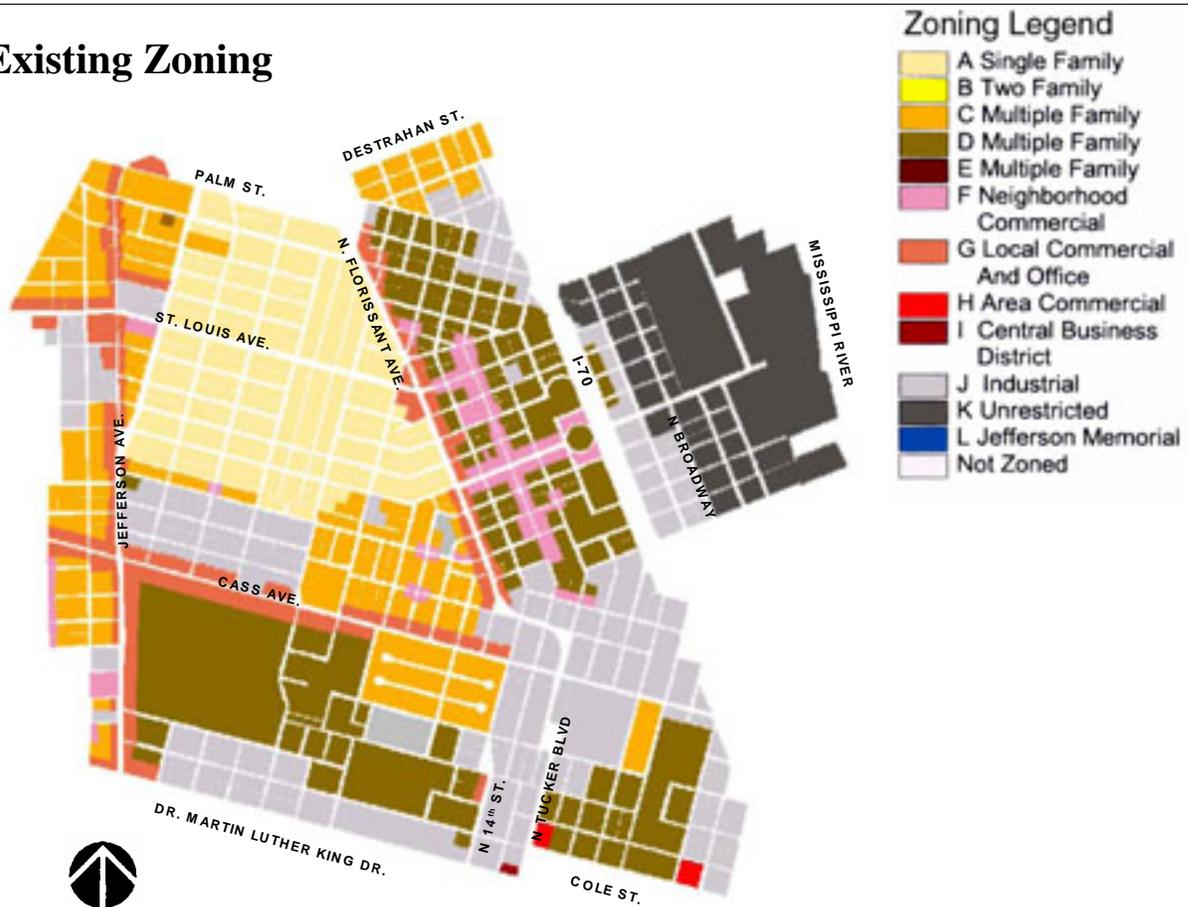
Solid and Hazardous Waste

Asbestos

The vast majority of the housing stock and many

commercial structures in the Ward were built years or even decades prior to the known hazards of asbestos. Many of the buildings can be expected, and some can even be observed casually from the street, to have been built with some type of asbestos building material. These materials may have been used as insulation (primarily as a wrapping for hot water piping or gas piping), in composite floor tiles, as mastic material for adhesion of tiles to floors, and as exterior treatments such as siding or roof shingles. Depending upon the nature of the disposition of the structure, these materials may not need to be abated at all, provided they are left undisturbed and intact. Seriously deteriorating conditions should be addressed by any homeowners or building owners in-

Existing Zoning



tending to stay in the structure in question, to eliminate the hazard. Any renovation, rehabilitation, or demolition, which would cause the asbestos containing material, or ACM, to be disturbed would require the ACM to be abated, according to state and federal regulations.

Lead-based Paint

The other significant environmental hazard to residential land use in the Ward is lead-based paint. Even though laws regarding this contaminant have been on the federal books since 1970, the hazards still exist. In 1992, Public Law 102-550, better known as federal Title X – Residential Lead-Based Paint Hazard Reduction Act of 1992, became law. It established national priorities for the abatement of this health hazard, both in publicly and privately-owned housing. Title X, as administered through HUD, also provides funding to support the abatement infrastructure nationwide. HUD recently awarded a grant to the Community Development Administration and other entities to mitigate lead paint hazards.

The City’s development agencies have adopted policies to conform to Title X in its projects, where applicable. Projects administered by the City’s development agencies requiring Title X compliance procure contractors licensed in lead occupational work by the Missouri Department of Health. Residents or contractors who have questions or issues regarding lead-based paint should contact the Missouri Department of Health prior to any abatement work. In addition, the Missouri Department of Natural Resources has issued a technical bulletin for guidance

in demolishing and disposing of structures containing lead contaminated debris, titled “Disposal of Demolition Wastes Contaminated with Lead or Other Heavy Metals – 1997” which should be consulted prior to any demolition project in the Ward.

Waste Disposal and Random Dumping

Feedback from the community consistently and repeatedly mentioned improvement needed in the area of waste management. Comments ranged from needing better service from City waste haulers to controlling random dumping. The issues are very likely interrelated.

The Forestry Division of the City’s Department of Parks, Recreation and Forestry is in charge of waste disposal, clearing debris, weed control, random dumping and trees. The Forestry Division is dedicated to serving the community and to improving the quality of life by enhancing and maintaining the surrounding environment through a variety of services and programs including: the Compost Section which recycles the yard waste and uses it as compost and mulch. This mulch is free to City residents; the District Debris Section which is responsible for clearing debris from vacant lots and alleys. It also removes graffiti and assists Operation Brightside in efforts to beautify the City; the Weed Control Section which maintains the vegetation growing on city property and vacant un-kept lots and buildings; and the Tree Section which is responsible for planting, pruning and removing street and park trees. It also enforces the City Codes that regulate and protect trees.

It is probably unfair and a public misconception that the issue of waste materials lying around in vacant areas is the fault of the City Forestry Division. While some of the City's fleet of collection vehicles has aged and is in need of repair, and while the system of dumpster disposal and pickup can present some challenges for alleyways and multifamily areas, by and large the Forestry Division does provide a very good level of service for the community. Some of the specifics of this service are discussed in this section.

As for the cause of the random dumping problem, whenever there is a high occurrence of vacant land and buildings, along with many structures in an abandoned and deteriorating state, the occurrence of random dumping increases dramatically. The area looks like a "good place to dump" something, because someone else already has, or there exists other general debris lying around, making the act of dumping more aesthetically acceptable and the likelihood of getting caught less for the perpetrator. This, in turn creates more of the same, and the situation simply spirals further out of control. This lowers the image of the area and the people living in it, and there is no pride taken in keeping the area clean and free of debris. This also will exacerbate any other issues that may exist, such as problems servicing City dumpsters.

The main solution relates back to other general goals of the redevelopment of the Ward – upgrading of existing and infill of new housing stock to reduce vacant land, more vibrant business and commercial sector, demolition and clearance of deteriorating structures, landscaping and beautification of public

spaces, repair and maintenance of streetscapes, increasing and more visible police presence, etc.

In addition, the City and the residents -- to cut down on the amount of random dumping -- may adopt other programs. Programs such as adoption of ordinances imposing stiffer fines for the perpetrators, citizen policing/reporting mechanisms, such as neighborhood watch programs, license plate call-ins, and other measures like trash identification/tracing back to the generator/transporter, and licensing enforcement for transporters and "clean-up" contractors, have been employed elsewhere with some success. Meanwhile, residents or businesses who have issues regarding waste disposal and pickup in the Ward should contact the City Forestry Division.

The biggest impact, however, once the other vacancy/density/deterioration issues have begun to be addressed, is simply raising the environmental consciousness and pride of the residents and those who would work in or travel through the Ward, that this is an area that is being taken care of and kept clean. Once an area acquires an image, positively or negatively, it becomes an accepted part of the fabric of the community. Part of this is already being addressed in the schools, through widespread and generally accepted environmental education programs instituted by the City, the Schools, the St. Louis-Jefferson Management Solid Waste District, and public/private volunteer efforts. But it is not the school age children that are the problem for this issue. Adult educational programs are also available through the entities mentioned above, and could be put in place at the community centers in the Ward.

It should be noted that the discussion above regarding random dumping refers to non-hazardous solid waste, such as furniture, appliances, tires, etc. Based on information from the City's Planning and Urban Design Agency, no incidents of dumped hazardous waste were observed.

Items Banned From Disposal

According to Missouri law, the following materials are prohibited from being disposed in sanitary landfills, lead-acid batteries, used oil, large appliances, waste tires (so-called BOAT wastes) large quantity hazardous wastes, small quantity hazardous wastes (from businesses) and household hazardous wastes (HHW- from homes). Each of these items, in different ways, creates environmental hazards if not properly handled. In addition, the larger items, such as appliances and tires, along with furniture and other debris, also contribute to the aesthetic malaise described above. The potential hazards will not be discussed in detail here, suffice to say that the threats to our land, air and water are great enough that the state has seen fit to manage these wastes separately from other discards.

The good news is that many programs are in place and readily available for the residents to use to handle these items, if they are not already doing so. The City Refuse Division has a well-established program of collection of BOAT items once per month simultaneously with bulky item pickup. Residents may also take these items to drop-off centers at waste transfer stations located on North Hall Street (closest to the Ward) and South Broadway at no charge.

Large Quantity Hazardous Waste

As stated in the introduction of this environmental report, the majority of the Fifth Ward is, and always has been, primarily residential in nature. The absence of widespread and historical (i.e. before environmental regulations) industrial land uses would rule out many concerns about large quantity hazardous (industrial) wastes. Nevertheless, there are areas of the Ward which do contain these uses, and a list of hazardous waste generators has been included in the appendix.

Small Quantity Hazardous Waste

Small quantity hazardous waste generators may range from medical providers to auto shops to dry cleaners to gas stations to any number of other types of small businesses not typically thought of as producing hazardous waste. In fact, any business that generates more than 220 pounds but less than 2,200 pounds per calendar month of a hazardous waste is considered by the United States Environmental Protection Agency (USEPA) as a small quantity generator (SQG). Hazardous wastes may be identified as *characteristic* (if the waste is ignitable, corrosive, reactive, or toxic) or they may be *listed* on any one of four types of lists as maintained by regulations in the federal Resource Conservation and Recovery Act (RCRA). The City PDA environmental staff keeps a database on these generator sites but it is far too voluminous to include in this report. To determine whether or not a business or property owner in the

Ward should be complying with the law as a SQG, technical bulletin/fact sheets have been included in the appendix to this report, from both government and small business perspective.

In addition, both the USEPA and the Missouri Department of Natural Resources (MDNR) have small business resources, which can be contacted, at the following locations:

U.S.EPA

401 M Street SW (2131)
Washington, DC 20460
202-260-0490
1-800-361-4827

or

Karen V. Brown
Missouri DNR
EPA Small Business Ombudsman
Hazardous Waste Program
PO Box 176
Jefferson City, MO 65102-0176

Household Hazardous Waste

Household Hazardous Wastes (HHW) can include consumable quantities of products such as paint and decorating supplies, solvents and cleaners, pesticides and herbicides, lawn care products, automotive products, and dry-cell batteries. At the moment, these materials are typically collected periodically by professionals hired to conduct “amnesty day” type collection events once a year or more. These events are

generally held jurisdictionally (i.e. by City or Waste District) and are well publicized. Plans are currently in place through collaborative efforts of the St. Louis-Jefferson Solid Waste District, Focus St. Louis, St. Louis County, and other local municipal entities to design, construct and operate a permanent processing facility and mobile collection trucks to service the entire metropolitan St. Louis area. This facility is tentatively planned to be operational within the next 2-3 years.

Recycling and Composting

Educational programs emphasizing the importance of recycling and yard waste composting have been in place now for the past 10 years, so that it has become an accepted part of life. The State of Missouri, via law commonly known as Senate Bill 530 in 1990 set a goal of reducing the waste stream by 40% by 1998. While that goal was not reached, an increase in waste reduction did dramatically occur from an initial 10% to 33% in 1998. Again, the City of St. Louis Refuse Division has made available drop-off locations at the aforementioned transfer station sites for recyclables. Curbside recycling, the most convenient and efficient method of household recycling, has been attempted by the City in certain pilot programs, but has not yet been attempted or implemented City-wide. The City along with its regular trash service Citywide provides yard waste collection, and compost is available to residents free of charge at certain locations. Interested residents should contact the City Refuse or Forestry Divisions for more information. Commercially, programs are established and available for businesses to recycle

many products, including paper, plastic, glass, metals, wood products, and construction and demolition debris. Businesses, institutions, and industry with a desire to reduce their waste streams should contact the Solid Waste District or one of the private waste companies for the availability and cost of programs.

The St. Louis-Jefferson Solid Waste Management District can be reached at:

David Berger, Executive Director
111 S. Meramec Ave,
Clayton, MO 63105
314-615-8351
314-615-8951 fax
stljefswmd@aol.com

Air Quality

The St. Louis Metropolitan area is officially listed by the USEPA as a non-attainment area, meaning that air quality in the metro area is not meeting the minimum National Ambient Air Quality Standards for health. A copy of these standards is attached in the appendix. The Clean Air Act of 1990 was enacted to address issues not being corrected by the original Clean Air Act of 1970, particularly as they related to urban areas. These issues included urban sprawl and vehicle emissions, which have contributed greatly to urban air pollution, in addition to other environmental threats such as global warming, acid rain, ozone layer depletion, and air toxics.

Locally, the Gateway Clean Air Program, an emissions Inspection and Maintenance program (I/M) has been instituted by the Missouri DNR, in order to

bring the St. Louis Metro area into compliance with standards. Inspection stations have been opened throughout the area and residents and local businesses will be required to have their vehicle pass inspection annually. For more information about this program, the Missouri DNR should be contacted.

Potential industrial air pollution sources within the Ward are listed in the table in the appendix. These sources are regulated by USEPA and the Missouri DNR as part of the State Implementation Plan to track compliance with regulations under the Clean Air Act. A further description of this system is included in the appendix. Also, the MDNR keeps data from a set of monitoring stations throughout the state as a continuous compliance and status check on air quality. While there are no monitoring stations within the limits of the Fifth Ward, there are several just outside or bordering the Ward in this network, including Margareta Street to the west, Mound St. and Second St. to the southeast, and Hall St. and Carrie Ave to the northwest. A cursory review of this data shows no significant problems, but interested persons may view this data, along with additional information about air quality, by accessing the MDNR website at www.dnr.state.mo.us.

The City also regulates air quality by issuing air pollution control permits to those businesses and contractors whose activities may adversely impact air quality, such as demolition and abatement work, or rock and stone crushing & handling.

Water Quality

According to the City PDA environmental database, and the MDNR, there are no water pollution control permit sites located within the Ward.

The City Water Division and Metropolitan Sewer District both have excellent ratings and operating records regarding management and distribution of drinking water, and regulation, permitting, management and disposal of wastewater, respectively. These services can be considered as an asset of the Ward, as well as the City as a whole.

The City's Drinking Water Quality Report is posted at the Water Division Web Site at : <http://stlouis.missouri.org/citygov/water/>

Land Pollution

In addition to the surface land “pollution” of areas in the Ward, there are potentially far more serious pollution issues presented by federally listed Superfund and State listed LUST (Leaking Underground Storage Tank) sites. These sites are listed on the spreadsheets and data sheets included in the appendix.

Superfund is a program that was established by the federal government in 1980 to clean up old abandoned hazardous waste sites, including warehouses, manufacturing facilities, processing plants, and landfills. The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) are the official repository for data about Superfund in support of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). It is important to note that while the sites listed on the CERCLIS data sheets included

in the appendix have been included in the database, indicating the potential for environmental concern, none of these sites is listed on the National Priority List (NPL), indicating that no Superfund cleanup action is required at this time. This should not be taken to imply that there is no cause for concern when considering planning, use, or development of or near a tract of land which has had current or past land use(s) of an environmentally sensitive nature, nor is it a given that simply because a site is not listed on the Superfund NPL list, no cleanup or remediation of any kind will be required to develop that site. Prudent planning should compare these sites with projected future land uses to minimize or eliminate any potential land use incompatibilities or conflicts. These potential conflicts are discussed in the land use portion of the study.

The LUST program, as administered by the MDNR, tracks old abandoned underground storage tanks, primarily from petroleum fuels (i.e. old gas stations) which now pose a threat from deterioration and leaks to the environment. The Department monitors removal of these tanks, as well as installation of new tanks and retrofit of existing. In addition, the state provides funds for the removal and replacement of these tanks on a periodic grant basis, through the Petroleum Storage Tank Insurance Fund (PSTIF).

In addition, included in the Section Three of the Appendix is a listing of all petroleum tanks registered with the state within the Ward. While these tank sites are in compliance with regulations (i.e., not leaking) and would not ordinarily be considered as a threat to the environment, they nevertheless are a factor in considering future land use planning. They

are included to avoid planning for potentially conflicting uses .

Brownfields

This relatively new and promising program is administered by the USEPA in cooperation with state and local government agencies. Brownfields are primarily urban areas once used for industrial or commercial purposes, which have been abandoned. Due to possible liabilities and costs for cleanup of contamination, lenders, developers, and investors avoid these areas in favor of untouched or “greenfield” lands. The brownfields areas thus become blighted.

EPA’s brownfields program is designed to empower States and local entities to work together towards economic development to clean up and sustainably reuse these areas. Information about Brownfield's Initiatives and Programs at the state and federal level is included in Section Three of the Appendix.

Related Plans, Proposals, and Initiatives

The Fifth Ward community has been the target of many planning and redevelopment efforts over the course of several decades. While the goal of any planning study is to facilitate the construction and implementation of the proposed recommendations, some initiatives in this area have never been realized or have only had components of the overall project implemented. It was critical for the project team to understand the types of developments that had been

previously proposed for the Ward as well as those on-going and impending developments which will alter the land uses and adjacencies in the coming years. Section Four of the Appendix of this document contains a summary of the primary initiatives investigated by the project team.

In researching these prior initiatives, many similar themes can be extrapolated indicating the various needs that have been identified by planners and developers and the approaches they have taken to solving the unique issues of this area:

- The community’s desire for new, single- family housing development.
- The encouragement of business development in the Ward that will translate into new jobs and opportunities for Ward residents.
- Enhanced and additional recreational opportunities and community center facilities.
- The identification of funding sources that will allow existing residents to protect and enhance their property.
- Empower first-time homebuyers with the opportunity to purchase a new home.
- Bring stability, safety, and comfort to the neighborhoods of the Fifth Ward.

The intent in documenting the prior plans and initiatives in the Fifth Ward is to further the project team’s understanding of these studies. The project team also seeks to draw from the findings of these reports to develop recommendations for the Ward. The recommendations made in this report are based on many different factors, including the prior plans and proposals for this area and a sensitivity to the

ongoing efforts of neighborhood associations and tenant management groups.

One important note in considering other plans and proposals as they relate to this document is that the solicitation of redevelopment proposals by the St. Louis Housing Authority for the Pruitt-Igoe site was during the same time frame as this planning process. The project team was directed by the City to make recommendations for this area regardless of the outcomes of those proposals. The project team was not given any indication as to the nature of the proposals submitted, nor were they apprised of the components of the selected proposal.

Building on the Strengths of the Fifth Ward

There are many reasons to look to the Fifth Ward for future development and to have hope for its long-term success. Although neglect and deterioration have plagued this part of the city for many years, there are several factors that can facilitate its revival and return to prominence as home to some of the City of St. Louis' greatest neighborhoods.

Strengths And Opportunities

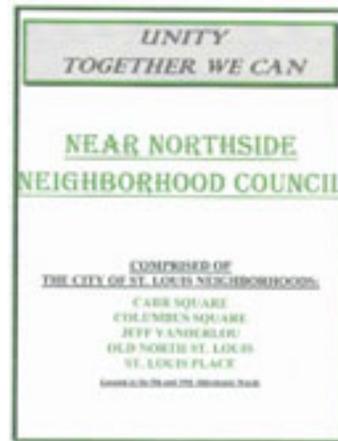
Involvement Of Residents and Neighborhood Organizations

Some of the greatest assets to the Fifth Ward community are the grassroots neighborhood organizations aimed at improving the quality of the life in their community. The efforts of these entities require the dedication, commitment, and skills of unpaid volunteer members to bring about change. These individuals often log many hours in the evenings and weekends to help meet their objectives.



The historic Clemens house in the St. Louis Place neighborhood is just one of the many historically significant structures in the ward.

The neighborhoods of the Fifth Ward are fortunate to have strong, visionary organizations to champion their causes and concerns. With multiple groups operating in close proximity, however, it is important that a sense of unity is maintained and that initiatives benefit multiple areas of the Ward when possible. Strong, active neighborhood associations in the Fifth Ward have helped bring about positive change and should factor into the future growth of the community.



Neighborhood organizations are key entities in fostering growth and change in the ward.

Historical Assets

One exceptional quality of the Ward derives from its abundance of historic structures. As one of the first areas to be settled in the City of St. Louis, the Ward has many historically significant landmarks and districts. In an era when urban sprawl dominates the development of cities and rural farms are suddenly the settings for new towns and cities, it is unique to find an area with historical significance and charm.

The most evident indicator of the history of the Ward is found in the architecture of the buildings and residences. The quality of the craftsmanship in a majority of the buildings is apparent even to the untrained eye. A unique housing market based on this style has been developed for both new and rehabbed homes, especially with the resurgence of the Sou-lard, Lafayette Square, and Benton Park neighborhoods in the City of St. Louis. Additionally, the Ward is distinguished by a rich variety of building types and styles. The existing building stock in the Ward sets an important precedent for the potential types and styles of future housing and buildings and will allow for the celebration of the community's architectural history. Each focus area of this report will highlight the specific history of the targeted neighborhood.

The Ward's history as evidenced by landmarks and cultural sites are significant to the evolution of the City of St. Louis and to the ethnic heritage of the Ward. They are important identifying elements for a community, as they create a sense of pride and identity among residents. Cultural centers and museums celebrate and chronicle historical events and figures, and can serve as strong presence in a neighborhood.

Adjacencies

The Fifth Ward is situated in a unique position to the Central Business District of St. Louis. The Ward is the first to the north of the CBD and many of the north-south streets that run through the Ward continue into downtown. This provides quick and easy access for residents to the amenities of downtown St. Louis, which includes sporting venues, cultural

activities, and entertainment districts. Residents with jobs in the CBD find they have a quick commute to and from home. With gas prices rising and continued sprawl leading to snarled traffic on the region's highway system, there is a renewed interest in urban housing. The Fifth Ward has the potential to absorb a great deal of new housing that will appeal to this type of homebuyer.

Opportunities And Constraints

An opportunity can also be a constraint. These double edged scenarios not only have the ability to further develop the Fifth Ward, but at the same time, limit the development. As an example, the Mississippi River serves as an opportunity for the river-front development and as a source of commerce. Yet, it is a fixed border to the community and represents the extent of any market service area for new development.



The Central Business District and the Gateway Arch are unique backdrops for residents of the ward.

The project team has identified a series of factors that may serve as opportunities and at the same time constraints for future development in the Fifth Ward.

Transportation System

The next ten to fifteen years will bring significant changes, led by transportation system expansions and improvements that will alter the physical layout of the Ward and the way the area is used by residents and visitors. The new Mississippi River Crossing will land there, offering new entry and exit points to Interstate 70 and direct access to Illinois. Although this development will cause the displacement of some of the businesses within the Fifth Ward, the bridge should serve as an important component in attracting commercial, industrial, and retail businesses as highway access and visibility are significantly enhanced. Subsequent improvements to adjacent exit ramps and viaducts will also improve the transportation conditions in this area.

The East-West Gateway Coordinating Council has recommended that the MetroLink light rail system should expand through the Fifth Ward along North Florissant Avenue in approximately fifteen years. This will provide an excellent opportunity for Ward residents to access many areas of the St. Louis metropolitan region, and for commercial and retail development along the North Florissant corridor.

Although the proposed transportation improvements in the Fifth Ward will not be implemented for many years, their impact on the Ward will be significant and should be viewed as an opportunity for growth and improvement. A pro-active approach to retain-

ing those businesses displaced by the bridge development should be pursued to ensure the long-term economic vitality of the area.



Future transportation developments such as the Metro-Link expansion will change the way residents and visitors move through the 5th Ward.

Availability Of Vacant Land And The Future Potential For Its Use

Although the present tracts of vacant land that are prevalent in the Fifth Ward are an eyesore to the community and a symbol of failed initiatives, these properties represent a blank slate on which the future of the community can be built. The cost to remove existing buildings and infrastructure is a financial hurdle that developers must often clear before construction can begin. The Fifth Ward contains many parcels that are already clear, which puts these locations on



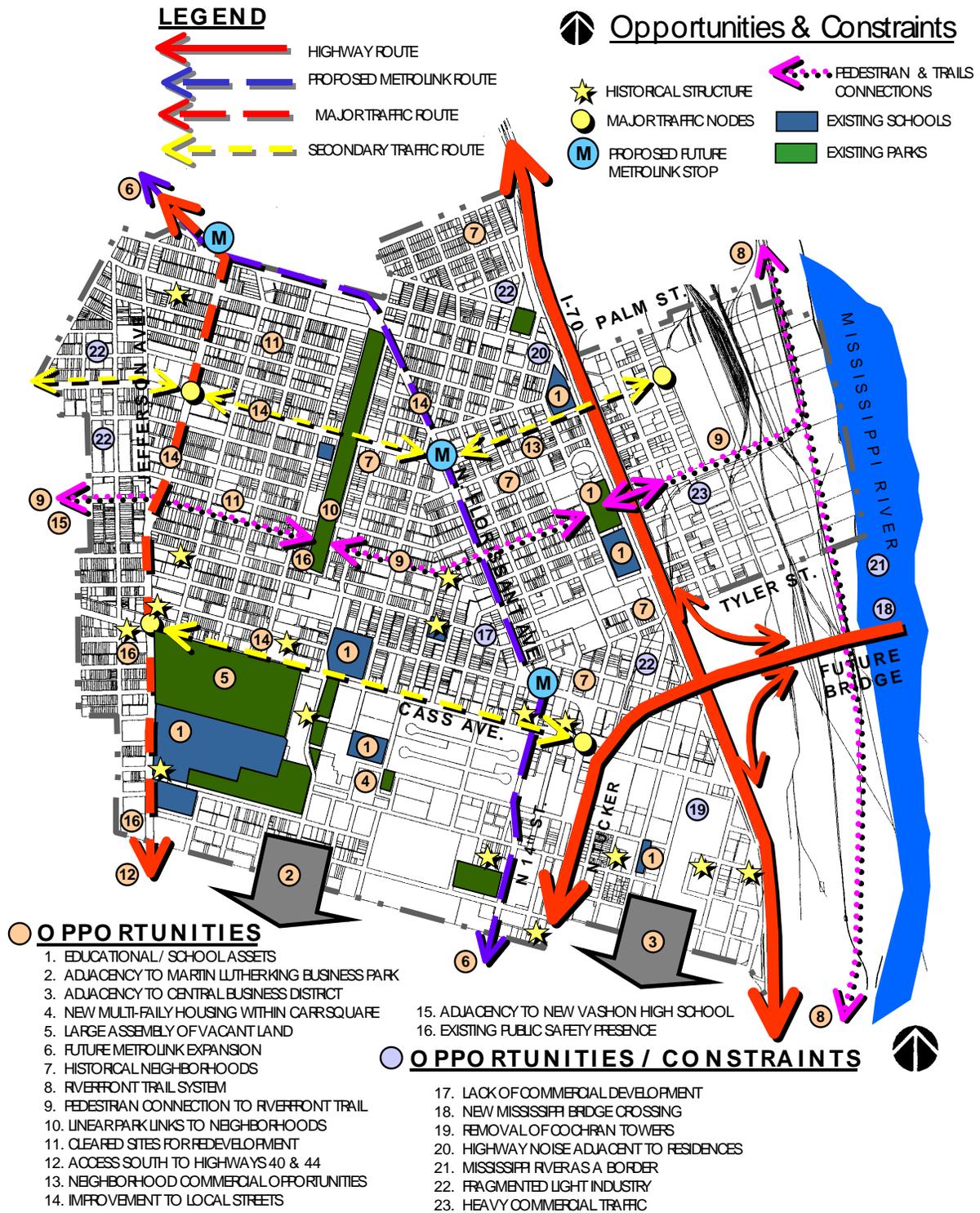
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Vacant land, although an eyesore, represents future development opportunities for the ward.

faster track towards redevelopment. The careful planning of the potential land uses for these areas is an important step in the long-term financial prosperity of this area.

The map on the following page illustrates other areas of opportunities and opportunities/constraints.

See Section Nine of the Appendix for larger map within this Chapter.



Fifth Ward Demographics and Social Services

Introduction

A demographic profile of the four core neighborhoods of the Fifth Ward is presented in this report. Data for the report were provided by the Planning and Urban Design Agency (PDA). Because only small sections of the Fifth Ward fall in the JeffVanderLou, Hyde Park, Downtown West and Near North Riverfront neighborhoods, instructions were given to the research team not to include these partial neighborhoods in the data analysis. Therefore, demographic data are presented for the following four core neighborhoods located entirely within the Fifth Ward:

- St. Louis Place
- Carr Square
- Columbus Square
- Old North St. Louis

Specific data relevant to the demographics of these neighborhoods is presented in the appropriate neighborhood focus area within this report.

The data that were provided by PDA consisted of the 1990 U.S. Census for the neighborhoods. Demographic projections for 1997 and 2002 from Claritas, Inc. were also provided. As an updated census was not available until the year 2000, projections for the year 1997 and 2002 were made based on the 1990 Census data and utilized to provide the most updated data available. Claritas, Inc. is a nationally recognized demographic updating company. However, it

is questionable whether or not the Claritas projections were able to capture the impact that recent housing developments have had on the demographics in the Fifth Ward. In addition to the demographic data, the report includes information from community stakeholders about the schools, community centers, health and childcare facilities, social and employment services in the Ward.

Section One of the Appendix is the full text of this document and contains numerous tables and graphs generated from the 1990 U.S. Census data and the 1997 and 2002 Claritas, Inc. projections which are based on the 1990 information. Also included is the survey form used to collect information from the stakeholders and residents in the area. (See Section One of the Appendix-Sub-Appendix B) A reprint of a *St. Louis Post-Dispatch* article with an explanation of the regression analysis used to profile the academic performance of the students attending public schools in the Ward is also included.

Recommendations are presented based upon information gathered from the demographic analysis, individual interviews with stakeholders and recorded suggestions from neighborhood group meetings.

The following information relates to the general demographic conditions of the Fifth Ward.

The last decade (starting in 1990) began with 11,049 people residing in the Fifth Ward. By 1997 the population declined to approximately 8,932 residents. If the demographic trends of the 1990s persist, it is projected that by 2002 approximately 45% of the residents will be wage earners between 30 and

Demographics and Social Services

64 years of age. It is also predicted that the number of children in the Ward under 5 years of age will decline from 1,226 in 1990 to 586 by 2002.

According to the U.S. Census, the majority of the 6,423 households in the Ward were family households (4,866) in 1990. Of these, females headed 1,562 of the households. Female headed households with children represented 28% of the households in St. Louis Place, 33% in Carr Square, 28% in Columbus Square, 11% in Old North St. Louis.

In 1990, there were 6,151 housing units in the Ward. Of that number 69% were occupied and 31% vacant. The median housing value ranged from \$93,750 in Columbus Square to \$14,999 in Carr Square and Old North St. Louis. Home values are generally lower in the Fifth Ward than they are in St. Louis as a whole. The 1998 median home value in the City of St. Louis is estimated at \$48,300. The Columbus Square neighborhood's median home value is estimated to be \$106,400, the highest in the Ward. Old North St. Louis District median home value of \$23,000 is the lowest in the Ward. Rent in the area ranged from a median low of \$223 in Old North St. Louis to a high of \$351 in St. Louis Place.

When the highest level of educational attainment was examined, the 1990 Census data showed that 21% of the residents had completed high school compared to 27% citywide. "Some High School" was reported to be the highest level of educational attainment by 26% of the residents in the area compared to 21% citywide.

Currently, there are 11 public schools and one parochial school providing educational instruction in the

Fifth Ward. Five of the public schools, Ames Visual and Performing Arts, Carr Lane Visual and Performing Arts, Pruitt Military Academy, Gateway Elementary School of Math, Science and Technology, and Gateway Middle School of Math, Science and Technology are magnet schools and two, Henry and Jackson, are Schools of Opportunity. Magnet schools offer a special curriculum, such as science technology or performing arts, capable of attracting substantial numbers of students of different racial backgrounds. Generally, these specialized areas are not offered to students of the same age or grade in the same local education agency. Schools of Opportunity are schools that have been designated to receive additional resources and support in an effort to improve the test scores of their students. For example, in the Schools of Opportunity the school year was extended several weeks into the summer to enhance student achievement. Because of a special partnership between the St. Louis Public Schools and local businesses, some adults in the Ward can receive computer training at Jefferson Elementary School. This particular school has served as a model in the Ward.

The 1998 average household income in the Fifth Ward is estimated to be \$19,700, compared with \$34,390 citywide. The median household income ranges from \$10,770 to \$19,000 within the neighborhoods that comprise the Fifth Ward. Median household incomes are projected to range in 2002 from a high of \$41,085 in Columbus Square to a low of \$11,813 in Carr Square. In general, the residents are employed in a wide range of occupational fields. The majority of them are employed in sales, technical and administration or the service industries.

While the demographic data may present one snapshot of the Fifth Ward, the picture is incomplete without the comments and observations of the people who have chosen to live and invest in the neighborhoods that make up the Fifth Ward. The desires and wishes of the residents should be an intricate part of any strategic plan for the future. It is for this reason that the Comprehensive Neighborhood Plan team elicited ideas and feedback from Fifth Ward residents at neighborhood planning meetings, during weekly office hours at the Youth and Family Center and through interviews with stakeholders.

It is clear from the feedback received from the residents that a great deal of community pride exists in the Ward. People reside there for many reasons. Some of the reasons most frequently mentioned included family history and tradition, the close proximity to downtown, the racial and economic diversity of the residents, the longevity of the community institutions, the architectural and historical significance of the buildings and easy access to public transportation.

However, the residents and stakeholders are equally as vocal about what is needed to improve the quality of life in the area. High on the list of desired improvements included environmentally pleasant and friendly neighborhoods that are free of abandoned houses, stray dogs, drug activities and debris. They also desire to attract and keep people in the area with new affordable housing that blends well with the existing housing. More retail stores and services are desirable as well as busi-

nesses that can provide employment opportunities for the residents. While bricks-and-mortar will play an important role in the revitalization of the Ward, the feedback received also acknowledged the need for the development of human services in the area. Better educational and social services are needed to prepare both the adults and children to become productive citizens. A comprehensive community center with after school and weekend enrichment programs was frequently cited as a much-needed facility for the children and youth in the Ward.

In summary, the following recommendations are presented for consideration: (See Section One of the Appendix—Demographics—for further detail)

- The formation of a Community Education Think Tank to bring together various stakeholders in the Ward to make better use of the public and private educational services that currently exist and to develop strategies to address the unmet needs in the Ward.
- The establishment of community education centers in several of the public schools in the Ward neighborhoods should be explored. Community education centers could help to address the immediate need for after school programs for neighborhood children, in addition to providing enrichment programs and some technical training for adults until other facilities can be built.
- The students who attend schools in the Ward neighborhoods will make greater academic

accomplishments if more social services like Caring Communities are available to the students and their families. The community should explore ways to bring more of the educational and social services together to create One-Stop Services for families.

Fifth Ward.

- The children in the Ward neighborhoods need safe places to spend their time after school. These places should provide enrichment programs that will help them to develop physically, psychologically and socially. A comprehensive community center is needed in the area to help address these needs.
- More adult education and training programs should be created within the Ward. The level of educational attainment in the Ward and the shortage of skilled workers in the metropolitan area suggest that it will be wise to expand the training programs that currently exist in the Ward.
- To assist those in the Fifth Ward who are transitioning from welfare to work programs, there is a need for additional out-of-home childcare. Participants of the program, Temporary Assistance to Needy Families (TANF), which assists those in finding employment, will increase according to data from the Area Resources for Community and Human Services and the Child Day Care Association.
- To help current residents and potential residents find appropriate housing, it is recommended that a housing referral service be established for the

Market Study

The Fifth Ward is situated on the northern periphery of downtown St. Louis, encompassing all, or part of, five neighborhoods including St. Louis Place, Carr Square, Columbus Square, Old North St. Louis, and the Near North Riverfront. Much like the City of St. Louis, the Fifth Ward continues to lose population.

In terms of employment, there is a greater share of communications and other public utilities employees, wholesale trade employees, business and repair services employees, and professional and related educational services employees in the Fifth Ward than in the City as a whole, indicating that the district has a distribution and service base.

There appears to be more mobility within the Fifth Ward than in the city as a whole. Nearly 55 percent of the Ward's residents moved into their unit within the past five years. The City estimates that about half of the Ward's housing was built before 1950, in comparison to 69 percent of the city's housing.

For our demand analysis we defined the primary market area as the area in zip codes 63106, 63113, 63107, and 63115. The secondary market, which includes parts of St. Louis County, consists of the following zip codes: 63101, 63102, 63103, 63104, 63108, 63110, 63112, 63120, 63147, 63138, 63137, 63136, 63121, 63133, 63114. Significantly, those households earning \$75,000 or more are projected to increase dramatically over the next five years in both market areas. Overall, the net increase in the number of households earning over \$25,000 is

projected to be 924. Based on population and income projections for the primary and secondary markets, the below-average condition of the existing housing stock, and the overall demographic and economic trends affecting the Fifth Ward we estimate that there will be need for 350 to 450 new housing units (non-subsidized) over the next five years in the Fifth Ward. We project this to increase to 400 to 500 households over the next five to ten years. These units will come in the form of single-family homes, town homes, duplexes, and market-rate apartments.

While demand estimates were not explicitly part of our contracted scope, we did some *gross* calculations to estimate the current market for convenience retail space (merchandise found in grocery stores and drug stores). Current residents and employees generate demand for about 100,000 to 125,000 square feet of convenience retail space. Current residential and employee spending power could support about 35,000 to 40,000 square feet of restaurant space. Over time, if the market adds residents and employees and improvements attract conventioners and dome attendees through the Fifth Ward, this level of demand could rise. Retail development is typically a component that follows, rather than leads in the redevelopment process.

There are five new hotels currently under construction, or in advanced stages of planning, downtown which could limit demand for hotel rooms in the Fifth Ward. Also, any family-style entertainment district planned into the Fifth Ward would face stiff competition from existing venues as well as plans for future entertainment venues in the

downtown area. Therefore, while ideas about creating inviting entryways and connections from the Fifth Ward to the Dome, the Convention Center, and Laclede's Landing could be implemented in the short run, the hotel and entertainment features would likely need to be phased in later on after a subsequent market and political analysis.

Manufacturing, business repair services, and wholesale trade industries employ a large share of the Fifth Ward employees. The Ward's access advantages and proximity to downtown and its large labor pool are appealing to these types of industries as evidenced by the success of Balke's industrial park. The region's industrial market is very healthy, with absorption, construction, and lease rates on the rise and vacancies on the decline. Pent up citywide demand, along with the need to relocate Ward businesses as the new bridge is constructed indicates that there is plenty of support for industrial development in the Fifth Ward.

For more details, see Section Five of the Appendix.

Parks and Open Space

The Fifth Ward is home to a wide range of park spaces in various conditions. The ward's parks have been in extensive decline and are in need of major renovation. Despite the condition of many facilities, the parks remain well-used and a wonderful asset to the community. St. Louis Place Park is a truly unique park space, offering a multitude of recreational opportunities and a "front yard" for the homes that line the surrounding streets. Strodtman Park's

amenities include a covered pavilion and multipurpose courts. Unfortunately, the surrounding area has many industrial/commercial businesses and the park is somewhat isolated from the community. Jackson Park relates to the founder's vision of celebrating the mind, body, and spirit. A pedestrian bridge across Interstate 70 near the park provides access to the riverfront. Carr Park is the only park in the southern portion of the ward to offer a variety of recreational opportunities. Many of the other park spaces in the ward are associated with schools or are open expanses of lawn with very few, if any, recreational components. The graphic on the following page illustrates the locations of park space in the ward and school locations, which also serve as recreational facilities.

Recreation and Park Standards

The standards for park lands in Missouri include those provided by the State Comprehensive Outdoor Recreation Plan (SCORP) and those by St. Louis County Parks and Recreation. The Missouri SCORP estimates the need for park land at two acres per 100 population. Taken as a community by itself this would mean a need for approximately 500 acres in the Fifth Ward. For planning purposes, the SCORP is designed to set the standards for both state and municipal park lands. Since the entire geographic area and demographic population of the City of St. Louis would be used by the state for evaluation of park land, it is beneficial to use other urban standards for measuring the need for open

space and park lands. St. Louis County Parks and Recreation developed acreage standards for the various classifications of park land. Since the population of the Fifth Ward is estimated to be 10,106, it would have the following needs (see Table 5-4 on the following page).



**Table 5-4
Fifth Ward Park
Needs Assessment**

* Park Classification	Existing Facility	Proposed Standard	1997 Demand	Existing Acreage	Surplus Demand
Play Lot	0	.3 ac/1000	3.03	0	3.03 (D)
Mini Park	4	.25 ac/1000	2.52	9.95	7.43 (S)
Neighborhood Park	2	1.5 ac/1000	15.15	19.13	3.98 (S)
District Park	0	2.5 ac/1000	25.26	0	25.26 (D)
Metropolitan Park	0	4 ac/1000	40.24	0	40.24 (D)
Linear Park	2	N/A	N/A	18.65	18.65
TOTAL	8	8.55 ac/1000	86.6	47.73	38.49 (D)

* See Table 5-6 for Definitions

EXISTING PARKS AND SCHOOLS



The City of St. Louis Parks and Recreation Department groups park land in two categories—neighborhood and regional. All of the park land

within the Fifth Ward would be identified as a neighborhood park according to this classification. For the purposes of this study, the St. Louis

Table 5-6

St. Louis County Park Classification System				Typical Facilities or Activities
Park Category	Function	Size	Service Area	
Pocket Park	Passive activity to serve a small residential or commercial area.	0.5 acre or less	10th of a mile	Seating, planting, provide access between properties
Play Lot	Primarily to serve young children in residential areas where open space is limited.	Minimum 0.3 acre to one acre	1/4 of a mile radius	Play area, landscaping and provisions for parent or other supervisors.
Mini-Park	May serve specific function for any or all ages, depending on need of the user area.	Optimum- 3 acres	Sub- as limited by geographical barriers serving 1/2 mile radius	Children's play area; passive recreation areas; landscaping and limited sports activities (such as multi-purpose courts) if space allows.
Neighborhood Park	Multiple use recreation facility basically for unsupervised neighborhood games with some organized programs to serve all ages in the surrounding neighborhood.	Optimum- 10 acres Minimum- 5 acres	Immediate neighborhood as limited by geographical barriers; within 5 to 15 minutes walking distance; 1 mile radius	Play area, field sports area (i.e. football, softball, soccer), court areas (i.e. basketball, tennis, volleyball, multi-purpose), landscaping trails and sitting areas, picnic sites, shelter, support facilities.
District Park	Supplement parks in neighborhood providing close-to-home recreation opportunities oriented towards family and all age groups. May serve as a neighborhood park when located in a residential area.	Optimum- 40 acres Minimum- 20 acres	10 minute driving time; 3 mile radius.	Recreation center, swimming pool, picnic areas, playground, field sports and court areas; may have provisions for night time use (i.e. tennis, basketball, softball, baseball, soccer, football); able to accommodate special facilities such as an ice skating rink.



County classification system has been utilized to determine the overall park needs for the community for parks of varying size.

Table 5-6 (continued)

Park Category	Function	Size	Service Area	Typical Facilities or Activities
Metropolitan Park	Oriented towards overall park and recreation opportunities, often encompassing significant natural areas as well as active recreation areas. May serve as a district or neighborhood park when located in residential areas.	Optimum- 175 acres	Within 20 minutes driving time; 5 mile radius.	Swimming pool, recreation complex, picnic areas, playground, ice rink, trails, field and court sports complexes with provisions for night time use, golf course, natural areas.
		Minimum- 80 acres		
Regional Park	Designed to provide the user with the opportunity to experience an extensive area of natural environment, an opportunity not usually possible in local urban parks.	Minimum- 250 acres.	Within one hour driving time; serving metropolitan area; 30 mile radius.	Campgrounds, play areas, picnic areas, nature centers, trail systems, water features, winter sports facilities, botanical gardens, etc., in some cases, sport fields; roads may serve for scenic drive through park.
		No maximum.		
Linear Park	These lands are open space connections between two geographic points. Provide protection in floodways. Potential transportation corridors. Serve preservation and conservation uses.	No minimum.	Service area dependent on adjacent lands.	Lands may be greenways, parkways, landscaped boulevards, median green strips, multi-use trailways, and floodplains or drainage courses.
		No maximum.		



Table 5-6 (continued)

Park Category	Function	Size	Service Area	Typical Facilities or Activities
Special	Serves one predominant function.	Site and facility specific.	Special interest demand.	Golf course, marinas, ice rink, stadium, polo fields, model airplane fields, sports complex, etc.
Historical or Archaeological		Site specific.	Metropolitan region.	Homes, military installations, towns, mounds, mines, bluff sites, amphitheater, sculpture garden, music and drama center, museums, etc.
Arts and Cultural				Preservation of a regognized historical or archaeological landmark, or to serve as a forum for art and/or cultural exhibits or festivals.

Park Land Service Area Analysis

The next task is to complete a service area analysis, which identifies those portions of the Fifth Ward underserved by park lands because of barriers. The purpose of neighborhood parks and school playgrounds is to provide recreation. These should be accessible to walkers and bike riders, and should not require them to cross or travel along barriers such as arterial roadways, highways or railroad tracks.

The inventories provided are based on site visits to all of the City of St. Louis parks in the Fifth Ward and the City of St. Louis Public Schools. Cases of equipment or facilities in severe disrepair were not included. Comparisons were also made to the 1995 City Parks and Recreation Inventory. The public school amenities which were not gated and in useable condition are counted as ½ a facility, as specified by the SCORP. This determination is based on the fact that the public would only have use

of the facility when school is not in session.

Carr Square – a small (2.3 acres) neighborhood park with no barriers serving approximately ½ mile radius to the north of the convention center.

Murphy Park - with the addition of the Murphy Park neighborhood, its area has decreased from ten acres to five. It serves a ½ mile radius.

Fr. Filipiak – 4.3 acres serving ½ mile radius, cut off by North Florissant Ave and I-70.

14th Street Mall – primarily a retail area with greenspace maintained by the City Parks and Recreation Department.

Jackson Park - 1.62 acres near the 14th Street Mall. Has the potential to serve a ½ mile radius, but is cut off by North Florissant Ave. Serves Webster School and is not far from Ames School.

Strodtman Park – 1.73 acres, cut off by I-70 and



North Florissant Ave. Serves a ½ mile radius within the Hyde Park neighborhood.

serve a 1 mile radius, although North Jefferson Ave. and North Florissant Ave. serve as barriers.

Desoto Park – 17.30 acres of greenspace. Located near Carr Lane School, Central Catholic, Gateway Elementary and Gateway Middle Schools and Pruitt School. It serves as the marching grounds for the Pruitt School. Given its size, it has the potential to

St. Louis Place Park – 14.13 acres serving a 1 mile radius, cut off by North Florissant Avenue.

Recreation Standards

**Table 5-7
Existing Parks and Recreation Inventory**

	PARKS								SCHOOLS						
	Carr Sq.	Desoto	Fr. Filipiak	14th St. Mall	Jackson Sq. Park	Murphy Park	St. Louis Place	Strodt-man	Patrick Henry	Carr Lane	Central Catholic	Gateway	Pruitt	Jefferson	Blewitt
Pool															
Baseball/Softball	1				1	2	1	1	0.5			0.5	1	0.5	
Football/Soccer		1											1		
Amphitheater															
Tennis Court			2						2						
Volleyball Court															
Playground	1		1		1	1	2	1	0.5			0.5		0.5	
Ice Rink															
Horseshoe Pits															
Picnic Shelter												0.5			
Picnic Tables															
Pond															
Benches															
Comfort Stations															
Paths/ Trails															
Basketball Courts	1								0.5			0.5			
Nature Areas															
Parking Stalls															
Water Fountains															
BBQ Pits/Grills	5														
Historic Sites															
MultiUse Courts									1.5						
Shuffleboard															



A complete summary of recreation facility standards as identified by the National Recreation and Park Association and the State Comprehensive Outdoor Recreation Plan is included as part of this project. While many of these amenities may not currently apply, the information is made available to allow for a change in demand in the future. Since private recreation facilities associated with

churches, private schools and private neighborhoods have restrictions and are only available to a limited number of people, they are not included in this inventory.

Recreational Amenities Provided Through Public/Private Partnerships

Table 5-8 Recreation Standards

Facility	SCORP	NRPA	Proposed
Swimming Pool	800 SF/1,000	1/20,000	1,000 SF/1,000
Baseball/Softball	1/1,500	1/5,000	1/1,500
Ice Skating Rink	1/50,000	-	1/50,000
Outdoor Amphitheater	1/10,000	-	1/10,000
Picnic Shelter	1/2,000	1/2,000	1/2,000
Picnic Table	-	1/125	1/125
Lakes and Ponds	-	1/1,250	1/1,250
Multi-Purpose Court	1/10,000	-	1/10,000
Football/Soccer	1/4,000	1/15,000	1/4,000
Roller Skating Rink	-	-	N/A
Walking/Jogging Trail	1 mile/4,000	-	1 mile/4,000
Golf Course (9-18 holes)	1 course/25,000	1 9-hole course/25,000	N/A
Tennis Court	1/1,500	1/2,000	1/2,000
Nature Trail	1 mile/2,500	-	1 mile/2,000
Basketball Court	1/3,000	1/5,000	1/3,000
Volleyball Court	1/3,000	1/5,000	1/3,000
Playground	1/1,000	-	1/1,000
Handball/Racquetball	1/5,000 (4-wall)	1/20,000 (3-wall)	1/5,000 (4-wall)
Bicycle Trail	1 mile/2,000	-	1 mile/4,000
Hosreshoe Pit	1/2,000	-	1/2,000
Shuffleboard Court	1/2,000	-	1/2,000
Equestrian Trail	1 mile/6,250	-	N/A



**Table 5-9
Future Recreation Facility Needs for the Fifth Ward**

Recreational Facility	Prop. Standard	Facility Demand	Inventory	Facility Need
Outdoor Swimming Pool	1,000 SF/1,000	10,000sf	0	10,000sf
Baseball/Softball	1/1,500	7	8	0
Ice Skating Rink	1/50,000	2	0	0
Outdoor Amphitheater	1/10,000	1	0	1
Picnic Shelter	1/2,000	5	.5	5
Picnic Table	1/125	80	-	80
Lakes and Ponds	1 acre/14,000	.72acres	0	1
Multi-Purpose Court	1/10,000	1	3	1
Football/Soccer	1/4,000	2	1	2
Roller Skating Rink	1/50,000	0	0	0
Walking/Jogging Trail	1 mile/4,000	2	1	2
Golf Course (9-18 Hole)	1 9-hole/25,000	.4	0	.4
Tennis Court	1/2,000	5	4	5
Nature Trail	1 mile/2,000	5	4	5
Basketball Court	1/3,000	3	3	3
Volleyball Court	1/3,000	3	0	3
Playground	1/1,000	10	10.5	10
Outdoor Handball/Racquetball	1/5,000 (4-wall)	2	0	2
Bicycle Trail	1 mile/4,000	2	0	2
Horseshoe Pit	1/2,000	5	1	5
Shuffleboard Court	1/3,000	3	0	3

A tour of the Fifth Ward neighborhoods reveals a substantial number of thriving recreation amenities provided through public/private partnerships. It is evident that neighborhoods working with churches and corporations have been very successful in meeting and caring for their recreational needs. Among these are the playgrounds and open spaces in the Murphy Park neighborhood; the community garden project at Madison and Helen Streets; the playground built by CWA and Southwestern Bell at Montgomery and 22nd Streets; and the Greeley Community Center. Additionally, the construction of the proposed Gateway Sports Complex, at Delmar

and 19th Street adjacent to the Fifth Ward, would have a significant impact in serving the residents of these neighborhoods.

The continued pursuit of public/private partnerships in park development and maintenance should be encouraged and pursued. The City of St. Louis has little budget flexibility and any new park initiatives should be coordinated with a developer. Long-term maintenance costs, staffing, and quality control issues may be better served through the development of public/private partnership arrangements regarding parks, open space, and greenways.



Child Care Facilities

Recently, two organizations, the Urban Institute and the AFL-CIO's Working Women's Department, published the results of their surveys on the status of Child Care. The studies indicated that the demand for affordable child care facilities for working mothers and their children has increased.

The Urban Institute conducted a study of over 44,000 households nationally to gather information about childcare arrangements within families. They found that with more women in the workplace, many in jobs that involve nights and weekends hours, parents are scrambling to find child care that fits their schedule. The Institute found that there is a dearth of formal day-care centers that stay open during nontraditional hours. This finding was especially true in areas with low-income families.

A study by the Washington State Childcare Resource and Referral Network stated that more than 15 million people worked nontraditional hours in 1997, the latest year for which statistics are available. It is predicted that that number is expected to increase. Occupations with a high number of employees working nights and weekends are expected to account for 27 percent of all job growth over an 11-year period that ends in 2005. Unfortunately, there are no national statistics on the number of day-care centers that operated in the evenings and on weekends. But child-care experts say supply does not meet demand, which has increased in recent years as people coming off

welfare found jobs in restaurants, cleaning services and other places that require them to work at night and on weekends.

Projected Childcare Needs in the Fifth Ward

In the St. Louis area, the Area Resources for Community and Human Services (ARCHS) developed a strategic plan to address the early care and educational needs of our region. Targeting the areas with the most significant number of children who received Temporary Assistance to Needy Families (TANF) benefits, the organization established the following goal of supporting a system of quality early care and education services which is:

- Conveniently located in the neighborhood, on route to work, or near work (Temporary Assistance consumers will rely on public, not personal transportation);
- Offered at hours that coincide with the work shifts of parents...evenings, weekends (Temporary Assistance consumers will be in entry level positions that allow little initial flexibility);
- Tailored to the ages and developmental needs of children;
- Available in multiple settings: formal group settings; with relatives and neighbors;
- Reliable and based on quality standards.

According to data from ARCHS, citywide, approximately 10,000 Temporary Assistance Customers will enter the job market in the next 5

years either by participating in active employment or in an approved work-readiness activity. In the Fifth Ward, it is estimated that 3276 residents are Temporary Assistance Customers. It is predicted that approximately 1168 children will create a need for additional out-of-home care based on the number of TANF participants expected to transition from welfare to work.

A total of 17-licensed childcare facilities are currently located within the ward. These centers are able to accommodate approximately 839 children. As with the national trend, the need for additional quality childcare does exist in the 5th Ward. With the projected increase in the number of TANF mothers entering the work force, the need will call for centers that can accept children from birth to three as well as older children. These families will also need services during the evening hours and on weekends.

Data from the Child Day Care Association show the following registered facilities in the 63106 and 63107 zip code areas, which represent the majority of the Fifth Ward:

Community Services and Centers

To gain a better understanding of the nature of the services the neighborhood community centers are providing in the Fifth Ward, interviews were conducted with the following individuals:

- Dr. Rodney Wead, President/CEO of Grace Hill

Neighborhood Services,

Table 5-10 Registered Child Care Facilities in the Fifth Ward

Facility	Location	Capacity
Licensed Child Care Centers (11)		
Bethlehem Lutheran	2153 Salsbury Av.	20
Carr Square Infant Toddler	1521 Carr St.	32
Carr Square Preschool Center	1629 Biddle Ave	32
Elmer Hammond Early Child Center	1920 Cass Ave.	60
Grace Hill Children's Center	2708 North 22 nd . St.	64
Guardian Angel St. Patrick Center	1200 N. 6 th Street	113
Howard Branch Day Care Center	1819 N. 22 nd . Street	128
Jeff Vander Lou Child Care Center	2953 Dr. MLK	75
Malcolm X Day Care Center	818 Cass Ave.	60
True Light Child Dev. Center	2838 James Papa Bell	25
Youth and Family Center	2929 N. 20 th . Street	50
Total		659
Licensed Family Child Care Homes (4)		
Cecelia Grant, 1911	Coleman Ave.	10
Willie Mae James	University Street	10
Sharon Perkins	Raschenbach	10
Erina Shannon	Dodier	10
Total		40
Licensed Limited Child Care (3)		
Central Catholic-St. Nicholas School	1106 N. Jefferson	30
The Infant Toddler Center	3405 Bell Ave.	50
YMCA DT – Gateway Kids NE	1200 N. Jefferson	60
Total		140

- Herman Noah, Executive Director of The Youth and Family Center
- Shirley A. Booker, Deaconess, LCC (Anna Beck), Director, Lutheran Community CenterBeck), Director, Lutheran Community Tom Gupton, T.O.O.L.S. Instructor, Carr Community Center
- Melissa Jackson, Resident Initiative Supervisor, Cochran Community Center

While there are several community and social service centers in the Ward, they all seem to be in need of additional support. The needs include such



things as new facilities, more staff and fiscal support.

Comments from the residents and the administrators who provide services to area suggest that there is a need for more safe environments for children to develop and grow. The community centers are seen as places that can provide after- school and weekend programs including tutoring, sports and recreation and character building activities. There is also a need for activities that will bring adults out to participate in programs with their children.

It is recommended that two existing models of a comprehensive urban community center be consulted for the establishment of a similar center in the Fifth Ward. The Mathews-Dickey Boys Club and Herbert Hoover Boys' and Girls' Club are examples of two centers that have successfully provided excellent services to urban youth for years. Centers have created outstanding programs for the youth, they have impressive facilities and they have created supportive financial bases that have stabilized the centers in their neighborhoods. Using these centers as a model could address some of the needs expressed by the residents in the Fifth Ward.

Health Care

There are basically two community based health care facilities in the ward:

- Connect Care, which is operated by the City of St. Louis.
- Grace Hill Medical Center, which is operated by Grace Hill Neighborhood Services.

Visits were made to both facilities, however, only Barbara Bailey at Connect Care was available for an

interview.

In terms of health care needs, Barbara Bailey expressed a desire to be able to increase the services that her center can provide. She expressed a need to have computers and equipment upgraded in the Connect Care facility and for the facility to become self-contained. There is also a need for more doctors and nurses so that fewer outside referrals will have to be made and outreach programs into the community. Finally, there is a need for universal coverage for the patients who use Connect Care.

Comments from the residents also suggested the need for more doctors and health care facilities in the area. In light of the on-going changes in health care funding at the local, state and national levels, a team of experts in the field should conduct a thorough assessment of the health care services in the area. Collaborating with the local medical schools should also be considered as way of extending current services and providing additional services that are needed.

Social Services and Employment

As stated by one of the residents in the ward, there is a need to establish one-stop social services offices in the ward. This is especially true since the Personal Responsibility and Work Opportunity Reconciliation Act of 1996 became law. This law required all former AFDC recipients to become Temporary Assistance to Needy Families (TANF) participants who must become engaged in an approved "work activity" in order to receive benefits. Furthermore, the TANF participants will have a five-year lifetime



limit on receiving benefits. One-stop social services facilities are needed to help TANF participants move into educational, training and work activities that will lead to self-sufficiency.

It was estimated in 1997 that there were 3,276 TANF participants in the Fifth Ward. There were 1,032 (32%) TANF participants living in the Columbus Square neighborhood; 763 (23%) in St. Louis Place; 692 (21%) in Old North St. Louis; 671 (20%) in Carr Square; and 128 (4%) in Near North Riverfront.

The need for TANF participants to become engaged in work activities and the strong St. Louis economy should create a win-win situation for unemployed residents in the Fifth Ward. The demand is great for well-trained and disciplined workers in every industry throughout the St. Louis metropolitan area. However, many residents have expressed a desire for more employment opportunities within the ward. This suggests that there is a need to continue to explore employment opportunities among the existing companies in the Ward as well with companies that will move into the ward in the future.

Some companies will be able to provide on-the-job training, however, for the highly technical industries, residents could benefit from having technical training facilities within the ward. Also because the ward is so closely located to the downtown area, employment opportunities will continue to grow as the proposed convention hotel is built and other entertainment venues move into the City of St. Louis.

Examples of innovative job development and

training efforts do currently exist within the ward. One that has received recognition is the Grace Hill Larry Parker Business Development Center. Under the leadership of Lynn Steel, the center offers classes that train community members to become entrepreneurs. The success of this program should be followed.

In addition, existing business owners, representatives for the local school district, technical schools and colleges should be brought together to design a more programs that will prepare the residents for the workplace.

Housing Referral Services

Finding adequate and affordable housing can be challenging. People who live in the Fifth Ward and wish to remain there as well as people who wish to move into the area could benefit from a centralized Fifth Ward housing information and referral service. Currently, the Old North St. Louis Restoration Group publishes a newsletter that informs residents about available housing in the area. Similar information can also be found on the Old North Saint Louis web page that is maintained by Community Information Network (CIN) of the City. However, as new housing developments move into the ward and more housing becomes available, a ward-wide housing referral service could facilitate the location of appropriate housing for those looking for property to buy or rent. Such a service could also work with landlords and developers in the area. Services could range from listing available properties to maintaining information on the condition of properties in the ward. In addition to

building on the services that currently exist in the ward, it may be instructive to consult the University City Residential Service as another model for such services.



Catalysts for Redevelopment

The Fifth Ward is an area that is ready for redevelopment and growth. As noted in previous Chapters, this change is already occurring and is visible in many forms throughout the community. The demographic and market studies conducted for this study indicate the existing demand for various types of development based on the current and projected demographic data. This analysis indicates a current demand for residential, retail, and industrial development that is not being met. Recommendations from this plan in combination with ongoing development in the Ward should serve to meet this demand. An important point of consideration, however, is the amount of vacant land in the Ward as it relates to market-driven demands. Simply put, there is a greater supply of vacant, developable, land in the Ward than there is a demand for its use. This is a factor that will not change unless the market changes significantly. A development catalyst could serve as a means to increasing the market demand for other land uses such as residential, retail, or industrial development.

There are several points to consider that may serve to initiate development in the Ward. The following statements characterize the need for a catalyst to jump start these planning initiatives.

- 1 In general, the existing deteriorating physical conditions of the Fifth Ward are not acceptable to the residents and does not promote a strong sense of community.
- 2 The residential population of the Fifth Ward

has seen significant decline over the course of many decades.

- 3 One of the most prominent needs identified by the community for the Fifth Ward during public meetings was the development of new housing opportunities.
- 4 In order to support the development of significant quantities of new housing and other market-driven initiatives, large-scale planning ideas are needed as a catalyst for development. Future generations of Ward residents as well as new home and business investors need stronger reasons to consider the Fifth Ward home.
- 5 The significant amount of vacant land in the Fifth Ward, especially in the St. Louis Place neighborhood, lends itself to the development of large-scale ideas as catalysts for the overall redevelopment of the Ward.

The project team has identified two types of catalysts that will impact the Fifth Ward over the course of the next decade and beyond. These have been called ‘programmed catalysts’ and ‘proposed catalysts’.

Programmed Catalysts

Those developments to take place in the Fifth Ward that have been predetermined and are driven by entities outside of the project team have been designated as ‘Programmed Catalysts.’ These developments are not based on the project team’s recommendations and will occur regardless of the findings of this report.

The following is a summary of programmed initiatives underway in the City of St. Louis and their potential impact on the Fifth Ward.

The New Mississippi River Bridge Crossing:

- Provides accessibility to the metropolitan region for residents and businesses located within the Ward.
- Creates opportunities for retail and commercial development as a result of the area's increased visibility. A market for commuter hotels, restaurants, and gas stations in the Fifth Ward is developed with the construction of the bridge.

The Expansion of MetroLink Light Rail:

- Improves accessibility to the Central Business District and points beyond for residents and employees of the Ward.
- Makes the Ward a more desirable place to live because of easy access to public transportation.
- Creates opportunities for retail, commercial, and streetscape development along North Florissant Avenue, especially in areas around proposed MetroLink stations.

Improvements to Washington Avenue:

- Increases the residential housing stock in an area immediately adjacent to the Fifth Ward, thus creating more market demand for commercial / retail development in the Ward.
- Proposed amenities will create a unique nightlife and entertainment district within walking

distance of the Ward.

Continued Growth and Development of Laclede's Landing:

- Increases the residential housing stock in an area immediately adjacent to the Fifth Ward, thus creating more market demand for commercial / retail development in the Ward.
- Enhances an already-thriving nightlife / entertainment district within the city, thus creating more social opportunities for Ward residents.

22nd Street Parkway Development:

- Improves accessibility to Interstate 64 / Highway 40 and Interstate 44, especially for truck traffic, thus making the western portion of the Ward a desirable location for light industrial / warehousing uses.

One-way Pairings of Delmar and Martin Luther King Boulevards:

- This modification will improve circulation from Jefferson Avenue to the new bridge, Interstate 70, and the Central Business District. This will be especially important to truck traffic in the Ward.
- It will serve to control the streets trucks use in the Ward and alleviate congestion.

St. Louis 2004 / Downtown Now Initiatives:

- The current focus on the revitalization of the City of St. Louis, especially with the 100-year

anniversary of the World's Fair in 2004, has put a great emphasis on development efforts. This has resulted in numerous studies of development potential for the downtown and surrounding areas. These efforts should continue to encourage development in areas immediately adjacent to the Fifth Ward, thus strengthening the entire area.

Proposed Catalysts

This design process will yield a series of recommendations for new development in the Fifth Ward. For the most part, these recommendations will be presented according to the neighborhood in which they will occur. There are several concepts developed by the project team based upon community input and feedback that should serve as additional catalysts for redevelopment and investment in the Fifth Ward. As is true with any of the recommendations made in this planning study, careful consideration of existing conditions, including land use, zoning, and demographics must be made to ensure the long-term success of these initiatives. Insensitivity to these issues can lead to land uses that do not benefit the community or are in conflict with the goals of the planning study. These 'proposed catalysts' transcend neighborhood and planning district boundaries. The key design intents of these projects are presented here.

Boulevard and Streetscape Improvements

Landscape beautification and streetscape enhancements can be thought of as the final touch added to a project upon completion of larger components.

However, given the capital expense associated with these type of projects, their impact on subsequent development, and the instant impact they bring to a community, boulevard and streetscape improvements should be considered as one of the first development projects in the Ward.

Capital Expense

The creation of a landscaped median and the expansion of the street right-of-way represents a significant financial undertaking and mobilization of construction activity. Infrastructure components such as power lines, curbs, and other utilities may need to be relocated. These expenses must be considered.

Impact on Subsequent Development

An expanding right-of way means that building setbacks and lot sizes will be impacted. It is not good planning to develop new commercial / retail corridors along a street prior to the expansion of the street right-of-way. This is not to say that development cannot occur without the boulevard and streetscape enhancements occurring first, but consideration must be given to the proposed locations of new right-of-way so that new businesses or residences do not conflict with the goal of street enhancements.

Instant Impact for the Community

For many years, the conditions within the Fifth Ward have been left to deteriorate. Residents have not had a clean, beautified community to call home. The development of landscaped medians and enhanced right-of-ways will provide the opportunity

for instant visual improvements. Infrastructure improvements such as the repair of sewer systems are important projects for the vitality of a community, but do little to inspire civic pride. A project such as the development of street improvements and boulevards will not only bring the necessary improvements to the streets, right-of-ways, and utilities of the Ward, but will also foster pride in the community as residents begin to see that change is occurring. This can serve as a tool for gaining consensus on future development projects and serve to spur additional activity in the Ward.

Retail Development along North Florissant

While current market analysis suggests that retail development can be occurring in the Ward, the development of a retail corridor along North Florissant Avenue is a unique component. The full development of this area is contingent upon the completion of programmed catalysts such as the new Mississippi River crossing and the MetroLink expansion, as well as an increase in residential population in the Ward and surrounding areas.

The recommendations for North Florissant Avenue include the creation of a new grocery store, restaurants, a movie theater, office space, and numerous retail stores. These amenities, while driven by a current market demand, are also factors that new residents consider when deciding on a location to buy a new home or business owners consider when setting up their operations. A strong retail/commercial corridor also brings jobs to the community and helps achieve the goals of attracting residents, businesses, and tourists to the community and creating a self-supportive town. Development

should be sensitive to the highly residential character of this area, especially in the Old North St. Louis (Murphy Blair) Historic District neighborhood. Proposed retail depths allow for a minimal amount of disturbance to the surrounding community.

Small green park spaces shown on the plan along the retail corridor on North Florissant have been included for a few reasons. First, they provide green-space relief to the highly urban composition of this area upon completion of the MetroLink expansion and commercial/retail development. They also serve to provide future opportunities for additional retail development should the market drive the need for these types of amenities. As mentioned in Chapter Five of this report, more retail/commercial development has been shown on the plan to accommodate the potential future need if the market should strengthen.

“Large Land Use Area” in St. Louis Place Neighborhood (see map page 1-19)

As this parcel represents a significant land use void within the Fifth Ward community and has almost unlimited development potential, the project team looked closely at many options for the use of this space. Public meetings conducted throughout the planning process yielded many recommendations for the various types of activity that residents would like to see developed. One request that was made by many residents was the development of more residential housing. Another request that was made by

many was the development of more recreational opportunities in the Ward. Given the adjacency of the site to numerous educational facilities and surrounding residential areas, the site lends itself to the development of a recreational amenity. The project team presented recommendations for a nine-hole teaching style golf course during the planning process in response to some community support for that type of facility. This type of facility could also serve as a catalyst for further investment in the Ward as housing and commercial/retail development are likely to be developed in conjunction with such a facility. However, the space requirements of a nine-hole course are such that some housing relocation would be needed to achieve the full build-out of the facility. This idea met with some resistance from the community, especially the relocation issue.

Recognizing that any development of this large tract will have significant impact on the area and the complex issues involved, further study is warranted. However, due to the time frame for the current study, a more in-depth study should be carried out at a later date to determine the nature of this large land use.

The recommendation for a large land use should be explored and pursued in this portion of the St. Louis Place neighborhood for the stabilization of the Fifth Ward and surrounding communities and for continuous positive economic growth.

- The proposed large land use should be determined by any or a combination of the following:
 - a. A subsequent revision to this Plan;

- b. Chapter 99/100/353 Process;
- c. Community Unit Plan or Planned Unit Development.

All of these will be subject to future review and determination by the Planning Commission.

- Future development should respect the surrounding land uses, especially the schools and residential neighborhoods. Future land uses should be compatible with these facilities and should not detract from the quality of their adjacent open space.

Other Proposed Catalysts

There are several other factors that make the Ward a desirable location for development, but are not specifically tied to programmed projects. These are worth mentioning for they represent future opportunities.

St. Louis Place Park Development

Streetscape improvements around the St. Louis Place Park should help create a more park-like setting for one of the city's most unique urban greenspaces. Recommendations from this report also include new and rehabbed housing along the park. This type of development may serve to transform this area and lead to the further development of residential and neighborhood commercial amenities in adjacent areas.

Vacant Land in the Fifth Ward

A staggering amount of the Ward's land is vacant.

While this may occur in large pieces, such as the Pruitt-Igoe site, or in smaller-scale situations, like open lots between viable housing, vacant land represents opportunity for someone who has an interest in development. It is easier to develop vacant land given that there are little or no structures to demolish and remove. Thus, vacant land in the Fifth Ward should be a primary target for developers and stimulate the execution of projects throughout the neighborhoods. Although an eyesore to residents and business owners, the vacant land represents significant opportunities for the community and a catalyst for future development.

The Location of the Fifth Ward

By virtue of its simple geographic location, the Ward is a prime area for redevelopment. The Central Business District of St. Louis is immediately south of the Ward. Interesting destinations such as Washington Avenue, Laclede's Landing, the TWA Dome, and the America's Center are in proximity. Although these locations are not in the Ward itself, residents and businesses should be attracted to the prospect of living near the heart of a city that has begun to revitalize its urban core. There is a city-wide need for more opportunities for housing and business locations. The Fifth Ward is strategically and geographically positioned to absorb a considerable amount of this demand.

Efforts of Neighborhood Groups and Associations

The continued efforts of these entities will ensure that the projects identified in this report as well as on-going and other future initiatives are executed

and completed to the satisfaction of the community. There is no greater resource than a community that gets involved in various causes. This not only fosters unity, but creates an educated public to rally behind the implementation of specific programs or mount opposition to potentially detrimental developments.

National Register Historic Districts

Just as the establishment of a National Register Historic District was a catalyst in the Soulard and Lafayette Square neighborhoods, additional National Districts in the Fifth Ward will catalyze historic preservation efforts and stimulate complementary development.

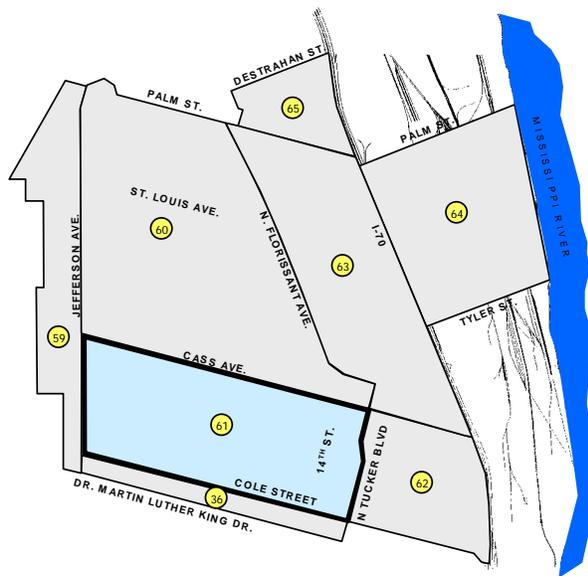
Summary

Planning for today and meeting the current market demand are important issues for the stabilization of a community. However, a planning effort that does not look to the future with vision is not serving the community's needs and does not prepare the area for the long-term. The Fifth Ward of St. Louis needs a stimulus to bring about the positive change that so many residents seek. In an area that has long been in decline, large-scale planning ideas should be considered. Wholesale change is rarely positive; the improvements resulting from the developments discussed in this Chapter should be executed with an extreme sensitivity to the existing framework of the neighborhood. There are difficult choices ahead for this community, but the outcome should be a Fifth Ward that existing and future residents, business

owners, and visitors can be proud to call home.



Carr Square Focus Area



History ¹

The Carr Square neighborhood, settled by Germans, Irish, Polish, and Orthodox Jewish, manifests an ethnically diverse history of settlement in its current physical character. The Kerry Patch, bounded by Biddle or O'Fallon Streets and Mulholland Avenue to the north, illustrates the evolution of a typical ethnic settlement. When first established in the mid-1840s, the Kerry Patch consisted of one-room houses occupied by Irish squatters. The original shanties grew into a solid, brick, 19th-century neighborhood. Over time, the brick stock acquired a slum-like status as it grew outdated and unmaintained. Large portions of these slums were eventually replaced by public housing projects, beginning with Carr Square Village in 1942. By the end of the 1960s, some of these complexes had themselves acquired a slum-like status. The neighborhood's housing problems climaxed in 1973 with the demoli-

tion of the controversial Pruitt-Igoe Apartments.

Urban renewal efforts of the 1970s and 1980s sought to rejuvenate the North Side, which includes Carr Square, with the construction of a new downtown convention center bordering the area and the O'Fallon Place residential development. Though these efforts have contributed to the gradual redevelopment of the area, they did not meet all of their original goals.

Despite all the demolition in Carr Square, the parishes of St. Bridget's and St. Stanislaus Koska have continued to help anchor the neighborhood since their 19th-century founding.

Carr Square Demographic Profile

The 1990 U.S. Census reported that 3,070 people resided in Carr Square. This number represented approximately 28% of the 11,049 residents in the Fifth Ward. Claritas Inc. estimated that 2,149 people would reside in Carr Square by 2002, which represents a 30% decrease in the population.

When the population was examined by race, 2,958 African-Americans, 100 Whites and 13 people of another race (Other) lived in Carr Square in 1990. From 1990 to 1997 it was projected that approximately 2,425 African-Americans (a decrease of 18%), 36 Whites (a decrease of 64%), and 21 Others (a decrease of 25%) lived in the neighborhood. An examination of the population by age from 1990 to 2002 resulted in the following projections:

¹ See Chapter 21 of the Appendix for citations of historical data.

- Residents under 5 years of age will decrease by 67 % (from 334 in 1990 to 111 in 2002).
- Residents between 5 and 17 years of age will decrease by 65% (from 791 in 1990 to 274 in 2002).
- Residents between 18 and 29 years of age will decrease by 48% (from 570 in 1990 to 299 in 2002).
- Residents between 30 and 64 years of age will increase by 9% (from 993 in 1990 to 1,085 in 2002).
- Residents 65 years and older will decrease by .5% (from 382 in 1990 to 380 in 2002).

In most of the age groups, female residents outnumbered the male. In 1990, the number of female residents registered at 1,860 compared to 1,210 male residents. By 2002 it is estimated that 1,094 females and 1,055 males will reside in Carr Square.

The 1990 Census data reported that elementary school was the highest level of educational attainment reached by 20% of the residents in Carr Square. Another 22% completed some high school, while 19% had a high school degree and 19% completed some college course work. Approximately 9% of the residents completed college.

In 1990, the majority of the households in Carr Square were non-family households (531) followed by female-headed households (515). Another 356 households headed by females included children. There were 200 married couple families and 156 married couples with children in the neighborhood.

Approximately 271 of the households were comprised of one person 65 years of age and older.

The majority of the residents in 1990 were employed. The U.S. Census reported that 623 females were employed versus 67 who were unemployed. There were 252 employed males versus 71 unemployed males. Of those who were employed, 21% were employed in executive, managerial and professional positions, 24% were employed in sales, technical and administrative positions and 26% in service occupations. The median household income in the neighborhood was \$7,282, in 1990. It is predicted that by 2002 the median household income will be \$11,813.

There were 1,925 unit structures in Carr Square in 1990. Detached one-unit structures comprised 3% of the structures, 19% were one-unit attached structures, and 17% were 5 to 9 unit structures. The majority (26%) of the structures had 50+ units. Of the 1,925 units in the neighborhood, 31% were vacant.

In 1990, homeowners occupied approximately 31 of the homes in Carr Square. Approximately 94% of the homeowners were African-American and 6% were White. The average housing value in the area was \$9,000 and the average rent \$236.

Crime data from 1998 reported a total of 335 incidents of crime in Carr Square. Crimes against property represented 77% of the incidents and crimes against persons represented 23% of the total incidents.

Community

A largely residential neighborhood, Carr Square is distinguished by its schools, including:

The Gateway Educational Complex
Jefferson Elementary
Central Catholic School
Pruitt Public School
Carr Lane School

Churches in Carr Square include St. Stanislaus, St. Bridget's, and Lutheran Church of the Transfiguration. The Carr Community Center is located adjacent to St. Louis Connect Care, which is one of only two major medical facilities in the Fifth Ward. Connect Care functions as a "mini-hospital," with both clinical and emergency services.

Physical Context

The following pages will illustrate and discuss the physical conditions and other planning issues within the neighborhood. The development of this existing framework has shaped the recommendations for the districts of this neighborhood. The charts and illustrations on the following pages highlight key existing condition issues in the neighborhood.

Housing

One of Carr Square's strengths lies in the singular identity defined by its residential developments. Many of these belong to the COVAM Community:

Carr Square Village Apartments, O'Fallon Place, Vaughn And Murphy Park. McCormack Baron & Associates, a for-profit residential and management company, founded COVAM in 1997 and still manages a majority of the developments.

The amount and quality of newer buildings in the area is impressive. Additionally, the modern, residential appearance (gabled roofs and vinyl siding) of O'Fallon Place, Murphy Park, and the Carr Square Village successfully assimilates the style and size of each one. This sort of physical unification is integral to the long-term success of both the housing developments and the greater neighborhood. Also, the individual details of each development provide a subtle, but real, sense of home for residents. Carr's only *tower* development, the Vaughn Elderly Apartments, has been less successful from a functional perspective. Thus, the garden-apartment/townhome style of O'Fallon, Murphy, and Carr Village should serve as a template for future housing developments.

Since 1972, the Carr Square Tenant Management Corporation (CSTMC) has independently enabled tenants to manage and maintain the Carr Square Village Apartments. CSTMC has already rehabilitated part of the village and is currently planning to renovate the remainder of the units. They are also proposing such community-related projects as the renovation of the former Carr School and the development of a commercial area along 14th Street between Cass Avenue and Cole Street.

There are several other exciting projects in progress. McCormack-Baron has undertaken a three-year,

multi-million dollar renovation of 675 subsidized and market-rate units of O’Fallon Place. McCor-mack-Baron is also responsible for the development of the George L. Vaughn Residences at Murphy Park, a new, mixed-income apartment complex simi-lar to O’Fallon Place. Murphy Park has been ex-tremely successful so far; the third phase of the pro-ject is expected to be completed by October 2002. The developer is in the process of securing the re-quired acreage to complete the third phase of the project. This is to include multiple sites equaling about 9 acres. An additional 133 total units are to be developed with 43 market rate homes, 24 tax rate, and another 65 subsidized.

Commercial Activity

Balke Brown & Associates is currently developing a new light industrial/warehouse complex in the industrial periphery of Carr Square. The project site encompasses six city blocks and should accommodate two warehouses. As of this writing, the expected date of completion is summer 2001.

Public Spaces

Generally, the physical conditions of public spaces – including landscaping, sidewalks, and lighting of Carr Square are above average with respect to the rest of the Fifth Ward. The large-scale housing

Table 7-1

Existing Land Use Conditions

Carr Square Neighborhood
Existing Land Use Conditions

Number of parcels in neighborhood	151
Total Neighborhood Area (square footage)	9,759,080
Total Neighborhood Area (acreage)	224.04
	Percentage of 5th Ward Total Acreage 21%

	Total Neighborhood Acreage	Percentage of Neighborhood Acreage
Single Family (acreage of parcels)	0	0%
Two Family (acreage of parcels)	0	0%
Three-Four Family (acreage of parcels)	0	0%
Multiple Family (acreage of parcels)	65	29%
Retail / Commercial (acreage of parcels)	14	6%
Office (acreage of parcels)	0	0%
Light Industry (acreage of parcels)	18	8%
Heavy Industry (acreage of parcels)	3	1%
Transportation / Communication / Utility (acreage of parcels)	4	2%
Institutional / Community (acreage of parcels)	58	26%
Parks & Recreation (acreage of parcels)	4	2%
Vacant Land (acreage of parcels)	56	25%



developments, in addition to maintaining their own properties, encourage a general concern for the quality of interstitial spaces of the surrounding neighborhoods. Shrubbery and lampposts line many streets, reinforcing a more human, 'livable' scale. Streets and sidewalks are consistently and successfully maintained. Such conditions are more characteristic of the *individual* housing developments. Two examples of this small-scale success can be seen in the use of greenspace belonging to the Murphy Park development. One space, at O'Fallon and Hogan Streets, is essentially an open lawn with partial paving. A second space, the area of Biddle Street between Bryant and North 20th Streets, contains a wide, boulevard-like median large enough for open play. Although there are no benches or other park fixtures, there is some landscaping. Since the street is not especially busy, neighborhood children can play in this public greenspace with high visibility and good lighting. The formal parks of Carr Square provide adequate public recreation space for the neighborhood, but would benefit from increased general maintenance and improved lighting. The park at Jefferson Elementary School, surrounded by newer residential developments, is heavily used although it is semi-private. It provides a restroom facility and outdoor activity spaces for basketball, baseball, and standard playground equipment.

Known for the impressive marching band regimens performed there, the Pruitt Public School grounds incorporate two soccer fields and one baseball field. William C. Carr donated Carr Square Park, located at 15th and Carr Streets between the former Carr School and the Carr Square Village Apartments, to

the City of St. Louis in 1848. Although this park may once have been heavily used, it exists today in a generally vacant part of the neighborhood. It contains a picnic table and a basketball court.

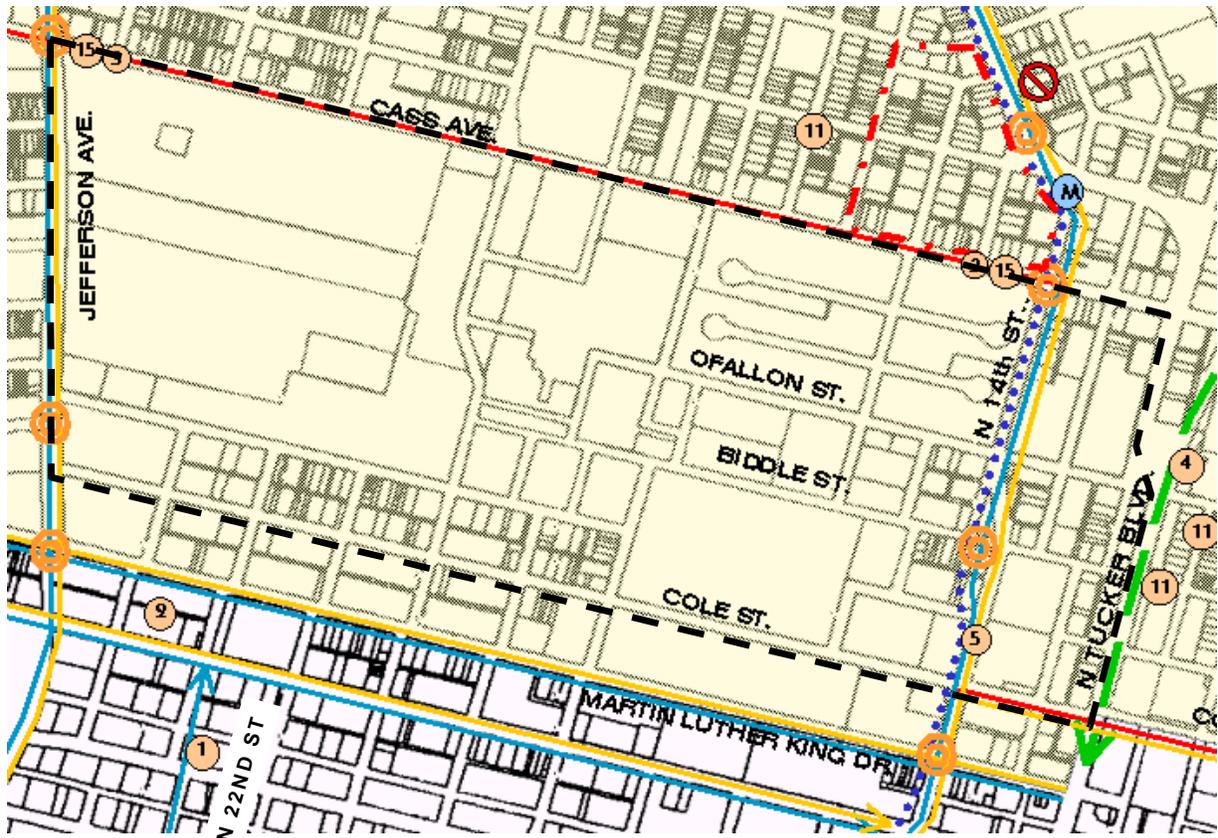
There is a significant amount of vacant property along the perimeters of the Carr Square neighborhood. For example: the abandoned units of the Carr Square Village Apartments have been left almost completely open and are hazards to public safety. COVAM has already renovated one-half of these abandoned units; the remaining one-half are planned for renovation. Fortunately, most of the vacancy is concentrated in commercial and industrial zones and exists in fair condition besides.

Circulation

Traffic flow through Carr Square can be confusing. The formal city grid has been reconstructed several times to accommodate the array of new housing configurations. Roadblocks increase the complexity of the street patterns. In O'Fallon Place, the southern entry on North 16th Street has been blocked, forcing residents to use the traffic light at the Cass Avenue entrance. Hogan Trucking has blocked off North 13th Street north of Cole and south of Carr Streets.

Proposals for improvements to public transportation should directly affect Carr Square. The suggested MetroLink alternatives for the North Side traverse the neighborhood on North 14th Street. On that same street, the new Mississippi River crossing, as depicted in this report but which may be change due to

Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRIAN CROSSINGS*
- HIGHWAY ACCESS**
- PROPOSED METROLINK STOP**** (St. Louis Ave stop*)
- AREA STREETS CLOSED FOR NEW DEVELOPMENT
- PROPOSED METROLINK ROUTE****
- INTERSTATE TRAFFIC
- COMMUTER ROUTES
- LOCAL TRAFFIC ROUTES WITH IMPROVED STREETSCAPE*
- ALLOWABLE TRUCK ROUTES*
- LIGHT INDUSTRIAL ACTIVITY NODES

TRAFFIC RECOMMENDATIONS

1. 22ND STREET ACCESS TO HIGHWAY.***
2. ONE-WAY PAIRING TO BE DEVELOPED.***
3. ELIMINATE TRUCK ROUTES THROUGH NEIGHBORHOODS.*
4. CONSIDERATION FOR BRIDGE TO END AT TUCKER BLVD.**
5. RE-ESTABLISH NORTH-SOUTH COMMUTER ROUTE ON TO 14TH ST.*
6. LIMIT THROUGH STREET TRAFFIC TO MINIMIZE CROSSING METROLINK TRACK*
7. DIVERT TRUCKS TO USE BRANCH ST. TO N. BROADWAY.*
8. IMPROVE STREETS FOR TRUCK USE*
9. NEW BRIDGE WILL IMPROVE TRUCK ACCESS TO RIVERFRONT INDUSTRIAL**
10. NEW ST. LOUIS AVE HIGHWAY RAMP.**
11. STREET OPENED TO TRAFFIC.*
12. STREET OPENED TO TWO-WAY TRAFFIC.*
13. NEW SCHOOL BUS DROP-OFF
14. NEW 18TH ST EXTENSION*
15. STREET CLOSED TO TRUCK TRAFFIC

* PROPOSED BY PROJECT TEAM
 ** PROPOSED BY MODOT/IDOT
 *** PROPOSED BY CITY/MODOT
 **** PROPOSED BY EAST WEST GATEWAY COORDINATION COMMITTEE

Table 7-2

Building Status and Condition Data

Spring 2000

Condemned—Condemned by the City of St. Louis

Vacant—Appeared boarded or otherwise unable to be occupied.

Good—Well-maintained, sound structure.

Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.

Poor—In need of repair, lack of regular maintenance. In danger of degrading further without maintenance and repairs on a regular basis.

Very Poor—Buildings in need of immediate and extensive repair or renovation. If properties are not repaired, designation on the City’s Condemned property list should be considered.

Building Status and Condition Data	
Single, 2, 3-4, and Multiple Unit Dwellings	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	105
Number of Existing Building Condition—Fair	50
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	155
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	2
Number of Vacant Units	3
Number of Existing Building Condition—Good	9
Number of Existing Building Condition—Fair	5
Number of Existing Building Condition—Poor	3
Number of Existing Building Condition—Very Poor	1
Total	23
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	3
Number of Existing Building Condition—Fair	0
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	3
Institutional / Community Structures	
Number of Condemned Units	0
Number of Vacant Units	2
Number of Existing Building Condition—Good	6
Number of Existing Building Condition—Fair	2
Number of Existing Building Condition—Poor	1
Number of Existing Building Condition—Very Poor	2
Total	13



Carr Square Focus Area

the new bridge process, should resurface from an underground tunnel at Carr Street. Bus routes appear to service the entire neighborhood well, located along Cass Avenue, Dr. Martin Luther King Drive, Tucker Blvd., North 20th Street and Jefferson Ave.

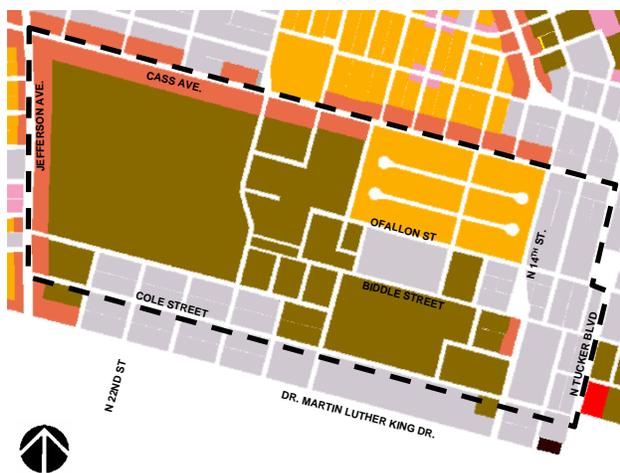
Carr Square Neighborhood Planning Issues

- Development patterns for multifamily housing.
- Streets to breakup the large blocks.
- Carr Lane Park.
- Community Center (open space).
- Future Development of the Pruitt-Igoe Site.

As the result of development patterns within Carr Square, the predominant land users are multi-family housing and institutional. Carr Square becomes a key neighborhood within the Fifth Ward, providing a good transition from the dense Downtown West development to the south and the single-family housing to the north. Much of the redevelopment that has taken place is due to the Housing Replacement Project that the St. Louis Housing Authority has commissioned McCormack-Baron to implement: Murphy Park Phases 1, 2, and 3. These new multi-family homes take the form of townhouse clusters. They provide a seamless blend of market-rate, assisted, and public-funded housing alternatives. The clusters of townhouses also provide safe enclaves for



Existing Land Use



Existing Zoning

parking and improved streetscapes.

The introduction of single-family housing would not work, since it would yield approximately 50% less homes than is currently anticipated to be required. It is imperative that the city, Housing Authority, developer, and community interest groups move to complete redevelopment of Carr Square. Providing infill development that complements the surrounding architecture will serve to ensure the success of progress from previous developments.

Due to the current residential development of contemporary single and multi-family homes dominating this neighborhood, it is the intention of this report to support this housing type and to continue

with its development.

Along Cole and Carr Streets, the development of large industrial buildings will likely continue. The setback standards and the screening standards will enhance the co-existence of the industrial and residential land uses.

Recommendations for Development Districts

CR-1

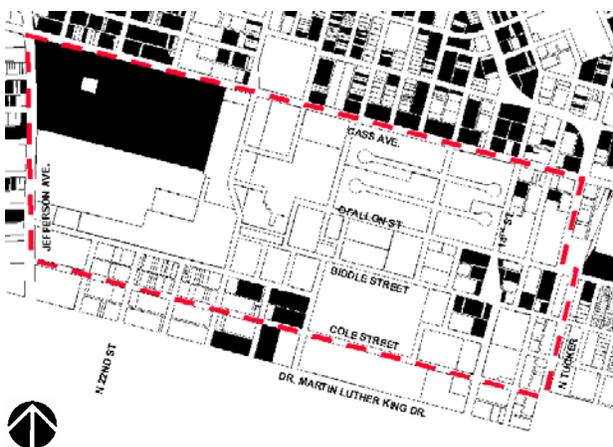
The general boundaries for CR-1 are:

North: Cass Ave.

East: N. Tucker Blvd.



Property Ownership



Vacant Land

Areas in black indicate vacant parcels.

Carr Square Focus Area

South: Cole St.

West: N. 14th St.

This district lies between two heavily-traveled commuter routes and the proposed MetroLink expansion, Tucker Blvd. and 14th Street.

Much of the existing land use is light industrial and commercial. Upon the completion of the bridge for the Mississippi River crossing, (the Mississippi River Crossing Plan as depicted here is subject to change based on the new Mississippi River Crossing Plan) this district should be uniquely positioned to take advantage of the terminus of the bridge onto Tucker Blvd. or 14th Street. Due to this terminus, five small businesses will need to be relocated. The project team's recommendations are based on the termination of the bridge occurring at Tucker rather than 14th Street.

Recommendations

- In an effort to preserve as much light industrial and commercial property as possible, a large portion of this district should remain in its cur-

rent use. However, the opportunity for two family-style hotels, for example Holiday Inn Express etc., would be sited south of O'Fallon Street and would provide approximately 300 rooms (Building Type L). These hotels would offer lower rates for families and travelers. Some demolition and relocation may be necessary.

- The proposed hotel development would also lead to the development of family-style dining opportunities.

CR-2

The general boundaries for CR-2 are:

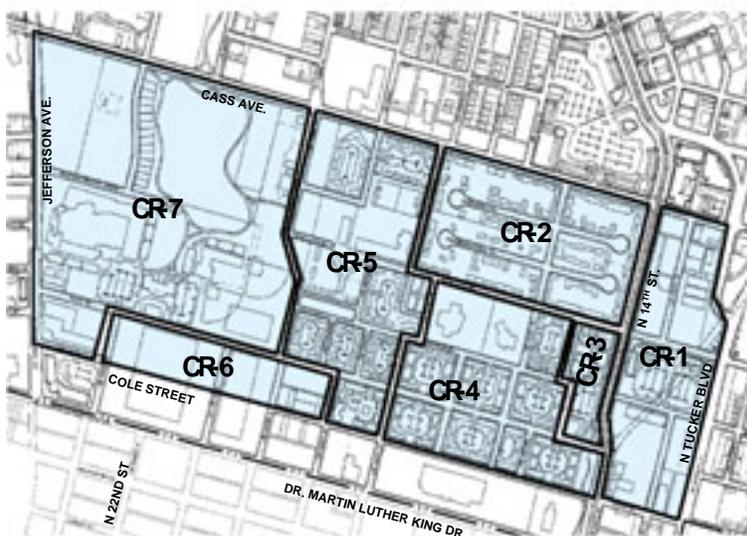
North: Cass Ave.

East: N. 14th St.

South: O'Fallon St.

West: Hogan Ave.

This area represents the existing O'Fallon Place neighborhood and has previously been renovated as a multifamily community.



**Carr Square Development
Districts —See Map Appen-**

Recommendations

- No changes to this district are recommended.

CR-3

The general boundaries for CR-3 are:

North: O’Fallon St.

East: N. 14th St.

South: Carr St., Biddle St.

West: N. 15th St.

At the north end of the district is a 5-story vacant brick warehouse building. A significant portion of the district is vacant. Land Reutilization Authority (LRA) has approved the sale of the northern block of the area at the intersection of N. 14th and O’Fallon Streets (the northeast corner of the district) for a new air pollution control office and monitoring station.

Recommendations

- The south portion of the district is the site of the vacated Old Carr School, recommend for placement on National Register of Historic Places.
- It is recommended, due to the adjacent Metro-Link and 14th Street corridor as well as the proposed hotels to the east, that the area be converted to an mixed-use development (Building Type L), providing opportunities for incubator businesses, development, suites, and rehab opportunities for the Old Carr School. Some relocation and demolition may be required.
- This district should provide good transition and serve as a buffer to the multi-family housing to the west.

- Other opportunities for the Old Carr School are business development training center, immigrant/working class museum, community information center, job placement offices, apartments, and a doctor’s office/clinic.
- 96,000 SF of new and renovated building area could be available.
- Keep new buildings in character with existing historical structures.

CR-4

The general boundaries for CR-4 are:

North: O’Fallon St., Biddle St., Carr St.

East: N. 15th St., N. 14th

South: Cole St.

West: N. 18th St.

This neighborhood was previously defined by Carr Square Village, which was the first public housing development in St. Louis. Multi-family housing, the Carr Square community center, and the Connect Care facility define the area. Redevelopment of three of the blocks of Carr Square Village were completed between 1991-1993 as part of a Hope I grant. Three (3) blocks of the remaining Carr Square Village have been demolished by 2001.

Recommendations

- It is recommended that the street grid be continued and re-established to define three development areas for new multi-family housing in



keeping the previous development to the east. This should yield 144 residences (Building Type K1, K2).

- Carr Square Park represents the eastern edge of the district. Currently, it is underutilized and lacks amenities. Renovation and construction of new facilities are suggested to make this a more inviting park to use. This is critical to the re-establishment of the neighborhood and stabilization of the new housing to the west.
- The community center should be upgraded architecturally, along with the surrounding grounds, to accommodate improved recreation activities.
- With the re-establishment of the street grid, continuation of the streetscape design standards should be closely observed.

CR-5

The general boundaries for CR-5 are:

North: Cass Ave., O'Fallon St., Biddle St.

East: Hogan Ave., N. 18th St.

South: Cole St., Carr St.

West: N. 19th St., N. 20th St.

Previously the site of the Vaughn Housing development which is undergoing redevelopment as part of a Hope VI initiative and is being replaced by the Murphy Park Phases 1, 2, and 3. Most of the district has been redeveloped as part of Murphy Park Phases 1 and 2, providing new townhouse clusters with parking on the interior of the development.

Recommendations

- No changes to this district are recommended.

CR-6

The general boundaries for CR-6 are:

North: Carr St.

East: N. 19th St.

South: Cole St.

West: N. 23rd St.

Much of this district is currently under redevelopment by Balke Brown & Associates and is a continuation of DW-2 in the Downtown West neighborhood. This area is the northernmost portion of the light industrial/warehousing development from the Downtown West neighborhood. Retail development expansion plans between 19th and 20th Streets along Carr Street are underway.

Recommendations

- Consideration should be given to streetscape improvements on Carr Street in keeping with improvements along 20th Street.

CR-7

The boundaries for CR-7 are:

North: Cass Ave.

East: N. 20th St.

South: Carr St., Cole St.

West: N. 23rd St., Jefferson Ave.

The northern portion of the district was previously the site of the Pruitt-Igoe housing development. This district is significant in that it contains the greatest number of educational facilities of any dis-

trict in the Ward.

Recommendations

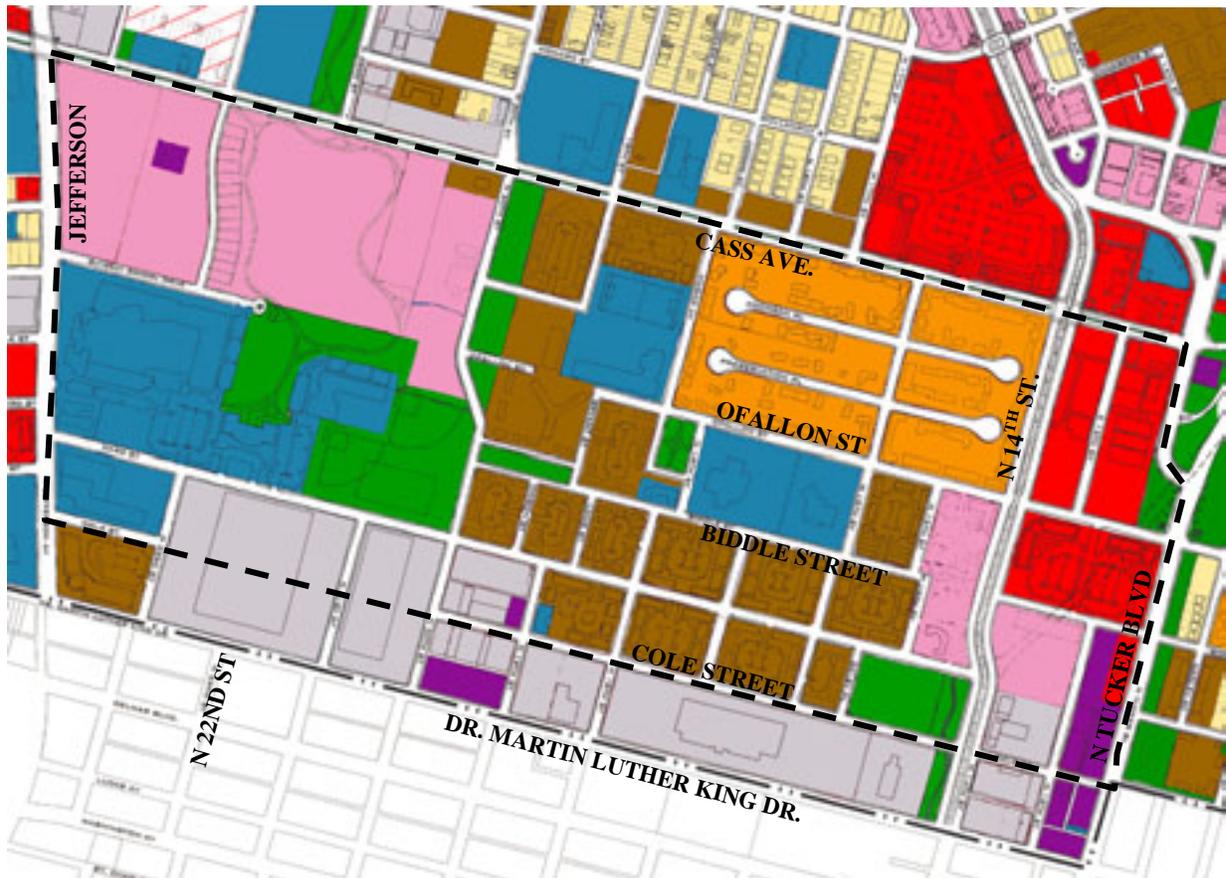
- It is critical to maintain these schools as a collective campus-like environment, providing linkage between facilities and also to the communities to the north, east, and west.
- The northern portion of the district should provide 35 acres of redevelopment.
- Multiple land uses are recommended for this area..
- St. Bridget of Erin is recommended for placement on the National Register of Historic Places.

See Chapter 22 of the Appendix for all chaptermaps including the entire Proposed Land Use map and the Proposed Zoning map.



LAND USE CATEGORIES

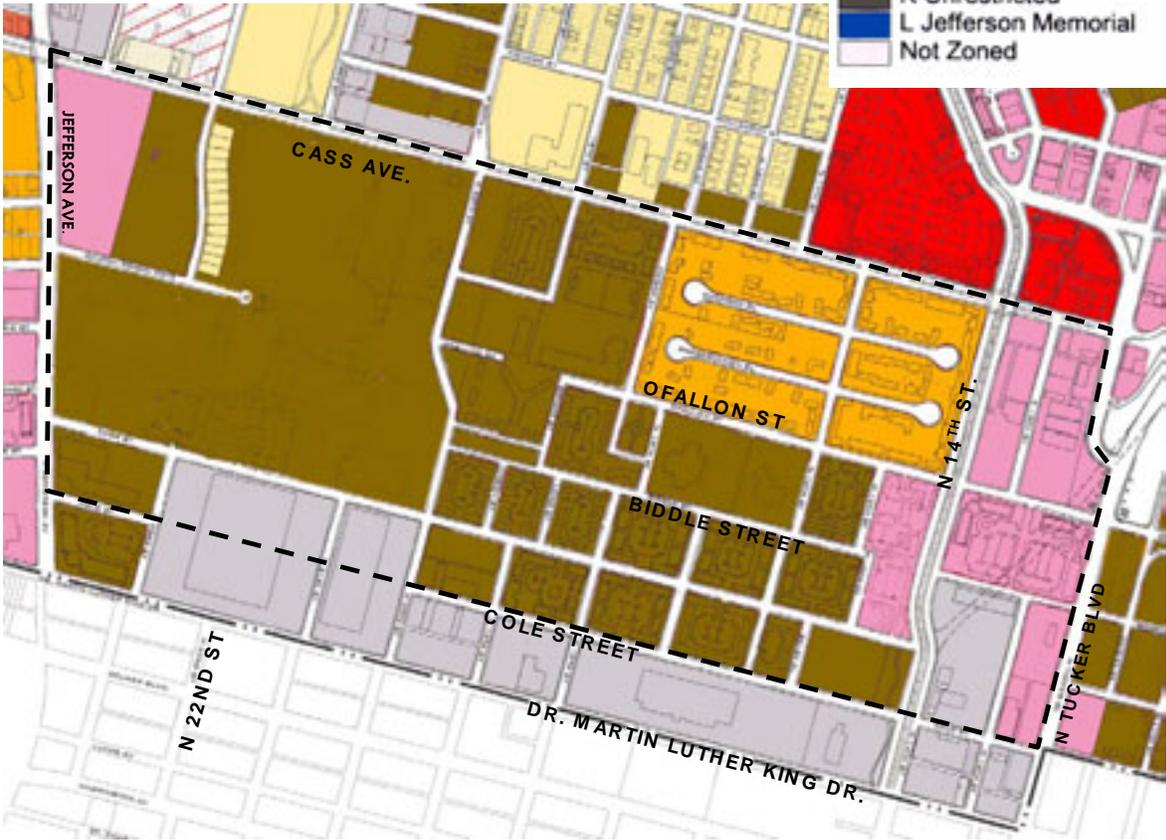
- SINGLE FAMILY
- 2 FAMILY
- 3-4 FAMILY
- MULTI-FAMILY
- MIXED USE
- RETAIL TRADE (MULTIPLE, VARIOUS)
- OFFICES
- LIGHT INDUSTRIAL
- HEAVY INDUSTRY
- TRANSPORTATION / UTILITIES OR COMMUNICATIONS
- INSTITUTIONAL / COMMUNITY FACILITIES
- PARKS & RECREATION
- VACANT LAND / BUILDINGS



Proposed Land Use

Zoning Legend

- A Single Family
- B Two Family
- C Multiple Family
- D Multiple Family
- E Multiple Family
- F Neighborhood Commercial
- G Local Commercial And Office
- H Area Commercial
- I Central Business District
- J Industrial
- K Unrestricted
- L Jefferson Memorial
- Not Zoned



Proposed Zoning

Cost Summary and Detailed Analysis

The following page lists the individual districts within the neighborhood focus area and provides the following information:

- Project Component
- Unit Cost Estimate
- Total District Development Cost Estimate
- Amount of Government Controlled Land
- Financing Options
- Environmental Site Considerations

These components have been selected and listed together to indicate the potential projects and costs to develop the district recommendations. The amount of government controlled land and environmental site conditions also impact the potential costs of development and have therefore been included in this discussion. Financing options for funding the proposed projects are also indicated.

Carr Square*	Total Devel Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District CR-1	\$ 17,803,750	\$ 15,562,500	\$ 2,241,250	87.4%	12.6%
Total Projected Development Expense of District CR-2	-	-	-	-	-
Total Projected Development Expense of District CR-3	11,522,500	9,781,250	1,741,250	84.9%	15.1%
Total Projected Development Expense of District CR-4	17,258,750	15,540,000	1,718,750	90.0%	10.0%
Total Projected Development Expense of District CR-5	-	-	-	-	-
Total Projected Development Expense of District CR-6	-	-	-	-	-
Total Projected Development Expense of District CR-7	32,798,125	26,650,625	6,147,500	81.3%	18.7%
Total Development Costs	\$ 79,383,125	\$ 67,534,375	\$ 11,848,750	85.1%	14.9%

* See individual district tables for cost summary and detailed analysis.

Total Land Area of District - 22 Acres DISTRICT CR-1	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	3					
Land Acquisition Costs	Acres	6	\$ 150,000	\$ 900,000	Public	\$ -	\$ 900,000
Consolidation of Parcels	Each	19	2,000	38,000	Public	-	38,000
Infrastructure Repairs/Improvements	Acres	6	50,000	300,000	Public	-	300,000
Parcels Requiring Environmental Site Remediation	Each	20	N/A				
Estimated Buildings to be Removed/Demolished	Each	7	15,000	105,000	Public	-	105,000
Existing Structures to Remain (Fair Condition)	Each	0	10,000	-	Private	-	-
Existing Structures to Remain (Poor Condition)	Each	0	20,000	-	Private	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Private	-	-
Two Budget Style Hotels (150 Rooms Each)	Rooms	300	40,000	12,000,000	Private	12,000,000	-
Off Street Parking	Stalls	300	1,500	450,000	Private	450,000	-
Estimated Relocation: 3 Small Businesses	Each	3	150,000	450,000	Public	-	450,000
			Sub-Total	\$ 14,243,000		\$ 12,450,000	\$ 1,793,000
Development Fee (5% of construction costs)*				712,150		622,500	89,650
Soft Costs (20% of construction costs)*				2,848,600		2,490,000	358,600
Total Projected Development Expense of District CR-1**				\$ 17,803,750		\$ 15,562,500	\$ 2,241,250
					<i>Percent:</i>	87.4%	12.6%
Government Controlled Land							
City of St. Louis		1 Acre				\$ -	-
LPIA		.5 Acres			<i>Adjusted Percent</i>	\$ 15,562,500	\$ 2,241,250
						87.4%	12.6%
Financing Options							
TIF, CDBG, MD Dept Finance Board Tax Credit	Application						
SLCD Revolving Loan Fund, Urban Enterprise Loan	Infrastructure Acquisition						
Justine Peterson, Fannie Mae Sec Mortg, Senior Home Security	Existing Housing						
SBA 504 Loan, Urban Enterprise Loan, Tax Exempt Indst. Dev. Bond	Hotel						
MD First, SBA 504, SLDC Revolving Loan, Urban Enterprise Loan	Sm Business Rele						
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Petroleum Tanks		2					
Federal-CERCLA-RCRA		3					
State-LUST_SwDP_WPCP		1					
Auto-machinery-envir		2					
Dye-dryclean-envir		2					
Gasoline Filling-station-envir		6					
Mineral Metal-mineral-process-envir		1					
Misc-envir		1					
Petrochemical-manuf-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 15 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT CR-2							
No Development Recommendations are Proposed for this District		6					
Parcels Requiring Environmental Site Remediation							
Financing Options		Application					
Environmental Site Considerations By Type							
Auto-machinery-envir		1					
Dye-dryclean-envir		2					
Gasoline Filling-station-envir		2					
Misc-envir		1					





Total Land Area of District - 5 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
Development Costs							
DISTRICT CR-3							
Vacant Land Area of District	Acres	3					
Land Acquisition Costs	Acres	5	\$ 150,000	\$ 750,000	Public	\$ -	\$ 750,000
Consolidation of Parcels	Each	24	2,000	48,000	Public	-	48,000
Infrastructure Repairs/Improvements	Acres	5	50,000	250,000	Public	-	250,000
Parcels Requiring Environmental Site Remediation	Each	5	N/A				
Estimated Buildings to be Removed/Demolished	Each	3	15,000	45,000	Public	-	45,000
Existing Structures to Remain (Fair Condition)	Each	0			Private	-	
Existing Structures to Remain (Poor Condition)	Each	0			Private	-	
Existing Structures to Remain (Very Poor Condition)	Each	0			Private	-	
Construction of New Office Building	S.F.	30000	80	2,400,000	Private	2,400,000	
Renovation of Existing Warehouse into Offices (S.F. Estimated)	S.F.	40000	25	1,000,000	Private	1,000,000	
Renovation of Old Carr School into Offices (S.F. Estimated)	S.F.	26000	150	3,900,000	Private	3,900,000	
Off Street Parking	Stalls	350	1,500	525,000	Private	525,000	
Estimated Relocation: 2 Small Businesses	Each	2	150,000	300,000	Public	-	300,000
			Sub-Total	\$ 9,218,000		\$ 7,825,000	\$ 1,393,000
Development Fee (average 5% of construction costs)*				460,900		391,250	69,650
Soft Costs (average 20% of construction costs)*				1,843,600		1,565,000	278,600
Total Projected Development Expense of District CR-3**				\$ 11,522,500	<i>Percent:</i>	\$ 9,781,250	\$ 1,741,250
						84.9%	15.1%
Government Controlled Land							
LRA		1 Acre				\$ -	\$ -
					<i>Adjusted Percent</i>	\$ 9,781,250	\$ 1,741,250
						84.9%	15.1%
Financing Options							
TIF, COBG, MO Dept Finance Board Tax Credit					Application		
SLDC Revolving Loan Fund, Urban Enterprise Loan					Infrastructure Acquisition		
Justine Peterson, Fannie Mae Sec Mortg, Senior Home Security					Existing Housing		
SBA 504 Loan, Urban Enterprise Loan, Tax Exempt Indst. Dev. Bond					Warehouse		
MO First, SBA 504, SLDC Revolving Loan, Urban Enterprise Loan					Sm Business Relo		
MO First, SBA 504, SLDC Revolving Loan, Urban Enterprise Loan					Old Carr School		
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Federal-CERCLA-RCRA		1					
Auto-machinery-envir		1					
Dye-dye/lean-envir		1					
Mineral/Metal-mineral-process-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.

** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.

Total Land Area of District - 14 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT CR-4							
<i>Development Costs</i>							
Vacant Land Area of District (Building Under Demo. Contract)	Acres	9					
Land Acquisition Costs	Acres	9	\$ 25,000	\$ 225,000	Public	\$ -	\$ 225,000
Consolidation of Parcels	Each	0	N/A		Public	-	-
Infrastructure Repairs/Improvements	Acres	9	50,000	450,000	Public	-	450,000
Parcels Requiring Environmental Site Remediation	Each	0	N/A				
Estimated Buildings to be Removed/Demolished****	Each	0	N/A		Public	-	-
Existing Structures to Remain (Fair Condition)	Each	0	N/A		Private	-	-
Existing Structures to Remain (Poor Condition)	Each	0	N/A		Private	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	N/A		Private	-	-
Existing Structures to be Relocated	Each	0	N/A		Public	-	-
Multifamily Housing (Dwelling Units)	D.U.	144	78,000	11,232,000	Private	11,232,000	-
Facilities to make Carr Square Park Inviting	L.S.	1	700,000	700,000	Public	-	700,000
Upgrade Architecture of Community Center	L.S.	1	1,200,000	1,200,000	Private	1,200,000	-
			Sub-Total	\$ 13,807,000		\$ 12,432,000	\$ 1,375,000
Development Fee (5% of construction costs)*				690,350		621,600	68,750
Soft Costs (20% of construction costs)*				2,761,400		2,486,400	275,000
Total Projected Development Expense of District CR-4**				\$ 17,258,750		\$ 15,540,000	\$ 1,718,750
****Note: Not including Carr Sq. Apartments Currently Under Demolition By SLHA					Percent:	90.0%	10.0%
Government Controlled Land							
City of St. Louis		8 Acres			Adjusted	\$ -	
SLHA		4 Acres			Adjusted/Percent	\$ 15,540,000	10.0%
Financing Options							
TIF, COBG, MO Dept Finance Board Tax Credit		Application					
SLCD Revolving Loan Fund, Urban Enterprise Loan		Infrastructure Acquisition					
Justine Peterson, Fannie Mae Sec Mortg, Senior Home Security		Existing Housing					
REIT, FMMA, MD Neighborhood Preservation Act		New Housing					
Sustainable Neighborhoods, 2004 Incentives, COBIG		Comm. Center					
Sustainable Neighborhoods, COBG		Carr Sq. Park					
Environmental Site Considerations By Type							
None Found At This Time		0					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 34 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT CR-5							
No Additional Recommendations are Proposed for this District							
Renovation of Blewett School is Currently Underway		6		*N/A			
Parcels Requiring Environmental Site Remediation							
Government Controlled Land							
City of St. Louis		1 Acre					
PIE		.5 Acres					
SLHA		20 Acres					
Miscellaneous / Semi-public Owner		3 Acres					
Financing Options		Application					
Environmental Site Considerations By Type							
Petroleum Tanks		1					
State-LUST_SwDP_WPCP		2					
Asbestos_manuf-envir		1					
Dye-dryclean-envir		1					
Medicinal-nuclear-envir		1					



Total Land Area of District - 3 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
DISTRICT CR-6							
No Additional Recommendations, Retail and Warehouse Developer currently under option for redevelopment							
Parcels Requiring Environmental Site Remediation	1			*N/A			
Streetscape Improvements to match 20th Street							
Government Controlled Land							
PIE	1 Acre						
Financing Options							
MODOT Development Tax Credit, USDOT Trust Fund		Application					
		Streetscape					
Environmental Site Considerations By Type							
Misc.-envir	1						



Total Land Area of District - 87 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public Responsibility	Private Costs	Public Costs
Development Costs							
Vacant Land Area of District	Acres	35			Private	\$ 875,000	\$ -
Land Acquisition Costs	Acres	35	\$ 25,000	\$ 875,000	Private		
Consolidation of Parcels	Each	0			Public		1,750,000
Infrastructure Repairs/Improvements	Acres	35	50,000	1,750,000			
Parcels Requiring Environmental Site Remediation	Each	8	N/A		Private		
Estimated Buildings to be Removed/Demolished	Each	0	N/A		Private		
Existing Structures to Remain (Fair Condition)	Each	0	N/A		Private		
Existing Structures to Remain (Poor Condition)	Each	0	N/A		Private		
Existing Structures to Remain (Very Poor Condition)	Each	0	N/A		Private		
Estimated Existing Structures to be Relocated	Each	0	N/A		Private		
Mixed Use (7.8 Acres)	S.F.	140000	75	10,500,000	Private	10,500,000	
Park/Path Development	Acres	13.7	5,000	68,500	Private	68,500	
Multifamily Housing (Dwelling Units)	D.U.	78	40,000	3,120,000	Private	3,120,000	
***Elderly Housing (Dwelling Units)	D.U.	125	40,000	5,000,000	Private	5,000,000	
Single Family Housing (Units)	D.U.	14	200,000	2,800,000	Private	2,800,000	
Family Learning Center	S.F.	25000	85	2,125,000	Public		2,125,000
			Sub-Total	\$ 26,238,500		\$ 22,363,500	\$ 3,875,000
Development Fee (5% of construction costs)*			1,311,925	1,311,925		1,118,175	193,750
Soft Costs (20% of construction costs)*			5,247,700	5,247,700		4,472,700	775,000
Total Projected Development Expense of District CR-7**				\$ 32,798,125		\$ 27,954,375	\$ 4,843,750
					Percent:	85.2%	14.8%
Government Controlled Land							
City of St. Louis		12 Acres				\$ -	\$ 1,303,750
SLHA		35 Acres			Adjusted	\$ 26,650,625	\$ 6,147,500
					Adjusted Percent	81.3%	18.7%
Financing Options							
TIF, CDBG, MO Dept Finance Board Tax Credit	Infrastructure						
SLCD Revolving Loan Fund, Urban Enterprise Loan	Acquisition						
Justine Peterson, Fannie Mae Sec Mortg, Senior Home Security	Existing Housing						
REIT, FNMA, MD Neighborhood Preservation Act	New Housing						
Sustainable Neighborhoods, 2004 Incentives, CDBG	Golf Prof/Teaching						
Sustainable Neighborhoods, CDBG	Family Learning						
MODOT Tax Credit Program, CDBG	Path						
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Dye-dry/clean-envir		2					
Gasoline Filling-station-envir		2					
Land Funeral-coemetery-envir		2					
Petrochemical-manuf-envir		1					

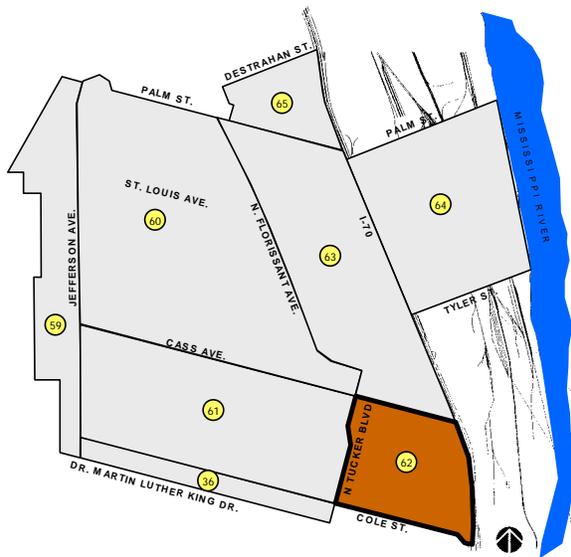
* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.

** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.

***Note: Elderly Housing is located in Downtown West (Dw-2)



Columbus Square Focus Area



History ¹

After 1840, the area north of downtown between 12th Street and the Mississippi River provided high-density tenement housing for immigrant workers. Two and three-story row-houses were built along both streets and alleys. Most of these buildings collapsed before the post-Civil War boom of commercial and industrial construction in the area. The remaining structures were inhabited by an influx of African-Americans arriving in St. Louis during the Depression and World War II. Many homes lacked indoor plumbing and other fixtures; the area became generally slum-like. Housing development on a larger scale resumed with the construction of the Neighborhood Gardens apartments in 1936 and the Cochran Gardens development in 1952. The Shrine of St. Joseph and the Neighborhood Gardens are both listed in the National Register of Historic Places.

Columbus Square Demographic Profile

The 1990 U.S. Census reported that 2,047 people resided in Columbus Square. This number represented approximately 18% of the 11,049 residents in the Fifth Ward. Claritas Inc. estimated that 1,427 people will reside in Columbus Square by 2002, which represents a 30% decrease in the population.

When the population was examined by race, 1,961 African-Americans, 76 Whites and 10 people of another race (Other) lived in Columbus Square in 1990. From 1990 to 1997 it was projected that approximately 1,613 African-Americans (a decrease of 18%), 27 Whites (a decrease of 64%) and 10 people of another race lived in the neighborhood.

An examination of the population by age from 1990 to 2002 resulted in the following projections:

- Residents under 5 years of age will decrease by 92% (from 222 in 1990 to 17 in 2002).
- Residents between 5 and 17 years of age will decrease by 88% (from 557 in 1990 to 68 in 2002).
- Residents between 18 and 29 years of age will decrease by 57% (from 392 in 1990 to 168 in 2002).
- Residents between 30 and 64 years of age will increase by 33% (from 686 in 1990 to 914 in 2002).
- Residents 65 years and older will increase by 37% (from 190 in 1990 to 260 in 2002).

In 1990, the number of female residents registered at

¹ See Chapter 21 in the Appendix for citations of historical data.

1,247 compared to 800 male residents. By 2002 it is estimated that 670 females and 757 males will reside in Columbus Square. Thus, it is predicted that the female population will decrease by 46% while the male population will decrease by only 5%.

The 1990 Census data reported that elementary school was the highest level of educational attainment reached by 17% of the residents in Columbus Square. Another 22% completed some high school, while 20% had high school degrees and 12% completed some college course work. Approximately 14% of the residents completed college.

In 1990, the majority of the households in Columbus Square were non-family households (460). Female-headed households numbered at 445. Another 354 households that were headed by females included children. There were 172 married couple families and 133 married couples with children in the neighborhood. Approximately 223 of the households were comprised of one person 65 years of age and older.

The majority of the residents in 1990 were employed. The U.S. Census reported that 359 females were employed versus 148 who were unemployed. There were 216 employed males versus 91 unemployed males. Of those who were employed, 16% were employed in executive, managerial and professional positions. The majority of the residents (32%) were employed in sales, technical and administrative positions and 23% in service occupations. The median household income in the neighborhood was \$24,819 in 1990. It is predicted that by 2002 the median household income will be \$41,085.

There were 1,235 unit structures in Columbus Square in 1990. Detached one-unit structures comprised 1% of the structures, 2% were 2 unit structures, and 3% were 3 to 4 unit structures. The majority (32%) of the structures had 50+ units. Of the 1,235 units in the neighborhood 34% were vacant. In 1990, homeowners occupied approximately 61 of the homes in Columbus Square. Approximately 36% of the homeowners were African-American and 61% were White. The average housing value in the area was \$95,371 and the average rent \$332.

Crime data from 1998 reported a total of 536 incidents of crime in Columbus Square. Crimes against property represented 79% of the incidents and crimes against persons represented 21% of the total incidents.

Community

The Columbus Square neighborhood is primarily residential with an industrial periphery to the east. The Patrick Henry School, the Shrine of St. Joseph, and St. Patrick's Church are located in the neighborhood. Columbus Square is also served by the Cochran Community Center.

Physical Context

The following pages will illustrate and discuss the physical conditions and other planning issues within the neighborhood. The development of this existing framework will lead into the recommendations for the districts of this neighborhood. The charts and illustrations on the following pages highlight key

existing condition issues in the neighborhood.

The Castles complex.

Housing

The housing developments of Columbus Square vary in type and scale. Types include subsidized, non-subsidized rental, and owner-occupied units, with scales ranging from high-rise to low-rise. The neighborhood also includes many non-subsidized rental units. Four major developments make up the highest areas of residential density in the neighborhood: Cochran Gardens (the towers), Cochran Garden Townhomes, Columbus Square Apartments, and

The developments differ in their physical identities. The Columbus Square Apartments boast a condominium-like appearance. Its plan turns inward, enclosing a private space at the center of the complex, and its buildings form a perimeter along the city block.

The Castles complex is similar in appearance to the Columbus Square Apartments. It consists of multi-family condominiums, a multi-family building of flats, and single-family detached homes. Unlike the Apartments, these buildings are visually accessible

Table 8-1

Existing Land Use Conditions

Columbus Square Neighborhood			
Existing Land Use Conditions			
Number of parcels in neighborhood	186		
Total Neighborhood Area (square footage)	3,844,274		
Total Neighborhood Area (acreage)	88.25		
	Percentage of 5th Ward Total Acreage	8%	
		Total Neighborhood Acreage	Percentage of Neighborhood Acreage
Single Family (acreage of parcels)	5	5%	
Two Family (acreage of parcels)	0	0%	
Three-Four Family (acreage of parcels)	6	6%	
Multiple Family (acreage of parcels)	12	13%	
Retail / Commercial (acreage of parcels)	11	13%	
Office (acreage of parcels)	0	0%	
Light Industry (acreage of parcels)	2	2%	
Heavy Industry (acreage of parcels)	1	1%	
Transportation / Communication / Utility (acreage of parcels)	12	14%	
Institutional / Community (acreage of parcels)	32	36%	
Parks & Recreation (acreage of parcels)	2	2%	
Vacant Land (acreage of parcels)	6	7%	



to the street front. Notably, the massing of these two developments is well-coordinated; its consistency creates a comfortable pedestrian environment.

Cochran Gardens incorporates both towers and townhomes. Built in the 1950s, the Cochran towers have fallen into general disrepair. Broken windows and balcony fixtures need to be replaced; the grounds are unmaintained. The tower buildings are nevertheless impressive for their contemporary style. The Cochran townhomes enclose central, private space in resemblance to the Columbus Square Apartments plan. Cochran's exterior is more modest and its grounds are undecorated.

Public Spaces

In general, most of the open land in Columbus Square is concentrated in the Cochran Gardens development and functions as a major public park space.

Cochran Gardens' extensive grounds include two baseball fields, one with bleachers, plus a basketball court and a playground. The Cochran Community Center is also adjacent to the park. Bradford pear trees buffer the residential buildings from the ball fields. The lawn is in fair condition; however, the maintenance of cracked sidewalks and curbs, littered and weedy greenspace, and inadequate lighting needs to be addressed.

The Columbus Square Apartments provide some self-contained spaces and facilities for their tenants; however, these are not available for public use. The Apartments and the Castles complex both have gen-

erous landscaping, well-kept sidewalks, and adequate lighting. Exterior features, such as fencing, are also in good condition.

The Patrick Henry School, located on North 10th Street between O'Fallon and Biddle Streets, has a paved recreation area fenced in along with the school building. Included are four tennis courts, a basketball hoop, and two parking lots.

The Shrine of St. Joseph, located on Biddle Street between North 10th and 11th Streets, offers a well-kept, gated greenspace populated with trees, landscaping, and benches. Biddle Street is closed off in the front and permits pedestrian access to the public. The walkway on the south side of the building functions as a west-east promenade from the newer housing developments to the Patrick Henry School and to Cochran Gardens. At the south entry of the shrine, there is an outdoor assembly space with terraced landscaping.

Although vacant lots are uncommon in Columbus Square, its vacant buildings detract from the quality of the adjacent properties. The commercial area to the east has a lot of small-scale trees that serve to mask buildings beyond a canopy of foliage. The landscaping in this area of the neighborhood is in good condition.

Circulation

Pedestrian traffic is generally strong in Columbus Square, with the highest concentration on the west side. The neighborhood models the successful mix of housing, school, and retail use and allows residents easy access to their basic needs.

Table 8-2

Building Status and Condition Data
Spring 2000

Condemned—Condemned by the City of St. Louis
Vacant—Appeared boarded or otherwise unable to be occupied.
Good—Well-maintained, sound structure.
Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.
Poor—In need of repair, lack of regular maintenance. In danger of degrading further without maintenance and repairs on a regular basis.
Very Poor—Buildings in need of immediate and extensive repair or renovation. If properties are not repaired, designation on the City’s Condemned property list should be considered.

Building Status and Condition Data	
Single, 2, 3-4, and Multiple Unit Dwellings	
Number of Condemned Units	2
Number of Vacant Units	2
Number of Existing Building Condition—Good	125
Number of Existing Building Condition—Fair	51
Number of Existing Building Condition—Poor	2
Number of Existing Building Condition—Very Poor	0
Total	182
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	0
Number of Vacant Units	2
Number of Existing Building Condition—Good	6
Number of Existing Building Condition—Fair	15
Number of Existing Building Condition—Poor	3
Number of Existing Building Condition—Very Poor	2
Total	28
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	0
Number of Existing Building Condition—Fair	2
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	2
Institutional / Community Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	3
Number of Existing Building Condition—Fair	0
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	3



Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRIAN CROSSINGS*
- HIGHWAY ACCESS**
- PROPOSED METROLINK STOP**** (St. Louis Ave stop*)
- AREA STREETS CLOSED FOR NEW DEVELOPMENT
- PROPOSED METROLINK ROUTE****
- INTERSTATE TRAFFIC
- COMMUTER ROUTES
- LOCAL TRAFFIC ROUTES WITH IMPROVED STREETScape*
- ALLOWABLE TRUCK ROUTES*
- LIGHT INDUSTRIAL ACTIVITY NODES

TRAFFIC RECOMMENDATIONS

1. 22ND STREET ACCESS TO HIGHWAY.***
2. ONE-WAY PAIRING TO BE DEVELOPED.***
3. ELIMINATE TRUCK ROUTES THROUGH NEIGHBORHOODS.*
4. CONSIDERATION FOR BRIDGE TO END AT TUCKER BLVD.**
5. RE-ESTABLISH NORTH-SOUTH COMMUTER ROUTE ON TO 14TH ST.*
6. LIMIT THROUGH STREET TRAFFIC TO MINIMIZE CROSSING METROLINK TRACK*
7. DIVERT TRUCKS TO USE BRANCH ST. TO N. BROADWAY.*
8. IMPROVE STREETS FOR TRUCK USE.*
9. NEW BRIDGE WILL IMPROVE TRUCK ACCESS TO RIVERFRONT INDUSTRIAL.**
10. NEW ST. LOUIS AVE HIGHWAY RAMP.**
11. STREET OPENED TO TRAFFIC.*
12. STREET OPENED TO TWO-WAY TRAFFIC.*
13. NEW SCHOOL BUS DROP-OFF*
14. NEW 18TH ST EXTENSION*
15. STREET CLOSED TO TRUCK TRAFFIC

* PROPOSED BY PROJECT TEAM
 ** PROPOSED BY MODOT/IDOT
 *** PROPOSED BY CITY/MODOT
 **** PROPOSED BY EAST WEST GATEWAY COORDINATION COMMITTEE

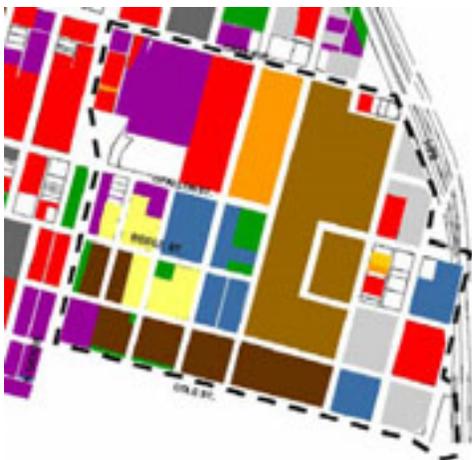
Although the city grid remains mostly intact, vehicular traffic flow is disrupted by a series of roadblocks and one-way streets around the area of the Columbus Square Apartments and the Castles complex. Access to the neighborhood is blocked along the elevated portion of Tucker Street due to a structural problem with the underlying tunnel. North 10th Street, as the main southbound connection from I-70 to Cole Street, absorbs a volume of heavy traffic. This vehicular traffic causes problems for pedestrian circulation, especially for children, around the Patrick Henry School.

The proposed land use plan for this area indicates an improvement to vehicular circulation in this area. All currently road blocked streets should be opened to two-way traffic. Page 15-23 of Chapter 15 of this report highlights the circulation recommendations made in this plan.

Columbus Square Neighborhood Planning Issues

- Bridge Proposed
- Demolition of Cochran Tower Buildings

Columbus Square is a remnant neighborhood with limited opportunity for expansion. Upon completion of the bridge project, the borders of the neighbor-



Existing Land Use



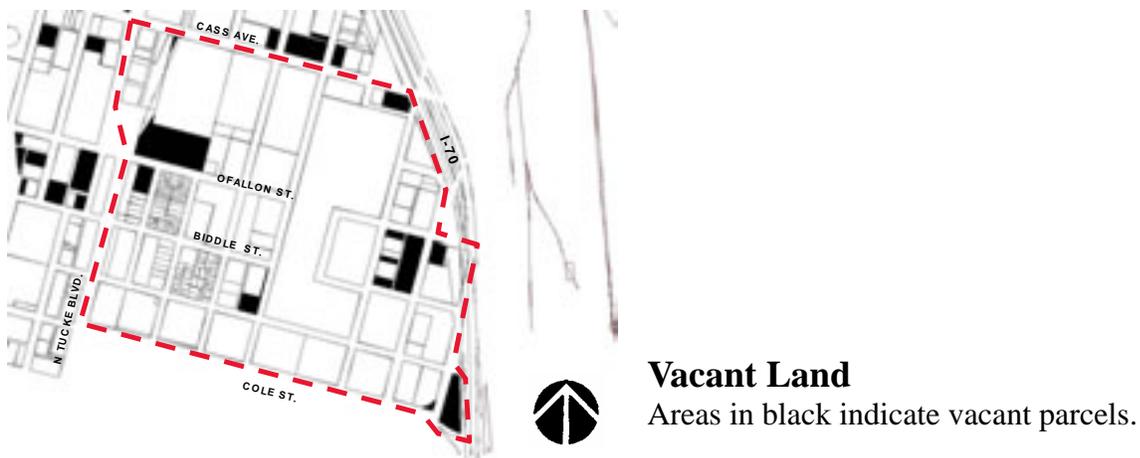
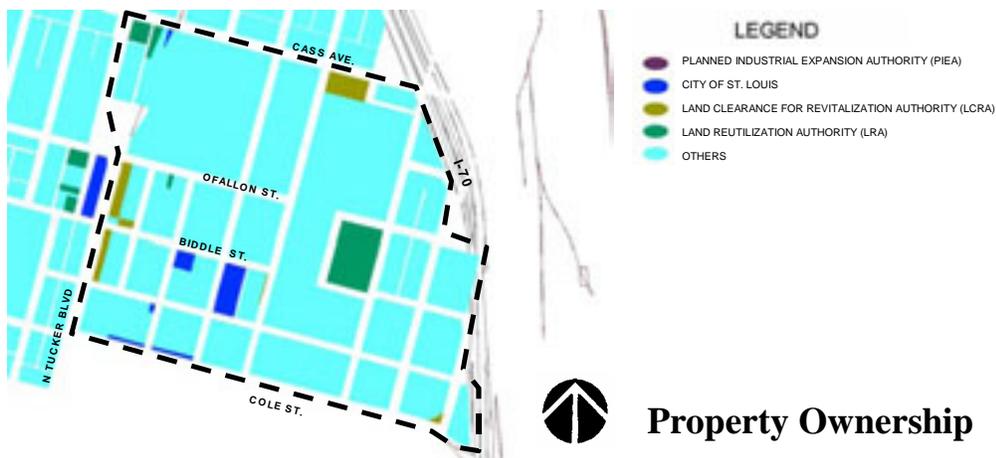
Existing Zoning

Columbus Square Focus Area

hood will be defined by I-70 to the east, the bridge to the north and west and Cole Street to the south. This neighborhood has historically been the closest community to the CBD of St. Louis, which makes it attractive for those seeking an urban living environment. This proposal provides replacement multi-family housing stock to aid in defining Columbus Square as a residential community. The aim is to minimize addition of commercial and industrial sites to solidify existing housing stock. It will also be imperative to preserve land for replacement housing as the result of the demolition of Cochran Towers. The goal is to develop additional housing within the Columbus Square neighborhood. The transportation developments will essentially turn Columbus Square

into an island within the Fifth Ward; the intent of these recommendations is to make the area self-supportive and a desirable urban mixed-use community. The scale of the neighborhood will be greatly improved by allowing the city block geometry to continue, improving security and adding defensible space. Due to the nature of public housing, this study area will probably require future design studies, solicited by the Housing Authority.

A portion of the Old North St. Louis neighborhood (CS-I) has been included in the recommendations for the Columbus Square neighborhood given the location of the new Mississippi River Crossing to be developed in this area. The bridge will serve as a



physical barrier and the project team has felt it is more appropriate to make recommendations for this portion of ONSL with the Columbus Square neighborhood.

Standards from the U.S. Park Service and elements of the St. Joseph’s Shrine , should serve to develop the design standards for this neighborhood. The two-story, multi-family structures should be the predominant element. St. Joseph’s Shrine is a key landmark and should also be recognized as an influence to the neighborhood’s overall design.

Recommendations for Development

Districts

**CS-1
(A Portion of the Old North St. Louis Neighborhood)**

The general boundaries for CS-1 are:

North: Howard St.

East: N. 11th St/I-70

South: Cass Ave.

West: Hadley St.

Much of the existing land use is light industrial and will be disrupted as a result of the new bridge.

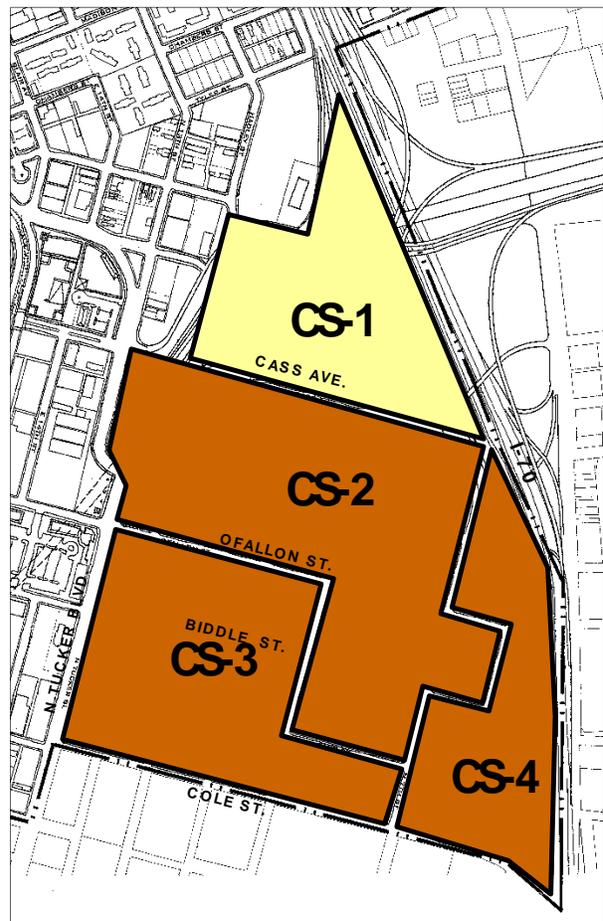
There will be an opportunity for 40,000 SF of commercial property available along Cass Ave.

(Building Type L).

Recommendations

- All light industrial that can remain should be preserved within this district.
- This district should serve as transition and buffer to the adjacent highways.

- Easy access to the Near North Riverfront should be made available by an underpass under I-70, linking Columbus Square via Cass Avenue.
- Future consideration should be given to a high-visibility user that would benefit from this transportation crossing, such as a three-story office building or hotel (Building Type L). Additional buffering along the proposed highway easements should be considered as part of the highway proposal for landscape and poten-



Columbus Square Development Districts
See Map Appendix

tial sound walls.

CS-2

The general boundaries for CS-2 are:

North: Cass Ave., O’Fallon St.

East: N. 7th St., N. 6th St.

South: Biddle St., Carr St., O’Fallon St.

West: N. 9th St., N. Tucker Blvd.

A majority of this property is controlled by the St. Louis Housing Authority (SLHA), encompassing Cochran Gardens, Towers, and Plaza. It is anticipated that all but one of the high rise towers in Cochran, which is currently the elderly housing, are to be demolished within the next five years, making way for new development. 290 new multifamily units are proposed on approximately 27 acres. The existing Cochran Plaza will remain, with minor modifications to allow re-establishment of the street grid. The quantity of housing recommended is determined by the SLHA. Both the Neighborhood Gardens and the parcels east of the complex have become a forum for deviant activity.

Recommendations

- The Neighborhood Gardens complex is on the City and National Historic Register and is recommended to be rehabbed and converted from its existing 220 units to 120 units.
- A central greenspace should define this neighborhood, allowing pedestrian-friendly linkage to both the existing park located north-east and the community center.

- Inclusion of neighborhood commercial/dining is encouraged within this district totaling 20,000 SF.
- As part of this district, the need for parking for Neighborhood Gardens will be satisfied within the block east of the complex and will include a small vest pocket park.
- It is recommended that the vacated Schnucks grocery store be removed given the bridge development. This parcel should be considered for multi-family housing (Building Types K1, K2) as part of the need for relocating mixed income housing from Cochran.

CS-3

The general boundaries for CS-3 are:

North: O’Fallon St., Carr St.

East: N. 9th St., N. 7th St.

South: Cole St.

West: N. Tucker Blvd.

Currently, multifamily townhomes that define Columbus Square are located within this district. The Shrine of St. Joseph’s also serves as a defining element within Columbus Square. Stabilization of this district will rely upon the future development to the north.

Recommendations

- The existing conditions of this area should be enhanced and improved, but not significantly altered.
- Streetscape improvements and a linear parkway



should be considered along north Tucker Boulevard.

Proposed Zoning map.

- The elimination of the on-grade parking lot at Tucker and Cole Street and development of a vest pocket park in its place would help provide aesthetic control, become an amenity for the neighborhood, and establish a gateway into the CBD from the new bridge.

CS-4

The general boundaries for CS-4 are:

North: N/A

East: I-70

South: Cole St.

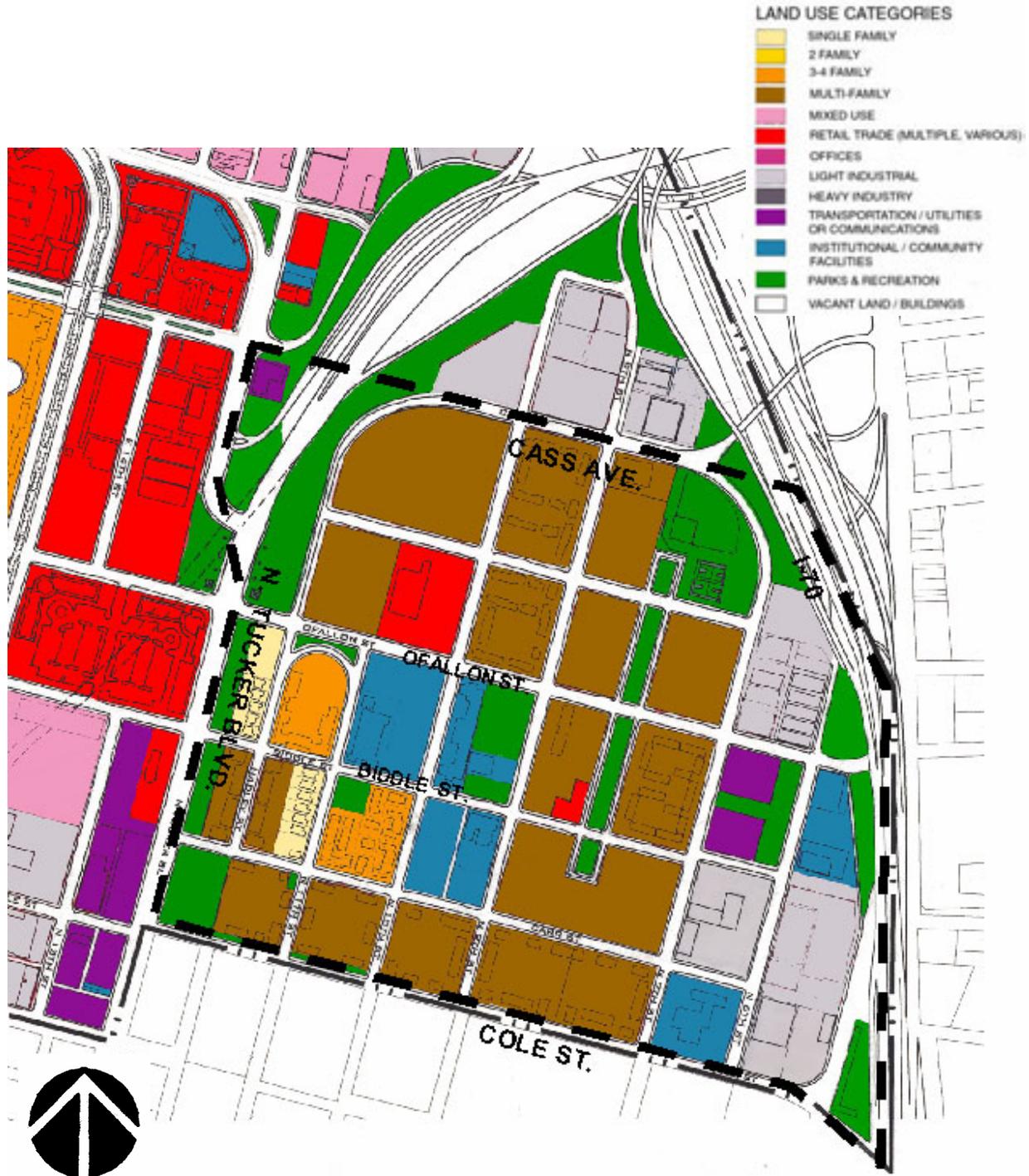
West: N. 7th St., N. 6th St.

The existing development is light industrial/commercial. St. Patrick's Community Center is also located here.

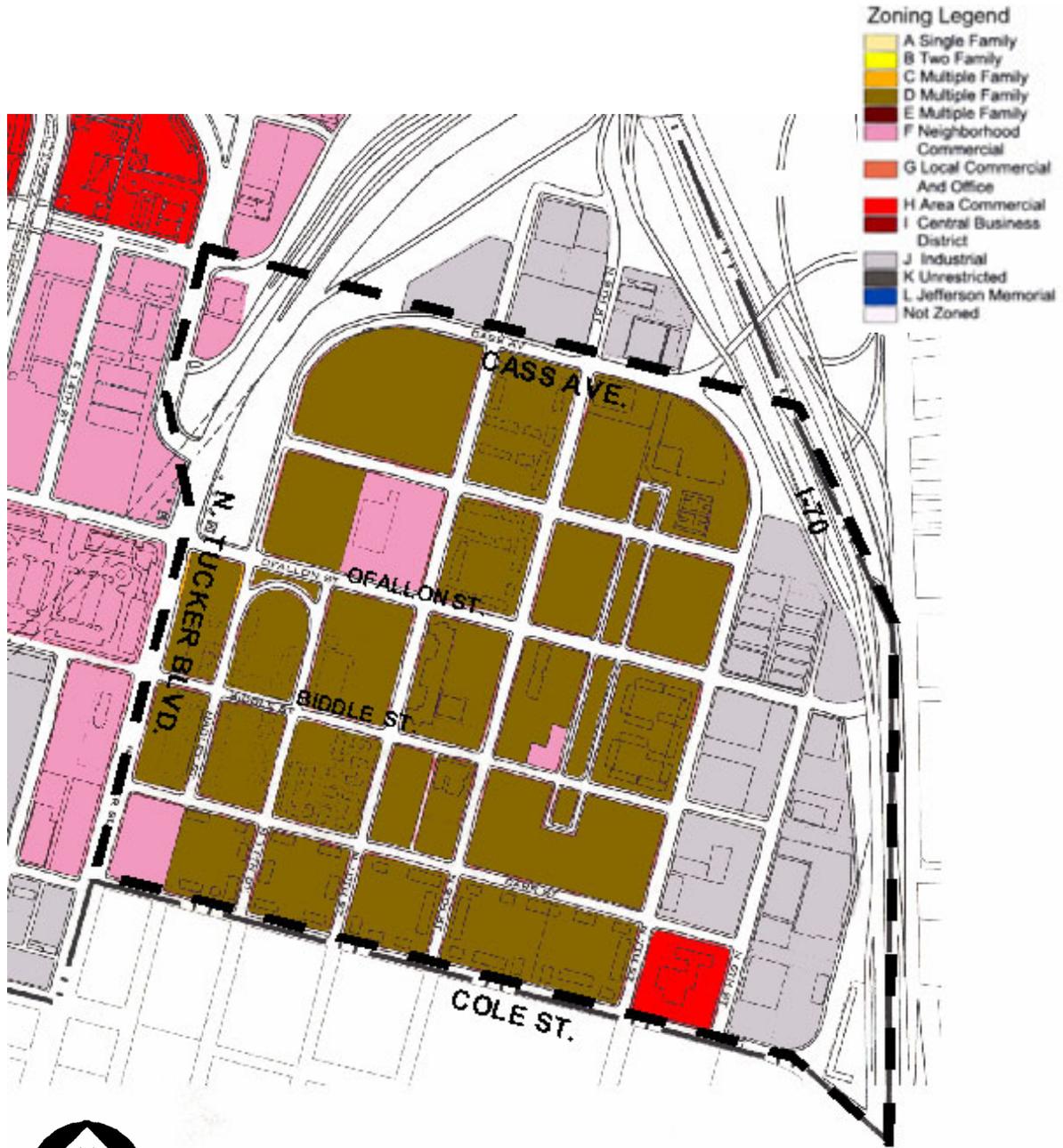
Recommendations

- This district is adjacent to the TWA Dome immediately to the south of Cole Street and provides opportunity for support services for the convention center and TWA Dome.
- This edge of Columbus Square provides additional buffering to I-70 and is characterized by a warehouse-style architecture. It appears to be of solid construction. This district provides additional opportunities for mixed-use development within the neighborhood.

See Chapter 22 of the Appendix for all chapter maps including the entire Proposed Land Use map and the



Proposed Land Use



Proposed Zoning

Cost Summary and Detailed Analysis

The following page lists the individual districts within the neighborhood focus area and provides the following information:

- Project Component
- Unit Cost Estimate
- Total District Development Cost Estimate
- Amount of Government Controlled Land
- Financing Options
- Environmental Site Considerations

These components have been selected and listed together to indicate the potential projects and costs to develop the district recommendations. The amount of government controlled land and environmental site conditions also impact the potential costs of development and have therefore been included in this discussion. Financing options for funding the proposed projects are also indicated.

Columbus Square*	Tot Dev Costs	Private	Public	% Private	% Public
Total Projected Development Expense of District CS-1	\$ 4,635,000	\$ 3,750,000	\$ 885,000	80.9%	19.1%
Total Projected Development Expense of District CS-2	52,435,000	48,775,000	3,660,000	93.0%	7.0%
Total Projected Development Expense of District CS-3	582,500	-	582,500	0.0%	100.0%
Total Projected Development Expense of District CS-4	-				
Total Development Costs	\$ 57,652,500	\$ 52,525,000	\$ 5,127,500	91.1%	8.9%

* See individual district tables for cost summary and detailed analysis.



Total Land Area of District - 20 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT CS-1							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	2					
Land Acquisition Costs	Acres	2	\$50,000	\$ 100,000	Public	\$ -	\$ 100,000
Consolidation of Parcels	Each	4	2,000	8,000	Public	-	8,000
Infrastructure Repairs/Improvements	Acres	2	50,000	100,000	Public	-	100,000
Parcels Requiring Environmental Site Remediation	Each	2	N/A	N/A			
Estimated Buildings to be Removed/Demolished	Each	0			Public		
Existing Structures to Remain (Fair Condition)	Each	0			Private		
Existing Structures to Remain (Poor Condition)	Each	0			Private		
Existing Structures to Remain (Very Poor Condition)	Each	0			Private		
Estimated Existing Structures to be Relocated	S.F.	40,000	75	3,000,000	Public	3,000,000	-
Commercial Office (Two Buildings)	L.S.	1	500,000	500,000	Public	-	500,000
Additional Buffering along Proposed Highway Easements			Sub-Total	\$ 3,708,000		\$ 3,000,000	\$ 708,000
Development Fee (5% of construction costs) *				185,400		150,000	35,400
Soft Costs (20% of construction costs) *				741,600		600,000	141,600
Total Projected Development Expense of District CS-1 **				\$ 4,635,000		\$ 3,750,000	\$ 885,000
***Note: Much of the District within New Bridge Approach							
Government Controlled Land							
Miscellaneous / Semi-public Land (N/A)		1 Acre			Adjusted	\$ 3,750,000	\$ 885,000
					Adjusted Percent	80.9%	19.1%
Financing Options							
TIF, COBG, MO Dept Finance Board Tax Credit		Application					
SLDC Revolving Loan Fund, Urban Enterprise Loan		Infrastructure					
Justine Peterson, Fannie Mae Sec. Mortg., Senior Home Sec. Private Investment, SBA 504		Acquisition					
		Existing Housing					
		Comm/Office					
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Auto-machinery-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 57 Acres		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Development Costs*								
Vacant Land Area of District	Acres	5				Public	\$ -	\$ 800,000
Land Acquisition Costs	Acres	32	\$ 25,000	\$ 800,000		Public		28,000
Consolidation of Parcels	Each	14	2,000	28,000		Public		1,600,000
Infrastructure Repairs/Improvements	Acres	32	50,000	1,600,000		Public		-
Parcels Requiring Environmental Site Remediation	Each	12	N/A	N/A		Public		-
Estimated Buildings to be Removed/Demolished (See ****Note)	Each	11	N/A	N/A		Private		-
Existing Structures to Remain (Fair Condition)	Each	0	N/A	N/A		Private		-
Existing Structures to Remain (Poor Condition)	Each	0	N/A	N/A		Private		-
Existing Structures to Remain (Very Poor Condition)	Each	0	N/A	N/A		Private		-
Demolition of (Schnucks Grocery) Relocation by Others	Each	1	250,000	250,000		Public		250,000
Proposed Multifamily Units on up to 27 Acres	D.U.	290	78,000	22,620,000		Private	22,620,000	-
Rehab of Neighborhood Gardens/ from 220 to 120 units	D.U.	120	120,000	14,400,000		Private	14,400,000	-
New Parking and Pocket Park east of Neighborhood Gardens	Stalls	125	2,000	250,000		Public		250,000
Renovation of Park and Community Center	L.S.	1	500,000	500,000		Private	500,000	-
Neighborhood/commercial	S.F.	20000	75	1,500,000		Private	1,500,000	-
			Sub-Total	\$ 41,948,000			\$ 39,020,000	\$ 2,928,000
Development Fee (5% of construction costs)*				2,097,400			1,951,000	146,400
Soft Costs (20% of construction costs)*				8,389,600			7,804,000	585,600
Total Projected Development Expense of District CS-2**				\$ 52,435,000			\$ 48,775,000	\$ 3,660,000
****Note: SLHA is required to demolish 11 Highrise Buildings by 2005								
Government Controlled Land								
LRA			3 Acres			Adjusted	\$ 48,775,000	\$ 3,660,000
LCRA			9 Acres			Adjusted	93.0%	7.0%
SLHA			24 Acres			Adjusted	93.0%	7.0%
Financing Options								
TIF, COBG, MD Dept Finance Board Tax Credit	Infrastructure Acquisition					* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.		
SLDC Revolving Loan Fund, Urban Enterprise Loan	Existing Housing					** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.		
Justine Peterson, Fammie Mae Sec. Mortg., Senior Home Sec.	New Housing							
REIT, FMMA, MD Neighborhood Preservation Act	Commercial Parking							
Private Investment, SBA 504, SLDC Revolving Loan, Urban Enterprise Loan	Pocket Park							
MODOT Dev. Tax Credit, USDOIT Trust Fund	Comm. Center							
Sustainable Neighborhoods, COBG								
Sustainable Neighborhoods, COBG								
Private Investment, Urban Enterprise Loan, MOED Business Facility Tax Credit	Grocery Store							
Environmental Site Considerations By Type								
Federal-CERCLA-RCRA			1					
Dye-dryclean-envir			3					
Land Funeral-cemetery-envir			2					
Mineral Metal-mineral-process-envir			4					
Misc.-envir			1					
Petrochemical-manuf-envir			1					



Total Land Area of District - 27 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT CS-3							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	0					
Land Acquisition Costs	Acres	2.3	\$50,000	\$ 115,000	Public	\$ -	\$ 115,000
Consolidation of Parcels	Each	3	2,000	6,000	Public	-	6,000
Infrastructure Repairs/Improvements	Acres	2.3	50,000	115,000	Public	-	115,000
Parcels Requiring Environmental Site Remediation	Each	1	N/A	-	-	-	-
Estimated Buildings to be Removed/Demolished	Each	0	N/A	-	Public	-	-
Existing Structures to Remain (Fair Condition)	Each	0	N/A	-	Private	-	-
Existing Structures to Remain (Poor Condition)	Each	0	N/A	-	Private	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	N/A	-	Private	-	-
Existing Structures to be Relocated	Each	0	N/A	-	Private	-	-
Parking at Tucker & Cole St to be Replaced by Linear Park	Acres	2.3	100,000	230,000	Public	-	230,000
			Sub-Total	\$ 466,000		\$ -	\$ 466,000
Development Fee (5% of construction costs) *				23,300			23,300
Soft Costs (20% of construction costs) *				93,200			93,200
Total Projected Development Expense of District CS-3**				\$ 582,500		\$ -	\$ 582,500
					<i>Percent:</i>	0.0%	100.0%
Government Controlled Land							
LCRA		1 Acre				\$ -	\$ -
					<i>Adjusted Percent</i>	0.0%	100.0%
Financing Options							
TIF, CDBG, MO Dept Finance Board Tax Credit						\$ -	\$ 582,500
SLDC Revolving Loan Fund, Urban Enterprise Loan						-	-
MODOT Dev. Tax Credit, USDOT Trust Fund,						-	-
Environmental Site Considerations By Type							
Mineral/Metal-mineral-process-envir		1					

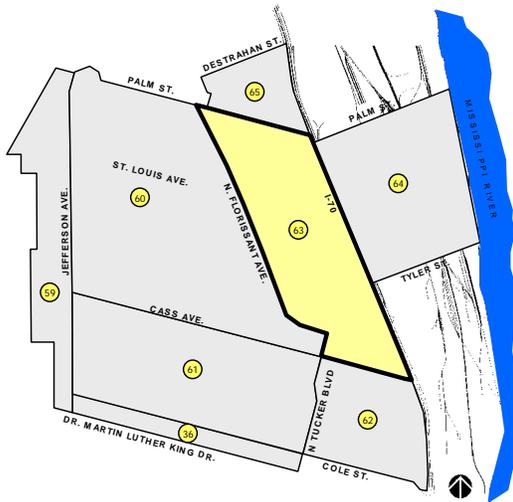
* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 15 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT CS-4							
No Development Recommendations are Proposed for this District							
Parcels Requiring Environmental Site Remediation		24	N/A	N/A			
Government Controlled Land							
LCRA		.1 Acre					
Miscellaneous / Semi-public Land		2 Acres					
Financing Options		Application					
Environmental Site Considerations By Type							
Federal-CERCLA-RCRA		1					
Auto-machinery-envir		5					
Gasoline Filling-station-envir		7					
Land Funeral-cemetery-envir		3					
Mineral Metal-mineral-process-envir		7					
Petrochemical-manuf-envir		1					



Old North St. Louis Focus Area



History ¹

The Old North St. Louis neighborhood began as the Village of North St. Louis in 1816 and was absorbed by the City of St. Louis in 1841. The original layout of the village is distinguished by its three circular public-use areas (currently located along the present-day Mark McGwire Expressway): Clinton Place, Jackson Place, and Marion Place. It has been suggested that the area’s Indian mounds inspired the idea for the circles. Clinton Place, the southernmost circle, was designated for educational facilities. Presently, Webster School occupies the site. Jackson Place was designed for recreation and assembly, and today situates a park with a small pavilion, playground, and ball fields. The northernmost circle, Marion Place, functioned as the domain for church and cemetery, and is currently used as the Grace Hill Church ‘campus.’

By the 1850s, the initially-diverse village had be-

¹ See Chapter 21 in the Appendix for citations of historical data.

come predominantly German. Most of the existing buildings date from the 1860s and 70s; some earlier structures still stand. A major shopping area around 14th Street had developed by the turn of the century. Its remnants are currently targeted for redevelopment.

There are three National Register Districts listed in the Old North St. Louis neighborhood. The two smaller districts are Saints Cyril and Methodius District and Mullanphy District and the large district is Old North St. Louis (Murphy-Blair) National Register Historic District. One of the smaller districts, the Saints Cyril & Methodius District, includes the first Polish National Catholic Church parish west of the Mississippi and surrounding homes dating from the latter half of the 19th century. The Mullanphy District, also listed in the National Register, contains the Mullanphy Immigrant Home at 1609 East 14th Street. Constructed in 1867 by the philanthropic Mullanphy family, it provided free housing for newly-arrived immigrants of all nationalities and religions while they sought work. Across the street from the Mullanphy Home is a row of townhouses dating from the same period.

Nearly the entire neighborhood of Old North St. Louis was listed in the National Register in 1984, named the Old North St. Louis (Murphy-Blair) National Register District. The area had previously suffered some decline after World War II, when the industrial job market brought an influx of poor rural migrants and older residents fled to suburbia. During the 1950s, the construction of Interstate 70 cut directly through the neighborhood; by 1961 the area was considered ‘blighted.’ However, Murphy-Blair became a Model City neighborhood in 1968 in rec-

ognition of its architectural significance.

Over the past thirty years, redevelopment efforts and historical awareness have been consistent, but so has demolition. Fortunately, many landmarks have been saved, such as the Municipal Bath House No. 6 at 1120 St. Louis Avenue and the exemplary residential architecture along North Market and Howard Streets.

Crown Candy Kitchen at 14th Street and St. Louis Avenue, popular among neighbors and St. Louisans at large, still thrives and is a major asset to neighborhood revitalization efforts.

Old North St. Louis Demographic Profile

The 1990 U.S. Census reported that 2,133 people resided in Old North St. Louis. This number represented approximately 19% of the 11,049 residents in the Fifth Ward. Claritas Inc. estimated that 1,505 people will reside in Old North St. Louis by 2002, which represents a 29% decrease in the population.

When the population was examined by race 1,354 African-Americans, 758 Whites and 22 people of another race (Other) lived in Old North St. Louis in 1990. From 1990 to 1997 it was projected that approximately 1,339 African-Americans (a decrease of 1%), 366 Whites (a decrease of 52%), and 14 Others (a decrease of 36%) lived in the neighborhood.

An examination of the population by age from 1990 to 2002 resulted in the following projections:

- Residents under 5 years of age will decrease by

31 % (from 262 in 1990 to 181 in 2002).

- Residents between 5 and 17 years of age will decrease by 29% (from 581 in 1990 to 411 in 2002).
- Residents between 18 and 29 years of age will decrease by 36% (from 401 in 1990 to 255 in 2002).
- Residents between 30 and 64 years of age will decrease by 22% (from 674 in 1990 to 524 in 2002).
- Residents 65 years and older will decrease by 38% (from 215 in 1990 to 134 in 2002).

In most of the age groups, female residents outnumbered the male. In 1990, the number of female residents registered at 1,147 compared to 986 male residents. By 2001 it is estimated that 792 females and 713 males will reside in Old North St. Louis.

The 1990 Census data reported that elementary school was the highest level of educational attainment reached by 36% of the residents in Old North St. Louis. Another 27% completed some high school, while 24% had a high school degree and 8% completed some college course work. Approximately 4% of the residents completed college.

In 1990, the majority of the households in Old North St. Louis were non-family households (321). Female-headed households with children comprised 199 of the households in the neighborhood. Married couples headed another 183 households. There were 107 married couples with children in the neighborhood. Approximately 151 of the households were comprised of one person 65 years of age and older.

The majority of the residents in 1990 were employed. The U.S. Census reported that 213 females were employed versus 30 who were unemployed. There were 238 employed males versus 79 unemployed males. Of those who were employed, 11% were employed in executive, managerial and professional positions. Approximately 17% were employed in sales, technical and administrative positions and 22% in service occupations. The median household income in the neighborhood was \$10,341 in 1990. It is predicted that by 2002 the median household income will be \$17,147.

There were 1,300 unit structures in Old North St. Louis in 1990. Detached one-unit structures comprised 10% of the structures, 22% were 2 unit structures, and 36% were 3 to 4 unit structures. Only 9% of the structures had 50+ units. Of the 1,300 units in the neighborhood 36% were vacant.

In 1990, homeowners occupied approximately 192 of the homes in Old North St. Louis. Approximately 11% of the homeowners were African-American and 84% were White. The average housing value in the area was \$14,075 and the average rent \$264.

Crime data from 1998 reported a total of 422 incidents of crime in Old North St. Louis. Crimes against property represented 82% of the incidents and crimes against persons represented 18% of the total incidents.

Community

Like the other three neighborhoods contained entirely within the Ward, Old North St. Louis is largely

residential. It is served by two schools, Webster School and Ames School, numerous churches such as Saints Cyril & Methodius, 4th Baptist, Greater Leonard Baptist, Gateway Bible and New Gospel Temple as well as a host of social organizations such as the Sunshine Mission, the Someone Cares Mission, the Grace Hill Neighborhood Services, Grace Hill Business & Career Center, Grace Hill Medical Center, and Haven of Grace.

The Old North St. Louis Restoration Group (ONSTLRG) purchases, stabilizes, rehabilitates, and markets property for sale to low- and moderate-income homebuyers. In 1999, the ONSTLRG completed and sold three projects; in 2000, they will rehabilitate and sell five projects. ONSTLRG also assists families in repairing their individual homes.

Physical Context

The following pages will illustrate and discuss the physical conditions and other planning issues within the neighborhood. The development of this existing framework will lead to the recommendations for the districts of this neighborhood. The charts and illustrations on the following pages highlight key existing condition issues in the neighborhood.

Housing

The more recent housing renovations of Old North St. Louis include the Murphy Blair Apartments (formerly the Murphy Blair Garden Apartments), Bristol Place (formerly the Murphy Blair South Townhomes), and the Jackson Place Senior Apartments (formerly the Murphy Blair Senior Com-

manifest of cohesiveness will serve further revitalization efforts.

Public Spaces

The Mullanphy Square Park, located at 11th and Mullanphy Streets, is surrounded by an industrial area and is set approximately ten feet above street elevation. The park, once the site of a baseball field set against the city skyline, will be removed for the construction of the new Mississippi River crossing.

The Jackson Place Park includes a baseball diamond and fenced outfield along 11th Street, as well as benches, a restroom facility, playground, and basketball hoop. The park is adjacent to a nearby school and lends itself to increased usage, which could prompt better maintenance for the ball field. Two vacant parcels of land on the northwest and southeast sides of the park are available for expansion or other park activities. Though it may complicate traffic flow, closing the North Market Street roundabout could make the park safer for children.

The U- and L-shaped buildings of the multi-family developments in the neighborhood incorporate rear courtyards and ‘mouseholes,’ providing private greenspace for their residents.

Public greenspaces are generally kept up, excluding most vacant lots. Broken and weedy sidewalks are in need of repair. Lighting, overall, is poor. Fixtures should be replaced or maintained.

Landscaping, on the whole, could be improved in Old North St. Louis. Overgrown trees and weeds along the southeastern perimeter of I-70 help to

mask unsightly highway and railroad overpasses, but require maintenance. Also, the boulevard quality of Market Street would be greatly enhanced by additional trees.

The 14th Street Mall, a public/pedestrian space near Crown Candy Kitchen, had existed as a traditional pedestrian-oriented shopping area. At a time when commercial streets were being ‘malled’ for pedestrians, the City decided to close the two blocks of 14th Street between St. Louis Avenue and Warren Street to vehicular traffic. Presently, many, though not all, of its buildings are unoccupied. Its prime location and previous success give the Mall major redevelopment potential as a shopping area.

In general, there is limited public space in Old North St. Louis, but many of its open lands could be developed into park areas.

Circulation

Like St. Louis Place, traffic flow is impeded by inconsistent placement of stop signs and roadblocks. In particular, the 14th Street Mall has been closed to vehicular traffic. Other roadblocks limit access to the neighborhood from North Florissant Avenue.

The proposed MetroLink extension will run along North Florissant, servicing the entire western edge of the area.

The new Mississippi River crossing will have a tremendous impact on the southern end of the

Table 9-2

Building Status and Condition

Data

Spring 2000

Condemned—Condemned by the City of St. Louis

Vacant—Appeared boarded or otherwise unable to be occupied.

Good—Well-maintained, sound structure.

Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.

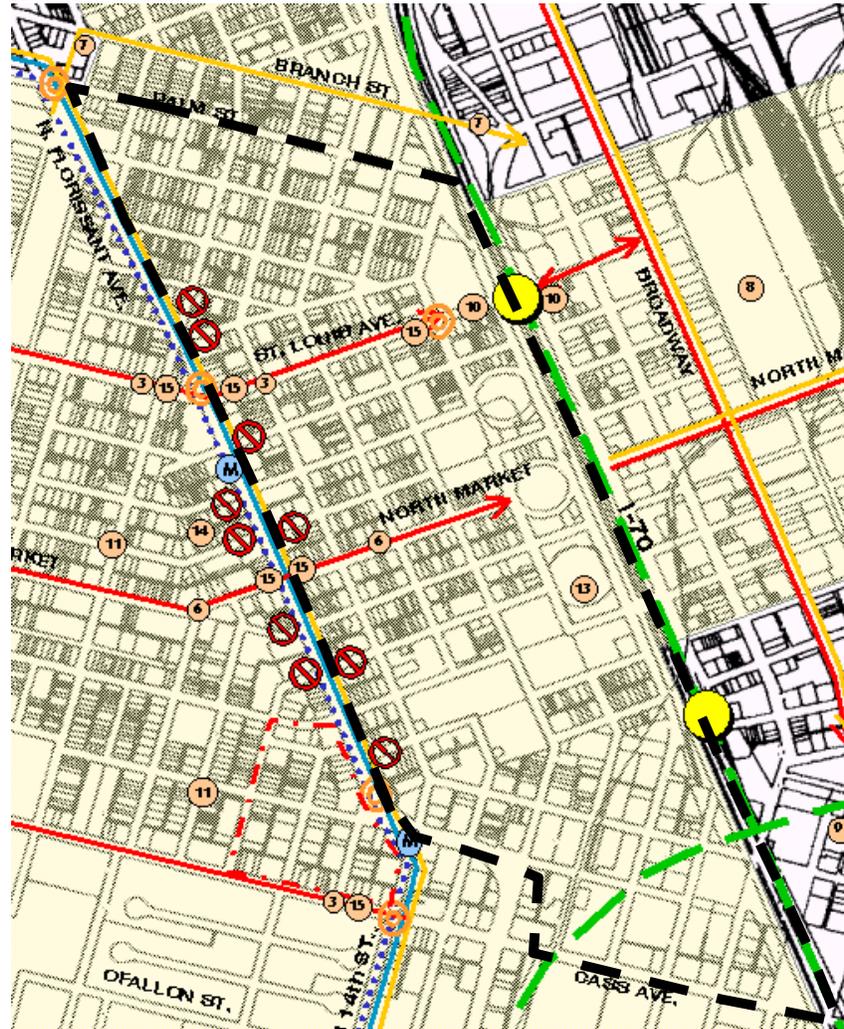
Poor—In need of repair, lack of regular maintenance. In danger of degrading further without maintenance and repairs on a regular basis.

Very Poor—Buildings in need of immediate and extensive repair or renovation. If properties are not repaired, designation on the City’s Condemned property list should be considered.

Building Status and Condition Data	
Single, 2, 3-4, and Multiple Unit Dwellings	
Number of Condemned Units	97
Number of Vacant Units	100
Number of Existing Building Condition–Good	15
Number of Existing Building Condition–Fair	237
Number of Existing Building Condition–Poor	108
Number of Existing Building Condition–Very Poor	20
Total	577
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	10
Number of Vacant Units	18
Number of Existing Building Condition–Good	12
Number of Existing Building Condition–Fair	54
Number of Existing Building Condition–Poor	23
Number of Existing Building Condition–Very Poor	4
Total	121
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition–Good	0
Number of Existing Building Condition–Fair	0
Number of Existing Building Condition–Poor	0
Number of Existing Building Condition–Very Poor	0
Total	0
Institutional / Community Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition–Good	4
Number of Existing Building Condition–Fair	2
Number of Existing Building Condition–Poor	1
Number of Existing Building Condition–Very Poor	0
Total	7



Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRIAN CROSSINGS*
- HIGHWAY ACCESS**
- PROPOSED METROLINK STOP*** (St. Louis Ave stop *)
- AREA STREETS CLOSED FOR NEW DEVELOPMENT
- PROPOSED METROLINK ROUTE****
- INTERSTATE TRAFFIC
- COMMUTER ROUTES
- LOCAL TRAFFIC ROUTES WITH IMPROVED STREETScape*
- ALLOWABLE TRUCK ROUTES*
- LIGHT INDUSTRIAL ACTIVITY NODES

TRAFFIC RECOMMENDATIONS

1. 22ND STREET ACCESS TO HIGHWAY. ***
2. ONE-WAY PAIRING TO BE DEVELOPED. ***
3. ELIMINATE TRUCK ROUTES THROUGH NEIGHBORHOODS.*
4. CONSIDERATION FOR BRIDGE TO END AT TUCKER BLVD.**
5. RE-ESTABLISH NORTH-SOUTH COMMUTER ROUTE ON TO 14TH ST.*
6. LIMIT THROUGH STREET TRAFFIC TO MINIMIZE CROSSING METROLINK TRACK*
7. DIVERT TRUCKS TO USE BRANCH ST. TO N. BROADWAY.*
8. IMPROVE STREETS FOR TRUCK USE.*
9. NEW BRIDGE WILL IMPROVE TRUCK ACCESS TO RIVERFRONT INDUSTRIAL.**
10. NEW ST. LOUIS AVE. HIGHWAY RAMP.**
11. STREET OPENED TO TRAFFIC.*
12. STREET OPENED TO TWO-WAY TRAFFIC.*
13. NEW SCHOOL BUS DROP-OFF
14. NEW 18TH ST EXTENSION*
15. STREET CLOSED TO TRUCK TRAFFIC

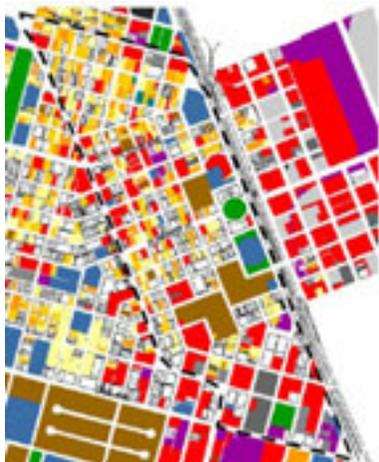
* PROPOSED BY PROJECT TEAM
 ** PROPOSED BY MODOT/IDOT
 *** PROPOSED BY CITY/MODOT
 **** PROPOSED BY EAST WEST GATEWAY COORDINATION COMMITTEE

Old North St. Louis Focus Area

neighborhood: it will take over seven city blocks, re-route streets, and increase through-traffic in the area. The new bridge raises some visual and environmental concerns for the residential sections. (The Mississippi River Crossing Plan as depicted here is subject to change based on the new Mississippi Crossing Plan for the bridge.)

Bus routes run the perimeter of the neighborhood, along North Florissant Avenue, Cass Avenue, St. Louis Avenue, North 9th, North 10th, and North 11th Streets; and diagonally through the interior, hitting North Market Street. The Walnut Park bus line runs on Blair Avenue north of Madison St.

Old North St. Louis Neighborhood



Existing Land Use



Existing Zoning



Planning Issues

- Historic significance of the area
- Major commuter routes form the neighborhood boundaries on three sides of the neighborhood
- 14th Street Mall and St. Louis Avenue
- North Market Street Boulevard and pedestrian linkage to the Near North Riverfront
- New Mississippi River Crossing
- Potential retail development along N. Florissant

The Old North St. Louis neighborhood has a long and proud history in the City of St. Louis.

Neighborhood association activities have helped

bring about positive improvements in the community in the form of housing rehabilitation and restoration. Crown Candy Kitchen has been the anchor of the St. Louis Avenue and 14th Street Mall area for many years.

The development of the North Florissant corridor will create many opportunities for retail development and will increase the market demand for residential housing. New infill housing should be developed in the areas bounded by St. Louis Avenue to the north and North Florissant to the west. The neighborhoods should be buffered from development and a minimal number of North Florissant Avenue crossings should be developed to avoid con-

flict with the MetroLink development.

The opening of the 14th Street Mall should encourage reinvestment in this area and create a unique shopping and dining district within the Ward. Careful selection of site furnishings to celebrate the historic significance of this area should be considered. Light industrial development is feasible in areas adjacent to the new bridge development. Displaced businesses may find a home through the reuse of vacant buildings near I-70 and the future bridge development in the Old North St. Louis neighborhood.

This is an area with a long and important architectural history. This report is recommending building types to reflect this complexity and long history.



Property Ownership



Vacant Land

Areas in black indicate vacant parcels.

(Chapter 16—addresses the recommended building styles for this area) The commercial area along North Florissant will feature a mixed use building type and the renovation of historically important buildings fronting St. Louis Ave. and Cass Ave. These renovations are meant to provide a “window” into the history of the neighborhood.

A portion of the Old North St. Louis neighborhood has been included in the recommendations for the Columbus Square neighborhood given the location of the new Mississippi River Crossing to be developed in this area. The bridge will serve as a physical barrier and the project team has felt it is more appropriate to make recommendations for this portion of ONSL with the Columbus Square neighborhood.

Recommendations for Development Districts

(see District Map on the following page)

ON-1

The general boundaries for ON-1 are:

North: Palm Street,

East: Blair Avenue,

South: Wright Street,

West: North Florissant

The area is located within the Old North St. Louis (Murphy-Blair) National Register Historic District and primarily consists of residential development.

Recommendations

- Many of the blocks which are existing 25’ lots are characterized as having vacant parcels requiring new infill residential development. If

there is a new subdivision development with replatting, sub-dividable 50’ lots are allowable. (Building Types A, B and C. See Chapter 16 for specific building types with specific lots)

- The northwest corner of this district provides the visual terminus to the St. Louis Place Park to the south. It is recommended that landscape and visual improvements be made to the existing White Castle Restaurant.
- The closing of Wright Street and 19th Street along North Florissant is recommended to avoid unwanted through traffic.

ON-2

The general boundaries for ON-2 are:

North: the alley south of Wright Street,

East: Hadley Street and I-70, the alley between 13th and 14th Street

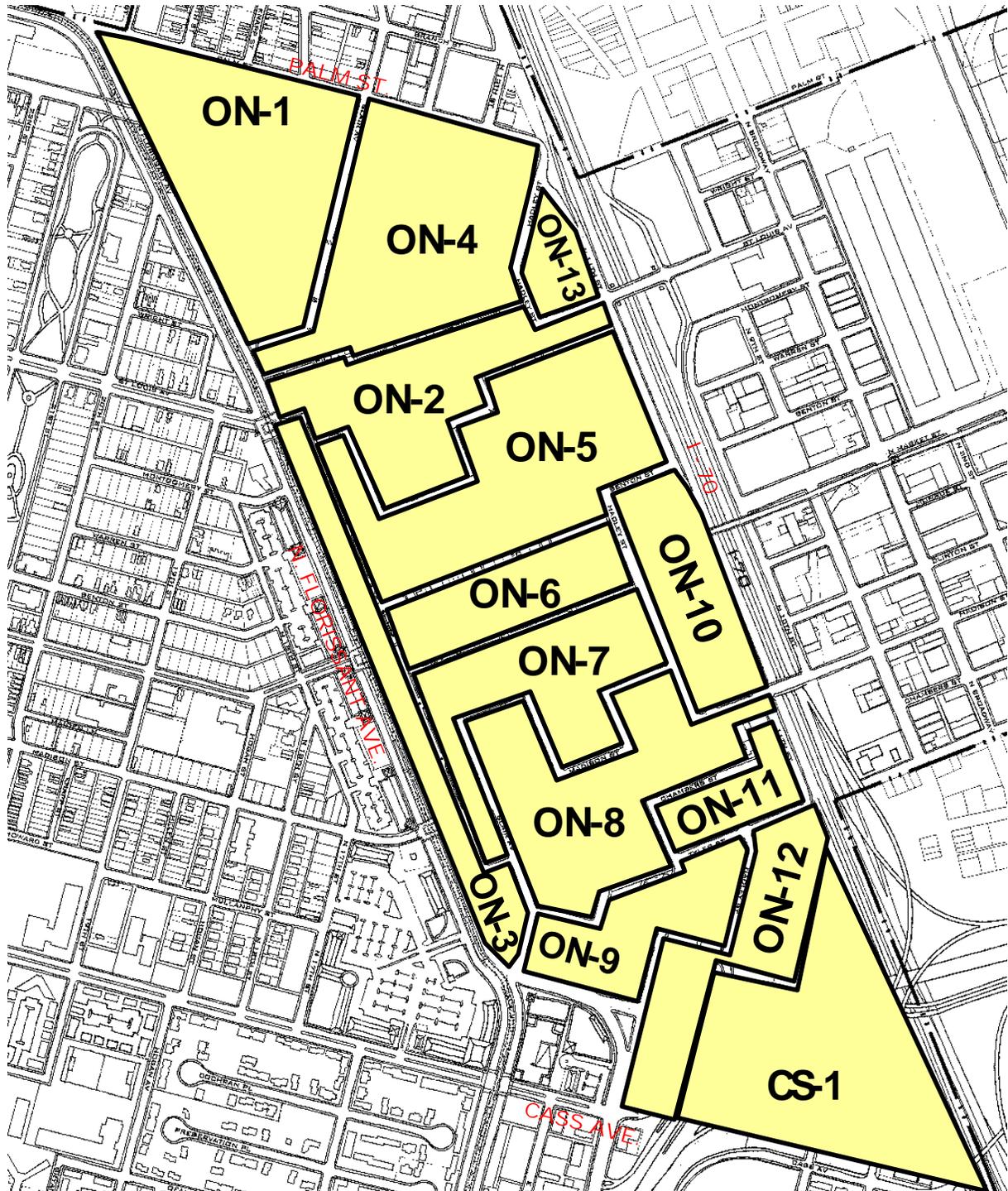
South: St. Louis Ave., the alley just south of St. Louis Ave., Montgomery St. and Warren St.

West: Blair Ave., North Florissant Ave., and the alley in between.

This area is well known for the St. Louis Avenue and 14th Street Mall shopping district, which includes the popular Crown Candy Kitchen. It is located within the Old North St. Louis (Murphy-Blair) National Register Historic District.

Recommendations

- St. Louis Avenue and a portion of 14th Street south to Warren Street is to receive a new



Old North St. Louis Development Districts
See Map Appendix



streetscape renovation entailing period light fixtures, landscaping, and new paving treatments. The revitalization of this area is critical for neighborhood retail and dining opportunities. 14th Street and the crossing at Montgomery Street should be reopened for vehicular traffic.

- Two-story infill mixed-use development is recommended. The development allows for opportunities of 65,000 SF of retail/office and restaurant on the first floor. There are opportunities for 40 apartments or other commercial on the second floor. Building Type H which allows for either apartments or other commercial above the commercial/retail is recommended.
- Single family infill opportunities also exist. (Building Types B and C. See Chapter 16 for specific building type with specific lot size)
- Utilize ornamental monuments to architecturally define the portion of Old North St. Louis between North Florissant and the new bridge crossing at I-70.
- Parking for visitors should be accommodated both on the street and behind buildings and should be well-designed to accommodate ornamental features such as walls and columns. It is recommended that commercial vehicles should not be allowed along St. Louis Avenue to avoid conflicts with pedestrians and given the narrow width of the road in this area.

ON-3

The general boundaries for the ON-3 are:

North: St. Louis Ave., Chambers Street
East: alley between N. Florissant Ave. and Blair Ave., Blair Ave.

South: Mullanphy Street

West: N. Florissant Ave.

The western border of Old North St. Louis fronts North Florissant and the future MetroLink extension from downtown. It is located within the Old North St. Louis (Murphy-Blair) National Register Historic District.

Recommendations

- This linear 7.8-acre district is proposed for mixed-use development. Existing historical brick buildings should remain if future MetroLink plans can be accommodated. The existing buildings will help to define the proposed mixed-use infill.
- Recommend two and a half story buildings with 60' retail depths to provide opportunity for 105,000 SF of retail/commercial within seven buildings and a 140 potential apartments above. (Building Type H) Small retail stores, restaurants and service-oriented businesses will provide a unique opportunity for lively development along North Florissant.
- The buildings should allow for pedestrian connections from North Florissant into ONSL and parking to the east.
- There are two MetroLink stops proposed. The

East/West Gateway Coordinating Council proposed a stop at the intersection of Blair and North Florissant/Mullanphy. The project team proposes a stop at the intersection of St. Louis Avenue and North Florissant. This stop would allow for additional stimulation to the local economy by providing opportunities for small retail/commercial services development.

- On-street parking should be provided along North Florissant.
- Through streets should be reduced to North Florissant to accommodate a more pedestrian friendly and safer environment in combination with MetroLink.
- North Market Street is the midpoint of this district and should be identified with neighborhood markers, signage, or other ornamental features.
- The southern end of the district will provide parking lot opportunity as well as a transfer station for Bi-State buses for the MetroLink.
- The development should be mixed-use development along North Florissant. (Building Type H)

ON-4

The general boundaries for ON-4 are:

North: Palm St., Wright St.

East: Hadley Street

South: the alley just south of Wright Street

West: N. Florissant Ave., Blair St.

It is located within the Old North St. Louis (Murphy-

Blair) National Register Historic District.

Recommendations

- This predominantly residential area should consist of 25-30' wide lots, providing the opportunity for 30 infill homes. (Building Types A, B and C. See Chapter 16 for specific building type with specific lot size)
- All the properties on the south side of Palm and fronting Palm should be used for industrial purposes. This would be consistent with the industrial uses on the north side of Palm. The area is also accessible to I-70. (Building Type J)

ON-5

The general boundaries for ON-5 are:

North: the alley just south of the St. Louis Ave., Warren St., and Montgomery St.

East: 11th St./I-70

South: Benton St., the alley just south of Benton St.,

West: the alley between North Florissant Ave. and Blair Ave., Blair Ave., the alley between

13th

St. and 14th St., and 13th St.

South of the St. Louis Avenue and 14th Street commercial district is a primarily residential enclave that includes the Grace Hill campus and elderly housing. Varied lot sizes are used within the existing residential fabric. This area is primarily characterized by mostly vacant blocks with some sporadic commercial uses. This area is located within the Old North St. Louis (Murphy-Blair) National Register Historic District.



Recommendations

- There is opportunity for residential infill on these existing 25 foot wide lots. If there is a new subdivision development with re-platting, new sub-dividable 50 foot wide lot sizes are allowable. (Building Types A, B and C. See Chapter 16 for specific building type with specific lot size)
- No removal of existing structures is recommended.

ON-6

The general boundaries for ON-6 are:

North: the alley just north of North Market St.

East: Hadley St.

South: the alley just south of North Market St.,

West: the alley between N. Florissant Ave. and Blair

Ave.

This area of North Market Street currently has a landscape median down the middle of the street, providing a pedestrian-friendly environment that terminates at Jackson Park to the east. This area is located within the Old North St. Louis (Murphy-Blair) National Register Historic District.

Recommendations

- This narrow district should become the catalyst for a pedestrian spine that runs the entire east-west length of the Fifth Ward, linking the various neighborhood districts. This important feature allows for a prominent housing style defined as Building Type G.

- Consideration should be given to additional beautification in the form of paving treatments, lighting, and new landscape to help unify this corridor.

ON-7

The general boundaries for ON-7 are:

North: the alley just north of Monroe St.

East: Hadley St., N. 13th St.

South: Clinton St., Madison St., the alley just south of Monroe St., Chambers St.

West: Blair Ave., 14th St., the alley east of N. Florissant Ave.

This mostly vacant area was previously residential in use.

Recommendations

- In keeping with the goals of the community, providing more residential development is desired. Where new subdivisions are contemplated, parcels re-platted for 50' widths are allowed. (Building Types A, B and C. See Chapter 16 for specific building type with specific lot size)
- This area should continue to repopulate the ONSL community, allowing more users for the adjacent neighborhood commercial areas.

ON-8

The general boundaries for ON-8 are:

North: the alley just north of Clinton St., Madison St., Clinton St.

East: Hadley St., I-70, N. 13th St., N. 14th St.

South: Howard St., Madison St., Chambers Ave.

West: Blair Ave.

Located in the southern portion of ONSL, the newly renovated Bristol Place and the Murphy Blair Apartments are located here. Other users in this area are light industrial. This area is not located within the Old North St. Louis (Murphy-Blair) Historic District. Hy-Cee is located along Blair and Madison and currently has plans to close Clinton Street to the north and expand on to half of an existing residential block. The existing trucking company along Chambers St. has been considered a nuisance by adjacent residents due to idling trucks along the street and trucking traffic. This neighborhood will benefit as a result of improved transportation and retail development, and infill housing to the north.

Recommendations

- No changes to the district are recommended.

ON-9

The general boundaries for ON-9 are:

North: Howard St., Tyler St.

East: Hadley St., N. 13th St.

South: Howard St., Mullanphy St.

West: N. 14th St./ Blair Ave.

This small district is home to the Mullanphy Immigrant Home and is defined primarily by the Mullanphy National Historic Register District. Currently, light industrial, single-family homes, and offices are located within this district.

Recommendations

- The existing buildings should be preserved for a variety of developments.
- Any infill development in this district should be a mixed-use type and should be sensitive to the historic nature of this area. (Building Type H)
- There is a potential for 16,000 SF of mixed-use development within the vacant parcels and consideration should be given for restorations.

ON-10

The general boundaries for ON-10 are:

North: Benton St.

East: 11th St./I-70

South: Madison St.

West: Hadley St.

Jackson Park, Webster School, and Grace Hill

Neighborhood Services define this unique district.

Recommendations

- Consolidation of the park and school property is proposed.
- With the development of the proposed Mississippi River crossing, 11 Street will no longer be a viable commuter route into downtown. Missouri Department of Transportation has made recommendations for this area which include maintaining the roadway near the school. The project team recommends taking a closer look at this area to consider developing a greenspace buffer between the school and the highway
- Screening/buffering should occur along the I-70



and the neighborhood edges to mitigate the sound and to enhance those areas.

- Webster School currently cues 8 buses along this street which will require a new drop-off along Madison Street. Large expanses of asphalt and roadways and the 3 warehouses within this district should be returned to park land, benefiting Webster School.
- Jackson Park serves as the east-west terminus to Market Street and provides pedestrian access via a pedestrian bridge crossing to the Near North Riverfront. This important connection should be carefully considered during the new bridge construction as potential connection to the riverfront bike trail.

ON-11

The general boundaries for ON-11 are:

North: Chambers St., just south of Hadley St.

East: 11th St./I-70

South: Tyler St.

West: N. 13th St.

This area is defined by the SS. Cyril and Methodius National Register Historic District.

Recommendations

- It is recommended that the historic district expands to the west to capture a small block bounded by Chambers St. to the north, Hadley St. to the east, Tyler Street to the south, and 13th Street to the west.
- Infill residential is recommended. Where new

subdivision developments are contemplated, parcels re-platted for 50' widths are allowed, yielding 21 new units. (Building Types A, B and C)

- Screening/buffering should occur along the I-70 and light industrial edges to mitigate the sound and to enhance those areas.

ON-12

The general boundaries for ON-12 are:

North: Tyler St.

East: N. 11th St., Hadley St.

South: Howard St., Cass Ave.

West: N. 13th St., Hadley St.

The area is defined by the new bridge development.

(The Mississippi River Crossing Plan as depicted here is subject to change based on the new Mississippi River Crossing Plan for the bridge.) This existing district is currently divided by the abandoned railway that transitions on to grade from the existing trestle, thus limiting its development potential. Upon construction of the new Mississippi River Bridge, the removal of this structure will occur, leading to the development of new light industrial parcels.

Recommendations

- An approximately 5.6 acre site should be created for light industrial uses at the Northeast corner of the district. (Building Type J) This area will provide good transitions on the southern border of Old North St. Louis to the highway interchange.

- Removal of the existing residence may be required to develop light industrial infill.

ON-13

The general boundaries for ON-13 are:

North: N/A

East: N. 11th St./I-70

South: St. Louis Ave.

West: Hadley St.

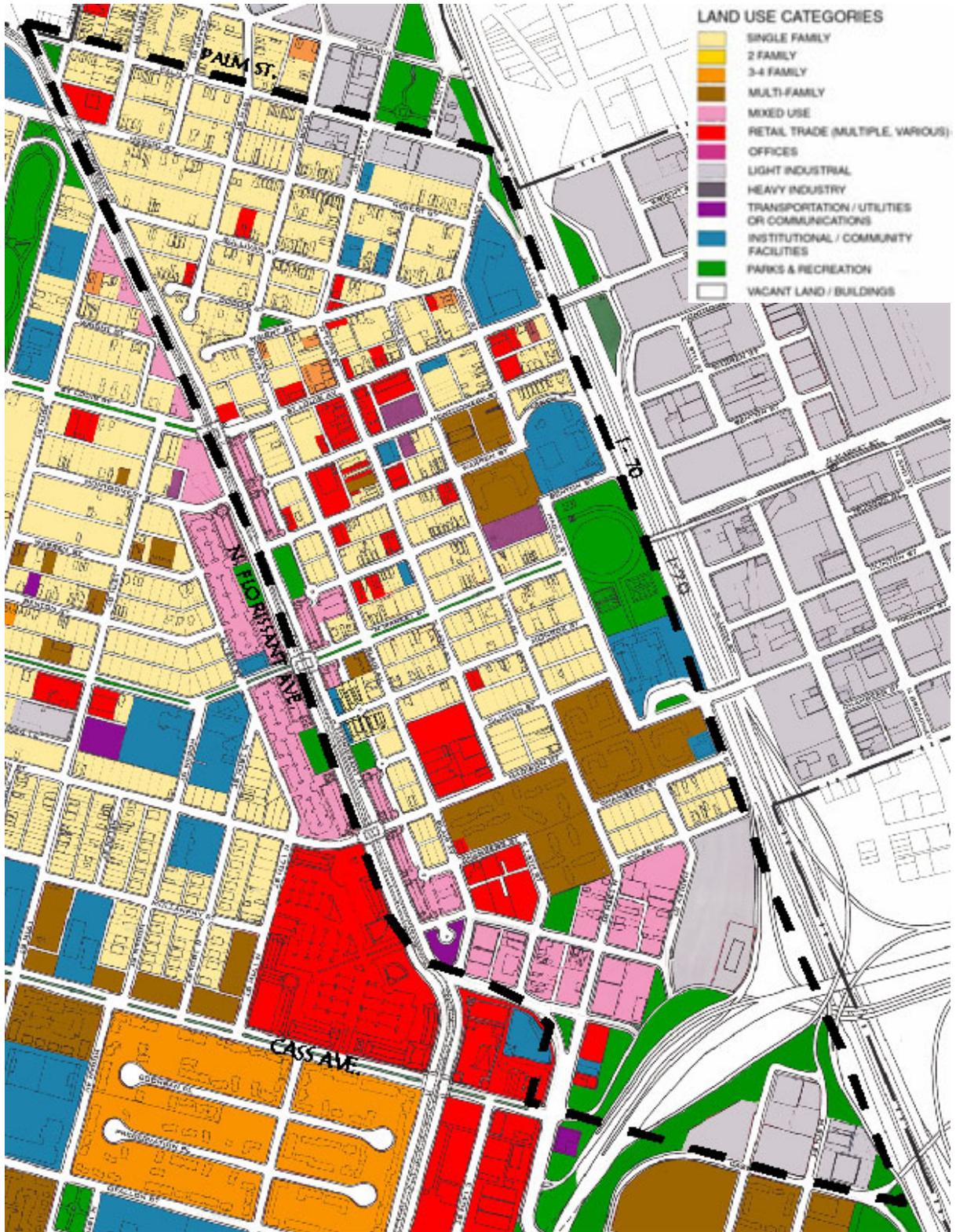
This area includes the Ames School.

Recommendations

- No changes to the district are recommended.

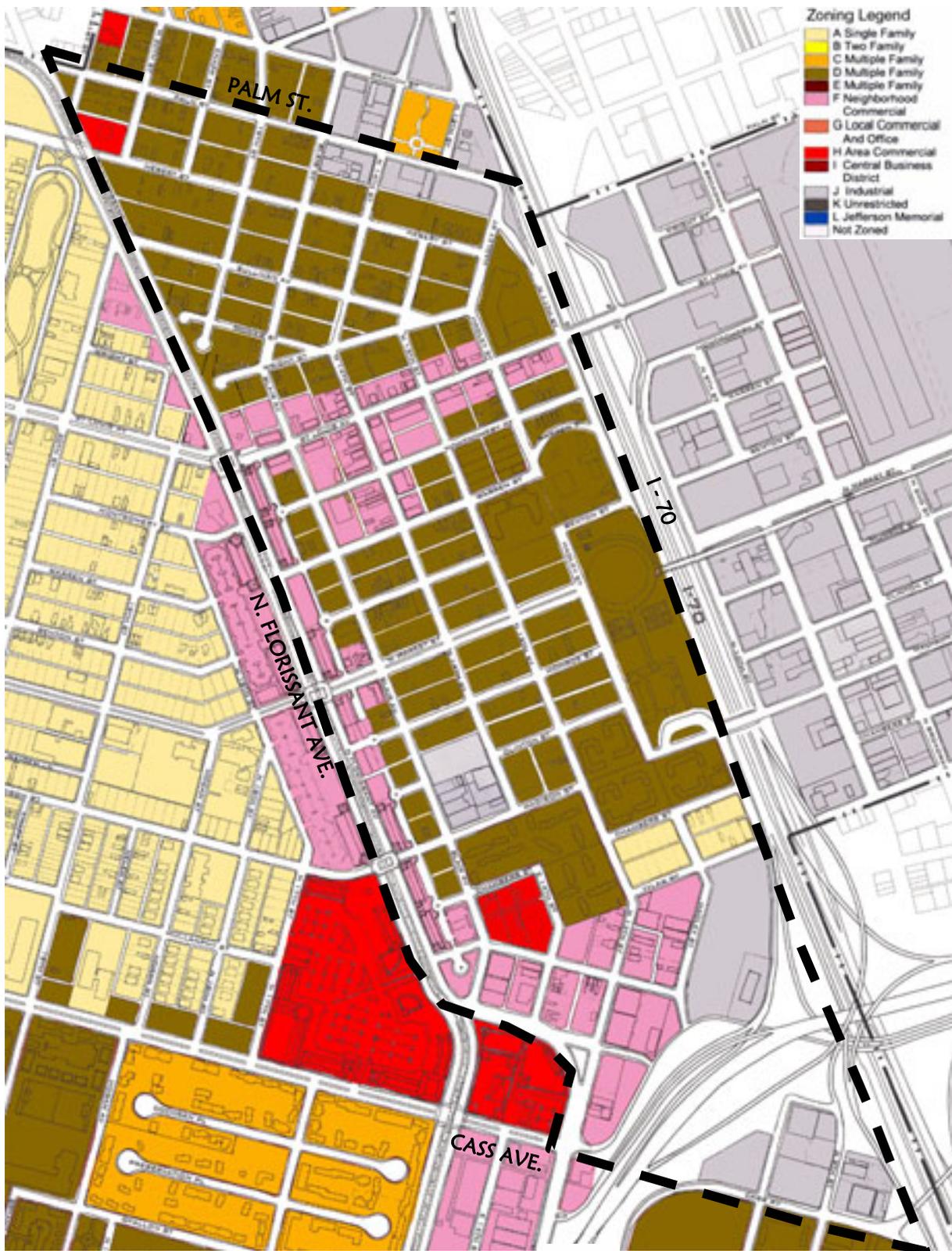
See Chapter 22 of the Appendix for all chapter maps including the entire Proposed Land Use map and the Proposed Zoning map.

Old North St. Louis Focus Area



Proposed Land Use





Zoning Legend

Yellow	A Single Family
Light Yellow	B Two Family
Orange	C Multiple Family
Dark Orange	D Multiple Family
Brown	E Multiple Family
Pink	F Neighborhood Commercial
Light Pink	G Local Commercial And Office
Red	H Area Commercial
Dark Red	I Central Business District
Grey	J Industrial
Light Grey	K Unrestricted
Blue	L Jefferson Memorial
White	Not Zoned



Proposed Zoning



Cost Summary and Detailed Analysis

The following page lists the individual districts within the neighborhood focus area and provides the following information:

- Project Component
- Unit Cost Estimate
- Total District Development Cost Estimate
- Amount of Government Controlled Land
- Financing Options
- Environmental Site Considerations

These components have been selected and listed together to indicate the potential projects and costs to develop the district recommendations. The amount of government controlled land and environmental site conditions also impact the potential costs of development and have therefore been included in this discussion. Financing options for funding the proposed projects are also indicated.

Old North St. Louis*				Private	Public	% Private	% Public
Total Projected Development Expense of District ON-1	\$	9,275,000	\$	6,500,000	2,775,000	70.1%	29.9%
Total Projected Development Expense of District ON-2		9,168,750		8,131,250	1,037,500	88.7%	11.3%
Total Projected Development Expense of District ON-3		23,875,000		19,968,750	3,906,250	83.6%	16.4%
Total Projected Development Expense of District ON-4		5,537,500		4,530,000	1,007,500	81.8%	18.2%
Total Projected Development Expense of District ON-5		7,643,750		5,810,000	1,833,750	76.0%	24.0%
Total Projected Development Expense of District ON-6		5,356,250		4,540,000	816,250	84.8%	15.2%
Total Projected Development Expense of District ON-7		8,737,500		7,250,000	1,487,500	83.0%	17.0%
Total Projected Development Expense of District ON-8		-		-	-		
Total Projected Development Expense of District ON-9		2,375,000		1,500,000	875,000	63.2%	36.8%
Total Projected Development Expense of District ON-10		2,118,750		-	2,118,750	0.0%	100.0%
Total Projected Development Expense of District ON-11		2,843,750		2,285,000	558,750	80.4%	19.6%
Total Projected Development Expense of District ON-12		11,082,500		9,800,000	1,282,500	88.4%	11.6%
Total Projected Development Expense of District ON-13		-		-	-		
Total Development Costs	\$	88,013,750	\$	70,315,000	17,698,750	79.9%	20.1%

* See individual district tables for cost summary and detailed analysis.



Total Land Area of District - 17 Acres		DISTRICT ON-1		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>										
Vacant Land Area of District	Acres				10					
Land Acquisition Costs	Acres				10	\$ 50,000	\$ 500,000	Private	\$ 500,000	\$ -
Consolidation of Parcels	Each			N/A		-		Private		
Infrastructure Repairs/Improvements	Acres				24	50,000	1,200,000	Public		1,200,000
Parcels Requiring Environmental Site Remediation	Each				5	N/A				
Estimated Buildings to be Removed/Demolished	Each				0	15,000		Private		
Existing Structures to Remain (Fair Condition)	Each				44	10,000	440,000	Private	440,000	
Existing Structures to Remain (Poor Condition)	Each				26	20,000	520,000	Private	520,000	
Existing Structures (Very Poor Condition Condition)	Each				2	40,000	80,000	Private	80,000	
Estimated Existing Structures to be Relocated	Each				0	80,000		Private		
Proposed New Housing Units	D.U.				52	90,000	4,680,000	Private	4,680,000	
						Sub-Total	\$ 7,420,000		\$ 6,220,000	\$ 1,200,000
Development Fee (5% of construction costs) *							371,000		311,000	60,000
Soft Costs (20% of construction costs) *							1,484,000		1,244,000	240,000
Total Projected Development Expense of District ON-1 **							\$ 9,275,000		\$ 7,775,000	\$ 1,500,000
*Note: Relocation of Park would only occur if Industrial Developer could fund and provide relocation for 4 Homes										
Government Controlled Land										
City of St. Louis					.5 Acres					
LRA					8 Acres					
Financing Options										
TIF, COBG, MO Dept Finance Board Tax Credit, Sustainable Neighborhoods										
Sustainable Neighborhoods, 2004 Incentives										
Justine Peterson Housing and Reinvestment, Senior Home Security REIT, FNMA, MD Neighborhood Preservation Act										
Environmental Site Considerations By Type										
Dye-dryclean-envir					2					
Petrochemical Manufacturing					3					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.

Percent: 83.8%
 Adjusted Percent: 70.1%
 Adjusted Percent: 29.9%



Total Land Area of District - 11 Acres						
DISTRICT ON-2						
<i>Development Costs</i>						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	4				
Land Acquisition Costs	Acres	4	\$ 50,000	\$ 200,000	Public	\$ 200,000
Consolidation of Parcels	Each	N/A			Public	
Infrastructure Repairs/Improvements	Acres	11	50,000	550,000	Public	550,000
Parcels Requiring Environmental Site Remediation	Each	8	N/A			
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Public	-
Existing Structures to Remain (Fair Condition)	Each	10	10,000	100,000	Private	100,000
Existing Structures to Remain (Poor Condition)	Each	9	20,000	180,000	Private	180,000
Existing Structures to be Demolished (Very Poor Condition)	Each	2	40,000	80,000	Public	80,000
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Public	-
Historic Infill Commercial w/ Apartments above (Mixed Use)	S.F.	65,000	85	5,525,000	Private	5,525,000
Reopen 14th street mall on all sides	L.S.	1	700,000	700,000	Private	700,000
			Sub-Total	\$ 7,335,000		\$ 6,505,000
Development Fee (5% of construction costs)*				366,750		325,250
Soft Costs (20% of construction costs)*				1,467,000		1,301,000
Total Projected Development Expense of District ON-2 **				\$ 9,168,750		\$ 8,131,250
					<i>Percent:</i>	88.7%
						11.3%
Government Controlled Land						
City of St. Louis		.5 Acres			<i>Adjusted</i>	\$ -
LRA		2 Acres			<i>Adjusted Percent</i>	\$ 1,037,500
						88.7%
						11.3%
Financing Options						
			Application			
TIF, CDBG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods			Infrastructure			
SLDC Revolving Loan Fund, Urban Enterprise Loan			Acquisition			
Justine Peterson Housing and Reinvestment, Senior Home Security			Existing Housing			
REIT, FHMMA, MDC Neighborhood Preservation Act			New Housing			
USDOOT Trust Fund			14th Street Mall			
Environmental Site Considerations By Type						
Petroleum Tanks		1				
Auto-machinery-envir		1				
Dye-dyecyclean-envir		3				
Gasoline Filling-station-envir		1				
Mineral Metal-mineral-process-envir		2				
Misc-envir		2				

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 7 Acres DISTRICT ON-3						
Development Costs	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	3				
Land Acquisition Costs	Acres	3	\$ 150,000	\$ 450,000	Public	\$ 450,000
Consolidation of Parcels	Acres	45	2,000	90,000	Public	90,000
Infrastructure Repairs/Improvements	Acres	7	50,000	350,000	Public	350,000
Parcels Requiring Environmental Site Remediation	Each	14	N/A			
Estimated Buildings to be Removed/Demolished ***	Each	21	15,000	315,000	Public	315,000
Existing Structures to Remain (Fair Condition)	Each	0	10,000	-	Private	-
Existing Structures to Remain (Poor Condition)	Each	0	20,000	-	Private	-
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Private	-
Existing Small Businesses and Residence to be Relocated	Each	12	160,000	1,920,000	Public	1,920,000
140 Apartments	D.U.	140	55,000	7,700,000	Private	7,700,000
Proposed Mixed-Use Development	S.F.	105000	75	7,875,000	Private	7,875,000
Off Street Parking	Stalls	400	1,000	400,000	Private	400,000
			Sub-Total	\$ 19,100,000		\$ 15,975,000
Development Fee (5% of construction costs) *				955,000		798,750
Soft Costs (20% of construction costs) *				3,820,000		3,195,000
Total Projected Development Expense of District ON-3 **				\$ 23,875,000		\$ 19,968,750
					<i>Percent:</i>	83.6%
Government Controlled Land						
City of St. Louis		.1 Acres				\$ -
LRA		1.5 Acres			<i>Adjusted</i>	\$ 19,968,750
					<i>Adjusted Percent</i>	83.6%
Financing Options		Application				
TIF, COBG, MID Dept Finance Board Tax Credit, Sustain. Neighborhoods		Infrastructure				
SLDC Revolving Loan Fund, Urban Enterprise Loan		Acquisition				
Justine Peterson Housing and Reinvestment, Senior Home Security		Existing Housing				
REIT, FNMA, MID Neighborhood Preservation Act		New Housing				
USDOT Trust Fund		Off Street				
Environmental Site Considerations By Type						
Hazardous Waste Generator		2				
Petroleum Tanks		1				
Air-als		1				
State-LUST_SWDP_WPCP		1				
Auto-machinery-envir		4				
Gasoline Filling-station-envir		4				
Petrochemical-manuf-envir		1				
***Note: Building Should remain unless widening of North Florissant is necessary to accommodate Metrolink.						

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 16 Acres DISTRICT DN-4							
<i>Development Costs</i>							
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Vacant Land Area of District	Acres	4	\$ -	\$ -			
Land Acquisition Costs	Acres	4	\$ 25,000	\$ 100,000	Private	\$ 100,000	\$ -
Consolidation of Parcels	Each	N/A			Private		
Infrastructure Repairs/Improvements	Acres	14	50,000	700,000	Public		700,000
Parcels Requiring Environmental Site Remediation	Each	8	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Private		
Existing Structures to Remain (Fair Condition)	Each	63	10,000	630,000	Private	630,000	
Existing Structures to Remain (Poor Condition)	Each	13	20,000	260,000	Private	260,000	
Existing Structures to Remain (Very Poor Condition)	Each	1	40,000	40,000	Private	40,000	
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Private		
Proposed New Housing	D.U.	30	90,000	2,700,000	Private	2,700,000	
			Sub-Total	\$ 4,430,000		\$ 3,730,000	\$ 700,000
Development Fee (5% of construction costs)*				221,500		186,500	35,000
Soft Costs (20% of construction costs)				886,000		746,000	140,000
Total Projected Development Expense of District DN-4 **				\$ 5,537,500		\$ 4,662,500	\$ 875,000
					<i>Percent:</i>	84.2%	15.8%
Government Controlled Land							
LRA		2 Acres			<i>Adjusted</i>	\$ 4,530,000	\$ 1,007,500
					<i>Adjusted Percent</i>	81.8%	18.2%
<i>Financing Options</i>							
		Application					
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustain. Neighborhoods		Infrastructure Acquisition					
SLDC Revolving Loan Fund, Urban Enterprise Loan		Ex. Housing					
Justine Peterson Housing and Reinvestment, Senior Home Security REIT, FNMA, MD Neighborhood Preservation Act		New Housing					
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Petroleum Tanks		1					
Auto-machinery-envir		2					
Dye-dryclean-envir		1					
Mineral/Metal-mineral-process-envir		2					
Misc-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 18 Acres DISTRICT DN-5		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>								
Vacant Land Area of District	Acres	5				Private	\$ 125,000	\$ -
Land Acquisition Costs	Acres	5		\$ 25,000	125,000	Private		
Consolidation of Parcels	Each	N/A				Private		
Infrastructure Repairs/Improvements	Acres	18		50,000	900,000	Public		900,000
Parcels Requiring Environmental Site Remediation	Each	11		N/A				
Estimated Buildings to be Removed/Demolished	Each	0		15,000	-	Private		
Existing Structures to Remain (Fair Condition)	Each	43		10,000	430,000	Private	430,000	
Existing Structures to Remain (Poor Condition)	Each	5		20,000	100,000	Private	100,000	
Existing Structures to Remain (Very Poor Condition)	Each	6		40,000	240,000	Private	240,000	
Estimated Existing Structures to be Relocated	Each	0		60,000	-	Private		
Proposed New Housing	D.U.	48		90,000	4,320,000	Private	4,320,000	
				Sub-Total	\$ 6,115,000		\$ 5,215,000	\$ 900,000
Development Fee (5% of construction costs)*				305,750			260,750	45,000
Soft Costs (20% of construction costs)*				1,223,000			1,043,000	180,000
Total Projected Development Expense of District DN-5 **					\$ 7,643,750		\$ 6,518,750	\$ 1,125,000
						<i>Percent:</i>	85.3%	14.7%
Government Controlled Land								
City of St. Louis		.5 Acres					\$ 708,750	
LRA		3 Acres				<i>Adjusted</i>	\$ 5,810,000	\$ 1,833,750
						<i>Adjusted Percent</i>	76.0%	24.0%
Financing Options								
TIF, COBG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods			Application					
SLDC Revolving Loan Fund, Urban Enterprise Loan			Infrastructure					
Justine Peterson Housing and Reinvestment, Senior Home Security			Acquisition					
REIT, FIMMA, MCO Neighborhood Preservation Act			Ex. Housing					
			New Housing					
Environmental Site Considerations By Type								
Petroleum Tanks				1				
Auto-machinery-envir				2				
Dye-dye/clean-envir				2				
Petrochemical-manuf-envir				6				

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 6 Acres DISTRICT DM-6		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>								
Vacant Land Area of District	Acres	3						
Land Acquisition Costs	Acres	3	\$	25,000	\$ 75,000	Private	\$ 75,000	\$ -
Consolidation of Parcels	Each	N/A				Private		
Infrastructure Repairs/Improvements	Acres	6		50,000	300,000	Public		300,000
Parcels Requiring Environmental Site Remediation	Each	11		N/A				
Estimated Buildings to be Removed/Demolished	Each	0		15,000	-	Private		
Existing Structures to Remain (Fair Condition)	Each	15		10,000	150,000	Private	150,000	
Existing Structures to Remain (Poor Condition)	Each	6		20,000	120,000	Private	120,000	
Existing Structures to Remain (Very Poor Condition)	Each	1		40,000	40,000	Private	40,000	
Estimated Existing Structures to be Relocated	Each	0		60,000	-	Private		
Proposed New Housing	D.U.	18		200,000	3,600,000	Private	\$ 3,600,000	\$ 300,000
				Sub-Total	\$ 4,285,000		\$ 3,985,000	\$ 300,000
Development Fee (5% of construction costs)*					214,250		199,250	15,000
Soft Costs (20% of construction costs)**					857,000		797,000	60,000
Total Projected Development Expense of District DM-6**					\$ 5,356,250		\$ 4,981,250	\$ 375,000
						<i>Percent:</i>	93.0%	7.0%
Government Controlled Land								
City of St. Louis		.05 Acres					\$	441,250
LRA		2 Acres				<i>Adjusted</i>	\$ 4,540,000	\$ 816,250
						<i>Adjusted Percent</i>	84.8%	15.2%
Financing Options								
TIF, COBG, MD Dept Finance Board Tax Credit, Sustain. Neighborhoods			Application					
SLDC Revolving Loan Fund, Urban Enterprise Loan			Infrastructure					
Justine Peterson Housing and Reinvestment, Senior Home Security			Acquisition					
REIT, FINMA, MD Neighborhood Preservation Act			Ex. Housing					
			New Housing					
Environmental Site Considerations By Type								
Auto-machinery-envir			2					
Dye-dye/lean-envir			1					
Gasoline Filling-satation-envir			2					
Land Funeral-cemetery-envir			1					
Mineral/Metal-mineral-process-envir			2					
Misc-envir			2					
Petrochemical-manuf-envir			1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 10 Acres		Units	Quantity	Unit Cost	Estimated Cost of Costs	Private or Public	Private Costs	Public Costs
DISTRICT ON-7								
<i>Development Costs</i>								
Vacant Land Area of District	Acres	8						
Land Acquisition Costs	Acres	8	\$	25,000	\$ 200,000	Private	\$ 200,000	\$ -
Consolidation of Parcels	Each	N/A				Private		
Infrastructure Repairs/Improvements	Acres	10		50,000	500,000	Public		500,000
Parcels Requiring Environmental Site Remediation	Each	8	N/A					
Estimated Buildings to be Removed/Demolished	Each	0		15,000	-	Private		
Existing Structures to Remain (Fair Condition)	Each	11		10,000	110,000	Private		
Existing Structures to Remain (Poor Condition)	Each	11		20,000	220,000	Private	110,000	
Existing Structures to Remain (Very Poor Condition)	Each	5		40,000	200,000	Private	220,000	
Estimated Existing Structures to be Relocated	Each	0		60,000	-	Private		
Proposed New Housing	D.U.	64		90,000	5,760,000	Private	5,760,000	
			Sub-Total		\$ 6,990,000		\$ 6,490,000	\$ 500,000
Development Fee (5% of construction costs)*					349,500		324,500	25,000
Soft Costs (20% of construction costs)*					1,398,000		1,298,000	100,000
Total Projected Development Expense of District ON-7 **					\$ 8,737,500		\$ 8,112,500	\$ 625,000
						<i>Percent:</i>	92.8%	7.2%
Government Controlled Land								
LRA			2 Acres			<i>Adjusted</i>	\$ 7,250,000	\$ 862,500
						<i>Adjusted Percent</i>	83.0%	17.0%
Financing Options								
TIF, CDBG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods			Application					
SLDC Revolving Loan Fund, Urban Enterprise Loan			Infrastructure Acquisition					
Justine Peterson Housing and Reinvestment, Senior Home Security			Ex. Housing					
REIT, FNMA, MD Neighborhood Preservation Act			New Housing					
Environmental Site Considerations By Type								
Hazardous Waste Generator			1					
Petroleum Tanks			1					
Ais-afs			1					
Auto-machinery-envir			1					
Dye-dyoclean-envir			1					
Gasoline Filling-satation-envir			1					
Mineral Metal-mineral-process-envir			2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 17 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Public Responsibility	Private Costs	Public Costs
DISTRICT ON-8							
<i>No Development Recommendations are Proposed for this District</i>							
Vacant Land Area of District (Keep for Light Ind. Expansion)	Acres	1					
Parcels Requiring Environmental Site Remediation	Each	14					
Government Controlled Land							
LRA		6 Acres					
Financing Options							
		Application					
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Petroleum Tanks		1					
Auto-sfs		1					
Federal-CERCLA-RCRA		1					
Auto-machinery-envir		4					
Gasoline Filling-satation-envir		1					
Misc-envir		2					
Petrochemical-manuf-envir		3					



Total Land Area of District - 8 Acres		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT DN-9								
<i>Development Costs</i>								
Vacant Land Area of District	Acres	1						
Land Acquisition Costs	Acres	1	\$	50,000	\$ 50,000	Public	\$	\$ 50,000
Consolidation of Parcels	Each	N/A				Public		
Infrastructure Repairs/Improvements	Acres	5		50,000	250,000	Public		250,000
Parcels Requiring Environmental Site Remediation	Each	5	N/A					
Estimated Buildings to be Removed/Demolished	Each	0		15,000	-	Public		
Existing Structures to Remain (Fair Condition)	Each	4		10,000	40,000	Private		40,000
Existing Structures to Remain (Poor Condition)	Each	3		20,000	60,000	Private		60,000
Existing Structures to Remain (Very Poor Condition)	Each	0		40,000	-	Private		
New Pocket Park	Acers	0.5		800,000	400,000	Public		400,000
Estimated Existing Structures to be Relocated	Each	0		60,000	-	Public		
Infill Historic Retail	S.F.	10000		110	1,100,000	Private	\$ 1,100,000	\$ 700,000
				Sub-Total	\$ 1,900,000		\$ 1,200,000	\$ 700,000
Development Fee (5% of construction costs)*					95,000		60,000	35,000
Soft Costs (20% of construction costs)*					380,000		240,000	140,000
Total Projected Development Expense of District DN-9**					\$ 2,375,000		\$ 1,500,000	\$ 875,000
						<i>Percent:</i>	63.2%	36.8%
Government Controlled Land								
LRA			8 Acres					
Financing Options								
			Application				<i>Adjusted Percent</i>	
TIF, COBG, MD Dept Finance Board Tax Credit, Sustain. Neighborhoods			Infrastructure					
SLDC Revolving Loan Fund, Urban Enterprise Loan			Acquisition					
Justine Peterson Housing and Reinvestment, Senior Home Security			Ex. Housing					
REIT, FIMMA, MD Neighborhood Preservation Act			New Housing					
2004 Incentives, Sustainable Neighborhoods, Philanthropy			Pocket Park					
Environmental Site Considerations By Type								
Mineral/Metal-mineral-process-envir			2					
Misc-envir			1					
Petrochemical-manuf-envir			2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 7 Acres						
DISTRICT DM-10						
<i>Development Costs</i>						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	2				
Land Acquisition Costs	Acres	0.5	\$ 50,000	\$ 25,000	Public	\$ -
Consolidation of Parcels	Each	N/A			Public	\$ 25,000
Infrastructure Repairs/Improvements	Acres	7	50,000	350,000	Public	-
Parcels Requiring Environmental Site Remediation	Each	6	N/A			
Estimated Buildings to be Removed/Demolished (warehouse)	Each	3	40,000	120,000	Public	-
Existing Structures to Remain (Fair Condition)	Each	0	10,000	-	Private	-
Existing Structures to Remain (Poor Condition)	Each	0	20,000	-	Private	-
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Private	-
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Public	-
Improvements to Jackson Square Park	Lump Sum	1	800,000	800,000	Public	-
Improvements to Blewett School Site Work	Lump Sum	1	400,000	400,000	Public	-
			Sub-Total	\$ 1,695,000		\$ -
Development Fee (5% of construction costs)*				84,750		-
Soft Costs (20% of construction costs)*				339,000		-
Total Projected Development Expense of District DM-10**				\$ 2,118,750		\$ -
					<i>Percent:</i>	0.0%
Government Controlled Land						
City of St. Louis		2 Acres				\$ -
LRA		.5 Acres				\$ -
					<i>Adjusted Percent</i>	0.0%
						100.0%
Financing Options						
TIF, COBG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods	Application					
SLDC Revolving Loan Fund, Urban Enterprise Loan	Infrastructure					
Justine Peterson Housing and Reinvestment, Senior Home Security	Acquisition					
REIT, FIMMA, MD Neighborhood Preservation Act	Ex. Housing					
2004 Incentives, Sustainable Neighborhoods, Philanthropy	New Housing					
Corporate Philanthropy	Pocket Park					
	School					
Environmental Site Considerations By Type						
State-LUST_SwDP_wPCP		1				
Auto-machinery-envir		1				
Gasoline Filling-satation-envir		1				
Misc-envir		2				
Petrochemical-manuf-envir		1				

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 4 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT ON-11							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	3					
Land Acquisition Costs	Acres	3	\$ 25,000	\$ 75,000	Private	\$ 75,000	\$ -
Consolidation of Parcels	Each	N/A			Private		
Infrastructure Repairs/Improvements	Acres	4	\$ 50,000	\$ 200,000	Public		200,000
Parcels Requiring Environmental Site Remediation	Each	3	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	\$ 15,000	\$ -	Private		
Existing Structures to Remain (Fair Condition)	Each	9	\$ 10,000	\$ 90,000	Private		
Existing Structures to Remain (Poor Condition)	Each	4	\$ 20,000	\$ 80,000	Private	80,000	
Existing Structures to Remain (Very Poor Condition)	Each	3	\$ 40,000	\$ 120,000	Private	120,000	
Estimated Existing Structures to be Relocated	Each	0	\$ 60,000	\$ -	Private		
Proposed New Housing Units	D.U.	19	\$ 90,000	\$ 1,710,000	Private	1,710,000	
Buffering along I-70 to Enhance Residential Areas	N/A				Public		
			Sub-Total	\$ 2,275,000		\$ 2,075,000	\$ 200,000
Development Fee (5% of construction costs) *			\$	\$ 113,750		103,750	10,000
Soft Costs (20% of construction costs) *			\$	\$ 455,000		415,000	40,000
Total Projected Development Expense of District ON-11 **				\$ 2,843,750		\$ 2,593,750	\$ 250,000
					<i>Percent:</i>	91.2%	8.8%
Government Controlled Land							
LPRA		1 Acre			<i>Adjusted/</i>	\$ 2,265,000	\$ 308,750
					<i>Adjusted/Percent</i>	80.4%	19.6%
Financing Options							
TIF, COBAG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods							
SLDC Revolving Loan Fund, Urban Enterprise Loan							
Justine Peterson Housing and Reinvestment, Senior Home Security							
PREIT, FNMA, MO Neighborhood Preservation Act							
Environmental Site Considerations By Type							
Gasoline Filling-satation-envir		1					
Petrochemical-manuf-envir		2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 9 Acres DISTRICT ON-12	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	5					
Land Acquisition Costs	Acres	6	\$ 50,000	\$ 300,000	Public	\$ -	\$ 300,000
Consolidation of Parcels	Each	13	2,000	26,000	Public	-	26,000
Infrastructure Repairs/Improvements	Acres	12	50,000	600,000	Public	-	600,000
Parcels Requiring Environmental Site Remediation	Each	19	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Public	-	-
Existing Structures to Remain (Fair Condition)	Each	4	10,000	40,000	Public	-	40,000
Existing Structures to Remain (Poor Condition)	Each	3	20,000	60,000	Public	-	60,000
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Public	-	-
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Public	-	-
Light Industrial (Total Land Area)	Acres	5.6	1,400,000	7,840,000	Private	7,840,000	-
			Sub-Total	\$ 8,866,000		\$ 7,840,000	\$ 1,026,000
Development Fee (5% of construction costs)*			443,300			392,000	51,300
Soft Costs (20% of construction costs)*			1,773,200			1,568,000	205,200
Total Projected Development Expense of District ON-12 **				\$ 11,082,500		\$ 9,800,000	\$ 1,282,500
					<i>Percent:</i>	88.4%	11.6%
Government Controlled Land							
City of St. Louis		2 Acres				\$ -	-
LRA		1 Acres			<i>Adjusted</i>	\$ 9,800,000	\$ 1,282,500
					<i>Adjusted Percent</i>	88.4%	11.6%
Financing Options							
					Application		
TIF, CDBG, MO Dept Finance Board Tax Credit, Sustain. Neighborhoods					Infrastructure		
SLDC Revolving Loan Fund, Urban Enterprise Loan					Acquisition		
Justine Peterson Housing and Reinvestment, Senior Home Security					Ex. Housing		
MO First, SBA 504, SLDC Revolving Loan, Urban Enterprise Loan					Lt. Industrial		
Environmental Site Considerations By Type							
Petroleum Tanks		1					
State-LUST_SWDP_WPCP		1					
Auto-machinery-envir		7					
Mineral/Metal-mineral-process-envir		2					
Misc-envir		5					
Petrochemical-manuf-envir		3					

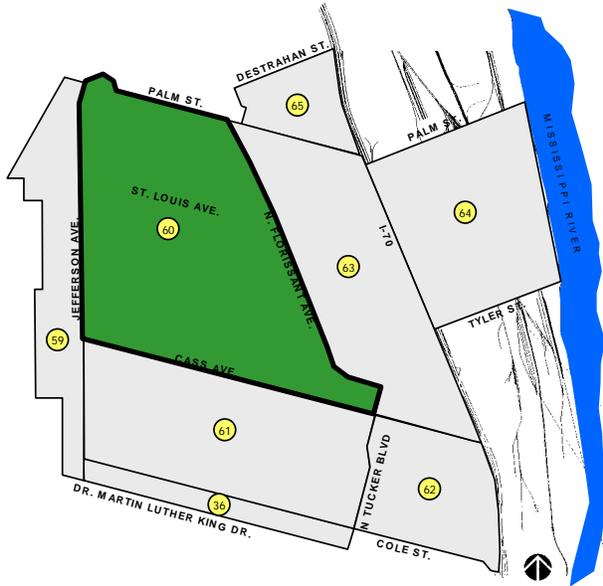
* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 3 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT ON-13							
<i>Amer. School - No development recommendations for this area</i>							
Parcels Requiring Environmental Site Remediation		3					
Government Controlled Land							
Miscellaneous / Semi-public Land		.05 Acre					
Financing Options		Application					
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Auto-machinery-envir		1					
Misc-envir		1					



St. Louis Place Focus Area



History ¹

Saint Louis Place was a fashionable neighborhood in the mid-to-late 19th-century, particularly around St. Louis Avenue. Many larger residences were built along this street in the 1850s and then around St. Louis Place Park in the 1880s. Despite the general deterioration of the neighborhood, the eastern side of St. Louis Place has retained a great deal of its housing stock as well as many noteworthy places of interest. The former James Clemens, Jr. House, located at 1849 Cass Avenue, is an unusual example of extensive cast iron use in residential architecture. The Columbia Brewery (built in 1891) is located nearby, which in 1907 joined with other breweries to produce IBC Root Beer during Prohibition as the Independent Brewing Corporation. Together, the area around these two landmarks was named an Historic District in the National Register in 1984. Pre-

viously, the City's LRA had purchased most of the brewery property by the 1970s; McCormack-Baron redeveloped large areas as housing in the late 1980s. In 1986, the boundaries of the Clemens House/ Columbia Brewery Historic District were expanded to include some industrial buildings, additional housing stock, and the Zion Lutheran Church and Community Center (built between 1895-1909). Just west of the Clemens house and the district boundaries are the historic, but deteriorated, Mullanphy Apartments.

Built in 1889-90, the St. Liborius Parish is a city landmark eligible for listing as a National Historic Landmark and is located within the Clemens House/ Columbia Brewery National Register District, and contains the original church building, convent, and priests' house.

The Blair School, on Rauschenbach Avenue, was listed in the National Register in 1983. It has since been developed as a multifamily residential building.

Located along Cass Avenue are two historic financial institutions, the old Cass Bank and the Pulaski Savings Bank (formerly the Cruden Branch Library).

Today, many groups are redeveloping this district as well as the surrounding area. The western half of St. Louis Place has suffered more abandonment and demolition than the eastern half; however, potential National Historic Register properties such as the Christ Baptist Church on Lismore Street will help motivate preservation and maintenance of this incredibly rich area.

¹ See Chapter 21 in the Appendix for citations of historical data.

St. Louis Place Demographic Profile

The 1990 U.S. Census reported that 3,799 people resided in St. Louis Place. This number represented approximately 34% of the 11,049 residents in the Fifth Ward. Claritas Inc. estimated that 2,703 people would reside in St. Louis Place by 2002, which represents a 29% decrease in the population.

When the population was examined by race, 3,354 African-Americans, 420 Whites and 23 people of another race (Other) lived in St. Louis Place in 1990. From 1990 to 1997 it was projected that approximately 2,882 African-Americans (a decrease of 14%), 189 Whites (a decrease of 55%), and 14 Others (a decrease of 39%) lived in the neighborhood.

An examination of the population by age from 1990 to 2002 resulted in the following projections:

- Residents under 5 years of age will decrease by 32 % (from 408 in 1990 to 277 in 2002).
- Residents between 5 and 17 years of age will decrease by 27% (from 932 in 1990 to 678 in 2002).
- Residents between 18 and 29 years of age will decrease by 37% (from 790 in 1990 to 495 in 2002).
- Residents between 30 and 64 years of age will decrease by 24% (from 1,336 in 1990 to 1,015 in 2002).
- Residents 65 years and older will decrease by 29% (from 333 in 1990 to 238 in 2002).

In most of the age groups, female residents outnumbered the male. In 1990, the number of female resi-

dents registered at 2,022 compared to 1,777 male residents. By 2002 it is estimated that 1,415 females and 1,288 males will reside in St. Louis Place.

The 1990 Census data reported that elementary school was the highest level of educational attainment reached by 20% of the residents in St. Louis Place. Another 30% completed some high school, while 25% had a high school degree and 12% completed some college course work. Approximately 7% of the residents completed college.

In 1990, the majority of the households in St. Louis Place were headed by a female (432). Another 274 households headed by females included children. There were 257 married couple families and 144 married couples with children in the neighborhood. Approximately 124 of the households were comprised of one person 65 years of age and older.

The majority of the residents in 1990 were employed. The U.S. Census reported that 561 females were employed versus 136 who were unemployed. There were 497 employed males versus 169 unemployed males. Of those who were employed, 32% were employed in sales, technical and administrative positions and 30% in service occupations. The median household income in the neighborhood was \$14,186, in 1990. It is predicted that by 2002 the median household income will be \$22,208.

There were 1,691 unit structures in St. Louis Place in 1990. Detached one-unit structures comprised 25% of the structures, 24% were 2 unit structures, and 23% were 3 to 4 unit structures. Only 5% of the structures had 50+ units. Of the 1,691 units in the neighborhood 30% were vacant.

In 1990, homeowners occupied approximately 447 of the homes in St. Louis Place. Approximately 76% of the homeowners were African-American and 22% were White. The average housing value in the area was \$28,015 and the average rent \$383.

Crime data from 1998 reported a total of 519 incidents of crime in St. Louis Place. Crimes against property represented 74% of the incidents and crimes against persons represented 26% of the total incidents.

Community

St. Louis Place, like Carr Square and Columbus Square, is mostly residential with a commercial area along Jefferson Avenue. It is served by a number of educational, religious, and social organizations. The Blewett Middle School is located in the neighborhood, as well as the Zion Lutheran Church and Community Center, the St. Liborius Parish, and Greeley Presbyterian Church, Community Center, and Theater, Karen House, the Youth and Family Center, Little Sisters, Grace Baptist Church, and the Grace Hill Children's Center. There is also a youth detention center, Regional Youth Center, located in the area.

Physical Context

The following pages will illustrate and discuss the physical conditions and other planning issues within the neighborhood. The development of this existing framework will lead into the recommendations for the districts of this neighborhood. The charts and

illustrations on the following pages highlight key existing condition issues in the neighborhood.

Housing

The housing developments of St. Louis Place include Betty's Walk, Mullanphy Place, Murphy Park Phase II, the Brewery Place Apartments, the Historic Benton Apartments, and the Pruitt-Igoe Development Corporation's Phoenix project.

In general, there exists a wide array of housing types and styles, siting, size, and materials. Although the townhome and rowhouse are common to the area, larger, detached homes are also present, especially along the park and on St. Louis Avenue. The quality of the housing ranges from good to poor.

With respect to housing types, there may be a three-story townhome, a 1 ½ - story ranch, and a two-story 'modern' shotgun house on the same block. An early attempt at infill development involved a two-story, two-bay box varying only in exterior cladding options. Recently, developers have introduced suburban ranch types to the neighborhood. These homes, with their street front garages, consume space between buildings and generally alter the historic character of St. Louis Place.

Some projects have successfully renovated older buildings in keeping with a coherent neighborhood identity.

Currently, the developments of Mullanphy Place and Betty's Walk constitute the major reconstruction efforts in St. Louis Place. Mullanphy Place, located



Light industry, manufacturing, neighborhood retail, and warehousing can be found in the area. Newer commercial structures in this area of the Ward tend to be steel-frame or concrete, and for the most part, single-story, boxlike structures. Many older, brick, multi-level industrial buildings are still operative, but suffering from deferred maintenance. However, a number of these buildings are unoccupied and often condemned.

Public Spaces

St. Louis Place Park, comprised of three sections, is the largest park in the Fifth Ward. The northern section sits below street level, creating a sense of intimacy within the park. There is a large playground at the north end of the section, with a separate swing set, one ball field, several picnic tables, and a barbeque pit. The perimeter path loops around this section and is widely used by the neighborhood. The middle section also sits below street level and is accessible by steps leading down to a central path through its interior. At the heart of this section are a restroom facility and a sprinkler structure for play in indeterminate condition. The southern section of the park, once the site of the city reservoir, now supports paved basketball courts and appears to get a considerable amount of use. The park, despite some typical maintenance concerns, is overall a prominent feature of the neighborhood. The neighbors would benefit from additional benches and improved lighting.

There is a small fenced playground at 22nd and Montgomery Streets across from the historical Oc-

tagonal Kindergarten that is currently used by the Grace Hill Children's Center.

In general, the landscaping in St. Louis Place is average for the ward. Along St. Louis Avenue, the landscaping is pleasant and simple, but even the park spaces could use more greenery. Sidewalks are serviceable in most areas, but have been overgrown with grass in areas of high vacancy. Lighting, as in the rest of the ward, is unsatisfactory and requires maintenance and improvements.

Vacancy is especially a concern for St. Louis Place. However, underdeveloped land is particularly attractive to large industrial enterprises; accordingly, they have been previously zoned by the city to accommodate these uses.

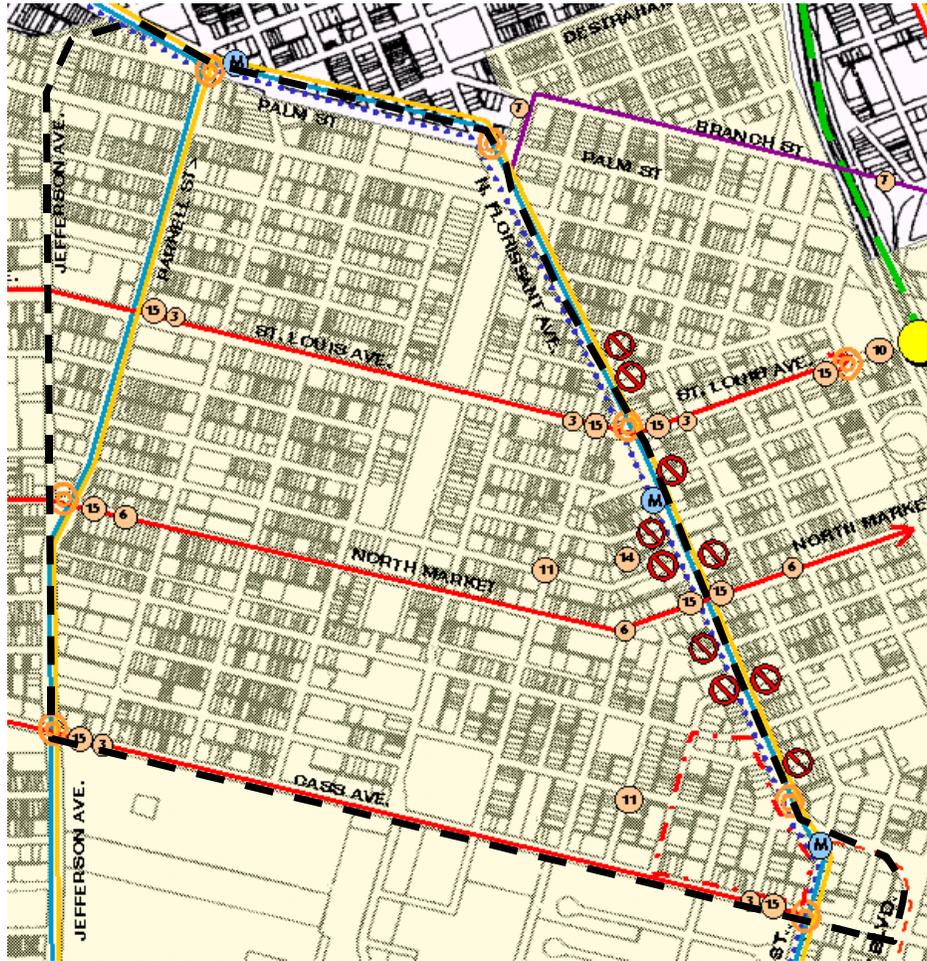
Circulation

Despite the history of varied development in St. Louis Place, the street grid remains relatively intact and hierarchical. Two factors affect the proper flow of traffic between Jefferson and Cass Avenues, both main thoroughfares in the ward. Firstly, the inconsistent use of two-way and four-way stop signs is confusing. Secondly, roadblocks have been set up in areas where developers have invested and contribute to the fragmentation of the street plan.

The proposed MetroLink route will cut across North 14th Street and will service the eastern edge of the neighborhood along North Florissant Avenue.

The new Mississippi River crossing will possibly impact the southeast corner of the neighborhood.

Proposed Circulation



LEGEND

- STREETS CLOSED
- IMPROVED INTERSECTION / PEDESTRIAN CROSSINGS *
- HIGHWAY ACCESS **
- PROPOSED METROLINK STOP**** (St. Louis Ave stop *)
- AREA STREETS CLOSED FOR NEW DEVELOPMENT
- PROPOSED METROLINK ROUTE****
- INTERSTATE TRAFFIC
- COMMUTER ROUTES
- LOCAL TRAFFIC ROUTES WITH IMPROVED STREETSCAPE *
- ALLOWABLE TRUCK ROUTES *
- LIGHT INDUSTRIAL ACTIVITY NODES

TRAFFIC RECOMMENDATIONS

1. 22ND STREET ACCESS TO HIGHWAY.***
2. ONE-WAY PAIRING TO BE DEVELOPED. ***
3. ELIMINATE TRUCK ROUTES THROUGH NEIGHBORHOODS. *
4. CONSIDERATION FOR BRIDGE TO END AT TUCKER BLVD. **
5. RE-ESTABLISH NORTH-SOUTH COMMUTER ROUTE ON TO 14TH ST. *
6. LIMIT THROUGH STREET TRAFFIC TO MINIMIZE CROSSING METROLINK TRACK. *
7. DIVERT TRUCKS TO USE BRANCH ST. TO N. BROADWAY. *
8. IMPROVE STREETS FOR TRUCK USE. *
9. NEW BRIDGE WILL IMPROVE TRUCK ACCESS TO RIVERFRONT INDUSTRIAL. **
10. NEW ST. LOUIS AVE HIGHWAY RAMP. **
11. STREET OPENED TO TRAFFIC. *
12. STREET OPENED TO TWO-WAY TRAFFIC. *
13. NEW SCHOOL BUS DROP-OFF
14. NEW 18TH ST EXTENSION*
15. STREET CLOSED TO TRUCK TRAFFIC

* PROPOSED BY PROJECT TEAM
 ** PROPOSED BY MODOT/IDOT
 *** PROPOSED BY CITY/MODOT
 **** PROPOSED BY EAST WEST GATEWAY COORDINATION COMMITTEE

Table 10-2

Building Status and Condition

Data

Spring 2000

Condemned—Condemned by the City of St. Louis

Vacant—Appeared boarded or otherwise unable to be occupied.

Good—Well-maintained, sound structure.

Fair—Sound structure, reasonable condition, may need repairs or regular maintenance to preserve or improve building condition.

Poor—In need of repair, lack of regular maintenance. In danger of degrading further without maintenance and repairs on a regular basis.

Very Poor—Buildings in need of immediate and extensive repair or renovation. If properties are not repaired, designation on the City’s Condemned property list should be considered.

Building Status and Condition Data	
Single, 2, 3-4, and Multiple Unit Dwellings	
Number of Condemned Units	137
Number of Vacant Units	162
Number of Existing Building Condition—Good	74
Number of Existing Building Condition—Fair	496
Number of Existing Building Condition—Poor	186
Number of Existing Building Condition—Very Poor	34
Total	1089
Retail / Commercial, Light Industry, Heavy Industry, and Office Structures	
Number of Condemned Units	21
Number of Vacant Units	28
Number of Existing Building Condition—Good	13
Number of Existing Building Condition—Fair	53
Number of Existing Building Condition—Poor	28
Number of Existing Building Condition—Very Poor	8
Total	151
Transportation / Communications / Utilities Structures	
Number of Condemned Units	0
Number of Vacant Units	0
Number of Existing Building Condition—Good	0
Number of Existing Building Condition—Fair	3
Number of Existing Building Condition—Poor	0
Number of Existing Building Condition—Very Poor	0
Total	3
Institutional / Community Structures	
Number of Condemned Units	1
Number of Vacant Units	1
Number of Existing Building Condition—Good	10
Number of Existing Building Condition—Fair	12
Number of Existing Building Condition—Poor	2
Number of Existing Building Condition—Very Poor	0
Total	26



St. Louis Place Focus Area

The plan for the bridge crossing as depicted here may change based on the bridge planning process.

Bus routes in the area service the major axes of St. Louis Place: North 20th Street, St. Louis Avenue, North Market Street, Parnell Street, Cass Avenue, North Florissant Avenue, and Palm Street.

St. Louis Place Neighborhood Planning Issues

- High parcel vacancy
- Numerous ongoing design and construction efforts
- St. Louis Place Park
- Adjacency to North Florissant Avenue and proposed MetroLink expansion

- Historically significant buildings and districts

The St. Louis Place neighborhood is the largest of the four neighborhoods located entirely within the boundaries of the Fifth Ward. It also has the highest percentage of vacant land in the entire ward at nearly 45%. Many single-family residences are located within this area, although light industrial uses have begun to appear within the community as well as along the fringes bordering Jefferson Avenue.

St. Louis Place Park provides a spectacular ‘front yard’ for residences along Rauschenbach Avenue and 21st Street. Opportunities for infill housing on a larger scale exist here, providing wonderful views of one of the City of St. Louis’s linear parks.



Existing Land Use



Existing Zoning

MetroLink expansion is proposed for North Florissant Avenue and this will serve as an opportunity for new mixed use, commercial, and residential development. St. Louis Place needs a more modern style of mixed-use development architecture to complement similar developments in Old North St. Louis. Transitional zoning is an important consideration when moving from areas of light industrial and retail commercial on the neighborhood fringes into the heart of the residential core.

In the areas surrounding the Christ Baptist Church, Building Types A, B and C are appropriate choices because these reflect the original structures. Along St. Louis Ave., Building Type F is an appropriate

design because of the large lawns and structures that are currently present. The homes fronting St. Louis Place Park will receive a Building Type G because it reflects the original style and size of home that front the park. In the balance of the area of St. Louis Place, Building Types D and E are planned to take advantage of the current market trend of larger lawns and garages accessed from the alley. Chapter 16—Design Standards will provide additional information.

Recommendations for Development Districts

(see District Map on the following page)

SP-1



LEGEND

- PLANNED INDUSTRIAL EXPANSION AUTHORITY (PIEA)
- CITY OF ST. LOUIS
- LAND CLEARANCE FOR REVITALIZATION AUTHORITY (LCRA)
- LAND REUTILIZATION AUTHORITY (LRA)
- OTHERS

 **Property Ownership**



 **Vacant Land**
Areas in black indicate vacant parcels.

The general boundaries for SP-1 are:

North: Palm St./Natural Bridge Ave.

East: Parnell St.

South: the alley between Dodier St. and University St.

West: Jefferson Ave., Lismore St.

Recommendations

- Due to the quantity of existing homes and surrounding light industrial uses, lot sizes require variation to accommodate conditions. Current surrounding land uses are primarily residential, thus consolidating all of the open vacant parcels to single-family residential would serve to restore the density in this area.
- Provide 33 new units with varied lots sizes from 25-50' widths. (Building Types A, B and C. See Chapter 16 for specific building type with specific lot size)
- Christ Baptist Church—eligible for National Historic Register.

SP-2

The general boundaries for SP-2 are:

North: Hebert St.

East: Lismore St.

South: Sullivan Ave.

West: Jefferson Ave.

Recommendations

- Develop a 2.3-acre parcel for light industrial

uses. This area would lend itself to a low-impact user such as warehousing, storage, residential storage, or other non-disruptive use given its adjacency to residential.

(Building Type J)

- Requires relocation of two existing homes and may require demolition to develop the full parcel.

SP-3

The general boundaries for SP-3 are:

North: the alley between Dodier St. and University St.

East: Parnell St.

South: N/A

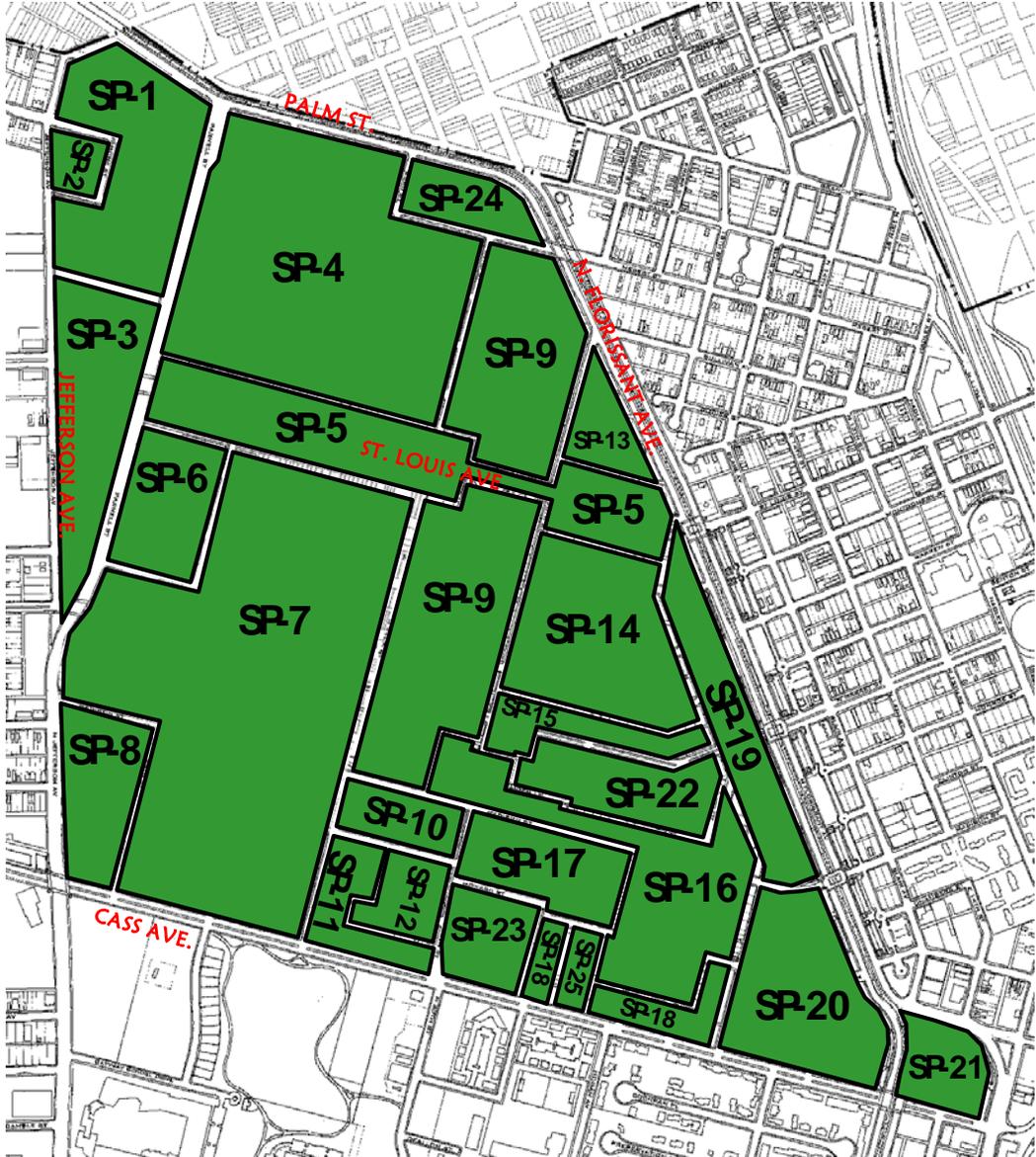
West: Jefferson Ave.

The Warner-Jenkins industrial development is located on the west side of Jefferson in the JVL neighborhood. This industrial development provides good transition and good access to both Jefferson Ave. and Parnell with access to regional transportation routes (Interstates 40 and 44 from Jefferson Ave.).

Recommendations

- Provides the opportunity for an aggregation of light industrial property totaling 15.1 acres. (Building Type J)
- The relocation of 7 homes and some demolition may be necessary.

SP-4



St. Louis Place Development Districts
See Map Appendix



The general boundaries for SP-4 are:

North: Palm St., Hebert St.

East: 22nd St., 23rd St.

South: the alley between University St. and St. Louis Ave.

West: Parnell St.

This area is characterized by mostly vacant blocks that provide opportunities for new single-family homes.

Recommendations

- This area provides one of the largest opportunities for new single-family homes in the St. Louis Place neighborhood.
- Develop 102 new homes on 50' to 60' lots. (Building Type D)
- No demolition of existing homes is anticipated in this area to achieve development goal.

SP-5

The general boundaries for SP-5 are:

North: the alley between St. Louis Ave. and University St., St. Louis Ave..

East: Rauschenbach Ave., 20th St., and N. Florissant Ave.

South: the alley between St. Louis Ave. and Montgomery St., St. Louis Ave.

West: Parnell Ave.

The Black World History Wax Museum is in this area. This portion of St. Louis Avenue is eligible for the National Register of Historic Places and is char-

acterized by large single-family homes as well as institutional land uses. Some existing light industrial and commercial uses fall within this proposed corridor. It is currently used heavily by commercial vehicles to get to I-70. St. Louis Avenue is bisected by the St. Louis Place Park and continues east to the historic Old North St. Louis neighborhood. North and south of this area are park and residential land uses.

Recommendations

- St. Louis Avenue be restricted to local traffic use only and that traffic-calming opportunities be employed in the form of planted medians to provide beautification and prominence to this historical area and thus spur infill single family housing in the remaining parcels.
- 27 parcels would be available for infill housing. (Building Type F)
- Minimal demolition of existing homes are anticipated in this area to achieve development goal.

SP-6

The general boundaries for SP-6 are:

North: the alley between St. Louis Ave and Montgomery St.

East: 25th St.

South: Benton St.

West: Parnell St.

This area is comprised mainly of existing homes (single-family) with 25'-40' lot widths.

Recommendations

- This area provides opportunities for 18 infill housing units. (Building Types A—no subdividable lots, B and C. See Chapter 16 for specific building type with specific lot size)
- Demolition of 2 buildings and relocation of 2 businesses is anticipated in this area to achieve development goal.
- This area should be preserved as residential due to its adjacency to the proposed large land use development to the east and south. Both the north and west boundaries have existing and proposed light industrial land uses.

SP-7

The general boundaries for SP-7 are:

North: the alley between St. Louis Ave. and Montgomery St., Benton St.

East: 22nd St.

South: Cass Ave., Madison Ave.

West: Jefferson Ave./Parnell St., 25th St.

The area is composed of mostly vacant parcels (74% of the parcels are vacant in this area while 28 buildings are vacant) and land owned by Land Revitalization Authority (LRA), Land Clearance and Revitalization Authority (LCRA), and Planned Industrial Expansion Authority (PIEA).

Recommendations

- This large area allows for multiple points of connection to the surrounding neighborhoods

through pedestrian-friendly boulevards in the North Market corridor and provides a continuation of the linear north/south St. Louis Place Park. The entire eastern edge of the large land use will invite the public both visually and actively through the use of walking/bicycling trail.

- A large portion of this district should be used for a large land use (approximately 49 acres) and that use should be determined by any combination of the following: a. A subsequent revision to this Plan; b. Chapter 99/100/353 process; c. Community Unit Plan or Planned Unit Development. All of these will be subject to future review and determination by the Planning Commission. Specific large land use concepts have been presented in a previous Chapter. (See Executive Summary, Chapter 6 and Chapter 15 for details)

- No demolitions or relocations suggested at this time until further study is complete.
- These individual vernacular buildings should be listed on the National Historic Register: 2543 Maiden Ln., 2204 Howard St., 2310 and 2314 Madison St.
- This area is bisected by North Market Avenue. Boulevard and streetscape improvements should be considered as a component of this development.

SP-8

The general boundaries for SP-8 are:



St. Louis Place Focus Area

North: Madison St.

East: 25th St.

South: Cass Ave.

West: Jefferson Ave.

This area should be desirable because of the easy accessibility to Interstates 40 and 44. This 6-acre area is currently used for light industrial warehousing.

Recommendations

- Two of the buildings (Buster Brown Shoe Company Factory and Samuels Shoe Company Factory) are city landmarks eligible for National Historic listing.
- Continue to develop light industry uses in this district. (Building Type J)
- Vacant lots could be used for parking.
- The eastern and northern portions of this site front the proposed large land use and should be upgraded through landscape and ornamental fencing which would provide the appropriate visual link to the neighborhood.

SP-9

The general boundaries for SP-9 are

North: the alley just south of St. Louis Ave.,
St. Louis Ave.

East: 20th St., 21st St.

South: Madison St., the alley just south of N. Mar-

ket St.

West: 22nd St.

St. Louis Place Park, primary open space for the Fifth Ward, runs north to south from the intersection of Hebert and North Florissant and terminating at Madison Street to the south. The park is approximately 14 acres and is lined by institutional development and single-family homes.

Recommendations

- This district is a portion of a larger area recommended for inclusion on the National Register of Historic Places.
- The house at 2551 Maiden Lane should be listed on the National Historic Register.
- The park is divided by St. Louis Avenue and lends itself well to a housing style appropriate for fronting this unique park.
- Residential buildings should be developed. (Building Type G) The new lots will have garage access from 22nd Street to the west and 20th Street to the east, thus allowing for the necessary larger lots.
- Screening/buffering along 20th St./22nd St. is recommended.
- Thirty one parcels should be developed for new single-family homes.
- This important greenway provides a strong pedestrian link to the trail system and schools in

the southern portion of the ward.

- This development should be considered as an opportunity to enhance the park. A public / private partnership should be explored for maintaining the park. This will encourage continuity between the St. Louis Place Park and the surrounding redevelopment.

SP-10

The general boundaries for SP-10 are

North: Madison St.

East: 20th St.

South: Howard St.

West: 22nd St.

This is the site of the old Columbia Brewery that has been previously renovated for apartments. Located within a National Historic District, it is part of the recently completed Murphy Park Phase II development.

Recommendations

- No changes to the district are recommended.

SP-11

The general boundaries for SP-11 are:

North: Howard St., Mullanphy St., the alley just north of Cass Ave.

East: between N. 22nd St. and N. 20th St., N. 20th St.

South: Cass Ave

West: N. 22nd St.

There is existing light industrial development in this district.

Recommendations

- No changes to this district are recommended.

SP-12

The general boundaries for SP-12 are:

North: Howard St.

East: N. 20th St.

South: the alley between Mullanphy St. and Cass Ave., Mullanphy St.

West: between N. 20th St. and N. 22nd St.

There is an existing light industrial area on the west.

Recommendations

- Opportunity for Murphy Park Phase III development. This area would serve as an appropriate link between Phase I and II development to the south. (Building Types K1, K2)
- Consideration should be given to restoring the old Mullanphy Apartment building, which is eligible for listing in the National Register of Historic Places.

SP-13

The general boundaries for SP-13 are:

North: N/A

East: N. Florissant Ave.

South: the alley between Wright St. and St. Louis Ave.



West: 20th St.

Recommendations

- Residential and mixed uses are appropriate. 10 new single-family homes (Building Types D and E) or Mixed-Use (Building Type I) to be created.
- Mixed use should be appropriate for all the properties fronting Dodier St. and N. Florissant Ave. This area will be an appealing location adjacent to the proposed mixed-use district to the south along North Florissant Ave. Shopping and public transportation will be readily accessible.
- The remaining area should be residential.
- Adequate screening/buffering should be provided between mixed-use and residential.

SP-14

The general boundaries for SP-14 are:

North: the alley between St. Louis Ave. and Montgomery

East: proposed extension of 18th St.

South: the alley between Benton St. and N. Market St.

West: 20th St.

Within this area is the Betty’s Walk development. (See the Prior Plans and Proposals Section Four of the Appendix for more information.) Nineteen vacant buildings are on the City’s “Suggested Con-

demned” list.

Recommendations

- Develop 73 new single-family homes. (Building Types D and E) This is an opportunity to restore the density of this part of the neighborhood by developing a large pocket of new single family homes. This location is adjacent to nearby shopping and public transportation, yet is insulated from the activity along North Florissant.
- Proposed extension of 18th Street will serve as a buffer between the proposed retail development to the east.

SP-15

The general boundaries for SP-15 are:

North: the alley between Benton St. and N. Market St.

East: proposed extension of 18th St., half-way line between N. 19th St. and 20th St.

South: N. Market St. and the alley to the south

West: N. 20th St.

Recommendations

- 26 new single family homes to be created. (Building Type G) To achieve this, removal of some of the existing buildings that are vacant and in poor condition may be required.
- The development of a landscape median along North Market Street will create an improved



setting for new homes along the street. There is an opportunity to restore the density along the street using a unique style of housing to contrast other, nearby single-family and light industrial land uses. This style should provide visual linkage from the Old North neighborhood along North Market Street to the St. Louis Place neighborhood and will front the proposed boulevard streetscape improvements.

SP-16

The general boundaries for SP-16 are:

- North: the alley south of N. Market St., Maiden Ln., the alley just north of Madison St.
- East: 17th St., 18th St.
- South: Mullanphy St., the alley between Mullanphy St. and Cass Ave., Madison St.
- West: the alley west of Hogan St., N. 21st St., N. 18th St.

This area is occupied by the Mullanphy Place development (single family residential).

Recommendations

- 36 new market-rate single-family homes to be created. (Building Type D)
- This district is currently under development. New single family homes should be designed and built without front entry garages.
- Jackson School should be listed on the National Historic Register.

SP-17

The general boundaries for SP-17 are:

- North: Madison St.
- East: the alley between Helen St. and Hogan St.
- South: Mullanphy St. and Howard St.
- West: N. 20th St.

Recommendations

- This area is an extension of the Brewery Place development to the west and is characterized by rowhouse developments on 25’ lots. The existing architectural character should be maintained, lending itself to 48 new infill homes. (Building Types A—50’ sub-dividable only, B and C. See Chapter 16 for specific building type with specific lot size)

SP-18

The district is comprised of 2 separate tracts separated by the Clemens House (SP-25), but the general boundaries for SP-18 are:

- North: Mullanphy St., the alley north of Cass Ave.
- East: N. 17th St., the alley east of N. 19th St.
- South: Cass Ave.
- West: N. 19th St.

**Recommendations
(For Both Tracts)**

- This total 4.3 acre area is located north of Cass Avenue and is appropriately positioned for multifamily housing (Building Type K1,K2) and



should be considered for the Murphy Park Phase III development. There may be relocation and demolition of 2 existing homes.

- This area could potentially provide up to 70 units in various configurations including off-street parking. New housing should be similar in character to the other Murphy Park developments.
- The east border is along 17th Street and would provide a good transition for the proposed retail immediately to the east.

SP-19

The general boundaries for SP-19 are:

North: N/A

East: N. Florissant Ave.

South: Madison St.

West: N. 17th St. and the proposed extension of N. 18th St.

Recommendations

- Develop a mixed-use corridor in this 9.8-acre parcel that would be reconfigured to minimize curb cuts onto North Florissant. There may be relocations and demolitions needed to allow for the proposed development. This development will buffer from the heavily traveled North Florissant corridor with the single-family dwellings to the west.
- Provides 100,000 SF of ground level retail/commercial uses with the potential to expand for second-floor businesses. (Building Type I)

- The second and third floors provide the opportunity for 160 apartments.
- It is anticipated that these buildings would be minimum 60' in depth to optimize retail opportunities.
- Convenience shopping amenities as well as neighborhood commercial and storefront restaurants should be encouraged.
- This area is part of a larger development that is continued in the Old North St. Louis neighborhood and is referenced in district ON-3.
- Off-street parking is provided on the west side of the development and should meet the design standards. Landscape and lighting should be designed to control the aesthetics and buffer the adjacent residential development, but should not become a visual nuisance.

SP-20

The general boundaries for SP-20 are:

North: Madison St.

East: N. Florissant Ave., N. 14th St.

South: Cass Ave.

West: N. 17th St.

It is anticipated that the new Mississippi River bridge and the MetroLink expansion will add to the future marketability of the proposed facilities. (The Mississippi River Crossing Plan as depicted here is subject to change based on the bridge planning process.) Additionally, as the Downtown Now plan is



being implemented, providing new opportunities along Laclede's Landing and Washington Avenue, the need for retail and commercial uses will increase because of the increased population in this and adjacent areas. This location is strategically located at the heart of the developments already underway.

Recommendations

- One of the first developments within the Fifth Ward should be the development of a 14 acre commercial area, yielding 185,000 SF of ground-level retail and 21,000 SF of restaurant space (Building Type L). Minimal relocation and demolition may be necessary to assemble the commercial site.
- This retail development provides exceptional opportunity for a 60,000 SF retail anchor on the southwest corner of the property. This development is adjacent to the proposed MetroLink stop.
- Within the development is the Cass Avenue Bank, which should be listed on the National Register of Historic Places. It should be considered for a themed restaurant.
- Special consideration of the architectural character of this area should be taken, as well as the scale of the architecture with respect to pedestrians along North Florissant.
- It is imperative to provide a high level of landscape treatment within the development, including the parking lot areas to provide a clean,

beautified community.

SP-21

The general boundaries for SP-21 are:

North: N. Florissant Ave.

East: N. Tucker Blvd.

South: Cass Ave.

West: N. 14th St.

The area is well-defined by highly-traveled streets.

Recommendations

- It is recommended that a four-level, 500-car parking garage be constructed upon completion of the MetroLink expansion near the intersection of N. 14th Street and N. Florissant (at the northwest corner of this development district). The parking garage should have 18,000 SF of commercial/retail space fronting North Florissant to avoid a dead street façade appearance. The parking garage will be optimized by the shared use of daytime office workers and nighttime theater goers as well as MetroLink commuters.
- A 40,000 SF office building is proposed at the corner of Cass Ave and N. 14th St. (the southwest corner of the development district).
- The intersection of N. Florissant Ave. and N. Tucker Blvd. (the northeast corner of the district) is uniquely situated to allow for a movie theater, an amenity requested by the community during public meetings.



St. Louis Place Focus Area

- The historic Cruden Branch Library (formerly the Pulaski Savings Association, at the intersection of Cass Avenue and E. 14th Street) is eligible for the National Historic Register. It is recommended that a unique restaurant or bar be developed in this location.
- Special attention should be given to themed architectural buildings and should at least meet the requirements of Building Type L.
- There may need to be minor relocations for the redevelopment of this important corner site.

This area is home to the Little Sisters of the Poor elderly housing.

SP-22

The general boundaries for SP-22 are:

North: N. Market St.

East: the proposed extension of N. 18th St.,
N. 18th St.

South: Maiden Ln.

West: between N. 20th St. and N. 19th St.

This area is located within the Clemens House / Columbia Brewery Historic District.

Recommendations

- No changes to this district are recommended.

SP-23

The general boundaries for SP-23 are:

North: Howard St.

East: N. 19th St.

South: Cass Ave.

West: N. 20th St.

West: N. 20th St.

This is the Blewett School campus.

Recommendations

No changes to this district are recommended.

SP-24

The general boundaries for SP-24 are:

North: Palm St.

East: N. Florissant Ave.

South: Hebert St.

West: N. 23rd St.

This area is home to the Little Sisters of the Poor elderly housing.

Recommendations

No changes to the district are recommended.

SP-25

The general boundaries for SP-25 are:

North: Mullanphy St.

East: the alley west of Hogan St.

South: Cass Ave.

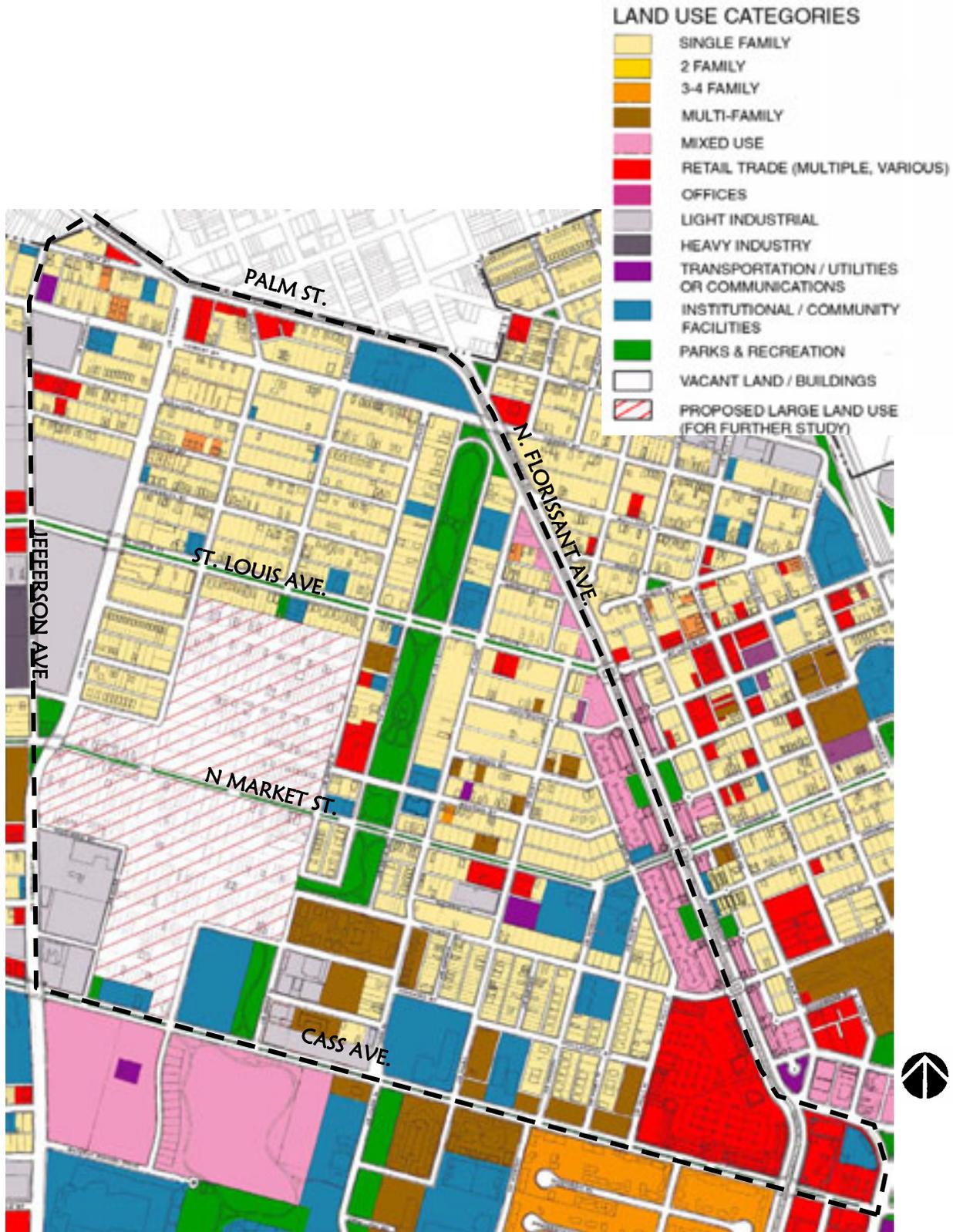
West: the alley east of N. 19th

This area is home to the historic Clemens House and falls within the Clemens House / Columbia Brewery Historic District.

Recommendations

- The Clemens House should be preserved and redeveloped as an office/conference facility or a museum.

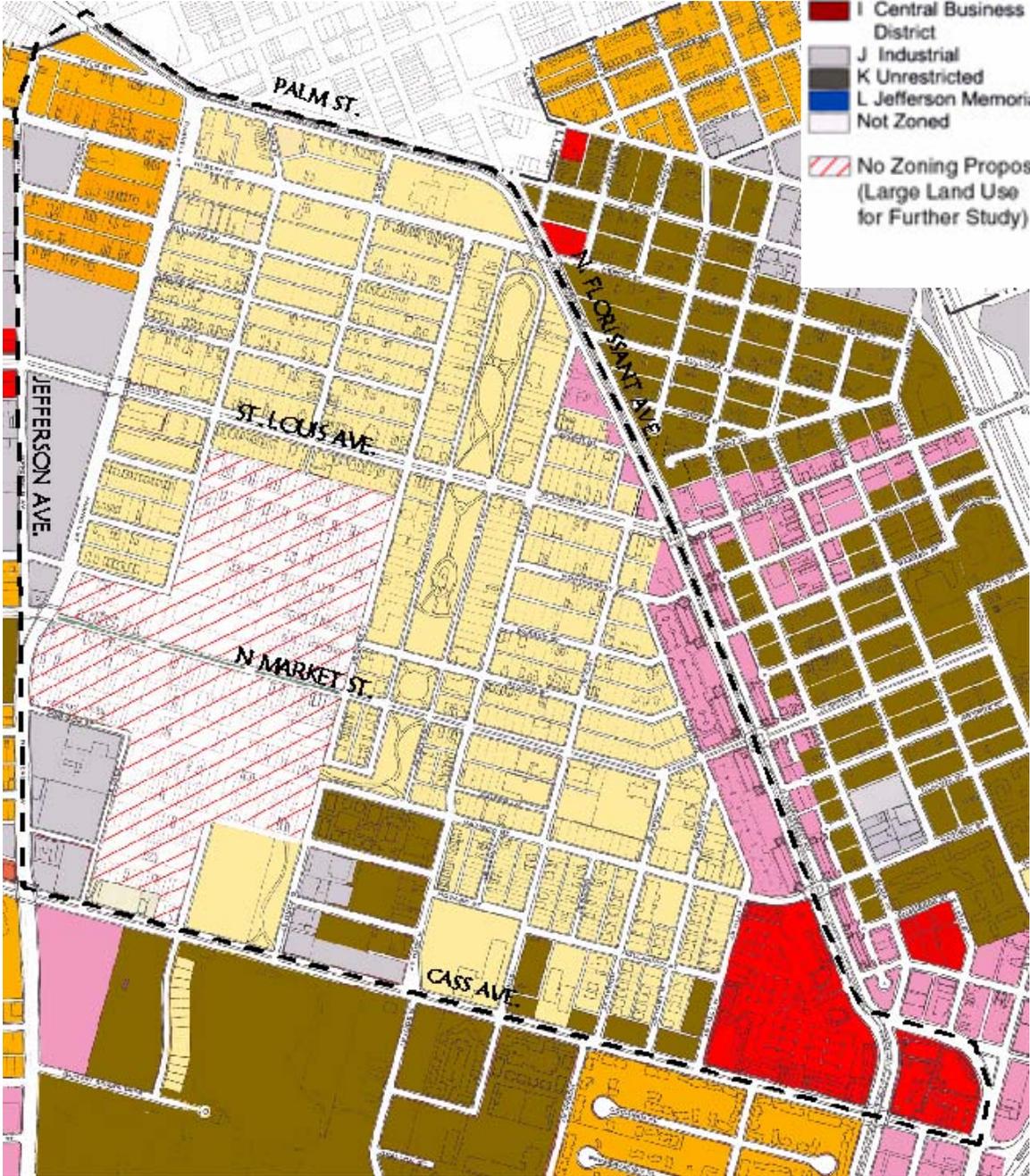
See Chapter 22 of the Appendix for all chapter maps including the entire Proposed Land Use map and the Proposed Zoning map.



Proposed Land Use

Zoning Legend

- A Single Family
- B Two Family
- C Multiple Family
- D Multiple Family
- E Multiple Family
- F Neighborhood Commercial
- G Local Commercial And Office
- H Area Commercial
- I Central Business District
- J Industrial
- K Unrestricted
- L Jefferson Memorial
- Not Zoned
- No Zoning Proposed. (Large Land Use for Further Study)



Proposed Zoning



Cost Summary and Detailed Analysis

The following page lists the individual districts within the neighborhood focus area and provides the following information:

- Project Component
- Unit Cost Estimate
- Total District Development Cost Estimate
- Amount of Government Controlled Land
- Financing Options
- Environmental Site Considerations

These components have been selected and listed together to indicate the potential projects and costs to develop the district recommendations. The amount of government controlled land and environmental site conditions also impact the potential costs of development and have therefore been included in this discussion. Financing options for funding the proposed projects are also indicated.

St. Louis Place Neighborhood*		Total Development Cost	Private	Public	% Private	% Public
		\$	\$			
Total Projected Development Expense of District SP-1		6,787,500	5,040,000	1,747,500	74.3%	25.7%
Total Projected Development Expense of District SP-2		4,570,000	4,025,000	545,000	88.1%	11.9%
Total Projected Development Expense of District SP-3		30,078,750	26,250,000	3,828,750	87.3%	12.7%
Total Projected Development Expense of District SP-4		25,595,000	21,130,000	4,465,000	82.6%	17.4%
Total Projected Development Expense of District SP-5		10,425,000	8,790,000	1,635,000	84.3%	15.7%
Total Projected Development Expense of District SP-6		3,625,000	2,540,000	1,085,000	70.1%	29.9%
Total Projected Development Expense of District SP-7	Large Land Use Further Study Needed					
Total Projected Development Expense of District SP-8		887,500	562,500	325,000	63.4%	36.6%
Total Projected Development Expense of District SP-9		10,737,500	8,075,000	2,662,500	75.2%	24.8%
Total Projected Development Expense of District SP-10	No Development Recommended					
Total Projected Development Expense of District SP-11	No Development Recommended					
Total Projected Development Expense of District SP-12	Suggested Murphy Park Phase III					
Total Projected Development Expense of District SP-13		2,618,750	2,140,000	478,750	81.7%	18.3%
Total Projected Development Expense of District SP-14		16,542,500	13,895,000	2,647,500	84.0%	16.0%
Total Projected Development Expense of District SP-15		7,056,250	6,220,000	836,250	88.1%	11.9%
Total Projected Development Expense of District SP-16		8,791,250	6,980,000	1,811,250	79.4%	20.6%
Total Projected Development Expense of District SP-17		7,256,250	6,290,000	966,250	86.7%	13.3%
Total Projected Development Expense of District SP-18		7,387,500	6,825,000	562,500	92.4%	7.6%
Total Projected Development Expense of District SP-19		24,558,750	22,031,250	2,527,500	89.7%	10.3%
Total Projected Development Expense of District SP-20		28,778,750	23,831,250	4,947,500	82.8%	17.2%
Total Projected Development Expense of District SP-21		21,576,875	15,171,875	6,405,000	70.3%	29.7%
Total Projected Development Expense of District SP-22	No Development Recommended					
Total Projected Development Expense of District SP-23	No Development Recommended					
Total Projected Development Expense of District SP-24	No Development Recommended					
Total Projected Development Expense of District SP-25		4,250,000	3,750,000	500,000	88.2%	11.8%
Total Development Costs		\$ 221,523,125	\$ 183,546,875	\$ 37,976,250	82.9%	17.1%

* See individual district tables for cost summary and detailed analysis.



Total Land Area of District - 18 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-1							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	6					
Land Acquisition Costs	Acres	6	\$ 25,000	\$ 150,000	Private	\$ 150,000	\$ -
Consolidation of Parcels	Acres	N/A			Private	-	-
Infrastructure Repairs/Improvements	Acres	18	50,000	900,000	Public	-	900,000
Parcels Requiring Environmental Site Remediation	Each	18	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	15,000	-	Private	-	-
Existing Structures to Remain (Fair Condition)	Each	52	10,000	520,000	Private	520,000	-
Existing Structures to Remain (Poor Condition)	Each	20	20,000	400,000	Private	400,000	-
Existing Structures to Remain (Very Poor Condition)	Each	4	40,000	160,000	Private	160,000	-
Estimated Existing Structures to be Relocated	Each	0	60,000	-	Private	-	-
Proposed New Housing Units	D.U.	33	100,000	3,300,000	Private	3,300,000	-
			Sub-Total	\$ 5,430,000		\$ 4,530,000	\$ 900,000
Development Fee (5% of construction costs)*				271,500		226,500	45,000
Soft Costs (20% of construction costs)†				1,086,000		906,000	180,000
Total Projected Development Expense of District SP-1**				\$ 6,787,500		\$ 5,662,500	\$ 1,125,000
					<i>Percent:</i>	83.4%	16.6%
Government Controlled Land							
LRA		4 Acres			<i>Adjusted</i>	\$ 5,040,000	\$ 622,500
					<i>Adjusted/Percent</i>	74.3%	25.7%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition					
REIT, FIMMA, MD Neighborhood Preservation Act		Ex. Housing					
TIF, COBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		New Housing					
		Infrastructure					
Environmental Site Considerations By Type							
Auto-machinery-envir		8					
Dye-dyiclean-envir		2					
Gasoline Filling-station-envir		2					
Mineral/Metal-mineral-process-envir		2					
Misc-envir		2					
Petrochemical-manuf-envir		2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 2 Acres DISTRICT SP-2	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	1.5					
Land Acquisition Costs	Acres	2.3	\$ 50,000	\$ 115,000	Public	\$ -	\$ 115,000
Consolidation of Parcels	Each	13	\$ 2,000	\$ 26,000	Public	-	26,000
Infrastructure Repairs/Improvements	Acres	2.3	\$ 50,000	\$ 115,000	Public	-	115,000
Parcels Requiring Environmental Site Remediation	Each	2	N/A				
Estimated Buildings to be Removed/Demolished	Each	4	\$ 15,000	\$ 60,000	Public	-	60,000
Existing Structures to Remain (Fair Condition)	Each	0	\$ 10,000	\$ -	Public	-	-
Existing Structures to Remain (Poor Condition)	Each	0	\$ 20,000	\$ -	Public	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	\$ 40,000	\$ -	Public	-	-
Estimated Existing Structures to be Relocated	Each	2	\$ 60,000	\$ 120,000	Public	-	120,000
Light Industrial	Acres	2.3	\$ 1,400,000	\$ 3,220,000	Private	3,220,000	-
			Sub-Total	\$ 3,656,000		\$ 3,220,000	\$ 436,000
Development Fee (5% of construction costs)*				\$ 182,800		161,000	21,800
Soft Costs (20% of construction costs)**				\$ 731,200		644,000	87,200
Total Projected Development Expense of District SP-2**				\$ 4,570,000		\$ 4,025,000	\$ 545,000
					<i>Percent:</i>	88.1%	11.9%
Government Controlled Land							
LRA		1 Acre				\$ -	-
City of St. Louis		1 Acre				<i>Adjusted</i> \$ 4,025,000	<i>Adjusted</i> \$ 545,000
					<i>Adjusted Percent</i>	88.1%	11.9%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition					
MO First, SBA 504, SLDC Revolving Loan Urban Enterprise Loan		Ex. Housing					
TIF, COBG, MO Dept Finance Board Tax Credit, Sustainable		Lt. Industrial					
Neighborhoods		Infrastructure					
Environmental Site Considerations By Type							
Misc-envir		2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 16 Acres						
DISTRICT SP-3						
<i>Development Costs</i>						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	13				
Land Acquisition Costs	Acres	16	\$ 50,000	\$ 800,000	Public	\$ -
Consolidation of Parcels	Each	54	\$ 2,000	\$ 108,000	Public	\$ -
Infrastructure Repairs/Improvements	Acres	16	\$ 50,000	\$ 800,000	Public	\$ -
Parcels Requiring Environmental Site Remediation	Each	15	N/A			
Estimated Buildings to be Removed/Demolished	Each	9	\$ 15,000	\$ 135,000	Public	\$ -
Existing Structures to Remain (Fair Condition)	Each	0	\$ 10,000	\$ -	Public	\$ -
Existing Structures to Remain (Poor Condition)	Each	0	\$ 20,000	\$ -	Public	\$ -
Existing Structures to Remain (Very Poor Condition)	Each	0	\$ 40,000	\$ -	Public	\$ -
Estimated Existing Structures to be Relocated	Each	7	\$ 60,000	\$ 420,000	Public	\$ -
New Pocket Park w/Relocated Sculpture	Acres	1	\$ 800,000	\$ 800,000	Public	\$ -
Light Industrial	Acres	15	\$ 1,400,000	\$ 21,000,000	Private	\$ 21,000,000
			Sub-Total	\$ 24,063,000		\$ 21,000,000
Development Fee (5% of construction costs)*				1,203,150		153,150
Soft Costs (20% of construction costs)*				4,812,600		612,600
Total Projected Development Expense of District SP-3**				\$ 30,078,750		\$ 26,250,000
					<i>Percent:</i>	87.3%
Government Controlled Land						\$ -
City of St. Louis		.1 Acres				\$ -
LRA		3 Acres			<i>Adjusted Percent</i>	87.3%
						12.7%
Financing Options						
SLDC Revolving Loan Fund, Urban Enterprise Loan	Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security	Acquisition					
MD First, SBA 504, SLDC Revolving Loan Urban Enterprise Loan	Ex. Housing					
Sustainable Neighborhoods	Lt. Industrial					
TIF, COBAG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods	Pocket Park					
	Infrastructure					
Environmental Site Considerations By Type						
Auto-machinery-envir		4				
Dye-dryclean-envir		2				
Gasoline Filling-station-envir		2				
Mineral/Metal-mineral-process-envir		3				
Misc-envir		1				
Petrochemical-manuf-envir		3				

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 34 Acres DISTRICT SP-4						
<i>Development Costs</i>						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	16				
Land Acquisition Costs	Acres	16	\$ 25,000	\$ 400,000	Private	\$ 400,000
Consolidation of Parcels	Each	N/A			Private	-
Infrastructure Repairs/Improvements	Acres	34	\$ 50,000	\$ 1,700,000	Public	-
Parcels Requiring Environmental Site Remediation	Each	4	N/A			-
Estimated Buildings to be Removed/Demolished	Each	0	\$ 15,000	\$ -	Private	-
Existing Structures to Remain (Fair Condition)	Each	108	\$ 10,000	\$ 1,080,000	Private	1,080,000
Existing Structures to Remain (Poor Condition)	Each	45	\$ 20,000	\$ 900,000	Private	900,000
Existing Structures to Remain (Very Poor Condition)	Each	7	\$ 40,000	\$ 280,000	Private	280,000
Estimated Existing Structures to be Relocated	Each	0	\$ 60,000	\$ -	Private	-
Proposed New Housing Units	D.U.	102	\$ 158,000	\$ 16,116,000	Private	16,116,000
			Sub-Total	\$ 20,476,000		\$ 18,776,000
Development Fee (5% of construction costs)*				\$ 1,023,800		938,800
Soft Costs (20% of construction costs)*				\$ 4,095,200		3,755,200
Total Projected Development Expense of District SP-4**				\$ 25,595,000		\$ 23,470,000
					<i>Percent:</i>	91.7%
Government Controlled Land						
LRA		13 Acres			<i>Adjusted</i>	\$ 2,340,000
					<i>Adjusted Percent</i>	\$ 4,465,000
Financing Options						82.6%
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application				17.4%
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition				
REIT, FIMMA, MD Neighborhood Preservation Act		Ex. Housing				
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		New Housing				
		Infrastructure				
Environmental Site Considerations By Type						
Auto-machinery-envir		1				
Dye-dryclean-envir		1				
Misc-envir		1				
Petrochemical-manuf-envir		1				

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 16 Acres	DISTRICT SP-5	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>								
Vacant Land Area of District		Acres	4					
Land Acquisition Costs		Acres	4	\$ 25,000	\$ 100,000	Private	\$ 100,000	\$ -
Consolidation of Parcels		Each	N/A			Private	-	-
Infrastructure Repairs/Improvements		Acres	16	\$ 50,000	\$ 800,000	Public	-	800,000
Parcels Requiring Environmental Site Remediation		Each	6	N/A				
Estimated Existing Buildings to be Removed/Demolished		Each	0	\$ 15,000	\$ -	Private	-	-
Existing Structures to Remain (Fair Condition)		Each	47	\$ 10,000	\$ 470,000	Private	470,000	-
Existing Structures to Remain (Poor Condition)		Each	9	\$ 20,000	\$ 180,000	Private	180,000	-
Existing Structures to Remain (Very Poor Condition)		Each	1	\$ 40,000	\$ 40,000	Private	40,000	-
Estimated Existing Structures to be Relocated		Each	0	\$ 80,000	\$ -	Private	-	-
Proposed New Housing Units		D.U.	27	\$ 250,000	\$ 6,750,000	Private	6,750,000	-
				Sub-Total	\$ 8,340,000		\$ 7,540,000	\$ 800,000
Development Fee (5% of construction costs)*				\$	417,000		377,000	40,000
Soft Costs (20% of construction costs)*				\$	1,668,000		1,508,000	160,000
Total Projected Development Expense of District SP-5**				\$	\$ 10,425,000		\$ 9,425,000	\$ 1,000,000
						<i>Percent:</i>	90.4%	9.6%
Government Controlled Land								
LRA			2 Acres				\$ 8,790,000	\$ 635,000
						<i>Adjusted</i>	\$ 8,790,000	\$ 1,635,000
						<i>Adjusted Percent</i>	84.3%	15.7%
Financing Options								
SLDC Revolving Loan Fund, Urban Enterprise Loan			Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security			Acquisition					
REIT, FHMMA, MD Neighborhood Preservation Act			Ex. Housing					
TIF, COBEG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods			New Housing					
			Infrastructure					
Environmental Site Considerations By Type								
Auto-machinery-envir			2					
Mineral/Metal-mineral-process-envir			1					
Misc-envir			1					
Petrochemical-manuf-envir			2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 8 Acres DISTRICT SP-6	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	2					
Land Acquisition Costs	Acres	2	\$ 25,000	\$ 50,000	Private	\$ 50,000	\$ -
Consolidation of Parcels	Each	N/A			Private	-	-
Infrastructure Repairs/Improvements	Acres	8	\$ 50,000	\$ 400,000	Public	-	400,000
Parcels Requiring Environmental Site Remediation	Each	5	N/A				
Estimated Buildings to be Removed/Demolished	Each	2	\$ 15,000	\$ 30,000	Private	30,000	-
Existing Structures to Remain (Fair Condition)	Each	32	\$ 10,000	\$ 320,000	Private	320,000	-
Existing Structures to Remain (Poor Condition)	Each	3	\$ 20,000	\$ 60,000	Private	60,000	-
Existing Structures to Remain (Very Poor Condition)	Each	0	\$ 40,000	\$ -	Private	-	-
Estimated Existing Businesses to be Relocated	Each	2	\$ 120,000	\$ 240,000	Private	240,000	-
Proposed New Housing Units	D.U.	18	\$ 100,000	\$ 1,800,000	Private	1,800,000	-
			Sub-Total	\$ 2,900,000		\$ 2,500,000	\$ 400,000
Development Fee (5% of construction costs)*			\$	145,000		125,000	20,000
Soft Costs (20% of construction costs)*			\$	580,000		500,000	80,000
Total Projected Development Expense of District SP-6**			\$	\$ 3,625,000		\$ 3,125,000	\$ 500,000
					<i>Percent:</i>	86.2%	13.8%
Government Controlled Land							
LRA		2 Acres			<i>Adjusted</i>	\$ 2,540,000	\$ 585,000
					<i>Adjusted Percent</i>	70.1%	29.9%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition					
REIT, FIMMA, MD Neighborhood Preservation Act		Ex. Housing					
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		New Housing					
		Infrastructure					
Environmental Site Considerations By Type							
Auto-machinery-envir		2					
Mineral-Metal-mineral-process-envir		2					
Petrochemical-manuf-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 57 Acres Large Land Use Further Study Needed							
DISTRICT SP-7							
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	40					
Parcels Requiring Environmental Site Remediation	Each	38	N/A				
Existing Structures to Remain (Fair Condition)	Each	0	10,000		Private		
Existing Structures to Remain (Poor Condition)	Each	0	20,000		Private		
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000		Private		
Proposed Large Land Use To Be Determined	Each	0			Private		
			Sub-Total				
Development Fee (5% of construction costs)*							
Soft Costs (20% of construction costs)*							
Total Projected Development Expense of District SP-7**					Percent:		
Government Controlled Land							
City of St. Louis		.02 Acres					\$ -
LRA		15 Acres			Adjusted		
LCRA		.1 Acres			Adjusted/Percent		
PIE		.5 Acres					
Miscellaneous / Semi-public Land		.13 Acres					
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Acquisition					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Ex. Housing					
REIT, FNMA, MD Neighborhood Preservation Act		New Housing					
Private Investment		New Church					
Private Investment							
TIF, COBG, MO Dept Finance Board Tax Credit, Sustainable Neighborhoods		Infrastructure					
Environmental Site Considerations By Type							
Auto-machinery-envir		13					
Dye-dyoclean-envir		8					
Gasoline Filling-station-envir		2					
Mineral Metal-mineral-process-envir		4					
Misc-envir		6					
Petrochemical-manuf-envir		5					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.

** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 8 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-8							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	2					
Land Acquisition Costs	Acres	2	\$ 50,000	\$ 100,000	Public	\$ -	\$ 100,000
Consolidation of Parcels	Each	0	\$ 2,000	\$ -	Public	-	-
Infrastructure Repairs/Improvements	Acres	8	\$ 20,000	\$ 160,000	Public	-	160,000
Parcels Requiring Environmental Site Remediation	Each	9	N/A				
Estimated Buildings to be Removed/Demolished	Each	0			Public	-	-
Existing Structures to Remain (Fair Condition)	Each	0			Public	-	-
Existing Structures to Remain (Poor Condition)	Each	0			Public	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0			Public	-	-
Estimated Existing Structures to be Relocated	Each	0			Public	-	-
New Parking to Facilitate Existing Comm./Lt. Industrial	Stalls	200	\$ 1,000	\$ 200,000	Private	200,000	-
Site Enhancements (Landscape, site furnishings)	Lump Sum	1	\$ 250,000	\$ 250,000	Private	250,000	-
			Sub-Total	\$ 710,000		\$ 450,000	\$ 260,000
Development Fee (5% of construction costs)*			\$	\$ 35,500		22,500	13,000
Soft Costs (20% of construction costs)*			\$	\$ 142,000		90,000	52,000
Total Projected Development Expense of District SP-8**				\$ 887,500		\$ 562,500	\$ 325,000
					<i>Percent:</i>	63.4%	36.6%
Government Controlled Land							
City of St. Louis		.5 Acres			<i>Adjusted</i>	\$ -	-
					<i>Adjusted Percent</i>	63.4%	36.6%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan			Application				
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security			Acquisition				
REIT, FMMA, MD Neighborhood Preservation Act			Existing				
USDOT Trust Fund			New Housing				
Sustainable Neighborhoods			Site Enhance				
TIF, COBIS, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods			Infrastructure				
Environmental Site Considerations By Type							
Auto-machinery-envir		2					
Dye-dryclean-envir		1					
Gasoline Filling-station-envir		1					
Mineral/Metal-mineral-process-envir		1					
Misc-envir		3					
Petrochemical-manuf-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 35 Acres		DISTRICT SP-9		Development Costs		Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
	Units	Quantity	Unit Cost						
Vacant Land Area of District	Acres	8							
Land Acquisition Costs	Acres	8	\$ 25,000	\$	200,000		Private	\$ 200,000	\$ -
Consolidation of Parcels	Each	N/A					Private	-	-
Infrastructure Repairs/Improvements	Acres	35	40,000		1,400,000		Public	-	1,400,000
Parcels Requiring Environmental Site Remediation	Each	13	N/A						
Estimated Buildings to be Removed/Demolished	Each	0	15,000		-		Private	-	-
Existing Structures to Remain (Fair Condition)	Each	49	10,000		490,000		Private	490,000	-
Existing Structures to Remain (Poor Condition)	Each	11	20,000		220,000		Private	220,000	-
Existing Structures to Remain (Very Poor Condition)	Each	2	40,000		80,000		Private	80,000	-
Estimated Existing Structures to be Relocated	Each	0	60,000		-		Private	-	-
Proposed New Housing Units	D.U.	31	200,000		6,200,000		Private	6,200,000	-
			Sub-Total	\$	8,590,000			\$ 7,190,000	\$ 1,400,000
Development Fee (5% of construction costs)*					429,500			359,500	70,000
Soft Costs (20% of construction costs)*					1,718,000			1,438,000	280,000
Total Projected Development Expense of District SP-9**					10,737,500			\$ 8,987,500	\$ 1,750,000
							Percent:	83.7%	16.3%
Government Controlled Land									
City of St. Louis (St. Louis Place Park)		14 Acres						\$	912,500
LRA		15 Acres						\$ 8,075,000	\$ 2,662,500
							Adjusted	75.2%	24.8%
							Adjusted Percent		
Financing Options									
SLDC Revolving Loan Fund, Urban Enterprise Loan		Acquisition							
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Existing							
REIT, FIMMA, MD Neighborhood Preservation Act		New Housing							
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		Infrastructure							
Environmental Site Considerations By Type									
Hazardous Waste Generator		1							
Petroleum Tanks		1							
Federal-CERCLA-PCRA		1							
Auto-machinery-envir		3							
Gasoline Filling-station-envir		2							
Mineral/Metal-mineral-process-envir		1							
Miso-envir		3							
Petrochemical-manuf-envir		1							

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 4 Acres	Units	Quantity	Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-10							
Murphy Park Phase II development. Located within a national historic district. No development recommendations for this area.							
Parcels Requiring Environmental Site Remediation		1					
Government Controlled Land							
LRA		.3 Acres					
SLHA		1 Acre					
Financing Options							
		Applicaton					
Environmental Site Considerations By Type							
Misc-envir		1					



Total Land Area of District - 5 Acres	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-11							
Existing light industrial development.							
No development recommendations for this area.							
Parcels Requiring Environmental Site Remediation		5					
Government Controlled Land							
City of St. Louis		2 Acres					
Financing Options							
		Application					
Environmental Site Considerations By Type							
Airs-a/s		1					
Auto-machinery-envir		2					
Mineral/Metal-mineral-process-envir		2					



Total Land Area of District - 4 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-12							
Potential site for Murphy Park Phase III Development by McCormack Baron & Associates.		6	N/A				
Parcels Requiring Environmental Site Remediation							
Government Controlled Land							
LRA		.17 Acres					
PIE		.2 Acres					
Financing Options		Application					
Environmental Site Considerations By Type							
Federal-CERCLA-PCRA		1					
Auto-machinery-envir		3					
Dye-dryclean-envir		1					
Gasoline Filling-station-envir		1					
Petrochemical-manuf-envir		1					



Total Land Area of District - 4 Acres		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-13								
<i>Development Costs</i>								
Vacant Land Area of District	Acres	1						
Land Acquisition Costs	Acres	1		\$ 25,000	\$ 25,000	Private	\$ 25,000	\$ -
Consolidation of Parcels	Each	N/A				Private		
Infrastructure Repairs/Improvements	Acres	4		\$ 50,000	\$ 200,000	Public		200,000
Parcels Requiring Environmental Site Remediation	Each	3		N/A				
Estimated Buildings to be Removed/Demolished	Each	0		\$ 15,000	\$ -	Private		
Existing Structures to Remain (Fair Condition)	Each	9		\$ 10,000	\$ 90,000	Private	90,000	
Existing Structures to Remain (Poor Condition)	Each	10		\$ 20,000	\$ 200,000	Private	200,000	
Existing Structures to Remain (Very Poor Condition)	Each	0		\$ 40,000	\$ -	Private		
Estimated Existing Structures to be Relocated	Each	0		\$ 60,000	\$ -	Private		
Proposed New Housing Units	D.U.	10		\$ 158,000	\$ 1,580,000	Private	1,580,000	
				Sub-Total	\$ 2,095,000		\$ 1,895,000	\$ 200,000
Development Fee (5% of construction costs)*				\$	104,750		94,750	10,000
Soft Costs (20% of construction costs)**				\$	419,000		379,000	40,000
Total Projected Development Expense of District SP-13**				\$	2,618,750		\$ 2,368,750	\$ 250,000
						<i>Percent:</i>	90.5%	9.5%
Government Controlled Land								
City of St. Louis		.15 Acres					\$	228,750
LRA		.6 Acres				<i>Adjusted</i>	\$ 2,140,000	\$ 478,750
						<i>Adjusted Percent</i>	81.7%	18.3%
Financing Options								
SLDC Revolving Loan Fund, Urban Enterprise Loan			Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security			Acquisition					
REIT, FIMMA, MD Neighborhood Preservation Act			Ex. Housing					
TIF, COBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods			New Housing					
			Infrastructure					
Environmental Site Considerations By Type								
Auto-machinery-envir			1					
Gasoline Filling-station-envir			1					
Petrochemical-manuf-envir			1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 16 Acres DISTRICT SP-14							
<i>Development Costs</i>							
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Vacant Land Area of District	Acres	9					
Land Acquisition Costs	Acres	9	\$ 25,000	\$ 225,000	Private	\$ 225,000	\$ -
Consolidation of Parcels	Each	N/A			Private	-	-
Infrastructure Repairs/Improvements	Acres	16	\$ 50,000	\$ 800,000	Public	-	800,000
Parcels Requiring Environmental Site Remediation	Each	2	N/A				
Estimated Buildings to be Removed/Demolished	Each	19	\$ 15,000	\$ 285,000	Private	285,000	-
Existing Structures to Remain (Fair Condition)	Each	25	\$ 10,000	\$ 250,000	Private	250,000	-
Existing Structures to Remain (Poor Condition)	Each	7	\$ 20,000	\$ 140,000	Private	140,000	-
Existing Structures to Remain (Very Poor Condition)	Each	0	\$ 40,000	\$ -	Private	-	-
Estimated Existing Structures to be Relocated	Each	0	\$ 60,000	\$ -	Private	-	-
Proposed New Housing Units	D.U.	73	\$ 158,000	\$ 11,534,000	Private	11,534,000	-
			Sub-Total	\$ 13,234,000		\$ 12,434,000	\$ 800,000
Development Fee (5% of construction costs)*				\$ 661,700		621,700	40,000
Soft Costs (20% of construction costs)*				\$ 2,646,800		2,486,800	160,000
Total Projected Development Expense of District SP-14**				\$ 16,542,500		\$ 15,542,500	\$ 1,000,000
					<i>Percent:</i>	94.0%	6.0%
Government Controlled Land							
City of St. Louis		.13 Acres				\$ 1,647,500	
LRA		6 Acres			<i>Adjusted</i>	\$ 13,895,000	\$ 2,647,500
					<i>Adjusted/Percent</i>	84.0%	16.0%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition					
REIT, FNMA, MD Neighborhood Preservation Act		Ex. Housing					
TIF, COBIG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		New Housing					
		Infrastructure					
Environmental Site Considerations By Type							
Dye-dye/clean-envir		1					
Petrochemical-manuf-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 4 Acres	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-15							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	3					
Land Acquisition Costs	Acres	3	\$ 25,000	\$ 75,000	Private	\$ 75,000	\$ -
Consolidation of Parcels	Each	N/A			Private	-	-
Infrastructure Repairs/Improvements	Acres	4	\$ 50,000	\$ 200,000	Public	-	200,000
Parcels Requiring Environmental Site Remediation	Each	2	N/A				
Estimated Buildings to be Removed/Demolished	Each	4	\$ 15,000	\$ 60,000	Private	60,000	-
Existing Structures to Remain (Fair Condition)	Each	1	\$ 10,000	\$ 10,000	Private	10,000	-
Existing Structures to Remain (Poor Condition)	Each	1	\$ 20,000	\$ 20,000	Private	20,000	-
Existing Structures to Remain (Very Poor Condition)	Each	2	\$ 40,000	\$ 80,000	Private	80,000	-
Estimated Existing Structures to be Relocated	Each	0	\$ 60,000	\$ -	Private	-	-
Proposed New Housing Units	D.U.	26	\$ 200,000	\$ 5,200,000	Private	5,200,000	-
			Sub-Total	\$ 5,645,000		\$ 5,445,000	\$ 200,000
Development Fee (5% of construction costs)*			\$	282,250		272,250	10,000
Soft Costs (20% of construction costs)*			\$	1,129,000		1,089,000	40,000
Total Projected Development Expense of District SP-15**			\$	7,056,250		\$ 6,806,250	\$ 250,000
					<i>Percent:</i>	96.5%	3.5%
Government Controlled Land							
LRA		3 Acres				\$ 586,250	
					<i>Adjusted</i>	\$ 6,220,000	\$ 836,250
					<i>Adjusted Percent</i>	88.1%	11.9%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan		Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition					
REIT, FNMMA, MD Neighborhood Preservation Act		Ex. Housing					
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		New Housing					
		Infrastructure					
Environmental Site Considerations By Type							
Auto-machinery-envir		1					
Gasoline Filling-station-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 17 Acres DISTRICT SP-16		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>								
Vacant Land Area of District	Acres	7						
Land Acquisition Costs	Acres	7		\$ 25,000	\$ 175,000	Private	\$ 175,000	\$ -
Consolidation of Parcels	Each	N/A				Private		
Infrastructure Repairs/Improvements	Acres	17		\$ 50,000	\$ 850,000	Public		850,000
Parcels Requiring Environmental Site Remediation	Each	9		N/A				
Estimated Buildings to be Removed/Demolished	Each	0		\$ 15,000	\$ -	Private		
Existing Structures to Remain (Fair Condition)	Each	18		\$ 10,000	\$ 180,000	Private	180,000	
Existing Structures to Remain (Poor Condition)	Each	7		\$ 20,000	\$ 140,000	Private	140,000	
Existing Structures to Remain (Very Poor Condition)	Each	0		\$ 40,000	\$ -	Private		
Estimated Existing Structures to be Relocated	Each	0		\$ 60,000	\$ -	Private		
Proposed New Housing Units	D.U.	36		\$ 158,000	\$ 5,688,000	Private	5,688,000	
				Sub-Total	\$ 7,033,000		\$ 6,183,000	\$ 850,000
Development Fee (5% of construction costs)*				\$ 351,650	\$ 351,650		309,150	42,500
Soft Costs (20% of construction costs)*				\$ 1,406,600	\$ 1,406,600		1,236,600	170,000
Total Projected Development Expense of District SP-16**					\$ 8,791,250		\$ 7,728,750	\$ 1,062,500
Government Controlled Land						<i>Percent:</i>	87.9%	12.1%
LRA			4 Acres					\$ 748,750
LCRA			.15 Acres			<i>Adjusted</i>		\$ 6,980,000
Miscellaneous / Semi-public Land			1 Acres			<i>Adjusted</i>	79.4%	20.6%
Financing Options				Application				
SLDC Revolving Loan Fund, Urban Enterprise Loan				Acquisition				
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security				Ex. Housing				
REIT, FIMMA, MD Neighborhood Preservation Act				New Housing				
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods				Infrastructure				
Environmental Site Considerations By Type								
Federal-CERCLA-PCRA			1					
Auto-machinery-envir			5					
Dye-dyckle-an-envir			1					
Mineral Metal-mineral-process-envir			1					
Petrochemical-manuf-envir			1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 8 acres DISTRICT SP-17	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>							
Vacant Land Area of District	Acres	3					
Land Acquisition Costs	Acres	3	\$ 25,000	\$ 75,000	Private	\$ 75,000	\$ -
Consolidation of Parcels	Each	N/A			Private		
Infrastructure Repairs/Improvements	Acres	8	\$ 50,000	\$ 400,000	Public		400,000
Parcels Requiring Environmental Site Remediation	Each	3	N/A				
Estimated Buildings to be Removed/Demolished	Each	0	\$ 15,000	\$ -	Private		
Existing Structures to Remain (Fair Condition)	Each	29	\$ 10,000	\$ 290,000	Private	290,000	
Existing Structures to Remain (Poor Condition)	Each	8	\$ 20,000	\$ 160,000	Private	160,000	
Existing Structures to Remain (Very Poor Condition)	Each	2	\$ 40,000	\$ 80,000	Private	80,000	
Estimated Existing Structures to be Relocated	Each	0	\$ 80,000	\$ -	Private		
Proposed New Housing Units	D.U.	48	\$ 100,000	\$ 4,800,000	Private	4,800,000	
			Sub-Total	\$ 5,805,000		\$ 5,405,000	\$ 400,000
Development Fee (5% of construction costs)*			\$	\$ 290,250		270,250	20,000
Soft Costs (20% of construction costs)**			\$	\$ 1,161,000		1,081,000	80,000
Total Projected Development Expense of District SP-17**				\$ 7,256,250		\$ 6,756,250	\$ 500,000
					<i>Percent:</i>	93.1%	6.9%
Government Controlled Land							
City of St. Louis		.05 Acres				\$	466,250
LRA		1.5 Acres			<i>Adjusted</i>	\$ 6,290,000	\$ 966,250
LCRA		.5 Acres			<i>Adjusted Percent</i>	86.7%	13.3%
Miscellaneous / Semi-public Land		.15 Acres					
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan	Application						
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security	Acquisition						
REIT, FNMA, MCO Neighborhood Preservation Act	Existing						
TIF, COBG, MO Dept Finance Board Tax Credit, Sustainable Neighborhoods	New Housing						
	Infrastructure						
Environmental Site Considerations By Type							
Federal-CERCLA-PCRA		1					
Petrochemical-manuf-envir		2					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.

** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 4 Acres DISTRICT SP-18		Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
<i>Development Costs</i>								
Vacant Land Area of District	Acres	4						
Land Acquisition Costs	Acres	4		\$ 25,000	\$ 100,000	Public	\$ -	\$ 100,000
Consolidation of Parcels	Each	N/A				Public		
Infrastructure Repairs/Improvements	Acres	4		\$ 50,000	\$ 200,000	Public		200,000
Parcels Requiring Environmental Site Remediation	Each	3		N/A				
Estimated Buildings to be Removed/Demolished	Each	2		\$ 15,000	\$ 30,000	Public		30,000
Existing Structures to Remain (Fair Condition)	Each	0		\$ 10,000	\$ -	Private		
Existing Structures to Remain (Poor Condition)	Each	0		\$ 20,000	\$ -	Private		
Existing Structures to Remain (Very Poor Condition)	Each	0		\$ 40,000	\$ -	Private		
Estimated Existing Structures to be Relocated	Each	2		\$ 60,000	\$ 120,000	Public		120,000
Proposed New Housing Units - Murphy Park Phase 3	D.U.	70		\$ 78,000	\$ 5,460,000	Private	\$ 5,460,000	\$ -
				Sub-Total	\$ 5,910,000		\$ 5,460,000	\$ 450,000
Development Fee (5% of construction costs)*					\$ 295,500		273,000	22,500
Soft Costs (20% of construction costs)*					\$ 1,182,000		1,092,000	90,000
Total Projected Development Expense of District SP-18**					\$ 7,387,500		\$ 6,825,000	\$ 562,500
						Percent:	92.4%	7.6%
Government Controlled Land								
LRA			2 Acres					
LCRA			.05 Acres					
Financing Options								
SLDC Revolving Loan Fund, Urban Enterprise Loan			Application					
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security REIT, FIMMA, MD Neighborhood Preservation Act			Acquisition					
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods			Existing					
			New Housing					
			Infrastructure					
Environmental Site Considerations By Type								
Dye-dye/leak-envir			1					
Land/Funeral-chemistry-envir			1					
Petrochemical-manuf-envir			1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 7 Acres	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-19							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	3			Public	\$	\$ 900,000
Land Acquisition Costs	Acres	6	\$150,000	\$ 900,000	Public		\$ 900,000
Consolidation of Parcels	Each	56	\$ 2,000	\$ 112,000	Public		\$ 112,000
Infrastructure Repairs/Improvements	Acres	7	\$ 50,000	\$ 350,000	Public		\$ 350,000
Parcels Requiring Environmental Site Remediation	Each	10	N/A				
Estimated Buildings to be Removed/Demolished	Each	12	\$ 15,000	\$ 180,000	Public		\$ 180,000
Existing Structures to Remain (Fair Condition)	Each	0	\$ 10,000	\$ -	Private		
Existing Structures to Remain (Poor Condition)	Each	0	\$ 20,000	\$ -	Private		
Existing Structures to Remain (Very Poor Condition)	Each	0	\$ 40,000	\$ -	Private		
Estimated Existing Families to be Relocated	Each	8	\$ 60,000	\$ 480,000	Public		\$ 480,000
Two Floors of Apartments Over Retail	D.U.	160	\$ 55,000	\$ 8,800,000	Private	8,800,000	
Mixed Use Development	S.F.	100,000	\$.75	\$ 7,500,000	Private	7,500,000	
Off-street parking	Stalls	550	\$ 1,500	\$ 825,000	Private	825,000	
Site Enhancements (Landscape, Screening, furnishings)	L.S.	1	\$500,000	\$ 500,000	Private	500,000	
		Total		\$ 19,647,000		\$ 17,625,000	\$ 2,022,000
Development Fee (5% of construction costs)*				982,350		881,250	101,100
Soft Costs (20% of construction costs)*				3,929,400		3,525,000	404,400
Total Projected Development Expense of District SP-19**				\$ 24,558,750		\$ 22,031,250	\$ 2,527,500
*Note: Total area excludes street closures							
Government Controlled Land							
LRA		1	Acres		Adjusted	\$ 22,031,250	\$ 2,527,500
					Adjusted Percent	89.7%	10.3%
Financing Options							
SLDC Revolving Loan Fund, Urban Enterprise Loan			Application				
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security			Acquisition				
REIT, FIMMA, MD Neighborhood Preservation Act			Ex. Housing				
REIT, FIMMA			New Housing				
Sustainable Neighborhoods			Mixed Use				
TIF, COBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods			Site Enhance				
USDOT Trust Fund			Infrastructure				
			Off-street parking				
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Petroleum Tanks		1					
State-LUST_SwDP_WPCP		2					
Gasoline Filling-station-envir		1					
Land Funeral-cemetery-envir		1					
Mineral/Metal-mineral-process-envir		1					
Misc-envir		1					
Petrochemical-manuf-envir		2					



Total Land Area of District - 14 Acres	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-20							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	9					
Land Acquisition Costs	Acres	14	\$150,000	\$ 2,100,000	Public	\$ -	\$ 2,100,000
Consolidation of Parcels	Each	79	2,000	158,000	Public	-	158,000
Infrastructure Repairs/Improvements	Acres	14	50,000	700,000	Public	-	700,000
Parcels Requiring Environmental Site Remediation	Each	40	N/A			-	-
Estimated Buildings to be Removed/Demolished	Each	11	20,000	220,000	Public	-	220,000
Existing Structures to Remain (Fair Condition)	Each	0	10,000	-	Private	-	-
Existing Structures to Remain (Poor Condition)	Each	0	20,000	-	Private	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Private	-	-
Estimated Existing Small Businesses to be Relocated	Each	6	130,000	780,000	Public	-	780,000
Retail/Commercial Development	S.F.	185000	75	13,875,000	Private	13,875,000	-
Restaurant Development	S.F.	16000	100	1,600,000	Private	1,600,000	-
Clif Street Parking	Stalls	1360	1,500	2,040,000	Private	2,040,000	-
Redevelopment of Old Cass Avenue Bank (Restaurant)	S.F.	5000	150	750,000	Private	750,000	-
Site Enhancement (Landscape, Neighborhood Screening)	L.S.	1	800,000	800,000	Private	800,000	-
	Total			\$ 23,023,000		\$ 19,065,000	\$ 3,958,000
Development Fee (5% of construction costs)*				1,151,150		953,250	197,900
Soft Costs (20% of construction costs)*				4,604,600		3,813,000	791,600
Total Projected Development Expense of District SP-20**				\$ 28,778,750		\$ 23,831,250	\$ 4,947,500
*Note: Total area excludes street closures							
Government Controlled Land							
LRA		4 Acres				\$ 23,831,250	\$ 4,947,500
LCRA		.1 Acres				82.8%	17.2%
Financing Options							
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods							
SLDC Revolving Loan Fund, Urban Enterprise Loan							
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security							
REIT, FNMA							
USDOT Trust Fund							
Sustainable Neighborhoods							
SLDC Facade, Business Facility Tax Credit, Urban Enterprise Loan, St. Louis							
Environmental Site Considerations By Type							
Hazardous Waste Generator		1					
Federal-CERCLA-RCRA		2					
Auto-machinery-envir		10					
Gasoline Filling-station-envir		2					
Mineral/Metal-mineral-process-envir		8					
Misc-envir		10					
Petrochemical-manuf-envir		7					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.

** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 5 Acres	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-21							
<i>Development Costs</i>							
Vacant Land Area of District	Acres	1					
Land Acquisition Costs	Acres	5	\$150,000	\$ 750,000	Public	\$ -	\$ 750,000
Consolidation of Parcels	Each	17	2,000	34,000	Public	-	34,000
Infrastructure Repairs/Improvements	Acres	5	50,000	250,000	Public	-	250,000
Parcels Requiring Environmental Site Remediation	Each	9	N/A				
Estimated Buildings to be Removed/Demolished	Each	4	20,000	80,000	Public	-	80,000
Existing Structures to Remain (Fair Condition)	Each	0	10,000	-	Private	-	-
Existing Structures to Remain (Poor Condition)	Each	0	20,000	-	Private	-	-
Existing Structures to Remain (Very Poor Condition)	Each	0	40,000	-	Private	-	-
Estimated Existing Businesses to be Relocated	Each	2	130,000	260,000	Public	-	260,000
Retail/Commercial Development	S.F.	18000	75	1,350,000	Private	1,350,000	-
Development of Office Space	S.F.	40000	80	3,200,000	Private	3,200,000	-
Movie Theater	S.F.	50000	125	6,250,000	Private	6,250,000	-
Off Street Parking	Stalls	125	1,500	187,500	Private	187,500	-
Development of Parking Garage	Stalls	500	7,500	3,750,000	Public	-	3,750,000
Redevelopment of Cruden Branch Library (Restaurant)	S.F.	5000	150	750,000	Private	750,000	-
Site Enhancements (Landscape, site furnishings)	Lump Sum	1	400,000	400,000	Private	400,000	-
		Total		\$ 17,261,500		\$ 12,137,500	\$ 5,124,000
Development Fee (5% of construction costs)*				863,075		863,075	256,200
Soft Costs (20% of construction costs)*				3,452,300		2,427,500	1,024,800
Total Projected Development Expense of District SP-21**				\$ 21,576,875		\$ 15,171,875	\$ 6,405,000
*Note: Total area excludes street closures							
Government Controlled Land							
LRA		.2 Acres				\$ 15,171,875	\$ 6,405,000
						70.3%	29.7%
						<i>Adjusted Percent</i>	
Financing Options							
TIF, COBG, MO Dept Finance Board Tax Credit, Sustainable Neighborhoods			Application				
SLDC Revolving Loan Fund, Urban Enterprise Loan			Infrastructure				
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security			Acquisition				
REIT, FNMMA			Ex. Housing				
USDDOT Trust Fund			Mixed Use				
Sustainable Neighborhoods			Pking Garage				
Private Investment			Site Enhance				
SLDC Facade, Business Facility Tax Credit, Urban Enterprise Loan, St. Louis Business Fund			Movie Theater				
			Cruden Branch				
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Auto-machinery-envir		4					
Gasoline Filling-station-envir		1					
Misc-envir		2					
Petrochemical-manuf-envir		1					

* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.
 ** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.



Total Land Area of District - 7 Acres	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
DISTRICT SP-22							
No development recommendations for this area.							
Total Land Area of District	Acres	7					
Vacant Land Area of District	Acres	1					
Parcels Requiring Environmental Site Remediation	Each	3	N/A	N/A			
Government Controlled Land							
LRA		2 Acres					
Miscellaneous / Semi-public Land		3 Acres					
Financing Options							
		Application					
Environmental Site Considerations By Type							
Airs-a/s		1					
Land/Funeral-cemetery-envir		1					
Misc-envir		1					



	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Total Land Area of District - 6 Acres							
DISTRICT SP-23							
No development recommendations for this area.							
Total Land Area of District	Acres	6					
Vacant Land Area of District	Acres	0					
Parcels Requiring Environmental Site Remediation	Each	2	N/A	N/A			
Financing Options							
		Application					
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Misc-enwir		1					



	Units	Quantity	Unit	Estimated Cost of Construction	Private or Public	Private Costs	Public Costs
Total Land Area of District - 4 Acres							
DISTRICT SP-24							
No development recommendations for this area.							
Total Land Area of District	Acres	5					
Vacant Land Area of District	Acres	0					
Parcels Requiring Environmental Site Remediation	Each	4	N/A	N/A			
Government Controlled Land							
City of St. Louis		0 Acres					
LRA		0 Acres					
LCRA		0 Acres					
PIE		0 Acres					
SLHA		0 Acres					
Miscellaneous / Semi-public Land		0 Acres					
Financing Options							
			Application				
Environmental Site Considerations By Type							
Petroleum Tanks		1					
Auto-machinery-envir		1					
Gasoline Filling-station-envir		2					



Total Land Area of District - 2.3 Acres DISTRICT SP-25						
<i>Development Costs</i>						
	Units	Quantity	Unit Cost	Estimated Cost of Construction	Private or Public	Private Costs
Vacant Land Area of District	Acres	0				
Land Acquisition Costs	Acres	2	\$ 150,000	\$ 300,000	Public	\$ - \$ 300,000
Consolidation of Parcels	Each	N/A			Public	-
Infrastructure Repairs/Improvements	Acres	2	50,000	100,000	Public	- 100,000
Parcels Requiring Environmental Site Remediation	Acres	0	N/A		Public	-
Renovation/Restoration of Clemens Mansion	Lump Sum	1	3,000,000	3,000,000	Private	3,000,000
Existing Structures to Remain (Very Poor Condition)	Each	1			Public	-
			Sub-Total	\$ 3,400,000		\$ 3,000,000 \$ 400,000
Development Fee (5% of construction costs)*				170,000		150,000
Soft Costs (20% of construction costs)*				680,000		600,000
Total Projected Development Expense of District SP-25**				\$ 4,250,000		\$ 3,750,000 \$ 500,000
					<i>Percent:</i>	88.2% 11.8%
Financing Options						
TIF, CDBG, MD Dept Finance Board Tax Credit, Sustainable Neighborhoods		Application				
SLDC Revolving Loan Fund, Urban Enterprise Loan		Infrastructure			<i>Adjusted/</i>	\$ 3,750,000 \$ 500,000
Justine Peterson, Fannie Mae Sec Mortgages, Senior Home Security		Acquisition			<i>Percent</i>	88.2% 11.8%
Private Donations		Ex. Housing				
		Clemens				
		Mansion				
* Individual project costs should include a portion of average development and soft costs. Average costs (%) may vary based on size and complexity of projects.						
** Total Projected Development Expense is an estimate that includes average Construction, Development & Soft costs.						

